



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: City Walk Phase 1 Design Review – Downtown, Upper South Providence – Wards 1, 11 (For Action)

Presented at December 19, 2018 BPAC meeting

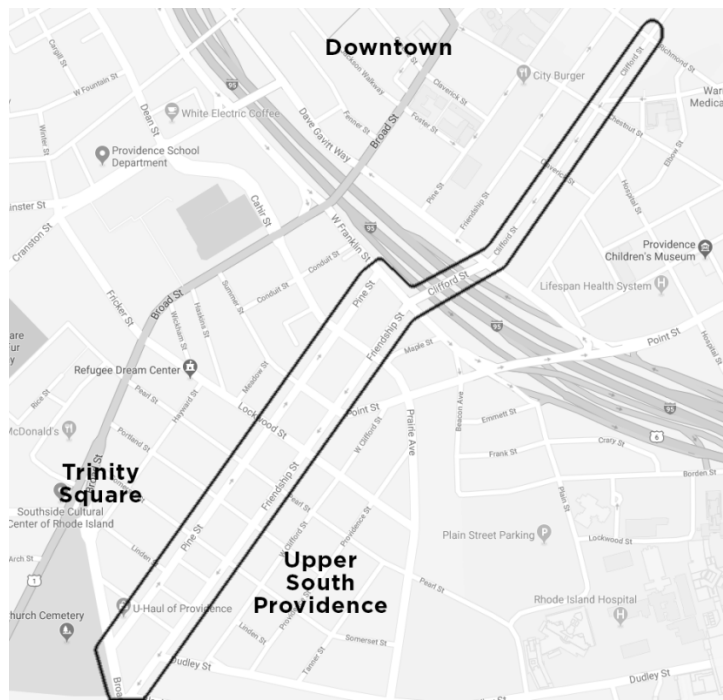
Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the design plans for Phase 1 of City Walk. The plans involve striping and signage improvements between Richmond Street and Broad Street. This will be a design level review of the project and the second of two reviews by the Commission.

The City has funding from the State Transportation Improvement Plan (TIP) to complete a portion of City Walk, the vision to connect nine Providence neighborhoods to each other, to Roger Williams Park, and India Point Park by means of safe places to walk and to bike. The funded portion of the vision extends from the intersection of Clifford Street and Richmond Street downtown across I-95 to Broad Street, and south on Broad Street to Hawthorne Ave, which is the entrance to Roger Williams Park. That project is split into two phases, with Phase 1 extending from downtown to the intersections of Pine Street and Friendship Street with Broad Street, and Phase 2 consisting of Broad Street.

The schedule for the two phases is for implementation starting in 2019.

Project Map



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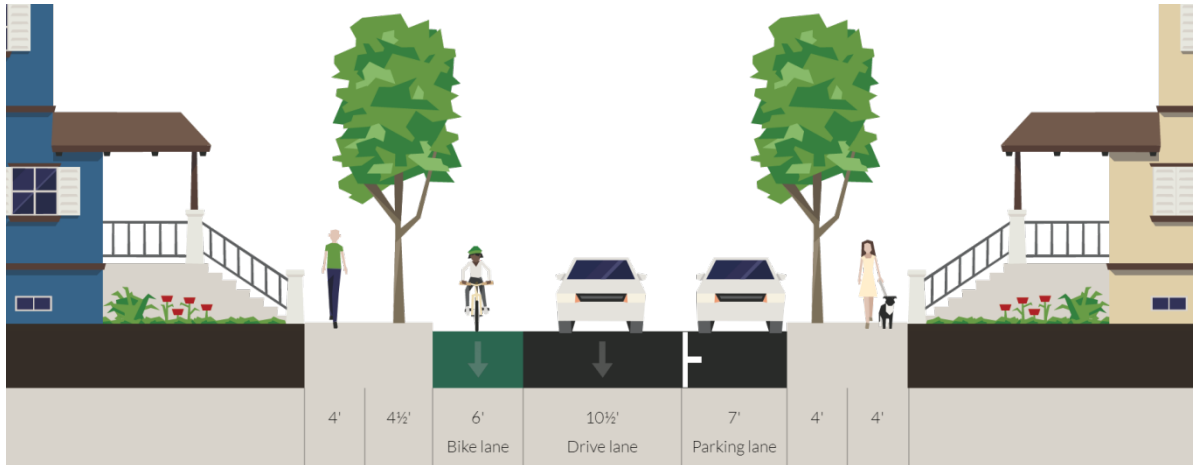


