



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: San Souci Drive Conceptual Review – Olneyville – Ward 15 (For Action)

Presented at January 17, 2018 BPAC meeting

Project Background and Description

The City of Providence received \$550,000 from the RI DEM Green Economy Bond for the design, engineering, final design, and full construction of a 700-foot long multi-use path and demonstration project to create placemaking and green infrastructure opportunities, and a safer bike route on San Souci Drive from Valley Street and Broadway along the Woonasquatucket River to Manton Avenue, just north of Olneyville Square.

Through this project, the City aims to improve the safety of pedestrians and cyclists, enhance the urban/natural river interface, increase public recreational use of the riverfront, strengthen stormwater management, encourage economic development, and create stronger connections between Olneyville and the rest of the Greenway. Additional focuses of the Project include: design features such as green infrastructure (low impact development best practices to address stormwater quality and quantity); the development of landscaping and areas for sculpture within the Project Area; improvements to physical and visual access to the River within the Project Area; a connection to a pedestrian easement between Westminster Street and San Souci Drive; and the creation of signage and a welcoming gateway to the Greenway on one or both ends of San Souci Drive and on Westminster Street in Olneyville Square. If funding allows, signage will be included to connect riders from the Broadway bike lanes to San Souci, until Olneyville Square circulation improvements are made.

Project Area



Conceptual Design

For the purpose of the conceptual design, San Souci Drive has been divided into two sections: San Souci Drive from Valley Street to the United Way driveway (Section 1/1A), and San Souci Drive from the United Way driveway to Manton Ave (Section 2/2A). There are two proposed concepts for each section.

