

CHAPTER 2025-59

No. 484 AN ORDINANCE OF THE CITY OF PROVIDENCE APPROVING THE FINANCING OF THE "MILE OF HISTORY PROJECT" BY THE ISSUANCE OF APPROPRIATION OBLIGATIONS THEREFOR IN AN AMOUNT NOT TO EXCEED \$6,200,000.00
Approved December 18, 2025

Be it ordained by the City of Providence:

WHEREAS, the City desires to finance the construction, reconstruction and installation of streets and sidewalks and appurtenances thereto on, and adjacent to, the Benefit Street area (the "Mile of History Project" or the "Project") and to finance the Project through one or more loans from the Rhode Island Infrastructure Bank ("RIIB") municipal road and bridge revolving fund pursuant to chapter 24-18 of the Rhode Island General Laws and/or RIIB's efficient buildings revolving fund pursuant to Chapter 46-12.2 of the Rhode Island General Laws and/or Rhode Island General Laws Section 45-12-33, as amended from time to time;

WHEREAS, the estimated maximum cost of the Project is \$6,200,000;

WHEREAS, the period of usefulness of the Project is expected to be up to (20) years;

WHEREAS, if the Obligations (defined below) are issued as general obligations (secured by the full faith and credit and taxing power of the City) the net debt of the City after the issuance of the Obligations is expected to be \$269,219,303; and

WHEREAS, the Obligations authorized hereby will be within all debt and other limitations prescribed by the Constitution and the laws of State of Rhode Island ("State").

NOW THEREFORE, BE IT ORDAINED BY THE CITY OF PROVIDENCE THAT:

SECTION 1. The sum of Six Million Two Hundred Thousand Dollars (\$6,200,000) is appropriated for the development and financing of the Project, including funding a debt service reserve fund, if required by RIIB, and financing costs.

SECTION 2. In accordance with Chapter 46-12.2 and/or Chapter 24-18 of the Rhode Island General Laws and/or Rhode Island General Laws Section 45-12-33, as amended from time to time, the City Treasurer and the Mayor are hereby authorized to borrow an amount not exceeding Six Million Two Hundred Thousand Dollars (\$6,200,000) from RIIB, and to evidence such loan, such officers are hereby authorized to issue and refund on behalf of the City, in an amount not exceeding Six Million Two Hundred Thousand Dollars (\$6,200,000) appropriation obligations (the "Obligations") of the City, at one time, or from time to time in order to meet the foregoing appropriation.

SECTION 3. The manner of sale, amount, denominations, maturities, conversion or registration privileges, interest rates, medium of payment, and other terms, conditions and details of the Obligations may be fixed by the officers authorized to sign the Obligations.

SECTION 4. Pending the issuance of the Obligations under Section 2 hereof, the City Treasurer may expend funds from the General Fund of the City for the purposes specified in Section 1 hereof. Any advances made under this section shall be repaid without interest from the proceeds of the Obligations issued hereunder or from the proceeds of applicable federal or state assistance or from other available funds.

SECTION 5. The City Treasurer and the Mayor are hereby authorized to enter into a loan agreement and other financing documents with RIIB (the "Financing Documents") and said officers are hereby authorized and instructed to take all actions, and to execute and deliver the Financing Documents and any related agreements, certificates and other documents in such form as they may deem necessary or desirable to implement the Project. To the extent that the Financing Documents contemplate tax-exempt financing, such officers are also authorized to take all action, on behalf of the City, necessary to insure that the interest component of the Obligation payments will be excludable from gross income for federal income tax purposes and to refrain from all actions which would cause the interest component of the Obligation payments to become subject to federal income taxes.

SECTION 6. This Ordinance is an affirmative action of the City Council toward the execution and delivery of the Obligations and the Financing Documents in accordance with the purposes of the laws of the State. This Ordinance constitutes the City's declaration of official intent, pursuant to Treasury Regulation 1.150(2), to reimburse the City's General Fund for certain capital expenditures paid on or after the date which is sixty (60) days prior to the date of this Ordinance, but prior to the execution and delivery of the Obligations and the Financing Documents. Such amounts to be reimbursed shall not exceed \$6,200,000 and shall be reimbursed not later than eighteen (18) months after (a) the date on which the expenditure is paid or (b) the date the property is placed in service or abandoned, but in no event later than three (3) years after the date the expenditure is paid.

SECTION 7. The Director of Finance and the Mayor are authorized to take all actions necessary to comply with federal tax and securities laws including Rule 15c2-12 of the Securities and Exchange Commission (the "SEC Rule") and to execute and deliver one or more Disclosure Certificates in connection with the Obligations in the form as shall be deemed advisable by the Director of Finance and the Mayor in order to comply with the SEC Rule. The City hereby covenants and agrees that it will comply with and carry out all of the provisions of the Disclosure Certificates, as they may be amended from time to time. Notwithstanding any other provision of this Ordinance or the Obligations, failure of the City to comply with a Disclosure Certificates shall not be considered an event of default; however, any holder of the Obligations may take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the City to comply with its obligations under this Section and under the Disclosure Certificate.

SECTION 8. This Ordinance shall take effect upon passage.

IN CITY COUNCIL
DEC 04 2025
FIRST READING
READ AND PASSED
Janet L. Mastromarino
CLERK

IN CITY COUNCIL
DEC 17 2025
FINAL READING
READ AND PASSED
Rachel M. Miller
RACHEL M. MILLER, PRESIDENT.
Janet L. Mastromarino
CLERK

I HEREBY APPROVE.

Brett P. Smiley
Mayor

Date: 12/18/25



CITY OF PROVIDENCE
MAYOR BRETT P. SMILEY

MEMORANDUM

DATE: 6/16/2025

TO: Chairwoman Helen Anthony
Providence City Council – Finance Committee

FROM: Jason Sall, EIT, Civil Engineer

RE: Mile of History Streetscape Plan – Sidewalk Improvements for Historic Benefit Street

The Department of Public Works, Engineering Division has been working to develop a project to repair and revitalize the pedestrian infrastructure and streetscape of the historic Mile of History, Benefit Street. This project was proposed by the Mile of History Association (MoHA) to restore and welcome visitors to the multitude of civic, educational, cultural, and religious institutions along Benefit Street.

This project, funded by a \$6.2 million loan from the Rhode Island Infrastructure Bank (RIIB), would pave in brick all of Benefit Street sidewalks and restore the sidewalks to their historic character along both sides of the 1.2 mile length from Wickenden Street to North Main Street, through Wards 1, 2 & 3. This project would allow for the necessary improvements to the sidewalk's curb ramps and tree wells to bring this corridor into ADA compliance for the next generation of visitors and patrons. Where necessary and in coordination with the City Forester this project may also remove, replace, and add trees within the street's tree wells.

For this project, the City would need City Council and executive approval to borrow \$6.2 million. Construction would be anticipated to begin following the completion of the final design and pending the coordination and completion of two known utility projects occurring on Benefit Street: a Providence Water lead water service replacement project, and a RI Energy gas line project.

Cc:

DEPARTMENT OF PUBLIC WORKS, 700 ALLENS AVENUE, PROVIDENCE, RI 02905
PHONE (401) 680-7500 | FAX (401) 941-2567

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 1:59 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Elise Schuster**
Date: Sun, Jun 8, 2025 at 4:44 PM
Subject: Letter Of Support For Mile Of History Bond

Hi,

I'm a resident of Fox Point and am writing to support the Mile of History Bond for Benefit Street.

I frequently walk along Benefit to go to the RISD Museum and the Atheneum, and always appreciate the historical beauty of Benefit Street. This is an important part of Providence's history and should be maintained and protected.

Sincerely,
Elise

Elise Schuster

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 1:59 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Elizabeth E Wheeler MD
Date: Sun, Jun 8, 2025 at 5:04 PM
Subject: Letter Of Support For Mile Of History Bond

I fully support bond funding for the Mile of History Project. This is a very important need which will improve and maintain the outstanding beauty and historical character as well as safety that makes Providence unique and attractive for both residents and visitors alike.

Elizabeth E Wheeler MD
C 401.954.1120

Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:00 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Jack Richter
Date: Sun, Jun 8, 2025 at 6:05 PM
Subject: Letter Of Support For Mile Of History Bond

I certainly support investment in the Benefit Street area. It would be great to learn about the sources of funds and whether the colleges that abut this area are contributing their fair share.

Thank you for your informative report.

jack richter

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:00 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Houllahan
Date: Sun, Jun 8, 2025 at 11:58 PM
Subject: Letter Of Support For Mile Of History Bond

Dear Councilman Goncalves,

I am writing in support of the Mile of History bond.

Given the history of the city of Providence,
it behooves us to enhance heritage sites,
for which we should be proud, that are
important in the formation of our country.

Bobbi Houllahan
627 Hope St

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:01 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Alan Cobb
Date: Mon, Jun 9, 2025 at 4:51 AM
Subject: Letter Of Support For Mile Of History Bond

Both Kathe and I fully support this bond. As residents of this spectacular city, we the people need to do everything we can to preserve our history. Cheers, Chip Cobb

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:02 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Project

----- Forwarded message -----

From: <chewitt21@verizon.net>
Date: Mon, Jun 9, 2025 at 2:51 PM
Subject: Letter Of Support For Mile Of History Project

Dear Councilman Goncalves,

I deeply appreciate your advocacy for funding the Mile of History project to revitalize Benefit Street and the surrounding area.

Benefit Street has a unique place in the religious, architectural, cultural, and educational history of the United States, Rhode Island, and Providence. The street embraces the land which Roger Williams originally purchased from the Narragansett tribe in 1636 for the settlement of Providence and establishment of the Rhode Island colony. Here, under William's leadership, the principles of freedom of religion and respect for tribal sovereignty took root. Later, some of the most architecturally significant buildings, such as Hoppin House, John Brown House, and the Carrington House were constructed in the area. The campuses of nationally recognized institutions of higher learning, Brown University and the Rhode Island School of Design, lie within this area, along with the Rhode Island Supreme Court, the Athenaeum Library, the First Baptist Church in America, and many other important buildings and institutions.

Over 300,000 visitors come to see this amazing treasure annually. These visitors bring great economic value to Providence in form of revenue for local businesses and tax revenue.

The primary purpose of the project is to restore or rebuild Benefit Street's sidewalks to ADA standards so that the area is accessible to everyone. Over 3000 linear feet of sidewalks, 40% of the sidewalks of Benefit Street, are difficult of walking. Over 300 feet of sidewalk is impassable. An example is near the northwest corner of Benefit and Cady Street where a wide ditch extends across the sidewalk from the curb to the building.

The Mile of History Association, in consultation with many Providence City officials, funded a comprehensive sidewalk and streetscape improvement plan to provide the foundation for this project. Bradford Associates prepared the plan, and it has been shared with the City officials. The plan could be a model for use throughout Providence.

The Rhode Island Infrastructure Bank and the Rhode Island Department of Transportation have approved the project under the Infrastructure Bank's Municipal Road and Bridge Revolving Fund. The loan to cover the project offers extremely favorable interest rates, 33% below the City's market rate, and is repayable over a period as long as 20 years. A citywide sidewalk accessibility program with the Infrastructure Bank could be envisioned.

I strongly support this project as it will be beneficial for Providence and essential for the safety of visitors and residents.

Yours truly,

Charles W. Hewitt

35 Benefit Street

Providence, RI 02904

H: 401-751-5491

Cell: 401-954-1378

Chewitt21@verizon.net

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:02 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **jan liang**
Date: Mon, Jun 9, 2025 at 8:12 PM
Subject: Letter Of Support For Mile Of History Bond
To: Councilman John Goncalves

Dear Honorable Council Members,

I am writing to express my strong support for the proposed ordinance to fund the **Mile of History Project**, a vital \$6.2 million investment aimed at revitalizing Benefit Street and its surrounding areas. As a proud [Providence resident / resident of or near Benefit Street], I deeply care about the cultural legacy, historical preservation, and livability of our beloved city.

Benefit Street, often referred to as the "Mile of History," is undeniably one of the most historically significant and iconic corridors in the country. Its unique character, colonial architecture, and brick sidewalks are not just picturesque; they are a tangible link to Providence's rich past and a cornerstone of our heritage tourism.

This project's focus on **repairing and enhancing streets, brick sidewalks, and essential infrastructure** is incredibly important. These improvements will not only enhance the daily lives of residents by improving accessibility and safety but will also significantly bolster heritage tourism, drawing visitors who contribute to our local economy. Investing in this historic district is an investment in Providence's future.

Passing this ordinance is a crucial step toward preserving the irreplaceable character and ensuring the long-term accessibility of this cherished neighborhood. It demonstrates a commitment to thoughtful urban development that respects our past while enhancing our present and future.

I urge the City Council to support and pass the Mile of History Bond ordinance. Let's work together to ensure this transformative project moves across the finish line, safeguarding one of Providence's greatest treasures for generations to come.

Best,

Jennifer Liang

122 East Manning ST,

Providence, RI

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:03 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Alex Cutler
Date: Mon, Jun 9, 2025 at 9:49 PM
Subject: Letter Of Support For Mile Of History Bond

Dear John,

I live on Pratt Street and I am writing to express my strong support for the Mile of History Project, a transformative \$6.2 million investment dedicated to revitalizing Benefit Street and the surrounding area—one of the most historically significant corridors in the country. Please let me know what else I can do to support this project.

Alex Cutler, MD

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:04 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Holt Massey
Date: Tue, Jun 10, 2025 at 8:35 AM
Subject: Letter Of Support For Mile Of History Bond

Dear Members of the Providence City Government,

I am writing to urge you to invest in the revitalization of the Mile of History. This district is not only a living testament to our city's rich past, but also a powerful engine for economic growth, education, and community pride.

Benefit Street is home to one of the most extensive collections of 18th and 19th-century architecture in the nation, featuring hundreds of historic homes, cultural institutions, and places of worship. Its unique blend of civic, educational, and residential spaces makes it a premier destination for heritage tourism, drawing visitors from around the world and supporting local businesses.

Historic preservation in Providence has already demonstrated its value as an economic development tool. Investments in our historic districts have created jobs, stimulated retail and service industries, generated tax revenue, and established Providence as a vibrant business and tourist destination. Since 2013, property owners in local historic districts have invested over \$300 million in construction, underscoring the area's economic vitality.

However, recent decades have seen city budget shortfalls and economic downturns limit ongoing investment in the Mile of History's infrastructure. As a result, there is now a pressing need for renewed efforts to restore sidewalks, signage, lighting, and public spaces, ensuring that the district remains accessible, safe, and welcoming for residents and visitors alike.

Revitalizing Benefit Street will:

- Preserve Providence's unique architectural legacy and sense of place.
- Enhance the quality of life for residents by improving neighborhood infrastructure and amenities.
- Strengthen our city's reputation as a center for arts, culture, and education, thanks to institutions like the RISD Museum, the Providence Athenæum, and Brown University.
- Attract new investment, residents, and businesses, fueling long-term economic growth.
- Celebrate the diverse stories and contributions of all who have shaped this historic neighborhood.

Providence's future depends on how well we capitalize on our past. By investing in the revitalization of Benefit Street and its surroundings, we can ensure that this extraordinary neighborhood continues to inspire, educate, and enrich our community for generations to come.

Thank you for your leadership and your commitment to preserving what makes Providence truly exceptional.

Sincerely,

Michael Holt Massey

383 Benefit Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:04 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **John Woolsey**
Date: Tue, Jun 10, 2025 at 8:45 AM
Subject: Letter Of Support For Mile Of History Bond
To: John Goncalves, Providence - Ward 1

Hi John --

I want to add my name in support of the Mile of History Project to improve the streets and sidewalks of the Benefit Street area.

Benefit Street is one of Providence's signature streets, and it is important to recognize that and keep it in good shape.

Many thanks for all the work that you do for the city and our neighborhood.

Best,
John Woolsey
27 John Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, June 16, 2025 2:05 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: Benefit Street support
Attachments: Benefit Street.docx

----- Forwarded message -----

From: Kristen Adamo
Date: Fri, Jun 13, 2025 at 5:07 PM
Subject: Benefit Street support
To:
Cc: Councilman John Goncalves

Good evening,

I wanted to submit our letter of support for our friends on Benefit Street. Please forgive that their is no handwritten signature. We are having some computer issues.

Thanks and have a great weekend!

Kristen

Kristen Adamo

President & CEO

Providence Warwick Convention & Visitors Bureau

100 Westminster St. | Providence, RI 02903

P: 401.456.0231

E: Kadamo@GoProvidence.com

PROVIDENCE WARWICK CONVENTION & VISITORS BUREAU

June 13, 2025

Councilwoman Helen Anthony
Finance Committee Chair
Providence City Council
City Hall
25 Dorrance Street
Providence, RI 02903

Dear Councilwoman Anthony and Members of the Finance Committee,

The Providence Warwick Convention & Visitors Bureau (PWCVB) wishes to express its full support of accessing the appropriate funding from the Rhode Island Infrastructure Bank to undertake much-needed repairs and upgrades to the sidewalks along Benefit Street.

The PWCVB and the Mile of History Association have been close collaborators for many years and we honored them for their work at our Annual Meeting last year. Benefit Street is not only an important and meaningful chapter in this city's history but also a popular tourist attraction.

The PWCVB looked at visitation to Benefit Street during a one-year span. We found that 38% of visitors to the street lived outside of Rhode Island. As you know, we book more than 250 meetings, conventions and sporting events into the market annually. Many of those visitors are looking for something to do for a few hours that really tells them a little bit about Providence. They often choose our popular walking tour of Benefit Street.

Another big priority of meeting and convention planners is DEI initiatives, which extended to those who need to use wheelchairs to explore the city. This much-needed work on Benefit Street will allow those visitors better access to this important part of our landscape and make our destination more attractive to our clients.

We thank you for discussing this important matter.

Sincerely,

Kristen L. Adamo
President & CEO

100 Westminster Street / Providence, RI 02903 / P: 401.456.0200

GoProvidence.com

Tina Mastroianni – City Clerk
25 Dorrance, Street
Providence, Rhode Island 02903

Nancy Compton
"John Holden Greene House 1806"
33 Thayer Street
Providence, Rhode Island
401 263 0667

June 16, 2025

Dear Ms. Mastroianni,

As a long- time home owner and resident family in the Fox Point Neighborhood, I am writing to you on behalf of the Approval of Financing of the "Mile of History Project". The main purpose of this project is to rebuild and restore Benefit Street's sidewalks to ADA standards, making them accessible to all. This is supposed to be a walking city. At this point in time, most of the sidewalks on both sides of Benefit Street are dangerous to walk. Please help!

Providence's Benefit Street is a unique Street with national, state, and city significance because of its historic, architectural, cultural, educational and religious attributes. Historic Benefit Street is an important component of the State's and city's tourism, convention and hospitality economy. 300,000 visitors come to see this fascinating and unique street annually. Many of these tourists walk by our house a block away in the quiet corner of Thayer Street!

The Benefit Street sidewalk accessibility project is supported by the Governor's Commission on Disabilities and RAMP (Real Access Motivates Progress), the Providence Warwick Convention and Visitors Bureau, Stages of Freedom, Providence Streets Coalition, Grow Smart RI and many others in support of this project.

The Mile of History Association, in consultation with many Providence City Officials, engaged Bradford Associates to develop a comprehensive sidewalk improvement and streetscape plan that has

provided the foundation for this project and the Association has covered the full cost, \$30,000., for this plan in support of the initiation of this project. The Rhode Island Infrastructure Bank and the RI Department of Transportation have approved the project under the Infrastructure Bank's Municipal Road and Bridge Revolving Fund's 13 priority projects for 2024/2025 and is the only project from Providence on this list.

Please approve making Benefit Street both safe to walk, allowing people to both walk and look at what our city and citizens are trying to preserve with great pride!

Many thanks for your consideration!

Yours,

Nancy Compton

Mastroianni, Tina

From: Daniel Baudouin <d baudouinprov@gmail.com>
Sent: Tuesday, June 17, 2025 12:24 PM
To: Clerk, City
Cc: Liz Mauran
Subject: [EXTERNAL] Mile of History Association Project

Here is a list of organizations that have supported MoHA's efforts to develop the sidewalk and repair improvement project.

- RAMP
- Governor's Commission on Disabilities
- Providence Warwick Convention & Visitor's Bureau
- Stages of Freedom
- RI Historical Society
- Tillinghast Society
- Providence Streets Coalition
- Providence Preservation Society
- Grow Smart RI
- Providence Atheneum
- Barker Foundation

Thank you

Daniel Baudouin

4. Filling in the Data (10 Minutes Individual Form 2.0)

Students will receive 10 minutes to complete the data sheet and use the information to complete the data sheet. The data sheet will be used to complete the data sheet.

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Student	Address
John Doe	123 Main St
Jane Smith	456 Elm St
Bob Johnson	789 Oak St
Charlie Brown	101 Pine St
Diana Prince	202 Cedar St
Edward Norton	303 Birch St
Fiona Green	404 Maple St
George Lucas	505 Willow St
Helen Mirren	606 Spruce St
Ian McKellen	707 Fir St
Judi Dench	808 Ash St
Keira Knightley	909 Hickory St
Leonardo DiCaprio	1010 Sycamore St
Melanie Lynskey	1111 Dogwood St
Nicole Kidman	1212 Magnolia St
Orlando Bloom	1313 Redwood St
Penelope Cruz	1414 Cypress St
Ryan Murphy	1515 Juniper St
Sally Field	1616 Locust St
Tom Cruise	1717 Walnut St
Uma Thurman	1818 Chestnut St
Vince Vaughn	1919 Pecan St
Wendie Malick	2020 Palm St
Xosha Roquemore	2121 Olive St
Yvonne Strainford	2222 Birch St
Zoe Lister-Jones	2323 Elm St

4. Filling in the Data (10 Minutes Individual Form 2.0)

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Uma Thurman	1818 Chestnut St
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Vince Vaughn	1919 Pecan St
Wendie Malick	2020 Palm St
Xosha Roquemore	2121 Olive St
Yvonne Strainford	2222 Birch St
Zoe Lister-Jones	2323 Elm St

First Name	Last Name	Address	City	State	Zip
Donald R.	Rita	389 Benefit St #6	Providence	RI	02903
Cynthia Ventre	Hewitt	35 Benefit St	Providence	RI	02904
Judith	McNamera	33A Eagle Run	East Greenwich	RI	02818
Liz	Marchi	1 Congdon Ave	Newport	RI	02840
Ron	Onorato	1 Congdon Ave	Newport	RI	02840
John & Janet	Grewer	81 Benefit St	Providence	RI	02904
Carla	Petrocelli	368 Benefit Street	Providence	RI	02903
Robert	Petrocelli	368 Benefit Street	Providence	RI	02903
Pam	Pond	1 Charlesfield St.	Providence	RI	02906
Rick	Pond	1 Charlesfield St.	Providence	RI	02906
Nicha	Ratana	144 Benefit St	Providence	RI	02903
Irine P.	Jefferson	283 F Benefit Street	Providence	RI	02903
Fred	Atherton	573 Smith Street #2	Providence	RI	02908
Joyce	Stevos	57 Althea St	Providence	RI	02907
Claire Andrade	Watkins	280 Benefit St	Providence	RI	02903
Grace	Farmer	362 Benefit St	Providence	RI	02903
Alice	Miles	265 Benefit St	Providence	RI	02903
Arria	Bilodeau	355 Blackstone Blvd	Providence	RI	02906
Carl	Farmer	362 Benefit St	Providence	RI	02903
Mimi	Read	188 Benefit St #3	Providence	RI	02903
Mary	Minow	52 Benefit St	Providence	RI	02904
William	Tiff	200 Exchange St	Providence	RI	02903
Marisa Angel	Brown	91 Williams St	Providence	RI	02906
Ed	Biddle	7 Barnes St	Providence	RI	02906
Steve	Irvine	25 Benefit St	Providence	RI	02903
Tom	Streeter	26 R Benefit St	Providence	RI	02903
Allyn	Streeter	26 R Benefit St	Providence	RI	02903
Don	Keefer	81 Benefit St	Providence	RI	02903
Jane	Metzger	22 James St	Providence	RI	02903
Susie		173 Wickenden St	Providence	RI	02903
Harry	Adler	173 Wickenden St	Providence	RI	02903

Jennifer	Laurelli	16 Pratt St	Providence	RI	02906
Jeff	Hirsch	67 Williams St	Providence	RI	02906
Thomas	Slaight	102 Benefit St	Providence	RI	02903
Barbara	Slaight	102 Benefit St	Providence	RI	02903
Sharon	Steele	95 Chestnut St	Providence	RI	02903
Lorne	Adrain	6 Barnes St	Providence	RI	02906
Carol	Schnaer	visitor from Atlanta			
Kerrie	Doyle	65 Brook St	Providence	RI	02906
Joyce	Lilly	59 Williams St	Providence	RI	02906
Paul	Kappel	151 Pratt St	Providence	RI	02906
Nathaniel	Carden	4 Benefit St	Providence	RI	02904
Mahla	Ebrahimpour	4 Benefit St	Providence	RI	02904
Clark	Schoettle	4 University Ave	Providence	RI	02906
Priscilla	Read	4 University Ave	Providence	RI	02906
John	Woolsey	27 John St	Providence	RI	02906
Dexter	Strong	89 Keene St	Providence	RI	02906
Maureen	Taylor	89 Keene St	Providence	RI	02906
Toby	Ayers	81 Benefit St	Providence	RI	02903
Charles	Hewitt	35 Benefit St	Providence	Ri	02904
William	Schnauer	1010 River Mill Circle	Roswell	GA	
Liz	Mauran	109 Benefit St	Providence	RI	02903
Sara	Young	165 Holden St	Providence	RI	02908
Dan	Baudouin	48 kettle point ave	east providence		
Roz	Rustigian				

Mastroianni, Tina

From: Liz Mauran <emauran56@gmail.com>
Sent: Tuesday, June 17, 2025 9:50 AM
To: Clerk, City; Mastroianni, Tina
Cc: Dan Baudouin
Subject: [EXTERNAL] MoHA Sidewalks on Benefit

----- Forwarded message -----

From: **Janet Grewer** <janetgrewer@gmail.com>
Date: Sat, Jun 14, 2025 at 10:01 AM
Subject: Sidewalks on Benefit
To: mileofhistory@gmail.com <mileofhistory@gmail.com>

Mile of History
To whom it may concern,

My husband and I have resided on Benefit Street for 28 years and have watched as the sidewalks continue to deteriorate. Last month I experienced a significant fall when I tripped on the uneven bricks across from the Old Statehouse. I am still not fully healed from the multiple injuries. We walk Benefit Street daily for exercise and for pleasure; but the pleasure is getting harder to come by as the street care has been increasingly neglected. It seems to us that as Benefit Street is a major draw for tourists, the city should afford it more support.

Thank you for any help you can provide
Janet and John Grewer
81 Benefit St, rear, Providence, RI 02904



Street 10 Orms St., Suite 200 | Providence, RI 02904
Phone 866-542-8170 | Fax: 401-272-0596
www.aarp.org/RI | riaarp@aarp.org | twitter: @aarpri
facebook: facebook.com/aarpri

June 17, 2025

Dear Chairwoman Anthony and Members of the Finance Committee:

On behalf of AARP's thousands of members in Providence, it is my pleasure to write in support of An Ordinance of the City of Providence Approving the Financing of the "Mile of History Project" by the Issuance of Appropriation obligations therefor in an Amount Not to Exceed \$6,200,000.00.

AARP's mission is to empower people to choose how they live as they age. This project supports AARP's mission in several important ways:

"Safe and Accessible Streets for All Generations."

AARP champions age-friendly communities, and accessible sidewalks ensure that older adults can navigate neighborhoods safely and independently. This project directly supports mobility and freedom for residents aging in place.

"Universal Accessibility is a Right, Not a Privilege."

Rebuilding sidewalks to ADA standards promotes equitable access—not only for older adults, but for individuals with disabilities, parents with strollers, and others who benefit from barrier-free design.

"Accessible Communities Are Thriving Communities."

With over 300,000 visitors to the Mile of History annually, improving accessibility contributes to tourism, local business, and community engagement—supporting AARP's goals for vibrant, livable communities that serve all residents and visitors.

I urge the Committee's favorable consideration of this ordinance.

Sincerely,

A handwritten signature in black ink, appearing to read "Catherine Taylor".

Catherine Taylor
State Director

Tina Guenette
CEO and Founder
RAMP Real Access Motivates Progress
June 15, 2025



The Honorable Mayor and City Council Members
City Hall
Providence, RI

Dear Mayor and City Council Members,

I am writing to bring attention to the pressing issue of sidewalk accessibility in our city, particularly on historic Benefit Street. As you may be aware, Benefit Street is a unique and culturally significant street that attracts over 300,000 visitors annually. However, its sidewalks are in dire need of restoration or rebuilding to meet ADA standards.

The current state of our sidewalks is alarming, with 40% of the sidewalks on Benefit Street having surfaces that are difficult for walking, and over 330 feet of sidewalk deemed impassable. This not only affects individuals with mobility challenges but also poses a risk to the overall safety and well-being of our community.

It's worth noting that 55% of Rhode Islanders are registered with FEMA as individuals who require mobility aid evacuations. However, given the tendency of Rhode Islanders to avoid registration, we strongly believe that this number is significantly higher. This highlights the importance of creating accessible infrastructure that meets the needs of all residents, regardless of age or ability.

RAMP (Real Access Motivates Progress) was an integral part of preparing this project, working closely with the Mile of History Association and other organizations to ensure that accessibility needs were met, and solutions were effective and practical. We are proud to have played a role in shaping this project and look forward to seeing it come to fruition.

The project has already received approval from the Rhode Island Infrastructure Bank and the RI Department of Transportation and has been prioritized as one of only 13 projects statewide for 2024/2025.

We believe that this project is a crucial step towards creating a more inclusive and accessible city for all. By working together, we can ensure that our sidewalks are safe and accessible for everyone, regardless of age or ability.

Some of the key benefits of this project include:

- ***Improved accessibility***: Restoring or rebuilding sidewalks to ADA standards will make them accessible to all, regardless of age or ability.
- ***Enhanced safety***: Accessible sidewalks will reduce the risk of accidents and injuries, creating a safer environment for all pedestrians.
- ***Economic benefits***: Accessible sidewalks will also benefit local businesses and tourism, as visitors will be able to navigate the area more easily.

We urge you to support this project and consider a citywide multi-year sidewalk accessibility program with the Rhode Island Infrastructure Bank. This would enable us to create a more inclusive and accessible city for all and would provide a framework for addressing sidewalk accessibility issues throughout Providence.

Thank you for your time and consideration.

Sincerely,

Tina Guenette

**RAMP real access motivates Progress
President / CEO / Founder**



STATE OF RHODE ISLAND
Executive Department
**GOVERNOR'S COMMISSION ON
DISABILITIES**

John O. Pastore Center, 2 Cherry Dale Court
Cranston, RI 02920-3049
[voice] (401) 462-0100 [tty] via RI Relay 711 [fax] 462-0106
[e-mail] gcd.disabilities@gcd.ri.gov [website] www.disabilities.ri.gov

July 13, 2023

Dear Mr. Buonanno,

The Rhode Island Governor's Commission on Disabilities (GCD) is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all

The GCD is a state agency responsible for:

- promoting on behalf of the people with disabilities and assuring, on behalf of the state, that people with disabilities are afforded the opportunities to exercise all of the rights and responsibilities accorded to citizens of this state
- Arousing community interest in the concerns of people with disabilities through the utilization of whatever community and state resources the commission may deem necessary to accomplish the maximum in independent living and human development
- Coordinating compliance with federal and state laws protecting the rights of individuals with disabilities by state agencies
- Providing technical assistance to public and private agencies, businesses, and citizens in complying with federal and state laws protecting the rights of individuals with disabilities

The GCD provided technical assistance to MoHA by participating in a review of the accessibility of the Benefit St. sidewalks based on the Tourism Committee's assessment of the current conditions as cited below. This practice resulted in a comprehensive plan to identify areas of ADA improvements needed.

The MoHA's Tourism Committee identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.

If communication assistance (readers/interpreters/captioners), or any other accommodation is needed to ensure equal participation, please contact the Commission at least three (3) business days prior to the meeting so arrangements can be made to provide such assistance at no cost to the person requesting it.

With support from the New England ADA Center

2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of Providence, RI. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences, and educate thousands more residents and visitors. We urge you to support MoHA's efforts.

Sincerely,

Rory Carmody, MA, CRC

Rory Carmody
Interim Chair
Governor's Commission on Disabilities

If communication assistance (readers/interpreters/captioners), or any other accommodation is needed to ensure equal participation, please contact the Commission at least three (3) business days prior to the meeting so arrangements can be made to provide such assistance at no cost to the person requesting it.

With support from the New England ADA Center

June 13, 2025

Councilwoman Helen Anthony
Finance Committee Chair
Providence City Council
City Hall
25 Dorrance Street
Providence, RI 02903

84.6% overnight

Dear Councilwoman Anthony and Members of the Finance Committee,

The Providence Warwick Convention & Visitors Bureau (PWCVB) wishes to express its full support of accessing the appropriate funding from the Rhode Island Infrastructure Bank to undertake much-needed repairs and upgrades to the sidewalks along Benefit Street.

The PWCVB and the Mile of History Association have been close collaborators for many years and we honored them for their work at our Annual Meeting last year. Benefit Street is not only an important and meaningful chapter in this city's history but also a popular tourist attraction.

The PWCVB looked at visitation to Benefit Street during a one-year span. We found that 38% of visitors to the street lived outside of Rhode Island. As you know, we book more than 250 meetings, conventions and sporting events into the market annually. Many of those visitors are looking for something to do for a few hours that really tells them a little bit about Providence. They often choose our popular walking tour of Benefit Street.

Another big priority of meeting and convention planners is DEI initiatives, which extended to those who need to use wheelchairs to explore the city. This much-needed work on Benefit Street will allow those visitors better access to this important part of our landscape and make our destination more attractive to our clients.

We thank you for discussing this important matter.

Sincerely,

Kristen L. Adamo
President & CEO



Vincent Buonanno, President, Mile of History Association
30 Benefit Street
Providence, RI 02904
June 20, 2022

Dear Mr. Buonanno,

Stages of Freedom is pleased to offer unqualified support to the Mile of History (MoHA's) efforts to repair the extensive sidewalks on the historic Benefit Street, particularly those that are not in compliance with ADA. Additionally, we support MoHA's efforts to create a street level signage system that will help educate Rhode Island residents and visitors experiencing the historical and cultural features of this extraordinarily important street. We share the goal to make Benefit Street accessible, enjoyable, and informative for all, including people with physical disabilities.

Stages of Freedom operates an active cultural program and an African American Museum two blocks west of Benefit Street. We have hundreds of guests each year who are coming from or going to Benefit Street historical sites.

Stages of Freedom is a member of MoHA's Tourism Committee which has identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. Stages of Freedom has long recognized the lack of educational panels or signage that inform visitors about the rich history of this famous street. For example, there is no information to alert a visitor to the fact that this street was once nicknamed "the Oreo Street," because of a long history of African Americans living on the North End, Cape Verdeans on the South End, and White residents in the middle of the street. The history of this street is rich and diverse, from the indigenous people's time to the present, and it is deserving of attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. The four of five institutions along the street promote their property, but not the dozens of other sites on Benefit Street.
5. There are thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

Stages of Freedom believes that Benefit Street is one of the most historic and culturally significant streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We hope you will support MoHA's efforts to turn Benefit Street into one of the most exciting historic sites in America.

Sincerely,



Ray Rickman
Executive Director of Stages of Freedom

10 Westminster Street, Providence, RI 02903

401.421.0606

September 26, 2022

Mr. Vincent Buonanno
Mile of History Association
24 Meeting Street
Providence, RI 02903

Dear Mr. Buonanno,

The Rhode Island Historical Society is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all.

The Rhode Island Historical Society's John Brown House Museum is prominently situated overlooking Benefit Street and acts as one of the streets historical anchors. Over the last four years, the RIHS has made great improvements to the retaining wall and fence around the property to bring it up to the level that Benefit Street deserves. And for our 200th anniversary, (2022) we are undertaking an ambitious project called "Putting Down Roots," which we feel directly complements MoHA's mission and current initiatives. This landscape project will be an homage to the 1901 Olmsted Brothers' plan for the property, but it will also create ADA accessibility from our parking lot to the museum, and we will incorporate interpretive signage into the landscape to educate the thousands of visitors we see every year about the history of this land and the built environment.

As a member of MoHA's Tourism Committee, which has identified in detail problems that these projects will address (see below), we hope to not only support the work listed below, but to also amplify it at our historic site.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area that is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the Indigenous people's time to the present. The history of this street

Remember Interpret Honor Share

Dear Mr. Buonanno,

The Tillinghast Society, Inc is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all.

Our organization is responsible for the care of the unique, historic Tillinghast Burial Ground on Benefit St. This is the last of the many small family burial grounds that were along "Back Street", the path that wound around the gravesites and in the 1770's became Benefit St. The RI Historical Society (RIHS) who leads tours of the Mile of History for visitors and many school tours has suggested we consider a "waysign" to explain the unique history of the site and who Pardon Tillinghast was.

We are a member of MoHA's Tourism Committee which has identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or

- signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
 5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We urge you to support MoHA's efforts.

Respectfully submitted,
W. Bruce Tillinghast President, TSI

PROVIDENCE
COALITION

November 1, 2022

RE: Letter of Support for Mile of History Association's application for Benefit Street sidewalk and ADA improvements

Dear Mr. Buonanno,

As the lead organizer of the Providence Streets Coalition, I write to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with the Americans with Disabilities Act (ADA). In addition, I support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street safe, accessible, enjoyable and informative for all.

The Providence Streets Coalition is an alliance of community organizations, local businesses, schools, neighborhood associations, civic leaders, and engaged individuals advocating for people-friendly streets in Providence. We support providing safer streets, more transportation choices, and policies that advance mobility justice. We believe in constructing streets where all residents and visitors can move safely and easily, no matter how they travel – whether driving, walking, biking, skating, taking buses, using wheelchairs, or other mobility devices.

I agree with MoHA's Tourism Committee which has identified problems and opportunities that this project will address:

Safety: The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.

Education: There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. I urge you to support MoHA's efforts.

Sincerely,

Liza Burkin, Lead Organizer of the Providence Streets Coalition
liza@ourstreetspvd.org | 401-400-1382 | pvdstreets.org

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Warren Jagger

June 15, 2022

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Jonathan Pitts-Wiley
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Edmund A. Restivo Jr.
Shideh Shafie
Barbara Sokoloff
Jared Sugerman
Carrie Zaslow

The Providence Preservation Society is pleased to support the Mile of History Association's (MoHA) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with the ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important landscape. Their goal to make Benefit Street accessible, enjoyable, and informative for all is to be commended.

Our institution or agency is dedicated to historic preservation advocacy and education. We are currently working to daylight Black history in the Benefit Street area and will work with MoHA to incorporate sites and information into their signage program.

We are a member of MoHA's Tourism Committee which has identified problems that these projects will address.

Architectural History Consultant
Wm McKenzie Woodward

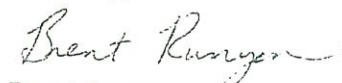
- The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate standards for the repair of sidewalks have been developed and will be shared with the City. A consistent, historic design will add to the attractiveness of Benefit Street.
- There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse and should be told.
- There is no signage to inform visitors about the many institutions that they can visit on the street.
- There is no signage that orients visitors to Benefit Street. Tourists instead rely on maps that they may pick up when the visitor's bureau is open.
- There are hundreds of thousands of visitors to the institutions on the street, adding to the quality of life and the economy of the city and State, yet very little is being done to capitalize on this visitation. There is great potential to increase the number of visitors both from Rhode Island and elsewhere.

Advisors
Oliver H.L. Bennett
Arria C. Bilodeau
Vincent J. Buonanno
Malcolm G. Chace Jr.
Sean O. Coffey
J P Couture
Maia Farish
Linton A. "Jay" Fluck
Vance Freymann
Leslie A. Gardner
Karen L. Jessup
Kari N. Lang
Sally E. Lapidis
James W. Litsey
Christopher J. Marsella
Marta V. Martinez
Liz Rollins Mauran
Patricia Moran
William J. Penn
H. LeBaron Preston
Clifford M. Renshaw
Carla Ricci
Lucie Searle
Deming E. Sherman
Melissa Trapp
Mark Van Noppen

Executive Director
Brent Runyon

To summarize, Benefit Street is one of the most historic and cultural streets in America. We urge you to support MoHA's efforts to enhance the visitor experience by making Improvements to the sidewalks and installing visually compelling, data-rich signage.

Sincerely,


Brent Runyon



THE PROVIDENCE ATHENÆUM

July 29, 2022

Dear Mr. Buonanno,


The Providence Athenæum is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all.

Our institution is one of the oldest libraries in the country, and one of the most visited tourist destinations in Providence. Prior to the pandemic, the Athenæum welcomed 60,000 visitors each year, and was prominently featured in nearly every national travel story about Providence. We are a member of MoHA's Tourism Committee which has identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We urge you to support MoHA's efforts. Please let me know if I can provide any additional information.

Best wishes,


Matt Burricsei
Executive Director

251 BENEFIT STREET, PROVIDENCE, RI 02903



GrowSmartRI
Sustainable Economic Growth
& Quality of Place

Michael L. Friedman
Board Chair
Scott Wolf
Executive Director

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Martha Werenfels

September 20, 2022

Mr. Vincent Buonanno
President
Mile of History Association
One Governor St., Providence, RI 02906

RE: Benefits Street Sidewalks

Dear Mr. Buonanno,

Grow Smart RI is pleased to support the Mile of History's (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street.

Grow Smart RI is a statewide coalition of business and civic leaders and concerned community stakeholders that provides policy guidance to those seeking thoughtful, long-term economic growth. We have a 24-year history of promoting best practice tools and strategies to advance economic and community revitalization, including a robust multi-modal transportation system, which includes sidewalks. One of the principal ways we do this is by promoting public and private investments in a 21st century transportation system that's integrated with sustainable land use strategies and goals.

We understand that MoHA's Tourism Committee has identified in detail problems that these projects will address, as follows:

1. The condition of the sidewalks is poor, and in some cases dangerous. Standards for repair of sidewalks have been developed and a consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse and warrants attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors.

We encourage public funding support of this initiative.

Yours truly,


John Flaherty
Deputy Director

June 23, 2022

Dear Mr. Buonanno,

The Providence Warwick Convention & Visitors Bureau (PWCVB) is pleased to support the Mile of History Association's (MoHA) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. We are also staunch proponents of MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. We applaud your goal of making Benefit Street accessible, enjoyable and informative for all and plan to lend marketing and promotional resources to that effort.

In a typical year, the PWCVB brings about \$80 million in direct spend impact to Rhode Island, through the meetings, conventions, and sporting events that our team books. Additionally, we are responsible for marketing Providence as a leisure tourism destination and have spent the past two decades building the city's national reputation as an art and culinary capital.

As part of our efforts, we are proud to work with MoHA's Tourism Committee. The Benefit Street area is a powerful draw for visitors and, as such, your concerns are our concerns. Among them:

- The need for sidewalk repair. MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. A consistent, historic design will add to the attractiveness of Benefit Street.
- A comprehensive signage program that would inform visitors about the rich history of this street, including the history of those indigenous to the land.
- A wayfinding system for the Benefit Street area.

We support your organization's efforts and look forward to partnering with you to bring more visitors to this historically significant and visually stunning part of our great city.

Sincerely,



Kristen L. Adamo

10 Memorial Boulevard / Providence, RI 02903 / P: 401.456.0200 / F: 401.351.2090

GoPROVIDENCE.COM



September 19, 2022

Dear Mr. Buonanno,

The Barker Foundation is pleased to support the Mile of History Association (MoHA) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable, and informative for all.

The Barker Foundation is the owner of Barker Playhouse at 400 Benefit Street and is a philanthropic 501(c)(3) contributor to the arts in the City of Providence. Our Playhouse is home to The Players, America's oldest continually operating Little Theater in the country. We welcome all to see our performances and join our community.

MoHA's Tourism Committee has identified in detail these projects to address:

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We support MoHA's efforts.

Sincerely,

David Crossley
President



STATE OF RHODE ISLAND
Executive Department
**GOVERNOR'S COMMISSION ON
DISABILITIES**

John O. Pastore Center, 2 Cherry Dale Court
Cranston, RI 02920-3049
[voice] (401) 462-0100 [tty] via RI Relay 711 [fax] 462-0106
[e-mail] gcd.disabilities@gcd.ri.gov [website] www.disabilities.ri.gov

July 13, 2023

Dear Mr. Buonanno,

The Rhode Island Governor's Commission on Disabilities (GCD) is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all

The GCD is a state agency responsible for:

- promoting on behalf of the people with disabilities and assuring, on behalf of the state, that people with disabilities are afforded the opportunities to exercise all of the rights and responsibilities accorded to citizens of this state
- Arousing community interest in the concerns of people with disabilities through the utilization of whatever community and state resources the commission may deem necessary to accomplish the maximum in independent living and human development
- Coordinating compliance with federal and state laws protecting the rights of individuals with disabilities by state agencies
- Providing technical assistance to public and private agencies, businesses, and citizens in complying with federal and state laws protecting the rights of individuals with disabilities

The GCD provided technical assistance to MoHA by participating in a review of the accessibility of the Benefit St. sidewalks based on the Tourism Committee's assessment of the current conditions as cited below. This practice resulted in a comprehensive plan to identify areas of ADA improvements needed.

