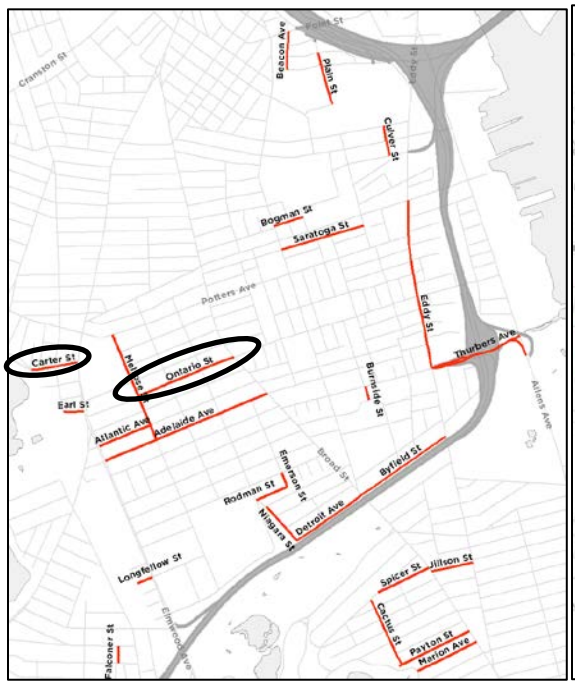
Staff Report: Capital Improvement Program Contracts 4 & 5 30% Review – Upper South Providence, Lower South Providence, Elmwood, Silver Lake, Hartford, Olneyville, Valley, West End – Wards 6, 7, 8, 9, 10, 11, 12, 15 *(For Action)*
Presented at June 20, 2018 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the conceptual plans for Contracts 4 & 5 of the City's Capital Improvement Program. These 51 repaving projects were selected based on pavement condition and geographic diversity. This will be a design level review of the projects and will be the second of two reviews before the Commission.

Project Map

Contract 4



Contract 5

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Previous Recommendations

- 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.
    - **New crosswalks will be striped in the 2 ft x 1 ft style, which is less expensive. Existing crosswalks being restriped will replaced in kind.**
- 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."**
- Eagle Street between Atwells Ave and Kinsley Ave should be restriped to remove a travel lane in either direction, with space reallocated to fit a one-way separated bike lane against the curb on both sides.
    - **NOT INCLUDED**
- Ontario Street 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. If feasible, a neighborhood traffic circle should be installed at the intersection of Niagara St and Ontario St similar to those installed at Hamilton St & Ontario St and other nearby intersections. 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 them.
    - **GREEN-BACKED SHARED LANE MARKINGS (SHARROWS) INCLUDED.**
- Carter Street between Bucklin St and Mashapaug 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 them.
    - **GREEN-BACKED SHARED LANE MARKINGS (SHARROWS) INCLUDED.**
- Carter Street between Bucklin St and Elmwood Ave should be striped with a contra-flow bike lane along the southern curb, separated from the vehicular travel lane by a double yellow line. This lane should be accompanied by "Except Bikes" signage to supplement the one-way sign and

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Do Not Enter sign at the intersection of Bucklin St and Carter St as described in the NACTO Urban Bikeway Design Guide. Dashed contra-flow bike lane markings should be extended across the intersection with Elmwood Ave, as a way of alerting vehicular traffic to look for contra-flow bicyclists. Green-backed shared lane markings should be included in the westbound direction to guide with-flow bicyclists.

  - **CONTRAFLOW BIKE LANE INCLUDED. NO STRIPING ON ELMWOOD AVE INCLUDED.**

- Magnolia Street should be posted for no parking on either side of the street and striped with two vehicular travel lanes of 10 ft each and a 5 ft striped bike lane against either curb.
  - **STRIPING LIMITED TO CENTERLINE, STOP BARS, CROSSWALKS TO ALLOW FURTHER STUDY**
- Webster Ave should be striped with two vehicular travel lanes of 10 ft each, one parking lane of 7.5 ft, and conventional striped bike lanes of 5 ft each. The bike lane on the same side of the street as the parking lane should be placed between the parking lane and the vehicular travel lanes, and should have buffers on either side of it, both between the bike lane and the vehicular travel lane and the bike lane and the parking lane. These two buffers would be between 1 ft and 1.5 ft each, and thus would only need an additional white line to be painted, not the hatching required for wider buffers. If these buffers are not feasible, this space should be allocated to increasing the bike lanes to 6 ft in width.
  - **STRIPING LIMITED TO CENTERLINE, STOP BARS, CROSSWALKS TO ALLOW FURTHER STUDY**

Staff Recommendations

- Green backed sharrows should also be included in the westbound travel lane of Carter St between Elmwood Ave and Bucklin St to complement the contraflow bike lane in the opposite direction.
- Signage should be installed on Ontario St designating it as a neighborhood bikeway.
- Through the Traffic Calming Advisory Group, additional measures to divert vehicular traffic volume from Ontario St and reduce vehicular traffic speeds should be implemented.
- The Department of Public Works should work with the Department of Planning and Development to create a plan for integrating recommendations of neighborhood plans into pavement preservation work in the future as the default street configuration.

