



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: City Walk Phase 1 Conceptual Review – Downtown, Upper South Providence – Wards 1, 11 (For Action)

Presented at February 21, 2018 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the conceptual plans for Phase 1 of City Walk. The plans involve striping, signage, and public art improvements between Richmond Street and Broad Street. This will be a concept level review of the project. When advanced in the future, this project will come back to the BPAC for preliminary plan review.

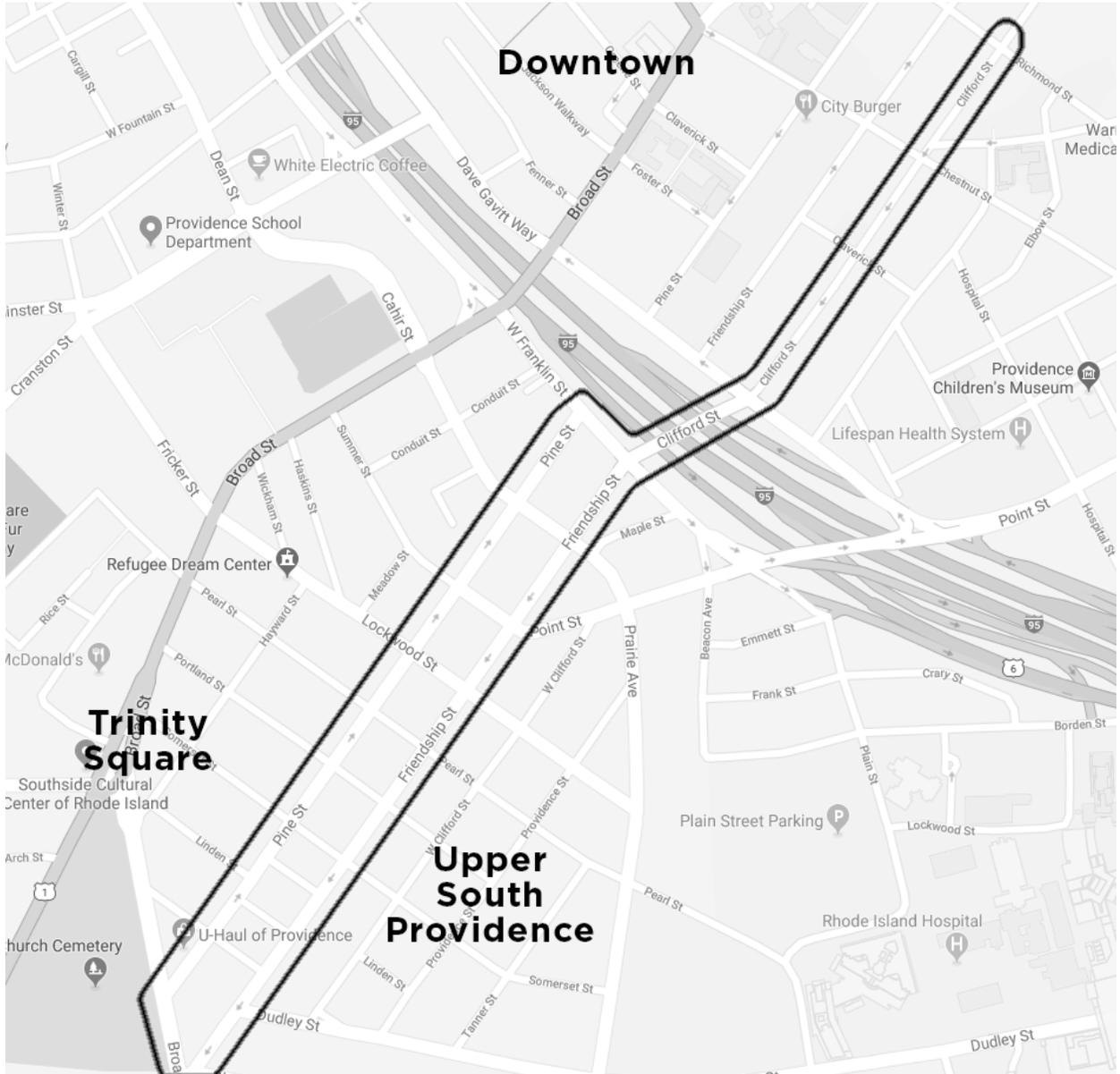
The City has funding from the State Transportation Improvement Plan (TIP) and Highway Safety Improvement Program (HSIP) to complete a portion of City Walk, the vision to connect nine Providence neighborhoods to each other, to Roger Williams Park, and India Point Park by means of safe places to walk and to bike. The funded portion of the vision extends from the intersection of Clifford Street and Richmond Street downtown across I-95 to Broad Street, and south on Broad Street to Hawthorne Ave, which is the entrance to Roger Williams Park. That project is split into two phases, with Phase 1 extending from downtown to the intersections of Pine Street and Friendship Street with Broad Street, and Phase 2 consisting of Broad Street.

The schedule for the two phases is for implementation of Phase 1 in late 2018 or early 2019, and implementation of Phase 2 in 2019. Both phases, especially Phase 2, involve extensive public engagement.



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Project Map





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Project Description

- Friendship Street and Pine Street will remain a one-way pair for vehicular traffic, with conventional striped bike lanes on the right and on-street parking moved to the left-hand side of both streets. The volume of vehicular traffic is low enough on both roads to render conventional striped bike lanes an appropriate treatment for all-ages-and-abilities bicycling.
- The eastbound bicycle traffic on Pine Street will be provided with a short bike lane on West Franklin Street (the service road) to connect with Friendship Street in preparation for crossing the highway.
- On the Clifford Street Bridge over I-95, the conceptual designs involve removing one of the two vehicular travel lanes in order to provide room for dedicated facilities for bicycle traffic without taking any space away from pedestrian sidewalks. This bicycle facility would be a two-way protected bike lane on the north side of the bridge.
- On Clifford Street between East Franklin Street and Richmond Street, the two-way protected bike lane would continue, with again one of the two vehicular travel lanes being eliminated and parking maintained for the length of this segment with the exception of the block between Claverick Street and Chestnut Street, which does not currently have on-street parking.
- At the terminus of Phase 1 at Richmond Street, the bicycle facility will connect with a bike path through the Wexford parcel, which will connect the route to the forthcoming West Side Waterfront Park and the new Providence River Pedestrian Bridge.

Respectfully submitted by Alex Ellis.