



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

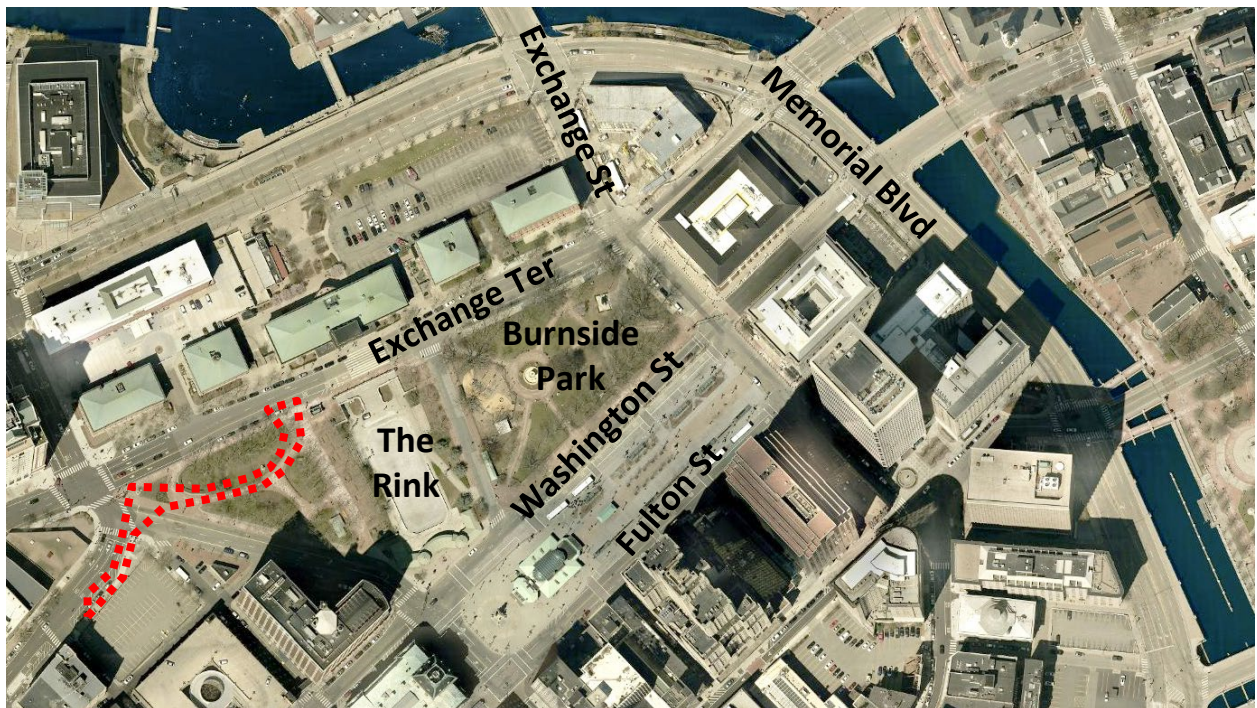
Staff Report: Emmett Square Conceptual Review – Downtown – Ward 1 (For Action)

Presented at November 15, 2018 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding 30% plans for an extension of the Fountain Street bike lane across Dorrance Street. This will be a design level review of the project and will be the second of two reviews before the Commission.

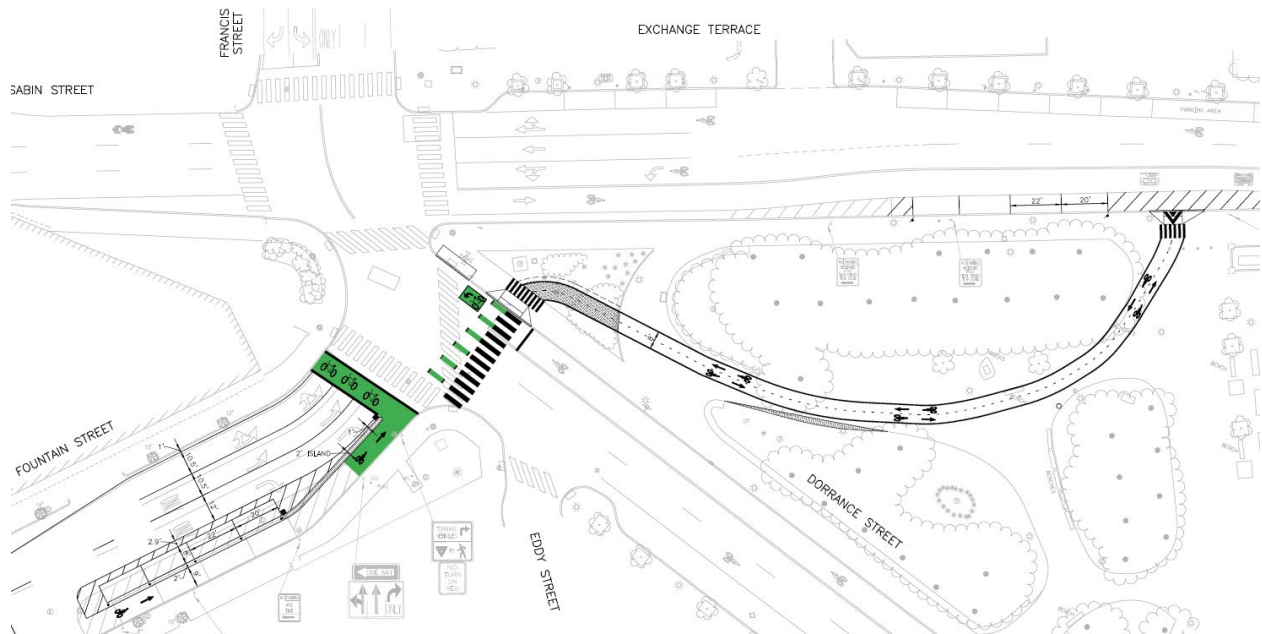
Project Map





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Description of Changes since Conceptual Review

- On the Fountain Street approach to the crossing, the bike lane will remain in the roadway rather than going up on the sidewalk, in line with BPAC's recommendation.
 - Because of this, the project does not need to build a new curb ramp on the southern corner of Dorrance St between Fountain St & Eddy St, but can re-use the existing curb ramps.
 - Keeping the bike lane in the roadway requires restricting right turns from Fountain Street to use a right turn arrow signal. The pedestrian crosswalk as well as the bicycle crossing would operate at the same time as through vehicular traffic while right-turning vehicular traffic have a red arrow. The bike/ped phase would stop, and then the right-turning vehicles would have a green arrow while through traffic remains green as well.
- The path through Biltmore Park remains, but is now two-way. The steepness of the slope, the specific vehicular traffic details of Exchange Terrace, and the insufficient unobstructed width of the Exchange Terrace sidewalk along Biltmore Park made it infeasible to follow BPAC's recommendation to minimize the path's route through the park. See below for recommendations to limit bike/ped conflicts in the park.
- A two-stage turn box is included on Dorrance St adjacent to the bike crossing to allow either direction of bicyclists to continue safely onto Francis St or Sabin St.



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Staff Recommendations

- The path through Biltmore Park should be marked and signed as a shared-use path for use by bicyclists, pedestrians, and other nonmotorized modes. This should include a multimodal marking in development as part of City Walk as well as signage for bicyclists instructing them to slow down and yield to pedestrians upon entering the park, such as that pictured at right.

Respectfully submitted by Alex Ellis.