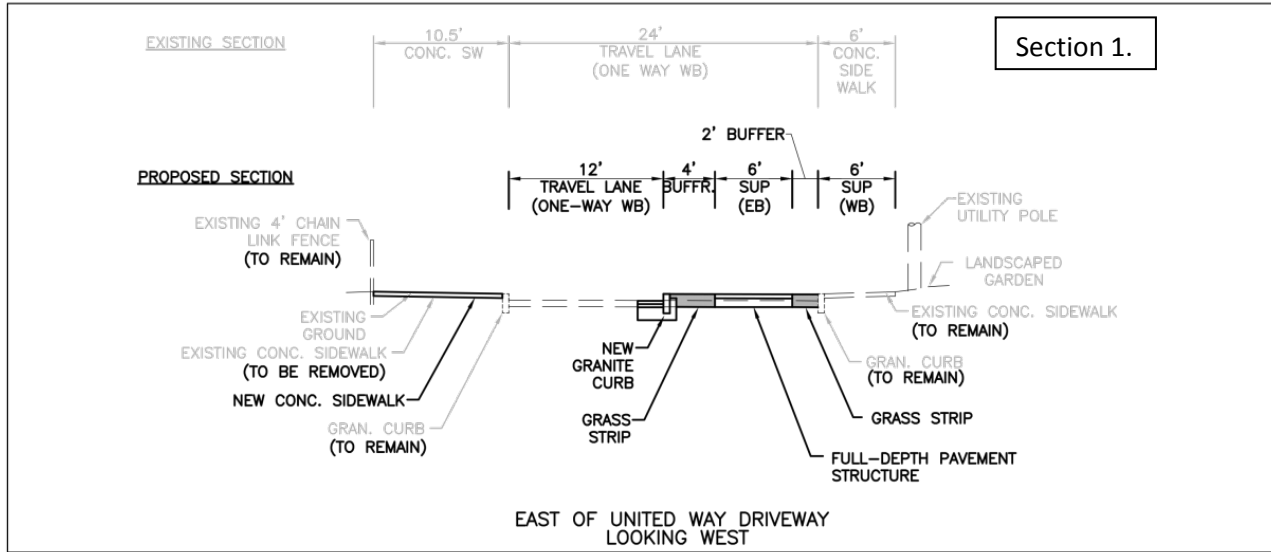


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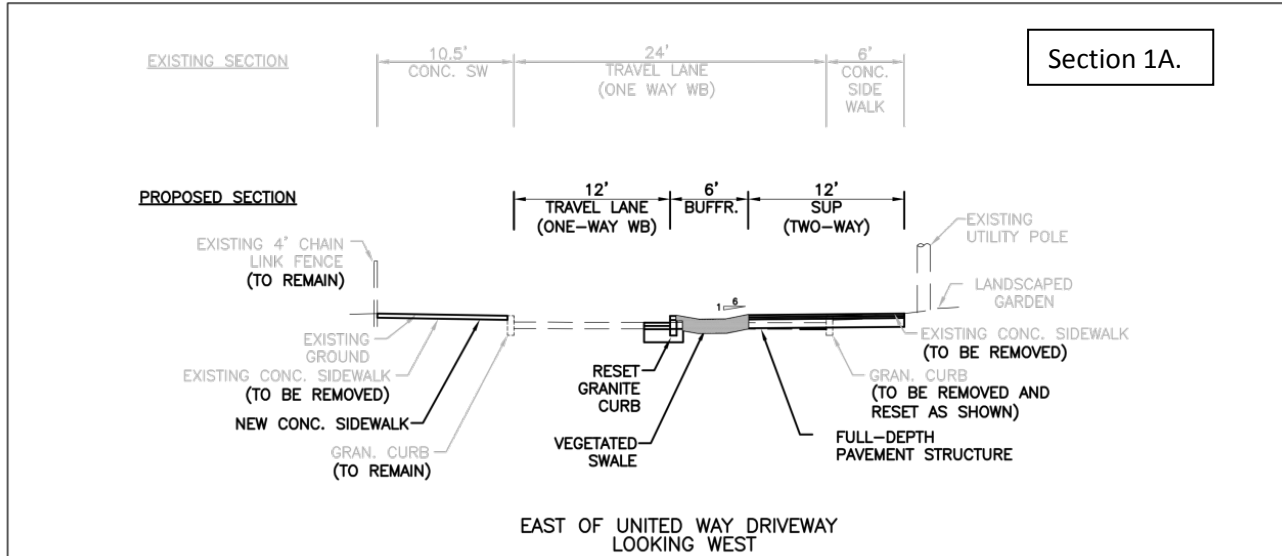
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Sections 1 and 1A: Proposed concept for San Souci Drive from Valley Street to United Way driveway:

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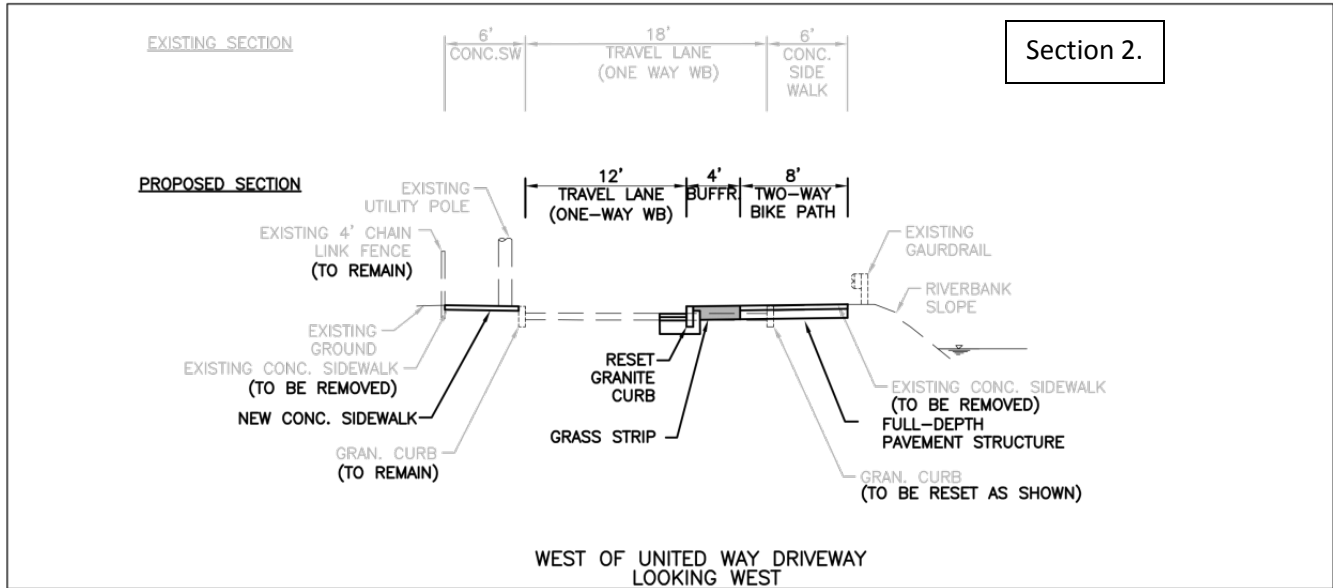


