



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: Huntington Avenue and Salvati Way Conceptual Review – West End – Ward 8 (For Action)

Presented at January 17, 2018 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding a project on Huntington Avenue and Salvati Way to create a bicycle and pedestrian path alongside the vehicular travel lanes. This will be a concept level review of the project. If advanced in the future, this project will come back to the BPAC for preliminary plan review.

In August 2017, City staff met with staff from the RIDOT Office of Stormwater to discuss potential projects for collaboration on green infrastructure. RIDOT sought potential projects that served the City's transportation goals and also provided opportunity to mitigate stormwater runoff in sensitive watersheds. In Fall 2017, the City pursued funding for the project through one source from the state, but did not receive those funds. As part of that application, RIDOT completed a feasibility study which identified a feasible conceptual plan for a shared use path in the study area.

Project Map



Project Description

- On Huntington Avenue, between Mashapaug St and Magnan Rd, the plan shows a reduction of vehicular travel lanes, an extension of the vegetated buffer on the corridor's south side, and the addition of a shared use path adjacent to the roadway on its south side.



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- On Huntington Avenue, between Magnan Rd and Cranston St, the plan shows a reduction of travel lanes to make room for a shared use path between the existing lamp posts and a new curb line.
- At the intersection of Huntington Ave and Cranston St, the plan shows bicycle traffic using existing pedestrian signals and crossings to cross to the northern corner of the intersection.
- Between the intersection of Huntington Ave and Cranston St and the intersection of Anthony Ave and Salvati Way, the plan shows a shared use path adjacent to the RI-10 on-ramp.
- On Salvati Way between Anthony Ave and Waldo St, the plan shows a reduction of roadway width to make room for a shared use path between the existing lamp posts and a new curb line.
- At the intersection of Salvati Way and Waldo St, the plan shows the construction of a cul-de-sac.
- Between the intersection of Salvati Way and Waldo St and Union Ave, the plan shows an expansion of the existing informal pathway to connect the Salvati Way path with the shared use paths being built as part of the 6-10 Connector project.

Staff Recommendations to BPAC

Staff to the BPAC make the following recommendations:

- Vehicular travel lanes should be narrowed to a maximum of 11 ft.
- Shared use paths should be widened to 12 ft for two-directional multimodal traffic. On either side of the path, where possible, there should be a 4 ft grassy buffer.
- Existing pedestrian crossings are an acceptable short term solution for getting bicycle and pedestrian traffic across Cranston Street, but in the long term a more robust crossing should be planned, such as bicycle traffic signals and clearer crossing markings for both pedestrians and bicyclists to clarify right of way priority.
- Crossings at Magnan Rd and Cranston St should be designed with enhanced features such as detectable warning surfaces, median crossing islands, raised crossings, or green ladders to increase comfort and safety for path users.
- Consideration should be given to the transition from the eastern terminus of the Huntington Ave shared use path to origins and destinations further to its east such as Carter Street, Elmwood Avenue, and Bucklin Street.
- Consideration should be given to connecting the shared use paths proposed in these conceptual plans with the current terminus of the Washington Secondary bike path, which is only $\frac{1}{4}$ of a mile from the intersection of Huntington Ave and Cranston St across the city line in Cranston.

Respectfully submitted by Alex Ellis.

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