Respectfully submitted by Alex Ellis.

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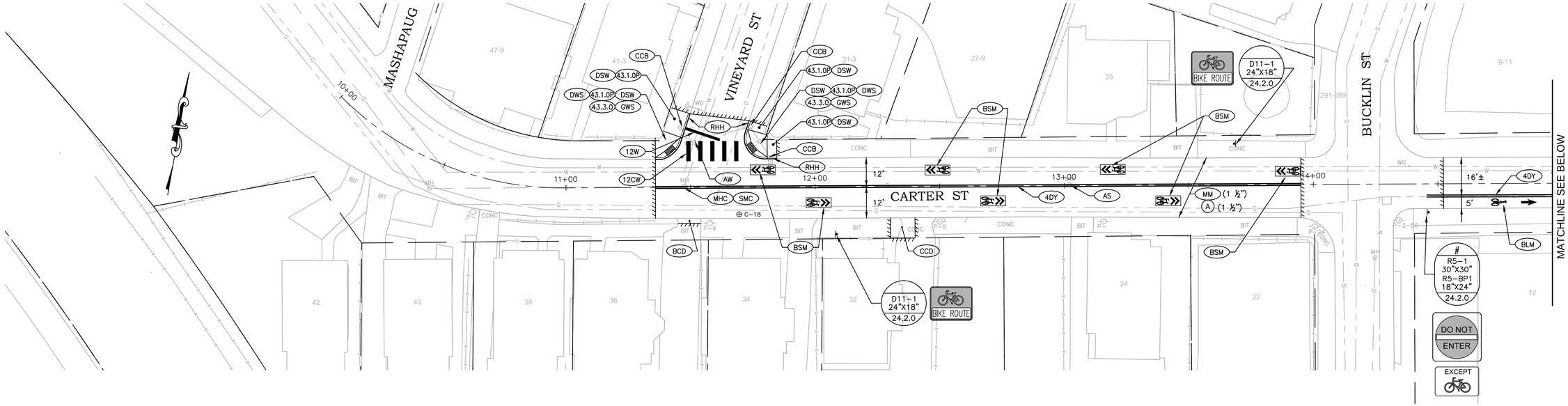

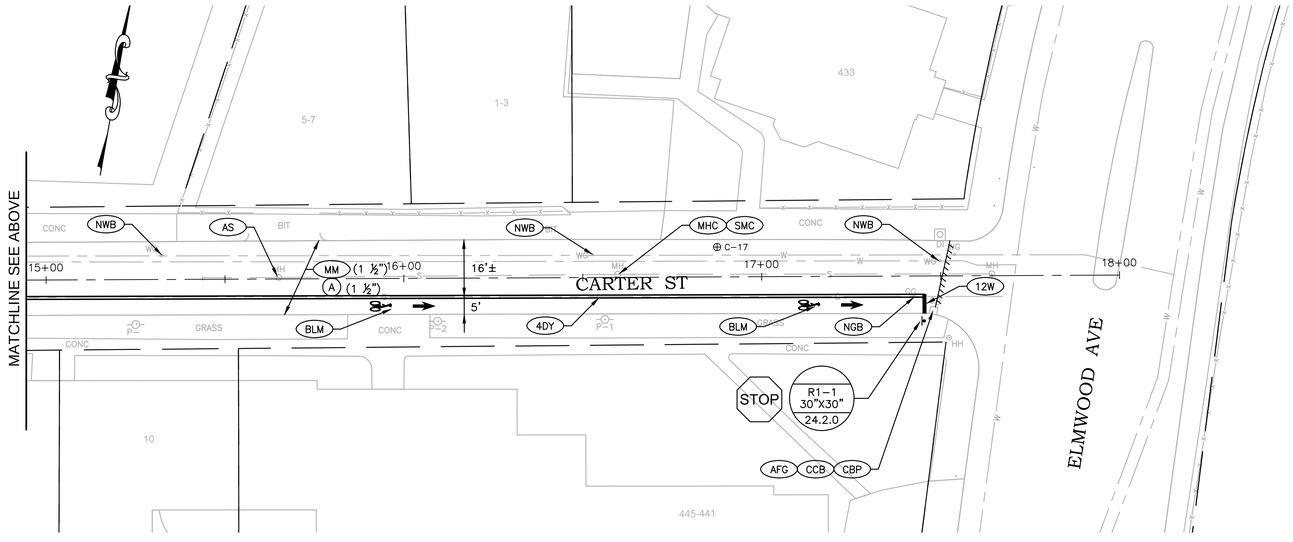

WHEEL CHAIR RAMP TRANSITION CHART					
LOCATION	CURB REVEAL	WIDTH OF RAMP	ROADWAY GUTTER SLOPE	TRANSITION LENGTH (LOOKING FROM ROAD)	
				LEFT SIDE	RIGHT SIDE
STA. 11+40 LT.	2"	4'-0"	2.6%	5'-0"	5'-0"
STA. 11+75 LT.	4"	4'-0"	2.1%	6'-0"	6'-0"

