



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

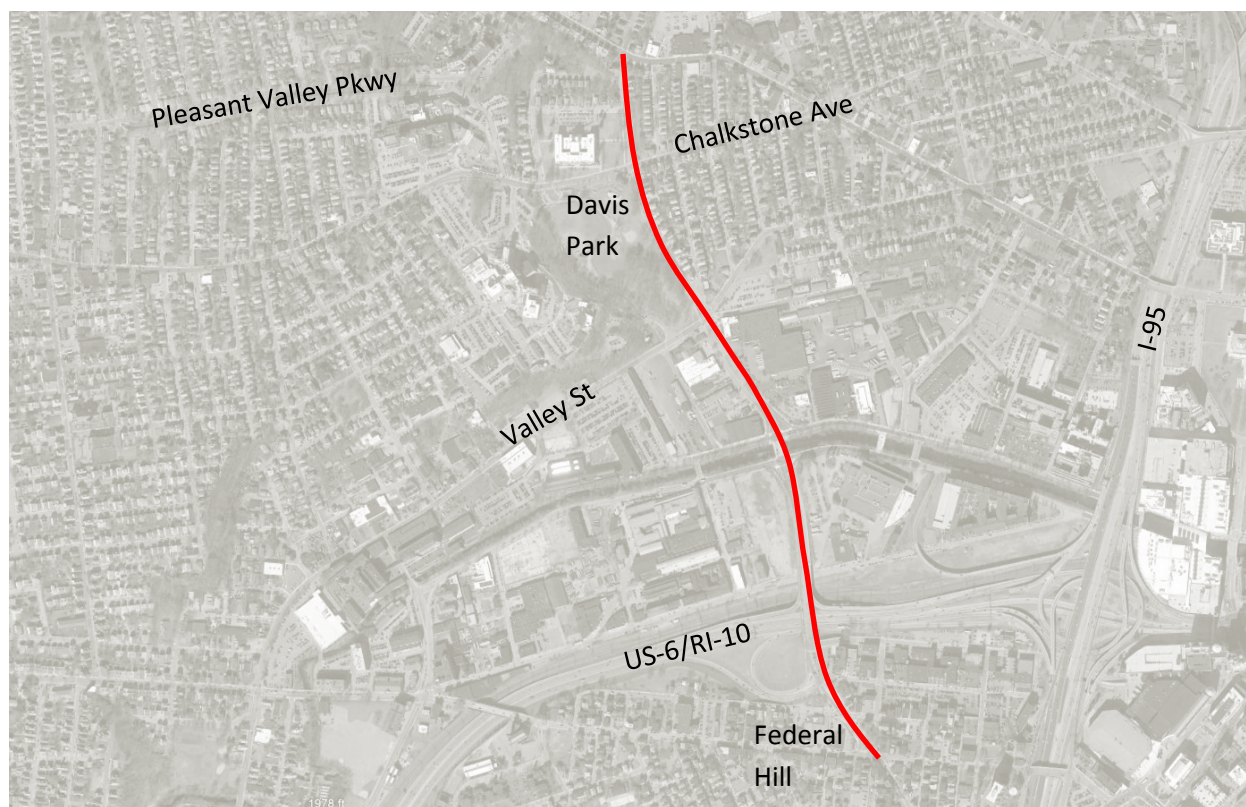
Staff Report: Dean Street and Pleasant Valley Parkway Bicycle Facilities – Valley, Smith Hill, Elmhurst – Wards 12 & 13 (For Action)

Presented at August 15, 2018 BPAC meeting

Project Background

The City seeks comments from the BPAC regarding possible bicycle and pedestrian improvements to the corridor between Atwells Avenue and Smith Street made up of Dean Street and Pleasant Valley Parkway. This will be a conceptual level review of the project and will be the first of two reviews before the Commission.

Project Map





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Previous Recommendations

- In the letter sent by the Commission to the Mayor in August 2015 based on the public forum in February of that year, Recommendation #4 stated: “Focus on near-term improvements to four key areas that have emerged as clear priorities for improved bicycle infrastructure” including “improvements to Pleasant Valley Parkway, Oakland Avenue, and Dean Street to improve this important connection between the north-west sector of the city and the existing bike lanes on Broadway.”
- At the Commission’s meeting on November 2017, the preliminary discussion of the corridor touched on the following points:
 - Ms. Walker noted that visibility of pedestrians is poor at the intersection of Kinsley Avenue and Dean Street, and that bicyclists are often forced to dismount and use the pedestrian crosswalks due to lack of bicycle accommodation.
 - Mr. Nickerson suggested that the Dean Street Viaduct is the area of greatest concern for bicycle and pedestrian safety in the corridor, based on previous conversations at the Commission. He observed that there is only a sidewalk on the west side of the Viaduct, which conflicts with the highway on- and off-ramps. He suggested that the east side of the Viaduct would be a safer place for a crosswalk.
 - Ms. Walker noted that she does not bike on the Dean Street Viaduct because it is too dangerous. Mr. Nickerson mentioned that to reach the Valley or other northern neighborhoods from Federal Hill he goes by way of Eagle Square or by way of Providence Place Mall, because the Dean Street Viaduct is so inhospitable to walking. Mr. Moreno De Luca said that he has biked on the Dean Street Viaduct and it is not pleasant. Ms. Bamberger described seeing someone walking their bike on the Viaduct, and Mr. Nickerson said he sees that a lot.
 - Mr. Nickerson requested that the City take note of the concern about the slip lanes at Promenade St and Kinsley Ave and suggested that they should be removed.

