



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: Capital Improvement Program Contracts 4 & 5 Conceptual Review – Upper South Providence, Lower South Providence, Elmwood, Silver Lake, Hartford, Olneyville, Valley – Wards 6, 7, 9, 10, 11, 12, 15 (For Action)

Presented at March 22, 2018 BPAC meeting

Project Background

The City of Providence Department of Public Works seeks comments from the BPAC regarding the conceptual plans for Contracts 4 & 5 of the City’s Capital Improvement Program. Contracts 4 & 5 include portions of Adelaide Ave, Atlantic Ave, Beacon Ave, Bogman St, Burnside St, Byfield St, Cactus St, Carter St, Culver St, Detroit Ave, Earl St, Eddy St, Emerson St, Falconer St, Gay St, Jillson St, Longfellow St, Marion Ave, Melrose St, Niagara St, Ontario St, Payton St, Plain St, Rodman St, Saratoga St, Spicer St, Staniford St, Thurbers Ave, Academy Ave, Bailey Ct, Brush Hill Rd, Calverley St, Cutler St, Eagle St, Eastwood Ave, Heath St, Hendrick St, Huntington Ave, Kinsley Ave, Magnolia St, Mattie St, Parnell St, Petteys Ave, Pleasant Valley Pkwy, Prescott St, River Ave, Rushmore Ave, Stockwell St, Union Ave, Webster Ave, and Yale Ave.

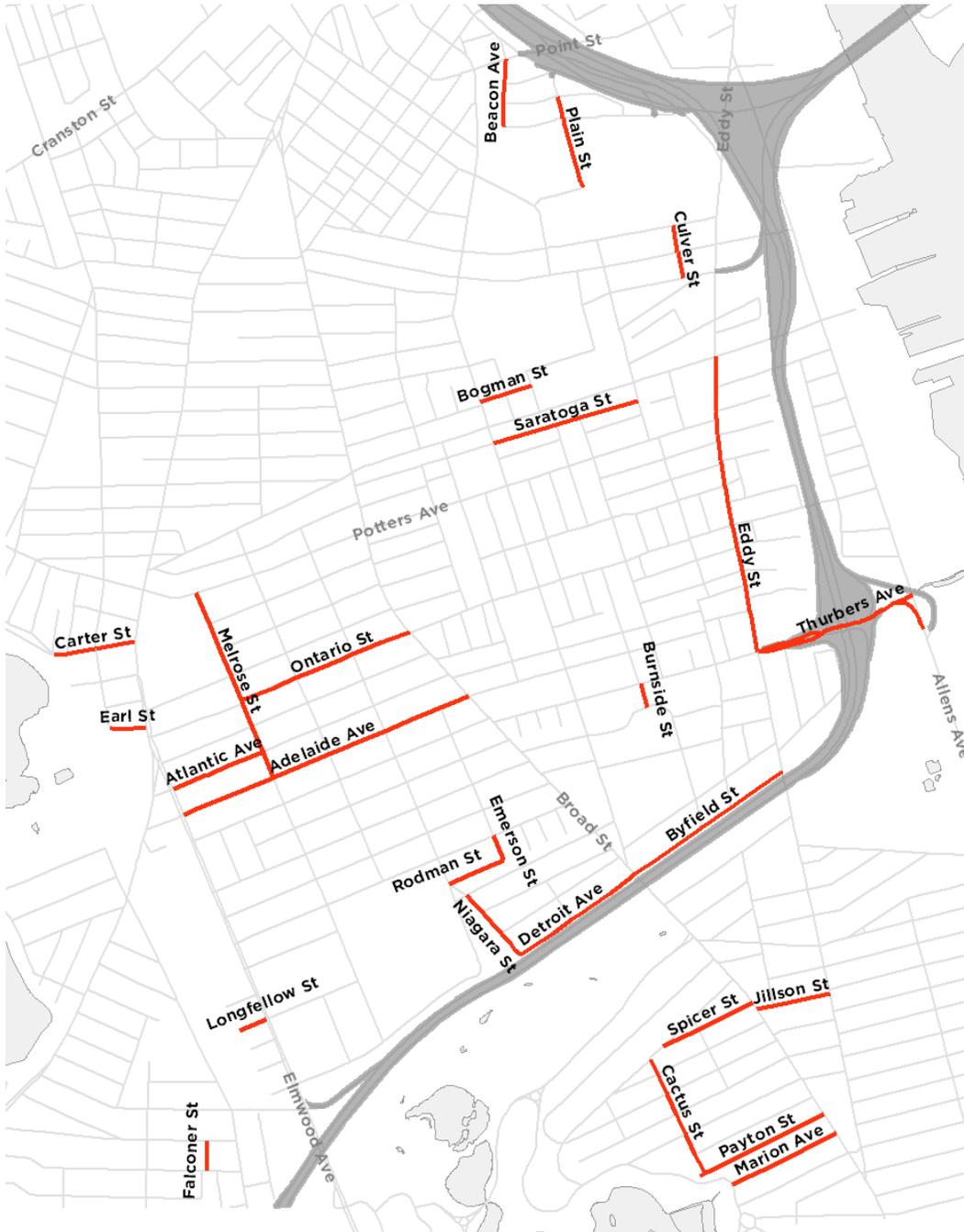
Streets were selected by Public Works with consideration of functional classification, pavement quality, planned utility, State and City projects and geographic equity. Curb work is limited to installing wheelchair ramps where they are currently missing or non-compliant. All other curb alterations are outside of the scope of the repaving work. The schedule for the work is accelerated, and consequently improvements that require further study before implementation may not be feasible to integrate.