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CITY OF PROVIDENCE

PROVIDENCE 2018
CAPITAL IMPROVEMENT PLAN
ROAD PAVING CONTRACT 4
PROVIDENCE RHODE ISLAND

CARTER ST
GENERAL PLAN 1

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SHEET NO.	TOTAL NO.
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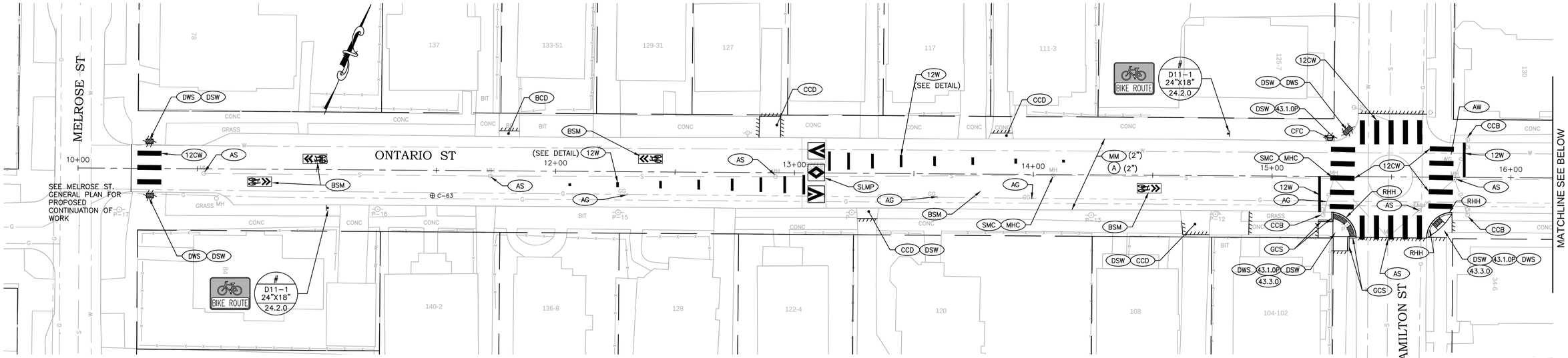

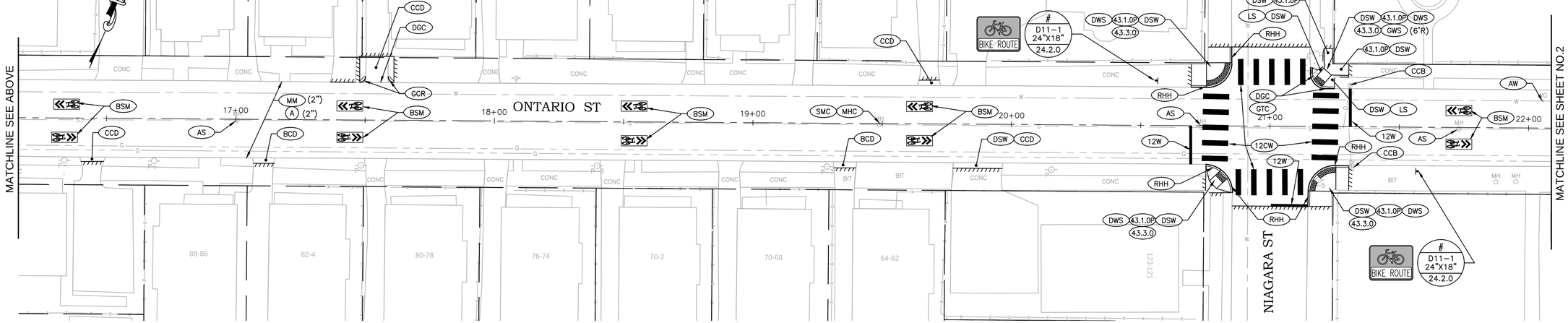

WHEEL CHAIR RAMP TRANSITION CHART					
LOCATION	CURB REVEAL	WIDTH OF RAMP	ROADWAY GUTTER SLOPE	TRANSITION LENGTH (LOOKING FROM ROAD)	
				LEFT SIDE	RIGHT SIDE
STA. 15+30 RT.	2"	12'-0"	1%	6'-0"	6'-0"
STA. 15+70 RT.	3"	4'-0"	0.5%	6'-0"	6'-0"
STA. 20+80 LT.	2"	12'-0"	2%	6'-0"	6'-0"
STA. 20+80 RT.	3"	4'-0"	1.5%	6'-0"	6'-0"
STA. 21+20 LT.	6"	4'-0"	0.4%	6'-0"	6'-0"
STA. 21+20 RT.	4"	16'-0"	0.1%	5'-0"	6'-0"