The MoHA's Tourism Committee identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.

If communication assistance (readers/interpreters/captioners), or any other accommodation is needed to ensure equal participation, please contact the Commission at least three (3) business days prior to the meeting so arrangements can be made to provide such assistance at no cost to the person requesting it.

With support from the New England ADA Center

2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of Providence, RI. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences, and educate thousands more residents and visitors. We urge you to support MoHA's efforts.

Sincerely,

Rory Carmody, MA, CRC

Rory Carmody
Interim Chair
Governor's Commission on Disabilities

If communication assistance (readers/interpreters/captioners), or any other accommodation is needed to ensure equal participation, please contact the Commission at least three (3) business days prior to the meeting so arrangements can be made to provide such assistance at no cost to the person requesting it.

With support from the New England ADA Center

June 13, 2025

Councilwoman Helen Anthony
Finance Committee Chair
Providence City Council
City Hall
25 Dorrance Street
Providence, RI 02903

84.6% overnight

Dear Councilwoman Anthony and Members of the Finance Committee,

The Providence Warwick Convention & Visitors Bureau (PWCVB) wishes to express its full support of accessing the appropriate funding from the Rhode Island Infrastructure Bank to undertake much-needed repairs and upgrades to the sidewalks along Benefit Street.

The PWCVB and the Mile of History Association have been close collaborators for many years and we honored them for their work at our Annual Meeting last year. Benefit Street is not only an important and meaningful chapter in this city's history but also a popular tourist attraction.

The PWCVB looked at visitation to Benefit Street during a one-year span. We found that 38% of visitors to the street lived outside of Rhode Island. As you know, we book more than 250 meetings, conventions and sporting events into the market annually. Many of those visitors are looking for something to do for a few hours that really tells them a little bit about Providence. They often choose our popular walking tour of Benefit Street.

Another big priority of meeting and convention planners is DEI initiatives, which extended to those who need to use wheelchairs to explore the city. This much-needed work on Benefit Street will allow those visitors better access to this important part of our landscape and make our destination more attractive to our clients.

We thank you for discussing this important matter.

Sincerely,

Kristen L. Adamo
President & CEO



Vincent Buonanno, President, Mile of History Association
30 Benefit Street
Providence, RI 02904
June 20, 2022

Dear Mr. Buonanno,

Stages of Freedom is pleased to offer unqualified support to the Mile of History (MoHA's) efforts to repair the extensive sidewalks on the historic Benefit Street, particularly those that are not in compliance with ADA. Additionally, we support MoHA's efforts to create a street level signage system that will help educate Rhode Island residents and visitors experiencing the historical and cultural features of this extraordinarily important street. We share the goal to make Benefit Street accessible, enjoyable, and informative for all, including people with physical disabilities.

Stages of Freedom operates an active cultural program and an African American Museum two blocks west of Benefit Street. We have hundreds of guests each year who are coming from or going to Benefit Street historical sites.

Stages of Freedom is a member of MoHA's Tourism Committee which has identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. Stages of Freedom has long recognized the lack of educational panels or signage that inform visitors about the rich history of this famous street. For example, there is no information to alert a visitor to the fact that this street was once nicknamed "the Oreo Street," because of a long history of African Americans living on the North End, Cape Verdeans on the South End, and White residents in the middle of the street. The history of this street is rich and diverse, from the indigenous people's time to the present, and it is deserving of attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. The four of five institutions along the street promote their property, but not the dozens of other sites on Benefit Street.
5. There are thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

Stages of Freedom believes that Benefit Street is one of the most historic and culturally significant streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We hope you will support MoHA's efforts to turn Benefit Street into one of the most exciting historic sites in America.

Sincerely,



Ray Rickman
Executive Director of Stages of Freedom

10 Westminster Street, Providence, RI 02903

401.421.0606

Dear Mr. Buonanno,

The Tillinghast Society, Inc is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all.

Our organization is responsible for the care of the unique, historic Tillinghast Burial Ground on Benefit St. This is the last of the many small family burial grounds that were along "Back Street", the path that wound around the gravesites and in the 1770's became Benefit St. The RI Historical Society (RIHS) who leads tours of the Mile of History for visitors and many school tours has suggested we consider a "waysign" to explain the unique history of the site and who Pardon Tillinghast was.

We are a member of MoHA's Tourism Committee which has identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or

- signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
 5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We urge you to support MoHA's efforts.

Respectfully submitted,
W. Bruce Tillinghast President, TSI

September 26, 2022

Mr. Vincent Buonanno
Mile of History Association
24 Meeting Street
Providence, RI 02903

Dear Mr. Buonanno,

The Rhode Island Historical Society is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all.

The Rhode Island Historical Society's John Brown House Museum is prominently situated overlooking Benefit Street and acts as one of the streets historical anchors. Over the last four years, the RIHS has made great improvements to the retaining wall and fence around the property to bring it up to the level that Benefit Street deserves. And for our 200th anniversary, (2022) we are undertaking an ambitious project called "Putting Down Roots," which we feel directly complements MoHA's mission and current initiatives. This landscape project will be an homage to the 1901 Olmsted Brothers' plan for the property, but it will also create ADA accessibility from our parking lot to the museum, and we will incorporate interpretive signage into the landscape to educate the thousands of visitors we see every year about the history of this land and the built environment.

As a member of MoHA's Tourism Committee, which has identified in detail problems that these projects will address (see below), we hope to not only support the work listed below, but to also amplify it at our historic site.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area that is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the Indigenous people's time to the present. The history of this street

Remember Interpret Honor Share

PROVIDENCE
COALITION

November 1, 2022

RE: Letter of Support for Mile of History Association's application for Benefit Street sidewalk and ADA improvements

Dear Mr. Buonanno,

As the lead organizer of the Providence Streets Coalition, I write to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with the Americans with Disabilities Act (ADA). In addition, I support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street safe, accessible, enjoyable and informative for all.

The Providence Streets Coalition is an alliance of community organizations, local businesses, schools, neighborhood associations, civic leaders, and engaged individuals advocating for people-friendly streets in Providence. We support providing safer streets, more transportation choices, and policies that advance mobility justice. We believe in constructing streets where all residents and visitors can move safely and easily, no matter how they travel – whether driving, walking, biking, skating, taking buses, using wheelchairs, or other mobility devices.

I agree with MoHA's Tourism Committee which has identified problems and opportunities that this project will address:

Safety: The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.

Education: There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. I urge you to support MoHA's efforts.

Sincerely,

Liza Burkin, Lead Organizer of the Providence Streets Coalition
liza@ourstreetspvd.org | 401-400-1382 | pvdstreets.org

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June 15, 2022

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The Providence Preservation Society is pleased to support the Mile of History Association's (MoHA) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with the ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important landscape. Their goal to make Benefit Street accessible, enjoyable, and informative for all is to be commended.

Our institution or agency is dedicated to historic preservation advocacy and education. We are currently working to daylight Black history in the Benefit Street area and will work with MoHA to incorporate sites and information into their signage program.

We are a member of MoHA's Tourism Committee which has identified problems that these projects will address.

Architectural History Consultant
Wm McKenzie Woodward

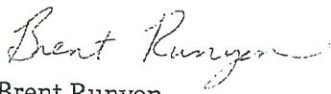
Advisors
Oliver H.L. Bennett
Arria C. Bilodeau
Vincent J. Buonanno
Malcolm G. Chace Jr.
Sean O. Coffey
J P Couture
Maia Farish
Linton A. "Jay" Fluck
Vance Freymann
Leslie A. Gardner
Karen L. Jessup
Kari N. Lang
Sally E. Lapidés
James W. Litsey
Christopher J. Marsella
Marta V. Martinez
Liz Rollins Mauran
Patricia Moran
William J. Penn
H. LeBaron Preston
Clifford M. Renshaw
Carla Ricci
Lucie Searle
Deming E. Sherman
Melissa Trapp
Mark Van Noppen

Executive Director
Brent Runyon

- The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate standards for the repair of sidewalks have been developed and will be shared with the City. A consistent, historic design will add to the attractiveness of Benefit Street.
- There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse and should be told.
- There is no signage to inform visitors about the many institutions that they can visit on the street.
- There is no signage that orients visitors to Benefit Street. Tourists instead rely on maps that they may pick up when the visitor's bureau is open.
- There are hundreds of thousands of visitors to the institutions on the street, adding to the quality of life and the economy of the city and State, yet very little is being done to capitalize on this visitation. There is great potential to increase the number of visitors both from Rhode Island and elsewhere.

To summarize, Benefit Street is one of the most historic and cultural streets in America. We urge you to support MoHA's efforts to enhance the visitor experience by making Improvements to the sidewalks and installing visually compelling, data-rich signage.

Sincerely,


Brent Runyon



THE PROVIDENCE ATHENÆUM

July 29, 2022

Dear Mr. Buonanno,

The Providence Athenæum is pleased to support the Mile of History (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable and informative for all.

Our institution is one of the oldest libraries in the country, and one of the most visited tourist destinations in Providence. Prior to the pandemic, the Athenæum welcomed 60,000 visitors each year, and was prominently featured in nearly every national travel story about Providence. We are a member of MoHA's Tourism Committee which has identified in detail problems that these projects will address.

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We urge you to support MoHA's efforts. Please let me know if I can provide any additional information.

Best wishes,


Matt Burriesci
Executive Director

251 BENEFIT STREET, PROVIDENCE, RI 02903



GrowSmartRI
Sustainable Economic Growth
& Quality of Place

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Board Chair
Scott Wolf
Executive Director

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September 20, 2022

Mr. Vincent Buonanno
President
Mile of History Association
One Governor St., Providence, RI 02906

RE: Benefits Street Sidewalks

Dear Mr. Buonanno,

Grow Smart RI is pleased to support the Mile of History's (MoHA's) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street.

Grow Smart RI is a statewide coalition of business and civic leaders and concerned community stakeholders that provides policy guidance to those seeking thoughtful, long-term economic growth. We have a 24-year history of promoting best practice tools and strategies to advance economic and community revitalization, including a robust multi-modal transportation system, which includes sidewalks. One of the principal ways we do this is by promoting public and private investments in a 21st century transportation system that's integrated with sustainable land use strategies and goals.

We understand that MoHA's Tourism Committee has identified in detail problems that these projects will address, as follows:

1. The condition of the sidewalks is poor, and in some cases dangerous. Standards for repair of sidewalks have been developed and a consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse and warrants attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors.

We encourage public funding support of this initiative.

Yours truly,

John Flaherty
Deputy Director

June 23, 2022

Dear Mr. Buonanno,

The Providence Warwick Convention & Visitors Bureau (PWCVB) is pleased to support the Mile of History Association's (MoHA) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. We are also staunch proponents of MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. We applaud your goal of making Benefit Street accessible, enjoyable and informative for all and plan to lend marketing and promotional resources to that effort.

In a typical year, the PWCVB brings about \$80 million in direct spend impact to Rhode Island, through the meetings, conventions, and sporting events that our team books. Additionally, we are responsible for marketing Providence as a leisure tourism destination and have spent the past two decades building the city's national reputation as an art and culinary capital.

As part of our efforts, we are proud to work with MoHA's Tourism Committee. The Benefit Street area is a powerful draw for visitors and, as such, your concerns are our concerns. Among them:

- The need for sidewalk repair. MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. A consistent, historic design will add to the attractiveness of Benefit Street.
- A comprehensive signage program that would inform visitors about the rich history of this street, including the history of those indigenous to the land.
- A wayfinding system for the Benefit Street area.

We support your organization's efforts and look forward to partnering with you to bring more visitors to this historically significant and visually stunning part of our great city.

Sincerely,



Kristen L. Adamo

10 Memorial Boulevard / Providence, RI 02903 / P: 401.456.0200 / F: 401.351.2090

GoPROVIDENCE.COM



September 19, 2022

Dear Mr. Buonanno,

The Barker Foundation is pleased to support the Mile of History Association (MoHA) efforts to repair and replace sidewalks on historic Benefit Street, particularly those that are not in compliance with ADA. In addition, we support MoHA's efforts to create an educational signage system that will help Rhode Island residents and visitors experience the extraordinary historical and cultural features of this important street. The goal is to make Benefit Street accessible, enjoyable, and informative for all.

The Barker Foundation is the owner of Barker Playhouse at 400 Benefit Street and is a philanthropic 501(c)(3) contributor to the arts in the City of Providence. Our Playhouse is home to The Players, America's oldest continually operating Little Theater in the country. We welcome all to see our performances and join our community.

MoHA's Tourism Committee has identified in detail these projects to address:

1. The condition of the sidewalks is poor, and in some cases dangerous. In fact, with the expertise of a landscape architect, MoHA has documented 298 feet of sidewalk area which is impassable and 1,087 feet where paved surfaces are in poor condition. Appropriate Standards for repair of sidewalks have been developed. A consistent, historic design will add to the attractiveness of Benefit Street.
2. There are no educational panels or signage that inform visitors about the rich history of this street, from the indigenous people's time to the present. The history of this street is rich and diverse, deserving attention.
3. There are no directional or informational panels or signage to inform visitors about the many institutions that they can visit on the street.
4. The Tourism Committee determined that visitors have trouble finding Benefit Street. In fact, college pranksters have removed street signs for end of year trophies, making the tourism experience extra challenging.
5. There are hundreds of thousands of visitors to the institutions on the street adding to the quality of life and the economy of the city and State. Potential to increase the number of visitors both from Rhode Island and elsewhere is untapped.

To summarize, Benefit Street is one of the most historic and cultural streets in America. Improvements in safe and attractive sidewalks and a systematic information system, which complements existing electronic and print information, will enhance experiences and educate thousands more residents and visitors. We support MoHA's efforts.

Sincerely,

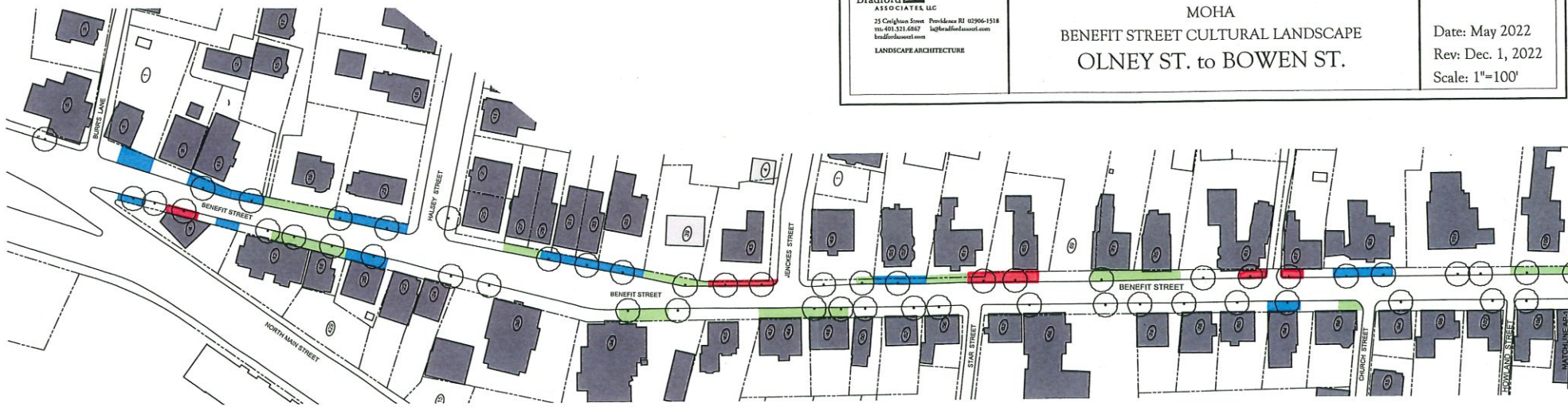
David Crossley
President

Bradford
ASSOCIATES, LLC
25 Creighton Street Providence RI 02906-1518
TEL: 401.531.6867 FAX: 401.531.6867
bradfordassociates.com
LANDSCAPE ARCHITECTURE

ACCESSIBILITY PLAN
MOHA
BENEFIT STREET CULTURAL LANDSCAPE
OLNEY ST. to BOWEN ST.

AP-1

Date: May 2022
Rev: Dec. 1, 2022
Scale: 1"=100'



SHEET AP-1

SIDEWALK ACCESSIBILITY
LEGEND

IMPASSABLE

Area of sidewalk with less than accessible clearance and grade. Repairs required to meet standards for accessibility.



240 LINEAR FEET

VERY POOR SURFACE

Area of sidewalk with a surface not accessible due to missing, broken and dislodged pavement. Repairs required to meet standards for accessibility.



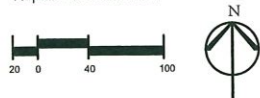
560 LINEAR FEET

POOR SURFACE

Area of sidewalk with an uneven surface due to settling, lifting and heaving of pavement. Repairs are advisable.



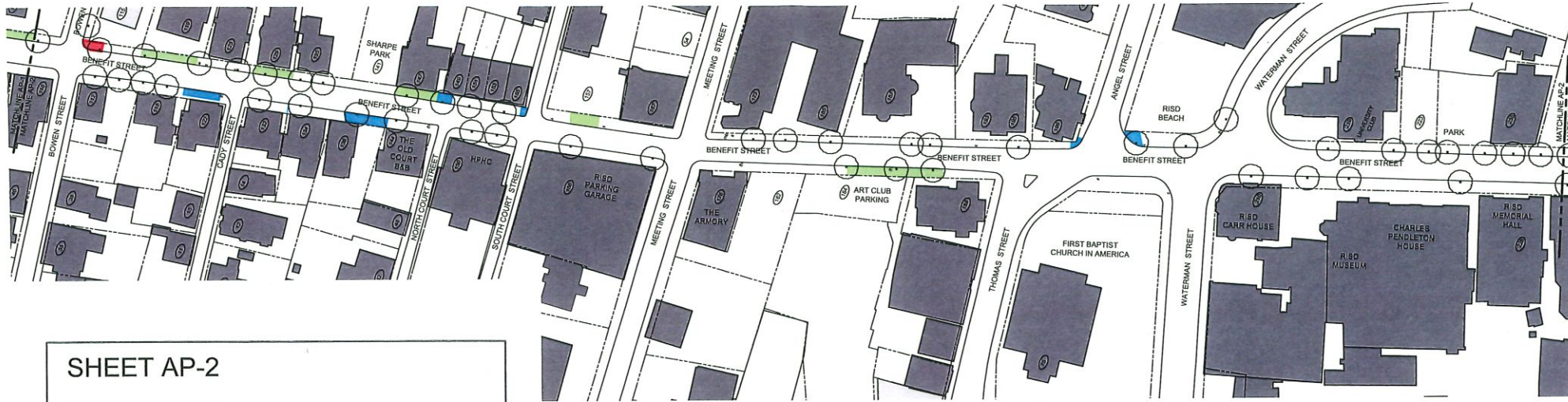
670 LINEAR FEET



Impassable: Inadequate clearance and dislodged paving.



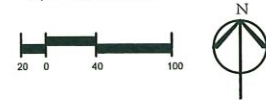
Poor Surface: Buckled and broken paving.



SHEET AP-2

SIDEWALK ACCESSIBILITY
LEGEND

- IMPASSABLE**
Area of sidewalk with less than accessible clearance and grade. Repairs required to meet standards for accessibility. ● 25 LINEAR FEET
- VERY POOR SURFACE**
Area of sidewalk with a surface not accessible due to missing, broken and dislodged pavement. Repairs required to meet standards for accessibility. ● 160 LINEAR FEET
- POOR SURFACE**
Area of sidewalk with an uneven surface due to settling, lifting and heaving of pavement. Repairs are advisable. ● 285 LINEAR FEET



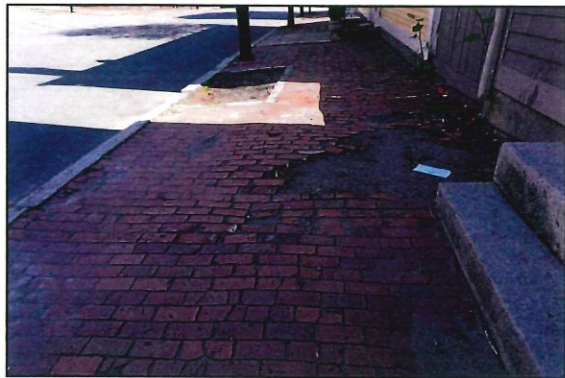
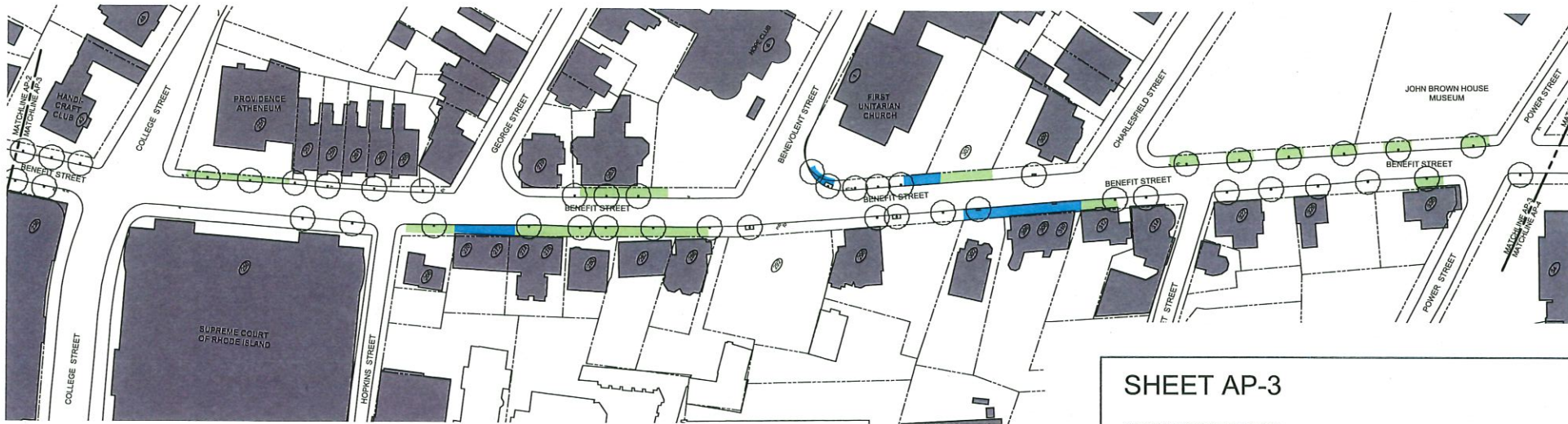
Impassable: Inadequate clearance and buckled paving.



Poor Surface: Broken and missing paving.



Sidewalk with steep grade.

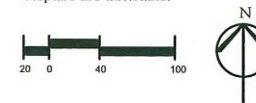


Very Poor Surface: Sidewalk with missing pavers.

SHEET AP-3

SIDEWALK ACCESSIBILITY
LEGEND

- IMPASSABLE**
Area of sidewalk with less than accessible clearance and grade. Repairs required to meet standards for accessibility. ● 0 LINEAR FEET
- VERY POOR SURFACE**
Area of sidewalk with a surface not accessible due to missing, broken and dislodged pavement. Repairs required to meet standards for accessibility. ● 250 LINEAR FEET
- POOR SURFACE**
Area of sidewalk with an uneven surface due to settling, lifting and heaving of pavement. Repairs are advisable. ● 740 LINEAR FEET



SHEET AP-4

SIDEWALK ACCESSIBILITY LEGEND

IMPASSABLE

Area of sidewalk with less than accessible clearance and grade. Repairs required to meet standards for accessibility.



70 LINEAR FEET

VERY POOR SURFACE

Area of sidewalk with a surface not accessible due to missing, broken and dislodged pavement. Repairs required to meet standards for accessibility.



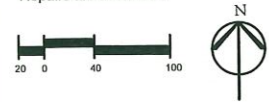
260 LINEAR FEET

POOR SURFACE

Area of sidewalk with an uneven surface due to settling, lifting and heaving of pavement. Repairs are advisable.



500 LINEAR FEET



Bradford ASSOCIATES, LLC
25 Craigdon Drive Providence RI 02906-1518
TEL: 401.531.6867 info@bradfordassoc.com
bradfordassoc.com
LANDSCAPE ARCHITECTURE

ACCESSIBILITY PLAN MOHA BENEFIT STREET CULTURAL LANDSCAPE POWER ST. to WICKENDON ST.

AP-4

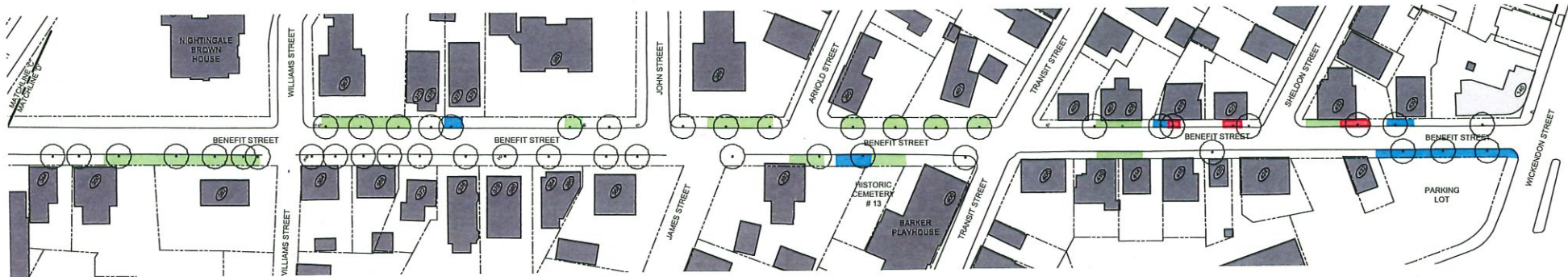
Date: May 2022
Rev: Dec. 1, 2022
Scale: 1"=100'



Impassable: Inadequate clearance and dislodged paving.



Very Poor Surface: Broken and missing paving.



Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, November 4, 2025 11:23 AM
To: J G
Cc: Clerk, City
Subject: [EXTERNAL] Re: Letter Of Support For Mile Of History/Benefit Street Bond

John Goncalves
Senior Deputy Majority Leader
Councilman - Ward 1

PROVIDENCE CITY HALL
25 DORRANCE STREET, ROOM 310
PROVIDENCE, RI 02903
OFFICE: 401-521-7477
WARD1@PROVIDENCERI.GOV



COMMITTEES

State Legislative Affairs- Chairman
City Property- Chairman
Claims & Pending Suits- Chairman
Urban Redevelopment Renewal & Planning

Hi Jamie,

Thank you so much for taking the time to write and share your observations about the sidewalks along Benefit Street. I completely understand your concern.

The sidewalks there are indeed part of a larger long-term improvement discussion and that's why we're pushing to get this bond passed to continue advocating for the necessary investments to ensure they are safe, accessible, and reflective of the street's historic character.

I truly appreciate you reaching out and caring about the well-being and appearance of our community.

Warm regards,

John Goncalves
Senior Deputy Majority Leader
City Councilman
Providence City Council, Ward 1
Chairman, Claims & Pending Suits
Chairman, Committee on Public Property
Chairman, State Legislative Affairs

Proudly serving Fox Point, Wayland Square, College Hill, The Jewelry District and Downtown Providence



Mobile: 401-227-5056
E-mail: info@johnforward1.com

Sign up for my newsletter to get updates on issues in Ward 1!

[Sign Up](#)

[Read Our Latest Newsletter Here](#)

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On Wed, Oct 8, 2025 at 7:54 PM J G <jlgreenthal@hotmail.com> wrote:

Hi -

I live on Benefit St and I am surprised at the deteriorating condition of the sidewalks on this street. For a renowned street to have crumbling sidewalks is a bad look for the city. It makes me feel like the city doesn't have enough money to repair sidewalks on one of the most visible areas to tourists. It's really odd, right?

I notice many pedestrians who walk in the street vs on the sidewalks. At first I couldn't figure it out but then I asked around and I learned that folks walk in the street because it's flat and it's less risky than walking on the uneven sidewalks. Personally I'd risk tripping and falling over walking in the road because the cars come fast on Benefit both ways and it's narrow.

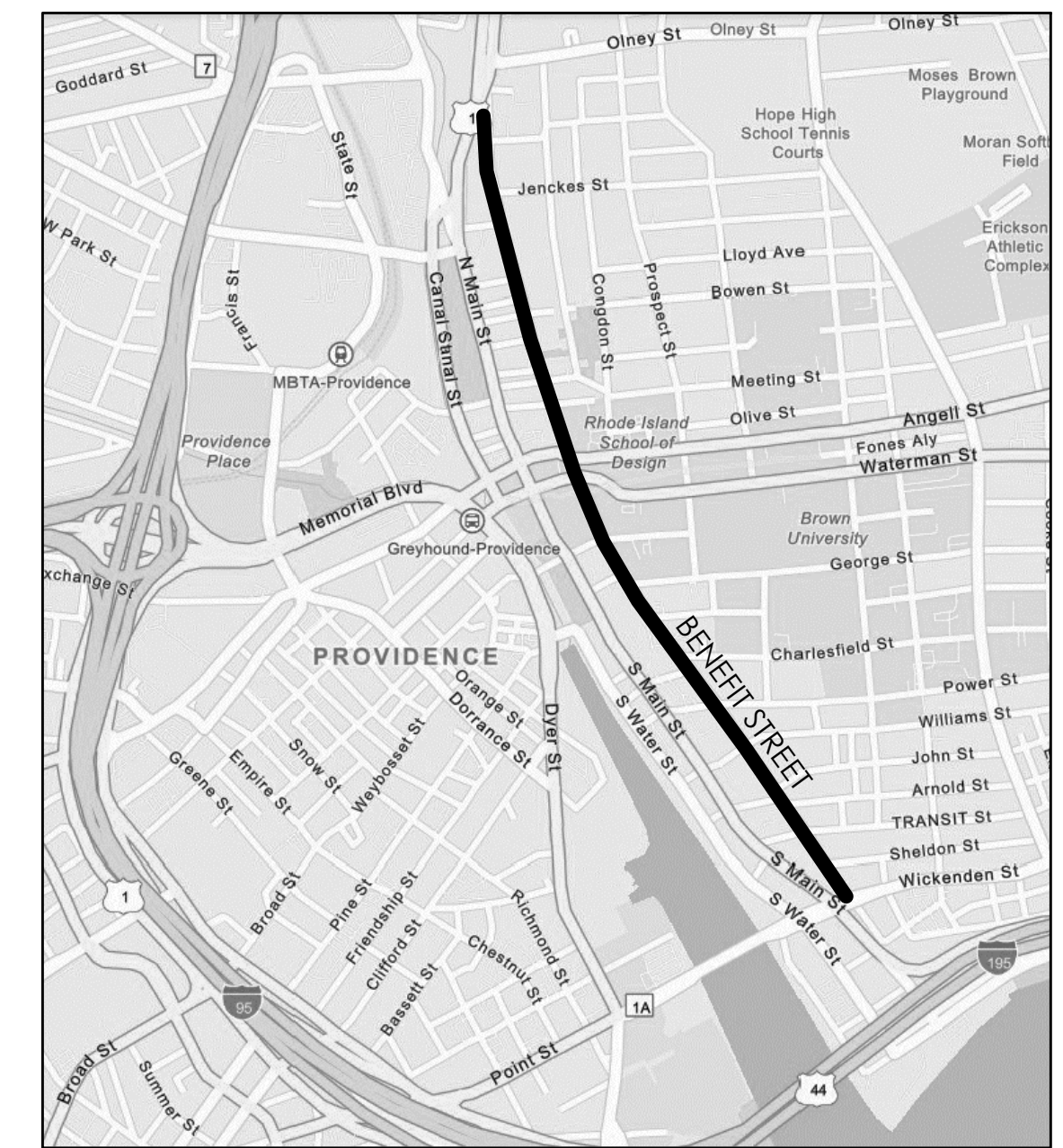
Please fix the crumbling sidewalks on Benefit St. It's a smart long-term investment for the city.

Thanks,
Jamie
93 Benefit

SHEET INDEX

- BS-N GENERAL NOTES
- BS-P1 SIDEWALK IMPROVEMENTS PLAN--BURR'S LANE TO STAR ST.
- BS-P2 SIDEWALK IMPROVEMENTS PLAN--STAR ST. TO MEETING ST.
- BS-P3 SIDEWALK IMPROVEMENTS PLAN--MEETING ST. TO GEORGE ST.
- BS-P4 SIDEWALK IMPROVEMENTS PLAN--GEORGE ST. TO WILLIAMS ST.
- BS-P5 SIDEWALK IMPROVEMENTS PLAN--WILLIAMS ST. TO WICKENDON ST.
- BS-D1 DETAIL PLAN SHEET #1
- BS-D2 DETAIL PLAN SHEET #2
- BS-D3 STANDARD DETAILS

DRAFT
SIDEWALK IMPROVEMENTS
FOR HISTORIC BENEFIT STREET
PROVIDENCE, RHODE ISLAND



LOCUS MAP

MOHA
 BENEFIT STREET CULTURAL LANDSCAPE

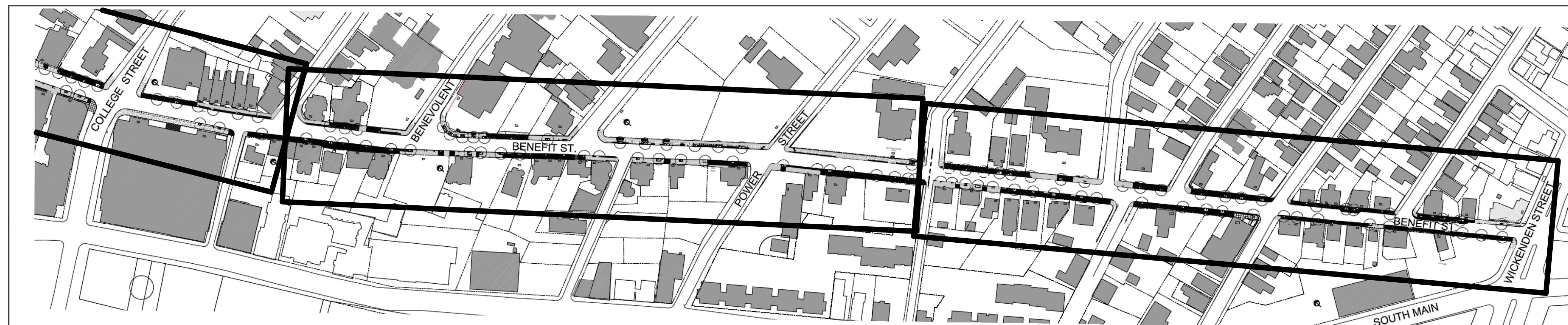
PREPARED BY:



25 Creighton Street Providence RI 02906-1518
 TEL: 401.521.6867 la@bradfordassoci.com
 bradfordassoci.com

LANDSCAPE ARCHITECTURE

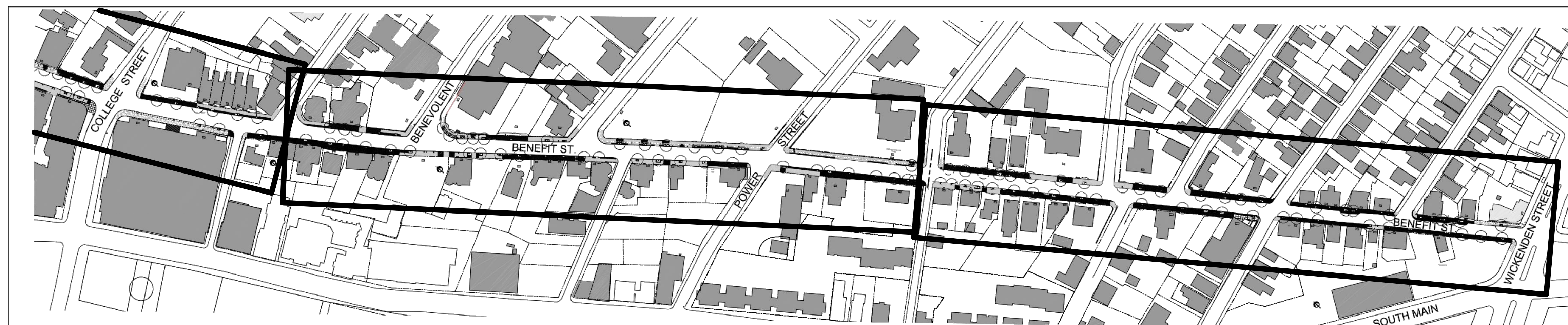
DECEMBER 2022



PLAN BS-P3

PLAN BS-P4

PLAN BS-P5



PLAN BS-P3

PLAN BS-P4

PLAN BS-P5

GOALS AND INTENTS OF SIDEWALK IMPROVEMENTS

Accessibility

1. Width: 4' or greater (rare exceptions 3') clear, reasonably level and even surface.
2. Gentle cross slope: 2% for accessibly pathway. Greater as necessary within brick curb strip.
3. Running slope: Generally follows that of the street. Most of the length can be considered accessible grade. 5 % (1:20) or less.
4. Surface: reasonably even and regular.

Sidewalk Character

1. Brick: typical
2. Concrete at institutional properties where existing paving is in good condition
3. Stone slabs where existing at historic properties

Sidewalk Dimension

1. Same as existing sidewalk (except for bump-outs around large trees)
2. Back of curb to building, wall or planting strip: typical
3. Width: clear pathway 4' or greater (rare exceptions 3')

Brick Pattern and Material

1. Some variety in material and pattern is acceptable
2. Existing in good condition to remain
3. Typical pattern: brick strip pattern with running bond perpendicular to curb
4. Exception to typical pattern:
 - a. Herringbone without typical brick strip if resetting herringbone
 - b. Herringbone if adjacent to herringbone and/or providing more consistency in the block
5. Material: reset existing brick where material is durable and in good condition
6. Material: new brick sidewalk and driveway: clay brick, same finish/texture on top and sides.

Stone Slab: existing at historic properties.

1. Reset as necessary
2. Replace badly broken slabs with salvaged stone

Driveway Special Brick Pattern and Construction

1. Typical: for parking area for no more than 6 cars and no heavy trucks use
2. Heavy duty: parking area for more than 6 cars and/or occasional use by heavier vehicles (delivery or trash truck)

Driveway Apron

1. Concrete in good condition to remain
2. New concrete where other aprons in the vicinity are concrete
3. Cobblestone in good condition to remain
4. Reset or new cobblestone in area of other cobblestone aprons

Historic Style Pedestrian Light Posts Base Accent Paving

1. Typical accent paving in good condition to remain
2. Typical detail or reset where in poor condition or where sidewalk is being replaced or dislodged post is likely to be reset.
3. Exception: no detail where paving in good condition is to remain
4. It is assumed that existing historic style lights will remain in place and missing ones replaced even if relocation might be preferred.

Tree Pit and Tree Root Accommodation

1. Typical: City standard size for new or smaller trees.
2. Existing pits at or close to typical are retained. Exceptions to length are noted.
3. Larger pits to accommodate large trunk flare and surface roots
4. Reset paving over roots: raise grade for slope no greater than 1:20
5. Roots larger than 1" diameter will not be cut or will be cut only with approval for that specific tree given by the City Forester
6. Edge: cobble stone on edge flush with brick pavement. (remove any border fence)
7. Surface:
 - a. Typical: stone fines
 - b. Existing ornamental planting to remain where well maintained. Add loam and shredded bark where planted pit is enlarged.

Accessible Ramps at Street Crossings

1. Existing brick or concrete ramps with detectible warning panel to remain.
2. New ramps may be concrete but as small an area a practical. Area generally defined by the radial curb with sides perpendicular to the straight curb.
3. Drawings do not reflect changes made after September 2022. (Excessive concrete on new ramps may be removed and replaced with brick.)

Bump Outs

1. Layout and drainage must be confirmed with localized survey and by a civil engineer.
2. Extending into street 3 1/2' -5' retaining a 20' min. street width.
3. Relocate/ reset existing curb except where removing curb would damage the specific trees as determined by the City Forester.
4. Supplement curb as necessary with new or used granite and City detail.

Tree Removals

1. Trees indicated are existing in September 2022
2. Trees designated to be removed will be removed by or in coordination with the City forestry department.

Shrub Trimming

1. Notify owner and trim back to edge of sidewalk.

Benefit Street General Notes

1. Applicable codes: It is the responsibility of the general contractor to know all observable conditions and to conform to all applicable codes and regulations.
2. Reference is made to the current edition of Rhode Island Department of Transportation (RIDOT) "Standards and Specifications for Road and Bridge Construction and RIDOT Standard Details. All project site improvements shall conform to these regulations and the sub-references incorporated there-in except as indicated on the drawings.
3. Reference is made to the November 20, 2017 "Standards to be employed by Licensed Sidewalk Contractors for Road and Sidewalk Openings". All project site improvements shall conform to these regulations and the sub-references incorporated there-in except as indicated on the drawings.
4. The Contractor shall make application for and pay all fees for any/all permits required by the City of Providence to perform all required work. The contractor is also responsible for all licenses and license fees and shall post bonds as required by the City.
5. Drawings constitute the guidelines for the project. Construction shall comply with the drawings, project specifications and codes and standards of the jurisdictional authorities. It is the responsibility of the general contractor to provide complete information to all jurisdictional authorities.
6. All construction shall be in accordance with the contract documents. Work not meeting the approved standards shall be immediately removed and replaced by the contractor at no additional cost to owner.
7. Basic mapping for this project is from City of Providence GIS data, not from survey information. Various adjustments have been made after field measurements. Property boundary line information is graphic. The general contractor shall verify all site conditions in the field and notify the Owner's representative if there are questions or conflicts regarding the drawings and/or field conditions so that appropriate adjustments and/or revisions can be made prior to construction.

Necessary survey information will be provided by the City for any bump outs or other curb realignment or drainage adjustments.
8. The term "Owner's representative" as used in these specifications refers to a city engineer or other individual contracted or assigned to represent the Department of Public Works in overseeing this project.
9. The general contractor shall maintain a clean work area. The general contractor is responsible for removal and disposal of all rubbish, trash, debris and organic material in a lawful manner.


10. The construction shall be conducted to cause minimal interference with streets, drives or walks. The contractor is responsible for providing needed barricades and traffic control.
11. Tree protection
Tree protection devices shall be installed for trees in areas where heavy equipment is to be used for installation, such as for curb installation or realignments.

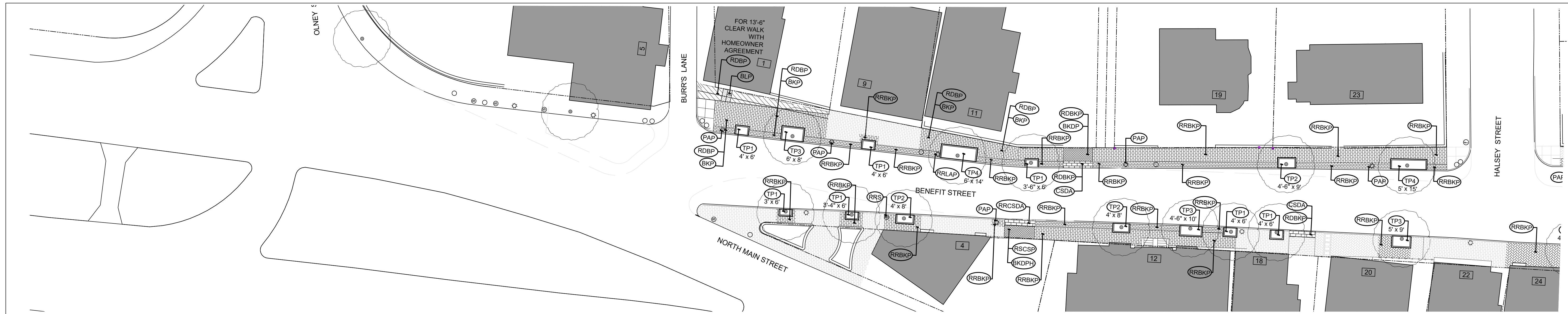
Tree removal shall be as directed by the City Forester.

All pruning of trees or shrubs shall conform to the American National Standards Institute for Tree Care Operations – Pruning (ANSI A300) to the satisfaction of the City Forester.