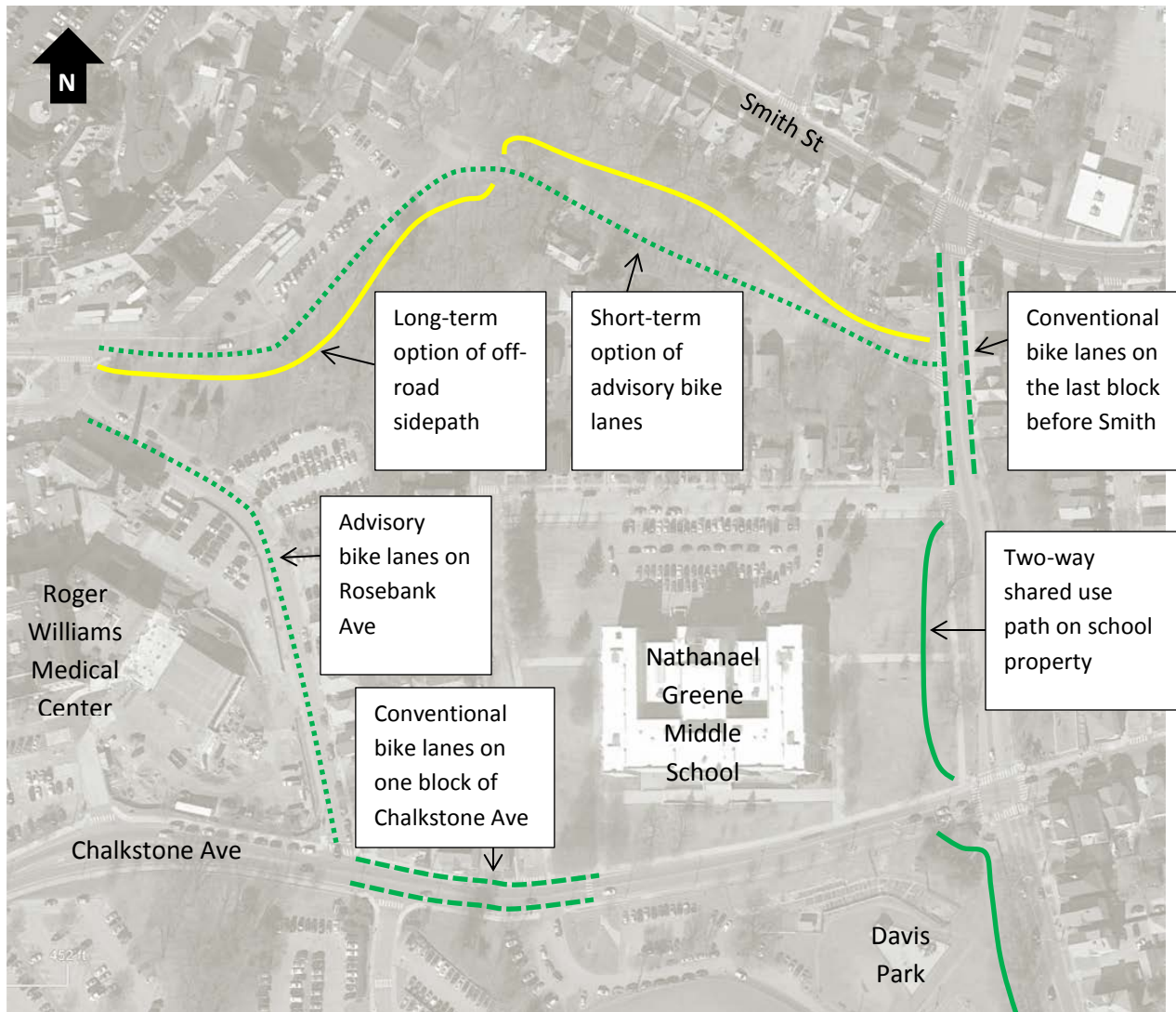
Description of Improvements

- A continuous, two way shared use path is proposed between Atwells Ave and Chalkstone Ave.
- The different sections of this route would almost certainly be broken up into different phases and completed at different times as feasible.



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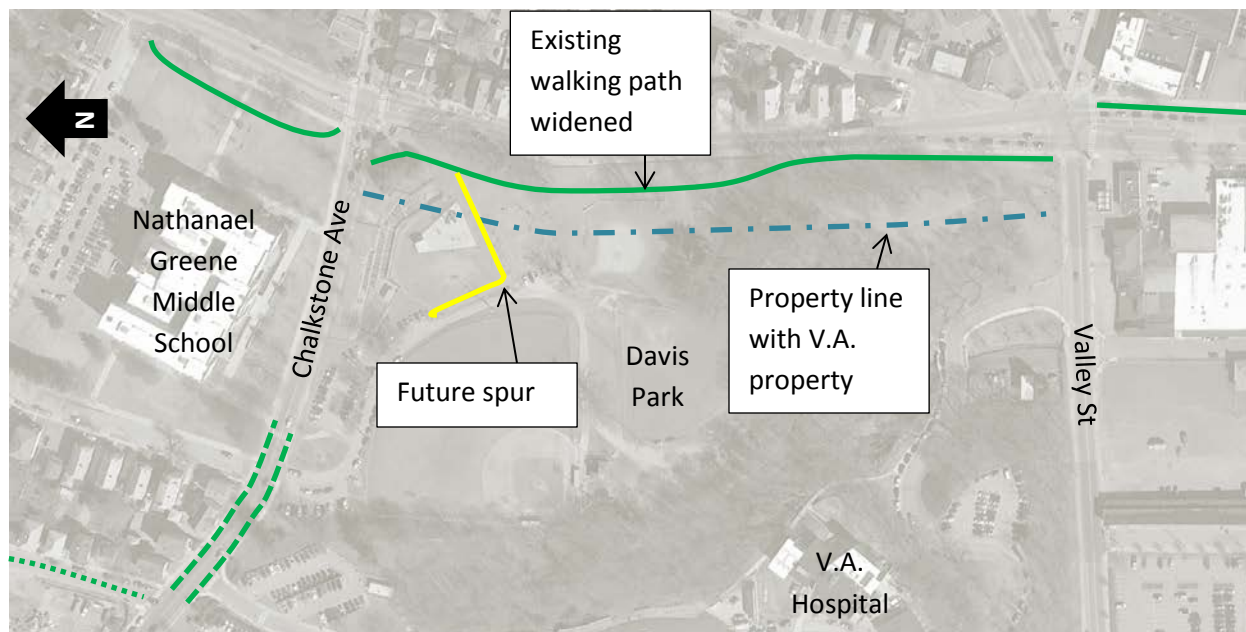


- North of Chalkstone Ave, two routes are proposed, one connecting users to Smith St and the intersection of Pleasant Valley Pkwy and Oakland Ave just to its south by means of a continued two-way shared use path adjacent to Nathanael Greene Middle School and conventional striped bike lanes extending to Smith St, the other connecting users to the existing Pleasant Valley Pkwy east-west bike lanes by way of conventional striped bike lanes on Chalkstone Ave and advisory bike lanes on Rosebank Ave.



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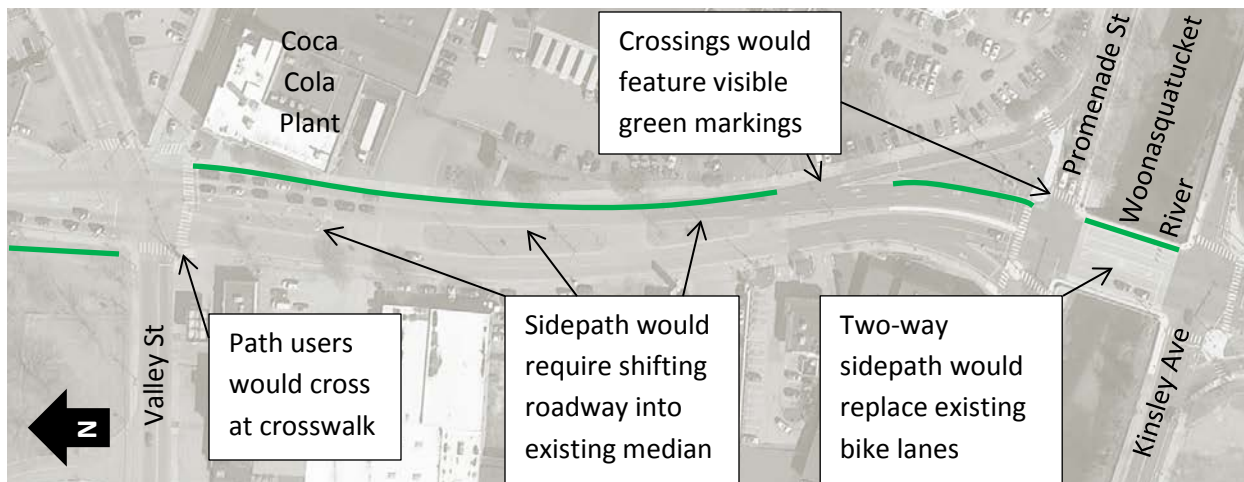


