



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: Allens Avenue Restriping – Upper South Providence, Lower South Providence, Washington Park *(For Action)*

Presented at July 20, 2016 BPAC meeting

Project Description

The City of Providence has received preliminary plans from the Rhode Island Department of Transportation for improvements that involve the restriping of a 1.4-mile stretch of Allens Avenue from Blackstone Street to Indiana Avenue. The City of Providence DPD and DPW seek comment from the BPAC regarding RIDOT's plans.

Project Map



Staff Recommendations to BPAC

Allens Avenue is a key north-south route linking neighborhoods in South Providence and towns south to Downtown Providence. Allens Avenue is currently striped with bike lanes although the City has received



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numerous complaints from residents about the quality, condition, and lack of safety of the bike lanes. Additionally, few pedestrian crossings make pedestrian safety an issue along the corridor.

After review of the documents submitted for review by the BPAC, staff makes the following recommendations:

- RIDOT should consider lowering the speed limit on Allens Avenue from 35 miles per hour to 25 miles per hour, to be consistent with the speed limit on other city streets and improve safety.
- Bike lanes should be dashed in across all intersections to improve visibility of the bike lane and safety of bicyclists.
- Bike lane stencils should be painted more frequently along the entire corridor to ensure adequate visibility of the bike lane.
- Between Indiana Avenue and Ellenfield Street, the vehicular travel lanes should be reduced from 12' in width to 11' and the parking lanes should be reduced from 10' in width to 8'. The extra 6' should then be divided evenly to create buffer zones between the bike lanes and the parking lanes. See Figure 1 below for the existing cross section of this section of street and Figure 2 below for the proposed cross section as recommended here.



Figure 1 - Existing cross section of Allens Avenue between Indiana Avenue and Ellenfield Street



Figure 2 - Recommended cross section of Allens Avenue between Indiana Avenue and Ellenfield Street



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- **NORTH OF ELLENFIELD OPTION A:** North of Ernest Street until Globe Street, RIDOT should consider creating a two-way protected bike lane on the eastern side of the street, where there are few intersections. If this is not deemed to be feasible, then the additional modifications listed below in OPTION B should be made.

- **NORTH OF ELLENFIELD OPTION B:**
 - North of Ellenfield Street to Thurbers Avenue, the four vehicular travel lanes should be reduced from 12' each to 11'. The extra four feet should then be divided evenly to create buffer zones between the bike lanes and the vehicular travel lanes.

 - The southbound bike lane appears to disappear near the Thurber Avenue intersection. Approaching and through the Thurbers Avenue intersection, bike lanes should be improved by increasing their width, adding bike lane stencil marking and signage, and dashing the bike lane through the Thurbers intersection.

 - North of Thurbers Avenue, the four vehicular travel lanes should be reduced from 12' each to 11'. The extra four feet should then be divided evenly to create buffer zones between the bike lanes and the vehicular travel lanes.

 - Between Public and Blackstone streets, the 9' and 6' wide shoulder/bike lane areas should be stenciled and signed consistently as bike lanes to avoid confusion and unsafe conditions for bicyclists. In addition to reducing the four vehicular travel lanes from 12' each to 11' each and stenciling and signing the shoulder areas as bike lanes, the bike lanes should each be 6' wide with 3.5' wide buffer zones between the vehicular travel lanes and the bike lanes.

Please see Figures 3, 4, and 5 on Page 4 of this staff report, which include cross sections of the existing Allens Avenue north of Ernest Street as well as the potential reconfiguration summarized above in Options A and B.

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Figure 3 - Existing cross section of Allens Avenue north of Ernest Street

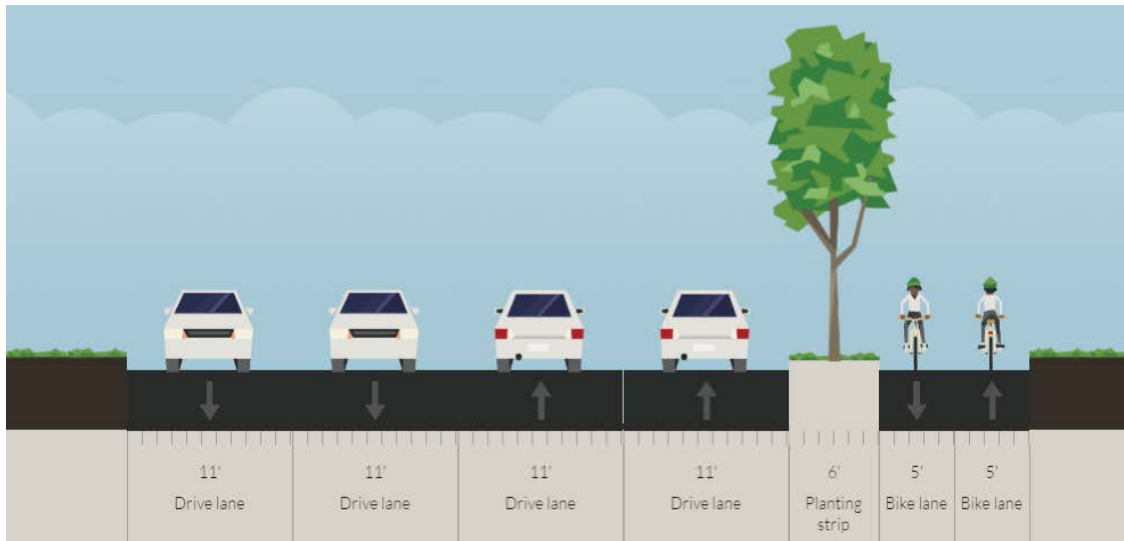


Figure 4 - Recommended cross section of Allens Avenue north of Ernest Street outlined in Option A. Option A would create a two-way protected bike lane on the eastern edge of Allens Avenue, north of Ernest Street.

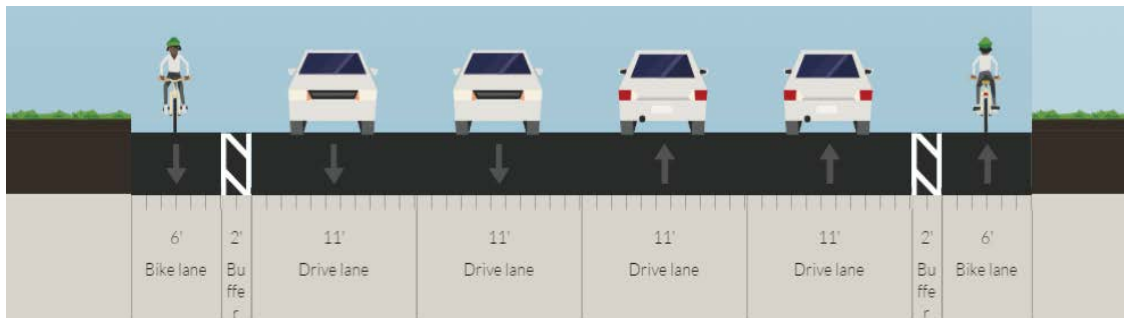


Figure 5 - Recommended cross section of Allens Avenue north of Ernest Street outlined in Option B. Option B would create buffer zones to improve safety north of Ellenfield/Ernest Street

Respectfully submitted by Martina Haggerty.