



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: South Water Street Improvements – Fox Point – Ward 1 (For Action)

Presented at January 15, 2020 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding conceptual plans for a two-way urban trail and pedestrian safety improvements on South Water Street from Canal Walk to Point/Wickenden Street. This will be a conceptual level review of the project and will be the first of two reviews before the Commission.

In August, 2019, the Providence River Bicycle & Pedestrian Bridge opened, generating more non-vehicular traffic around and across South Water Street. While South Water Street was formerly under state jurisdiction, it is now a city road. South Water Street is 42-44 ft between curbs south of Power St, with the street narrowing further from 38 ft at Power to 32 ft at the Crawford Street Bridge.



Description of Concept

The proposal outlined in the Great Streets plan is for a two-way separated urban trail on the river side of South Water Street. Vehicular traffic would be reduced to one lane, and the river-side parking floated off the curb similar to the reconfiguration of Clifford Street. On-street parking would be retained on the building side of South Water St as well. At locations where curb extensions or narrow widths currently preclude on-street parking, on-street parking would remain absent.



P

Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor



With two-way urban trails such as the one proposed, the connections at either end are important design elements to create a safe facility. At the south end of the corridor, the urban trail would connect to the existing asphalt path at the Wickenden intersection. At the north end, the urban trail would connect to the accessible access to Memorial Park, just east of the existing crosswalk. The existing crosswalk across South Water St near the Crawford Street Bridge may need to move slightly or change in some other way to improve access to this accessible route.

In addition to the linear portion of the urban trail, pedestrian crossings of South Water St are an important consideration. Existing crosswalks at Packett St, Planet St, Power St, James St, Dollar St, and mid-block between Power and Williams streets would be restriped. At some locations, there may be an opportunity to install pedestrian refuge islands between the urban trail and the vehicular traffic, which would significantly shorten the pedestrian crossing. Additionally, reducing the number of lanes and the lane width each reduce the speed of vehicular traffic, which would improve pedestrian crossing safety.

P

Providence Bicycle and Pedestrian Advisory Commission
Jorge O. Elorza, Mayor

Project Map



Respectfully submitted by Alex Ellis.