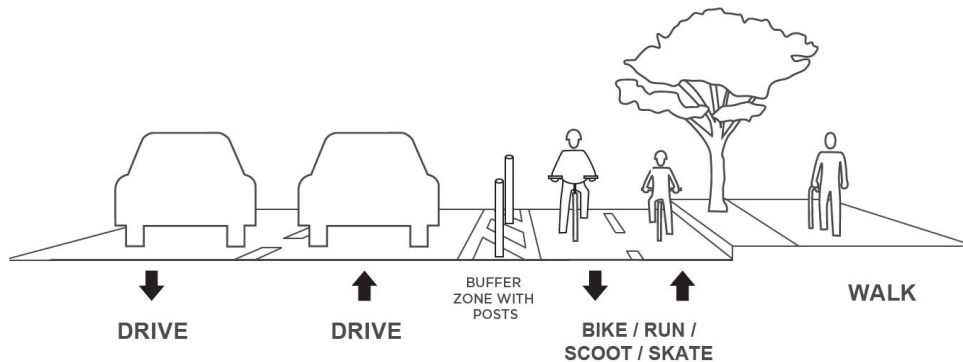




MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

Improvements are coming to Eaton Street!

Eaton Street will soon host part of the City's **Urban Trail Network**, connecting residents and visitors to a 60-mile system of safe, comfortable places to walk, run, bike, scoot, and skate. These improvements also include a repaved roadway, repainted crosswalks, and new ADA-compliant crosswalk ramps. *Learn more about this important investment 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 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 options, like scooters. The Urban Trail Network will also connect residents to regional trails and paths, including the East Bay, Blackstone, Woonasquatucket River, and Washington Secondary bicycle paths. **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 60 miles of new projects, including 11 miles of off-road paths, 33 miles of separated on-road Urban Trails, and 16 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 13 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/.

Why are there two bike lanes? Why are both bike lanes on the same side of the road? Why are the bike lanes so wide? Two-way bike lanes/urban trails allow people to ride bicycles (or scoot, skate, or run) in both directions on one side of the road and are more comfortable for people of all ages and abilities as they mimic the feeling of off-road trails like the East Bay Bicycle Path. Because of the volume of people driving cars on this street, a physically-separated two-way facility is the appropriate way to provide a safe and comfortable experience for people using the urban trail. The standard width of a two-way bicycle facility like this one is 10 feet wide, but may be reduced to eight feet in constrained conditions. This width also allows space for snow plows and street sweepers. When next to vehicular traffic or parked cars, a one to two foot wide "buffer" zone is installed with bollards, curbing, planters, or flexible posts to protect people using the trail from cars.

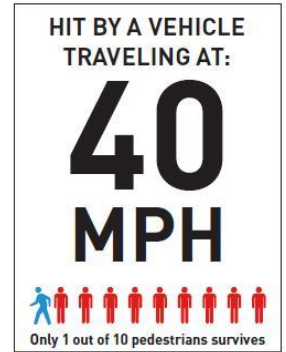
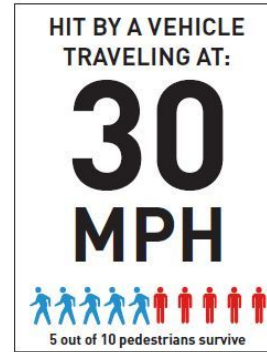
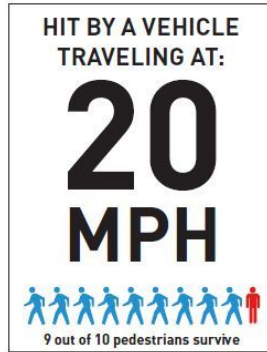
Can't bikes and scooters just ride on the sidewalk or in the regular road? Although it is legal to ride bicycles and scooters on sidewalks and with the regular flow of traffic on streets in Providence, the safest and most comfortable way for people to ride bicycles or scooters is within their own dedicated space on the roadway. This makes our streets 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 does the bike lane transition to the sidewalk in a few areas? In a few areas, the bike lane ramps up to the sidewalk for short distances where space within the roadway is too constrained. Appropriate ramps, signage, and striping will be installed to make this clear to people riding bicycles, running, or riding scooters and remind them that they must yield to people walking.

Aren't the travel lanes for cars too narrow? Narrow streets reduce driving speeds, reduce the severity of crashes, and improve safety for road users. Although wider travel lanes were used in the past on streets like this, travel lanes for cars should be no wider

than 10 to 11 feet in urban areas. Travel lane widths along this street are consistent with federal standards and this street's 25 mile-per-hour speed limit. Studies show that for every 3.3 feet added to a lane's width, speeds increase by 9.4 miles-per-hour.

What about cars speeding and safety for people walking? Before the recent restriping, 31% of cars on Eaton Street drove faster than the speed limit. Additionally, over the past five years, there were 218 crashes on Eaton Street including several involving people walking or riding bicycles. Slowing cars down and improving safety are important parts of this investment. Freshly painted crosswalks, ADA-compliant crosswalk ramps, shorter crossing distances, and narrower vehicular travel lanes will improve safety for people walking and slow cars down.



Source: Federal Highway Administration (FHWA)

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 previous number of people riding bicycles on a roadway. Without a network of urban trail investments like, many people don't feel safe enough to ride on the street.

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.

Can I park or drive in the bike lanes? Do not park or drive vehicles in bike lanes. Doing so will endanger people and result in a ticket. Rideshare and delivery services are also prohibited from parking or stopping 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.

Why is there green paint on the road? Sometimes, bike lanes or urban trails are painted green for added visibility. Green paint improves safety by making drivers more aware of people using bike lanes and urban trails and is often used in "conflict zones" where the urban trail crosses driveways or intersections. **Before driving across these markings, look for people walking, skateboarding, or riding bikes or scooters, and yield to them if they are crossing.** Learn about other changes to street markings and traffic signals coming to Providence to help all road users coexist safely on our streets at www.providenceri.gov/planning/pvd-traffic-safety/.

How is this project funded? This project is funded by the City of Providence's Capital Improvement Plan (CIP), a multi-year program of planned public infrastructure improvements. *Learn more at* www.providenceri.gov/pvdcip/.

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.