



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: “Allens Avenue RSA” – Upper South Providence, Lower South Providence, Washington Park - Wards 10 and 11 (For Action)

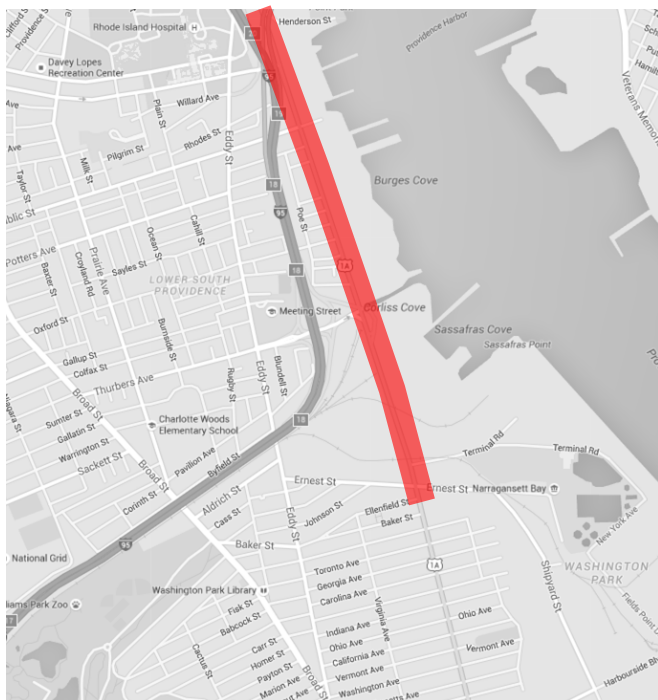
Presented at September 20, 2017 BPAC meeting

Project Description

The Rhode Island Department of Transportation, in coordination with the City of Providence, has conducted a Road Safety Assessment (RSA) for Allens Avenue. The final recommendations of the RSA have been submitted to the City. This review will allow the Commission to provide comment on these RSA recommendations. If advanced in the future, this project will come back to the Commission for preliminary plan review.

BPAC discussed Allens Avenue in July 2016, and City staff have worked with the consultants on these and other recommendations in the interim. The status of all recommendations from BPAC or the Department of Planning and Development are listed below.

Project Map





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Highlights from the RSA report

“Approximately 22,500 vehicles per day along Allens Avenue, south of Thurbers Avenue based on historic traffic volumes”

“Throughout the study period, there were six crashes (7%) that involved a vulnerable road user which includes four pedestrians and two bicyclists.”

- One of these crashes was fatal, when a pedestrian by Stericycle was hit crossing the street.
- Two resulted in incapacitating injuries: a pedestrian crossing by Thurbers Ave and a northbound bicyclist being left-hooked at Ernest St.
- The remaining three crashes all resulted in visible but not incapacitating injuries: a pedestrian on the sidewalk by Sherburne St (no vehicle involved), a pedestrian crossing near Richmond St, and a southbound bicyclist at Ernest St being right-hooked.

A crosswalk with pedestrian refuge island is proposed between Swan St and Sherburne St (at Stericycle) in response to the pedestrian fatality there.

	Posted Speed Limit (mph)	85th Percentile Speed Limit (mph)	Average Speed (mph)
Northbound	35	42	38
Southbound	35	44	39

Regarding a road diet: “During the weekday morning peak hour, nearly all of the intersections along the Allens Avenue corridor that were reviewed are projected to **remain the same level of service** as the existing condition...Reducing lane width would be expected to reduce the number of total crashes on a corridor by **27 crashes** ...It is recommended that lane widths are reduced along Allens Avenue in order to encourage drivers to reduce speeds and [to accommodate] separated bike lanes.”

Improvement	Cost
Signage	\$6,055.00
Striping	\$76,090.00
Median Installation	\$44,482.00
Stericycle Crosswalk	\$40,000.00
Drainage	\$16,662.70
Signal Improvements	\$16,662.70
Miscellaneous & Traffic Control	\$33,325.70
Subtotal	\$233,277.80
Construction Contingencies (36.5%)	\$85,222.20
Construction Total	\$318,500.00

