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

Staff Report: Capital Improvement Program Contract 1 30% Review – Mount Pleasant, Elmhurst, Wanskuck, Charles – Wards 4, 5, 12, 14 (For Action)
Presented at May 16, 2018 BPAC meeting

Project Background
The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the conceptual plans for Contract 1 of the City’s Capital Improvement Program. These 17 repaving projects were selected based on pavement condition and geographic diversity. This will be a design level review of the project and will be the second of two reviews before the Commission.

Recommendations from Conceptual Review

- For all projects that contain or abut arterials or collectors, restriping should incorporate crosswalks painted in the continental style, with 2 ft wide stripes and 2 ft wide gaps. This style of crosswalk should be adopted as the citywide standard.
  - The Traffic Engineering Division adopted the new crosswalk standard of 1 foot wide stripes with 2 ft spacing because it is less expensive. This standard will be applied to new crosswalks, but when an existing crosswalk that is 2 ft x 2 ft is restriped it will kept as is.

- Where appropriate and within project boundaries at crosswalk locations, lanes of arterials and collectors should be narrowed to 1 ft narrower than their regular width, with extra space being devoted to bulb-outs of striped side-lines. While granite curb extensions are outside the budget of this project, this measure will decrease vehicular speeds, reduce pedestrian crossing distances, and make crosswalks more visible.
  - Where appropriate and feasible, lane width reductions of various dimensions will be considered. Bulbouts are generally cost prohibitive and not budgeted for recurring maintenance.

- Eaton Street
  - Eaton St between Douglas Ave and Wyndham St should be restriped to fit two 10 ft travel lanes and two 5 ft bike lanes against the curb, each separated by a 2 ft buffer.
  - Between Wyndham St and River Ave, a similar configuration should be restriped, but due to the narrower width, the buffers should be omitted (5 ft bike lane, 10 ft travel lane, 10 ft travel lane, 5 ft bike lane).
  - Eaton Street is striped in the attached plans in accordance with these recommendations, but only east to the edge of the Capital Improvement Program scope at Tyndall Ave.
• The City should ask RIDOT to undertake a road safety assessment on Charles St between Smith St and the RI-146 on-ramp, and Orms St from Charles St to Douglas Ave.
  o The Department of Planning and Development has reached out to RIDOT to request a road safety assessment in this location.

• Whitford Ave between Mt Pleasant Ave and Home St should be designated a neighborhood bikeway by means of signage, pavement markings, and other traffic calming measures. On neighborhood bikeways, bicycle traffic has priority while sharing the street with low-speed and low-volume vehicular traffic. Shared-lane markings should be added to the street as part of the Capital Improvement Program work, preferably with a square of green paint behind.
  o Green-backed sharrows are included in the attached plans for Whitford Ave, and will be installed contingent on approval for experimentation by Federal Highway. Additional traffic calming necessary to complete the designation of the street as a neighborhood greenway will not be installed as part of the Capital Improvement Program, but may be installed through the Traffic Calming Advisory Group.
Respectfully submitted by Alex Ellis.
CITY OF PROVIDENCE

DEPARTMENT OF PUBLIC WORKS

PROVIDENCE 2018
CAPITAL IMPROVEMENT PLAN
ROAD PAVING CONTRACT 1

HONORABLE JORGE O. ELORZA,
MAYOR, CITY OF PROVIDENCE

CHAD BROWN STREET
CHARLES STREET
CHATHAM STREET
DANFORTH STREET
DE PINOLO STREET
DOUGLAS AVENUE
EATON STREET
GENTIAN AVENUE
GILLEN STREET

HOME AVENUE
OAKLAND AVENUE
OREGON AVENUE
ORMS STREET
RIALTO STREET
SALTER STREET
SANTOMARCO DRIVE
VEAZIE STREET
WHITFORD AVENUE
Typical Crosswalk and Stop Bar Detail

1. The location of the crosswalk shall be at the edge of the curb.
2. The location of the stop bar shall be at the edge of the roadway.

Typical Dashed Pavement Marking

Typical Dotted Pavement Marking (Lane Line Extension)

Typical Dotted Pavement Marking (Through Intersection)

Typical Pavement Marking Notes:

- The dashed line shall be coincident with the edge of the lane.
- The dotted line shall be coincident with the edge of the curb.
- The stop bar shall be coincident with the edge of the curb.

Yield Line Layout for Streets and Highways

City of Providence
Providence 2018 Capital Improvement Plan
Road Paving Contract 1
Providence, Rhode Island

Gordon R. Archibald, Inc.
Civil and Environmental Engineers
Pawtucket, Rhode Island

City of Providence
DePARTMENT OF PUBLIC WORKS
700 ALLENS AVENUE
PROVIDENCE, R.I. 02905
LANE CLOSURE ON NEAR SIDE OF INTERSECTION

NOTES:
1. THE IMPACTED SIDE SHOULDER IS CLOSED.
2. THE WORK ZONE ENDS AT THE CURB IN THE IMPACTED LANE.
3. THE WORK ZONE ENDS AT THE CURB IN THE IMPACTED LANE.
4. THE WORK ZONE ENDS AT THE CURB IN THE IMPACTED LANE.
5. THE WORK ZONE ENDS AT THE CURB IN THE IMPACTED LANE.

WORK ON SHOULDERS

NOTES:
1. THE IMPACTED SIDE SHOULDER IS CLOSED.
2. THE WORK ZONE ENDS AT THE CURB IN THE IMPACTED LANE.
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