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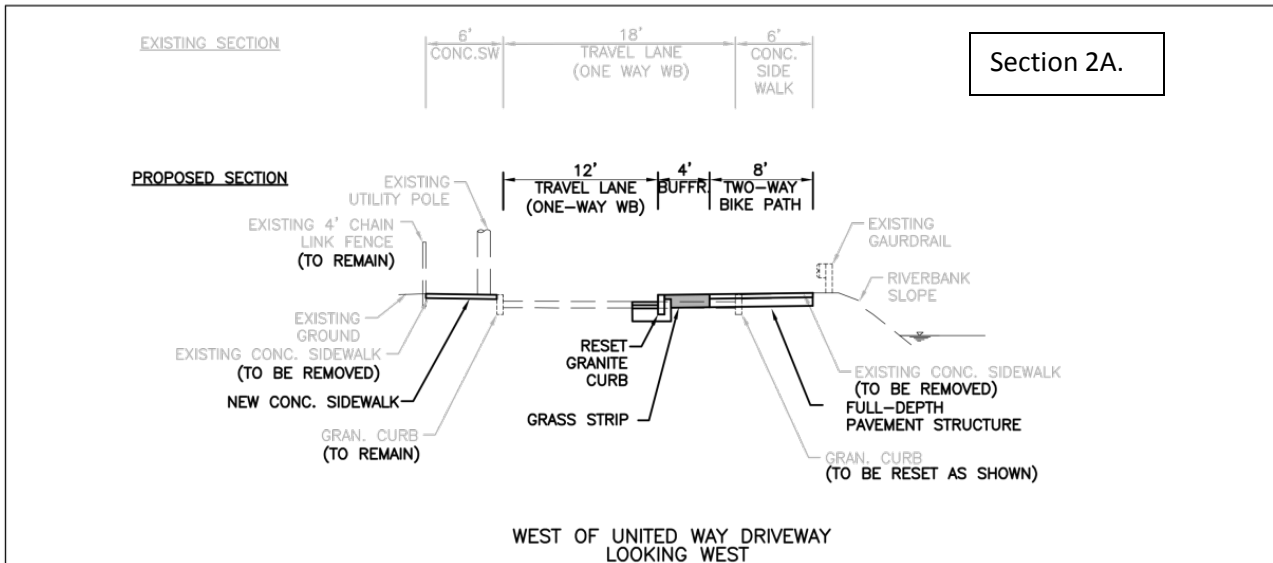
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Sections 2 and 2A: Proposed concept for San Souci Drive from United Way driveway to Manton Ave.:

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Project Schedule

The Department of Planning and Development has contracted with VHB to provide services for the design, PS&E, and advertising of the project. As per the project schedule below, it is expected that this project will break ground by September 2018.

City of Providence

San Souci Drive Separated Bicycle and Pedestrian Facility and Woonasquatucket Gateway

Project Schedule (with RIDEM Permit NOT required)	2017	2018											
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Project Administration	[Green bar from Dec 2017 to Aug 2018]												
Site Assessment			3										
Conceptual Design Memo													
Draft - for BPAC and Public Approval		2											
Final (10% Design) - for BPAC Approval			5 6 7										
Utility Coordination													
90% Design													
City Review of 90% Plans						8							
RIDOT Review of 90% Plans						9							
Permitting	(schedule assumes permit requirements waived by RIDEM)												
Right-of-Way													
Draft (VHB)													
Draft (City)													
Final (VHB)													
Final (City)													
PS&E													
Advertising/Bidding/Award (City)													
11													
12													
Coordination with EPA, RIDOT, CITY, WRWC	1	2	3	4									

Milestones:

- 1= Dec. 20, 2017. Meeting with RIDOT Stormwater, City, RIDEM .
- 2= Jan. 17, 2018 Monthly BPAC meeting including presentation by City of project scope and schedule.
- 3= January 30, 2018 Completed Ground Survey
- 4= January 30, 2018 Final determination of accounting for Consent Decree credits based on WRWC coordination with RIDOT, CITY and USEPA including concurrence between City and RIDOT for funding vs credits.exchange
- 5= Date TBD. Public Meeting/Presentation of preferred concept. Goal is to public comment and consensus on final concept.
- 6= Feb. 21, 2018. Monthly BPAC meeting including presentation by VHB of final concept at 30% design (plan, profile, critical cross sections) for approval
- 7= Date TBD. Meeting with RIDEM Technical Advisory Team. Goal is consensus on stormwater/drainage design and permitting requirements.
- 8= May 7, 2018, City Review and approval of 90% Plans
- 9= May 7, 2018, RIDOT Review and approval of 90% Plans
- 10= May 21, 2018 ROW approvals from adjacent property owners for temporary easments (City)
- 11= June 1, 2018 Advertise Construction Contract (City)
- 12= July 31, 2018 Award Contract, Notice to Proceed (City)

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Staff Recommendations

- For Sections 1 and 1A:
 - Section 1A is preferred over Section 1, due to the installation of the vegetated swale which meets the project objective of providing a high quality bicycle facility while also providing a high quality green infrastructure demonstration project.
- For Section 2/2A:
 - Section 2A modified to include a narrower 2' grass buffer and a wider 10' two-way bike path is preferred, and will better meet the project objective of providing a high quality bicycle facility. 8' is too narrow for a two-way bike path.
 - If the buffer from 2A cannot be narrowed, Section 2 as-is is preferred to maintain a 10' shared-use path.
- The existing guardrail will need to be replaced with timber railings such as those along the Woonasquatucket River Greenway at Glenbridge St.



Respectfully submitted by Alex Ellis.