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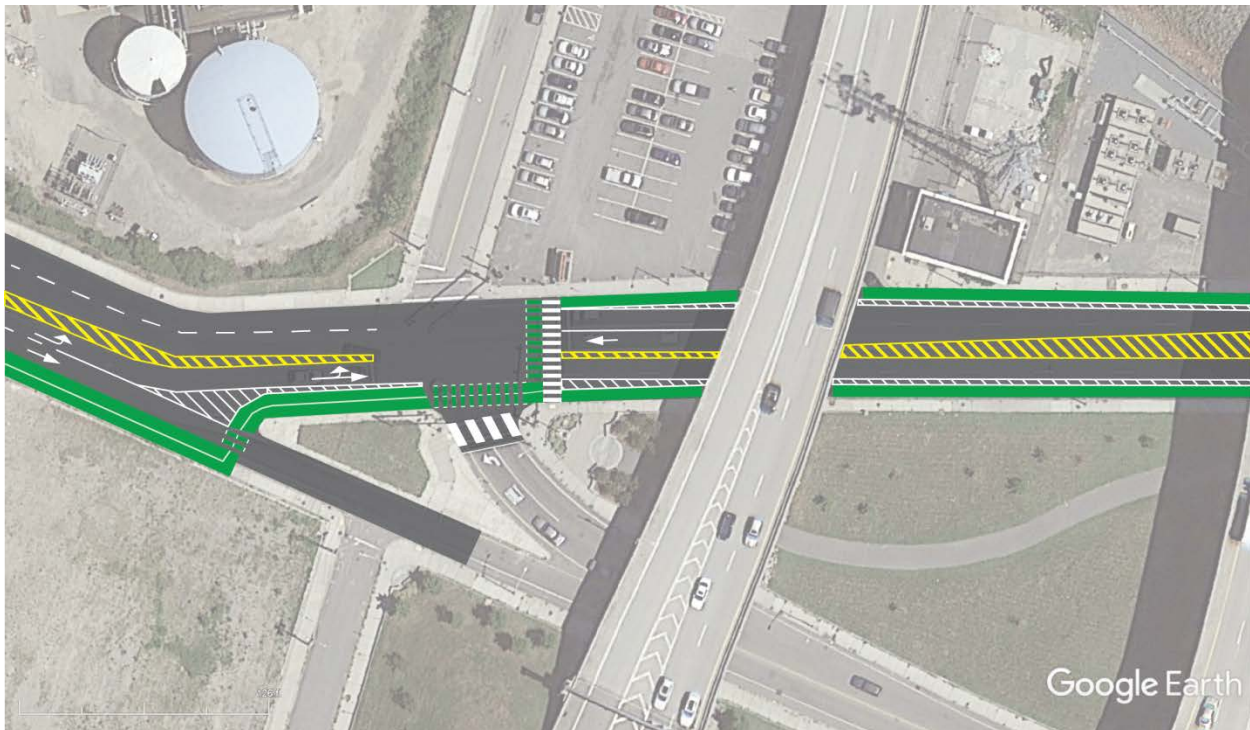
Recommendations that are already included in RSA report:

- Improvements to the safety of bicyclists at the rail tracks embedded in the roadway.
- Dashing the bike lanes through the intersection with Thurbers Avenue and its nearby highway onramp.
- Adding a buffer between travel lanes and bike lanes north of Thurbers Avenue.

Staff Recommendations

The remaining recommendations from City staff and from BPAC were not incorporated into the RSA Report. These recommendations are below, in an updated form if the RSA partially addressed them:

- At the intersection with Eddy Street:
 - Use the extra width at the Eddy Street intersection from eliminating one southbound lane to continue the bike lane buffer right up to the intersection.
 - Provide a crossing for northbound bikes across both Allens Ave and across both directions of Eddy Street immediately south of Globe Street.



- Add dashed green lanes at O'Connell Street, Bay Street, Sherburne Street, Swan Street, Sayles Street, Mutual Street, Warren Way, Lehigh Street, Terminal Road, and Ernest Street.



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- Add continental-style crosswalks across all three branches of the Oxford Street intersection.
- Add a continental-style crosswalk across the north branch of the Public Street intersection
- Extend study area along Narragansett Boulevard to the city line.
- Show on plans the refreshed bike lane markings between Thurbers Ave and Ernest Street.
- 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.
- 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 vehicular travel lanes.
- Remove the southbound slip lane at the Thurbers Ave intersection (Thurbers onto Allens southbound)
- Realign the northbound onramp to I-95 south of Thurbers Ave to be a right angle suitable for lower speeds.
- Clarify recommendation 1.1 to specify placement of and distance between bike lane symbols, placement of and distance between bike lane signs, and the refreshing of other existing bike lane pavement markings.
- Move the recommendation for a reduction in posted speed limit to 25 mph to "Near Term" or "Immediate Term" and remove prerequisite of road diet "and adequate time to evaluate".
- Clarify that in the event of a road diet with grinding & restriping of road markings or of a complete resurfacing project, a two-way separated bike lane should be considered alongside buffered bike lanes, rather than only in the event buffered bike lanes fail.

Respectfully submitted by Alex Ellis.