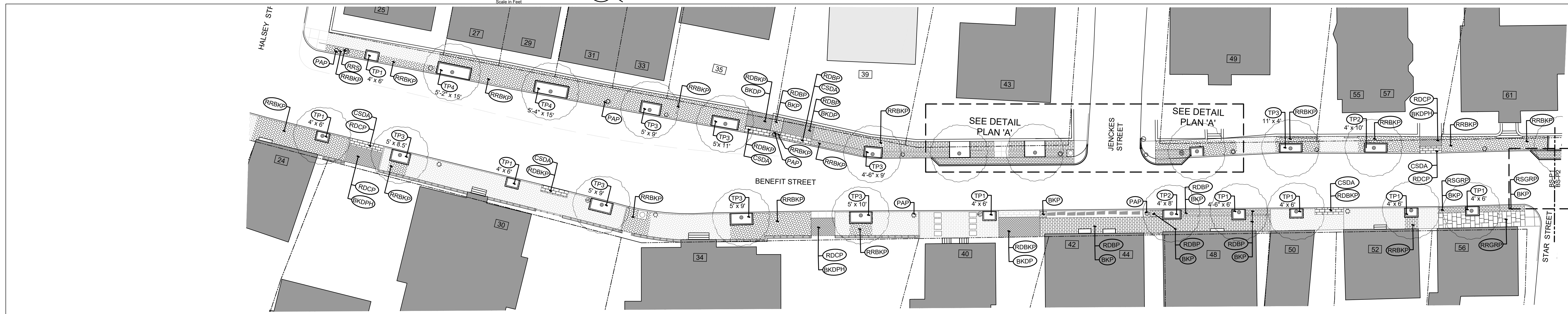
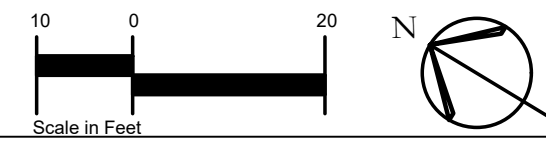
Hand digging is required in the area of tree roots. No mechanized or pneumatic equipment shall be permitted to be used in the area of tree roots.
12. Disturbance to existing structures, pavement, or curbs to be retained shall be replaced and restored in kind at no additional cost to the owner.
13. Contractor shall be aware that some of the basements and /or utility vaults for the existing buildings along the roadway within the project limits area extend under the sidewalks. The contractor shall use extreme care when working with in or adjusting sidewalks in front of buildings. Any basements or utility vaults damaged by the contractor while carrying out the work of this contract shall be repaired to the satisfaction of the City engineer at no additional cost to the City of Providence.
14. Dimensions.
The general contractor shall be responsible for verifying all proposed dimensions. Written dimensions shall prevail. Dimensions shown are to the inside of curb, face of building, wall or fence. Refer any unclear items to the Owner's representative for interpretations if dimensions are scaled, they must be confirmed in the field and approved by the Owner's representative.
15. Locations of existing utilities shown on these plans are assumed to be approximate. The contractor shall verify locations of drainage and utilities underground and overhead before excavation begins in accordance with the "Dig Safe" state law and by contacting the individual utility companies. The contractor is solely responsible for coordinating the work with telephone, water cable TV, electric and gas companies.
16. Sediment and erosion controls:
The contractor shall install compost filter socks in front of existing drop inlets and catch basin silt sacks as needed for erosion control. Final removal and disposal shall be included with that item of work. Installation and maintenance shall be as required by the "Standards to be Employed by Licensed Sidewalk Contractors for Road and Sidewalk Openings".
17. All manhole covers, grates and gate boxes within the road or sidewalks impacted by this project shall be adjusted to proposed grade including concrete collars. The cost for this work shall be included in the applicable adjust pay items.
18. The Contractor shall be responsible for all cutting and patching of the roadway required by the work. All surfaces shall be restored using materials and methods necessary to equal original conditions.

**DRAFT- FOR REVIEW-
NOT CONSTRUCTION**

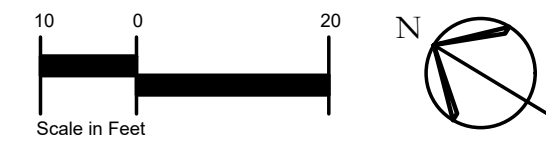
 <p>Bradford ASSOCIATES LLC 25 Cuthbert Street, Providence, RI 02906-1518 401-521-6867 info@bradfordassociates.com bradfordassociates.com LANDSCAPE ARCHITECTURE</p>	<p>DRAFT SIDEWALK IMPROVEMENTS GENERAL NOTES MOHA BENEFIT STREET CULTURAL LANDSCAPE</p>	<p>BS-N Date: Dec. 13, 2022 Scale: NTS</p>
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SIDEWALK IMPROVEMENTS PLAN- 1-24 BENEFIT STREET
SCALE: 1" = 20'-0"



SIDEWALK IMPROVEMENTS PLAN- 25-61 BENEFIT STREET
SCALE: 1" = 20'-0"



PLAN SYMBOL	PROJECT SPECIFICATIONS	ITEM	QUANTITY	UNIT	PROJECT DETAIL #	CITY/STATE DETAIL #
TP	L.11.01	TREE PROTECTION DEVICE	3	EA		RI 51.1.0
CDT	201.01	CUT & DISPOSE ISOLATED TREE	-	EA		
RDCP	201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	160	SF		
RDBKP	201.9901	REMOVE & DISPOSE BRICK PAVING	590	SF		
RDBP	201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	2575	SF		
RSGC	201.9907	REMOVE & SALVAGE GRANITE CURB	-	LF		
RSGCR	201.9907	REMOVE & SALVAGE GRANITE CURB RETURN	-	EA		
RSCSP	201.9905	REMOVE & STOCKPILE COBBLESTONE	-	SF		
RSGRP	201.9906	REMOVE & STOCKPILE GRANITE PAVING	100	SF		
RRBLP	905.9901	REMOVE & RE-SET BLUESTONE PAVING	-	SF		
RRBKP	905.9902	REMOVE, STOCKPILE & RE-INSTALL BRICK PAVING	6315	SF		
RRLAP	905.9903	REMOVE & RE-SET PEDESTRIAN POST LIGHT ACCENT PAVING	1	EA	H/ BS-D3	
PAP	905.9904	PEDESTRIAN POST LIGHT ACCENT PAVING	12	EA	H/ BS-D3	
RRB	201.9908	REMOVE & RE-SET BOLLARD	-	EA		
RRS	201.9909	REMOVE & RE-SET OR RELOCATE REGULATORY SIGN	2	EA		
BLP	905.9905	BLUESTONE PAVING	24	SF		
BKP	905.9906	BRICK PAVING	4375	SF	E/BS-D3	
CP	905.01	CEMENT CONCRETE PAVING	-	SF	A/ BS-D3	
CDP	905.01	CEMENT CONCRETE DRIVEWAY	-	SF	B/ BS-D3	
BKDP	905.9907	BRICK DRIVEWAY PAVING	445	SF	C/BS-D3	
BKDPH	905.9908	BRICK DRIVEWAY PAVING-HEAVY DUTY	215	SF	F/ BS-D3	
CDA	905.01	CEMENT CONCRETE DRIVEWAY APRON	-	SF	U/ BS-D3	
CSDA	905.9909	COBBLESTONE DRIVEWAY APRON	200	SF	D/ BS-D3	
RRCSDA	905.9909	REMOVE & RE-SET COBBLESTONE DRIVEWAY APRON	50	SF	D/ BS-D3	
RRGC	906.9901	REMOVE AND RE-SET GRANITE CURB	82	LF		RI 7.3.0 RI 7.6.0 RI 7.3.0 RI 7.6.0
GCS	906.9902	GRANITE CURB	38	LF		RI 7.3.0 RI 7.6.0
GCR	906.9903	CURB RETURN	-	EA		RI 7.3.4
GIS	906.9904	GRANITE INLET STONE & CONNECTION TO MANHOLE	1	EA		RI 48.1.0
DWP	942	DETECTABLE WARNING PANEL	2	EA		
TP1	L.99.01	TREE PIT- TYPE 1 --UP TO 24 SF	17	EA	I/ BS-D3	
TP2	L.99.02	TREE PIT- TYPE 2 --EXPANDED AS INDICATED ON PLAN- UP 25-40 SF	5	EA	I/ BS-D3	
TP3	L.99.03	TREE PIT- TYPE 3 --EXPANDED AS INDICATED ON PLAN- UP 41-55 SF	11	EA	I/ BS-D3	
TP4	L.99.04	TREE PIT- TYPE 4 --EXPANDED AS INDICATED ON PLAN- MORE THAN-55 SF	6	EA	I/ BS-D3	
12CW	T.20	12" WHITE EPOXY RESIN PAVEMENT MARKING	42	LF		
RS	T.15	REGULATORY SIGN - NO PARKING IN CONSULT W/ CITY	3	EA		

PLAN SHEET BS-1
Burr's Lane to Star 11.14.22

LEGEND

- Existing Brick Sidewalk
- New or Re-set Brick Sidewalk
- Existing Cobblestone Driveway Apron
- New Cobblestone Driveway Apron
- Existing Brick Sidewalk
- New or Re-set Brick Sidewalk
- New or Re-set Brick Driveway Crossing
- Existing Concrete Paving
- New Concrete Paving
- Existing Cobblestone Driveway Apron
- New Cobblestone Driveway Apron
- Existing Pedestrian Street Light
- Existing Utility Pole
- Existing Street Tree
- Remove Street Tree
- Address/ House number
- 433
- Tree Protection Device (TP)
- Cut and Dispose Isolated tree (CDT)
- Full-depth Sawcut Pavement (SCP)
- Remove & dispose Cement Concrete Pavement (RDCP)
- Remove & dispose Brick Paving (RDBKP)
- Remove & dispose Bituminous Pavement (RDBP)
- Bluestone Paving (BLP)
- Granite Inlet Stone (GIS)
- Remove & Stockpile Granite Curb (RSGC)
- Cut and Dispose Isolated tree (RDBKP)
- Remove & Stockpile Cobblestone paving (RSCSP)
- Remove & Stockpile and Re-Install Brick Paving (RRBKP)
- Remove & Re-Install Post Light accent paving (RRLAP)
- Remove & dispose Post Light accent paving (PAP)
- Remove & Re-set Bluestone (RRBLP)
- Remove & Salvage Granite Paving (RSGRP)
- Brick Paving (BKP)
- Cement Concrete Paving (CP)
- Cement Concrete Driveway (CDP)
- Brick Driveway Paving (BKDP)
- Brick Driveway Paving-Heavy Duty (BKDPH)
- Remove & Re-set Granite Curb (RRGC)
- Remove & Re-set Regulatory Sign (RRS)
- Remove & Re-set Bluestone Paving (RRBLP)
- Remove & Re-set Cobblestone Driveway Apron (RRCSDA)
- Granite Curb Straight (GCS)
- Granite Curb Return (GCR)
- Granite Radial Curb (GRC)
- Remove & Re-set Granite Curb (RRGC)
- Tree Pit Type 1 (up to 24 SF) (TP1)
- Tree Pit Type 2 (Expanded as Indicated on Plan 25-40 SF) (TP2)
- Tree Pit Type 3 (Expanded as Indicated on Plan 41-55 SF) (TP3)
- Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF) (TP4)

DRAFT- FOR REVIEW- NOT CONSTRUCTION

Bradford Associates, LLC
25 Catfish Street, Providence RI 02906-1318
TEL: 401.521.4867 | info@bradfordassoc.com
bradfordassoc.com
LANDSCAPE ARCHITECTURE

DRAFT

SIDEWALK IMPROVEMENTS PLAN

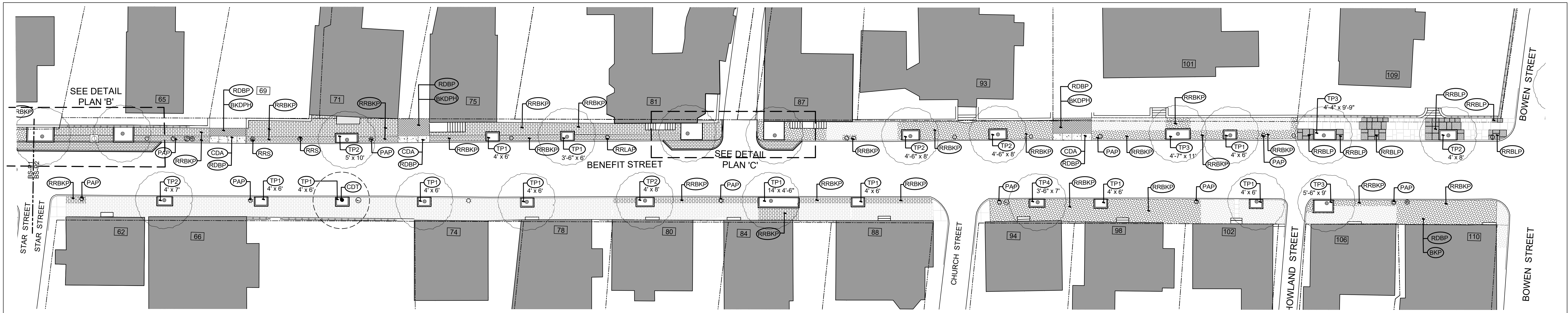
BURR'S LANE TO STAR ST.

MOHA

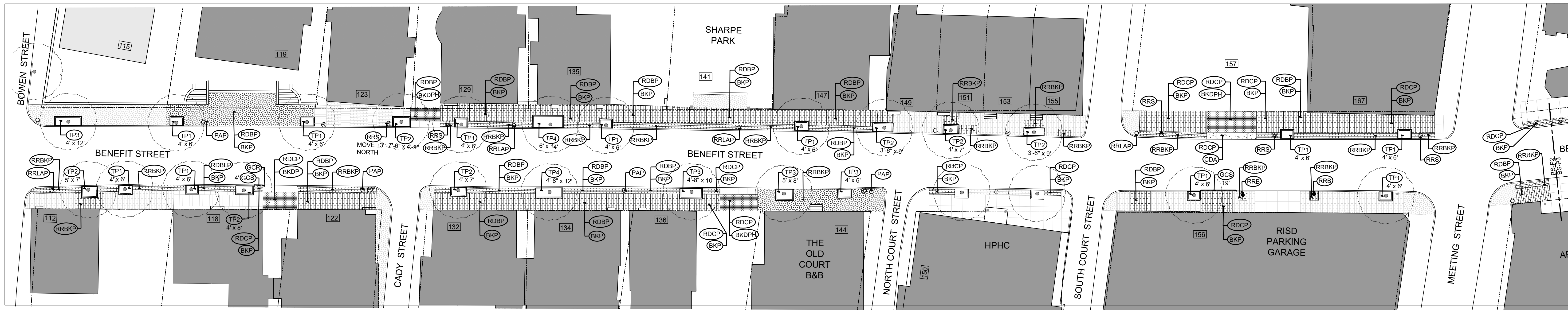
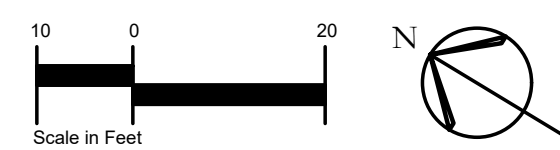
BENEFIT STREET CULTURAL LANDSCAPE

BS-P1

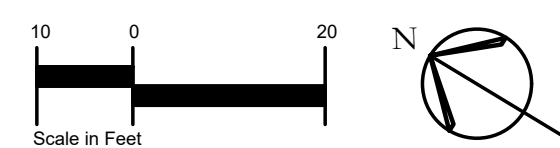
Date: Dec. 13, 2022
Scale: As Shown



SIDWALK IMPROVEMENTS PLAN- 62-110 BENEFIT STREET
SCALE: 1" = 20'-0"



SIDWALK IMPROVEMENTS PLAN- 112-167 BENEFIT STREET
SCALE: 1" = 20'-0"



PLAN SYMBOL	PROJECT SPECIFICATIONS	ITEM	QUANTITY	UNIT	PROJECT DETAIL #	CITY/STATE
TP	L.11.01	TREE PROTECTION DEVICE	4	EA		RI 51.1.0
CDT	201.01	CUT & DISPOSE ISOLATED TREE	1	EA		
RDCP	201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	1900	SF		
RDBLP	201.9906	REMOVE & DISPOSE BLUESTONE PAVING	50	SF		
RDBKP	201.9901	REMOVE & DISPOSE BRICK PAVING	-	SF		
RDBP	201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	6575	SF		
RSGC	201.9907	REMOVE & SALVAGE GRANITE CURB	118	LF		
RSGCR	201.9907	REMOVE & SALVAGE GRANITE CURB RETURN	-	EA		
RSCSP	201.9905	REMOVE & STOCKPILE COBBLESTONE	-	SF		
RRBLP	905.9901	REMOVE & RESET BLUESTONE PAVING	500	SF		
RRBKP	905.9902	REMOVE, STOCKPILE & RE-INSTALL BRICK PAVING	3325	SF		
RRLAP	905.9903	REMOVE & RE-SET PEDESTRIAN POST LIGHT ACCENT PAVING	6	EA	H/BS-D3	
PAP	905.9904	PEDESTRIAN POST LIGHT ACCENT PAVING	14	EA	H/BS-D3	
RRB	201.9908	REMOVE & RE-SET BOLLARD	2	EA		
RRS	201.9909	REMOVE & RE-SET OR RELOCATE REGULATORY SIGN	8	EA		
BLP	905.9905	BLUESTONE PAVING	-	SF		
BKP	905.9906	BRICK PAVING	6825	SF	E/BS-D3	
CP	905.01	CEMENT CONCRETE PAVING	-	SF	A/BS-D3	
CDP	905.01	CEMENT CONCRETE DRIVEWAY	-	SF	B/BS-D3	
BKDP	905.9907	BRICK DRIVEWAY PAVING	205	SF	C/BS-D3	
BKDPH	905.9908	BRICK DRIVEWAY PAVING HEAVY DUTY	645	SF	F/BS-D3	
CDA	905.01	CEMENT CONCRETE DRIVEWAY APRON	28	SY	L/BS-D3	
CSDA	905.9909	COBBLESTONE DRIVEWAY APRON	-	SF	D/BS-D3	
RRGC	905.9909	INSTALL SALVAGED GRANITE CURB	140	LF		RI 7.3.0 RI 7.6.0
GCS	906.9902	GRANITE CURB	22	LF		RI 7.3.0 RI 7.6.0
GCR	906.9903	CURB RETURN	1	EA		RI 7.3.4
GIS	906.9904	GRANITE INLET STONE & CONNECTION TO MANHOLE	1	EA		
DWP	942	DETECTABLE WARNING PANEL	1	EA		RI 48.1.0
TP1	L.99.01	TREE PIT-TYPE 1 - UP TO 24 SF	22	EA		J/BS-D3
TP2	L.99.02	TREE PIT-TYPE 2 - EXPANDED AS INDICATED ON PLAN- UP 25-40 SF	13	EA		J/BS-D3
TP3	L.99.03	TREE PIT-TYPE 3 - EXPANDED AS INDICATED ON PLAN- UP 41-55 SF	17	EA		J/BS-D3
TP4	L.99.04	TREE PIT-TYPE 4 - EXPANDED AS INDICATED ON PLAN- MORE THAN 55 SF	14	EA		J/BS-D3
RS	T.15	REGULATORY SIGN - NO PARKING IN CONSULT W/ CITY	2	EA		

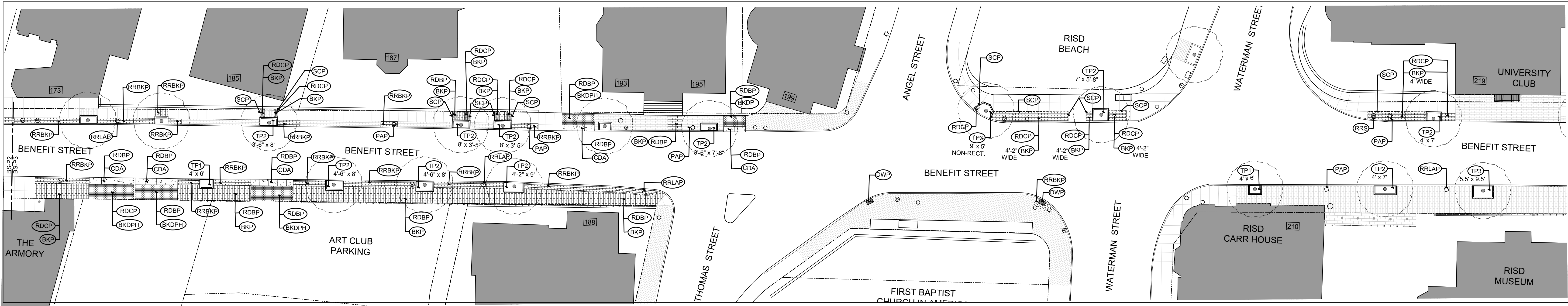
PLAN SHEET BS-2
Star to Meeting 11.14.22

LEGEND

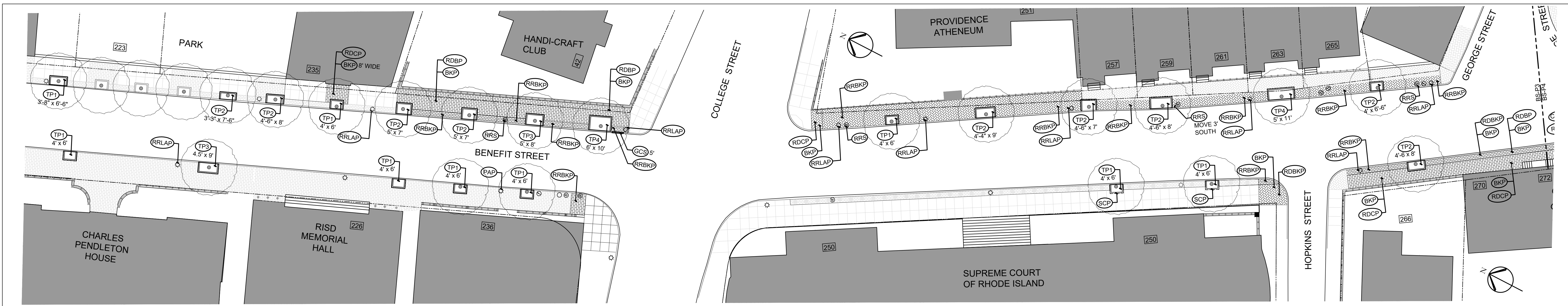
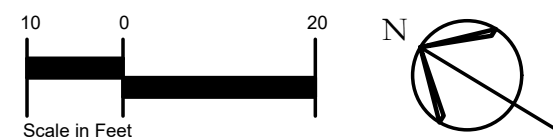
- Existing Brick Curb Strip
- New or Re-set Brick Curb Strip
- Existing Brick Sidewalk
- New or Re-set Brick Sidewalk
- New or Re-set Brick Sidewalk
- New or Re-set Brick Driveway Crossing
- Existing Concrete Paving
- New Concrete Paving
- Existing Cobblestone Driveway Apron
- New Cobblestone Driveway Apron
- Existing Pedestrian Street Light
- Standard
- Existing Utility Pole
- Existing Street Tree
- Remove Street Tree
- Address/ House number
- 433
- Tree Protection Device
- Cut and Dispose Isolated tree
- Full-depth Sawcut Pavement
- Remove & dispose Cement Concrete Pavement
- Remove & dispose Brick Paving
- Remove & dispose Bituminous Pavement
- Bluestone Paving
- Granite Inlet Stone
- Remove & Stockpile Granite Curb
- Cut and Dispose Isolated tree
- Remove & Stockpile Cobblestone paving
- Remove & Stockpile and Re-Install Brick Paving
- Remove & Re-Install Post Light accent paving
- Post Light accent paving
- Remove & Re-set Bluestone
- Remove & Salvage Granite Paving
- Brick Paving
- Cement Concrete Paving
- Cement Concrete Driveway
- Brick Driveway Paving
- Brick Driveway Paving-Heavy Duty
- Cement Concrete Driveway Apron
- Cobblestone Driveway Apron
- Detectable Warning Panel
- Granite Curb Straight
- Granite Curb Return
- Granite Radial Curb
- Remove & Re-set Granite Curb
- Remove & Re-set Regulatory Sign
- Remove & Re-set Bluestone Paving
- Remove & Re-set Cobblestone Driveway Apron
- Tree Pit Type 1 (up to 24 SF)
- Tree Pit Type 2 (Expanded as Indicated on Plan 25-40 SF)
- Tree Pit Type 3 (Expanded as Indicated on Plan 41-55 SF)
- Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF)

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NOT CONSTRUCTION

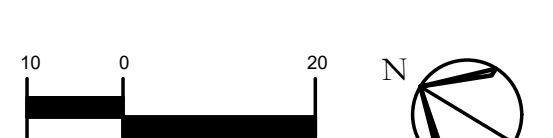
 <p style="font-size: 8pt;">25 Coughlin Street Providence RI 02906-1518 401.521.6867 bradfordassoc.com</p> <p style="font-size: 8pt;">LANDSCAPE ARCHITECTURE</p>	<p style="color: red; font-weight: bold; font-size: 18pt;">DRAFT</p> <p style="font-weight: bold; font-size: 14pt;">SIDWALK IMPROVEMENTS PLAN</p> <p style="font-weight: bold; font-size: 14pt;">STAR ST. TO MEETING ST.</p> <p style="font-weight: bold; font-size: 14pt;">MOHA</p> <p style="font-weight: bold; font-size: 14pt;">BENEFIT STREET CULTURAL LANDSCAPE</p>	<p style="font-size: 24pt; font-weight: bold; text-align: center;">BS-P2</p> <p style="font-size: 10pt;">Date: Dec.13, 2022 Scale: As Shown</p>
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SIDWALK IMPROVEMENTS PLAN- 173-219 BENEFIT STREET
SCALE: 1" = 20'-0"



SIDWALK IMPROVEMENTS PLAN- 223-272 BENEFIT STREET
SCALE: 1" = 20'-0"



PLAN SYMBOL	PROJECT SPECIFICATION	ITEM	QUANTITY	UNIT	PROJECT DETAIL #	CITY/STATE DETAIL #
TP	L.11.01	TREE PROTECTION DEVICE	-	EA		RI 51.1.0
CDT	201.01	CUT & DISPOSE ISOLATED TREE	-	EA		
RDCP	201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	1525	SF		
RDBKP	201.9901	REMOVE & DISPOSE BRICK PAVING	265	SF		
RDBP	201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	3000	SF		
RSGC	201.9907	REMOVE & SALVAGE GRANITE CURB	-	LF		
RSGCR	201.9907	REMOVE & SALVAGE GRANITE CURB RETURN	-	EA		
RSCSP	201.9905	REMOVE & STOCKPILE COBBLESTONE	-	SF		
RRBLP	905.9901	REMOVE & RESET BLUESTONE PAVING	-	SF		
RRBKP	905.9902	REMOVE, STOCKPILE & RE-INSTALL BRICK PAVING	2860	SF		
RRLAP	905.9903	REMOVE & RE-SET PEDESTRIAN POST LIGHT ACCENT PAVING	13	EA	H/ BS-D3	
PAP	905.9904	PEDESTRIAN POST LIGHT ACCENT PAVING	6	EA	H/ BS-D3	
RRB	201.9908	REMOVE & RE-SET BOLLARD	-	EA		
RRS	201.9909	REMOVE & RE-SET OR RELOCATE REGULATORY SIGN	5	EA		
BLP	905.9905	BLUESTONE PAVING	-	SF		
BKP	905.9906	BRICK PAVING	3900	SF	E/ BS-2D3	
CP	905.01	CEMENT CONCRETE PAVING	-	SF	A/ BS-D3	
CDP	905.01	CEMENT CONCRETE DRIVEWAY	-	SF	B/ BS-D3	
BKDP	905.9907	BRICK DRIVEWAY PAVING	55	SF	C/ BS-D3	
BKDPH	905.9908	BRICK DRIVEWAY PAVING-HEAVY DUTY	1420	SF	F/ BS-D3	
CDA	905.01	CEMENT CONCRETE DRIVEWAY APRON	31	SY	L/ BS-D3	
CSDA	905.9909	COBBLESTONE DRIVEWAY APRON	-	SF	D/ BS-D3	
RSGCS	906.9901	RE-INSTALL STOCKPILED GRANITE CURB STRAIGHT	-	LF		
GCS	906.9902	GRANITE CURB	5	LF		RI 7.3.0 RI 7.6.0 RI 7.3.0 RI 7.6.0
GCR	906.9903	CURB RETURN	-	EA		RI 7.3.4 RI 48.1.0
DWP	942	DETECTABLE WARNING PANEL	2	EA		
TP1	L.99.01	TREE PIT- TYPE 1 --UP TO 24 SF	11	EA	J/ BS-D3	
TP2	L.99.02	TREE PIT- TYPE 2 --EXPANDED AS INDICATED ON PLAN- UP 25-40 SF	19	EA	J/ BS-D3	
TP3	L.99.03	TREE PIT- TYPE 3 --EXPANDED AS INDICATED ON PLAN- UP 41-55 SF	4	EA	J/ BS-D3	
TP4	L.9904	TREE PIT- TYPE 4 --EXPANDED AS INDICATED ON PLAN- MORE THAN 55 SF	2	EA	J/ BS-D3	

PLAN SHEET BS-3
Meeting to George 11.14.22

LEGEND

Existing Brick Curb Strip	Existing Cobblestone Driveway Apron	Tree Protection Device (TP)	Remove & Stockpile Granite Curb (RSGC)	Brick Paving (BKP)	Granite Curb Straight (GCS)	Tree Pit Type 1 (up to 24 SF) (TP1)
New or Re-set Brick Curb Strip	New Cobblestone Driveway Apron	Cut and Dispose Isolated tree (CDT)	Remove & Stockpile Cobblestone paving (RSCSP)	Cement Concrete Paving (CP)	Granite Curb Return (GCR)	Tree Pit Type 2 (Expanded as Indicated on Plan 25-40 SF) (TP2)
Existing Brick Sidewalk	Existing Pedestrian Street Light	Full-depth Sawcut Pavement (SCP)	Remove & Stockpile Cobblestone paving (RSCSP)	Cement Concrete Driveway (CDP)	Granite Radial Curb (GRC)	Tree Pit Type 3 (Expanded as Indicated on Plan 41-55 SF) (TP3)
New or Re-set Brick Sidewalk Standard	Existing Fire Hydrant	Remove & dispose Isolated tree (RDCP)	Remove & Stockpile and Re-Install Brick Paving (RRBKP)	Brick Driveway Paving (BKDP)	Remove & Re-set Granite Curb (RRGC)	Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF) (TP4)
New or Re-set Brick Sidewalk Herringbone	Existing Utility Pole	Remove & dispose Brick Paving (RDBKP)	Remove & Re-Install Post Light accent paving (RRLAP)	Brick Driveway Paving-Heavy Duty (BKDPH)	Remove & Re-set Granite Curb (RRGC)	
New or Re-set Brick Driveway Crossing	Existing Street Tree	Remove & dispose Bituminous Paving (RDBP)	Post Light accent paving (PAP)	Cement Concrete Driveway Apron (CDA)	Remove & Re-set Granite Curb (RRGC)	
Existing Concrete Paving	Existing Hitching Post	Bluestone Paving (BLP)	Remove & Re-set Bluestone (RRBLP)	Cobblestone Driveway Apron (CSDA)	Remove & Re-set Cobblestone Driveway Apron (RRCSDA)	
New Concrete Paving	Existing Alarm Box	Granite Inlet Stone (GIS)	Remove & Salvage Granite Paving (RSGRP)	Detectable Warning Panel (DWP)		

Address/ House number 433

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25 Crighthon Street, Providence RI 02906-1518
Tel: 401.521.6807
bradfordassoc.com

LANDSCAPE ARCHITECTURE

DRAFT

SIDWALK IMPROVEMENTS PLAN

MEETING ST. to GEORGE ST.

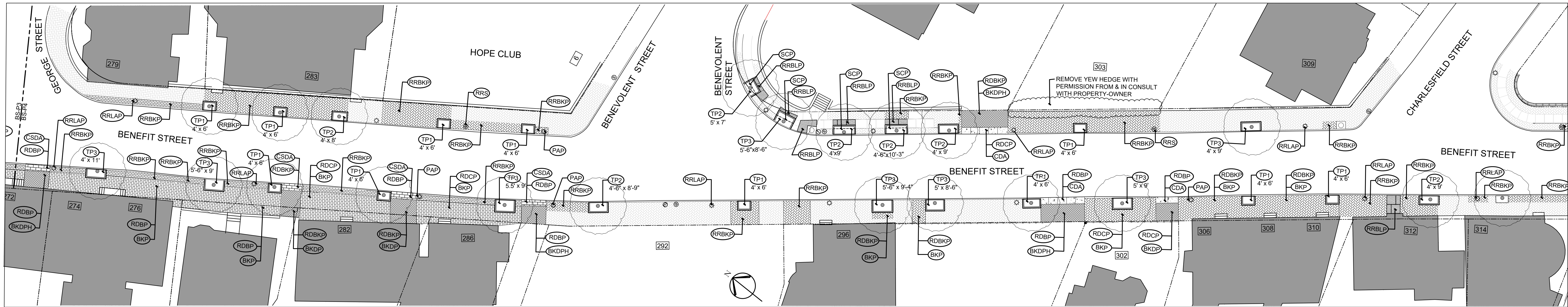
MOHA

BENEFIT STREET CULTURAL LANDSCAPE

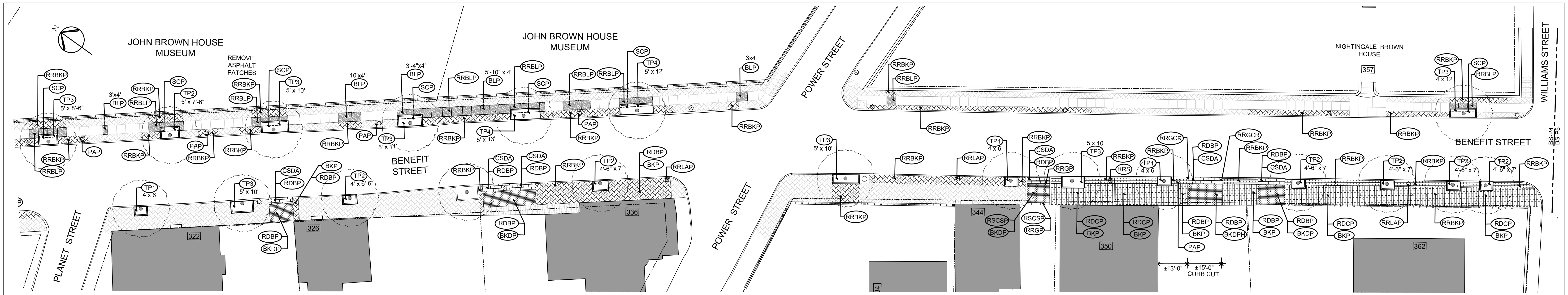
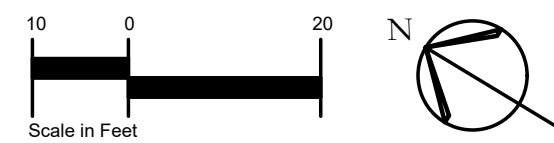
BS-P3

Date: Dec.13, 2022

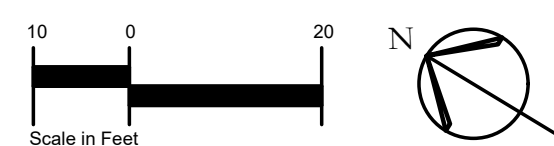
Scale: As Shown



SIDEWALK IMPROVEMENTS PLAN- 274-314 BENEFIT STREET
SCALE: 1" = 20'-0"



SIDEWALK IMPROVEMENTS PLAN- 322-362 BENEFIT STREET
SCALE: 1" = 20'-0"



PLAN SYMBOL	PROJECT SPECIFICATION	ITEM	QUANTITY	UNIT	PROJECT DETAIL #	CITY/ STATE DETAIL #
TP	L.11.01	TREE PROTECTION DEVICE	-	EA		RI 51.1.0
CDT	201.02	CUT & DISPOSE ISOLATED TREE	-	EA		
RDCP	201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	3000	SF		
RDBKP	201.9901	REMOVE & DISPOSE BRICK PAVING	1200	SF		
RDBP	201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	2800	SF		
RSGC	201.9907	REMOVE & SALVAGE GRANITE CURB	-	EA		
RSGCR	201.9907	REMOVE & SALVAGE GRANITE CURB RETURN	-	EA		
RSCSP	201.9905	REMOVE & STOCKPILE COBBLESTONE	85	SF		
RRBLP	201.9906	REMOVE & RESET BLUESTONE PAVING	560	SF		
RRBKP	201.9902	REMOVE, STOCKPILE & RE-INSTALL BRICK PAVING	5600	SF		
RRLAP	905.9903	REMOVE & RE-SET PEDESTRIAN POST LIGHT ACCENT PAVING	11	EA	H/ BS-D3	
PAP	905.9904	PEDESTRIAN POST LIGHT ACCENT PAVING	9	EA	H/ BS-D3	
RRB	201.9908	REMOVE & RE-SET BOLLARD	-	EA		
RRS	201.9909	REMOVE & RE-SET OR RELOCATE REGULATORY SIGN	3	EA		
BLP	905.9905	BLUESTONE PAVING	90	SF		
BKP	905.9906	BRICK PAVING	5000	SF	E/ BS-D3	
CP	905.01	CEMENT CONCRETE PAVING	-	SF	A/ BS-D3	
CDP	905.01	CEMENT CONCRETE DRIVEWAY	-	SF	B/ BS-D3	
BKDP	905.9907	BRICK DRIVEWAY PAVING	800	SF	C/ BS-D3	
BKDPH	905.9908	BRICK DRIVEWAY PAVING-HEAVY DUTY	670	SF	F/ BS-D3	
CDA	905.01	CEMENT CONCRETE DRIVEWAY APRON	30	SY	L/ BS-D3	
CSDA	905.9909	COBBLESTONE DRIVEWAY APRON	380	SF	D/ BS-D3	
RSGCS	906.9901	RE-INSTALL SALVAGED GRANITE CURB	-	LF		RI 7.3.0 RI 7.6.0 RI 7.3.0 RI 7.6.0
GCS	906.9902	GRANITE CURB	-	LF		RI 7.3.4 RI 7.6.0
GCR	906.9903	CURB RETURN	-	EA		RI 7.3.4
RRGCR	906.9901	REMOVE AND RESET GRANITE CURB RETURN	2	EA		RI 7.3.4
TP1	L.99.01	TREE PIT- TYPE 1 --UP TO 24 SF	14	EA	J/ BS-D3	
TP2	L.99.02	TREE PIT- TYPE 2 --EXPANDED AS INDICATED ON PLAN- UP 25-40 SF	14	EA	J/ BS-D3	
TP3	L.99.03	TREE PIT- TYPE 3 --EXPANDED AS INDICATED ON PLAN- UP 41-55 SF	15	EA	J/ BS-D3	
TP4	L.99.04	TREE PIT- TYPE 4 --EXPANDED AS INDICATED ON PLAN- MORE THAN-55 SF	2	EA	J/ BS-D3	

LEGEND

- Existing Brick Curb Strip
- New or Re-set Brick Curb Strip
- Existing Brick Sidewalk
- New or Re-set Brick Sidewalk Standard
- New or Re-set Brick Sidewalk Herringbone
- New or Re-set Brick Driveway Crossing
- Existing Concrete Paving
- New Concrete Paving
- Existing Cobblestone Driveway Apron
- New Cobblestone Driveway Apron
- Existing Pedestrian Street Light
- Assumed Property Line
- Existing Fire Hydrant
- Existing Regulatory Sign
- Existing Street Tree
- Remove Street Tree
- Address/ House number
- Tree Protection Device
- Cut and Dispose Isolated tree
- Full-depth Sawcut Pavement
- Remove & dispose Cement Concrete Pavement
- Remove & dispose Brick Paving
- Remove & dispose Bituminous Pavement
- Bluestone Paving
- Granite Inlet Stone
- Remove & Stockpile Granite Curb
- Cut and Dispose Isolated tree
- Remove & Stockpile Cobblestone paving
- Remove & Stockpile and Re-Install Brick Paving
- Remove & Re-Install Brick Paving
- Remove & Re-Install Post Light accent paving
- Remove & Re-set Bluestone
- Remove & Salvage Granite Paving
- Brick Paving
- Cement Concrete Paving
- Cement Concrete Driveway
- Brick Driveway Paving
- Brick Driveway Paving-Heavy Duty
- Cement Concrete Driveway Apron
- Cobblestone Driveway Apron
- Detectable Warning Panel
- Granite Curb Straight
- Granite Curb Return
- Granite Radial Curb
- Remove & Re-set Granite Curb
- Remove & Re-set Regulatory Sign
- Remove & Re-set Bluestone Driveway Apron
- Tree Pit Type 1 (up to 24 SF)
- Tree Pit Type 2 (Expanded as Indicated on Plan 25-40 SF)
- Tree Pit Type 3 (Expanded as Indicated on Plan 41-55 SF)
- Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF)

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401.521.6867
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LANDSCAPE ARCHITECTURE

DRAFT

SIDEWALK IMPROVEMENTS PLAN

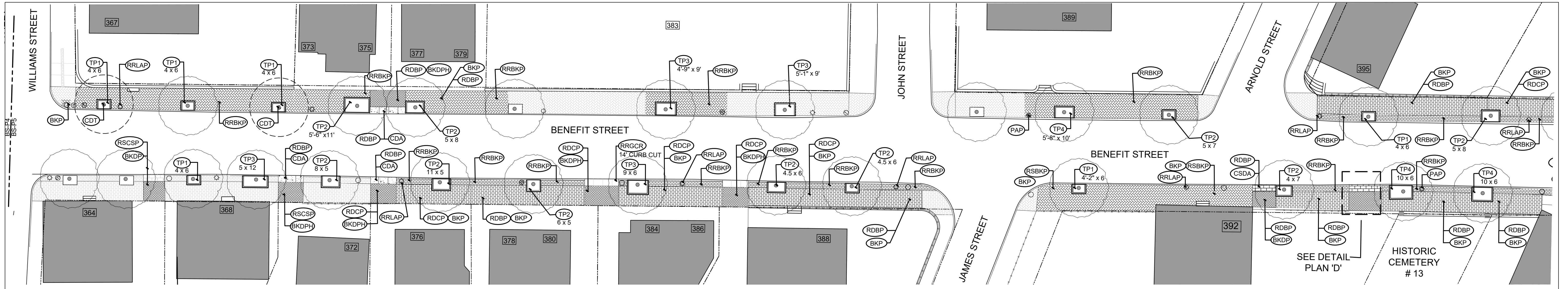
GEORGE ST. to WILLIAMS ST.