Road resurfacing projects are a very cost-effective time to integrate bicycle facilities, as restriping is already planned. In these situations, there is a minor additional cost to restripe with bike facilities (with associated signage) compared to replacing the striping in-kind, presuming there is adequate space in the roadway.

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Project Map



Contract 4

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Contract 5





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Staff recommendations

For all projects that contain or abut arterials or collectors, restriping should incorporate crosswalks painted in the continental style, with 2 ft wide stripes and 2 ft wide gaps. This style of crosswalk should be adopted as the citywide standard.

Where appropriate and within project boundaries at crosswalk locations, lanes of arterials and collectors should be narrowed to 1 ft narrower than their regular width, with extra space being devoted to bulb-outs of striped side-lines. While granite curb extensions are outside the budget of this project, this measure will decrease vehicular speeds, reduce pedestrian crossing distances, and make crosswalks more visible.

Bike infrastructure recommendations focus on a subset of streets on the repaving list:

- Eagle Street
 - Eagle Street between Atwells Ave and Kinsley Ave should be restriped to remove a travel lane in either direction, with space reallocated to fit a one-way separated bike lane against the curb on both sides.

Northbound vehicular traffic should be reduced from two lanes to one lane, which split at the approach to Kinsley Ave into the existing slip lane onto Kinsley Ave and the existing northbound lane. The slip lane should be narrowed in width to fit a continuation of the separated bike against its right-hand curb. Northbound bicycle traffic will exit the separated bike lane to join vehicular traffic.

Southbound vehicular traffic should be reduced from two lanes to one lane, with the elimination of the right-turn-only lane at the Atwells Ave approach.

In the diagram below, green lines are representations of separated bike lanes at 7 ft width (5 ft bike lane + 2 ft buffer) with black lines representing vehicular travel lanes at 12 ft width.