- Through Davis Park, the existing walkway would be widened and improved to serve as a shared-use path connecting the intersections of Pleasant Valley Pkwy with Chalkstone Ave and Valley St.
 - The easternmost 100 ft of Davis Park is City property, while the remainder of the Park is owned by the Veterans Administration. A future spur of the path through Davis Park could cross into V.A. property to connect path users via the park's parking area to the route on Rosebank Ave.



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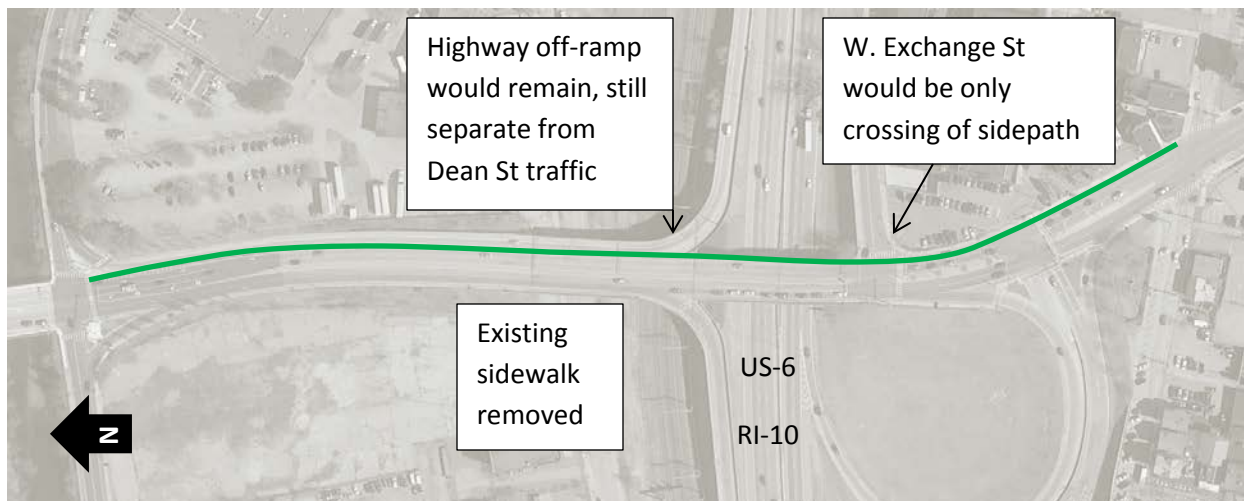


- At the intersection with Valley St, path users would use walk signals to cross to the east side of Pleasant Valley Pkwy.
- The two-way shared use sidepath would run along the east side of Pleasant Valley Pkwy between Valley St and Promenade St, with space for the facility achieved by reclaiming a portion of the median as roadway.
- The two-way shared use path would continue on the east side of the corridor over the new Dean Street Bridge over the Woonasquatucket River, replacing the existing conventional striped bike lanes.

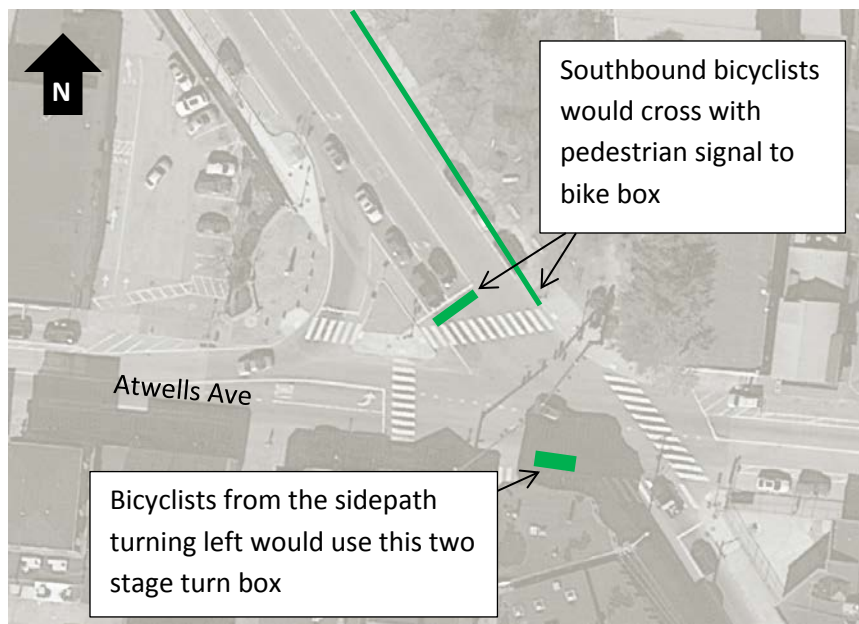


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- The two-way shared use sidepath would continue onto the Dean Street Viaduct along the east side of the corridor. In order to make space for the path, the median and the existing west side sidewalk would be removed. Removing the median would require securing together the two separate bridge spans of the two sides of the roadway. Pedestrians would be directed to the east side of the corridor to use the sidepath.
 - An alternate option proposes a completely rebuilt bridge, wide enough to fit the sidepath with a more comfortable landscaped buffer from traffic as well as a west side sidewalk with a similar landscaped buffer.
- The two-way shared use sidepath on the east side of Dean St would terminate at the intersection with Atwells Ave.



