



## Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

### **Staff Report: Citywide Repaving Plan Design Review – Citywide (For Action)**

*Presented at April 21, 2021 BPAC meeting*

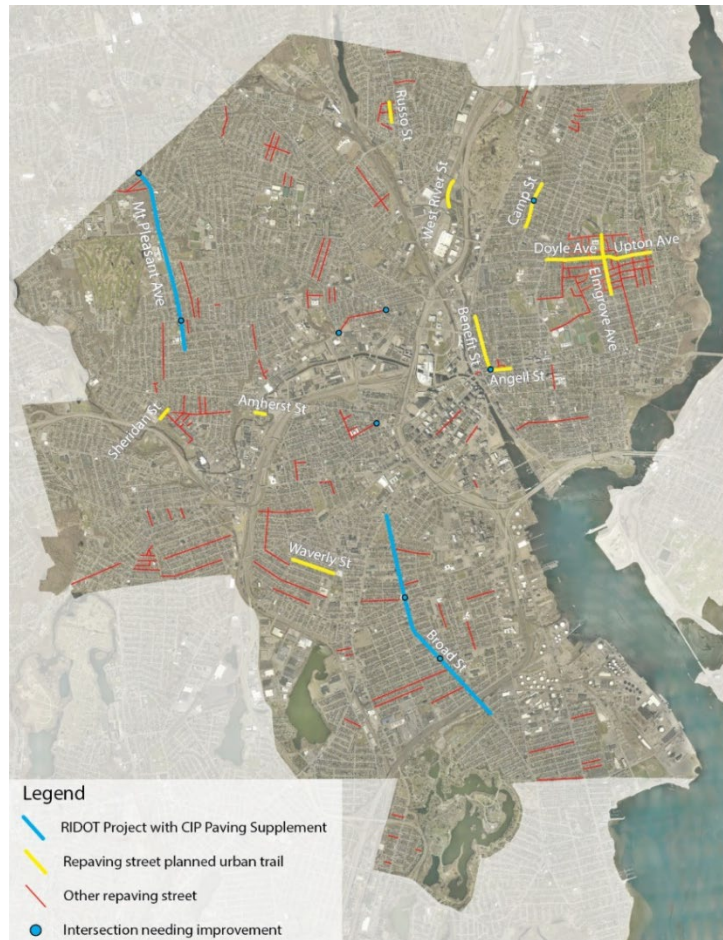
#### **Project Background**

The City of Providence Department of Public Works seeks comments from the BPAC regarding plans for repaving of city streets planned for 2021.

In September 2020, the Commission reviewed the conceptual list of streets proposed for repaving as part of the 2020 Capital Improvement Program (CIP). A map of current CIP projects is available on the City’s website: from <https://www.providenceri.gov/planning/gismaps/> click on “Providence Web GIS” then scroll all the way to the right, where you will see “Capital Improvement Plan Viewer”.

#### **BPAC Recommendations from September 2020 Review**

- Traffic calming and shared lane markings should be installed on planned neighborhood greenways (Amherst St, Waverly St, Russo St, Camp St, Benefit St, Elmgrove Ave, Upton Ave/Doyle Ave, and Sheridan St) following repaving,
- West River Street should be striped with a two-way urban trail following repaving,
- Evaluation of a road diet on Angell Street between Prospect St and Benefit St should be expedited so that if possible, such reconfiguration can be installed following repaving, and
- Included intersections highlighted in the Great Streets Plan (Orms St at Smith St, Orms St at Pleasant Valley Parkway, Benefit St at Angell St, Federal St at Dean St, and Camp St at Evergreen St) should be evaluated for pedestrian improvements during repaving.





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- Drawings for West River Street and any major changes to intersections be brought back to BPAC for further consideration.
- Projects included in the repaving project also make necessary changes to signage including “bicycles may use full lane” signage.

### Repaving status

- One construction contract is **currently in the middle of work** (“Contract 7”), covering 33 of the streets planned for full repaving, including the segments of Waverly Street, Angell Street, and Russo Street that overlap with the planned urban trail network:
  - Waverly Street between Cranston Street and Dexter Street has already been repaved. Neighborhood Greenway improvements were not included, but a separate project this summer will come back and put speed lumps and sharrows in.
  - Angell Street between Prospect Street and Benefit Street is currently expected to be repaved sometime in May. As part of a series of pedestrian safety requests from RISD, a new crosswalk is being included across Angell Street at Defoe Place. A potential future road diet on this section of Angell Street (in part to make room for the planned urban trail) is not far enough along in outreach or study yet to be integrated at this time.
  - Russo Street between Nahant Street and Paul Street is currently expected to be repaved next week, the week of April 27. Planned neighborhood greenway improvements on the already low-traffic Russo Street involve speed lumps and sharrows.
- Other urban trail streets planned for repaving are **not yet out for construction**.
  - Portions of Benefit St and Camp St are part of planned neighborhood greenways and are planned for construction this year.
  - Portions of Elmgrove Ave, Doyle Ave, and Upton Ave are part of planned neighborhood greenways and are on an unclear schedule because their repaving is connected to extensive utility work.
  - Amherst St between Valley St and Tuxedo Ave is planned for repaving in 2022, and is a planned neighborhood greenway.
  - West River St between Corliss St and Branch Ave is planned for repaving this year and is planned as a separated urban trail.

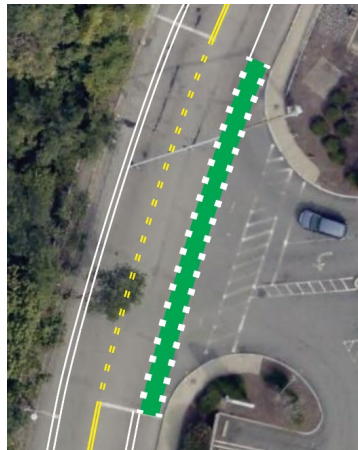
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### Staff Recommendations

- Speed lumps should be added to construction plans for Russo St: one set between Paul St and Social St, and another set between Social St and Nahant St.
- Plans for West River Street should integrate bike lane striping & markings on either side of the road, sufficiently far from the curb to fit a 5 ft bike lane and 2 ft buffer, which can be supplemented with separation materials when feasible. On the approach to Branch Ave, the centerline should be shifted toward the railroad tracks 3-4 ft to make room for a striped bike lane in between the left-turn and right-turn car lanes. See proposed sections illustrated below.



Respectfully submitted by Alex Ellis.