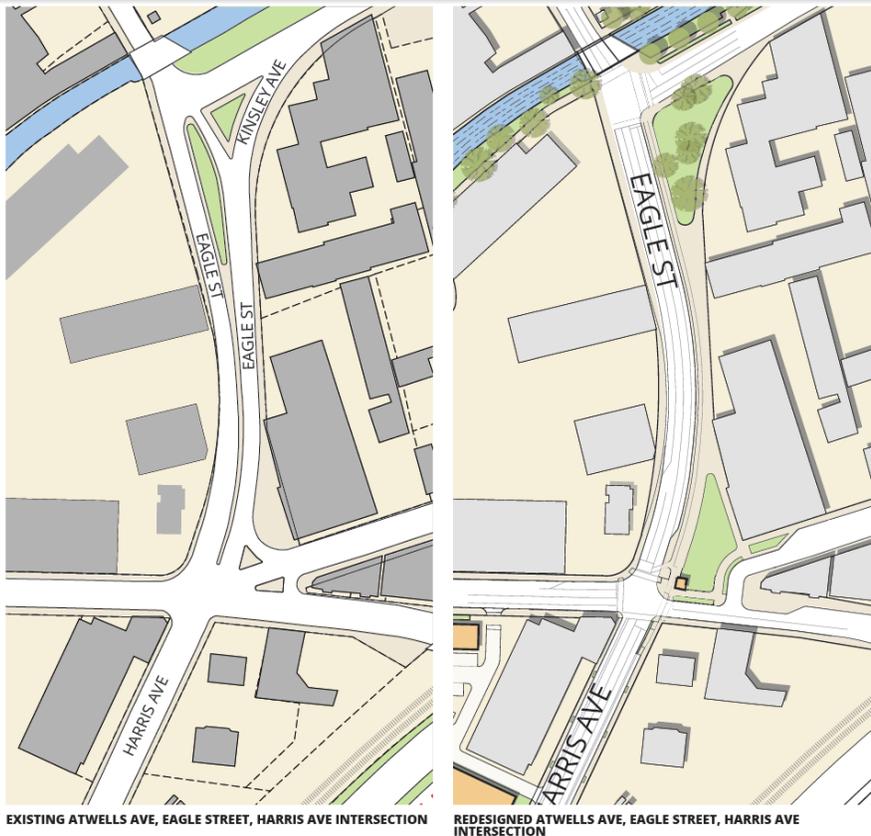
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The above recommendation regarding Eagle Street may be unfeasible for inclusion in the Capital Improvement Program due to the elimination of a lane potentially triggering a traffic study, which is precluded by the program's accelerated timeframe. Road diets of this type need not always require costly and months-long traffic studies to be implemented, and the City is working to develop more agile project delivery processes. In this case, though, the Commission should understand that the above recommendation faces these challenges.

- If funding allows, the resurfacing work on Eagle Street as part of the Capital Improvement Program should implement the recommendations of the Woonasquatucket Vision Plan, pictured below and incorporating separated bicycle facilities:



- Ontario Street
 - Ontario Street should be designated a neighborhood bikeway by means of signage, pavement markings, and other traffic calming measures. On neighborhood bikeways, bicycle traffic has priority while sharing the street with low-speed and low-volume vehicular traffic. If feasible, a neighborhood traffic circle should be installed at the intersection of Niagara St and Ontario St similar to those installed at Hamilton St &

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Ontario St and other nearby intersections. Shared-lane markings should be added to the street as part of the Capital Improvement Program work, preferably with a square of green paint behind them as pictured below:



- Carter Street
 - Carter Street between Bucklin St and Mashapaug St should be designated a neighborhood bikeway by means of signage, pavement markings, and other traffic calming measures. On neighborhood bikeways, bicycle traffic has priority while sharing the street with low-speed and low-volume vehicular traffic. Shared-lane markings should be added to the street as part of the Capital Improvement Program work, preferably with a square of green paint behind them as pictured above.
 - Carter Street between Bucklin St and Elmwood Ave should be striped with a contra-flow bike lane along the southern curb, separated from the vehicular travel lane by a double yellow line. This lane should be accompanied by “Except Bikes” signage to supplement the one-way sign and Do Not Enter sign at the intersection of Bucklin St and Carter St as described in the NACTO Urban Bikeway Design Guide. Dashed contra-flow bike lane markings should be extended across the intersection with Elmwood Ave, as a way of alerting vehicular traffic to look for contra-flow bicyclists. Green-backed shared lane markings should be included in the westbound direction to guide with-flow bicyclists.
- Webster Ave and Magnolia St
 - Magnolia Street should be posted for no parking on either side of the street and striped with two vehicular travel lanes of 10 ft each and a 5 ft conventional striped bike lane against either curb.



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- Webster Ave should be striped with two vehicular travel lanes of 10 ft each, one parking lane of 7.5 ft, and conventional striped bike lanes of 5 ft each. The bike lane on the same side of the street as the parking lane should be placed between the parking lane and the vehicular travel lanes, and should have buffers on either side of it, both between the bike lane and the vehicular travel lane and the bike lane and the parking lane. These two buffers would be between 1 ft and 1.5 ft each, and thus would only need an additional white line to be painted, not the hatching required for wider buffers. If these buffers are not feasible, this space should be allocated to increasing the bike lanes to 6 ft in width.
- Future consideration should be given to extending bike lanes on Webster Ave to Plainfield St or further to provide bike facilities further west into Silver Lake and Hartford.
- Future consideration should be given to bicycle safety improvements at the intersection of Webster Ave, Magnolia St, and Pocasset Ave.

Respectfully submitted by Alex Ellis.