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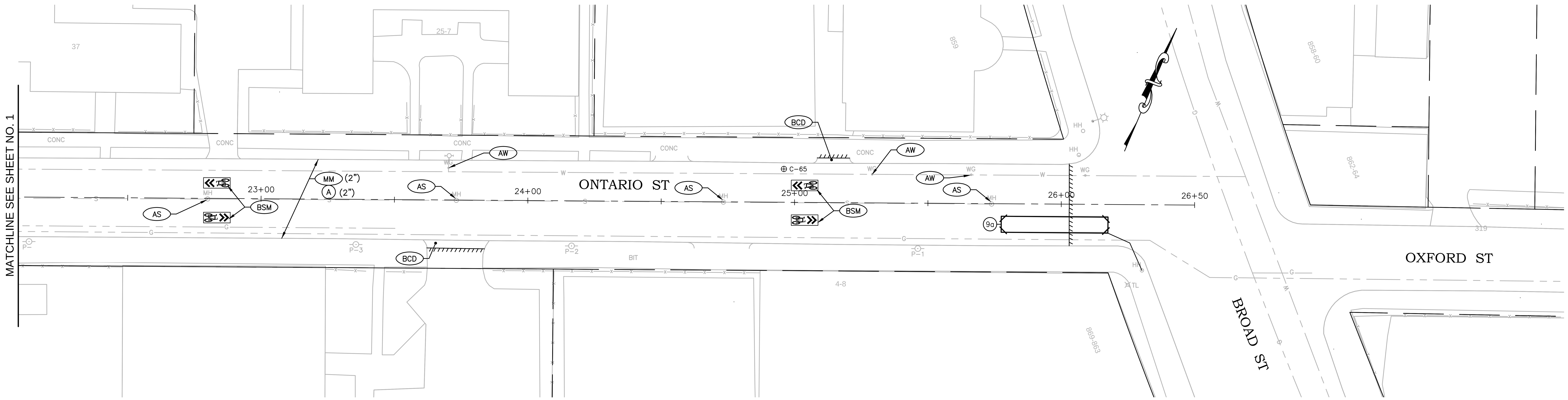
PROVIDENCE 2018
CAPITAL IMPROVEMENT PLAN
ROAD PAVING CONTRACT 4
PROVIDENCE RHODE ISLAND

ONTARIO ST GENERAL PLAN 1

DWN: CHECKED: DATE: SCALE: 1"=20'

SHEET NO.	TOTAL NO.
36	55



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ROAD PAVING CONTRACT 4
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ONTARIO ST
GENERAL PLAN 2

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SHEET NO.	TOTAL NO.
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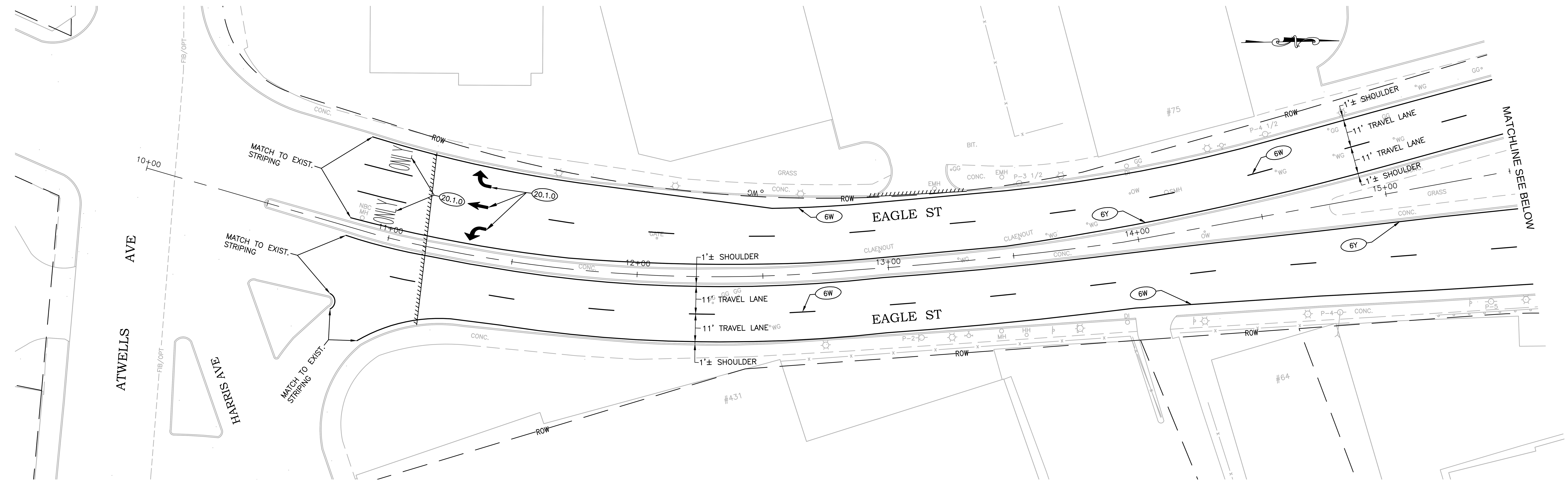

