



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

Staff Report: Eddy Street Restriping – Upper South Providence (For Action)
Presented at May 18, 2016 BPAC meeting

Project Description

The Rhode Island Department of Transportation intends to restripe Eddy Street between the I-95 underpass and south of Willard Avenue. As part of the restriping, RIDOT has proposed for the road to be restriped in a new configuration to include bike lanes, left and right turn lanes in some areas, and new crosswalks. Existing crosswalk locations will also be restriped. DPW seeks comment from the BPAC regarding the preliminary plans.

Project Map





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Staff Recommendations to BPAC

After review of the documents submitted for review by the BPAC, staff makes the following recommendations:

- The “shared” scenario should be implemented rather than the “left turn” scenario. The “shared” scenario provides enough space to continue bike lanes south of Willard Avenue and between Blackstone and Dudley streets, whereas the “left turn” scenario does not. The lack of continuous bike lanes included in the “left turn” scenario would reduce safety for bicyclists.
- Travel lanes between Willard Avenue and Blackstone Street should be reduced to 11’ each (rather than 12’ as shown on the cross section) and an extra foot should be given to the bike lanes in either direction, increasing their width from 5’ to 6’ each. The width of travel lanes between Blackstone and Dudley is unclear as it is not indicated on the drawings. The width of the travel lanes there should be clarified and they should be no wider than 11’. Any extra right-of-way width should be given to the bike lanes.
- The right turn lane and left turn lane between Dudley Street and Hospital Driveway should be reduced from 10’ to 11’ and an extra foot of width should be given to each bike lane, increasing their widths from 5’ to 6’ each.
- The planning of this overall project should be coordinated with RIPTA and the City of Providence Department of Planning and Development to ensure that any work that is done complements the soon to be constructed enhanced bus corridor that will run along Eddy Street, terminating at the north-east intersection of the Dudley-Eddy intersection. Shared bus-bike lanes should be added along Eddy Street whenever possible to accommodate the future enhanced bus service.
- RIDOT should work with the City of Providence to determine if the “future Dudley Street Connector” (the extension of Dudley Street east of Eddy Street) is in fact needed at this point in time. Regardless, the wide curb cut across from Dudley Street, where the old highway ramp was located, should be eliminated to eliminate illegal parking on the ramp , reduce the pedestrian crossing length and improve pedestrian comfort and safety.

Respectfully submitted by Martina Haggerty.