

# BROAD STREET PUBLIC MEETING 10/21/21 Q+A

*Public questions and comments submitted during the Q&A session of the October 21st virtual public meeting have been copied and pasted below. Questions that were answered live have been copied and pasted below. Questions that were not able to be answered live have also been copied and pasted below. Answers have been added below each question.*

*If you have any further questions, you may direct them to project planner Alex Ellis at [aellis@providenceri.gov](mailto:aellis@providenceri.gov) or 401-680-8522.*

Will First Source be a part of recruitment tool for employment?

Answer: The contract book referenced the First Source Ordinance and that the project is to be bid upon and executed under this ordinance.

What about Reservoir and Park Avenue being closed, they have not worked on. Is there any date as to when it will be done? its been at pause

Answer: Both the Park Avenue and Reservoir Avenue bridges are RIDOT projects. This fall, RIDOT posted updates indicating that both bridges are planned to be completed in 2022. The Park Ave project page is at <http://www.dot.ri.gov/projects/ParkAveRailroadBridge/index.php> and the Reservoir Ave project page is at <http://www.dot.ri.gov/projects/ReservoirRailroadBridge/index.php>.

how is speed going to be fixed ? speed cameras? atvs are problem on broad too

Answer: Reducing the number of car lanes from 3 to 2 is expected to have a big impact on speeding. A similar lane reduction recently reduced the number of people speeding by 90%. While there are speed cameras near schools throughout the city, there are no new speed cameras planned as part of this project. The conversation about ATVs is citywide, and this project has taken that context into consideration.

Will there be secure bike locking stations?

Answer: The City installed sturdy bike racks all along Broad Street in 2018 to provide secure locations for people to lock their bikes. The bike racks may be removed during sidewalk construction but will be reinstalled once the sidewalk is completed.

Are there any plans to integrate docked bike share into the project? Or a plan with Spin to help ensure bikes are always available to folks who do not have their own bike?

Answer: Yes, Spin is already required to ensure that at least 5% of trips occur in South Providence & the West End. They have tended to do better than that, keeping 7.5% of trips in each part of the city. They are also required to have and publicize a reduced-fare plan so that people who have difficulty affording the full cost of bike share can still use it. Spin is required to use the existing bike share racks, although Spin bikes are also allowed to park elsewhere as long as they are locked to something.

by when do we expect to see these changes?

Answer: Curb ramps are expected to start being redone before mid-November 2021, the rest of the improvements will start in Spring 2022 and finish during Summer 2022.

Will a similar project be planned for Elmwood Ave...vehicles wanting to speed may choose Elmwood as their "street of choice" thus endangering that neighborhood

Answer: Yes. Elmwood Ave is state jurisdiction rather than City, but nonetheless it is included in both the City's Great Streets Plan for similar improvements to Broad Street, and it is also in RIPTA's Transit Master Plan as a priority for improved transit service.

This is great and I am grateful for the enhanced connection for people of all abilities to get to RW Park and the new RWP Visitor's Center. Can you use extra paint to identify the unprotected bike lane as you have done on portions of Canal Street?

Answer: This project is planned to include green paint in conflict zones, similar to the bike lane on Canal Street.

Since many bike accidents occur when drivers open their doors without looking...will education be provided to the community re this danger?

Answer: "Dooring" is indeed a real problem. The City works to design bike lanes that avoid this conflict as much as possible. There are other education campaigns that have occurred in other cities around getting drivers to look before opening their door. Ultimately driver education is the responsibility of the State Department of Motor Vehicles, but the City does what it can to share messages about safe driving and parking.

Why is the bike lane between the parking and car traffic in the one-way bike sections, instead of next to the sidewalk?

Answer: When unprotected bike lanes are next to the curb adjacent to parking, it's very hard to get people not to park in the bike lane. Because of the street width, we were unable to design a parking-protected bike lane in this area north of Plenty Street. If use of the bike lanes show that a different design here is warranted, an upgrade to parking-protected or fully protected may be possible in the future.

Is there an opportunity in the future to make the dividers more substantial between the bikes and traffic- solid dividers or planters instead of plastic bollards? / What consideration was given to using something other than plastic bollards to delineate the bike lane?

Answer: Yes! We have a lot of basic protection with plastic bollards to do first, but more expensive separation is something the City intends to do once we have provided basic safety improvements throughout the city. Upgrading the whole length of Broad Street to concrete curbed barriers would cost about 4 times as much as the plastic bollards in the plans, but we're looking into whether a less expensive option is available.

This is very exciting! I love that you're increasing multifaceted usability of Broad Street! Will it be possible for the bike lanes to be plowed?

Answer: Yes! Part of the reason for putting both directions of bike traffic on the same side of the road is so that regular plows can fit down them.

so they will work Monday through Wednesday correct?

Answer: Times when we've told the contractors not to work are during rush hour as well as overnight on Thursday, Friday, and Saturday. Weekdays between rush hours and nights besides Thursday-Saturday are the times when construction will occur.

Will the city monitor the minority % of construction workers with companies chosen? / Will this project provide job opportunities for the community members?