MOHA

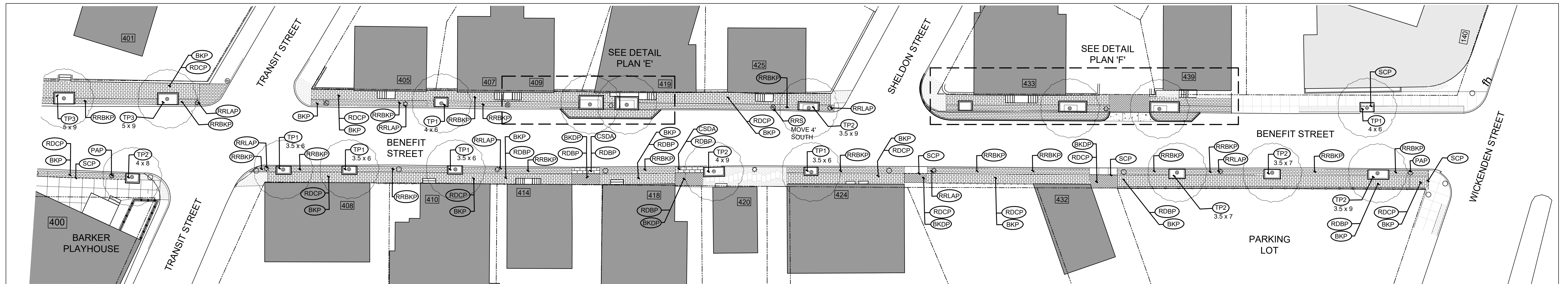
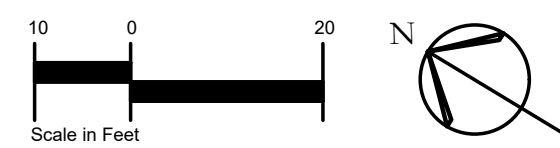
BENEFIT STREET CULTURAL LANDSCAPE

BS-P4

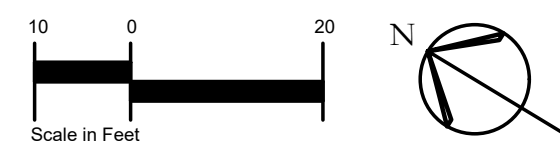
Date: Dec.13, 2022
Scale: As Shown



SIDEWALK IMPROVEMENTS PLAN- 364-400 BENEFIT STREET
SCALE: 1" = 20'-0"



SIDEWALK IMPROVEMENTS PLAN- 400 BENEFIT STREET- WICKENDEN STREET
SCALE: 1" = 20'-0"



PLAN SYMBOL	PROJECT SPECIFICATION	ITEM	QUANTITY	UNIT	PROJECT DETAIL #	CITY/STATE
TP	L11.01	TREE PROTECTION DEVICE	5	EA		RI 51.1.0
CDT	201.01	CUT & DISPOSE ISOLATED TREE	2	EA		
RDCP	201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	4800	SF		
RDBKP	201.9901	REMOVE & DISPOSE BRICK PAVING	-	SF		
RDBP	201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	3900	SF		
RSGC	201.9907	REMOVE & SALVAGE GRANITE CURB	143	LF		
RSGCR	201.9907	REMOVE & SALVAGE GRANITE CURB RETURN	1	EA		
RSCSP	201.9905	REMOVE & STOCKPILE COBBLESTONE	170	SF		
RRBKP	905.9902	REMOVE, STOCKPILE & RE-INSTALL BRICK PAVING	6000	SF		
RRLAP	905.9903	REMOVE & RE-SET PEDESTRIAN POST LIGHT ACCENT PAVING	16	EA	H/BS-D3	
PAP	905.9904	PEDESTRIAN POST LIGHT ACCENT PAVING	13	EA	H/BS-D3	
RRS	201.9909	REMOVE & RE-SET OR RELOCATE REGULATORY SIGN	2	EA		
BKP	905.9906	BRICK PAVING	7500	SF	E/BS-D3	
CP	905.01	CEMENT CONCRETE PAVING	-	SF	A/BS-D3	
CDP	905.01	CEMENT CONCRETE DRIVEWAY	-	SF	B/BS-D3	
BKDP	905.9907	BRICK DRIVEWAY PAVING	520	SF	C/BS-D3	
BKDPH	905.9908	BRICK DRIVEWAY PAVING-HEAVY DUTY	550	SF	F/BS-D3	
CDA	905.01	CEMENT CONCRETE DRIVEWAY APRON	19	SY	L/BS-D3	
CSDA		COBBLESTONE DRIVEWAY APRON	100	SF	D/BS-D3	
RRGC	906.9901	INSTALL SALVAGED GRANITE CURB	143	LF		RI 7.3.0 RI 7.6.0
GCS	906.9902	GRANITE CURB	12	LF		RI 7.3.0 RI 7.6.0
GCR	906.9903	CURB RETURN	2	EA		RI 7.3.4
GAS	906.9904	GRANITE INLET STONE	-	EA		
DWP	942	DETECTABLE WARNING PANEL	-	EA		RI 48.1.0
TP1	L99.01	TREE PIT- TYPE 1 --UP TO 24 SF	13	EA	J/BS-D3	
TP2	L99.02	TREE PIT- TYPE 2 --EXPANDED AS INDICATED ON PLAN- UP 25-40 SF	16	EA	J/BS-D3	
TP3	L99.03	TREE PIT- TYPE 3 --EXPANDED AS INDICATED ON PLAN- UP 41-55 SF	6	EA	J/BS-D3	
TP4	L99.04	TREE PIT- TYPE 4 --EXPANDED AS INDICATED ON PLAN- MORE THAN 55 SF	11	EA	J/BS-D3	
RS	T.15	REGULATORY SIGN- NO PARKING IN CONSULT W/ CITY	5	EA	J/BS-D3	

PLAN SHEET BS-5
Williams to Wickenden
11.14.22

**DRAFT- FOR REVIEW-
NOT CONSTRUCTION**

LEGEND

- Existing Brick Curb Strip
- New or Re-set Brick Curb Strip
- Existing Brick Sidewalk
- New or Re-set Brick Sidewalk Standard
- New or Re-set Brick Sidewalk Herringbone
- New or Re-set Brick Driveway Crossing
- Existing Concrete Paving
- New Concrete Paving
- Existing Cobblestone Driveway Apron
- New Cobblestone Driveway Apron
- Existing Pedestrian Street Light
- Existing Utility Pole
- Existing Street Tree
- Remove Street Tree
- Address/ House number
- Tree Protection Device
- Cut and Dispose Isolated tree
- Full-depth Sawcut Pavement
- Remove & dispose Cement Concrete Pavement
- Remove & dispose Brick Paving
- Remove & dispose Bituminous Pavement
- Bluestone Paving
- Granite Inlet Stone
- Remove & Stockpile Granite Curb
- Cut and Dispose Isolated tree
- Remove & Stockpile Cobblestone paving
- Remove & Stockpile and Re-Install Brick Paving
- Remove & Re-Install Post Light accent paving
- Post Light accent paving
- Remove & Re-set Bluestone
- Remove & Salvage Granite Paving
- Brick Paving
- Cement Concrete Paving
- Cement Concrete Driveway
- Brick Driveway Paving
- Brick Driveway Paving-Heavy Duty
- Cement Concrete Driveway Apron
- Cobblestone Driveway Apron
- Detectable Warning Panel
- Granite Curb Straight
- Granite Curb Return
- Granite Radial Curb
- Remove & Re-set Granite Curb
- Remove & Re-set Regulatory Sign
- Remove & Re-set Bluestone Paving
- Remove & Re-set Cobblestone Driveway Apron
- Granite Curb Straight
- Granite Curb Return
- Granite Radial Curb
- Remove & Re-set Granite Curb
- Remove & Re-set Regulatory Sign
- Remove & Re-set Bluestone Paving
- Remove & Re-set Cobblestone Driveway Apron
- Tree Pit Type 1 (up to 24 SF)
- Tree Pit Type 2 (Expanded as Indicated on Plan 25-40 SF)
- Tree Pit Type 3 (Expanded as Indicated on Plan 41-55 SF)
- Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF)

Bradford ASSOCIATES LLC
25 Crighthon Street, Providence RI 02906-1518
TEL: 401.521.6867
bradfordassociates.com
LANDSCAPE ARCHITECTURE

DRAFT

SIDEWALK IMPROVEMENTS PLAN

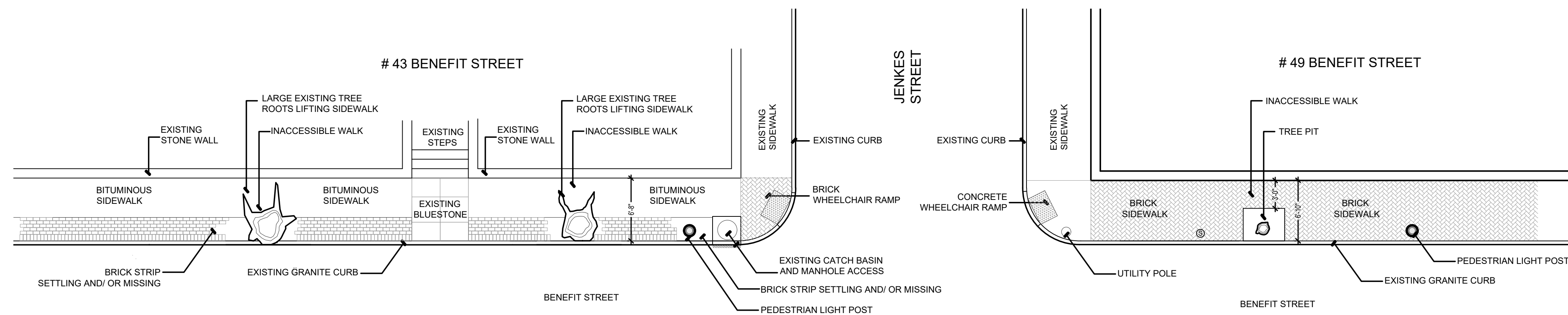
WILLIAMS ST. to WICKENDEN ST.

MOHA

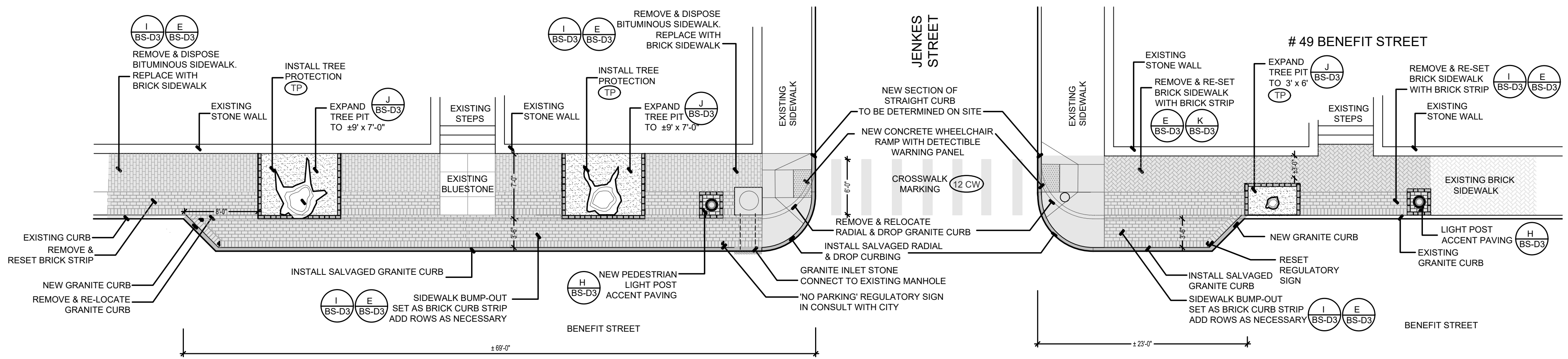
BENEFIT STREET CULTURAL LANDSCAPE

BS-P5

Date: Dec.13, 2022
Scale: As Shown

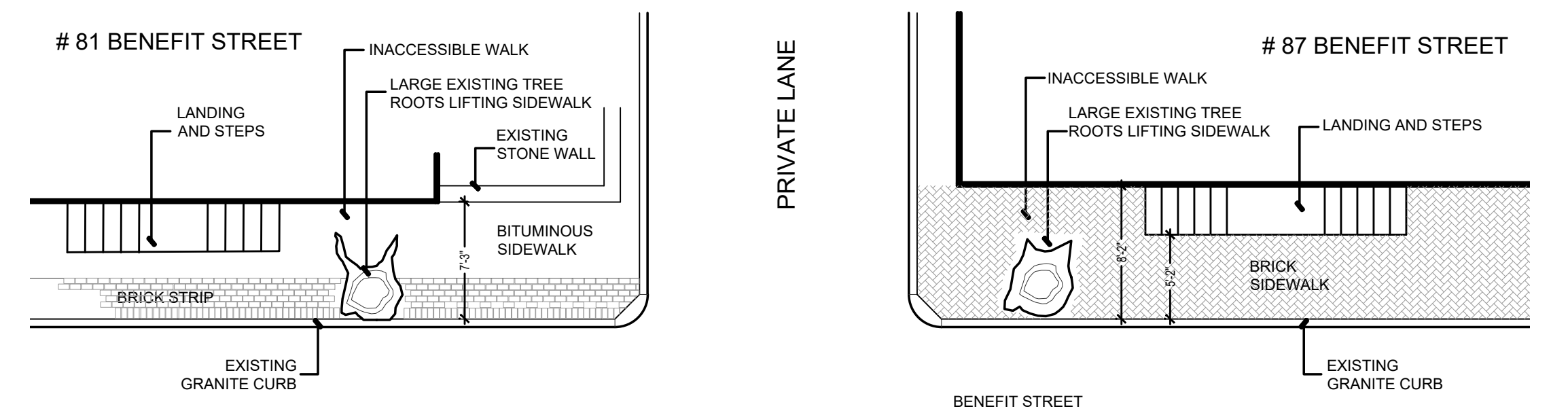


**DETAIL PLAN # A - EXISTING CONDITIONS
AT 43- 49 BENEFIT--JENKES STREET**
SCALE: 1/8" = 1'-0"

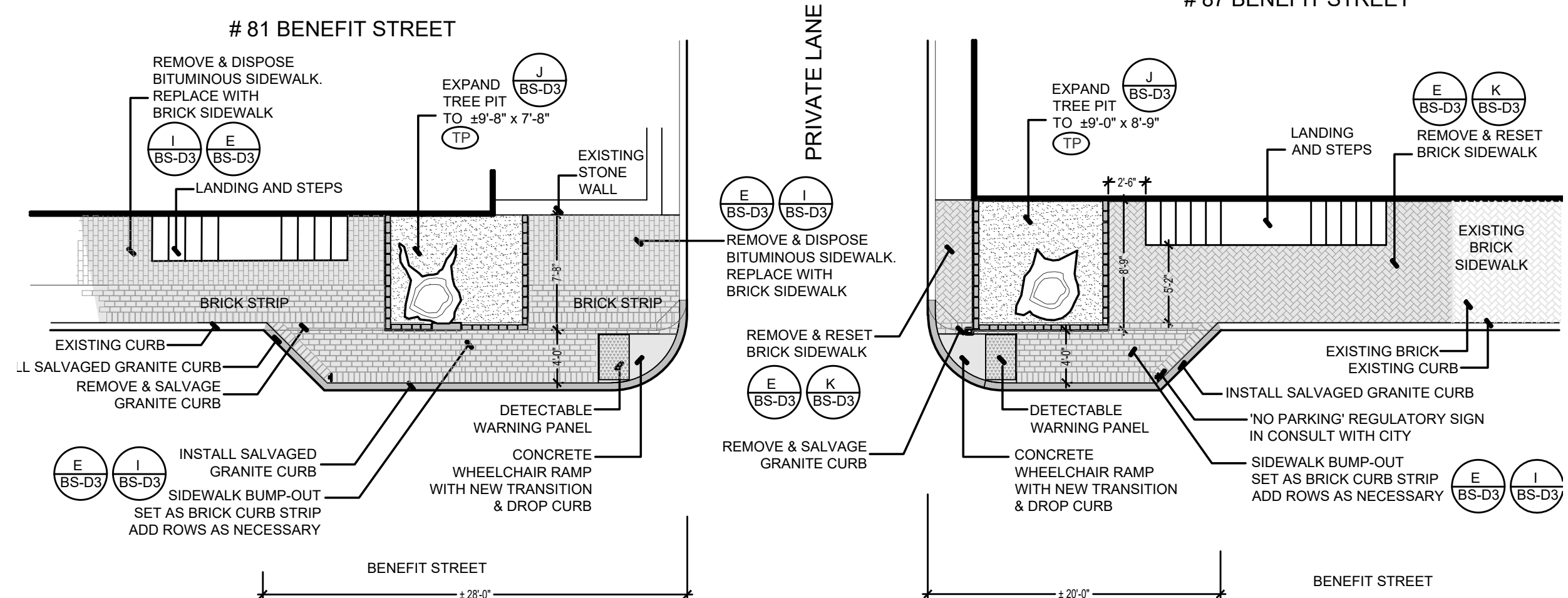


**DETAIL PLAN # A - PROPOSED LAYOUT-
BUMP-OUTS AT 43- 49 BENEFIT--JENKES STREET**
SCALE: 1/8" = 1'-0"

A
BS-D1

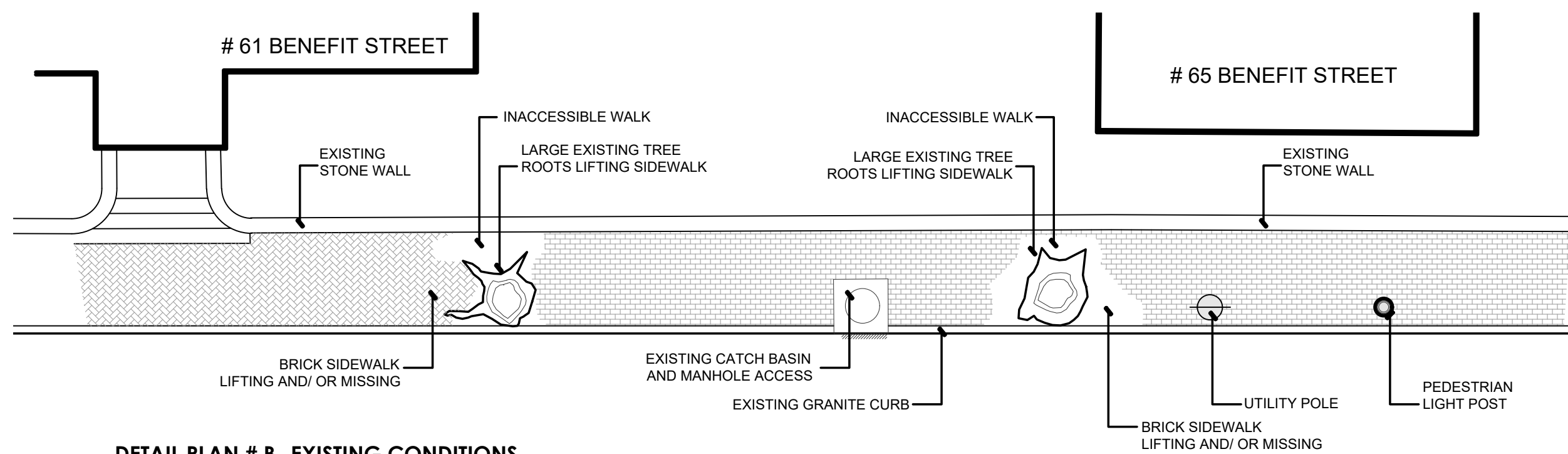


**DETAIL PLAN # C - EXISTING CONDITIONS
AT 81- 87 BENEFIT STREET**
SCALE: 1/8" = 1'-0"

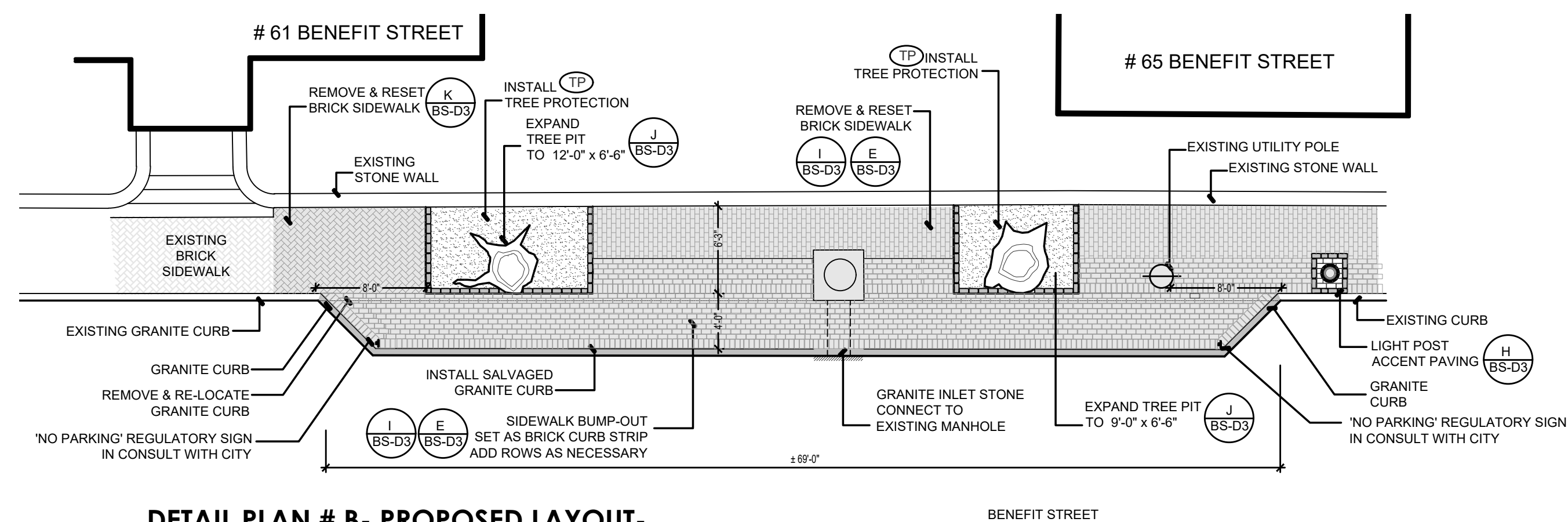


**DETAIL PLAN # C - PROPOSED LAYOUT-
BUMP-OUTS AT 81-87 BENEFIT STREET**
SCALE: 1/8" = 1'-0"

C
BS-D1



**DETAIL PLAN # B - EXISTING CONDITIONS
AT 61- 65 BENEFIT**
SCALE: 1/8" = 1'-0"



**DETAIL PLAN # B - PROPOSED LAYOUT-
BUMP-OUTS AT 61- 65 BENEFIT**
SCALE: 1/8" = 1'-0"

B
BS-D1

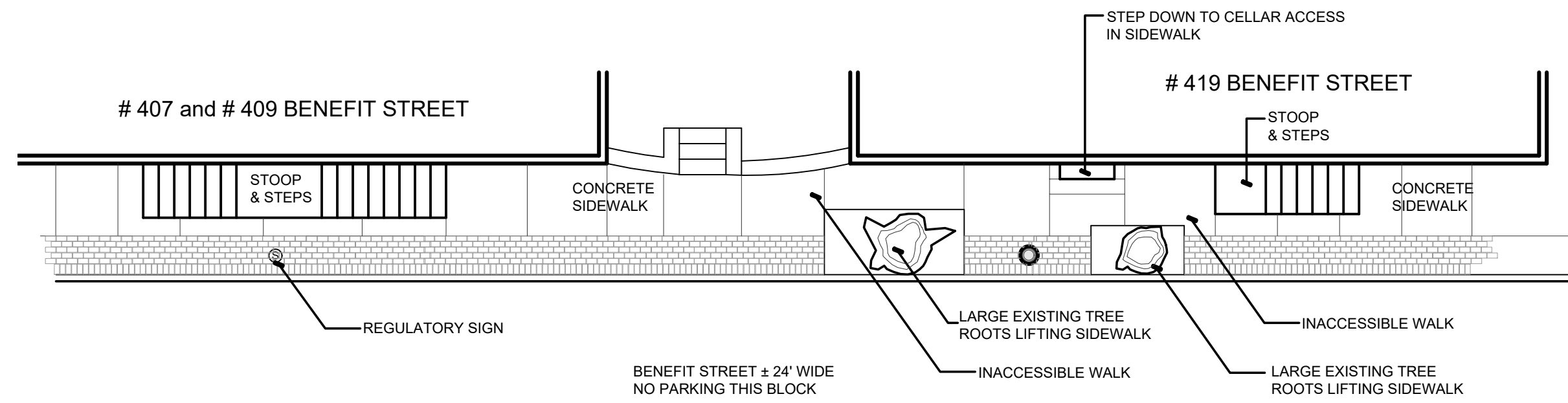
LEGEND

Existing Brick Curb Strip	Existing Cobblestone Driveway Apron	Tree Protection Device (TP)	Remove & Salvage Granite Curb (RSGC)	Brick Paving (BKP)	Granite Curb Straight (SCS)	Tree Pit Type 1 (up to 24 SF) (TP1)
New or Re-set Brick Curb Strip	New Cobblestone Driveway Apron	Cut and Dispose Isolated tree (CDI)	Cut and Dispose Isolated tree (RDBKP)	Cement Concrete Paving (CP)	Granite Curb Return (SCR)	Tree Pit Type 2 (Expanded as Indicated on Plan 25-40 SF) (TP2)
Existing Brick Sidewalk	Existing granite curb	Full-depth Sawcut Pavement (SCP)	Remove & Stockpile Cobblestone paving (RSCSP)	Cement Concrete Driveway (CDP)	Granite Radial Curb (SRC)	Tree Pit Type 3 (Expanded as Indicated on Plan 41-55 SF) (TP3)
New or Re-set Brick Sidewalk	New granite curb	Remove & dispose Cement Concrete Pavement (RDCP)	Remove, Stockpile and Re-Install Brick Paving (RRBKP)	Brick Driveway Paving (BKDP)	Remove & Re-set Granite Curb (RRGC)	Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF) (TP4)
New or Re-set Brick Driveway Crossing	Existing Pedestrian Street Light	Remove & dispose Brick Paving (RDBP)	Remove & Re-Install Post Light (RRLAP)	Brick Driveway Paving-Heavy Duty (BKDPH)	Remove & Re-set Regulatory Sign (RRS)	Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF) (TP4)
Existing Concrete Paving	Existing Utility Pole	Remove & dispose Bituminous Pavement (RDBP)	Post Light accent paving (PAP)	Cement Concrete Driveway Apron (CDA)	Remove & Re-set Bluestone Paving (RRBLP)	Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF) (TP4)
New Concrete Paving	Existing Street Tree	Bluestone Paving (BLP)	Remove & Re-set Bluestone (RRBL)	Cobblestone Driveway Apron (CSDA)	Remove & Re-set Cobblestone Driveway Apron (RRCSDA)	
New or expanded Cobblestone edged Tree Pit	Assumed Property Line	Granite Inlet Stone (GIS)	Remove & Salvage Granite Paving (RSGRP)	Detectable Warning Panel (DWP)		
	Existing Alarm Box	Address/ House number (433)	12" White epoxy Resin Pavement Marking (12 CW)			

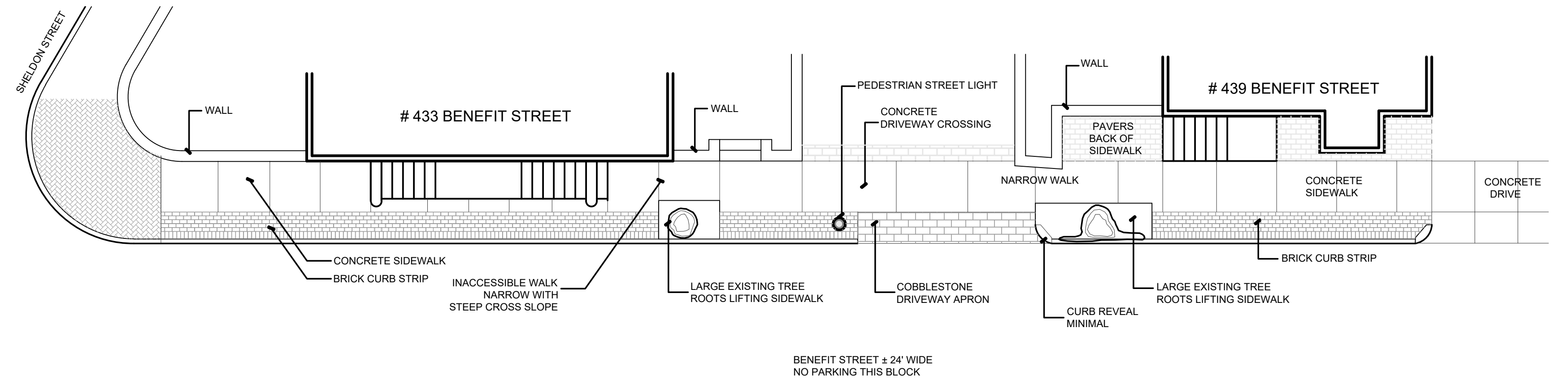
- NOTES:**
- INSTALL TREE PROTECTION ACCORDING TO RIDOT STANDARD 51.1.0
 - IF LARGE TREE ROOTS HAVE OVERGROWN GRANITE CURBING TO BE REMOVED & RELOCATED, CONSULT WITH CITY FORESTER.
 - A MINIMUM OF 20' WIDTH SHALL BE MAINTAINED FOR BENEFIT STREET.
 - A MINIMUM OF 4' UNOBSTRUCTED SIDEWALK WIDTH WITH A MAXIMUM CROSSFALL OF 2% SHALL BE MAINTAINED WHENEVER POSSIBLE.
 - CURB INLET STONES SHALL BE SET AND CONNECTED TO EXISTING DRAINAGE STRUCTURES ACCORDING TO CITY STANDARDS.
 - WHEELCHAIR RAMPS AND DETECTIBLE WARNING PANELS SHALL BE INSTALLED ACCORDING TO RI STANDARDS.
 - CURB REMOVAL AND INSTALLATION INCLUDE SAW-CUTTING AND ROADWAY PATCH AS SPECIFIED
 - PRIOR TO CONSTRUCTION, WORK INVOLVING BUMP-OUTS AND/OR CURB REALIGNMENTS OR ADJUSTMENTS TO DRAINAGE MUST BE CONFIRMED WITH SURVEY AND APPROVAL OF CITY ENGINEER.

**DRAFT- FOR REVIEW-
NOT CONSTRUCTION**

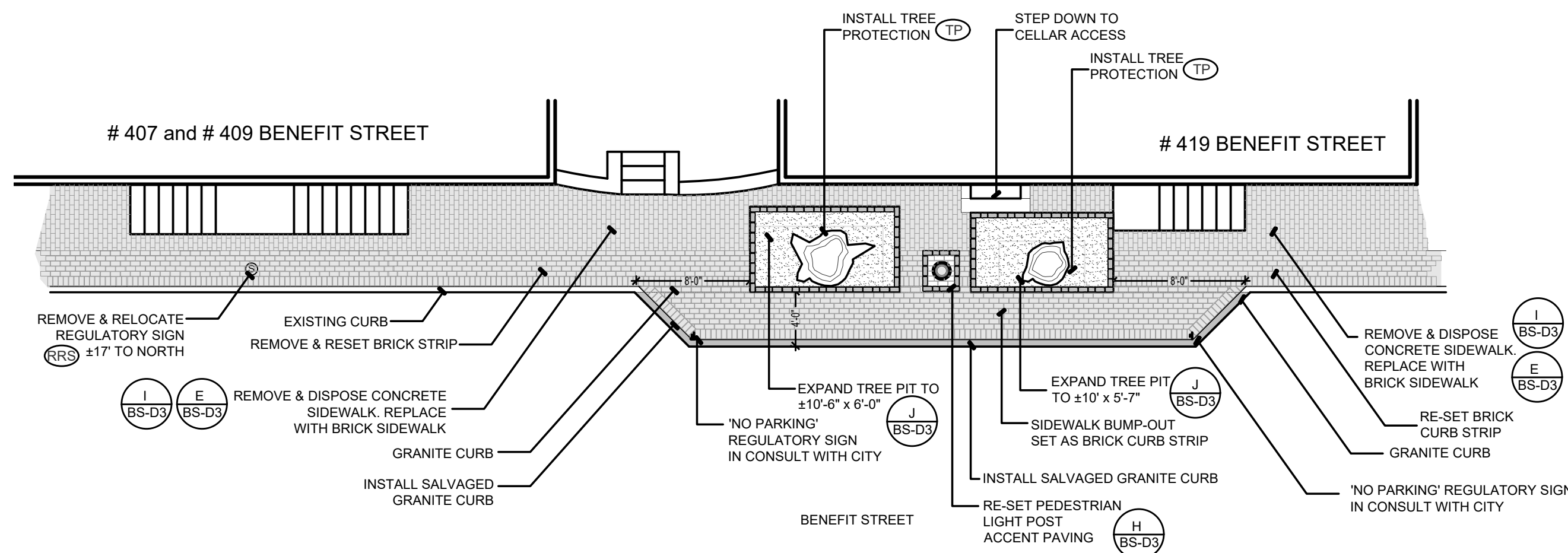
<p>25 Coighton Street Providence RI 02906-1518 401.521.6867 info@bradfordassoc.com bradfordassoc.com</p> <p>LANDSCAPE ARCHITECTURE</p>	<p>DRAFT</p> <p>SIDEWALK IMPROVEMENTS</p> <p>DETAIL PLANS #1</p> <p>MOHA</p> <p>BENEFIT STREET CULTURAL LANDSCAPE</p>	<p>BS-D1</p> <p>Date: Dec.13, 2022</p> <p>Scale: As Shown</p>
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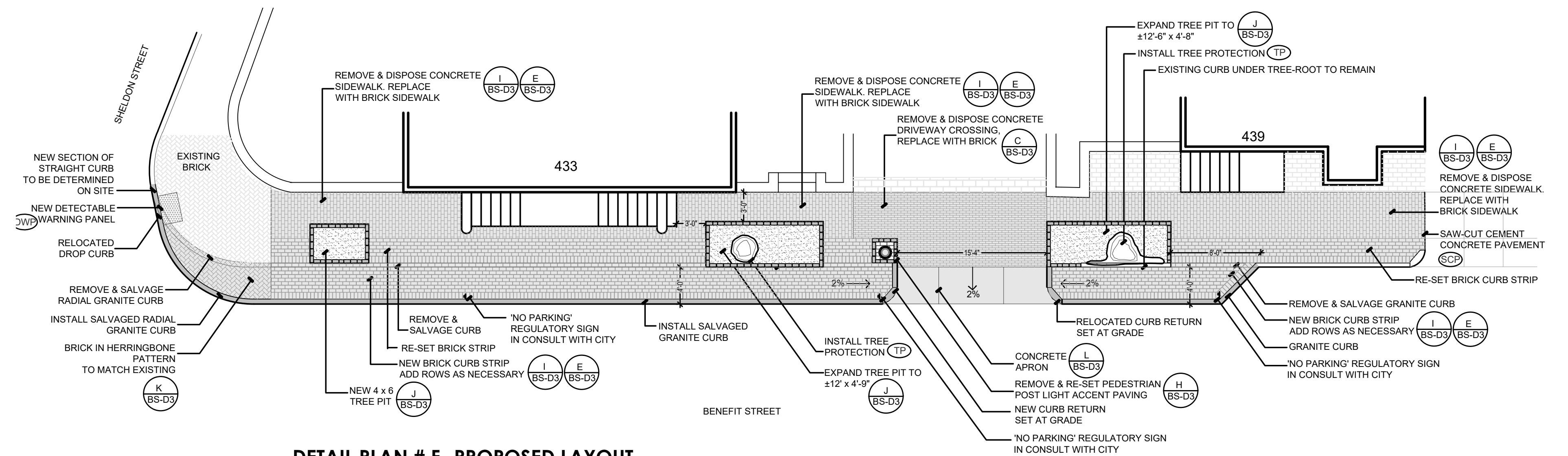
DETAIL PLAN # E - EXISTING CONDITIONS - 407-419 BENEFIT
SCALE: 1/8" = 1'-0"



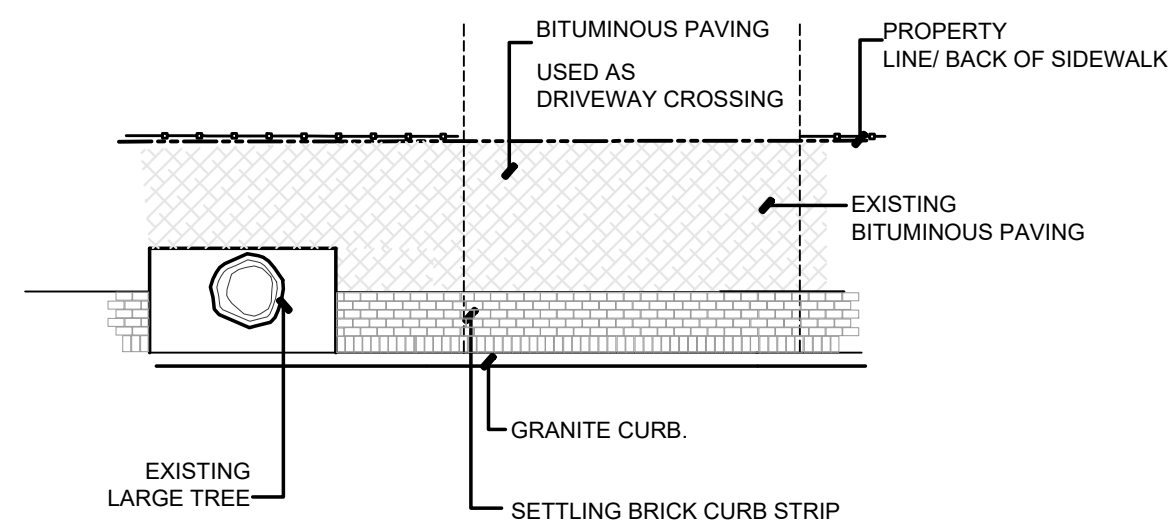
DETAIL PLAN # F - EXISTING CONDITIONS AT 433- 439 BENEFIT
SCALE: 1/8" = 1'-0"



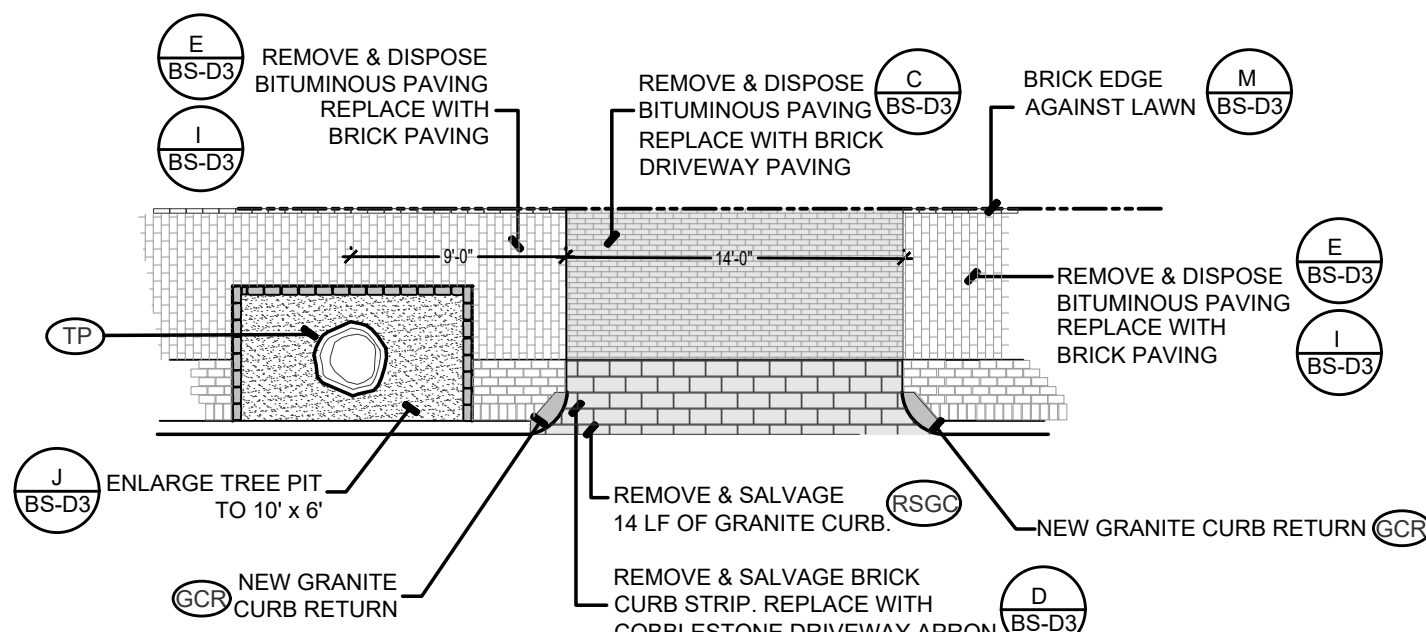
DETAIL PLAN # E - PROPOSED LAYOUT - BUMP-OUT AT 407- 419 BENEFIT
SCALE: 1/8" = 1'-0"



DETAIL PLAN # F - PROPOSED LAYOUT - BUMP-OUT AT 433- 439 BENEFIT
SCALE: 1/8" = 1'-0"



DETAIL PLAN # D - EXISTING CONDITIONS - ADDITIONAL DRIVEWAY CROSSING AT 392 BENEFIT
SCALE: 1/8" = 1'-0"



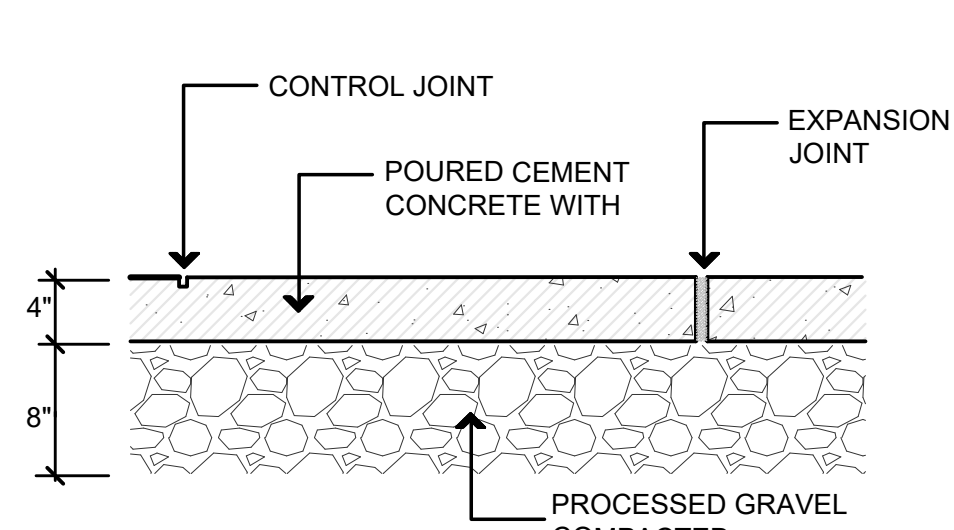
DETAIL PLAN # D - PROPOSED LAYOUT - ADDITIONAL DRIVEWAY CROSSING AT 392 BENEFIT
SCALE: 1/8" = 1'-0"

LEGEND	
Existing Brick Curb Strip	Existing Cobblestone Driveway Apron
New or Re-set Brick Curb Strip	New Cobblestone Driveway Apron
Existing Brick Sidewalk	Existing granite curb
New or Re-set Brick Sidewalk	New granite curb
New or Re-set Brick Driveway Crossing	Existing Pedestrian Street Light
Existing Concrete Paving	Existing Utility Pole
New Concrete Paving	Existing Street Tree
New or expanded Cobblestone edged Tree Pit	Assumed Property Line
Tree Protection Device	Reset Accent Paving at Pedestrian Street Light
Cut and Dispose Isolated tree	Existing Fire Hydrant
Full-depth Sawcut Pavement	Existing Regulatory Sign
Remove & dispose Cement Concrete Pavement	Existing Hitching Post
Remove & dispose Brick Paving	Existing Alarm Box
Remove & dispose Bituminous Pavement	Address/ House number
Bluestone Paving	
Granite Inlet Stone	
Remove & Salvage Granite Curb	
Brick Paving	
Cement Concrete Paving	
Cement Concrete Driveway Apron	
Brick Driveway Paving	
Brick Driveway Paving-Heavy Duty	
Remove & Re-install Post Light accent paving	
Post Light accent paving	
Remove & Re-set Bluestone Driveway Apron	
Detectable Warning Panel	
Granite Curb Straight	
Granite Curb Return	
Granite Radial Curb	
Remove & Re-set Granite Curb	
Remove & Re-set Regulatory Sign	
Remove & Re-set Bluestone Paving	
Remove & Re-set Cobblestone Driveway Apron	
Tree Pit Type 1 (up to 24 SF)	
Tree Pit Type 2 (Expanded as Indicated on Plan 25-40 SF)	
Tree Pit Type 3 (Expanded as Indicated on Plan 41-55 SF)	
Tree Pit Type 4 (Expanded as Indicated on Plan Greater than 55 SF)	

- NOTES:**
- INSTALL TREE PROTECTION ACCORDING TO RIDOT STANDARD 51.1.0
 - IF LARGE TREE ROOTS HAVE OVERGROWN GRANITE CURBING TO BE REMOVED & RELOCATED, CONSULT WITH CITY FORESTER.
 - A MINIMUM OF 20' WIDTH SHALL BE MAINTAINED FOR BENEFIT STREET.
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 - CURB INLET STONES SHALL BE SET AND CONNECTED TO EXISTING DRAINAGE STRUCTURES ACCORDING TO CITY STANDARDS.
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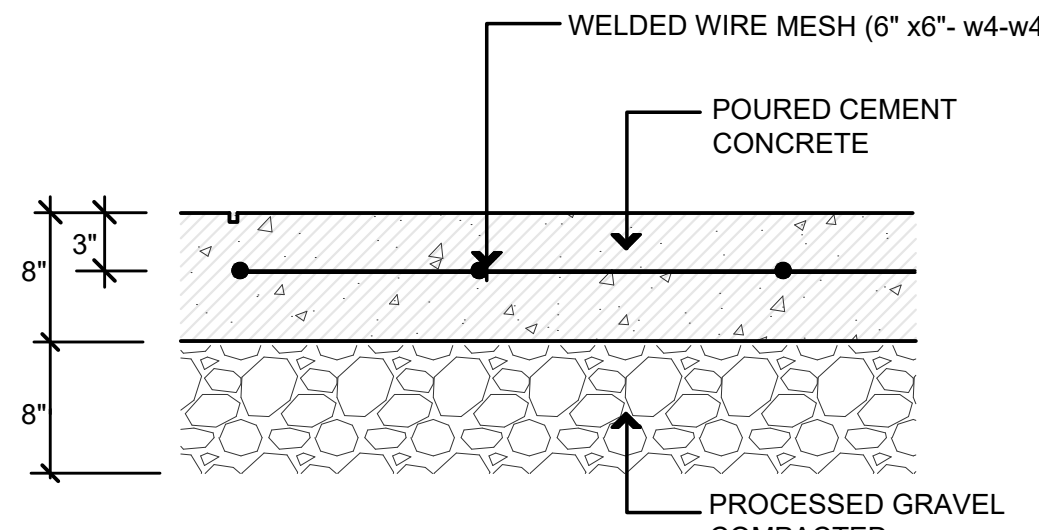
DRAFT- FOR REVIEW- NOT CONSTRUCTION