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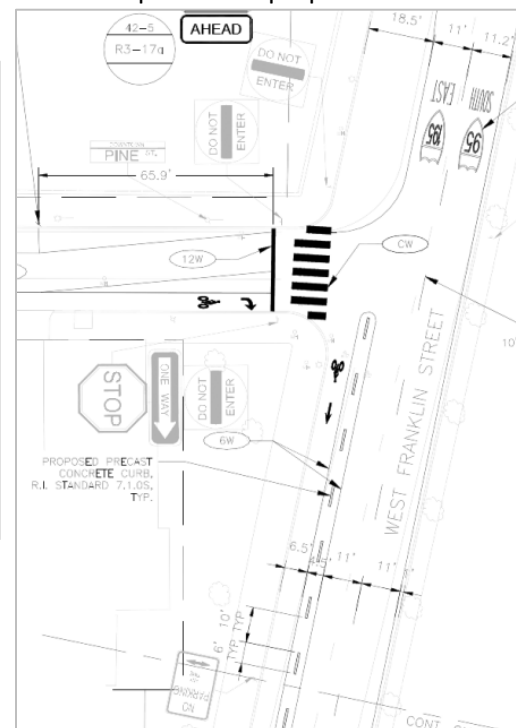
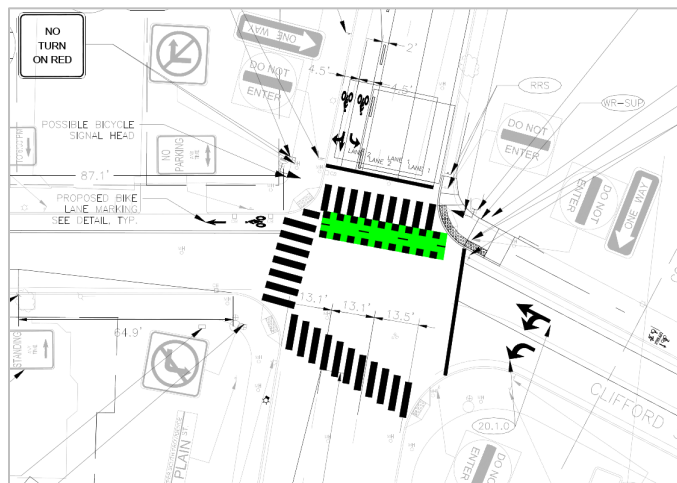
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Project Description

- Friendship Street and Pine Street will remain a one-way pair for vehicular traffic, with conventional striped bike lanes on the right and on-street parking moved to the left-hand side of both streets. The volume of vehicular traffic is low enough on both roads to render conventional striped bike lanes an appropriate treatment for all-ages-and-abilities bicycling. See below.



- The eastbound bicycle traffic on Pine Street will be provided with a short protected bike lane on West Franklin Street (the service road) to connect with Friendship Street in preparation for crossing the highway. See right →



- The intersection of Friendship St with West Franklin St features a marked bike crossing (see above ↑) and new leading pedestrian intervals.
- On the Clifford Street Bridge over I-95, the plans

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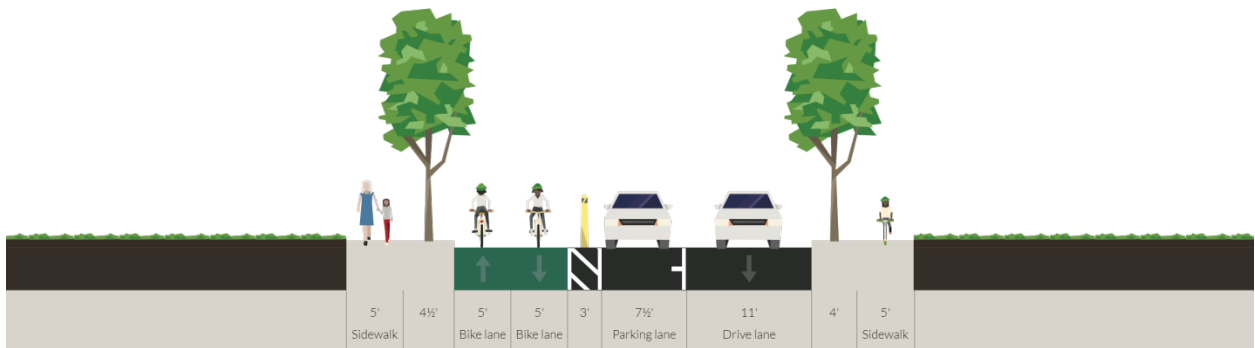


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involve enhancing the north-side sidewalk to be a shared-use path for walking, biking, and other low-speed modes. The original conceptual designs involved removing one of the two vehicular travel lanes in order to provide room for dedicated facilities for bicycle traffic in the roadway without taking any space away from pedestrian sidewalks, but the Department of Transportation would not approve that design.

- On Clifford Street between East Franklin Street and Richmond Street, the two-way protected shared-use path would continue, with one of the two vehicular travel lanes eliminated and parking maintained for the length of this segment with the exception of the block between Claverick Street and Chestnut Street, which does not currently have on-street parking.



- At the terminus of Phase 1 at Richmond Street, the bicycle facility will connect with a shared use path through the Wexford parcel, which will connect the route to the forthcoming West Side Waterfront Park and the new Providence River Pedestrian Bridge.
- Throughout the project, new lane markings have been developed to show users that the new urban trail is for more than just bikes, but for any use that is slower than vehicular traffic and faster than sidewalk speeds, e.g. scooters, jogging, etc. See below.

Respectfully submitted by Alex Ellis.