Page 6 of 7

DEPARTMENT OF PLANNING AND DEVELOPMENT

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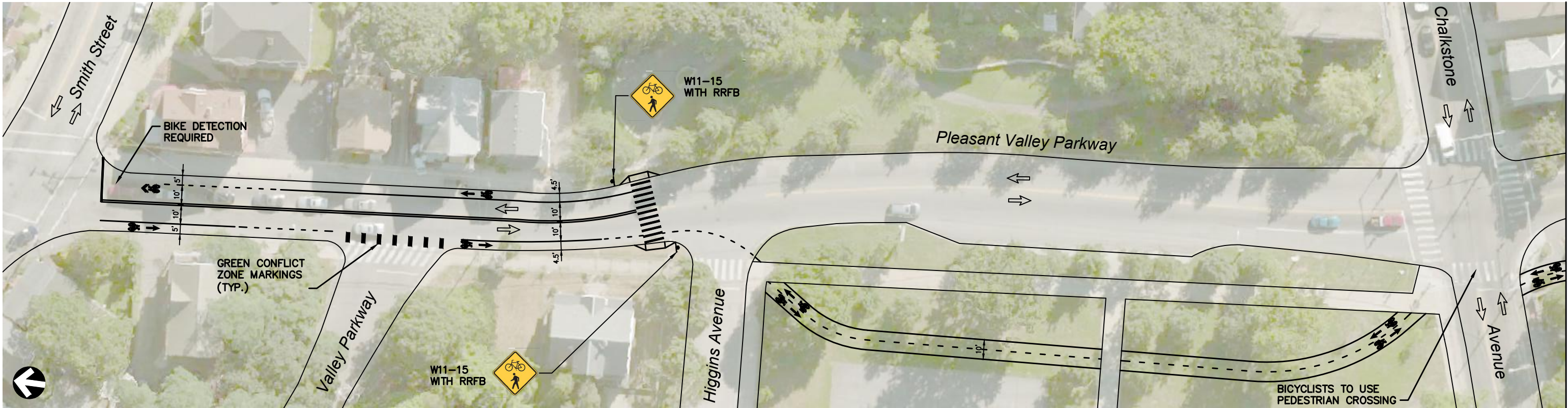
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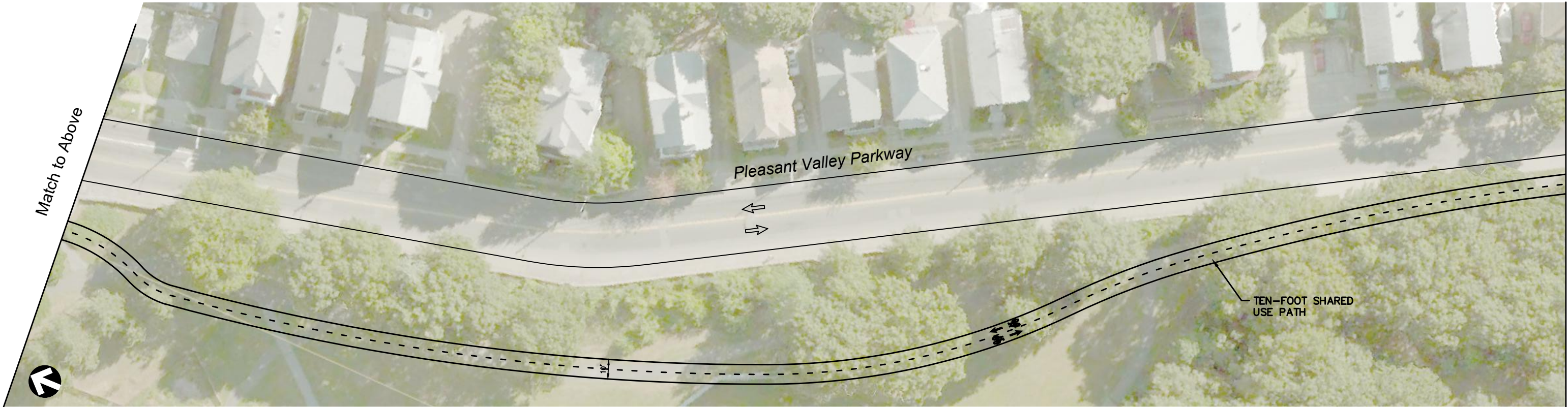
Staff Recommendations on Concept Plans

- “No Turn on Red” should be included on the corridor where appropriate, on traffic signal mast arms where possible.
- Leading Pedestrian Intervals and automatic pedestrian recall should be considered for all traffic signals in the corridor.
- To improve the safety of crossing Chalkstone Ave, a Rapid Rectangular Flashing Beacon should be added at the proposed crossing at Rosebank Ave.
- Widen the indicated bike lane widths on Chalkstone and decrease corresponding travel lanes from 12 to 11 feet.
- At the north end of Davis Park, the trail should exit the park slightly to the west of the intersection of Chalkstone Ave with Raymond St.
- At the intersection of Pleasant Valley Parkway with Promenade St, near-term options should be examined for getting the two-way shared use sidepath on the east side of the corridor across the slip lane coming from Promenade St, including bringing the sidepath closer to Promenade before crossing the slip lane.
- At Atwells Avenue, the southbound bike facility should cross Dean St using the pedestrian crossing phase to a bike box in order to get on the correct side of the street to continue south. Additionally, a two-stage turn box on Atwells Ave between Barker St and Dean St should be added to allow bicyclists turning left from this approach a safe way to do so. Automatic pedestrian recall should also be investigated for the intersection of Atwells Ave and Dean St.
- Where Pleasant Valley Parkway splits with Oakland Ave near Smith Street, a raised crosswalk should be included across Pleasant Valley Parkway parallel to Oakland Ave.

Respectfully submitted by Alex Ellis.