<p>25 Crighthon Street Providence RI 02906-1518 401.521.0607 leg@bradfordassoc.com bradfordassoc.com</p> <p>LANDSCAPE ARCHITECTURE</p>	<p>DRAFT SIDEWALK IMPROVEMENTS DETAIL PLANS #2 MOHA BENEFIT STREET CULTURAL LANDSCAPE</p>	<p>BS-D2</p> <p>Date: Dec.13, 2022 Scale: As Shown</p>
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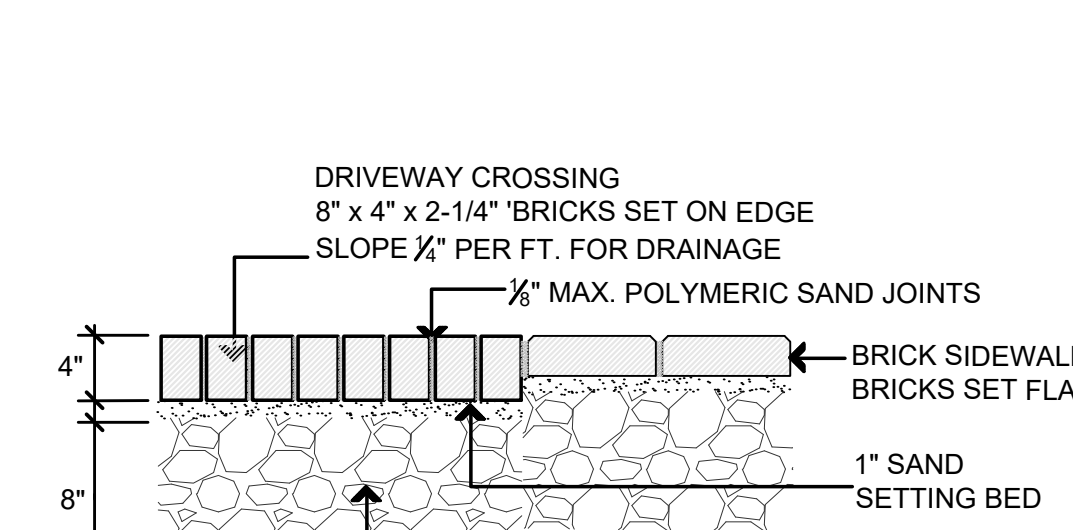
NOTES:
 1. SHALL BE IN ACCORDANCE WITH THE PROVIDENCE CITY STANDARDS FOR 'CEMENT CONCRETE SIDEWALK'
 2. CONTROL JOINT 1/2" - APPROX. 5' O.C.
 3. EXPANSION JOINT FILLED WITH PREPARED, RESILANT, NON-EXTRUDING JOINT FILLER, APPROX. 20' O.C.
 4. FINISH SHALL BE 'LIGHT BROOM'

A TYPICAL CEMENT CONCRETE SIDEWALK
 BS-D3 SCALE: 1" = 1'-0"



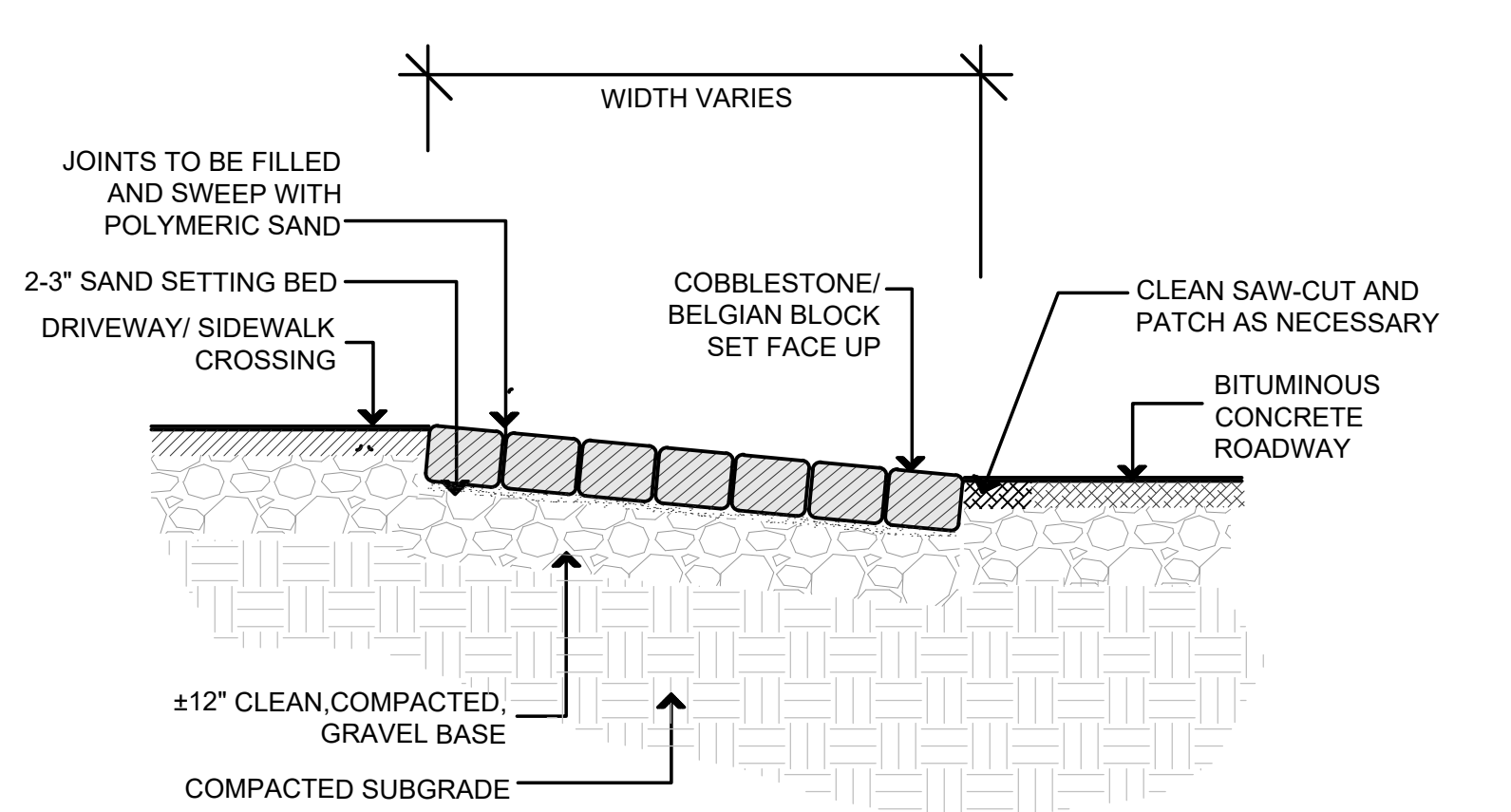
NOTES:
 1. SHALL BE IN ACCORDANCE WITH THE PROVIDENCE CITY STANDARDS FOR 'CEMENT CONCRETE DRIVEWAY'
 2. CONTROL JOINT 1/2" - APPROX. 5' O.C.
 3. EXPANSION JOINT FILLED WITH PREPARED, RESILANT, NON-EXTRUDING JOINT FILLER, APPROX. 20' O.C.
 4. FINISH SHALL BE 'LIGHT BROOM'

B TYPICAL CEMENT CONCRETE DRIVEWAY CROSSING
 BS-D3 SCALE: 1" = 1'-0"

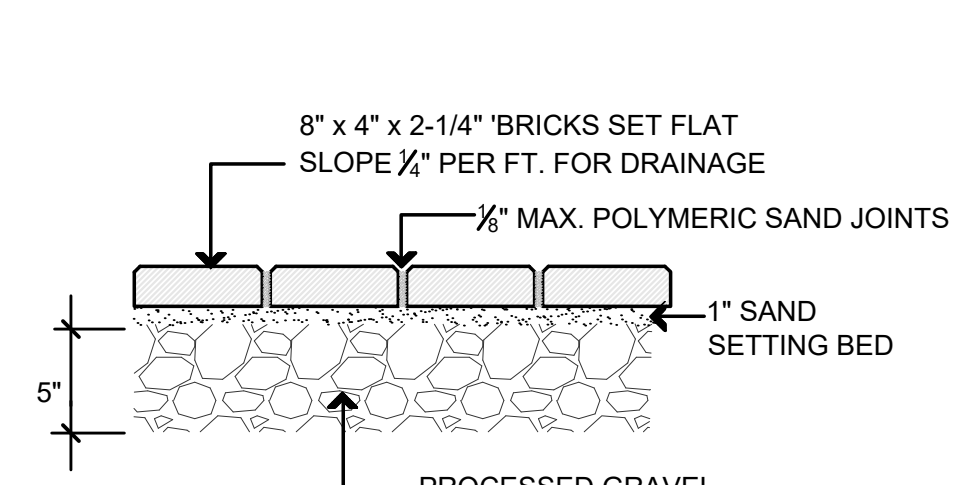


NOTES:
 1. BRICK UNITS AS SPECIFIED
 2. POLYMERIC SAND COLOR AS SPECIFIED

C TYPICAL BRICK DRIVEWAY CROSSING
 BS-D3 SCALE: 1" = 1'-0"

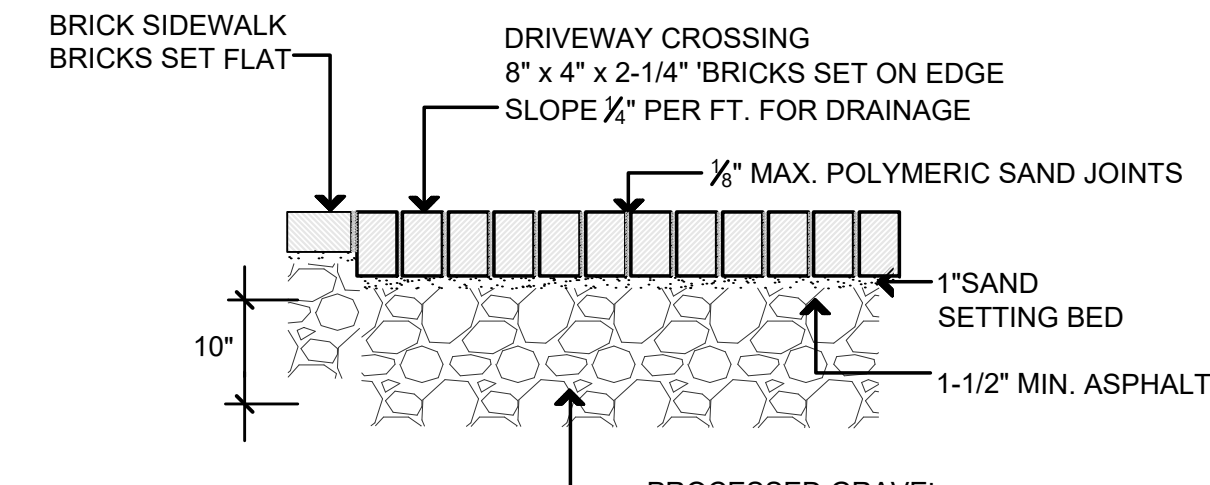


D COBBLESTONE DRIVEWAY APRON
 BS-D3 SCALE: 1" = 1'-0"

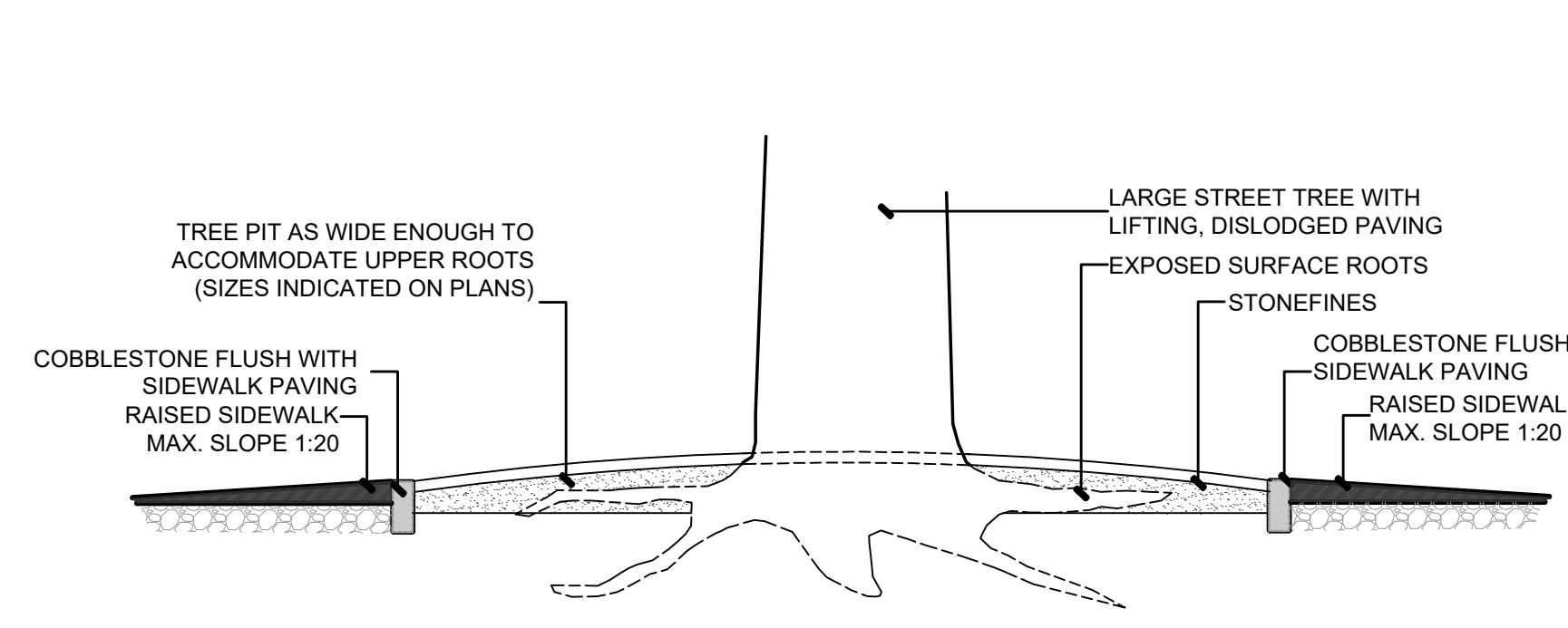


NOTES:
 1. BRICK UNITS AS SPECIFIED
 2. POLYMERIC SAND COLOR AS SPECIFIED
 3. SEE PLANS FOR BRICK PATTERNS
 4. SEE DETAILS I/BS-D3 and K/BS-D3 FOR PATTERN DETAILS

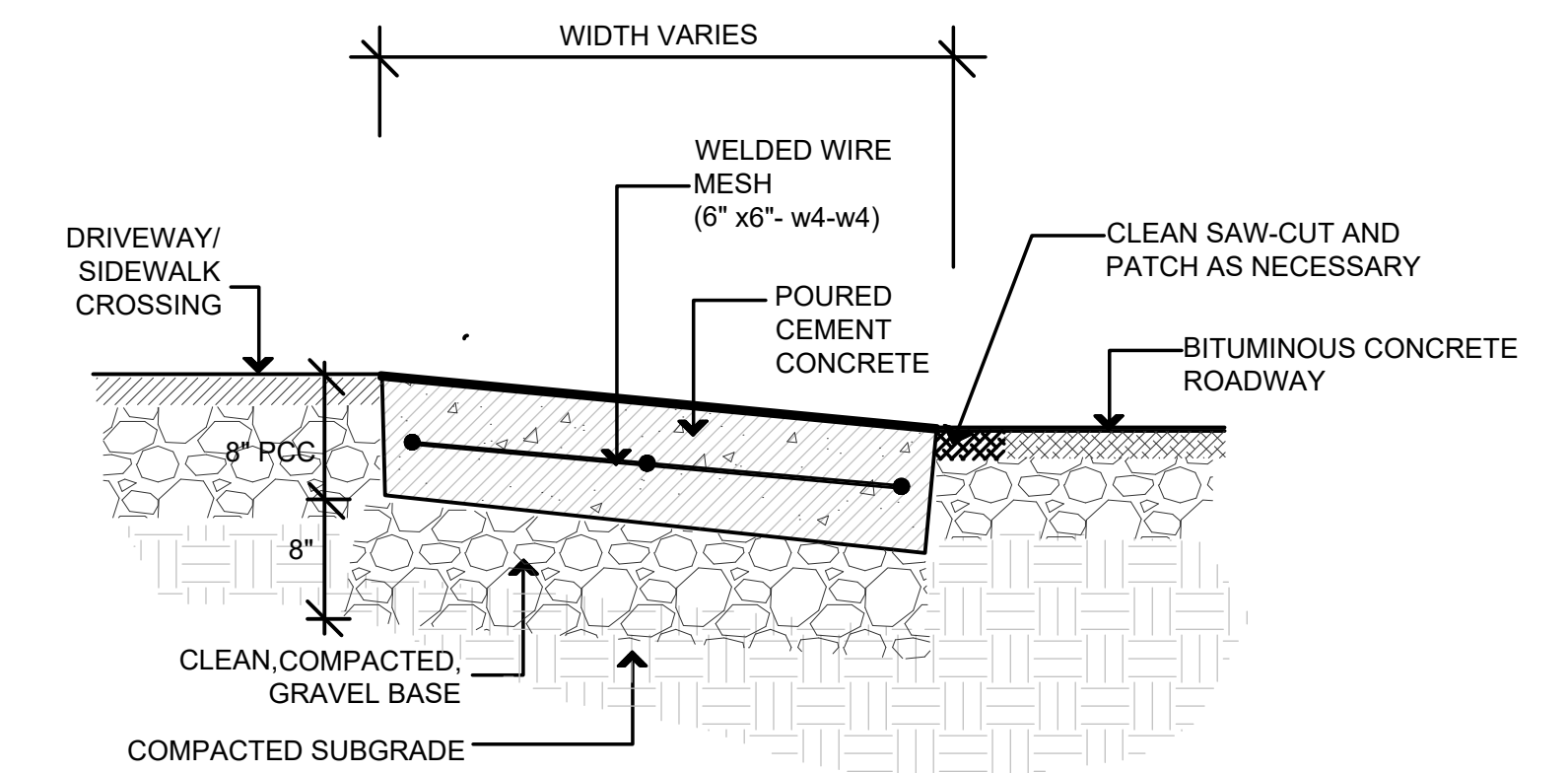
E TYPICAL BRICK SIDEWALK
 BS-D3 SCALE: 1" = 1'-0"



F BRICK DRIVEWAY CROSSING-HEAVY USE AREA
 BS-D3 SCALE: 1" = 1'-0"

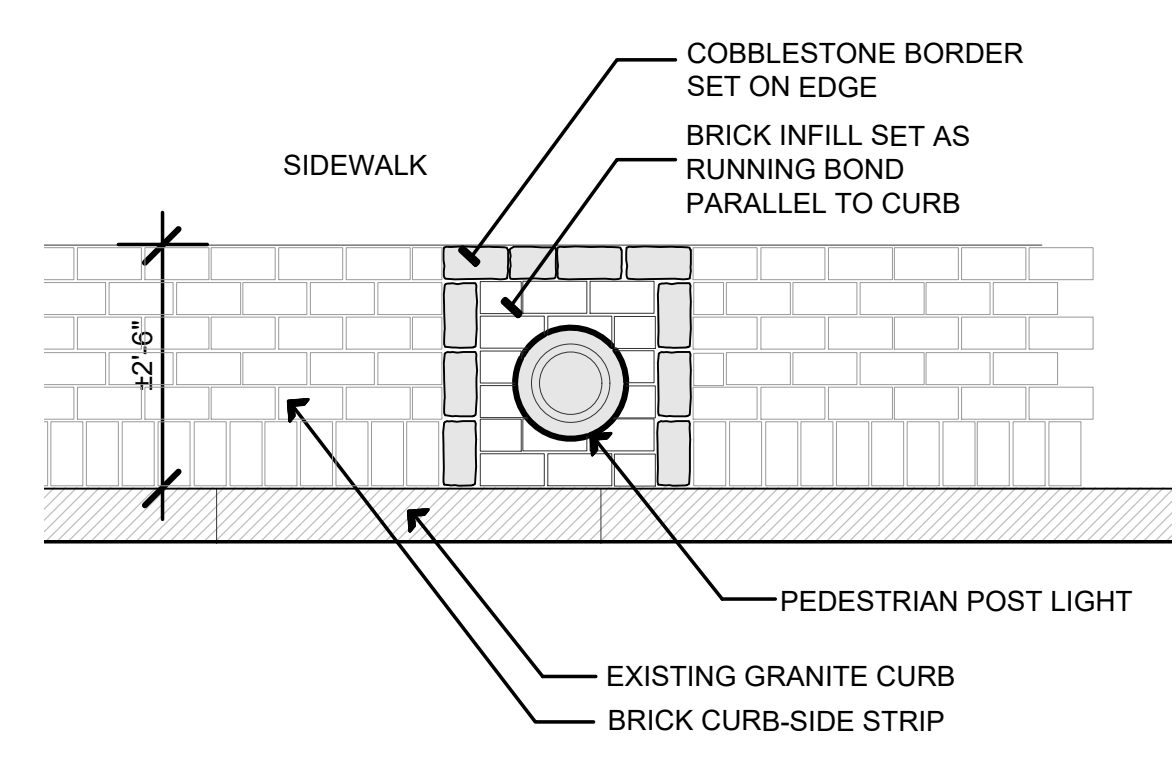


G RAISED SIDEWALK OVER EXPOSED TREE ROOTS
 BS-D3 SCALE: 3/8" = 1'-0"

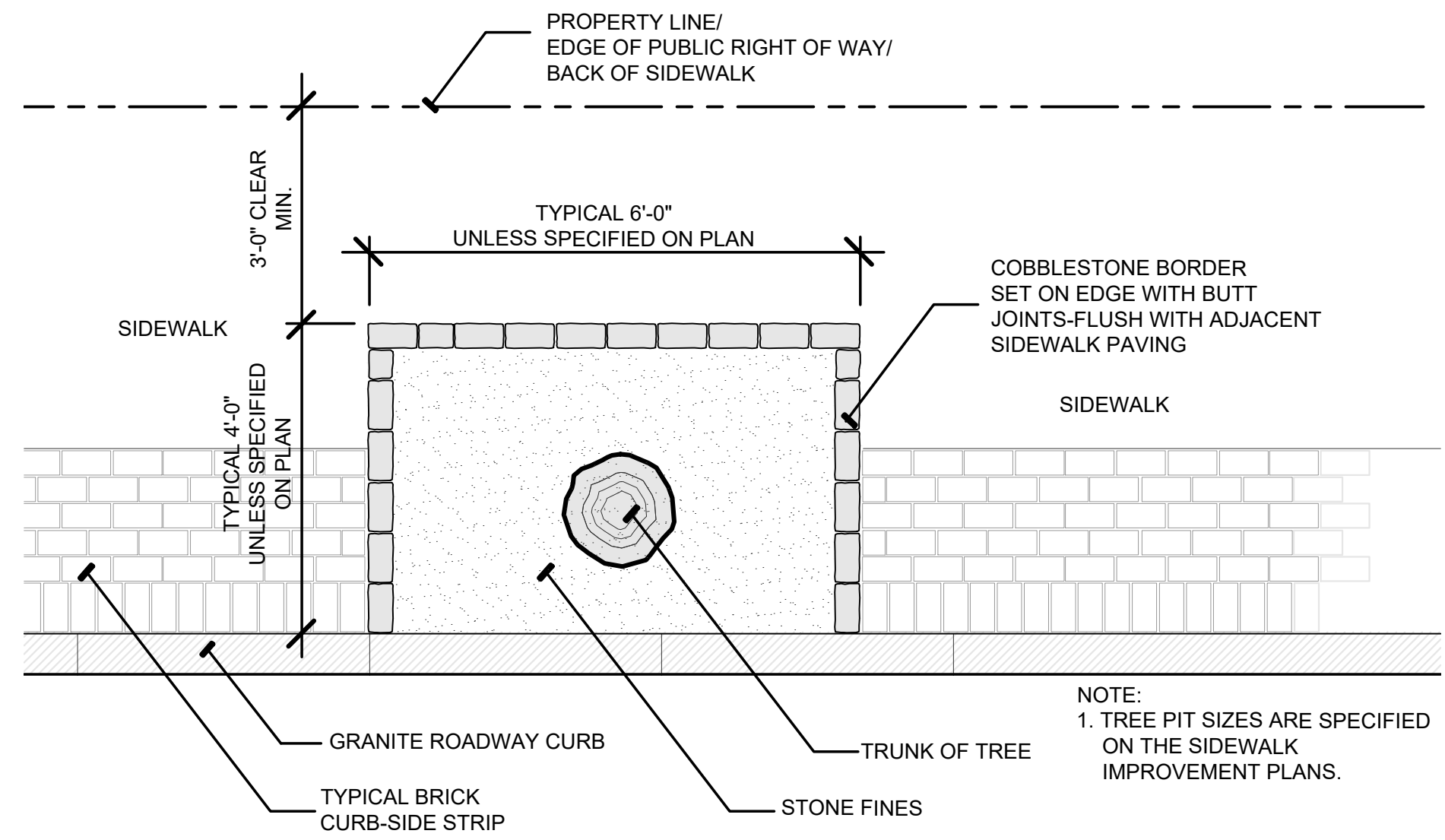


NOTES:
 1. SHALL BE IN ACCORDANCE WITH THE PROVIDENCE CITY STANDARDS FOR 'CEMENT CONCRETE DRIVEWAY'
 2. CONTROL JOINT 1/2" - APPROX. 5' O.C.
 3. EXPANSION JOINT FILLED WITH PREPARED, RESILANT, NON-EXTRUDING JOINT FILLER, APPROX. 20' O.C.
 4. FINISH SHALL BE 'LIGHT BROOM'

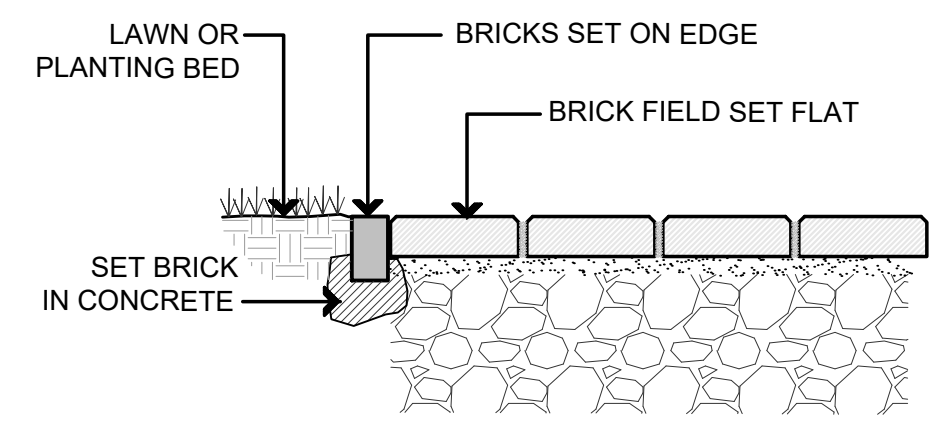
L CONCRETE DRIVEWAY APRON
 BS-D3 SCALE: 1" = 1'-0"



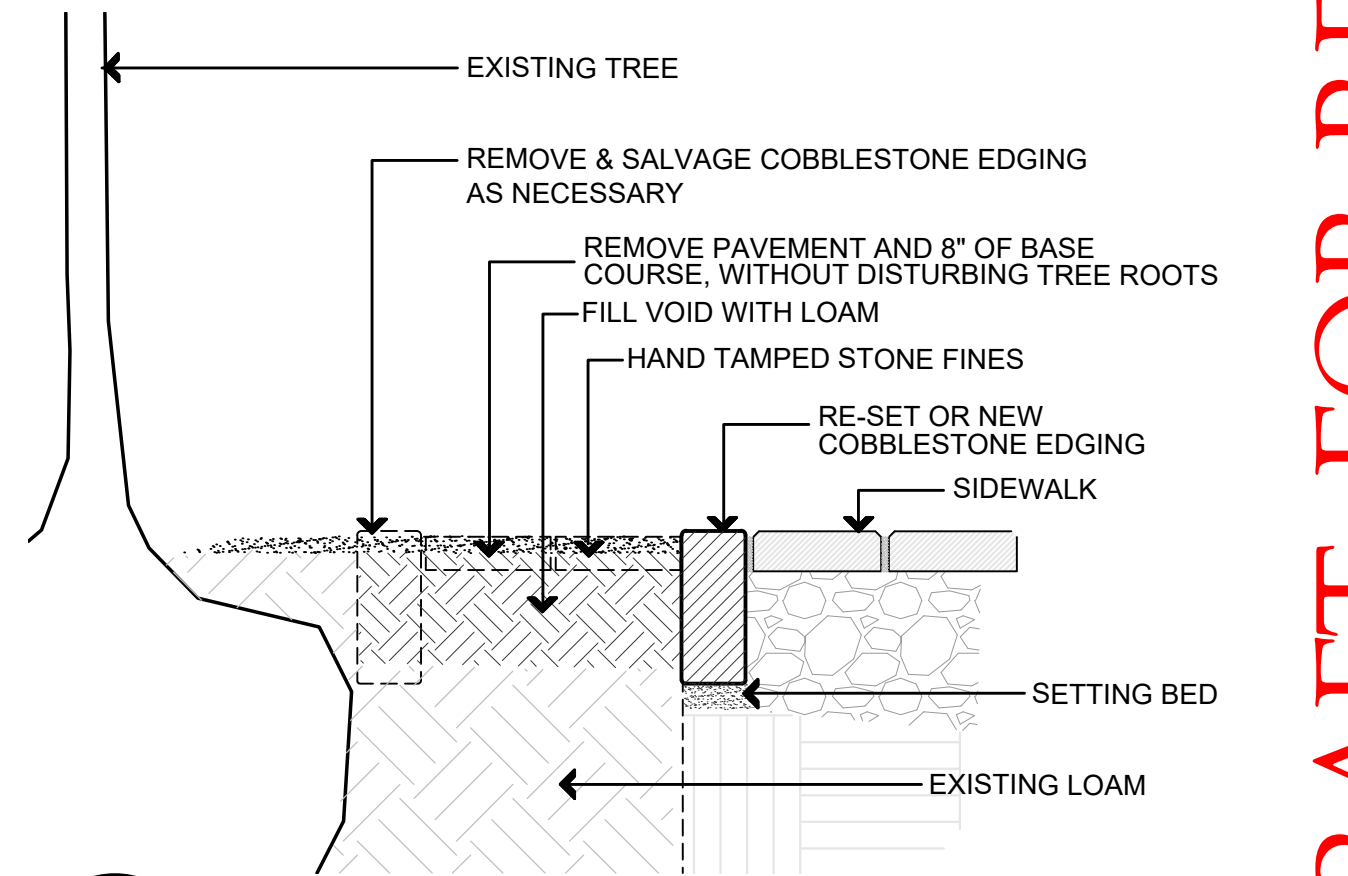
H PEDESTRIAN POST LIGHT ACCENT PAVING-PLAN VIEW
 BS-D3 SCALE: 1/2" = 1'-0"



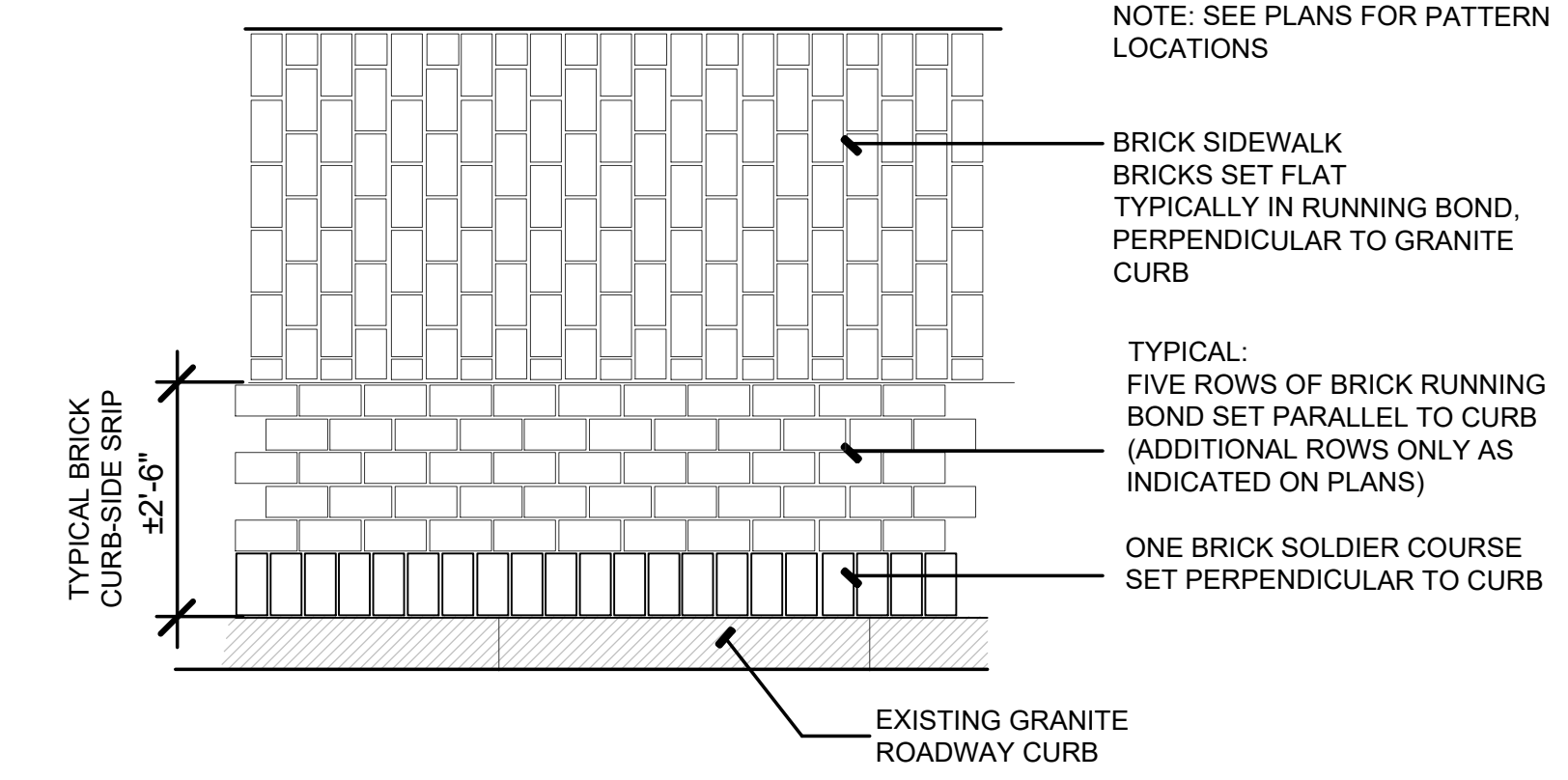
J TREE PIT-PLAN VIEW
 BS-D3 SCALE: 1/2" = 1'-0"



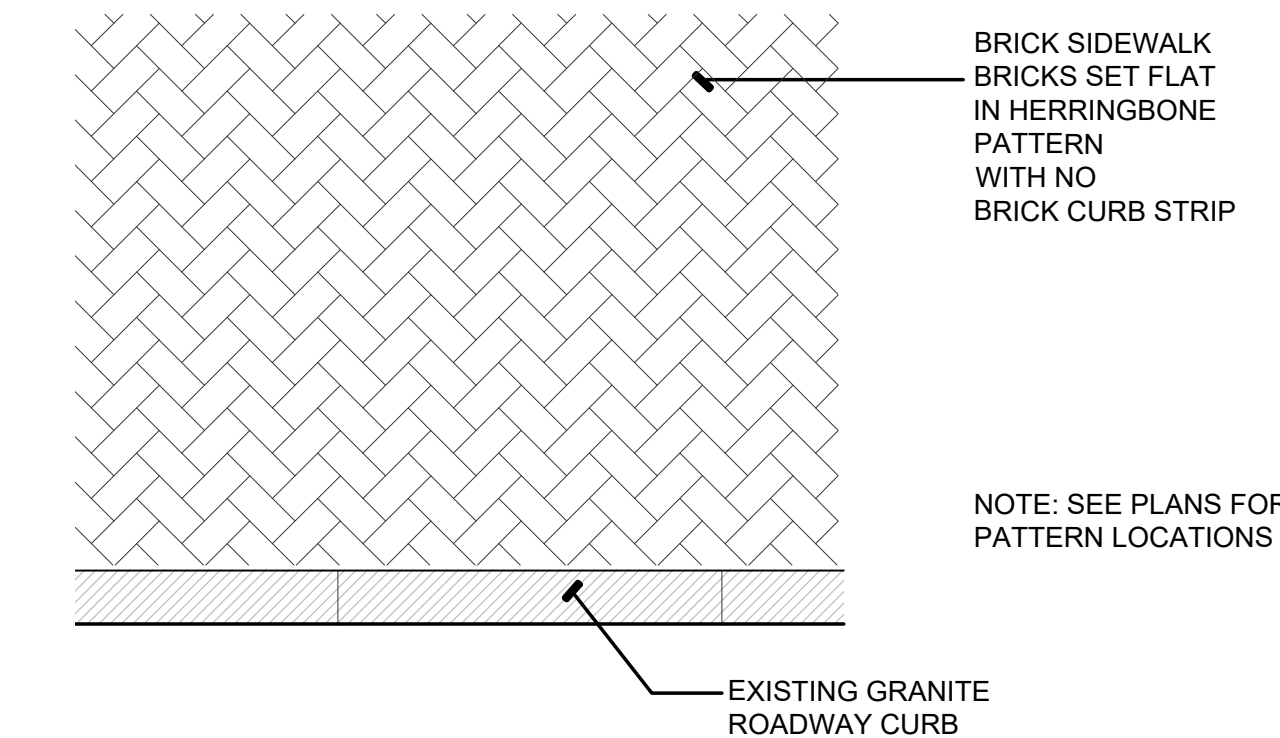
M BRICK SIDEWALK EDGE AGAINST LAWN OR PLANTING BED
 BS-D3 SCALE: 1" = 1'-0"



N EXPANDED TREE PIT
 BS-S2 SCALE: 1" = 1'-0"



I TYPICAL BRICK PAVING PATTERN
 BS-D3 SCALE: 1/2" = 1'-0"



K HERRINGBONE BRICK PAVING PATTERN
 BS-D3 SCALE: 1/2" = 1'-0"

NOTES:
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 4. A MINIMUM OF 20' WIDTH SHALL BE MAINTAINED FOR BENEFIT STREET.
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 7. WHEELCHAIR RAMPS AND DETECTIBLE WARNING PANELS SHALL BE INSTALLED ACCORDING TO RI STANDARDS.
 8. CURB REMOVAL AND INSTALLATION INCLUDE SAW-CUTTING AND ROADWAY PATCH AS SPECIFIED

 25 Crighton Street, Providence RI 02906-1518 TEL: 401.521.6867 info@bradfordassoc.com bradfordassoc.com LANDSCAPE ARCHITECTURE	DRAFT SIDEWALK IMPROVEMENTS STANDARD DETAILS MOHA BENEFIT STREET CULTURAL LANDSCAPE	BS-D3 Date: Dec. 13, 2022 Scale: As Shown
	DRAFT- FOR REVIEW - NOT CONSTRUCTION	
	NOT CONSTRUCTION	
	NOT CONSTRUCTION	

SPEC	Work Item	Quantity	Unit	Unit Cost Private Pay	Unit Cost Prevailing Wage	Cost Per Sheet	Total Section Cost	Questions and Notes
201	SITE PREPARATION							
201.02	REMOVE & DISPOSE ISOLATED TREE >2" <6"		EA		\$100.00	\$0.00	\$22,755.00	
201.9901	REMOVE & DIPPOSE BRICK PAVEMENTS	590	SF		\$5.00	\$2,950.00		
201.9902	REMOVE & SALVAGE BRICK PAVEMENT		SF		\$50.00	\$0.00		
201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	2,575	SF		\$3.00	\$7,725.00		
201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	160	SF		\$3.00	\$480.00		
201.9905	REMOVE & SALVAGE BELGIUM BLOCK/ COBBLESTONE	50	SF		\$50.00	\$2,500.00		
201.9906	REMOVE & SALVAGE STONE PAVING SLABS	100	SF		\$50.00	\$5,000.00		
201.9907	REMOVE & SALVAGE GRANITE CURBING	95	LF		\$40.00	\$3,800.00		
201.9908	REMOVE & RESET BOLLARD		EA		\$250.00	\$0.00		
201.9909	REMOVE & RESET AND/OR RELOCATE REG. SIGN	2	EA		\$150.00	\$300.00		
206	CATCH BASIN INLET PROTECTION	8	EA		\$200.00	\$1,600.00	\$1,600.00	
713	ADJUST GATE BOXES/ UTILITY STRUCTURES	30	EA		\$200.00	\$6,000.00	\$6,000.00	
905	SIDEWALKS							
905.1	CEMENT CONCRETE PAVING (SIDEWALK)		SF		\$17.00	\$0.00	\$727,905.00	
905.1	CEMENT CONCRETE DRIVEWAY		SF		\$20.00	\$0.00		
905.1	CEMENT CONCRETE DRIVEWAY APRON		SF		\$22.00	\$0.00		
905.9901	REMOVE & RESET STONE PAVING		SF		\$55.00	\$0.00		
905.9902	REMOVE, STOCKPILE & RESET BRICK PAVING	6,315	SF		\$55.00	\$347,325.00		
905.9903	REMOVE & RESET PED. LIGHT ACCENT PAVING	1	EA		\$400.00	\$400.00		
905.9904	FURNISH & INSTALL PED. LIGHT ACCENT PAVING	12	EA		\$500.00	\$6,000.00		
905.9905	BLUESTONE PAVING	24	SF		\$95.00	\$2,280.00		
905.9905	GRANITE PAVING		SF		\$95.00	\$0.00		
905.9906	BRICK PAVING	4,375	SF		\$60.00	\$262,500.00		
905.9907	BRICK DRIVEWAY	445	SF		\$120.00	\$53,400.00		
905.9908	BRICK DRIVEWAY HEAVY DUTY	215	SF		\$150.00	\$32,250.00		
905.9909	GRANITE BELGIUM BLOCK/COBBLE DRIVEWAY APRON	250	SF		\$95.00	\$23,750.00		
906	GRANITE CURBING							
906.9901	INSTALL SALVAGED GRANITE CURBING (ALL TYPES)	95	LF		\$75.00	\$7,125.00	\$10,825.00	
906.9902	GRANITE CURB (ALL TYPES)	27	LF		\$100.00	\$2,700.00		
906.9903	GRANITE CURB RETURN		EA		\$500.00	\$0.00		
906.9904	GRANITE INLET STONE & CONNECTION TO MANHOLE	1	EA		\$1,000.00	\$1,000.00		
942	DETECTABLE WARNING PANEL	2	EA		\$150.00	\$300.00	\$300.00	
L	LANDSCPING							
L.11.01	TREE PIT PROTECTION	3	EA		\$175.00	\$525.00	\$68,025.00	
L.99.01	TREE PIT TYPE 1	17	EA		\$1,000.00	\$17,000.00		
L.99.02	TREE PIT TYPE 2	5	EA		\$1,500.00	\$7,500.00		
L.99.03	TREE PIT TYPE 3	11	EA		\$2,000.00	\$22,000.00		
L.9904	TREE PIT TYPE 4	6	EA		\$3,500.00	\$21,000.00		
T.15	FURNISH AND INSTALL REGULATORY SIGNS	3	EA		\$200.00	\$600.00	\$600.00	
T.20	12 INCH WHITE EPOXY RESIN PAVEMENT MARKING	42	LF		\$10.00	\$420.00	\$420	
						\$838,430.00	\$838,430.00	
					15% CONTINGENCY	\$125,764.50		
BS-1					TOTAL ESTIMATED COST PER DSIGN SHEET BS-1	\$964,194.50		