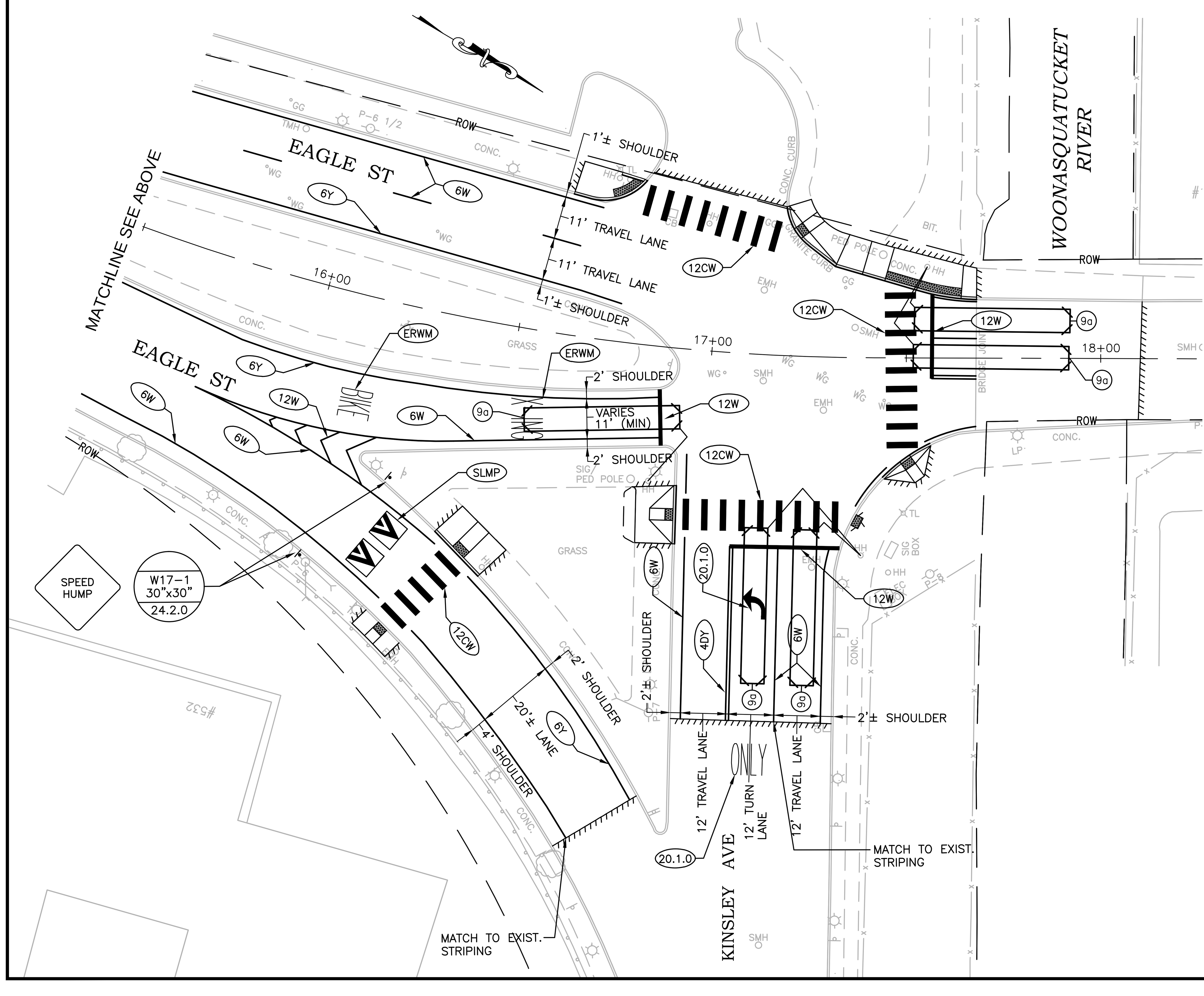

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CAPITAL IMPROVEMENT PLAN
ROAD PAVING CONTRACT 5
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EAGLE STREET SIGNING AND STRIPING PLAN