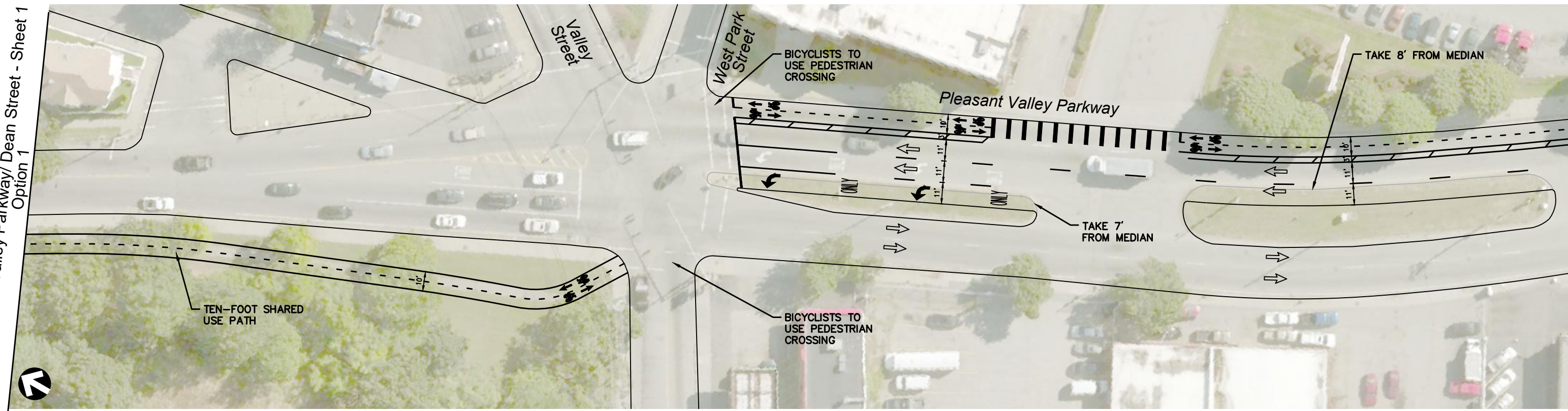
Match to Below



Match to Above
Pleasant Valley Parkway/ Dean Street - Sheet 2
Option 1

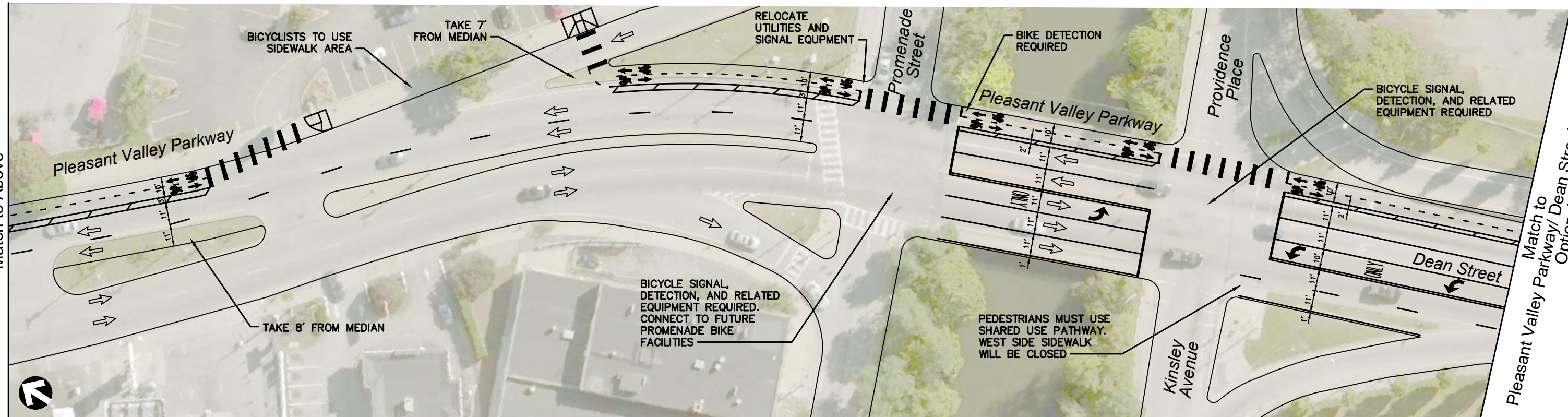


Pleasant Valley Parkway/ Dean Street - Sheet 1
Option 1

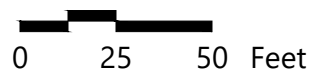


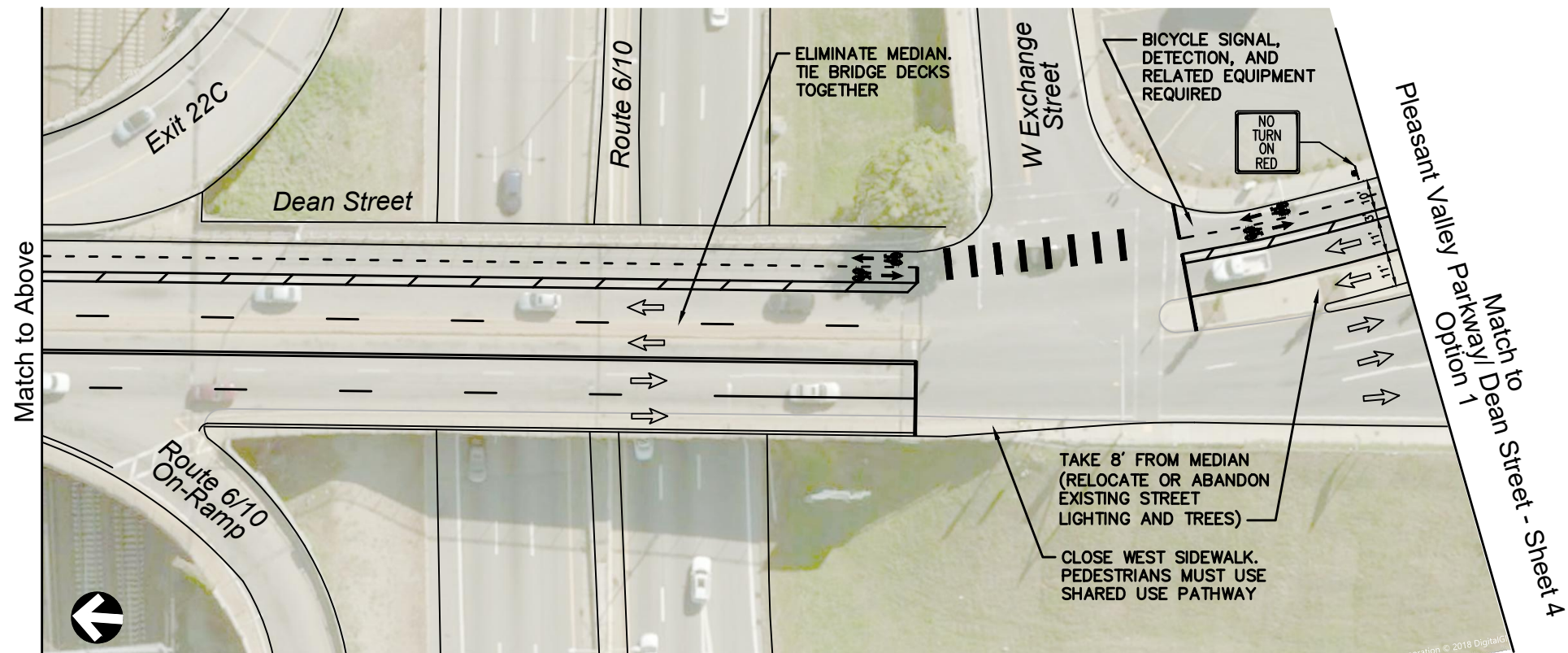