SPEC	Work Item	Quantity	Unit	Unit Cost Private Pay	Unit Cost Prevailing Wage	Cost Per Sheet	Total Section Cost	Questions and Notes
201	SITE PREPARATION							
201.02	REMOVE & DISPOSE ISOLATED TREE >2" <6"	1	EA		\$100.00	\$100.00	\$34,445.00	
201.9901	REMOVE & DISPOSE BRICK PAVEMENTS		SF		\$5.00	\$0.00		
201.9902	REMOVE & SALVAGE BRICK PAVEMENT		SF		\$50.00	\$0.00		
201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	6,575	SF		\$3.00	\$19,725.00		
201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	1,900	SF		\$3.00	\$5,700.00		
201.9905	REMOVE & SALVAGE BELGIUM BLOCK/ COBBLESTONE		SF		\$50.00	\$0.00		
201.9906	REMOVE & SALVAGE STONE PAVING SLABS	50	SF		\$50.00	\$2,500.00		
201.9907	REMOVE & SALVAGE GRANITE CURBING	118	LF		\$40.00	\$4,720.00		
201.9908	REMOVE & RESET BOLLARD	2	EA		\$250.00	\$500.00		
201.9909	REMOVE & RESET AND/OR RELOCATE REG. SIGN	8	EA		\$150.00	\$1,200.00		
206	CATCH BASIN INLET PROTECTION	8	EA		\$200.00	\$1,600.00	\$1,600.00	
713	ADJUST GATE BOXES/ UTILITY STRUCTURES	30	EA		\$200.00	\$6,000.00	\$6,000.00	
905	SIDEWALKS							
905.1	CEMENT CONCRETE PAVING (SIDEWALK)		SF		\$17.00	\$0.00	\$751,241.00	
905.1	CEMENT CONCRETE DRIVEWAY		SF		\$20.00	\$0.00		
905.1	CEMENT CONCRETE DRIVEWAY APRON	28	SF		\$22.00	\$616.00		
905.9901	REMOVE & RESET STONE PAVING	500	SF		\$55.00	\$27,500.00		
905.9902	REMOVE, STOCKPILE & RESET BRICK PAVING	3,325	SF		\$55.00	\$182,875.00		
905.9903	REMOVE & RESET PED. LIGHT ACCENT PAVING	6	EA		\$400.00	\$2,400.00		
905.9904	FURNISH & INSTALL PED. LIGHT ACCENT PAVING	14	EA		\$500.00	\$7,000.00		
905.9905	BLUESTONE PAVING		SF		\$95.00	\$0.00		
905.9905	GRANITE PAVING		SF		\$95.00	\$0.00		
905.9906	BRICK PAVING	6,825	SF		\$60.00	\$409,500.00		
905.9907	BRICK DRIVEWAY	205	SF		\$120.00	\$24,600.00		
905.9908	BRICK DRIVEWAY HEAVY DUTY	645	SF		\$150.00	\$96,750.00		
905.9909	GRANITE BELGIUM BLOCK/COBBLE DRIVEWAY APRON		SF		\$95.00	\$0.00		
906	GRANITE CURBING							
906.9901	INSTALL SALVAGED GRANITE CURBING (ALL TYPES)	140	LF		\$75.00	\$10,500.00	\$16,500.00	
906.9902	GRANITE CURB (ALL TYPES)	45	LF		\$100.00	\$4,500.00		
906.9903	GRANITE CURB RETURN	1	EA		\$500.00	\$500.00		
906.9904	GRANITE INLET STONE & CONNECTION TO MANHOLE	1	EA		\$1,000.00	\$1,000.00		
942	DETECTABLE WARNING PANEL	2	EA		\$150.00	\$300.00	\$300.00	
L	LANDSCAPING							
L.11.01	TREE PIT PROTECTION	4	EA		\$175.00	\$700.00	\$125,200.00	
L.99.01	TREE PIT TYPE 1	22	EA		\$1,000.00	\$22,000.00		
L.99.02	TREE PIT TYPE 2	13	EA		\$1,500.00	\$19,500.00		
L.99.03	TREE PIT TYPE 3	17	EA		\$2,000.00	\$34,000.00		
L.9904	TREE PIT TYPE 4	14	EA		\$3,500.00	\$49,000.00		
T.15	FURNISH AND INSTALL REGULATORY SIGNS	2	EA		\$200.00	\$400.00	\$400.00	
T.20	12 INCH WHITE EPOXY RESIN PAVEMENT MARKING		LF		\$10.00	\$0.00	\$0	
						\$935,686.00	\$935,686.00	
					15% CONTINGENCY	\$140,352.90		
BS-2	TOTAL ESTIMATED COST PER DESIGN SHEET BS-2						\$1,076,038.90	

SPEC	Work Item	Quantity	Unit	Unit Cost Private Pay	Unit Cost Prevailing Wage	Cost Per Sheet	Total Section Cost	Questions and Notes
201	SITE PREPARATION							
201.02	REMOVE & DISPOSE ISOLATED TREE >2" <6"		EA		\$100.00	\$0.00	\$15,650.00	
201.9901	REMOVE & DIPPOSE BRICK PAVEMENTS	265	SF		\$5.00	\$1,325.00		
201.9902	REMOVE & SALVAGE BRICK PAVEMENT		SF		\$50.00	\$0.00		
201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	3,000	SF		\$3.00	\$9,000.00		
201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	1,525	SF		\$3.00	\$4,575.00		
201.9905	REMOVE & SALVAGE BELGIUM BLOCK/ COBBLESTONE		SF		\$50.00	\$0.00		
201.9906	REMOVE & SALVAGE STONE PAVING SLABS		SF		\$50.00	\$0.00		
201.9907	REMOVE & SALVAGE GRANITE CURBING		LF		\$40.00	\$0.00		
201.9908	REMOVE & RESET BOLLARD		EA		\$250.00	\$0.00		
201.9909	REMOVE & RESET AND/OR RELOCATE REG. SIGN	5	EA		\$150.00	\$750.00		
206	CATCH BASIN INLET PROTECTION	8	EA		\$200.00	\$1,600.00	\$1,600.00	
713	ADJUST GATE BOXES/ UTILITY STRUCTURES	30	EA		\$200.00	\$6,000.00	\$6,000.00	
905	SIDEWALKS							
905.1	CEMENT CONCRETE PAVING (SIDEWALK)		SF		\$17.00	\$0.00	\$619,782.00	
905.1	CEMENT CONCRETE DRIVEWAY		SF		\$20.00	\$0.00		
905.1	CEMENT CONCRETE DRIVEWAY APRON	31	SF		\$22.00	\$682.00		
905.9901	REMOVE & RESET STONE PAVING		SF		\$55.00	\$0.00		
905.9902	REMOVE, STOCKPILE & RESET BRICK PAVING	2,860	SF		\$55.00	\$157,300.00		
905.9903	REMOVE & RESET PED. LIGHT ACCENT PAVING	13	EA		\$400.00	\$5,200.00		
905.9904	FURNISH & INSTALL PED. LIGHT ACCENT PAVING	6	EA		\$500.00	\$3,000.00		
905.9905	BLUESTONE PAVING		SF		\$95.00	\$0.00		
905.9905	GRANITE PAVING		SF		\$95.00	\$0.00		
905.9906	BRICK PAVING	3,900	SF		\$60.00	\$234,000.00		
905.9907	BRICK DRIVEWAY	55	SF		\$120.00	\$6,600.00		
905.9908	BRICK DRIVEWAY HEAVY DUTY	1,420	SF		\$150.00	\$213,000.00		
905.9909	GRANITE BELGIUM BLOCK/COBBLE DRIVEWAY APRON		SF		\$95.00	\$0.00		
906	GRANITE CURBING							
906.9901	INSTALL SALVAGED GRANITE CURBING (ALL TYPES)		LF		\$75.00	\$0.00	\$500.00	
906.9902	GRANITE CURB (ALL TYPES)	5	LF		\$100.00	\$500.00		
906.9903	GRANITE CURB RETURN		EA		\$500.00	\$0.00		
906.9904	GRANITE INLET STONE & CONNECTION TO MANHOLE		EA		\$1,000.00	\$0.00		
942	DETECTABLE WARNING PANEL	2	EA		\$150.00	\$300.00	\$300.00	
L	LANDSCPING							
L.11.01	TREE PIT PROTECTION		EA		\$175.00	\$0.00	\$54,500.00	
L.99.01	TREE PIT TYPE 1	11	EA		\$1,000.00	\$11,000.00		
L.99.02	TREE PIT TYPE 2	19	EA		\$1,500.00	\$28,500.00		
L.99.03	TREE PIT TYPE 3	4	EA		\$2,000.00	\$8,000.00		
L.9904	TREE PIT TYPE 4	2	EA		\$3,500.00	\$7,000.00		
T.15	FURNISH AND INSTALL REGULATORY SIGNS		EA		\$200.00	\$0.00	\$0.00	
T.20	12 INCH WHITE EPOXY RESIN PAVEMENT MARKING		LF		\$10.00	\$0.00	\$0	
						\$698,332.00	\$698,332.00	
					15% CONTINGENCY	\$104,749.80		
BS-3					TOTAL ESTIMATED COST PER DESIGN SHEET BS-3	\$803,081.80		

SPEC	Work Item	Quantity	Unit	Unit Cost Private Pay	Unit Cost Prevailing Wage	Cost Per Sheet	Total Section Cost	Questions and Notes
201	SITE PREPARATION							
201.02	REMOVE & DISPOSE ISOLATED TREE >2" <6"		EA		\$100.00	\$0.00	\$28,100.00	
201.9901	REMOVE & DIPPOSE BRICK PAVEMENTS	1,200	SF		\$5.00	\$6,000.00		
201.9902	REMOVE & SALVAGE BRICK PAVEMENT		SF		\$50.00	\$0.00		
201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	2,800	SF		\$3.00	\$8,400.00		
201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	3,000	SF		\$3.00	\$9,000.00		
201.9905	REMOVE & SALVAGE BELGIUM BLOCK/ COBBLESTONE	85	SF		\$50.00	\$4,250.00		
201.9906	REMOVE & SALVAGE STONE PAVING SLABS		SF		\$50.00	\$0.00		
201.9907	REMOVE & SALVAGE GRANITE CURBING		LF		\$40.00	\$0.00		
201.9908	REMOVE & RESET BOLLARD		EA		\$250.00	\$0.00		
201.9909	REMOVE & RESET AND/OR RELOCATE REG. SIGN	3	EA		\$150.00	\$450.00		
206	CATCH BASIN INLET PROTECTION	8	EA		\$200.00	\$1,600.00	\$1,600.00	
713	ADJUST GATE BOXES/ UTILITY STRUCTURES	30	EA		\$200.00	\$6,000.00	\$6,000.00	
905	SIDEWALKS							
905.1	CEMENT CONCRETE PAVING (SIDEWALK)		SF		\$17.00	\$0.00	\$889,510.00	
905.1	CEMENT CONCRETE DRIVEWAY		SF		\$20.00	\$0.00		
905.1	CEMENT CONCRETE DRIVEWAY APRON	30	SF		\$22.00	\$660.00		
905.9901	REMOVE & RESET STONE PAVING	560	SF		\$55.00	\$30,800.00		
905.9902	REMOVE, STOCKPILE & RESET BRICK PAVING	5,600	SF		\$55.00	\$308,000.00		
905.9903	REMOVE & RESET PED. LIGHT ACCENT PAVING	11	EA		\$400.00	\$4,400.00		
905.9904	FURNISH & INSTALL PED. LIGHT ACCENT PAVING	9	EA		\$500.00	\$4,500.00		
905.9905	BLUESTONE PAVING	90	SF		\$95.00	\$8,550.00		
905.9905	GRANITE PAVING		SF		\$95.00	\$0.00		
905.9906	BRICK PAVING	5,000	SF		\$60.00	\$300,000.00		
905.9907	BRICK DRIVEWAY	800	SF		\$120.00	\$96,000.00		
905.9908	BRICK DRIVEWAY HEAVY DUTY	670	SF		\$150.00	\$100,500.00		
905.9909	GRANITE BELGIUM BLOCK/COBBLE DRIVEWAY APRON	380	SF		\$95.00	\$36,100.00		
906	GRANITE CURBING							
906.9901	INSTALL SALVAGED GRANITE CURBING (ALL TYPES)	4	LF		\$75.00	\$300.00	\$300.00	
906.9902	GRANITE CURB (ALL TYPES)		LF		\$100.00	\$0.00		
906.9903	GRANITE CURB RETURN		EA		\$500.00	\$0.00		
906.9904	GRANITE INLET STONE & CONNECTION TO MANHOLE		EA		\$1,000.00	\$0.00		
942	DETECTABLE WARNING PANEL		EA		\$150.00	\$0.00	\$0.00	
L	LANDSCPING							
L.11.01	TREE PIT PROTECTION		EA		\$175.00	\$0.00	\$72,000.00	
L.99.01	TREE PIT TYPE 1	14	EA		\$1,000.00	\$14,000.00		
L.99.02	TREE PIT TYPE 2	14	EA		\$1,500.00	\$21,000.00		
L.99.03	TREE PIT TYPE 3	15	EA		\$2,000.00	\$30,000.00		
L.9904	TREE PIT TYPE 4	2	EA		\$3,500.00	\$7,000.00		
T.15	FURNISH AND INSTALL REGULATORY SIGNS		EA		\$200.00	\$0.00	\$0.00	
T.20	12 INCH WHITE EPOXY RESIN PAVEMENT MARKING		LF		\$10.00	\$0.00	\$0.00	
						\$997,510.00	\$997,510.00	
						15% contingency	\$149,626.50	
BS-4						TOTAL ESTIMATED COST PER DESIGN SHEET BS-4	\$1,147,136.50	

SPEC	Work Item	Quantity	Unit	Unit Cost Private Pay	Unit Cost Prevailing Wage	Cost Per Sheet	Total Section Cost	Questions and Notes
201	SITE PREPARATION							
201.02	REMOVE & DISPOSE ISOLATED TREE >2" <6"	2	EA		\$100.00	\$200.00	\$40,820.00	
201.9901	REMOVE & DISPOSE BRICK PAVEMENTS		SF		\$5.00	\$0.00		
201.9902	REMOVE & SALVAGE BRICK PAVEMENT		SF		\$50.00	\$0.00		
201.9903	REMOVE & DISPOSE BITUMINOUS PAVEMENT	3,900	SF		\$3.00	\$11,700.00		
201.9904	REMOVE & DISPOSE CEMENT CONCRETE PAVEMENT	4,800	SF		\$3.00	\$14,400.00		
201.9905	REMOVE & SALVAGE BELGIUM BLOCK/ COBBLESTONE	170	SF		\$50.00	\$8,500.00		
201.9906	REMOVE & SALVAGE STONE PAVING SLABS		SF		\$50.00	\$0.00		
201.9907	REMOVE & SALVAGE GRANITE CURBING	143	LF		\$40.00	\$5,720.00		
201.9908	REMOVE & RESET BOLLARD		EA		\$250.00	\$0.00		
201.9909	REMOVE & RESET AND/OR RELOCATE REG. SIGN	2	EA		\$150.00	\$300.00		
206	CATCH BASIN INLET PROTECTION	8	EA		\$200.00	\$1,600.00	\$1,600.00	
713	ADJUST GATE BOXES/ UTILITY STRUCTURES	30	EA		\$200.00	\$6,000.00	\$6,000.00	
905	SIDEWALKS							
905.1	CEMENT CONCRETE PAVING (SIDEWALK)		SF		\$17.00	\$0.00	\$947,718.00	
905.1	CEMENT CONCRETE DRIVEWAY		SF		\$20.00	\$0.00		
905.1	CEMENT CONCRETE DRIVEWAY APRON	19	SF		\$22.00	\$418.00		
905.9901	REMOVE & RESET STONE PAVING		SF		\$55.00	\$0.00		
905.9902	REMOVE, STOCKPILE & RESET BRICK PAVING	6,000	SF		\$55.00	\$330,000.00		
905.9903	REMOVE & RESET PED. LIGHT ACCENT PAVING	16	EA		\$400.00	\$6,400.00		
905.9904	FURNISH & INSTALL PED. LIGHT ACCENT PAVING	13	EA		\$500.00	\$6,500.00		
905.9905	BLUESTONE PAVING		SF		\$95.00	\$0.00		
905.9905	GRANITE PAVING		SF		\$95.00	\$0.00		
905.9906	BRICK PAVING	7,500	SF		\$60.00	\$450,000.00		
905.9907	BRICK DRIVEWAY	520	SF		\$120.00	\$62,400.00		
905.9908	BRICK DRIVEWAY HEAVY DUTY	550	SF		\$150.00	\$82,500.00		
905.9909	GRANITE BELGIUM BLOCK/COBBLE DRIVEWAY APRON	100	SF		\$95.00	\$9,500.00		
906	GRANITE CURBING							
906.9901	INSTALL SALVAGED GRANITE CURBING (ALL TYPES)	143	LF		\$75.00	\$10,725.00	\$12,925.00	
906.9902	GRANITE CURB (ALL TYPES)	12	LF		\$100.00	\$1,200.00		
906.9903	GRANITE CURB RETURN	2	EA		\$500.00	\$1,000.00		
906.9904	GRANITE INLET STONE & CONNECTION TO MANHOLE		EA		\$1,000.00	\$0.00		
942	DETECTABLE WARNING PANEL	1	EA		\$150.00	\$150.00	\$150.00	
L	LANDSCAPING							
L.11.01	TREE PIT PROTECTION	5	EA		\$175.00	\$875.00	\$88,375.00	
L.99.01	TREE PIT TYPE 1	13	EA		\$1,000.00	\$13,000.00		
L.99.02	TREE PIT TYPE 2	16	EA		\$1,500.00	\$24,000.00		
L.99.03	TREE PIT TYPE 3	6	EA		\$2,000.00	\$12,000.00		
L.9904	TREE PIT TYPE 4	11	EA		\$3,500.00	\$38,500.00		
T.15	FURNISH AND INSTALL REGULATORY SIGNS	5	EA		\$200.00	\$1,000.00	\$1,000.00	
T.20	12 INCH WHITE EPOXY RESIN PAVEMENT MARKING		LF		\$10.00	\$0.00	\$0	
						\$1,098,170.00	\$1,098,588.00	
					15% CONTINGENCY	\$164,725.50		
BS-5					TOTAL ESTIMATED COST PER DESIGN SHEET BS-5	\$1,262,895.50		

Mile of History Estimate

Plan Sheet	Construction	Contingency (15% of Construction Budget)	Total	Final Design and Project Management
1	\$838,430.00	\$125,764.50	\$964,194.50	\$45,270.43
2	\$935,686.00	\$140,352.90	\$1,076,038.90	\$50,521.70
3	\$698,332.00	\$104,749.80	\$803,081.80	\$37,705.94
4	\$997,510.00	\$149,626.50	\$1,147,136.50	\$53,859.84
5	\$1,098,170.00	\$164,725.50	\$1,262,895.50	\$59,294.90
Total			\$5,253,347.20	\$246,652.80

Construction and Contingency	\$5,253,347.20
Design and PM	\$246,652.80
Finance Costs	\$700,000.00
	<u>\$6,200,000.00</u>
	<u><u>\$6,200,000.00</u></u>

10/21/25

CITY CLERK

COMMITTEE ON FINANCE

RE: BENEFIT ST SIDEWALK/ MILE OF HISTORY PROJECT

I SUPPORT THIS OPPORTUNITY FOR THE RESTORATION OF BENEFIT ST HISTORIC SIDEWALKS TO MEET ADA ACCESSIBILITY STANDARDS.

THIS PROJECT CAN SERVE AS A MODEL FOR FUTURE SIDEWALK IMPROVEMENTS THROUGHOUT FOX POINT AND GREATER PROVIDENCE.

LINDA PERRI

WASHINGTON PARK ASSOCIATION

First Name	Last Name	Address or Neighborhood	Comments (Optional)
Wendy	Marcus	Moved and sold my home at 33	Sadly Had to move away from my home in Benefit Street partly because of unsafe sidewalk conditions
Grace	Farmer	362 Benefit St	Sidewalks are unsafe
Rich	Flinn	26 East Manning Street	Provided
Alan	Cobb	389 Benefit Street	Our sidewalks are unsightly, unsafe and need to reflect the historical beauty of the neighborhood...this is way overdue!
Brandy	McKinnon	42 Hidden St - College Hill	
Steven	Castiglioni	Wayland	
Phillippe	Dwyer	29 Sheldon St	
Susan	Hooker	Wayland Square	
Diana	Afonso	Fox point	
Rosa	Taner	85 E George St	Fixing it now will fix a bigger problem down the road. Please keep Providence beautiful because it is for all of us to enjoy it.
Robert	Teyyaw	Fox Point	In its current condition, Benefit street is not pedestrian-friendly Sidewalks are dangerous.
Kathe	Cobb	389 benefit st #4 providence rht	This is so important for our future of our city
Rhonda	Berchuck	389 Benefit Street	
Norma	Anderson	51 East George St	I support the Benefit Street Bond
Donald	Rita	389 Benefit Street #6	SIDEWALK PLANTED TREE ROOTS A SERIOUS SAFETY HAZARD
Norma	Anderson	51 East George St	I support the Benefit Street Bond
Dexter	Strong	89 Keene St	
Elizabeth	Pannell	35 Charlesfield Street	
Katherine	Katrouzos	389 Benefit St, Providence	
Michael & Mary	Brabeck	5 Arnold St	Walking down Benefit Street is dangerous because of the poor state of the brick sidewalks.
Tara	Demyan	Wayland	
Charles	Hewitt	35 Benefit Street	The condition of the sidewalks along Benefit Street is disgraceful. For just one example, see the huge gap in the sidewalk on the west side of Benefit Street just north of the corner of Benefit and Cady. This obviously dangerous problem has existed for many YEARS.
Bill	Applegate	106 Benefit St	The street is used for Ghost Tours, Poe tours, and people admiring the architecture and history of the origin of Providence. As noted, tourism dollars supports all of Providence.
Marjorie	Powning	Fox Point	
Chelsea	Aubert	49 Furnace St	
Richard	Conca	1,3,7 Thompson Street - Provide	
Alexander	Stojanovic	389 Benefit Street APT 5 Provid	Please fund this restoration and improvement of Benefit Street — it is hazardous to walk on.
Abigail	McGarry	Foster, RI	
Joy	Wharton	4 Jenckes Street	The sidewalks are extremely dangerous!
Kristina	Duarte	Wayland Sq	I work close to Benefit Street. Many of us walk during our lunch break. Restoring this area, especially improving the sidewalks would benefit the health and well being of the people who use these streets. Thank you.
Toby	Ayers	81 Benefit Street	
Chris	Langewisch	Foxpoint	
Debra	Chase	11 Benefit Street	I have been at 11 Benefit for 25 years and have made numerous requests for a safer sidewalk of ANY MATERIAL—as the extant walk is a jumble of broken macadam, bricks + soil. It is impossible to safely traverse if disabled. Many have fallen—I called an ambulance for 1 lady who was unable to get up after falling and reported such to the 311 line. In inclement weather areas flood and freeze and make passage more dangerous. I have never lived in a city with so little regard for public safety.

First Name	Last Name	Address or Neighborhood	Comments (Optional)
Jack	Rusley	92 Dana st	I live, work and attend church on or near Benefit Street. I ride my bike down the street basically every single day. We lived off Benefit Street for 2 months this past summer, and I walked my youngest daughter to school at Vartan Gregorian. The sidewalks on and around Benefit Street are the worst in the city that I've ever seen which is saying something. Honestly, I often would walk on the street instead of the sidewalks and I'm an able-bodied person with a good level of dexterity and fitness so I can only imagine how challenging it is for folks with impaired mobility or eyesight or both, not to mention the fact that walking the street is a serious hazard for pedestrians, bikers, and drivers. Benefit Street is truly one of the gems of Providence, so for it to have such horrible sidewalks as frankly embarrassing and a significant imperfection of that gem. I definitely support this Bond and thank councilman Goncalves for leading the charge for its passage.
Eddie	Tarbox	119 Benefit St, Providence RI 02	
Jennifer	Becker	300 Morris Ave	Benefit Street is the jewel in the crown of the city of Providence. I take all of my out-of-town visitors on a scenic stroll down this historic mile of history. Lately, however, I have given up doing this with anyone who is elderly or has balance issues because the sidewalks are in such poor shape. This street is an historic treasure that deserves to be maintained and preserved for residents and visitors alike.
John	Brezack	1 Wayland Avenue Unit #310S	
Tish	Brennan	31 Sheldon St, Fox Point	Addressing the deteriorated sidewalks and historic streetlights that have stopped functioning is critical for both neighbors and the thousands of tourists who visit Benefit St - the second longest street of 18th century houses in the US - as well as the thousands of trips Brown, RISD, & JWU students make down Benefit to hit Trader Joe's or the restaurants on Wickenden. Don't wait for more damage to up the cost!!
Elizabeth	Wagner	21 Sheldon St	
Michelle	Collie	East Side, Providence	As a resident, business owner and physical therapist, I would urge improving the safety on Benefit St.
Bridget	Jourgensen	8 Burrs Lane	
Coppelia	Kahn	207 Williams Street	First, Benefit Street is a cultural treasure, for Providence and for Rhode Island. It deserves and needs maintenance. Second, MANY TIMES I've stumbled on brick sidewalks in very bad repair on Benefit Street. Those sidewalks are an accident waiting to happen.
Ellen	Rooney	144 Power Street	This is a longstanding problem; it needs attention before it gets worse or someone is hurt
Michael	Clifton	389 Benefit Street	
Mahla	Ebrahimpour	4 Benefit Street	
Richard	Connolly	87 Williams St.	As someone who lives and works in the area, I walk on Benefit street almost daily, and I believe the maintenance of this infrastructure is not only essential from an accessibility
Melinda	Maihot	downtown Providence	I frequently walk on Benefit Street, to me the most beautiful street in Providence, but its sidewalks are in desperate need of repair. Benefit Street would be impossible to walk on
Corra	Brumley	Benefit St (College Hill) Provider	I hesitate to have elderly family members with mobility challenges (such as poor balance) visit me given the state of the sidewalks. It's also not safe for them to walk in the stre
Eddie	Ajello	29 Benefit St	
Kate	Carey	Fox Point	
Elizabeth	Chafee	142 Morris Avenue, Providence I	My family walks on Benefit St. every day, and we see a lot of foot traffic between residents, students and employees of Brown and RISD, and tourists. Please invest in this unique
Alyssa	Norris	38 transit street providence RI 0	
Denise	Wood	161 Lorimer Ave, 1st Floor 1st Floor	
Claire	Fianagan	135 Pratt st	The sidewalks on Benefit St are probably the worst in the city. I fell in May of this year on a beautiful spring day on Benefit street when I tripped on a raised area of the sidewalk. Benefit Street is probably the most beautiful street in Providence and it should be safe for people to walk on the sidewalk to get to school, work, restaurants, friends' homes or
Charles	Elder	Blackstone	Fixing Benefit Street should be a no-brainer!
Betsy	Florin	Fox Point	
Kelley	Tighe	Benefit St.	
Mark	Kaplan	132 Benefit Street Providence R	
Cheyenne	Dolbear	175 Benefit St	The sidewalks are very hazardous, I really appreciate the effort to make our city more accessible!
Jamie	Greenthal	93 Benefit St.	I am concerned about the quality of the sidewalks which as a result create unsafe conditions for pedestrians and unsightly aesthetics in a touristy area.
Christina	Clark	259 Williams Street Providence	Preserve our historic district/Benefit Street. Support this Mile of History Bond. Thank you!
Samantha	Salvatore	22 Governor Street	
Abigail	McGarry	Crossroads, Providence, RI	
Margot	Nishimura	32 Barnes Street, Providence 02	I agree with all that this bond embodies: Benefit Street is a cultural asset freely open to enjoyed by all Providence residents, a source of pride for all Rhode Islanders, and a major

First Name	Last Name	Address or Neighborhood	Comments (Optional)
Laura	Spear	18 Arnold St	I support the Benefit bond. In addition to providing safety for me and my fellow residents, Benefit Street is used for historical walking tours and other public routes, such as acc
Dan	Baudouin	Mile of History	
Jill	Davidson	35 Elmway Street, Providence, R	We need to fund this work - I am in full support!
Theresa	Mathiesen	45 Lauriston St., Providence, RI	
Steven	Castiglioni	Wayland	This is a national historic walk that is now in embarrassing condition. Restore it to its splendor!!
Kara	Bidstrup	168 Transit St	When my nephew with significant disabilities comes to visit we have to walk in the street because the side walks are so bad for his wheelchair.
Michael	Massey	383 Benefit Street	Please support the upgrades to Benefit Street. Thank you!
Lane	Jost	Wayland Square	
Amy	Mendillo	97 Transit Street, Providence	
Jim	Delaney	Freeman Plat Historic District	Benefit Street is a gem highlighting Providence's efforts at preserving historic buildings. It is a highlight of any tour of Providence when we have out-of-town visitors. It is worthy
Tayo	Heuser	Fox Point	I have broken my foot walking on Benefit Street stumbling over brick and it has never healed properly. I live on the Fox Point end of Benefit Street.
Susan	Moubayed	1 Butler Ave	
Laura	Strauss	1 Wayland Ave. 310 S	I'm concerned that there are many unsafe sections of sidewalk
Paula	Moskowitz	602 Angell Street Providence	As a person with orthopedic challenges and a mother of a son with a disability, we are unable to walk along Benefit st due to the poor condition of the sidewalks. We go to a nur
Robin	Engle	freeman pkwy	I support the bond for benefit street
Lisa	Bob	140 Power Street	
Nina	Markov	College Hill	I support the Mile of History Bond!
Wendy	Surr	102 Halsey Street Providence RI 02906	I am a senior who loves to walk down Benefit street but have difficulty due to the uneven sidewalks! Please fix and preserve this amazing street
Dave	Caldwell	41 Blackstone Blvd	Much needed and necessary improvements
Connie	Raymond	Fox Point	Let's do it!
David	Dalzell Sr.	Cold Spring	How could this even be a discussion? The roads and nearly all of the sidewalks in Providence have crumbled, almost beyond the point of salvation. How could there be so much
Hasan	Khan	Wayland Square	Although we do not live on Benefit Street we usually bring out of town visitors there, some of whom are deterred by the condition of the sidewalks.
Linda	Whitman	180 Medway St, Providence 029	Yes, I support this!
Kathi	Blocklyn	145 Butler Avenue	
Allyn	Streeter	26R Benefit St	
Elizabeth	Bakst	Fox Point/Wayland Square	This helps current safety and future tourism appeal so will be money well spent!
dexter	wilson	841 Smith street	I attended RISD and lived on Benefit... this is a historical area that needs to be maintained... fix the sidewalks and make them wheelchair accessible.
Frances	Carpenter	Work: South Main 02903, Home	
Sally	Lapides	140 Wickenden Street	I am startled by the condition of sidewalks on Benefit Street. This street has some of the finest architecture in the City and people from all over the world come to visit RI becau
Michael	Leshinsky	East Side	
Ellen	Sawyer	279 Benefit Street	Benefit Street sidewalks are unsafe and not ADA accessible. The broken bricks make the corridor dangerous for seniors, families with strollers and residents with disabilities. Benefit Street is a citywide cultural asset and one of Providence's most visible national landmarks. Benefit Street draws travelers that fuel the nearly \$2 billion annual tourism d
Maagie	Chung	116 Olney St	
Holly	Applegate	106 Benefit Street	
Pamela	Kilstein	87 Benefit Street	One of the things I love about Providence and Benefit Street in particular, is that it is walkable. Unfortunately, the sidewalks can be tricky to navigate due to broken bricks-- in pl



Mile of History Association

c/o One
Governor Street
Providence, RI 02906

www.mileofhistory.org
mileofhistory@gmail.com

October 21, 2025

Providence City Clerk
Providence City Hall
25 Dorrance Street
Providence, RI. 02903

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Liz Rollins Mauran

Vice President

Roz Rustigian

Secretary

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Joyce S. Lilly

Steven Metzger

Mary Minow

Tim More

Clark Schoettle

Allyn Streeter

Cynthia Ventre-Hewitt

John Woolsey

To The City of Providence and the Finance Committee of the Providence City Council:

I am the President of the Mile of History Association representing 100 members, and I am the Rhode Island Vice Regent to George Washington's Estate Mount Vernon. Returning from there last night, I was struck again by the vast history which Rhode Island boasts.

Founded for the "benefit of all," Benefit Street is the site of the friendship between the Narragansett tribe and Roger Williams which has benefitted Rhode Islanders for 400 years. Immigrants from all over the world have landed here.

It is the beginning of religious tolerance in America, again thanks to Roger Williams.

The First Baptist Church in America is on Benefit Street, in addition to our 1760 Old State House. The plan for burning the Gaspee was developed here, the Shakespeare's Head Declaration of Independence was printed here, Eleven times Governor Stephen Hopkins lived here and was a signer of the Declaration of Independence, John Brown built his fabulous house and empire here, the Dorr Rebellion was executed here, Barker playhouse, the Providence Athenaeum, Brown University and RISD are all here.

Accessibility to all these amazing sites of national importance is prohibitive due to sidewalk conditions. Our culture and history are here and should be available and accessible to all visitors. Please pass this resolution for the benefit of all.

Sincerely,

The Mile of History Association is a 501(c)(3) organization. Membership fees and donations are tax deductible to the extent provided by law.



Drawings courtesy of Providence Preservation Society

To: cityclerk@providenceri.gov
For: City Council Hearing, Oct 21, 2025
RE: Testimony in SUPPORT of Mile of History Benefit Street Project Bond Ordinance

Dear City Council members:

I ask your support for the Bond to fund sidewalk maintenance for Benefit Street Mile of History, for three reasons: 1-lack of maintenance over many years; 2- tourists won't keep coming to a degraded streetscape, and 3-safety for residents and visitors.

1--First, I have lived on or just off North Benefit St for 33 years, but have never seen the City repair or maintain its brick sidewalks. In fact, when underground pipes are repaired, the brick is dug up and asphalt patches replace bricks. When asked, workers have told me the City will be back to reinstall the brick. But I have never seen that happen. In the brick border in front of my home is an asphalt patch done at least 15 years ago (photo 1). 15 years is too long to wait for a patch repair.

In 33 years, the only maintenance I've seen on brick sidewalks is recently, when for ADA accessibility, curb cuts and mats were installed at corners. But on many corners, bricks were removed and replaced by concrete (photo 2).

Every year, the loss of brick continues. I understand these sidewalks were installed in the 1970's. That's 50 years ago, half a century, without maintenance. How much longer until they are repaired?

2--Secondly, living here, I see tourists regularly walking Benefit Street. It's clear Benefit St helps draw visitors and their dollars to Providence. Some websites:

- Trip Advisor: Benefit Street: #8 of 293 Things To Do In Providence:
https://www.tripadvisor.com/Attraction_Review-g60946-d105266-Reviews-Benefit_Street-Providence_Rhode_Island.html
- US News – Travel: Benefit Street: #9 in Best Things To Do in Providence
https://travel.usnews.com/Providence_RI/Things_To_Do/Benefit_Street_62275/
- Lonely Planet: Benefit Street: A Top Choice In Providence
<https://www.lonelyplanet.com/usa/new-england/providence/attractions/benefit-street/a/poi-sig/456887/362066>

Repairing historic infrastructure that draws visitors is an investment in keeping tourism dollars. And it helps keep the history of our City alive for all of its residents.

Third, broken sidewalks are inaccessible and unsafe. My neighbor has a young child and finds it difficult to navigate a stroller along the sidewalks. We want children in our neighborhood and this discourages families! And I am now a senior citizen, afraid of falling. Many elderly people live in this area, and broken sidewalks are dangerous to elders. And as tourists walk Benefit St gazing up at houses and buildings, broken sidewalks endanger them, too. None of this is good for the City, not least because falls on the sidewalk can lead to expensive lawsuits and City payouts.

Providence is lucky to have an intact Mile of History, a unique resource that once was almost lost. Please pass the ordinance for this Bond, to help maintain this unique part of Providence. Thank you.

Toby Ayers, PhD, 81 Benefit St, Unit #1, Providence, RI 02904

In front of my home:

Brick border replaced by asphalt



Brick border unnecessarily replaced by concrete



Even asphalt sidewalks have unsafe deep cracks or uplifts. These are at my home:



Other nearby homes on my block are missing bricks and weeds overgrow the missing bricks.



[Read Our Latest Newsletter Here](#)

The content of this email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. It is strictly forbidden to share, distribute, and reproduce any part of this message with any third party, without the written consent of the sender. If you are not the intended recipient, you must not use this email or the information contained in it for any purpose other than to notify us. If you have received this message in error, please notify the sender immediately and delete this email from your system.

On Tue, Oct 21, 2025 at 1:23 PM Pam Kilstein <pkilstein@yahoo.com> wrote:

Hello,

My husband and I live at 87 Benefit Street and are in full support of the Mile of History/Benefit Bond.

The sidewalk is in dire need of repair, creating hazards for all pedestrians-residents and also visitors who may not be familiar with the "trickier" spots.

Action to repair and protect this beautiful street should be taken before conditions get worse and more dangerous.

Thank you,

Pam and Bruce Kilstein



Street 10 Orms St., Suite 200 | Providence, RI 02904
Phone 866-542-8170 | Fax: 401-272-0596
www.aarp.org/RI | riaarp@aarp.org | twitter: @aarpri
facebook: facebook.com/aarpri

October 21, 2025

Dear Chairwoman Ryan and Members of the Finance Committee:

On behalf of AARP's thousands of members in Providence, it is my pleasure to write in support of An Ordinance of the City of Providence Approving the Financing of the "Mile of History Project" by the Issuance of Appropriation obligations therefor in an Amount Not to Exceed \$6,200,000.00.

AARP's mission is to empower people to choose how they live as they age. This project supports AARP's mission in several important ways:

"Safe and Accessible Streets for All Generations."

AARP champions age-friendly communities, and accessible sidewalks ensure that older adults can navigate neighborhoods safely and independently. This project directly supports mobility and freedom for residents aging in place.

"Universal Accessibility is a Right, Not a Privilege."

Rebuilding sidewalks to ADA standards promotes equitable access—not only for older adults, but for individuals with disabilities, parents with strollers, and others who benefit from barrier-free design.

"Accessible Communities Are Thriving Communities."

With over 300,000 visitors to the Mile of History annually, improving accessibility contributes to tourism, local business, and community engagement—supporting AARP's goals for vibrant, livable communities that serve all residents and visitors.

I urge the Committee's favorable consideration of this ordinance.

Sincerely,

A handwritten signature in black ink, appearing to read "Catherine Taylor". The signature is fluid and cursive.

Catherine Taylor
State Director

Mile of History 10/21/25

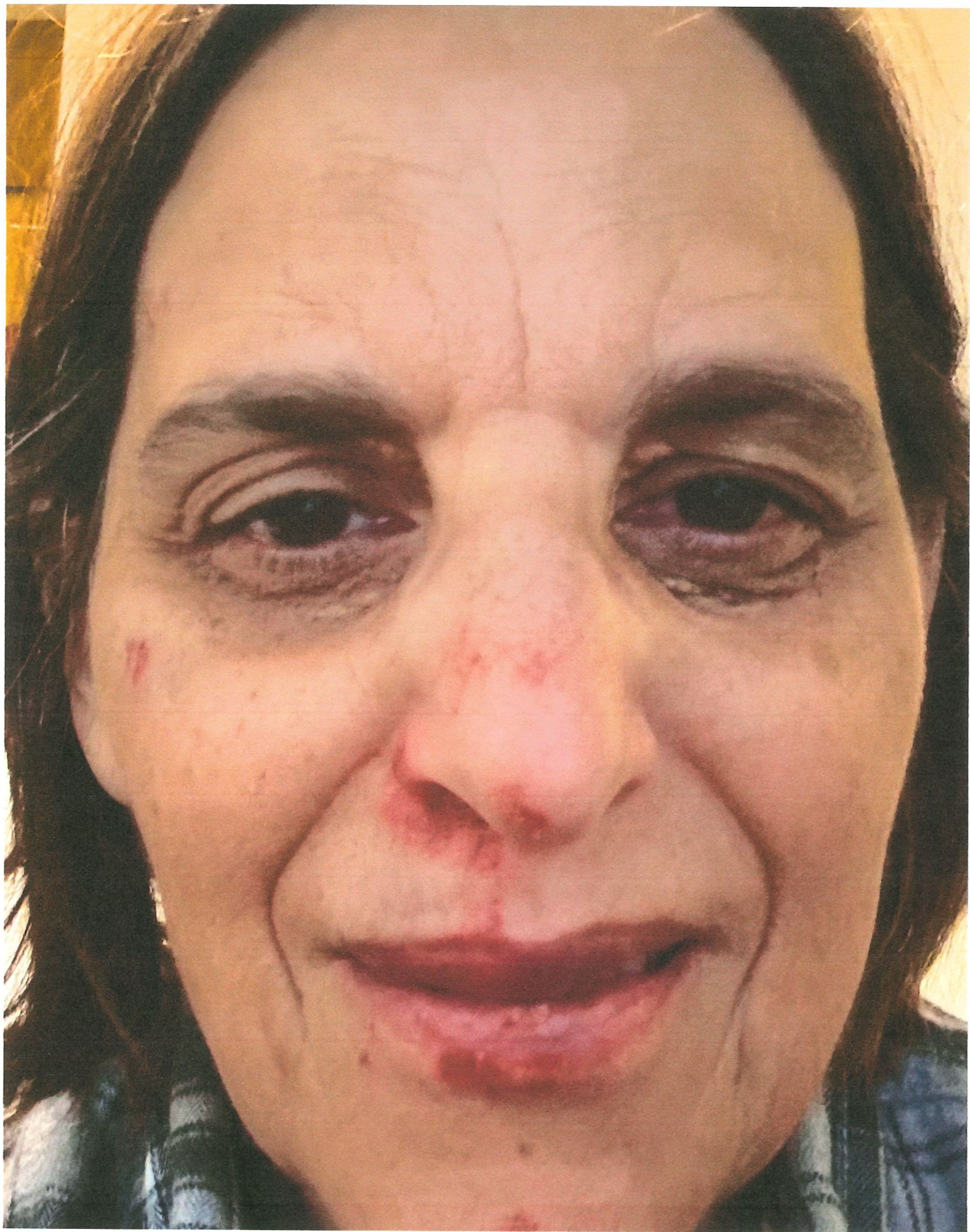
Good evening, members of the Council. My name is Sally Lapides, and I am the owner of Residential Properties Ltd., the largest independent real estate company in RI. We have spent the last 44 years helping people find homes in neighborhoods that define the character and soul of our state and few places capture that spirit more beautifully than Benefit Street's Mile of History.

Historic neighborhoods are not just collections of old buildings - they are living economic and cultural engines. Across the country studies show that properties in well-preserved historic districts consistently hold and increase their value faster than those in non-designated areas. Why? Because people are drawn to authenticity - to walkable streets, human-scale architecture and a sense of place that can't be replicated by new development.

When cities invest in preserving and enhancing their historic character-through thoughtful improvements like safer sidewalks, period appropriate lighting, and infrastructure that respects the past-they strengthen not only tourism and real estate values, but civic pride and community engagement. These neighborhoods attract small businesses, cultural institutionalism and residents who care deeply about stewardship.

Providence's Mile of History is a national treasure. By supporting this project, you are not just repairing sidewalks- you are preserving the City's story, promoting economic vitality, and ensuring that future generations experience the same architectural beauty and civic identity that make this city unique.

This is an investment that pays dividends- for our economy, our residents, and our shared sense of who we are as a City. Thank you.



The Sidewalks of Benefit Street

Last year (2016) more than 7,000 people requested East Side Walking Maps from Providence-Warwick Visitors Bureau.

The photographs on the following two pages are a sampling of the sidewalk conditions that tourists and residents encounter when they walk down historic Benefit Street.

These problem areas have been reported to the DPW Engineering Division (Issue #2620235) via Providence's PVD 3-1-1 hotline.



1 Benefit



11 Benefit



19 Benefit



23 Benefit



25 Benefit



35 Benefit



35 Benefit



39 Benefit



43 Benefit



49 Benefit



55 Benefit



61 Benefit



65 Benefit



71 Benefit



81 Benefit



87 Benefit



106 Benefit



110 Benefit



115 Benefit



122 Benefit



138 Benefit



144 Benefit



155 Benefit



Benefit @ S. Court



161 Benefit:
Geoff's



Benefit @
Meeting



172 Benefit:
Armory Building



185 Benefit: Art
Club Parking Lot



250 Benefit:
Superior Court



270 Benefit @
George



281 Benefit



296 Benefit



Unitarian church
291-313 Benefit



302 Benefit



308 Benefit



310 Benefit



310 Benefit



344 Benefit



375 Benefit

Support for Benefit Street Sidewalk Accessibility Project

Submitted by Daniel Baudouin

As a member of the Mile of History Association, and one who has been involved with the development of the proposed sidewalk accessibility project, I wholeheartedly support the approval of the funding needed to make this project reality. There are numerous reasons for my support.

1. Benefit Street is a unique, iconic asset and resource that has City, State, regional, and national importance. It has one of the highest concentrations of colonial buildings in the country while at the same time is the home of many art, cultural, historic, and religious institutions. There are some who refer to Benefit Street as a living, walking museum, and national park. One can say that while Newport has its Cliff Walk, Providence has its Benefit Street.

2. There are about 15 art, cultural, historic and religious institutions that are located on Benefit Street. While visitors come from afar, many visitors and members of these institutions come from throughout Providence.

3. The poor conditions of the sidewalks have been well documented. About 40% of sidewalks are impassable, in very poor condition or poor condition. Several hundred feet are impassable. In addition, the remaining sidewalks are a hodgepodge of concrete, asphalt and brick. There was no consistency in design or experience. Many tree wells are missing trees and need to be rebuilt. There are many curb cuts, some of which are difficult to navigate. "Temporary" asphalt sidewalks installed after utility work are a problem. The public infrastructure, particularly the sidewalks, should be accessible for all and should reflect the investments bordering the street.

