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## Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

### **Staff Report: San Souci Drive 30% Review – Olneyville – Ward 15 (For Action)**

Presented at April 10, 2018 BPAC meeting

#### **Project Background**

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the Green Economy Bond funded project on San Souci Drive to create a bicycle and pedestrian path alongside the vehicular travel lane as part of the Woonasquatucket River Greenway. This will be a design level review of the project and will be the second of two reviews before the Commission.

#### **Project Map**



#### **Changes Since Conceptual Review**

When BPAC reviewed this project previously, it made the following recommendations:

- A preference for option 1A for the eastern portion of the street: replacing existing sidewalk and existing curb on north of street with full-depth 12' two-way shared use path and 6' vegetated swale buffer. **INCLUDED WITH MODIFICATIONS**
  - The design offered here is generally the same as Option 1A recommended by BPAC previously with the lane widths modified to be a 14' vehicular travel lane to



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accommodate turning movements onto and off of the street, and narrowing the shared use path to 10'.

- If the vegetated buffer could not be narrowed in option 2, BPAC expressed a preference for option 2A for the western portion of the street: keeping existing sidewalk and curb and adding a new full-depth pavement structure and new curb to make the roadside configuration a 10' shared use path next to a 2' grass strip buffer. **INCLUDED**
- Replace the existing guardrail with timber railings such as those along the Woonasquatucket River Greenway at Glenbridge St. **SEE STAFF RECOMMENDATIONS**
- Consider permeable paving throughout the project and the adjacent project in the Citizen's Bank parking lot to improve runoff absorption. **NOT INCLUDED**
  - Permeable pavement will not be considered for this project, due to the assumed contamination in the soils along this stretch. Research into this area shows that the river was filled in, creating an unnatural bend, in order to construct the road sometime in the 1940s. It is unknown what kind of fill was used to accomplish this, but it is assumed to be contaminated which would cause leeching of unknown contaminants into the river.
- Install a raised crosswalk across San Souci Drive, connecting the walkway planned for the Citizen's Bank parking lot with the sidepath on San Souci Drive. **INCLUDED**

New features since conceptual review:

- Section 3: The westernmost part of the road features delivery traffic. To accommodate this use, the design maintains the 12' travel lane, and adds a 2' wide stamped concrete buffer with 3" mountable curb reveal. This is a new addition to the plan, after staff discussions with the property owner. This allows us to maintain the 10' path and remove 3 on-street parking spaces while maintaining loading space.
- Striped connections from the Broadway bike lanes have been added since conceptual review.
  - The westbound Broadway bike lane will carry through the Harris and Valley intersections with green ladder crossings. A mixing zone will be added at Valley for bus stops and right turning movements. The addition of a 6' bike lane will maintain two 11' travel lanes. The No Turn on Red sign should be located closer to the intersection of Broadway/Valley for greater emphasis.
  - Conventional bikes lanes will be added to both sides of Valley, with a high visibility crossing at San Souci to allow bicyclists to access the San Souci SUP from the westbound

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Broadway bike lane. A bike box will be added to the southbound lane at Valley and Broadway, allowing bicyclists to safely access the eastbound Broadway bike lanes. Bike lanes will be 5', with 11' travel lanes on Valley.

- Additional wayfinding signage will be added directing bicyclists to/from Broadway and San Souci.
- The reconstruction of the Manton Ave bridge at San Souci Drive will be undergoing reconstruction in the next few years, and it is not yet clear how the reconstruction will affect circulation around Olneyville Square. Bicyclists will most likely have to dismount at Manton Ave. while the bridge is under construction.

### Staff Recommendations for 30% Plans

- Fencing should be a timber/steel cable design as pictured in the image below. This would maintain views of the river corridor.



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Respectfully submitted by Alex Ellis.