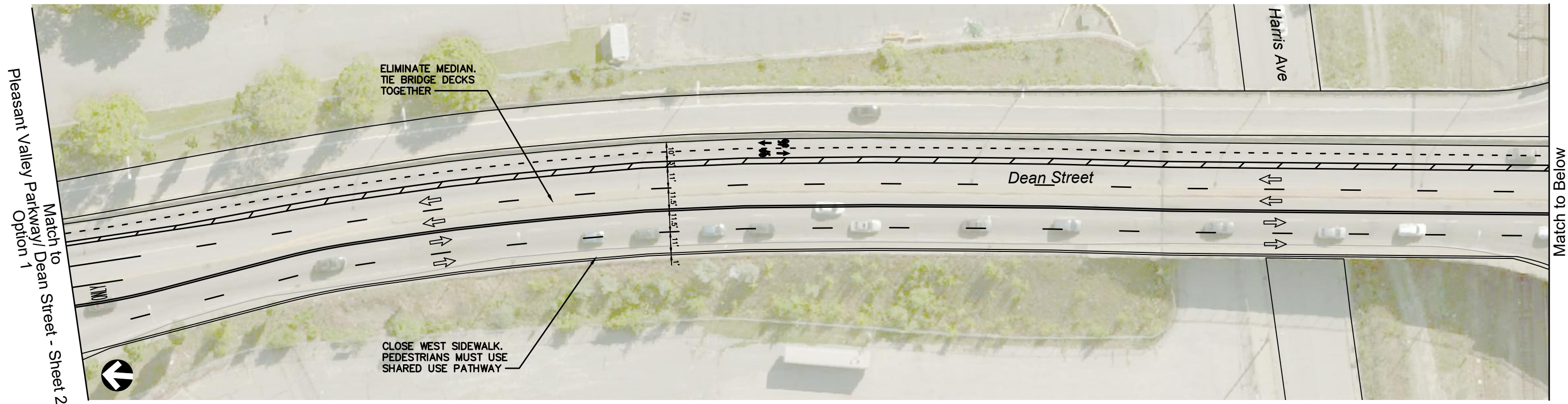
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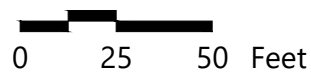
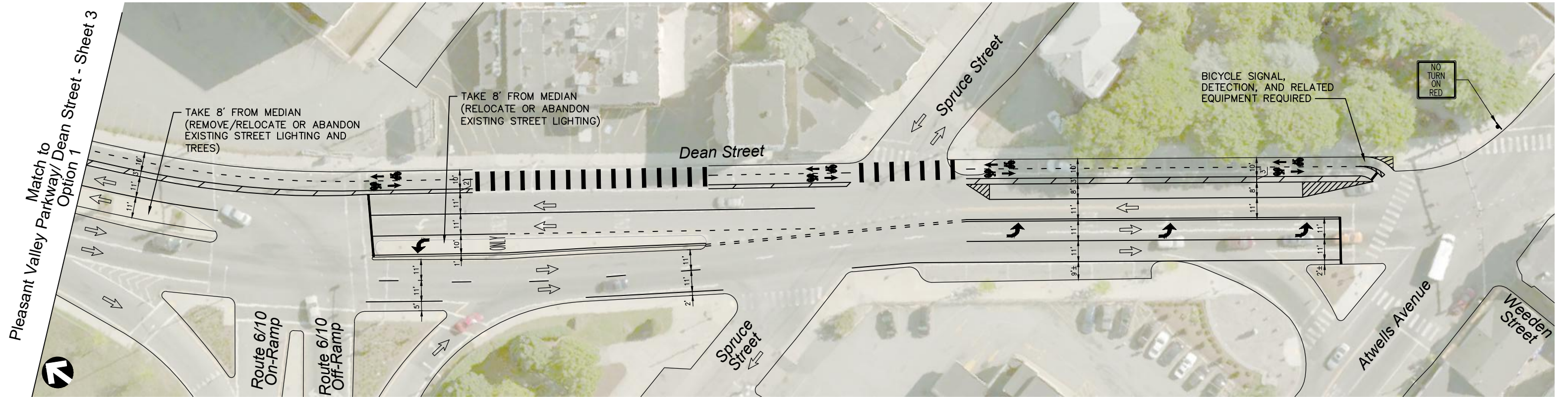
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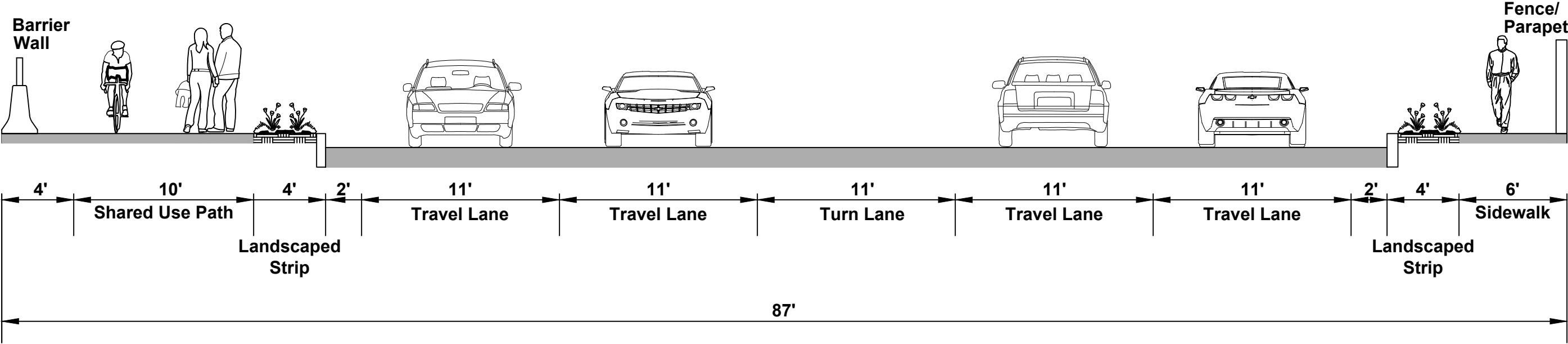
Pleasant Valley Parkway/ Dean Street - Sheet 3
Option 1