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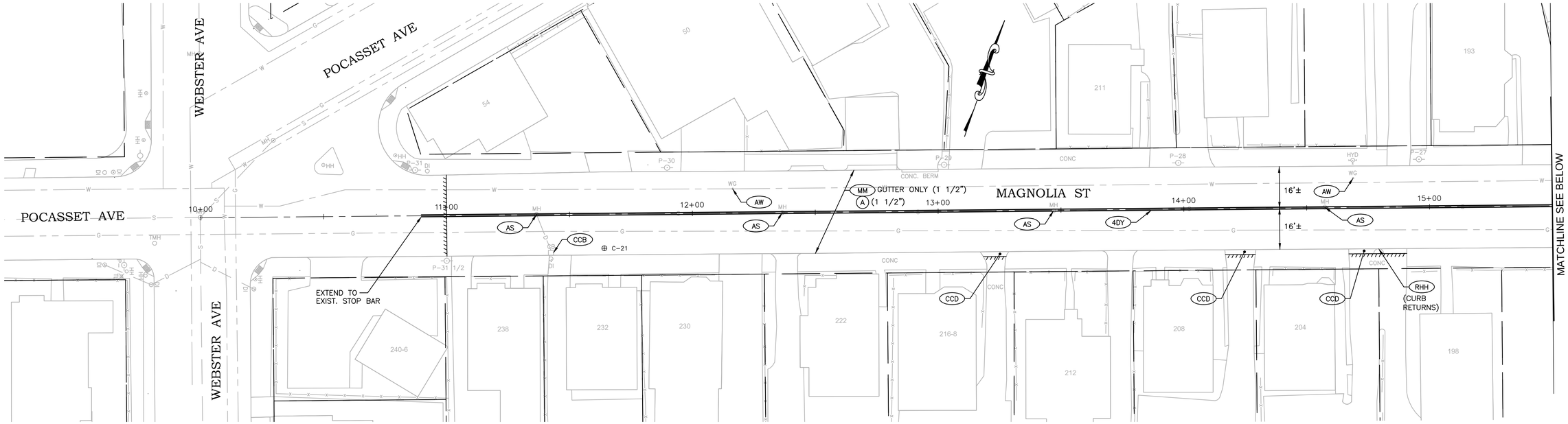
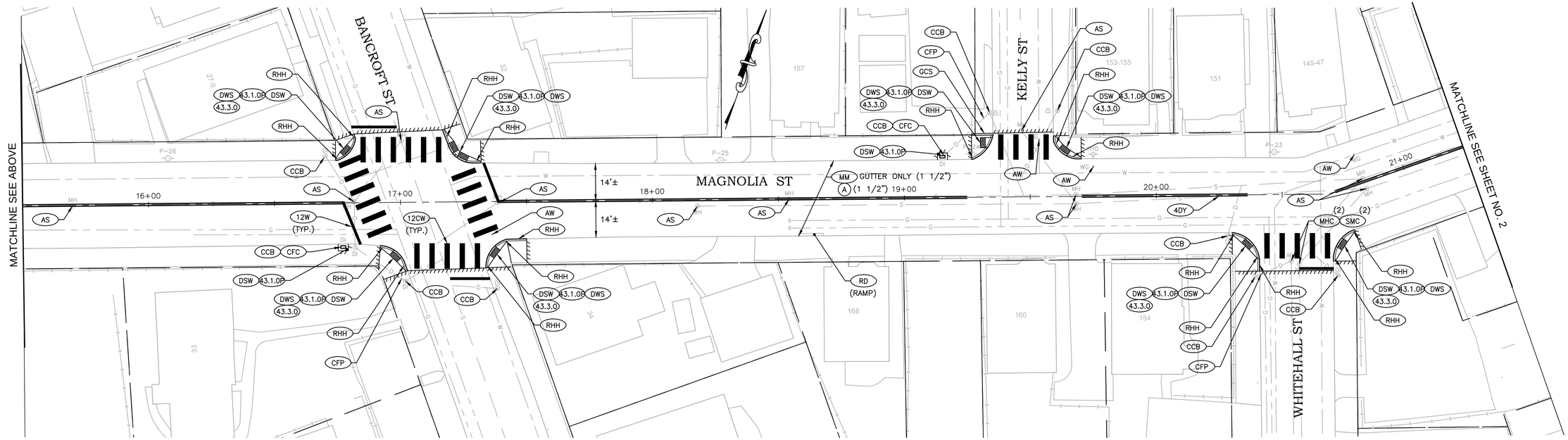
SHEET NO.	TOTAL NO.
22	48





WHEEL CHAIR RAMP TRANSITION CHART					
LOCATION	CURB REVEAL	WIDTH OF RAMP	ROADWAY GUTTER SLOPE	TRANSITION LENGTH (LOOKING FROM ROAD)	
				LEFT SIDE	RIGHT SIDE
STA. 16+80 LT.	3"	4'–0"	1.7%	4'–0"	5'–0"
STA. 16+99 RT.	4"	4'–0"	1%	6'–0"	6'–0"
STA. 17+21 LT.	3"	10'–0"	2.5%	6'–0"	6'–0"
STA. 17+36 RT.	2"	4'–0"	3%	6'–0"	6'–0"
STA. 19+33 LT.	2"	5'–0"	2.5%	6'–0"	–
STA. 19+63 LT.	2"	4'–0"	3.7%	6'–0"	6'–0"
STA. 20+37 RT.	2"	4'–0"	2.5%	6'–0"	6'–0"
STA. 20+68 RT.	2"	4'–0"	5%	6'–0"	6'–0"

