



MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

Improvements are coming to Emmett Square to make it safer for people walking and riding bicycles.

A public information session has been scheduled for Tuesday, February 25th, 2020 from 6:00 to 7:30 PM at 444 Westminster Street where community members can ask questions and learn more about this important investment. You can also learn more below or by contacting Alex Ellis in the City of Providence Department of Planning and Development at 401-680-8400 or aellis@providenceri.gov.

What changes will there be? Changes will include extending the Fountain Street bike lane from its current end at Union Street to across Dorrance Street as part of the City's **urban trail network***. Safety improvements for people walking will include retiming the traffic light to ensure walk lights are not at the same time as conflicting car movements, and realigning the intersection's eastern crosswalk across Dorrance Street to be a shorter crossing distance (*See definitions on the next page for more information.)

What is the construction schedule for this project? Construction is expected to begin in Summer 2020 and last through Fall 2020. Temporary construction signage and traffic controls will be in place during the construction period. More details will be available closer to construction.

How will this project improve safety for people walking? Improving safety for people who are walking is an important part of this investment. Improvements to the traffic lights at Emmett Square, shorter crosswalk distances, and dedicated space for people riding bicycles will improve safety for people walking.

What is the Providence Urban Trail Network? How will this segment fit into the larger citywide network? This project is part of Providence's Urban Trail Network, which will connect every neighborhood with high-quality places for people walking, running, riding bicycles, or using other micromobility choices, like scooters. This project will improve connectivity from points west, south, and east to Burnside Park and Kennedy Plaza. **Urban Trails** are on- or off-street paths that are safe, comfortable, and easily accessible for people of all ages and abilities. In total, the Urban Trail Network includes 67 miles of new projects (43 miles of off-road paths and separated on-road Urban Trails, and 24 miles neighborhood greenways). The Urban Trail Network is an important part of Providence's **Great Streets Master Plan**, which includes improvements to make walking and riding bicycles safer and traffic calming improvements to reduce speeding and cut through traffic. The Great Streets Master Plan was shaped by community input gathered at public meetings held in Spring 2019 and from hundreds of comments received online via the project website. **Learn more at www.providenceri.gov/planning/great-streets/.**

What about parking? This project makes no changes to the amount of on-street parking. Existing spaces between Union Street and Dorrance Street will remain but will be moved slightly so that they are between the bike lane and the car lanes in the same configuration as the rest of Fountain Street.

Can I park or drive in the bike lanes or urban trail? Please do not park or drive vehicles in bike lanes. Doing so will endanger people and result in a ticket. Rideshare and delivery drivers are not allowed to park or stop in bike lanes.

What should I do if I see a car or truck parked in a bike lane? Call the police non-emergency line at 401-272-3121 and be as specific as possible about the exact location of the vehicle.

Can't bikes and scooters just ride on the sidewalk or in the regular road? Although it is legal to ride bicycles and scooters on sidewalks and with the regular flow of traffic on streets in Providence, the safest and most comfortable way for people to ride bicycles or scooters is within their own dedicated space on the roadway. This makes our streets and sidewalks **safer and more predictable** for people walking and driving too. Protected

bicycle lanes and separated urban trails physically protect people using the trail from cars and prevent people from driving or parking vehicles in the bicycle lane or urban trail. Physical protection is located within the striped “buffer zone” between the urban trail and vehicular travel or parking lane and may include flexible delineator posts, rubber or pre-cast concrete curbing, planters, bollards, cast in place concrete curbing, or landscaping.

Why build this if not many people ride bicycles there today? 60% of Providence residents would ride bicycles more often if there were physically-separated lanes for bicycles. Similarly to how difficult it would be to justify the need for a bridge by the number of people swimming across a river, the need for the urban trail network or bicycle lanes cannot be measured by the number of people riding bicycles on a roadway. Without a network of urban trail investments like this, many people don't feel safe enough to ride on the street. Studies from other cities prove that ***protected bike lanes increase ridership because they improve safety and allow people of all ages and abilities to choose riding a bike.***

Are people running or riding scooters allowed to use the urban trail? We welcome people who run or ride scooters, skateboards, or bicycles to use the Urban Trail Network.

How is this project funded? Construction of this project is funded by the City of Providence's Capital Improvement Program.

If you would like to learn more, ask questions, or make suggestions for other improvements, please contact Alex Ellis, Principal Planner in the City of Providence Department of Planning and Development at 401-680-8400 or aellis@providenceri.gov.