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## Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

### **Staff Report: Discussion of Impacts to Bike Network from 6-10 Connector Work – Olneyville, Federal Hill, West End – Wards 13 & 15 (For Action)**

*Presented at June 20, 2018 BPAC meeting*

#### **Project Background**

The City of Providence Department of Planning and Development seeks to inform the Commission and the public of short- and long-term impacts to the connectivity of the City's bike network related to the forthcoming construction work on the 6-10 Connector near Olneyville Square, Westminster Street, Broadway, and Tobey Street.

#### **Project Map**



#### **Changes to plans since concept plan**

- In the concept plan, the “missing move” from RI-10 N to US-6 W was included as part of the same bridge as Westminster Street, though traffic would be separate. In the new version of the plan, this movement has its own flyover.
- The Tobey Street bridge has been slightly realigned.



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- The shared use sidepath alongside the Tobey Street bridge has been shifted to the south side of the bridge so that its crossings of vehicular traffic are minimized.
- The switchback down from Tobey St to Helme St has been slightly realigned based on more detailed site assessments.

### **Short-term impacts on transportation network**

- Detours will commence this summer. Staff will detail present knowledge of detours at the meeting.

### **Long-term impacts on transportation network**

- The shared use path built as part of the 6-10 Connector work will run along the east side of the highway, between Union Ave and Tobey Street. It will feature two spurs, one through Franciscan Park to Bell Street, and one across the Westminster Street bridge and a new bridge to be constructed over the Amtrak corridor to outlet on Dike St in Olneyville.
- Bike facilities will be present on both the Westminster Street and Broadway bridges.
- The City has funding in the TIP to complete a connection between the Washington Secondary Path and the new path alongside the 6-10 Connector.
- In addition to the TIP-funded work, the City has been in discussion with the state about additional funding opportunities to complete a sidepath along Huntington Ave and Salvati Way, to connect the Washington Secondary Path with City Walk and to the 6-10 path respectively.
- The Tobey Street bridge will no longer be exclusively an on-ramp for the highway, instead allowing local vehicular connections to Harris Ave. In addition to this change, there will be a shared-use sidepath connecting the path on the east side of the highway with a switchback outletting on an extended Helme St. Bicyclists and pedestrians seeking to get from this switchback to the new Gotham Greens shared use path will travel on Helme St to De Soto St.
- The split in Harris Ave will change slightly. The northbound direction of the Harris Ave split will remain similar to how it is now. The southbound direction of the split, however, will not connect directly back to the rest of Harris Ave as it does now, instead ending at Helme St, which will be extended past what is now the retaining wall at Harris Ave. Grove St will also be extended to connect with what is now the northbound direction of Harris Ave. Harris Ave will remain two-way further north than it does now, to Helme St.
- The City is also expecting funds from the State's Highway Safety Improvement Program to realign the intersection of Broadway, Westminster St, Valley St, and Troy St in Olneyville Square. This work will greatly influence connections between San Souci Drive, the Broadway bike lanes, and other bicycle infrastructure in the area.

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Respectfully submitted by Alex Ellis.

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