



**Providence Bicycle and Pedestrian Advisory Commission**

Jorge O. Elorza, Mayor

**Staff Report: Olneyville Square Pedestrian Safety Improvements – Olneyville – Ward 15 (For Action)**

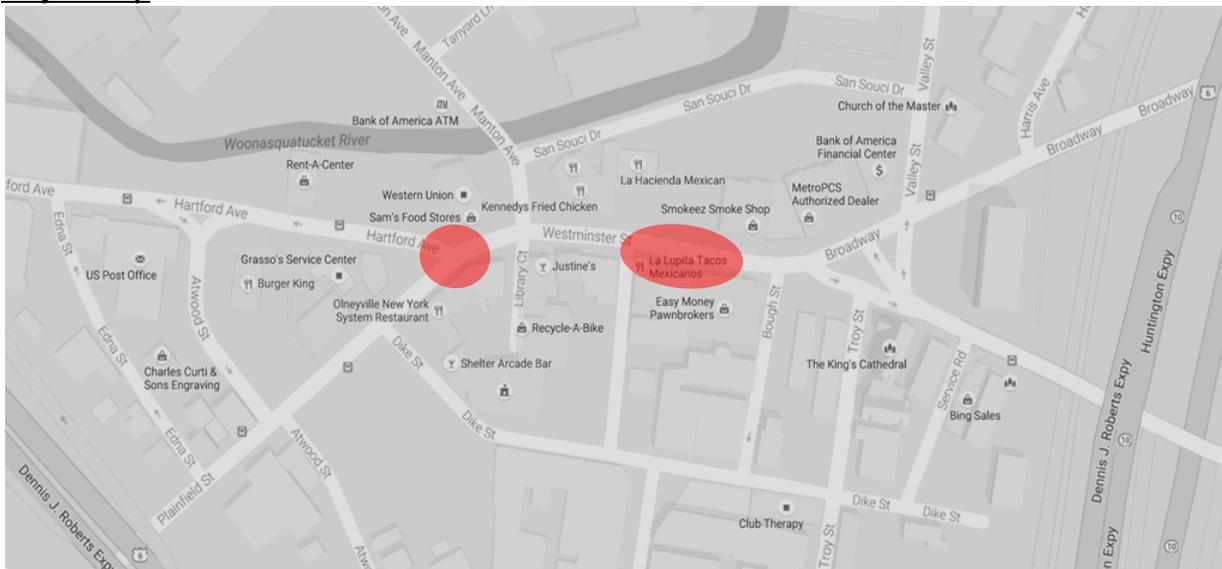
*Prepared for September 21, 2016 BPAC meeting*

**Project Description**

ONE Neighborhood Builders is exploring the potential installation of curb extensions at the two existing RIPTA bus stops on Westminster Street in Olneyville Square and a raised pedestrian refuge at the intersection of Plainfield Street at Hartford Avenue. The City of Providence DPD seeks comment from the BPAC at this initial scoping phase of the project. The proposed improvements would be paid for by ONE Neighborhood Builders, who has received two grants in order to complete this work.

Olneyville Square has been the focus of numerous recent studies to improve pedestrian safety within the Square. The improvements proposed by ONE Neighborhood Builders emerged from one of those recent studies, a Road Safety Audit conducted by VHB in May 2015 in coordination with the City of Providence and RIDOT. Curb extensions, as proposed for the two existing RIPTA bus stops on Westminster Street in the Square, are proven to improve safety by reducing conflicts between pedestrians, cars, and buses, improve travel time for buses, and reduce impacts on on-street parking. There is currently no parking allowed at the two RIPTA bus stops. By replacing the two pull over areas of the buses at each bus stop with shorter curb extensions, some on street parking may be gained. The extra sidewalk area gained through the curb extensions will provide safer and more comfortable waiting areas for bus passengers and will improve the area for pedestrian walking through the plaza past the two congested bus stop locations.

**Project Map**



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### Staff Recommendations

After review of the conceptual sketches submitted to DPD from ONE Neighborhood Builders, DPD staff recommends that the inbound bus stop on the southern side of Westminster Street within Olneyville Square be shifted slightly to the east so that RIPTA buses stop on the far side of the crosswalk, rather than in the middle of the crosswalk. This shift in location would improve pedestrian safety. The existing location of this bus stop is shown below in Figure 1. The far-side relocation concept is illustrated in Figure 2 below, which is from RIPTA's Rhode Island Bus Stop Design Guide.

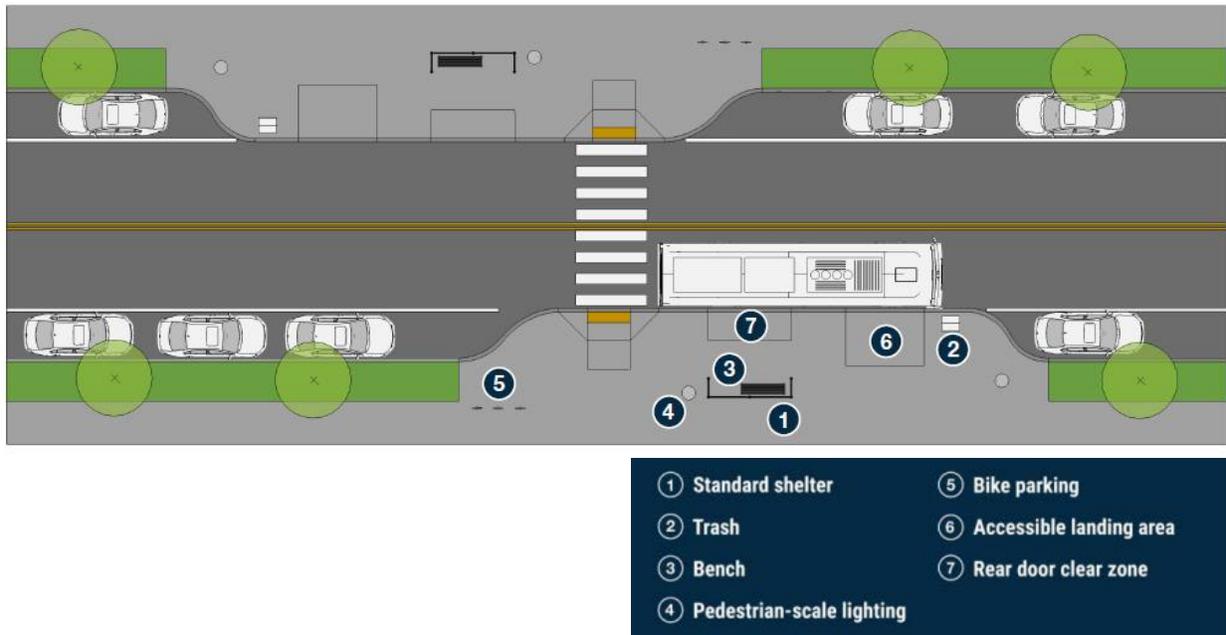
**Figure 1 – Existing View of RIPTA Bus Stop**



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**Figure 2 – RIPTA Bus Stop Design Guide for Bus Stop Curb Extension**



Attachments: 160921\_OlneyvilleSq\_WestminsterStCurbExtensions.pdf  
160921\_OlneyvilleSq\_Plainfield-HartfordPedRefuge.pdf

Respectfully submitted by Martina Haggerty.