4. The importance of the street to the City's tourism and convention economy has been well documented by the Providence Warwick Convention and Visitors Bureau. Jobs, tax base, room taxes, meals taxes are direct benefits to the City by a tourism economy.

5. There is an extraordinary amount of public support for the project. Many individuals have signed petitions. Many have submitted letters of support. The letters stress the need for improvements to address safety and accessibility challenges. The letters mention the importance of the street to the City and its culture. There is an emotional bond with the street.

6. There is also support from many organizations and institutions. A list is attached; there are 17 organizations and the number keeps growing. At the top of the list are two organizations which work tirelessly on proper accessibility for people with disabilities: R.A.M.P. (Real Access Motivates Progress) and the Governor's Commission on Disabilities. Both organizations have been involved with the project from the beginning. There is support from other neighborhood organizations including the Fox Point Neighborhood Association and the College Hill Neighborhood Association. The Tockwotton Cape Verdean Heritage Place Project, Inc supports the project among the many others on the list.



List of Organizations that have supported MoHA's efforts to develop the sidewalk and repair improvement project:

- RAMP (Real Access Motivates Progress)
- Governor's Commission on Disabilities
- Fox Point Neighborhood Association
- The Tockwotton Cape Verdean Heritage Place Project, Inc.
- College Hill Neighborhood Association
- Stages of Freedom
- Providence Warwick Convention & Visitor's Bureau
- RI Historical Society
- Tillinghast Society
- Providence Streets Coalition
- Providence Preservation Society
- Grow Smart RI
- Providence Atheneum
- Barker Foundation
- The University Club
- The Art Club
- The Hope Club

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Providence Atheneum

Barker Foundation

The University Club

The Art Club

The Hope Club

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Sunday, October 12, 2025 3:57 PM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History/Benefit Street Bond

----- Forwarded message -----

From: Laura G. <ljgulley1@gmail.com>
Date: Sun, Oct 12, 2025 at 12:42 PM
Subject: Letter Of Support For Mile Of History/Benefit Street Bond
To: Councilman John Goncalves <info@johnforward1.com>, <+clerk@providenceri.gov>

Dear City Counselors,

I'm a homeowner in Fox Point, and our family walks on Benefit St nearly every day. The sidewalks are very damaged! My elderly mom, who loves to walk but uses a cane, has to be escorted onto the street to walk in traffic because of the bumpy, unsafe areas in the sidewalk. Baby carriages, rolling suitcases and wheelchairs are all equally unsafe. This is a prosperous, beautiful, historic area, one of the city's gems, near Brown and RISD, and a real attraction to visitors and tourists. The Mile of History is the pride of the city...but the sidewalks are a wreck. Please pass the bond and invest in repairing this neighborhood's sidewalks!

Sincerely yours,

Laura Gulley
Williams St, Providence

Mastroianni, Tina

Subject: FW: Letter Of Support For Mile Of History/Benefit Street Bond - URGENT !!

On Oct 10, 2025, at 10:56 AM, STEVEN CASTIGLIONI <lioni1@aol.com> wrote:

Dear Members of the City Council,

I write to you to STRONGLY URGE YOUR SUPPORT for the *Mile Of History/Benefit Street Bond*.

My wife and I bring visitors to the city from all across the nation. Benefit Street is one of the prime locations for those looking for the great history of Providence, especially pre-revolutionary and post revolution architecture and something relaxing to do. We find that they are always impressed and often ask for more history...like the Arcade, State House, First Baptist Church, etc.

However, just two weeks ago we had a couple from California that had just come from Boston who were surprised at poor condition of the sidewalks. We were, frankly, quite embarrassed.

This great asset needs immediate attention. Again, I urge you to **support this bond !!**

Sincerely,

Dr. Steven L Castiglioni
Providence

Sent from my iPad

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:17 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History/Benefit Street Bond

----- Forwarded message -----

From: William Templeton <wwt122@gmail.com>
Date: Sun, Oct 5, 2025 at 1:35 PM
Subject: Letter Of Support For Mile Of History/Benefit Street Bond
To: <info@johnforward1.com>, <clerk@providenceri.gov>

I'm fully supportive of keeping our precious city's historic neighborhoods clean, repaired, maintained and safe. Please fix Benefit street.
Bill Templeton
122 Fosdyke St, Providence, RI 02906

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:18 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Caroline Reed** <carolinereed1@cox.net>
Date: Sun, Sep 14, 2025 at 4:44 PM
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

What a wonderful investment! Benefit Street is a gem, a beautifully-preserved corridor of history that was happily saved from urban renewal. We are indeed fortunate to be able to live, work, attend classes, participate in the congregation of our choice on Benefit Street, as well as to casually stroll and savor it. And what about the travelers who are attracted to Benefit Street, and who decide to stay (short-term, long-term, or forever) in the area? It's a magnet.

Bravo to this proposal. You have my enthusiastic support!

Caroline Reed
Providence, RI

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:18 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History

----- Forwarded message -----

From: **M S** <scanavinomarisa@gmail.com>
Date: Sun, Aug 31, 2025 at 8:49 AM
Subject: Letter Of Support For Mile Of History
To: Councilman John Goncalves <info@johnforward1.com>

Dear John,

I hope this message finds you well. I am writing to express my full support for the Mile of History Project. As a resident of the neighborhood (Power between Thayer and Benefit), I am deeply invested in preserving the historical character of this neighborhood while enhancing the daily experience for everyone who lives, works, and visits here.

The importance of this project cannot be overstated. The revitalization of the streets, brick sidewalks, and infrastructure will benefit residents, visitors, and local businesses alike, and I am particularly excited about the potential for increased tourism and economic development that will result from these improvements.

As someone who values the cultural legacy of Providence, I believe this investment is a crucial step forward in maintaining the city's identity and enhancing its livability. The Mile of History Project represents a forward-thinking approach to preservation, combining the needs of the community with the importance of heritage.

Thank you for continuing to champion efforts like this.

Sincerely,

Marisa Scanavino

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:19 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Mary Minow** <minow@librarylaw.com>
Subject: Letter Of Support For Mile Of History Bond
To: info@johnforward1.com <info@johnforward1.com>

Yes! Benefit St is a treasure for the city and yet its sidewalks are dangerous for locals and tourist. I strongly support the measure that would put money into repairs for the sidewalks and other needed areas.

Mary Minow

—

Love and fear. Which one drives you at this moment ?

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:19 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Katie McDonald** <katie@bnourished.com>
Subject: Letter Of Support For Mile Of History Bond
To: info@johnforward1.com <info@johnforward1.com>

Yes. I support this bond.



katie mcdonald
keynote presenter & self-care strategist

M [401-965-4486](tel:401-965-4486)
W bnourished.com
E katie@bnourished.com



"self-care isn't selfish. it is your duty."

[click here for details on my keynote >](#)

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:19 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Nourish <nourish933@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Please make this investment! It will provide resources and pride for generations to come.

Katie



katie mcdonald

📞 401-965-4486
✉️ nourish933@gmail.com

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:20 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Scott McDonald** <ironmoon0@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Absolutely!
Scott mcdonald
Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:21 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: ALEXANDRA EARLE
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

I am a strong supporter of the Mile of History.

I was active for many years in Historical Preservation organizations and projects in Massachusetts and the activities I was hearing about in Providence and RI were one of the main attractions that brought me to Benefit St. in 1996. I lived there and was active in local preservation, arts and history groups, until ageing and limited abilities had me move to Assisted Living at Wingate.

I still miss my home, my neighborhood and neighbors on the Mile of History and, of course, want to support its beauty and historic importance.

Best of luck with your project,
Alexandra B. Earle

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:22 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Robin Engle <rgengle@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: Councilman John Goncalves, Senior Deputy Majority Leader <info@johnforward1.com>

I am writing in support of the Mile of History Bond. I think it is important to keep the history alive in that area. With houses being knocked down and rebuilt, the ambiance is changing.. I live on Freeman Pkwy but travel Benefit Street often.

Thank you
Robin Engle

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:22 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Christina Clark <tinasilander33@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: Councilman John Goncalves <info@johnforward1.com>

Dear John ~

I'm sure I write for many of our neighbors. We share a love of Providence and a hope to preserve our historic neighborhoods, houses & trees.

Over development seems to rule while members of the city council, tax payers and residents work hard in an attempt to be heard. The need to save what makes our city livable is ever greater with each passing day.

Thank you for your time and effort in supporting this bond!

Tina Clark

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:23 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Mary Pagan** <paganm@georgetown.edu>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

As a friend of several who live on Benefit Street, and a frequent visitor from my home in the Wayland Square neighborhood,
I heartily endorse this effort.

More and more, people from outside our area want to visit here, attracted by our history, beauty and culture. And food!

Benefit is a monument to historic preservation. Let's make it shine!

Appreciatively,
Mary Jane Pagan
Wayland Avenue

Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:23 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Leslie Walden** <waldenleslie@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

I support the Mile of History project. As a relatively new resident of this city, I believe it is important to promote Providence's history. Citizens and visitors alike will benefit.

Leslie Walden
678-662-4378
Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:24 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Katie McDonald** <katiemcdonald401@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Please know that this work is vital for the vitality of Provydebce and the whole state. Great job advocating for us.

Katie



katie mcdonald

📞 401-965-4486

✉️ katiemcdonald401@gmail.com

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:25 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Holt Massey** <hmassey@massey.com>
Subject: Letter Of Support For Mile Of History Bond
To: ward1@providenceri.gov <ward1@providenceri.gov>, John Goncalves <info@johnforward1.com>

Dear Members of the Providence City Government,

I am writing to urge you to invest in the revitalization of the Mile of History. This district is not only a living testament to our city's rich past, but also a powerful engine for economic growth, education, and community pride.

Benefit Street is home to one of the most extensive collections of 18th and 19th-century architecture in the nation, featuring hundreds of historic homes, cultural institutions, and places of worship. Its unique blend of civic, educational, and residential spaces makes it a premier destination for heritage tourism, drawing visitors from around the world and supporting local businesses.

Historic preservation in Providence has already demonstrated its value as an economic development tool. Investments in our historic districts have created jobs, stimulated retail and service industries, generated tax revenue, and established Providence as a vibrant business and tourist destination. Since 2013, property owners in local historic districts have invested over \$300 million in construction, underscoring the area's economic vitality.

However, recent decades have seen city budget shortfalls and economic downturns limit ongoing investment in the Mile of History's infrastructure. As a result, there is now a pressing need for renewed efforts to restore sidewalks, signage, lighting, and public spaces, ensuring that the district remains accessible, safe, and welcoming for residents and visitors alike.

Revitalizing Benefit Street will:

- Preserve Providence's unique architectural legacy and sense of place.
- Enhance the quality of life for residents by improving neighborhood infrastructure and amenities.
- Strengthen our city's reputation as a center for arts, culture, and education, thanks to institutions like the RISD Museum, the Providence Athenæum, and Brown University.
- Attract new investment, residents, and businesses, fueling long-term economic growth.
- Celebrate the diverse stories and contributions of all who have shaped this historic neighborhood.

Providence's future depends on how well we capitalize on our past. By investing in the revitalization of Benefit Street and its surroundings, we can ensure that this extraordinary neighborhood continues to inspire, educate, and enrich our community for generations to come.

Thank you for your leadership and your commitment to preserving what makes Providence truly exceptional.

Sincerely,

Michael Holt Massey

383 Benefit Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:25 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: John Woolsey <jclipp6@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: John Goncalves, Providence - Ward 1 <info@johnforward1.com>

Hi John --

I want to add my name in support of the Mile of History Project to improve the streets and sidewalks of the Benefit Street area.
Benefit Street is one of Providence's signature streets, and it is important to recognize that and keep it in good shape.

Many thanks for all the work that you do for the city and our neighborhood.

Best,
John Woolsey
27 John Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:26 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Alex Cutler** <acutler6@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Dear John,

I live on Pratt Street and I am writing to express my strong support for the Mile of History Project, a transformative \$6.2 million investment dedicated to revitalizing Benefit Street and the surrounding area—one of the most historically significant corridors in the country. Please let me know what else I can do to support this project.

Alex Cutler, MD

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:26 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **jan liang** <janliang2013@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: Councilman John Goncalves <info@johnforward1.com>

Dear Honorable Council Members,

I am writing to express my strong support for the proposed ordinance to fund the **Mile of History Project**, a vital \$6.2 million investment aimed at revitalizing Benefit Street and its surrounding areas. As a proud [Providence resident / resident of or near Benefit Street], I deeply care about the cultural legacy, historical preservation, and livability of our beloved city.

Benefit Street, often referred to as the "Mile of History," is undeniably one of the most historically significant and iconic corridors in the country. Its unique character, colonial architecture, and brick sidewalks are not just picturesque; they are a tangible link to Providence's rich past and a cornerstone of our heritage tourism.

This project's focus on **repairing and enhancing streets, brick sidewalks, and essential infrastructure** is incredibly important. These improvements will not only enhance the daily lives of residents by improving accessibility and safety but will also significantly bolster heritage tourism, drawing visitors who contribute to our local economy. Investing in this historic district is an investment in Providence's future.

Passing this ordinance is a crucial step toward preserving the irreplaceable character and ensuring the long-term accessibility of this cherished neighborhood. It demonstrates a commitment to thoughtful urban development that respects our past while enhancing our present and future.

I urge the City Council to support and pass the Mile of History Bond ordinance. Let's work together to ensure this transformative project moves across the finish line, safeguarding one of Providence's greatest treasures for generations to come.

Best,

Jennifer Liang

122 East Manning ST,

Providence, RI

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:28 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Project

----- Forwarded message -----

From: <chewitt21@verizon.net>
Subject: Letter Of Support For Mile Of History Project
To: <info@johnforward1.com>
Cc: Liz Mauran <emaوران56@gmail.com>, Dan Baudouin <dbaudouinprov@gmail.com>, Kim Salerno <kim@kimsalerno.com>, Roz Rustigian <rozrustigian@rustigianrugs.com>

Dear Councilman Goncalves,

I deeply appreciate your advocacy for funding the Mile of History project to revitalize Benefit Street and the surrounding area.

Benefit Street has a unique place in the religious, architectural, cultural, and educational history of the United States, Rhode Island, and Providence. The street embraces the land which Roger Williams originally purchased from the Narragansett tribe in 1636 for the settlement of Providence and establishment of the Rhode Island colony. Here, under William's leadership, the principles of freedom of religion and respect for tribal sovereignty took root. Later, some of the most architecturally significant buildings, such as Hoppin House, John Brown House, and the Carrington House were constructed in the area. The campuses of nationally recognized institutions of higher learning, Brown University and the Rhode Island School of Design, lie within this area, along with the Rhode Island Supreme Court, the Athenaeum Library, the First Baptist Church in America, and many other important buildings and institutions.

Over 300,000 visitors come to see this amazing treasure annually. These visitors bring great economic value to Providence in form of revenue for local businesses and tax revenue.

The primary purpose of the project is to restore or rebuild Benefit Street's sidewalks to ADA standards so that the area is accessible to everyone. Over 3000 linear feet of sidewalks, 40% of the sidewalks of Benefit Street, are difficult of walking. Over 300 feet of sidewalk is impassable. An example is near the northwest corner of Benefit and Cady Street where a wide ditch extends across the sidewalk from the curb to the building.

The Mile of History Association, in consultation with many Providence City officials, funded a comprehensive sidewalk and streetscape improvement plan to provide the foundation for this project. Bradford Associates prepared the plan, and it has been shared with the City officials. The plan could be a model for use throughout Providence.

The Rhode Island Infrastructure Bank and the Rhode Island Department of Transportation have approved the project under the Infrastructure Bank's Municipal Road and Bridge Revolving Fund. The loan to cover the project offers extremely favorable interest rates, 33% below the City's market rate, and is repayable over a period as long as 20 years. A citywide sidewalk accessibility program with the Infrastructure Bank could be envisioned.

I strongly support this project as it will be beneficial for Providence and essential for the safety of visitors and residents.

Yours truly,

Charles W. Hewitt

35 Benefit Street

Providence, RI 02904

H: 401-751-5491

Cell: 401-954-1378

Chewitt21@verizon.net

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:29 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: <kate.carey@icloud.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Thank you for the invitation to offer my support to the Mile of History Project. I live within a block of the south end of Benefit Street and walk it nearly every day. My family and I enjoy the wide sidewalks and the interesting examples of colonial, federal, and Italianate architecture that line the street. In fact, when we host guests from out of town we take them on a walking tour of Benefit Street and it is often the highlight of their Providence visit. Benefit Street is a key connecting route between the Fox Point and College Hill communities. The Mile of History is a unique Providence "landmark" and destination for visitors and residents alike, and it cannot be recreated. Thus, as a 14-year resident of Providence, I fully support investment in its maintenance and improvement.

Thank you,
Kate Carey
101 Transit Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:29 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Jack Richter <jackrichter@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

I certainly support investment in the Benefit Street area. It would be great to learn about the sources of funds and whether the colleges that abut this area are contributing their fair share.

Thank you for your informative report.

jack richter

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:30 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Councilman John Goncalves <info@johnforward1.com>
Subject: Fwd: Letter Of Support For Mile Of History Bond
To: Mastroianni, Tina <tmastroianni@providenceri.gov>

----- Forwarded message -----

From: Elizabeth E Wheeler MD
Date: Sun, Jun 8, 2025 at 5:04 PM
Subject: Letter Of Support For Mile Of History Bond

I fully support bond funding for the Mile of History Project. This is a very important need which will improve and maintain the outstanding beauty and historical character as well as safety that makes Providence unique and attractive for both residents and visitors alike.

Elizabeth E Wheeler MD
C 401.954.1120

Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:30 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Alan Cobb <amcobb@cox.net>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Both Kathe and I fully support this bond. As residents of this spectacular city, we the people need to do everything we can to preserve our history. Cheers, Chip Cobb

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:31 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Elise Schuster** <elise.schuster@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Hi,

I'm a resident of Fox Point and am writing to support the Mile of History Bond for Benefit Street.

I frequently walk along Benefit to go to the RISD Museum and the Atheneum, and always appreciate the historical beauty of Benefit Street. This is an important part of Providence's history and should be maintained and protected.

Sincerely,
Elise

Elise Schuster
elise.schuster@gmail.com



HOPE CLUB

Six Benevolent Street, Providence, Rhode Island 02906

City Council Finance Committee

c/o Joann Ryan, Chair

tmastroianni@providenceri.gov

Dear Finance Committee Members:

I am writing to you in my capacity as President and Chair of the Hope Club's Board of Governors to urge you to recommend the approval of a proposed City Council Resolution to restore the impassable or difficult sidewalks on historic Benefit Street in Providence. I understand that the Mile of History Association is coming before the City Council next week seeking approval of a resolution to restore these sidewalks along Benefit Street. The Association has a detailed plan to do so, and it has identified the necessary funding from sources which are already in the Mayor's Budget. But the Association needs this Committee's recommended approval to put this resolution to a vote before the City Council.

The reasons to recommend approval of this resolution are as follows:

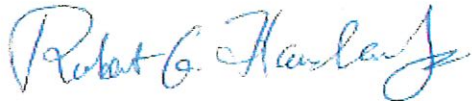
- Providence's Benefit Street is a unique street with national, state, and city significance because of its historic, architectural, cultural, educational, and religious attributes.
- Historic Benefit Street is an important component of the state's and city's tourism, convention, and hospitality economy. Over 300,000 visitors come to see this fascinating and unique street annually.
- The main purpose of this project is to restore or rebuild Benefit Street's sidewalks to ADA standards, making them accessible to all. Historic paving needs to be re-laid and where new materials are needed they must meet ADA standards. 3760 linear feet of sidewalks have surfaces that are difficult for walking. This represents 40% of the sidewalks on Benefit Street. Over 330 feet of sidewalk have been deemed impassable!
- The Benefit Street sidewalk accessibility project is supported by the Governor's Commission on Disabilities, and RAMP (Real Access Motivates Progress). The Providence Warwick Convention and Visitors Bureau, Stages of Freedom, Providence Streets Coalition, Grow Smart RI, and many others support the project.

- The Mile Of History Association, in consultation with many Providence city Officials, engaged Bradford Associates to develop a comprehensive sidewalk improvement and streetscape plan that has provided the foundation for this project. The Association provided \$30,000 for this plan.
- Among other goals, the sidewalk improvement project will complement the planned interpretive signage program that is being developed by the Mile of History Association. The estimated cost of the project is \$50,000 -- all of which has been raised by the Association.
- The Rhode Island Infrastructure Bank and the RI Department of Transportation have approved the project under the Infrastructure Bank's Municipal Road and Bridge Revolving Fund. It is one of only 13 projects, statewide, that have made the project priority list for 2024/2025. The project is the only one from Providence.
- The Infrastructure Bank offers extremely favorable financing to cities and towns under this program. Loans can be repaid over a period of up to 20 years and loan interest rates can be 33% below the borrower's market rate. Loans can be structured to meet the repayment abilities unique to each borrower.
- A citywide multi-year sidewalk accessibility program with the Rhode Island Infrastructure Bank could be envisioned.

On behalf of the Hope Club, I am hoping that you will give this proposal every favorable consideration and vote to recommend the City Council's approval of the resolution in favor of proceeding with this project.

Thank you.

Sincerely yours,

A handwritten signature in blue ink that reads "Robert G. Flanders, Jr." The signature is written in a cursive, flowing style.

Robert G. Flanders, Jr.

President and Chair, Hope Club Board of Governors

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Sunday, October 19, 2025 7:02 PM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Benefit & Williams St. Sidewalk
Attachments: 20251015_142728.jpg; 20251015_142659.jpg; 20251015_142710.jpg

----- Forwarded message -----

From: **ROBERT HEIM** <rjheim10@outlook.com>
Date: Sun, Oct 19, 2025 at 6:54 PM
Subject: Benefit & Williams St. Sidewalk
To: info@johnforward1.com <info@johnforward1.com>

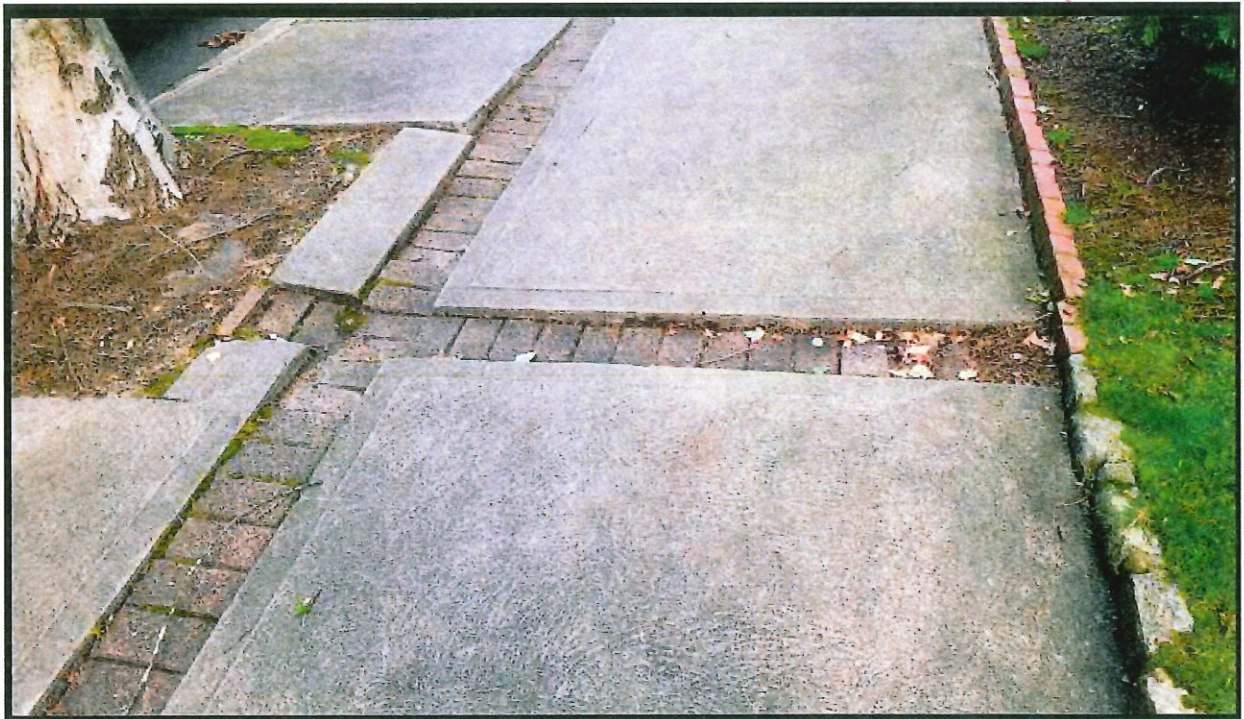
Hi John:

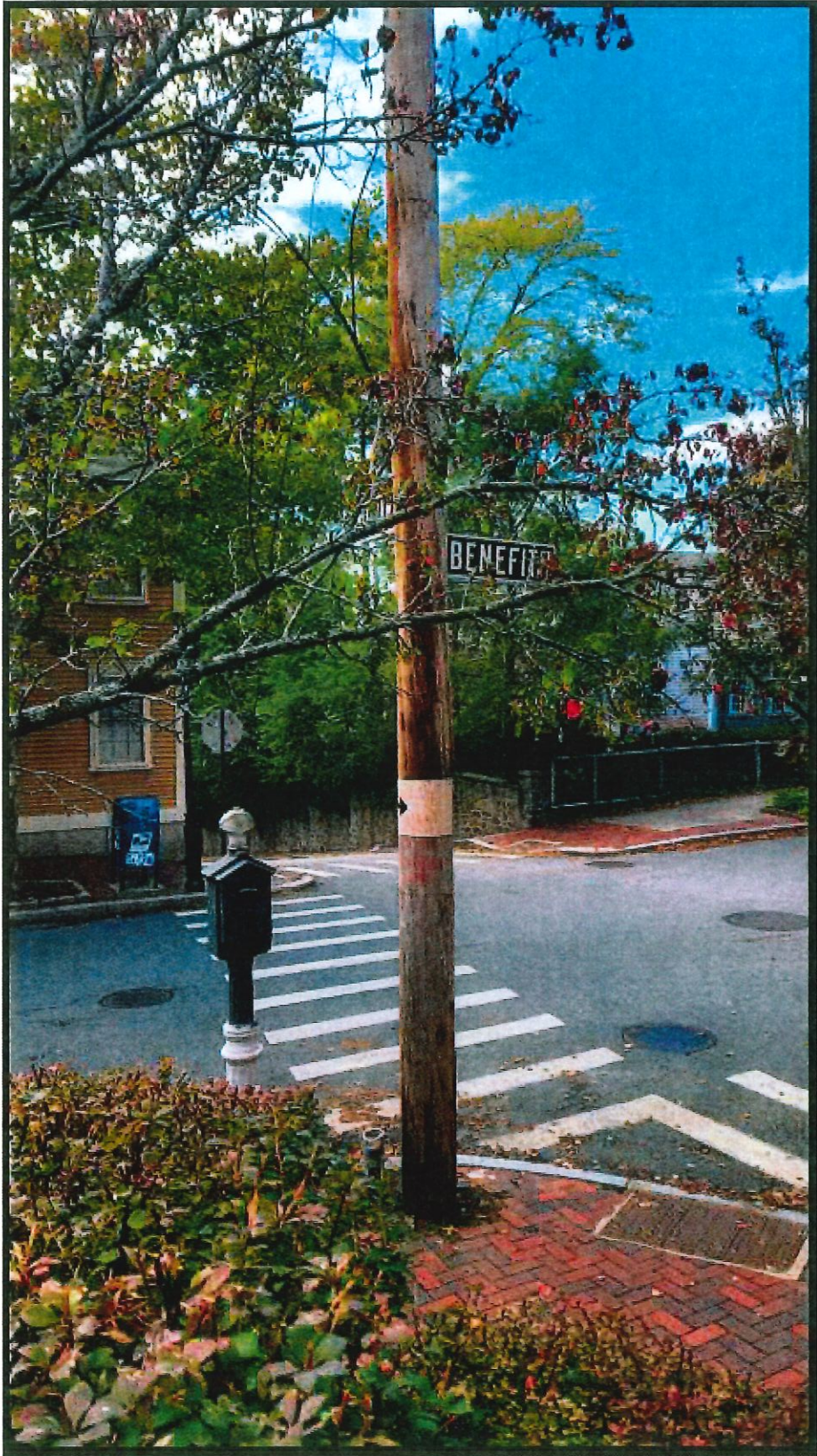
We're having our Annual Condo Meeting the night of the testimony at City Hall for the Benefit Street Bond testimony, but here are pix you can use of the area in question: corner of Benefit & Williams Streets (Williams Street side) outside the 1836 James T. Rhodes (former) Mansion.

Thanks,

R.J. Heim

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)







October 16, 2025

Dear Members of the Providence City Council,

On behalf of the Board of the Tockwotton Fox Point Cape Verdean Heritage Place Project, Inc. (TFPCVHP) and our team, we are writing to support the ordinance for The Mile of History Association's proposal to restore the sidewalks on Benefit Street to make them ADA accessible.

MoHA has tirelessly upheld its mission to preserve the historic, architectural, cultural, educational, and religious attributes of Benefit Street. The 'mile of history' that stretches from the north end of Benefit Street to Wickenden Street is literally, figuratively, and historically, the timeline of American history. Centuries of footsteps up and down the street intertwine the narratives of the denizens of Turtle Island, colonial settlers, formerly enslaved, and immigrants, into our unique "Rhody" story.

The TFPCVHP team descends from Rhode Island's first Cape Verdean settlement of voluntary immigrants who arrived in India Point on Cape Verdean-owned packet boats at the end of the 19th century. We settled near the port, along India Street and Tockwotton Street, and on both sides of the George M. Cohan Blvd., when Benefit, Traverse, and Brook Streets crossed the Boulevard before the construction of 1-95, and straight to the river. Many of us are first- and second-generation Cape Verdean Americans born and raised on South Main, Wickenden, or adjacent and abutting streets between Benefit and South Main.

TFPCVHP, a community-based research initiative, is proud to be partnering with MoHA to reconstitute the lived history of the Tockwotton Cape Verdean community displaced in the 1960s by urban renewal and gentrification.

Supporting the MoHA proposal fosters inclusive community partnerships, such as those with TFPCVHP, and demonstrates a commitment to honoring the diverse histories that shaped Benefit Street.

Historic Benefit Street is an important component of the state's and city's tourism, convention, and hospitality economy. Over 300,000 visitors come to see this fascinating and unique street annually.

Tockwotton Fox Point Cape Verdean Heritage Place Project
135 Roger Williams Ave., Rumford, RI 02916
www. <http://fpcapeverdeanhp.org>
foxpointcvheritageplace@gmail.com
401-438-9173

Hope, Benevolent, and Providence, are the attributes that make Rhode Island unique. The ADA accessible improvements create an enjoyable and safe pathway for future generations to appreciate what Rhode Island has contributed to American history, the Benefit for ALL.

Thank you,

Glynis Ramos-Mitchell, President, TFPCVHP

Claire Andrade-Watkins, PhD, Vice-President, Director, TFPCVHP

www.downthepoint.com

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, October 20, 2025 11:22 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History/Benefit Street Bond

Dear Councilman Goncalves and the City Council:

I write in support of the Benefit Street Bond, which is sorely needed. This issue of accessibility is one that impacts all of us who live in the area, as well as our visitors. It is past due to address the inability for many folks to even access this beautiful area due to the state of the sidewalks.

The sidewalks are in terrible condition - certain places have giant holes, loose pavers, hidden roots that are uprooting the sidewalk, and so forth. These pose a danger to even those of us who know the streets well! We have been living off of Benefit Street (on transit street) for 5.5 years now, but living in Providence for 10. And yet, my wife broke her foot in June while walking down the sidewalk one morning. The lovely trees on Benefit also create sundappling, which though picturesque, can make it even more difficult to see the hazards on Benefit sidewalks. One of the pavers was loose, and when she stepped on it, she rolled her ankle, which tore off a piece of her foot bone in an avulsion fracture. In addition to wearing a boot for 1.5 months, she continues to experience pain from this injury.

This is only one story, but cannot speak to the countless people who cannot even access this region of our beautiful city due to accessibility concerns.

I am writing in strong support of this bond and Councilman Goncalves's work on this issue.

Best,
Alyssa Norris
Transit Street resident off of Benefit Street



City Clerk

City of Providence
25 Dorrance Street, Room 311
Providence, RI 02903

Re: Support for Benefit Street Sidewalk Accessibility Project

Dear City Clerk,

On behalf of the University Club, I write in full support of the Mile of History Association's resolution to restore and rebuild the sidewalks along historic Benefit Street. As an institution located on this iconic street, we understand firsthand the importance of maintaining safe and accessible pedestrian infrastructure for residents, members, and the hundreds of thousands of visitors who explore the neighborhood each year.

Benefit Street is a nationally significant historic corridor that plays a central role in Rhode Island's tourism, cultural, and educational economy. It is home to architectural landmarks, cultural institutions, and vital community organizations — and it deserves sidewalks that reflect its historic value while ensuring accessibility for all.

According to the plan developed by the Mile of History Association and Bradford Associates, approximately 40% of the street sidewalks are currently difficult to walk on, with over 330 feet considered impassable. This project will restore those sidewalks to ADA standards, preserving historic materials where possible while introducing accessible improvements where needed.

We are especially encouraged to know that the project has broad support, including endorsements from the Governor's Commission on Disabilities, RAMP, Grow Smart RI, and the Providence Warwick Convention and Visitors Bureau. It has also been approved by the Rhode Island Infrastructure Bank and RIDOT as one of just 13 statewide priority projects — and the only one from Providence — for 2024/2025.

The Mile of History Association's efforts — including raising \$50,000 in private funds and commissioning a comprehensive sidewalk plan — demonstrate the community's commitment to this initiative. We hope the City Council Finance Committee will move swiftly to approve the resolution and ensure this important work can proceed.

Thank you for your attention and continued service to the City of Providence.

Sincerely,

Rick Champagne

President

The University Club

Providence, RI



College Hill Neighborhood Association
<https://www.chnaprovidence.org>
chna@chnaprovidence.org

Board
Of
Directors

October 20, 2025

Providence City Council
Providence City Hall
25 Dorrance St
Providence, RI 02903
RE: Benefit St Bond

Warren Curtis
Barry Fain
Frank Faltus
Seth Kurn
Nina Markov
Brandy McKinnon
Pam Pond
William Ricci
Dexter Strong

Dear City Council,

The College Hill Neighborhood Association of Providence (CHNA) strongly supports the Mile of History Association's efforts to restore Benefit Street sidewalks to meet ADA standards. A beautiful, historic attraction, Benefit Street draws visitors from across the city, state, and larger region, and all should be able to safely navigate our City's unique mile of history.

Integral to the fabric of our City, Benefit Street and its sidewalks connect us to the rest of College Hill, to the RISD Museum and Athenaeum, to the commercial area along Wickenden, to Downtown and events like Waterfire, to the Pedestrian Bridge and the 195 District, and to Providence as a whole. This Benefit Street restoration will also serve as an example for sidewalk improvements throughout our City, where countless residents has tripped and fallen due to the notorious disrepair of our sidewalks.

A great deal of preparatory work has already been completed, and the project is supported by our City Councilors and the Mayor. Please approve the financing that will make possible this important restoration on Benefit Street, a cultural and historic asset that belongs to the City as a whole.

Thank you for your consideration.

Nina Markov

President, CHNA of Providence

October 21, 2025

Providence City Council,

Good evening, I'm **Bill Applegate**, a resident of **106 Benefit Street**, and I'm here tonight to speak about **The Barker Playhouse at 400 Benefit Street**, where I served as **General Manager** of the theater group that performs there.

Each season, our small but dedicated group of actors, technicians, and volunteers welcomes roughly **5,000 audience members** through our doors.

While I was General Manager, we undertook **two major renovations** to make our building **ADA accessible** — installing ramps at our Benefit and Transit Street entrances and replacing the sidewalks directly in front of the building. These improvements were made possible through our **fundraising efforts** and **matching grants from RISCA and the Champlin Foundation**.

However, accessibility remains a challenge. The **sidewalks leading to the theater**, on both sides of Benefit Street, are still **uneven and inconsistent**, creating hazards for patrons — especially at night, even with the improved street lighting installed by the Mile of History Association.

As a **nonprofit organization**, we contribute to the city's **cultural and tourism economy**, supporting nearby restaurants and drawing visitors through our productions, along with other organizations educational tours. On any given day, you'll find me walking this hill, and I can point out nearly every spot that poses a risk to pedestrians.

Benefit Street is steep and historic — and that's part of its charm — but broken sidewalks undermine accessibility and safety. Given that this area attracts **an estimated 300,000 visitors a year**, I believe it's in the **city's best interest** to ensure the sidewalks are safe and welcoming for everyone.

I urge the city to prioritize sidewalk repair and accessibility improvements on this historic stretch of Benefit Street.


Bill Applegate

106 Benefit St, Providence, RI 02903

10/21/25

CITY CLERK

COMMITTEE ON FINANCE

RE: BENEFIT ST SIDEWALK/ MILE OF HISTORY PROJECT

I SUPPORT THIS OPPORTUNITY FOR THE RESTORATION OF BENEFIT ST HISTORIC SIDEWALKS TO MEET ADA ACCESSIBILITY STANDARDS.

THIS PROJECT CAN SERVE AS A MODEL FOR FUTURE SIDEWALK IMPROVEMENTS THROUGHOUT FOX POINT AND GREATER PROVIDENCE.

LINDA PERRI

WASHINGTON PARK ASSOCIATION

First Name	Last Name	Address or Neighborhood	Comments (Optional)
Wendy	Marcus	Moved and sold my home at 33	Sadly Had to move away from my home in Benefit Street partly because of unsafe sidewalk conditions
Grace	Farmer	362 Benefit St	Sidewalks are unsafe
Rich	Film	26 East Manning Street	Provider
Alan	Cobb	389 Benefit Street	Our sidewalks are unsightly, unsafe and need to reflect the historical beauty of the neighborhood...this is way overdue!
Brandy	McKinnon	42 Hidden St - College Hill	
Steven	Castiglioni	Wayland	
Phillipe	Dwyer	29 Sheldon St	
Susan	Hooker	Wayland Square	
Diana	Afonso	Fox point	
Rosa	Taner	85 E George St	Fixing it now will fix a bigger problem down the road. Please keep Providence beautiful because it is for all of us to enjoy it.
Robert	Teyyaw	Fox Point	In its current condition, Benefit street is not pedestrian-friendly Sidewalks are dangerous.
Kathe	Cobb	389 benefit st #4 providence rfc	This is so important for our future of our city
Rhonda	Berchuck	389 Benefit Street	
Norma	Anderson	51 East George St	I support the Benefit Street Bond
Donald	Rita	389 Benefit Street #6	SIDEWALK PLANTED TREE ROOTS A SERIOUS SAFETY HAZARD
Norma	Anderson	51 East George St	I support the Benefit Street Bond
Dexter	Strong	89 Keene St	
Elizabeth	Pannell	35 Charlesfield Street	
Katherine	Katrrouzos	389 Benefit St, Providence	
Michael & Mary	Brabeck	5 Arnold St	Walking down Benefit Street is dangerous because of the poor state of the brick sidewalks.
Tara	Demyan	Wayland	
Charles	Hewitt	35 Benefit Street	The condition of the sidewalks along Benefit Street is disgraceful. For just one example, see the huge gap in the sidewalk on the west side of Benefit Street just north of the corner of Benefit and Cady. This obviously dangerous problem has existed for many YEARS.
Bill	Applegate	106 Benefit St	The street is used for Ghost Tours, Poe tours, and people admiring the architecture and history of the origin of Providence. As noted, tourism dollars supports all of Providence.
Marjorie	Powning	Fox Point	
Chelsea	Aubert	49 Furnace St	
Richard	Conca	1,3,7 Thompson Street - Provide	
Alexander	Stojanovic	389 Benefit Street APT 5 Provid	Please fund this restoration and improvement of Benefit Street - it is hazardous to walk on.
Abigail	McGarry	Foster, RI	
Joy	Wharton	4 Jenckes Street	The sidewalks are extremely dangerous!
Kristina	Duarte	Wayland Sq	I work close to Benefit Street. Many of us walk during our lunch break. Restoring this area, especially improving the sidewalks would benefit the health and well being of the people who use these streets. Thank you.
Toby	Ayers	81 Benefit Street	
Chris	Langewisch	Foxpoint	
Debra	Chase	11 Benefit Street	I have been at 11 Benefit for 25 years and have made numerous requests for a safer sidewalk of ANY MATERIAL--as the extant walk is a jumble of broken macadam, bricks + soil. It is impossible to safely traverse if disabled. Many have fallen--I called an ambulance for 1 lady who was unable to get up after falling and reported such to the 311 line. In inclement weather areas flood and freeze and make passage more dangerous. I have never lived in a city with so little regard for public safety.

