Staff Report: City Walk Phase 2 Conceptual Review –Upper South Providence, Lower South Providence, Elmwood – Wards 9, 10, 11 (For Action)
Presented at February 20, 2019 BPAC meeting

Project Background
The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the conceptual plans for Phase 2 of City Walk. The plans involve striping and signage improvements on Broad Street between Elmwood Ave and Hawthorne Ave. This will be a conceptual level review of the project and the first 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 of Phase 1 in 2019 and of Phase 2 in 2020.

Throughout 2018, the City conducted public engagement to ask the community what the improvements on Broad Street should look like. These included two public meetings, the first to identify design preferences, challenges on Broad Street, and examples of potential options, and the second to take a closer look at design options. In addition, the Street Team collected input at over 15 community events, and the Demonstration Day project collected substantial feedback in June 2018. Some of the biggest themes community members articulated were a desire for improved traffic
safety for all modes and a concern that any major changes to on-street parking availability would be detrimental to neighborhood businesses and their customers.

**Project Description**

- Most proposed improvements are striping with strategically placed vertical separation and a few pedestrian islands. The curb line of Broad Street is almost entirely staying the same in these plans.

- South of Plenty Street, Broad Street is wider, and partly through removing the center turn lane, there is plenty of space for a two-way urban trail on one side of the street while keeping existing on-street parking.

- North of Plenty Street, there is less space between the curbs. The conceptual plans show conventional striped bike lanes between the parking lanes and the vehicular travel lanes. The alternative of continuing the two-way urban trail would have more impact on parking, so the City opted for this solution instead which maintains most parking.

- The improvements connect to City Walk Phase 1 improvements on Pine and Friendship streets, and to Roger Williams Park.

- Based on an analysis of curb cuts and cross streets, as well as connectivity and safety, the conceptual plans show the urban trail on the west side of Broad Street.

- Vertical separation is provided by a combination of precast concrete curb units, planters, and concrete parking stops.

- Several plazas are identified in the plans where ground murals would be installed.

- For southbound bus stops on Broad Street, the conceptual plan shows floating bus islands, so that bus passengers can cross the urban trail to wait on those islands and buses can stop in-lane, which improves transit service.

- Leading Pedestrian Intervals are planned for all walk signals in the project area.

- Several new crosswalks are proposed across Broad Street in the conceptual plans, notably on the south side of the Oxford Street intersection and on the south side of Prairie Ave intersection.

Respectfully submitted by Alex Ellis.
CITY WALK - PHASE 2
CONCEPTUAL DESIGN PLANS
BROAD STREET (ELMWOOD AVE TO HAWTHORNE AVE)

1.61 MILES