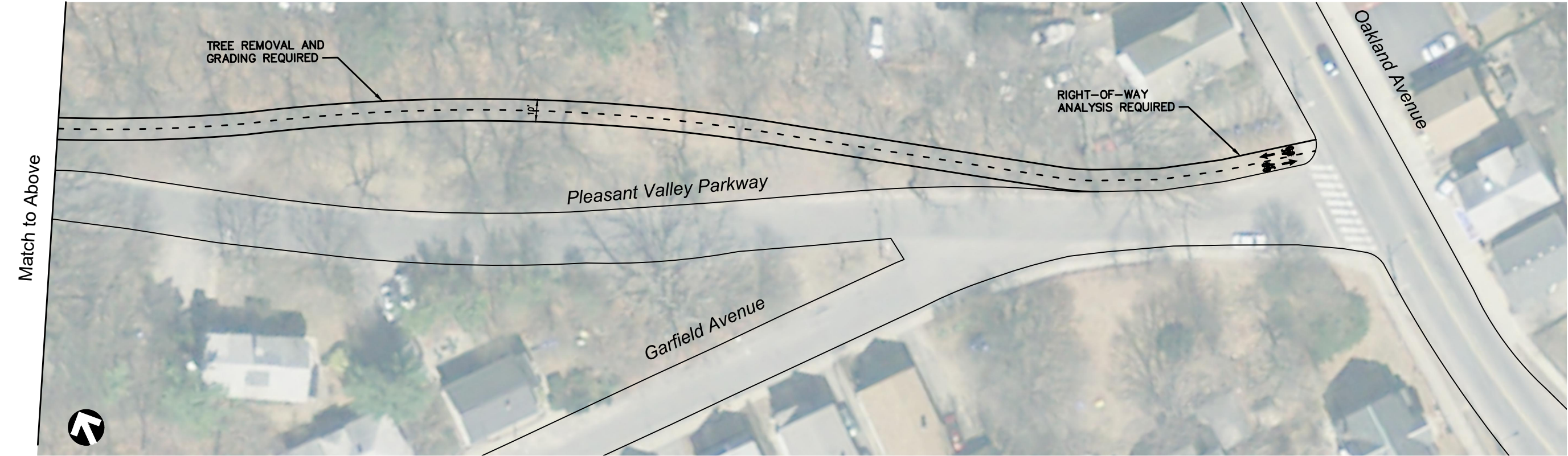
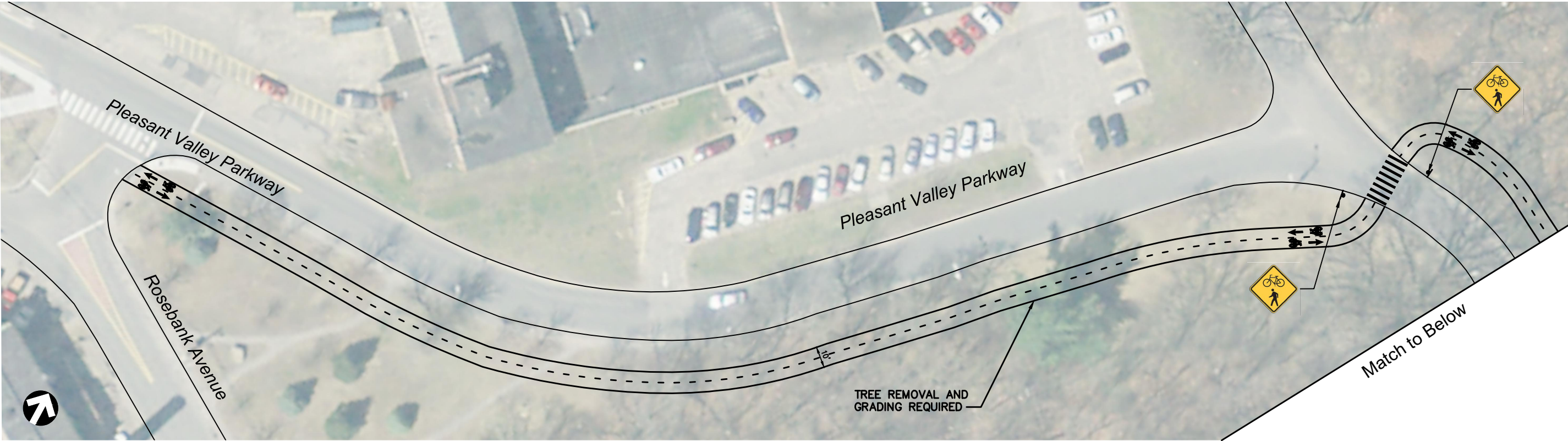




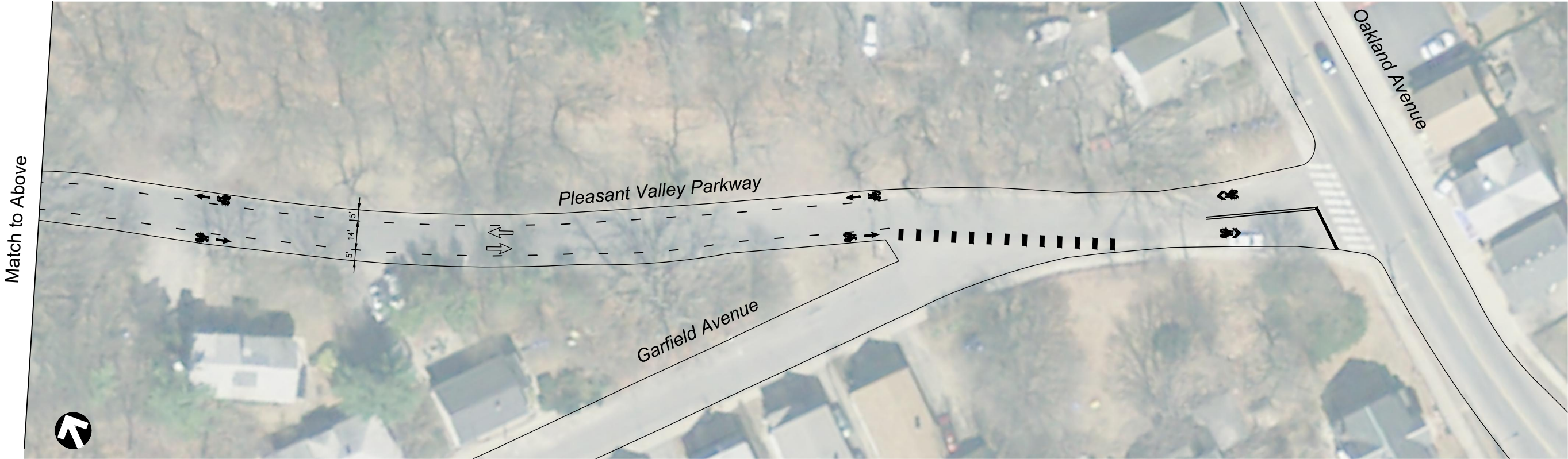
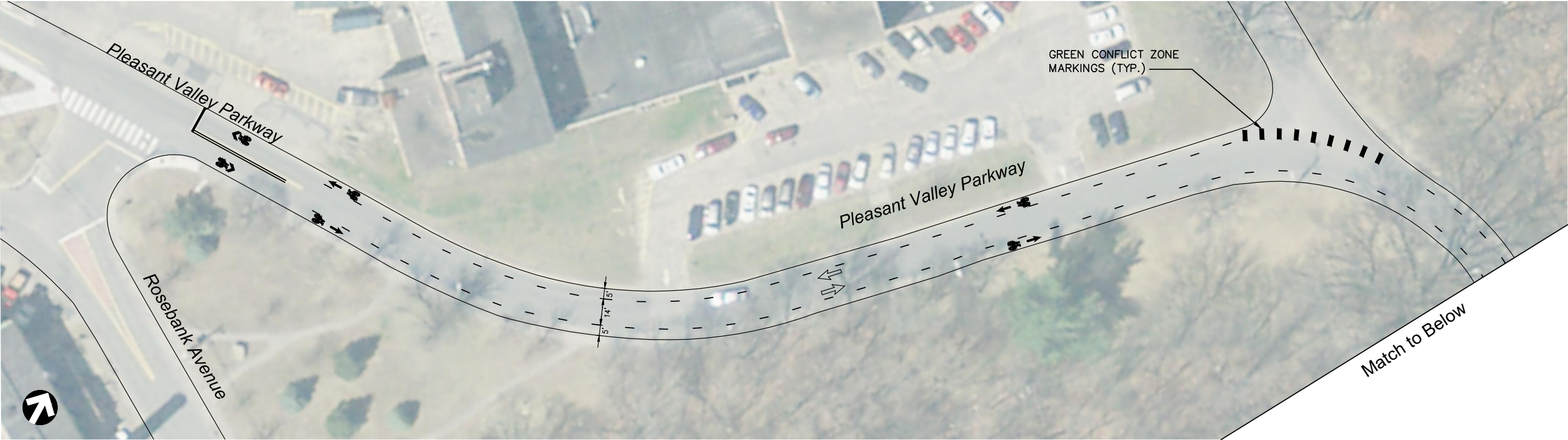