First Name	Last Name	Address or Neighborhood	Comments (Optional)
Jack	Rusley	92 Dana st	I live, work and attend church on or near Benefit Street. I ride my bike down the street basically every single day. We lived off Benefit Street for 2 months this past summer, and I walked my youngest daughter to school at Vartan Gregorian. The sidewalks on and around Benefit Street are the worst in the city that I've ever seen which is saying something. Honestly, I often would walk on the street instead of the sidewalks and I'm an able-bodied person with a good level of dexterity and fitness so I can only imagine how challenging it is for folks with impaired mobility or eyesight or both, not to mention the fact that walking the street is a serious hazard for pedestrians, bikers, and drivers. Benefit Street is truly one of the gems of Providence, so for it to have such horrible sidewalks as frankly embarrassing and a significant imperfection of that gem. I definitely support this Bond and thank councilman Goncalves for leading the charge for its passage.
Eddie	Tarbox	119 Benefit St, Providence RI 02	
Jennifer	Becker	300 Morris Ave	Benefit Street is the jewel in the crown of the city of Providence. I take all of my out-of-town visitors on a scenic stroll down this historic mile of history. Lately, however, I have given up doing this with anyone who is elderly or has balance issues because the sidewalks are in such poor shape. This street is an historic treasure that deserves to be maintained and preserved for residents and visitors alike.
John	Brezack	1 Wayland Avenue Unit #310S	
Tish	Brennan	31 Sheldon St, Fox Point	Addressing the deteriorated sidewalks and historic streetlights that have stopped functioning is critical for both neighbors and the thousands of tourists who visit Benefit St - the second longest street of 18th century houses in the US - as well as the thousands of trips Brown, RISD, & JWU students make down Benefit to hit Trader Joe's or the restaurants on Wickenden. Don't wait for more damage to up the cost!
Elizabeth	Wagner	21 Sheldon St	
Michelle	Collie	East Side, Providence	As a resident, business owner and physical therapist, I would urge improving the safety on Benefit St.
Bridget	Jourgensen	8 Burrs Lane	
Coppelia	Kahn	207 Williams Street	First, Benefit Street is a cultural treasure, for Providence and for Rhode Island. It deserves and needs maintenance. Second, MANY TIMES I've stumbled on brick sidewalks in very bad repair on Benefit Street. Those sidewalks are an accident waiting to happen.
Ellen	Rooney	144 Power Street	This is a longstanding problem; it needs attention before it gets worse or someone is hurt
Michael	Clifton	389 Benefit Street	
Mahla	Ebrahimpour	4 Benefit Street	
Richard	Connolly	87 Williams St.	As someone who lives and works in the area, I walk on Benefit street almost daily, and I believe the maintenance of this infrastructure is not only essential from an accessibility
Melinda	Mailhot	downtown Providence	I frequently walk on Benefit Street, to me the most beautiful street in Providence, but its sidewalks are in desperate need of repair. Benefit Street would be impossible to walk on
Cora	Brumley	Benefit St (College Hill) Provider	I hesitate to have elderly family members with mobility challenges (such as poor balance) visit me given the state of the sidewalks. It's also not safe for them to walk in the stre
Edie	Ajello	29 Benefit St	
Kate	Carey	Fox Point	My family walks on Benefit St. every day, and we see a lot of foot traffic between residents, students and employees of Brown and RISD, and tourists. Please invest in this unique
Elizabeth	Chafee	142 Morris Avenue, Providence I	
Alyssa	Norris	38 transit street providence RI 0	
Denise	Wood	161 Lorimer Ave, 1st Floor 1st Floor	
Claire	Flanagan	135 Pratt st	The sidewalks on Benefit St are probably the worst in the city. I fell in May of this year on a beautiful spring day on Benefit street when I tripped on a raised area of the sidewalk. Benefit Street is probably the most beautiful street in Providence and it should be safe for people to walk on the sidewalk to get to school, work, restaurants, friends' homes or
Charles	Elder	Blackstone	Fixing Benefit Street should be a no-brainer!
Betsy	Florin	Fox Point	
Kelley	Tighe	Benefit St.	
Mark	Kaplan	132 Benefit Street Providence R	
Cheyenne	Dolbear	175 Benefit St	The sidewalks are very hazardous, I really appreciate the effort to make our city more accessible!
Jamie	Greenthal	93 Benefit St.	I am concerned about the quality of the sidewalks which as a result create unsafe conditions for pedestrians and unsightly aesthetics in a touristy area.
Christina	Clark	259 Williams Street Providence	Preserve our historic district/Benefit Street. Support this Mile of History Bond. Thank you!
Samantha	Salvatore	22 Governor Street	
Abigail	McGarry	Crossroads, Providence, RI	
Margot	Nishimura	32 Barnes Street, Providence 02	I agree with all that this bond embodies: Benefit Street is a cultural asset freely open to enjoyed by all Providence residents, a source of pride for all Rhode Islanders, and a main

First Name	Last Name	Address or Neighborhood	Comments (Optional)
Laura	Spear	18 Arnold St	I support the Benefit bond. In addition to providing safety for me and my fellow residents, Benefit Street is used for historical walking tours and other public routes, such as acc
Dan	Baudoulin	Mile of History	
Jill	Davidson	35 Elmway Street, Providence, R	We need to fund this work- I am in full support!
Theresa	Mathiesen	45 Lauriston St., Providence, RI	
Steven	Castiglioni	Wayland	This is a national historic walk that is now in embarrassing condition. Restore it to it's splendor!
Kara	Bidstrup	168 Transit St	When my nephew with significant disabilities comes to visit we have to walk in the street because the side walks are so bad for his wheelchair.
Michael	Massey	383 Benefit Street	Please support the upgrades to Benefit Street. Thank you!
Lane	Jost	Wayland Square	
Amy	Mendillo	97 Transit Street, Providence	
Jim	Delaney	Freeman Plat Historic District	Benefit Street is a gem highlighting Providence's efforts at preserving historic buildings. It is a highlight of any tour of Providence when we have out-of-town visitors. It is worthy
Tayo	Heuser	Fox Point	I have broken my foot walking on Benefit Street stumbling over brick and it has never healed properly. I live on the Fox Point end of Benefit Street.
Susan	Moubayed	1 Butler Ave	
Laura	Strauss	1 Wayland Ave. 310 S	I'm concerned that there are many unsafe sections of sidewalk
Paula	Moskowitz	502 Angell Street Providence	As a person with orthopedic challenges and a mother of a son with a disability, we are unable to walk along Benefit st due to the porr condition of the sidewalks. We go to a nur
Robin	Engle	freeman pkwy	I support the bond for benefit street
Lisa	Bob	140 Power Street	
Nina	Markov	College Hill	I support the Mile of History Bond!
Wendy	Surr	102 Halsey Street Providence RI 02906	I am a senior who loves to walk down Benefit street but have difficulty due to the uneven sidewalks! Please fix and preserve this amazing street
Dave	Caldwell	41 Blackstone Blvd	Much needed and necessary improvements
Connie	Raymond	Fox Point	Let's do it!
David	Dalzell Sr.	Cold Spring	How could this even be a discussion? The roads and nearly all of the sidewalks in Providence have crumbled, almost beyond the point of salvation. How could there be so much
Hasan	Khan	Wayland Square	Although we do not live on Benefit Street we usually bring out of town visitors there, some of whom are deterred by the condition of the sidewalks.
Linda	Whitman	180 Medway St, Providence 029	Yes, I support this!
Kathi	Blocklyn	145 Butler Avenue	
Allyn	Streeter	26R Benefit St	
Elizabeth	Bakst	Fox Point/Wayland Square	This helps current safety and future tourism appeal so will be money well spent!
dexter	wilson	841 Smith street	I attended RISD and lived on Benefit... this is a historical area that needs to be maintained... fix the sidewalks and make them wheelchair accessible.
Frances	Carpenter	Work: South Main 02903, Home	
Sally	Lapides	140 Wickenden Street	I am startled by the condition of sidewalks on Benefit Street. This street has some of the finest architecture in the City and people from all over the world come to visit RI becau
Michael	Leshinsky	East Side	Benefit Street sidewalks are unsafe and not ADA accessible. The broken bricks make the corridor dangerous for seniors, families with strollers and residents with disabilities. Benefit Street is a citywide cultural asset and one of Providence's most visible national landmarks. Benefit Street draws travelers that fuel the nearly \$2 billion annual tourism d
Ellen	Sawyer	279 Benefit Street	
Maggie	Chung	116 Olney St	
Holly	Applegate	106 Benefit Street	
Pamela	Kilstein	87 Benefit Street	One of the things I love about Providence and Benefit Street in particular, is that it is walkable. Unfortunately, the sidewalks can be tricky to navigate due to broken bricks — in pl



Mile of History Association

c/o One
Governor Street
Providence, RI 02906

www.mileofhistory.org
mileofhistory@gmail.com

October 21, 2025

Providence City Clerk
Providence City Hall
25 Dorrance Street
Providence, RI. 02903

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Tim More

Clark Schoettle

Allyn Streeter

Cynthia Ventre-Hewitt

John Woolsey

To The City of Providence and the Finance Committee of the Providence City Council:

I am the President of the Mile of History Association representing 100 members, and I am the Rhode Island Vice Regent to George Washington's Estate Mount Vernon. Returning from there last night, I was struck again by the vast history which Rhode Island boasts.

Founded for the "benefit of all," Benefit Street is the site of the friendship between the Narragansett tribe and Roger Williams which has benefitted Rhode Islanders for 400 years. Immigrants from all over the world have landed here.

It is the beginning of religious tolerance in America, again thanks to Roger Williams.

The First Baptist Church in America is on Benefit Street, in addition to our 1760 Old State House. The plan for burning the Gaspee was developed here, the Shakespeare's Head Declaration of Independence was printed here, Eleven times Governor Stephen Hopkins lived here and was a signer of the Declaration of Independence, John Brown built his fabulous house and empire here, the Dorr Rebellion was executed here, Barker playhouse, the Providence Athenaeum, Brown University and RISD are all here.

Accessibility to all these amazing sites of national importance is prohibitive due to sidewalk conditions. Our culture and history are here and should be available and accessible to all visitors. Please pass this resolution for the benefit of all.

Sincerely,

The Mile of History Association is a 501(c)(3) organization. Membership fees and donations are tax deductible to the extent provided by law.



Drawings courtesy of Providence Preservation Society

To: cityclerk@providenceri.gov
For: City Council Hearing, Oct 21, 2025
RE: Testimony in SUPPORT of Mile of History Benefit Street Project Bond Ordinance

Dear City Council members:

I ask your support for the Bond to fund sidewalk maintenance for Benefit Street Mile of History, for three reasons: 1-lack of maintenance over many years; 2- tourists won't keep coming to a degraded streetscape, and 3-safety for residents and visitors.

1--First, I have lived on or just off North Benefit St for 33 years, but have never seen the City repair or maintain its brick sidewalks. In fact, when underground pipes are repaired, the brick is dug up and asphalt patches replace bricks. When asked, workers have told me the City will be back to reinstall the brick. But I have never seen that happen. In the brick border in front of my home is an asphalt patch done at least 15 years ago (photo 1). 15 years is too long to wait for a patch repair.

In 33 years, the only maintenance I've seen on brick sidewalks is recently, when for ADA accessibility, curb cuts and mats were installed at corners. But on many corners, bricks were removed and replaced by concrete (photo 2).

Every year, the loss of brick continues. I understand these sidewalks were installed in the 1970's. That's 50 years ago, half a century, without maintenance. How much longer until they are repaired?

2--Secondly, living here, I see tourists regularly walking Benefit Street. It's clear Benefit St helps draw visitors and their dollars to Providence. Some websites:

- Trip Advisor: Benefit Street: #8 of 293 Things To Do In Providence:
https://www.tripadvisor.com/Attraction_Review-g60946-d105266-Reviews-Benefit_Street-Providence_Rhode_Island.html
- US News – Travel: Benefit Street: #9 in Best Things To Do in Providence
https://travel.usnews.com/Providence_RI/Things_To_Do/Benefit_Street_62275/
- Lonely Planet: Benefit Street: A Top Choice In Providence
<https://www.lonelyplanet.com/usa/new-england/providence/attractions/benefit-street/a/poi-sig/456887/362066>

Repairing historic infrastructure that draws visitors is an investment in keeping tourism dollars. And it helps keep the history of our City alive for all of its residents.

Third, broken sidewalks are inaccessible and unsafe. My neighbor has a young child and finds it difficult to navigate a stroller along the sidewalks. We want children in our neighborhood and this discourages families! And I am now a senior citizen, afraid of falling. Many elderly people live in this area, and broken sidewalks are dangerous to elders. And as tourists walk Benefit St gazing up at houses and buildings, broken sidewalks endanger them, too. None of this is good for the City, not least because falls on the sidewalk can lead to expensive lawsuits and City payouts.

Providence is lucky to have an intact Mile of History, a unique resource that once was almost lost. Please pass the ordinance for this Bond, to help maintain this unique part of Providence. Thank you.

Toby Ayers, PhD, 81 Benefit St, Unit #1, Providence, RI 02904

In front of my home:

Brick border replaced by asphalt



Brick border unnecessarily replaced by concrete



Even asphalt sidewalks have unsafe deep cracks or uplifts. These are at my home:



Other nearby homes on my block are missing bricks and weeds overgrow the missing bricks.



[Read Our Latest Newsletter Here](#)

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On Tue, Oct 21, 2025 at 1:23 PM Pam Kilstein <pkilstein@yahoo.com> wrote:

Hello,

My husband and I live at 87 Benefit Street and are in full support of the Mile of History/Benefit Bond.

The sidewalk is in dire need of repair, creating hazards for all pedestrians-residents and also visitors who may not be familiar with the "trickier" spots.

Action to repair and protect this beautiful street should be taken before conditions get worse and more dangerous.

Thank you,

Pam and Bruce Kilstein

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Sunday, October 12, 2025 3:57 PM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History/Benefit Street Bond

----- Forwarded message -----

From: **Laura G.** <ljgulley1@gmail.com>
Date: Sun, Oct 12, 2025 at 12:42 PM
Subject: Letter Of Support For Mile Of History/Benefit Street Bond
To: Councilman John Goncalves <info@johnforward1.com>, <+clerk@providenceri.gov>

Dear City Counselors,

I'm a homeowner in Fox Point, and our family walks on Benefit St nearly every day. The sidewalks are very damaged! My elderly mom, who loves to walk but uses a cane, has to be escorted onto the street to walk in traffic because of the bumpy, unsafe areas in the sidewalk. Baby carriages, rolling suitcases and wheelchairs are all equally unsafe. This is a prosperous, beautiful, historic area, one of the city's gems, near Brown and RISD, and a real attraction to visitors and tourists. The Mile of History is the pride of the city...but the sidewalks are a wreck. Please pass the bond and invest in repairing this neighborhood's sidewalks!

Sincerely yours,

Laura Gulley
Williams St, Providence

Mastroianni, Tina

Subject: FW: Letter Of Support For Mile Of History/Benefit Street Bond - URGENT !!

On Oct 10, 2025, at 10:56 AM, STEVEN CASTIGLIONI <lion1@aol.com> wrote:

Dear Members of the City Council,

I write to you to STRONGLY URGE YOUR SUPPORT for the *Mile Of History/Benefit Street Bond*.

My wife and I bring visitors to the city from all across the nation. Benefit Street is one of the prime locations for those looking for the great history of Providence, especially pre-revolutionary and post revolution architecture and something relaxing to do. We find that they are always impressed and often ask for more history...like the Arcade, State House, First Baptist Church, etc.

However, just two weeks ago we had a couple from California that had just come from Boston who were surprised at poor condition of the sidewalks. We were, frankly, quite embarrassed.

This great asset needs immediate attention. Again, I urge you to **support this bond !!**

Sincerely,

Dr. Steven L Castiglioni
Providence

Sent from my iPad

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:17 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History/Benefit Street Bond

----- Forwarded message -----

From: William Templeton <wwt122@gmail.com>
Date: Sun, Oct 5, 2025 at 1:35 PM
Subject: Letter Of Support For Mile Of History/Benefit Street Bond
To: <info@johnforward1.com>, <clerk@providenceri.gov>

I'm fully supportive of keeping our precious city's historic neighborhoods clean, repaired, maintained and safe. Please fix Benefit street.

Bill Templeton
122 Fosdyke St, Providence, RI 02906

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:18 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Caroline Reed** <carolinereed1@cox.net>
Date: Sun, Sep 14, 2025 at 4:44 PM
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

What a wonderful investment! Benefit Street is a gem, a beautifully-preserved corridor of history that was happily saved from urban renewal. We are indeed fortunate to be able to live, work, attend classes, participate in the congregation of our choice on Benefit Street, as well as to casually stroll and savor it. And what about the travelers who are attracted to Benefit Street, and who decide to stay (short-term, long-term, or forever) in the area? It's a magnet.

Bravo to this proposal. You have my enthusiastic support!

Caroline Reed
Providence, RI

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:18 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History

----- Forwarded message -----

From: **M S** <scanavinomarisa@gmail.com>
Date: Sun, Aug 31, 2025 at 8:49 AM
Subject: Letter Of Support For Mile Of History
To: Councilman John Goncalves <info@johnforward1.com>

Dear John,

I hope this message finds you well. I am writing to express my full support for the Mile of History Project. As a resident of the neighborhood (Power between Thayer and Benefit), I am deeply invested in preserving the historical character of this neighborhood while enhancing the daily experience for everyone who lives, works, and visits here.

The importance of this project cannot be overstated. The revitalization of the streets, brick sidewalks, and infrastructure will benefit residents, visitors, and local businesses alike, and I am particularly excited about the potential for increased tourism and economic development that will result from these improvements.

As someone who values the cultural legacy of Providence, I believe this investment is a crucial step forward in maintaining the city's identity and enhancing its livability. The Mile of History Project represents a forward-thinking approach to preservation, combining the needs of the community with the importance of heritage.

Thank you for continuing to champion efforts like this.

Sincerely,

Marisa Scanavino

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:19 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Mary Minow** <minow@librarylaw.com>
Subject: Letter Of Support For Mile Of History Bond
To: info@johnforward1.com <info@johnforward1.com>

Yes! Benefit St is a treasure for the city and yet its sidewalks are dangerous for locals and tourist. I strongly support the measure that would put money into repairs for the sidewalks and other needed areas.

Mary Minow

—

Love and fear. Which one drives you at this moment ?

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:19 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Katie McDonald** <katie@bnourished.com>
Subject: Letter Of Support For Mile Of History Bond
To: info@johnforward1.com <info@johnforward1.com>

Yes. I support this bond.



katie mcdonald
keynote presenter & self-care strategist

M [401-965-4486](tel:401-965-4486)

W bnourished.com

E katie@bnourished.com



"self-care isn't selfish. it is your duty."

[click here for details on my keynote >](#)

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:19 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Nourish** <nourish933@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Please make this investment! It will provide resources and pride for generations to come.

Katie



katie mcdonald

📞 401-965-4486
✉️ nourish933@gmail.com

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:20 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Scott McDonald** <ironmoon0@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Absolutely!
Scott mcdonald
Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:21 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: ALEXANDRA EARLE
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

I am a strong supporter of the Mile of History.
I was active for many years in Historical Preservation organizations and projects in Massachusetts and the activities I was hearing about in Providence and RI were one of the main attractions that brought me to Benefit St. in 1996. I lived there and was active in local preservation, arts and history groups, until ageing and limited abilities had me move to Assisted Living at Wingate.
I still miss my home, my neighborhood and neighbors on the Mile of History and, of course, want to support its beauty and historic importance.

Best of luck with your project,
Alexandra B. Earle

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:22 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Robin Engle <rgengle@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: Councilman John Goncalves, Senior Deputy Majority Leader <info@johnforward1.com>

I am writing in support of the Mile of History Bond. I think it is important to keep the history alive in that area. With houses being knocked down and rebuilt, the ambiance is changing.. I live on Freeman Pkwy but travel Benefit Street often.

Thank you
Robin Engle

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:22 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Christina Clark <tinasilander33@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: Councilman John Goncalves <info@johnforward1.com>

Dear John ~

I'm sure I write for many of our neighbors. We share a love of Providence and a hope to preserve our historic neighborhoods, houses & trees.

Over development seems to rule while members of the city council, tax payers and residents work hard in an attempt to be heard. The need to save what makes our city livable is ever greater with each passing day.

Thank you for your time and effort in supporting this bond!

Tina Clark

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:23 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Mary Pagan** <paganm@georgetown.edu>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

As a friend of several who live on Benefit Street, and a frequent visitor from my home in the Wayland Square neighborhood,
I heartily endorse this effort.

More and more, people from outside our area want to visit here, attracted by our history, beauty and culture. And food!

Benefit is a monument to historic preservation. Let's make it shine!

Appreciatively,
Mary Jane Pagan
Wayland Avenue

Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:23 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Leslie Walden** <waldenleslie@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

I support the Mile of History project. As a relatively new resident of this city, I believe it is important to promote Providence's history. Citizens and visitors alike will benefit.

Leslie Walden
678-662-4378

Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:24 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Katie McDonald** <katiemcdonald401@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Please know that this work is vital for the vitality of Provydebce and the whole state. Great job advocating for us.

Katie



katie mcdonald

📞 401-965-4486

✉️ katiemcdonald401@gmail.com

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:25 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Holt Massey <hmassey@massey.com>
Subject: Letter Of Support For Mile Of History Bond
To: ward1@providenceri.gov <ward1@providenceri.gov>, John Goncalves <info@johnforward1.com>

Dear Members of the Providence City Government,

I am writing to urge you to invest in the revitalization of the Mile of History. This district is not only a living testament to our city's rich past, but also a powerful engine for economic growth, education, and community pride.

Benefit Street is home to one of the most extensive collections of 18th and 19th-century architecture in the nation, featuring hundreds of historic homes, cultural institutions, and places of worship. Its unique blend of civic, educational, and residential spaces makes it a premier destination for heritage tourism, drawing visitors from around the world and supporting local businesses.

Historic preservation in Providence has already demonstrated its value as an economic development tool. Investments in our historic districts have created jobs, stimulated retail and service industries, generated tax revenue, and established Providence as a vibrant business and tourist destination. Since 2013, property owners in local historic districts have invested over \$300 million in construction, underscoring the area's economic vitality.

However, recent decades have seen city budget shortfalls and economic downturns limit ongoing investment in the Mile of History's infrastructure. As a result, there is now a pressing need for renewed efforts to restore sidewalks, signage, lighting, and public spaces, ensuring that the district remains accessible, safe, and welcoming for residents and visitors alike.

Revitalizing Benefit Street will:

- Preserve Providence's unique architectural legacy and sense of place.
- Enhance the quality of life for residents by improving neighborhood infrastructure and amenities.
- Strengthen our city's reputation as a center for arts, culture, and education, thanks to institutions like the RISD Museum, the Providence Athenæum, and Brown University.
- Attract new investment, residents, and businesses, fueling long-term economic growth.
- Celebrate the diverse stories and contributions of all who have shaped this historic neighborhood.

Providence's future depends on how well we capitalize on our past. By investing in the revitalization of Benefit Street and its surroundings, we can ensure that this extraordinary neighborhood continues to inspire, educate, and enrich our community for generations to come.

Thank you for your leadership and your commitment to preserving what makes Providence truly exceptional.

Sincerely,

Michael Holt Massey

383 Benefit Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:25 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: John Woolsey <jclipp6@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: John Goncalves, Providence - Ward 1 <info@johnforward1.com>

Hi John --

I want to add my name in support of the Mile of History Project to improve the streets and sidewalks of the Benefit Street area.
Benefit Street is one of Providence's signature streets, and it is important to recognize that and keep it in good shape.

Many thanks for all the work that you do for the city and our neighborhood.

Best,
John Woolsey
27 John Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:26 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Alex Cutler** <acutler6@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Dear John,

I live on Pratt Street and I am writing to express my strong support for the Mile of History Project, a transformative \$6.2 million investment dedicated to revitalizing Benefit Street and the surrounding area—one of the most historically significant corridors in the country. Please let me know what else I can do to support this project.

Alex Cutler, MD

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:26 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **jan liang** <janliang2013@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: Councilman John Goncalves <info@johnforward1.com>

Dear Honorable Council Members,

I am writing to express my strong support for the proposed ordinance to fund the **Mile of History Project**, a vital \$6.2 million investment aimed at revitalizing Benefit Street and its surrounding areas. As a proud [Providence resident / resident of or near Benefit Street], I deeply care about the cultural legacy, historical preservation, and livability of our beloved city.

Benefit Street, often referred to as the "Mile of History," is undeniably one of the most historically significant and iconic corridors in the country. Its unique character, colonial architecture, and brick sidewalks are not just picturesque; they are a tangible link to Providence's rich past and a cornerstone of our heritage tourism.

This project's focus on **repairing and enhancing streets, brick sidewalks, and essential infrastructure** is incredibly important. These improvements will not only enhance the daily lives of residents by improving accessibility and safety but will also significantly bolster heritage tourism, drawing visitors who contribute to our local economy. Investing in this historic district is an investment in Providence's future.

Passing this ordinance is a crucial step toward preserving the irreplaceable character and ensuring the long-term accessibility of this cherished neighborhood. It demonstrates a commitment to thoughtful urban development that respects our past while enhancing our present and future.

I urge the City Council to support and pass the Mile of History Bond ordinance. Let's work together to ensure this transformative project moves across the finish line, safeguarding one of Providence's greatest treasures for generations to come.

Best,

Jennifer Liang

122 East Manning ST,

Providence, RI

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:28 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Project

----- Forwarded message -----

From: <chewitt21@verizon.net>
Subject: Letter Of Support For Mile Of History Project
To: <info@johnforward1.com>
Cc: Liz Mauran <emaوران56@gmail.com>, Dan Baudouin <dbaudouinprov@gmail.com>, Kim Salerno <kim@kimsalerno.com>, Roz Rustigian <rozrustigian@rustigianrugs.com>

Dear Councilman Goncalves,

I deeply appreciate your advocacy for funding the Mile of History project to revitalize Benefit Street and the surrounding area.

Benefit Street has a unique place in the religious, architectural, cultural, and educational history of the United States, Rhode Island, and Providence. The street embraces the land which Roger Williams originally purchased from the Narragansett tribe in 1636 for the settlement of Providence and establishment of the Rhode Island colony. Here, under William's leadership, the principles of freedom of religion and respect for tribal sovereignty took root. Later, some of the most architecturally significant buildings, such as Hoppin House, John Brown House, and the Carrington House were constructed in the area. The campuses of nationally recognized institutions of higher learning, Brown University and the Rhode Island School of Design, lie within this area, along with the Rhode Island Supreme Court, the Athenaeum Library, the First Baptist Church in America, and many other important buildings and institutions.

Over 300,000 visitors come to see this amazing treasure annually. These visitors bring great economic value to Providence in form of revenue for local businesses and tax revenue.

The primary purpose of the project is to restore or rebuild Benefit Street's sidewalks to ADA standards so that the area is accessible to everyone. Over 3000 linear feet of sidewalks, 40% of the sidewalks of Benefit Street, are difficult of walking. Over 300 feet of sidewalk is impassable. An example is near the northwest corner of Benefit and Cady Street where a wide ditch extends across the sidewalk from the curb to the building.

The Mile of History Association, in consultation with many Providence City officials, funded a comprehensive sidewalk and streetscape improvement plan to provide the foundation for this project. Bradford Associates prepared the plan, and it has been shared with the City officials. The plan could be a model for use throughout Providence.

The Rhode Island Infrastructure Bank and the Rhode Island Department of Transportation have approved the project under the Infrastructure Bank's Municipal Road and Bridge Revolving Fund. The loan to cover the project offers extremely favorable interest rates, 33% below the City's market rate, and is repayable over a period as long as 20 years. A citywide sidewalk accessibility program with the Infrastructure Bank could be envisioned.

I strongly support this project as it will be beneficial for Providence and essential for the safety of visitors and residents.

Yours truly,

Charles W. Hewitt

35 Benefit Street

Providence, RI 02904

H: 401-751-5491

Cell: 401-954-1378

Chewitt21@verizon.net

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:29 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: <kate.carey@icloud.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Thank you for the invitation to offer my support to the Mile of History Project. I live within a block of the south end of Benefit Street and walk it nearly every day. My family and I enjoy the wide sidewalks and the interesting examples of colonial, federal, and Italianate architecture that line the street. In fact, when we host guests from out of town we take them on a walking tour of Benefit Street and it is often the highlight of their Providence visit. Benefit Street is a key connecting route between the Fox Point and College Hill communities. The Mile of History is a unique Providence "landmark" and destination for visitors and residents alike, and it cannot be recreated. Thus, as a 14-year resident of Providence, I fully support investment in its maintenance and improvement.

Thank you,
Kate Carey
101 Transit Street

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:29 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Jack Richter <jackrichter@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

I certainly support investment in the Benefit Street area. It would be great to learn about the sources of funds and whether the colleges that abut this area are contributing their fair share.

Thank you for your informative report.

jack richter

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:30 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Councilman John Goncalves <info@johnforward1.com>
Subject: Fwd: Letter Of Support For Mile Of History Bond
To: Mastroianni, Tina <tmastroianni@providenceri.gov>

----- Forwarded message -----

From: Elizabeth E Wheeler MD
Date: Sun, Jun 8, 2025 at 5:04 PM
Subject: Letter Of Support For Mile Of History Bond

I fully support bond funding for the Mile of History Project. This is a very important need which will improve and maintain the outstanding beauty and historical character as well as safety that makes Providence unique and attractive for both residents and visitors alike.

Elizabeth E Wheeler MD
C 401.954.1120

Sent from my iPhone

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:30 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: Alan Cobb <amcobb@cox.net>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Both Kathe and I fully support this bond. As residents of this spectacular city, we the people need to do everything we can to preserve our history. Cheers, Chip Cobb

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Tuesday, October 14, 2025 9:31 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History Bond

----- Forwarded message -----

From: **Elise Schuster** <elise.schuster@gmail.com>
Subject: Letter Of Support For Mile Of History Bond
To: <info@johnforward1.com>

Hi,

I'm a resident of Fox Point and am writing to support the Mile of History Bond for Benefit Street.

I frequently walk along Benefit to go to the RISD Museum and the Atheneum, and always appreciate the historical beauty of Benefit Street. This is an important part of Providence's history and should be maintained and protected.

Sincerely,
Elise

Elise Schuster
elise.schuster@gmail.com



HOPE CLUB

Six Benevolent Street, Providence, Rhode Island 02906

City Council Finance Committee

c/o Joann Ryan, Chair

tmastroianni@providenceri.gov

Dear Finance Committee Members:

I am writing to you in my capacity as President and Chair of the Hope Club's Board of Governors to urge you to recommend the approval of a proposed City Council Resolution to restore the impassable or difficult sidewalks on historic Benefit Street in Providence. I understand that the Mile of History Association is coming before the City Council next week seeking approval of a resolution to restore these sidewalks along Benefit Street. The Association has a detailed plan to do so, and it has identified the necessary funding from sources which are already in the Mayor's Budget. But the Association needs this Committee's recommended approval to put this resolution to a vote before the City Council.

The reasons to recommend approval of this resolution are as follows:

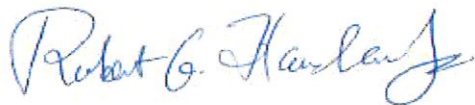
- Providence's Benefit Street is a unique street with national, state, and city significance because of its historic, architectural, cultural, educational, and religious attributes.
- Historic Benefit Street is an important component of the state's and city's tourism, convention, and hospitality economy. Over 300,000 visitors come to see this fascinating and unique street annually.
- The main purpose of this project is to restore or rebuild Benefit Street's sidewalks to ADA standards, making them accessible to all. Historic paving needs to be re-laid and where new materials are needed they must meet ADA standards. 3760 linear feet of sidewalks have surfaces that are difficult for walking. This represents 40% of the sidewalks on Benefit Street. Over 330 feet of sidewalk have been deemed impassable!
- The Benefit Street sidewalk accessibility project is supported by the Governor's Commission on Disabilities, and RAMP (Real Access Motivates Progress). The Providence Warwick Convention and Visitors Bureau, Stages of Freedom, Providence Streets Coalition, Grow Smart RI, and many others support the project.

- The Mile Of History Association, in consultation with many Providence city Officials, engaged Bradford Associates to develop a comprehensive sidewalk improvement and streetscape plan that has provided the foundation for this project. The Association provided \$30,000 for this plan.
- Among other goals, the sidewalk improvement project will complement the planned interpretive signage program that is being developed by the Mile of History Association. The estimated cost of the project is \$50,000 -- all of which has been raised by the Association.
- The Rhode Island Infrastructure Bank and the RI Department of Transportation have approved the project under the Infrastructure Bank's Municipal Road and Bridge Revolving Fund. It is one of only 13 projects, statewide, that have made the project priority list for 2024/2025. The project is the only one from Providence.
- The Infrastructure Bank offers extremely favorable financing to cities and towns under this program. Loans can be repaid over a period of up to 20 years and loan interest rates can be 33% below the borrower's market rate. Loans can be structured to meet the repayment abilities unique to each borrower.
- A citywide multi-year sidewalk accessibility program with the Rhode Island Infrastructure Bank could be envisioned.

On behalf of the Hope Club, I am hoping that you will give this proposal every favorable consideration and vote to recommend the City Council's approval of the resolution in favor of proceeding with this project.

Thank you.

Sincerely yours,

A handwritten signature in blue ink that reads "Robert G. Flanders, Jr." The signature is written in a cursive, flowing style.

Robert G. Flanders, Jr.

President and Chair, Hope Club Board of Governors

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Sunday, October 19, 2025 7:02 PM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Benefit & Williams St. Sidewalk
Attachments: 20251015_142728.jpg; 20251015_142659.jpg; 20251015_142710.jpg

----- Forwarded message -----

From: **ROBERT HEIM** <rjheim10@outlook.com>
Date: Sun, Oct 19, 2025 at 6:54 PM
Subject: Benefit & Williams St. Sidewalk
To: info@johnforward1.com <info@johnforward1.com>

Hi John:

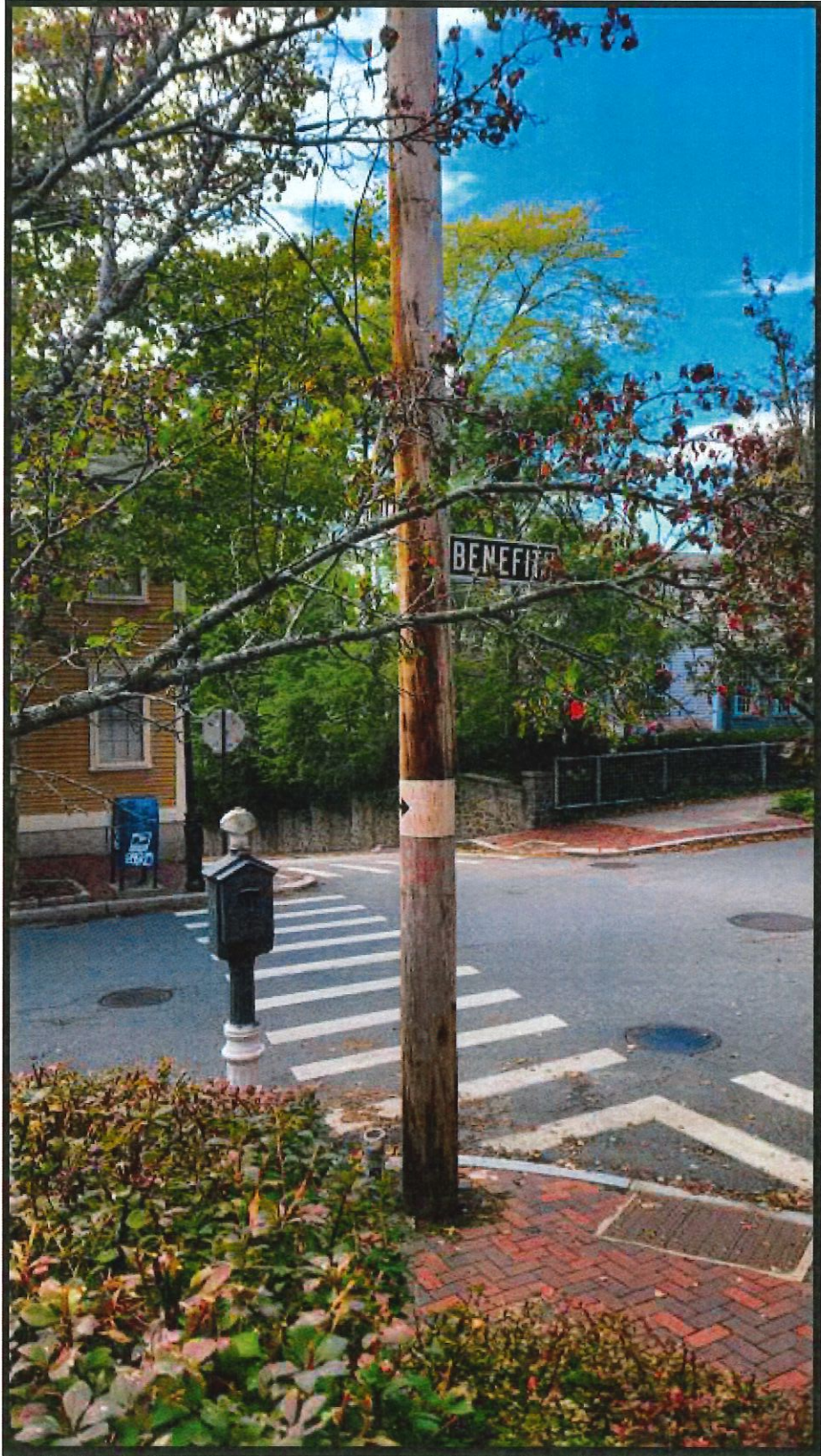
We're having our Annual Condo Meeting the night of the testimony at City Hall for the Benefit Street Bond testimony, but here are pix you can use of the area in question: corner of Benefit & Williams Streets (Williams Street side) outside the 1836 James T. Rhodes (former) Mansion.

Thanks,

R.J. Heim

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)







October 16, 2025

Dear Members of the Providence City Council,

On behalf of the Board of the Tockwotton Fox Point Cape Verdean Heritage Place Project, Inc. (TFPCVHP) and our team, we are writing to support the ordinance for The Mile of History Association's proposal to restore the sidewalks on Benefit Street to make them ADA accessible.

MoHA has tirelessly upheld its mission to preserve the historic, architectural, cultural, educational, and religious attributes of Benefit Street. The 'mile of history' that stretches from the north end of Benefit Street to Wickenden Street is literally, figuratively, and historically, the timeline of American history. Centuries of footsteps up and down the street intertwine the narratives of the denizens of Turtle Island, colonial settlers, formerly enslaved, and immigrants, into our unique "Rhody" story.

The TFPCVHP team descends from Rhode Island's first Cape Verdean settlement of voluntary immigrants who arrived in India Point on Cape Verdean-owned packet boats at the end of the 19th century. We settled near the port, along India Street and Tockwotton Street, and on both sides of the George M. Cohan Blvd., when Benefit, Traverse, and Brook Streets crossed the Boulevard before the construction of I-95, and straight to the river. Many of us are first- and second-generation Cape Verdean Americans born and raised on South Main, Wickenden, or adjacent and abutting streets between Benefit and South Main.

TFPCVHP, a community-based research initiative, is proud to be partnering with MoHA to reconstitute the lived history of the Tockwotton Cape Verdean community displaced in the 1960s by urban renewal and gentrification.

Supporting the MoHA proposal fosters inclusive community partnerships, such as those with TFPCVHP, and demonstrates a commitment to honoring the diverse histories that shaped Benefit Street.

Historic Benefit Street is an important component of the state's and city's tourism, convention, and hospitality economy. Over 300,000 visitors come to see this fascinating and unique street annually.

Tockwotton Fox Point Cape Verdean Heritage Place Project
135 Roger Williams Ave., Rumford, RI 02916
www.<http://fpcapeverdeanhp.org>
foxpointcvheritageplace@gmail.com
401-438-9173

Hope, Benevolent, and Providence, are the attributes that make Rhode Island unique. The ADA accessible improvements create an enjoyable and safe pathway for future generations to appreciate what Rhode Island has contributed to American history, the Benefit for ALL.

Thank you,

Glynis Ramos-Mitchell, President, TFPCVHP

Claire Andrade-Watkins, PhD, Vice-President, Director, TFPCVHP

www.downthepoint.com

Mastroianni, Tina

From: Councilman John Goncalves <info@johnforward1.com>
Sent: Monday, October 20, 2025 11:22 AM
To: Clerk, City
Subject: [EXTERNAL] Fwd: Letter Of Support For Mile Of History/Benefit Street Bond

Dear Councilman Goncalves and the City Council:

I write in support of the Benefit Street Bond, which is sorely needed. This issue of accessibility is one that impacts all of us who live in the area, as well as our visitors. It is past due to address the inability for many folks to even access this beautiful area due to the state of the sidewalks.

The sidewalks are in terrible condition - certain places have giant holes, loose pavers, hidden roots that are uprooting the sidewalk, and so forth. These pose a danger to even those of us who know the streets well! We have been living off of Benefit Street (on transit street) for 5.5 years now, but living in Providence for 10. And yet, my wife broke her foot in June while walking down the sidewalk one morning. The lovely trees on Benefit also create sundappling, which though picturesque, can make it even more difficult to see the hazards on Benefit sidewalks. One of the pavers was loose, and when she stepped on it, she rolled her ankle, which tore off a piece of her foot bone in an avulsion fracture. In addition to wearing a boot for 1.5 months, she continues to experience pain from this injury.

This is only one story, but cannot speak to the countless people who cannot even access this region of our beautiful city due to accessibility concerns.

I am writing in strong support of this bond and Councilman Goncalves's work on this issue.

Best,
Alyssa Norris
Transit Street resident off of Benefit Street



UNIVERSITY CLUB
PROVIDENCE

City Clerk

City of Providence
25 Dorrance Street, Room 311
Providence, RI 02903

Re: Support for Benefit Street Sidewalk Accessibility Project

Dear City Clerk,

On behalf of the University Club, I write in full support of the Mile of History Association's resolution to restore and rebuild the sidewalks along historic Benefit Street. As an institution located on this iconic street, we understand firsthand the importance of maintaining safe and accessible pedestrian infrastructure for residents, members, and the hundreds of thousands of visitors who explore the neighborhood each year.

Benefit Street is a nationally significant historic corridor that plays a central role in Rhode Island's tourism, cultural, and educational economy. It is home to architectural landmarks, cultural institutions, and vital community organizations — and it deserves sidewalks that reflect its historic value while ensuring accessibility for all.

According to the plan developed by the Mile of History Association and Bradford Associates, approximately 40% of the street sidewalks are currently difficult to walk on, with over 330 feet considered impassable. This project will restore those sidewalks to ADA standards, preserving historic materials where possible while introducing accessible improvements where needed.

We are especially encouraged to know that the project has broad support, including endorsements from the Governor's Commission on Disabilities, RAMP, Grow Smart RI, and the Providence Warwick Convention and Visitors Bureau. It has also been approved by the Rhode Island Infrastructure Bank and RIDOT as one of just 13 statewide priority projects — and the only one from Providence — for 2024/2025.

The Mile of History Association's efforts — including raising \$50,000 in private funds and commissioning a comprehensive sidewalk plan — demonstrate the community's commitment to this initiative. We hope the City Council Finance Committee will move swiftly to approve the resolution and ensure this important work can proceed.

Thank you for your attention and continued service to the City of Providence.

Sincerely,

Rick Champagne

President

The University Club

Providence, RI



College Hill Neighborhood Association
<https://www.chnaprovidence.org>
chna@chnaprovidence.org

Board
Of
Directors

Warren Curtis
Barry Fain
Frank Faltus
Seth Kurn
Nina Markov
Brandy McKinnon
Pam Pond
William Ricci
Dexter Strong

October 20, 2025
Providence City Council
Providence City Hall
25 Dorrance St
Providence, RI 02903
RE: Benefit St Bond

Dear City Council,

The College Hill Neighborhood Association of Providence (CHNA) strongly supports the Mile of History Association's efforts to restore Benefit Street sidewalks to meet ADA standards. A beautiful, historic attraction, Benefit Street draws visitors from across the city, state, and larger region, and all should be able to safely navigate our City's unique mile of history.

Integral to the fabric of our City, Benefit Street and its sidewalks connect us to the rest of College Hill, to the RISD Museum and Athenaeum, to the commercial area along Wickenden, to Downtown and events like Waterfire, to the Pedestrian Bridge and the 195 District, and to Providence as a whole. This Benefit Street restoration will also serve as an example for sidewalk improvements throughout our City, where countless residents has tripped and fallen due to the notorious disrepair of our sidewalks.

A great deal of preparatory work has already been completed, and the project is supported by our City Councilors and the Mayor. Please approve the financing that will make possible this important restoration on Benefit Street, a cultural and historic asset that belongs to the City as a whole.

Thank you for your consideration.

Nina Markov

President, CHNA of Providence

October 21, 2025

Providence City Council,

Good evening, I'm **Bill Applegate**, a resident of **106 Benefit Street**, and I'm here tonight to speak about **The Barker Playhouse at 400 Benefit Street**, where I served as **General Manager** of the theater group that performs there.

Each season, our small but dedicated group of actors, technicians, and volunteers welcomes roughly **5,000 audience members** through our doors.

While I was General Manager, we undertook **two major renovations** to make our building **ADA accessible** — installing ramps at our Benefit and Transit Street entrances and replacing the sidewalks directly in front of the building. These improvements were made possible through our **fundraising efforts and matching grants from RISCA and the Champlin Foundation**.

However, accessibility remains a challenge. The **sidewalks leading to the theater**, on both sides of Benefit Street, are still **uneven and inconsistent**, creating hazards for patrons — especially at night, even with the improved street lighting installed by the Mile of History Association.

As a **nonprofit organization**, we contribute to the city's **cultural and tourism economy**, supporting nearby restaurants and drawing visitors through our productions, along with other organizations educational tours. On any given day, you'll find me walking this hill, and I can point out nearly every spot that poses a risk to pedestrians.

Benefit Street is steep and historic — and that's part of its charm — but broken sidewalks undermine accessibility and safety. Given that this area attracts **an estimated 300,000 visitors a year**, I believe it's in the **city's best interest** to ensure the sidewalks are safe and welcoming for everyone.

I urge the city to prioritize sidewalk repair and accessibility improvements on this historic stretch of Benefit Street.


Bill Applegate

106 Benefit St, Providence, RI 02903



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October 21, 2025

Dear Chairwoman Ryan and Members of the Finance Committee:

On behalf of AARP's thousands of members in Providence, it is my pleasure to write in support of An Ordinance of the City of Providence Approving the Financing of the "Mile of History Project" by the Issuance of Appropriation obligations therefor in an Amount Not to Exceed \$6,200,000.00.

AARP's mission is to empower people to choose how they live as they age. This project supports AARP's mission in several important ways:

"Safe and Accessible Streets for All Generations."

AARP champions age-friendly communities, and accessible sidewalks ensure that older adults can navigate neighborhoods safely and independently. This project directly supports mobility and freedom for residents aging in place.

"Universal Accessibility is a Right, Not a Privilege."

Rebuilding sidewalks to ADA standards promotes equitable access—not only for older adults, but for individuals with disabilities, parents with strollers, and others who benefit from barrier-free design.

"Accessible Communities Are Thriving Communities."

With over 300,000 visitors to the Mile of History annually, improving accessibility contributes to tourism, local business, and community engagement—supporting AARP's goals for vibrant, livable communities that serve all residents and visitors.

I urge the Committee's favorable consideration of this ordinance.

Sincerely,

A handwritten signature in black ink, appearing to read "Catherine Taylor".

Catherine Taylor
State Director

To The City Clerk

City Hall

Providence, RI

Re: Proposed repairs to Benefit Street

Action: Please distribute to the member of the Finance committee.

Thank you for allowing a full airing of public sentiment regarding repairs to walkways on Benefit Street. It was heartening to see the overwhelming and extensive community support for this project.

I would like to address straight on the final comments offered at that meeting. The speaker made an excellent point about the city-wide need for this sort of long overdue sidewalk maintenance for the safety of both residents and visitors alike.

This overall need should NOT prevent the start of remediation on Benefit Street where residents took the initiative to apply for public and private resources available to non-profit groups, civic development concerns and a vast array of other worthy endeavors. We come to the table with a fully funded plan and did not call on taxpayers or our own constituency for those preconstruction dollars. Further, the needs of the overall city cannot and should not prevent investment in a REPAIR and MAINTENANCE job - long overdue and in concert with national legislation regarding accessibility.

And in terms of raising future dollars for more widespread efforts, this proposed investment is guaranteed to bring the city returns in terms of real tourist dollars. While the City has done considerable sidewalk repair work in neighborhoods throughout the city, MoHA believes that more comprehensive repair work and maintenance is needed. Therefore, we urge you to approve this Initiative while simultaneously instituting a longer-range plan to remedy the deterioration in walkways citywide.

Respectfully submitted

Roz Rustigian

On behalf of The Mile of History Association