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MAGNOLIA STREET GENERAL PLAN 1

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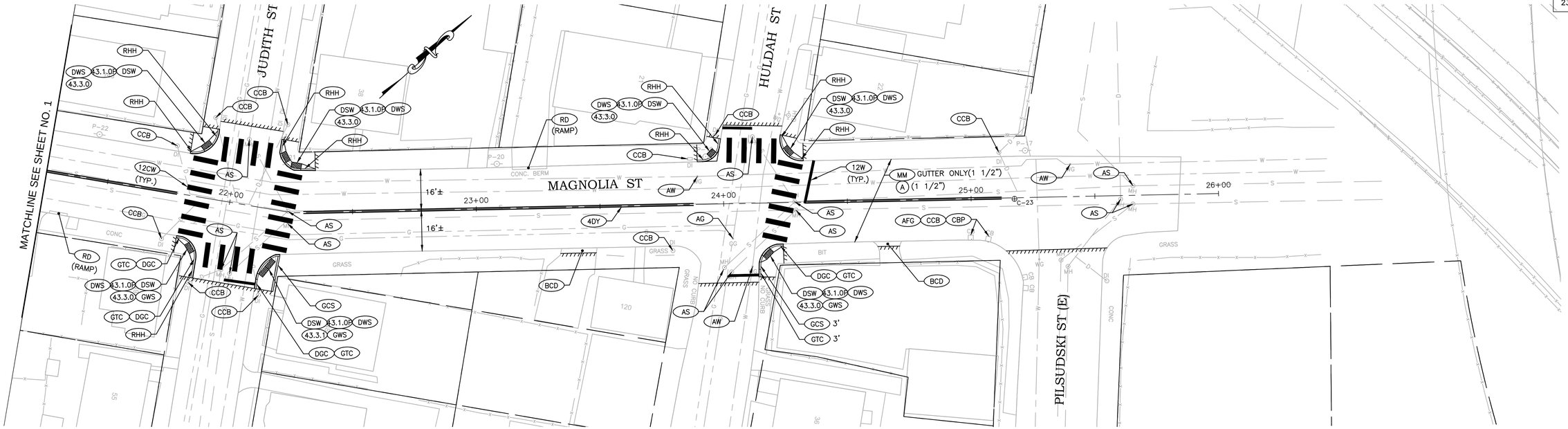

WHEEL CHAIR RAMP TRANSITION CHART					
LOCATION	CURB REVEAL	WIDTH OF RAMP	ROADWAY GUTTER SLOPE	TRANSITION LENGTH (LOOKING FROM ROAD)	
				LEFT SIDE	RIGHT SIDE
STA. 21+88 LT.	3"	4'–0"	4%	6'–0"	6'–0"
STA. 21+88 RT.	2"	4'–0"	5%	6'–0"	6'–0"
STA. 22+19 LT.	3"	10'–0"	3%	6'–0"	6'–0"
STA. 22+18 RT.	3"	8'–0"	1%	–	6'–0"
STA. 23+97 LT.	2"	3'–0"	1.7%	6'–0"	6'–0"
STA. 24+25 LT.	2"	4'–0"	2%	6'–0"	6'–0"
STA. 24+16 RT.	3"	4'–0"	2.2%	6'–0"	3'–0"

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MAGNOLIA STREET
GENERAL PLAN 2