Answer: Both the City and the State have regulations about this, and both regulations apply to this contract. At the City level, construction companies are recommended to subcontract at least 10% of their work to certified "Minority-owned Business Enterprises" (MBE) or "Women-owned Business Enterprises" (WBE). If companies do not expect to meet that threshold, they need to receive a waiver from the MBE Coordinator for the City.

Are there any obstacles/push backs, unintended consequences that have been identified and ideas on how to address them and how can the community help with that too? what could get in the way of this project being successful and can the community help? I'm aware of the street coalition, its how I'm here :)

Answer: There are always many pitfalls with this sort of project. One common issue is that no matter how much the City works to get community input to the project and share information about the project, we can't reach everyone and some people are upset they didn't know about it. We are always trying to do better with outreach, and you can help! If you talk to your network about the project, more people will know about it. The Providence Streets Coalition also tries to supplement the work the City does by talking to people in the community about upcoming projects such as this one, and getting involved there is a good way to help in an organized way.

What will the street scape looklike on Faragut or Sackett Sts.?

Answer: The "neighborhood greenways" on these two streets are almost entirely done already. A neighborhood greenway is not the same as the separated bike lanes coming to Broad Street, but instead are designed to emphasize on neighborhood streets that the streets are not just for driving but also for walking, biking, and playing. The basic improvements are traffic calming to make sure cars are going slow, and markings on the road to tell everyone that this is a street for other things besides just driving.

Are jersey barriers a commitment then, or just a consideration?

Answer: Jersey barriers are one option for more robust separation. All heavier separation is significantly more expensive; we would like to upgrade them eventually, and jersey barriers are one of the options we may consider down the road. Jersey barriers cost about 7 times the plastic delineators in the plans.

Where will food trucks park given the new structure? Will they take parking spaces?

Answer: Yes, food trucks will continue to park in the parking lane as they do now.

Considering that 23% of households on Broad Street don't have cars, how would the remaining 77% of households that do have cars feel about the increased traffic time?

Answer: We don't anticipate a significant increase in travel time.

Part of the Urban Trail is along Aldrich st from Eddy st west to Broad St. This intersects directly at the Roger Williams Visitor Center..... Sadly Aldrich st construction and Lamar sign co removed an entire tree buffer at Aldrich st , 109 trees... I am asking that we tree all of Aldrich st all the way to the RW Visitor center that will provide a pleasant way to travel to Broad St and the Visitor Center. Trees are a big part of the Urban Trail ...I am a tree planter here in SP and Washington Park ....can you confirm the trail along Aldrich St thanks

Answer: The Aldrich Street urban trail is indeed in the Great Streets Plan. We don't know yet when this urban trail will be built. We will work with community leaders as we figure out when that will occur and what it will look like. Doug Still, the City Forester, is a good contact about the issue of trees on this street, and we will reach out to him about this.

Were bus lanes considered for this project? If not why not? Given the amount of bus traffic and ridership on Broad St., it seems like bus lanes would be very beneficial to the residents along Broad St who rely on RIPTA

Answer: Bus lanes were considered early on this project, but while the planned urban trail improvements are possible while keeping all the car lanes and on-street parking, bus lanes take up more space and would not have been possible. We heard consistently from businesses and community leaders that it was important to keep on-street parking on Broad Street, so bus lanes were not an option.

who tends to push back against parking reduction? is it residents, businesses, someone else, all of the above? are there any alternative ways to satisfy parking demand?

Answer: A lot of people have trouble imagining city streets without all the on-street parking that exists currently. Besides that general status-quo bias, any sort of disruption is hard for small businesses to weather: if a business owner thinks that most of their customers arrive by car and some of those may stop coming if parking is less convenient, it's hard for them to be confident that increased customers from the more attractive streetscape will arrive before they see serious impacts to their business. There are alternatives, though: when there are off-street parking lots like in some locations on Broad Street, that means the on-street parking spaces nearby are less essential to preserve. Many people like to park directly in front of their destination but are completely able to walk a few blocks instead. Better management of existing parking spaces through things like loading or drop-off/pick-up zones, handicap spaces, and thoughtfully priced parking meters can also help, but these changes are sometimes also difficult to get support for.

What is the standard for striping between a bike lane and car lane? On Peace st they put in a double yellow but on other streets it's double white. Cars still think the double yellow stripe is for them.

Answer: Whenever there are lanes going the same direction, the lines between them are supposed to be white. When there are lanes going opposite directions, the lines are supposed to be yellow. On Peace Street, the new double yellow line indicates a "contra flow bike lane" which indicates that bikes are going the opposite direction from the cars, for whom it is one-way.

Is there consideration of rising bollards to give buses priority if bus lanes are obviously not possible?

Answer: While bus lanes are not possible on Broad Street, there are several improvements to bus service that are anticipated: Bus Boarding Islands will provide more space for people waiting for buses on new bus boarding islands, Faster & Easier Bus Pickup will make boarding easier for people with disabilities and speeding up bus boarding, and Reducing Bus-Bike conflicts will eliminate conflicts between buses and people riding bicycles by routing bike lane behind bus stops (most of Broad Street).

Sewer grates around providence are parallel with bike tires. Can new ones on Broad and future projects be horizontal?

Answer: The project is replacing existing frames and grates with new bicycle safe ones.