Conceptual Cross-Section
Future Dean Street Bridge
(Looking South)

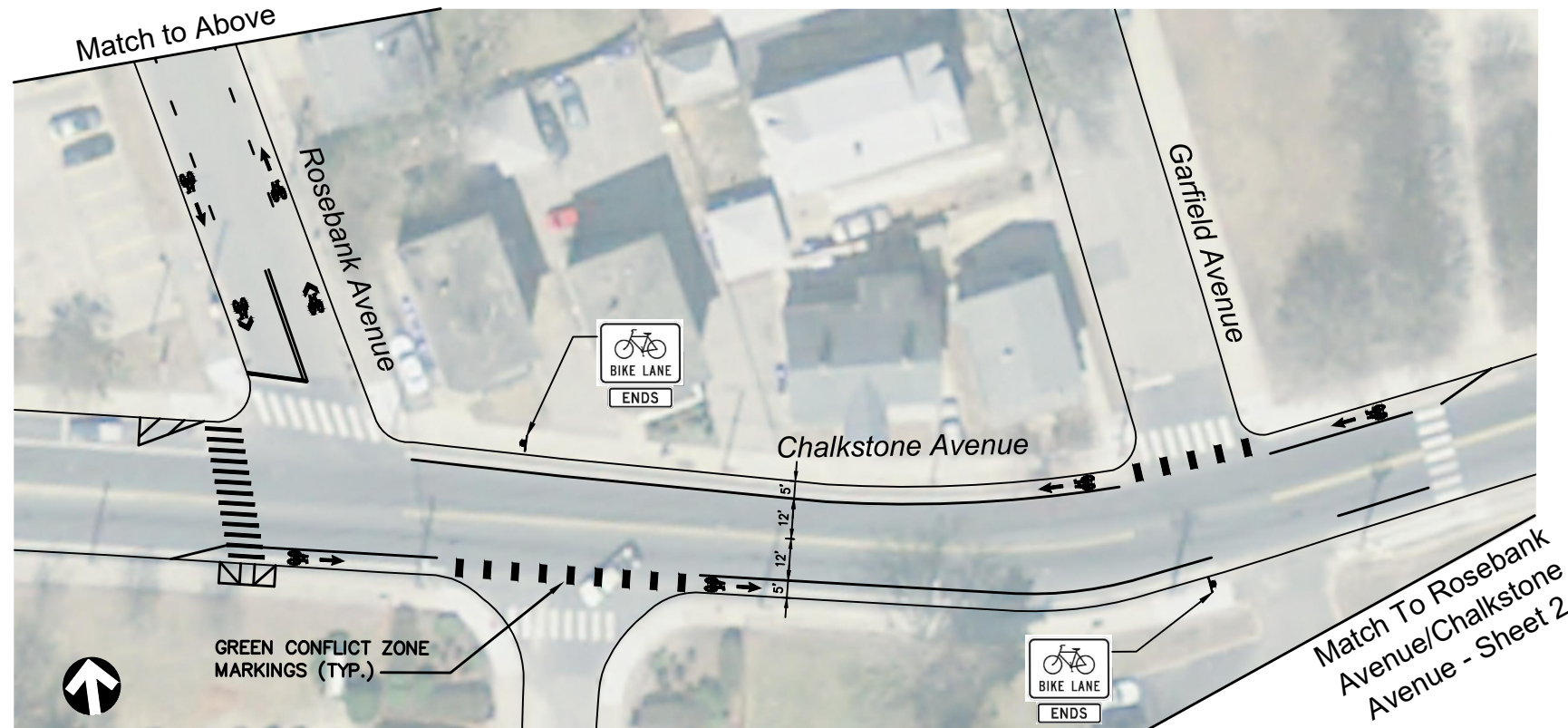
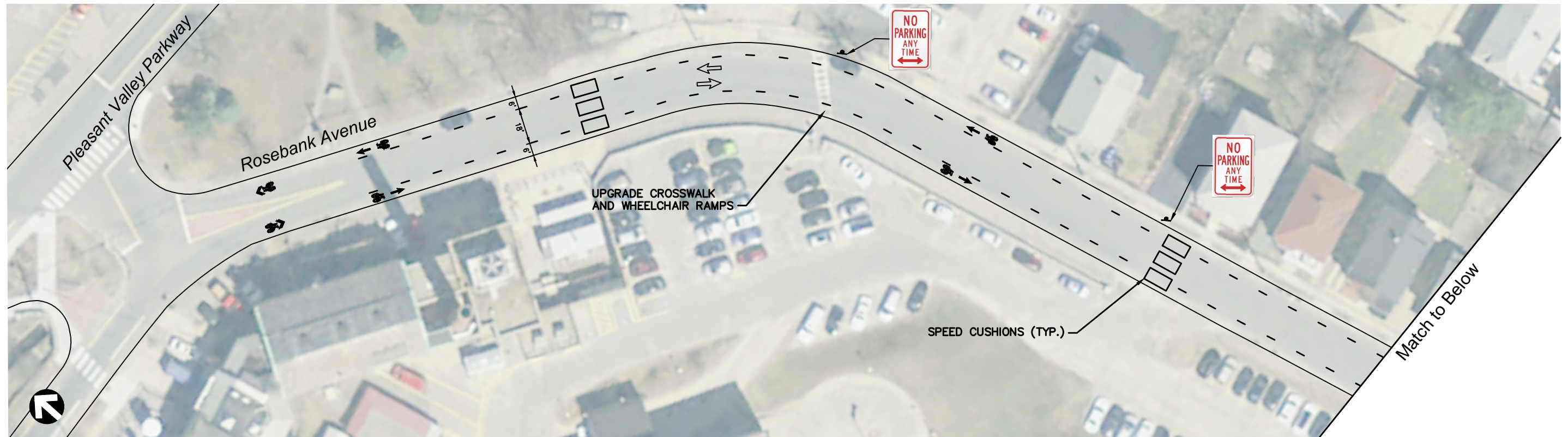




Pleasant Valley Parkway
Option 1
Rosebank Avenue to Oakland Avenue
Providence, Rhode Island



Pleasant Valley Parkway
Option 2
Rosebank Avenue to Oakland Avenue
Providence, Rhode Island



Match to Rosebank Avenue/Chalkstone Avenue - Sheet 1