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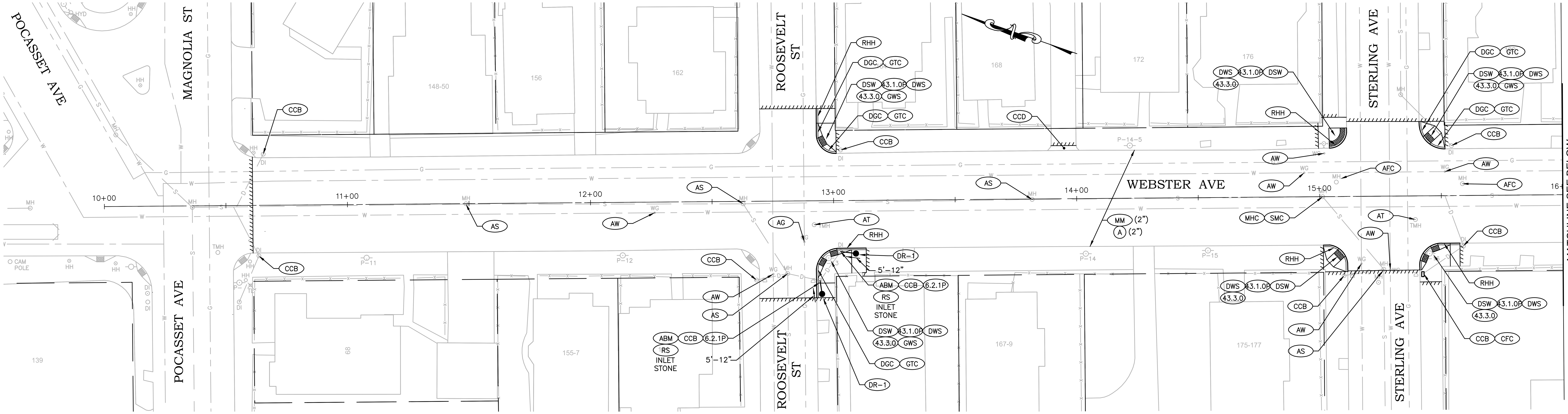
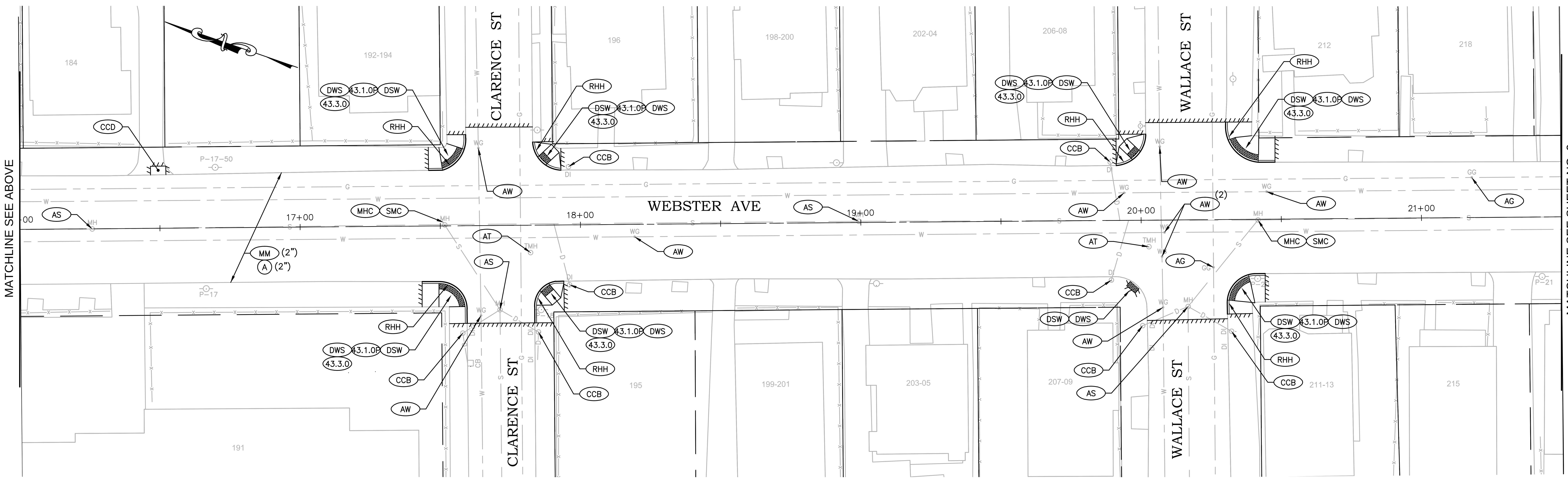
SHEET NO.	TOTAL NO.
35	48





WHEEL CHAIR RAMP TRANSITION CHART

LOCATION	CURB REVEAL	WIDTH OF RAMP	ROADWAY GUTTER SLOPE	TRANSITION LENGTH (LOOKING FROM ROAD) LEFT SIDE	RIGHT SIDE
STA. 12+95 LT.	4"	4'–0"	1.8%	6'–0"	6'–0"
STA. 12+95 RT.	4"	9'–0"	1.0%	6'–0"	6'–0"
STA. 15+10 LT.	2"	10'–0"	1.5%	6'–0"	6'–0"
STA. 15+10 RT.	1"	4'–0"	1.0%	6'–0"	6'–0"
STA. 15+45 LT.	4"	4'–0"	1.8%	6'–0"	6'–0"
STA. 15+45 RT.	3"	9'–0"	1.0%	5'–0"	5'–0"
STA. 17+55 LT.	2"	10'–0"	1.2%	5'–0"	5'–0"
STA. 17+55 RT.	4"	12'–0"	1.2%	6'–0"	6'–0"

WHEEL CHAIR RAMP TRANSITION CHART

LOCATION	CURB REVEAL	WIDTH OF RAMP	ROADWAY GUTTER SLOPE	TRANSITION LENGTH (LOOKING FROM ROAD) LEFT SIDE	RIGHT SIDE
STA. 17+90 LT.	4"	4'–0"	1.0%	5'–0"	5'–0"
STA. 17+90 RT.	4"	4'–0"	1.1%	5'–0"	5'–0"
STA. 20+00 LT.	4"	4'–0"	1.5%	6'–0"	6'–0"
STA. 20+35 LT.	2"	11'–0"	3.0%	6'–0"	6'–0"
STA. 20+35 RT.	2"	11'–0"	1.6%	5'–0"	5'–0"

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WEBSTER AVENUE GENERAL PLAN 1

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