

BROAD STREET PUBLIC MEETING 3/16/22 Q+A

Public questions and comments submitted during the Q&A session of the March 16th 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 or 401-680-8522.

Question: Is transit signal priority (TSP) going to be a part of this plan? Can you talk about the collaboration with RIPTA?

Answer: RIPTA already has Transit Signal Prioritization (TSP) along this corridor that was implemented as part of the R-Line improvements a few years ago. We are planning to further improve this and the flow of all traffic on Broad Street by coordinating the traffic signals, which RIPTA has told us is a priority to optimize the TSP they already have. We've worked closely with RIPTA on this project since 2017 and we are happy that we were able to include bus islands along Broad Street that will make boarding and getting off the bus faster and safer.

Question: Are there future plans to continue the changes south to the Providence/Cranston line, to make it easier for folks coming from the south to use Broad St to bike into downtown?

Answer: There are! In the Great Streets Plan, this connection to the Cranston city line is included in the planned Urban Trail Network and we are currently seeking funding to see if we can move this project forward, with community engagement and design work occurring sometime in the next few years. You can read the Great Streets Master Plan at <https://www.providenceri.gov/planning/great-streets/>.

Question: North of Plenty: Why not make the bike lanes next to the curb rather than in the door/pinch zone?

Answer: Unfortunately, due to how narrow the road is on this section of Broad Street (north of Plenty), there is not enough space to keep on-street parking on both sides of the street (the most common request we heard from the community) and create a safe buffer zone (necessary to run protected bike lanes along the curb). The width of the bike lanes planned for Broad Street north of Plenty, does provide adequate room for people riding bicycles to avoid the "door zone" (similar to Broadway), unlike narrower "door zone" bike lanes you currently see on streets like South Main St or the old South Water St bike lanes.

Question: This project is so exciting! I am a RWP Zoo member, and I frequently take the R-Line bus down Broad and walk in to the Zoo. Are there improvements being made to this park entrance? Does the Zoo plan to make a more walkable entry for transit rider/pedestrians coming from Broad Street?

Answer: Yes! The Roger Williams Park Gateway Center is under construction on a similar timeframe to this project, and will provide an improved park entrance at the former site of El Fogon, opposite Aldrich St. You can learn more about the Gateway center by contacting Mark Mundorf at mmundorf@providenceri.gov or 401-340-8104. The Great Streets Master Plan also calls for improvements along Hawthorne Ave as it goes into the Park to make the existing connection even better. You can read the Great Streets Master Plan at..

Question: Can you please explain again what is happening next to Grace Church cemetery and the Friendship/Pine connections? What has been the conversation with UHaul about the plans at Grace Church Cemetery?

Answer: Although our original plans called for bike lanes along Grace Church Cemetery, we have decided to remove those few blocks of bike lanes from the project after talking with community members (between Pine and Hayward). North of Pine Street, Broad Street will be restriped as it is today, with parking on both sides. Between Friendship and Pine streets, there will be a bike lane in the northbound direction, but no bike lane in the southbound direction so that we can keep on-street parking on both sides of Broad Street between Pine & Friendship. South of Friendship Street (where Broad is a bit wider) there will be bike lanes on both sides and parking on both sides as well. The City reached out to the U-Haul at 863 Broad Street to propose closing some of the curb cuts at their property along Broad Street, which would have allowed more parking to be added along that side of the street, but they were not willing to give up the curb cuts.

Question: Will there be dedicated bike signals?

Answer: Due to the cost of bike signals, we will not be installing them at this time. As funding becomes available to further improve the urban trail on this street, bike signals are something we would like to consider.

Question: How will bicyclists cross Broad Street at intersections to/from the protected trail?

Answer: The plans call for “two-stage turn boxes” as places for bike riders/trail users to wait for a gap in traffic before turning left. People riding bicycles in the new bike lanes will use the existing pedestrian signals to know when to cross at signalized intersections. As part of this project, pedestrian signals for crosswalks running parallel to Broad Street will be automated, meaning that they will turn on automatically a few seconds before

cars headed in the same direction get a green light so that they can easily and safely cross the intersection before car traffic begins moving.

Question: Again today I saw someone use a center turn lane on Broad St to go at very dangerous speed past legally moving, stopped for a light traffic (timing themselves to speed through the fresh green); at the places you preserve the turn lanes, will anything be done to preclude this?

Answer: The two-way left turn lane in the center of the roadway will be removed as part of this project to make space for the new bike lanes, slow cars down, and prevent this sort of unsafe behavior. The turn lanes that will remain at Thurbers Ave and Potters Ave will be short and are only there to help move left-turning vehicles through the signal. The turn lanes' design will discourage vehicles from passing stopped vehicles as their purpose is less ambiguous and there is only one receiving lane on the far side of the intersection.

Question: Is there any plan to make it difficult for ATVs to use the bike lanes? ATVs/dirt bikes could make it dangerous for bicycle riders.

Answer: On some similar projects we did last year, we installed flexible posts on the yellow centerline of two-way urban trails. This discourages wider vehicles such as cars or four-wheelers from using the urban trail.

Question: Is there anyone looking into additional "Complete Street" work within RWP? Cars go really fast along these loops. Would be amazing to have something similar to Central Park with no cars and more space for pedestrians.

Answer: Yes! The Parks Department is evaluating what improvements they can make on streets within Roger Williams Park. The Great Streets Master Plan also recommends some improvements to make connections to Elmwood Ave and Broad Street safer and more welcoming for people biking and walking. You can read the Great Streets Master Plan at <https://www.providenceri.gov/planning/great-streets/>.

Question: Are blueprints on what is going to be done available?

Answer: Yes! We will post the detailed striping plan set to the project website along with other materials from this meeting, and we will let attendees of this meeting know when we have done so. We have provided detailed summaries of the plans during past public meetings for this project and the presentations from those meetings are also available on the project website at <https://www.providenceri.gov/planning/citywalk/>.

Comment: Not enough outreach was done to the community as many residents in this minority community do not use zoom or flyers.

Answer: We understand that not everyone is able to or comfortable using the Zoom platform and that is why we have conducted outreach using many other methods:

- Letters were sent to abutting property owners, businesses, and residents sent in November 2020, October 2021, and February 2022
- Over 1000 text messages were sent from Providence Streets Coalition to people in the neighborhood
- Street Ambassadors attended more than 80 existing events in the area such as Sankofa Market and the Dominican Festival to listen to community members' ideas for Broad Street.
- City staff and partners walked door to door to talk to businesses in person in February 2020, November 2020, and October 2021 to discuss plans for Broad Street.
- A demonstration project was held for a weekend at Broad Street and Public Street in June 2018 to show people passing through what the City was envisioning.
- In person public meetings were held in November 2017 at Southside Cultural Center, May 2018 at Calvary Baptist Church, March 2019 at Southside Cultural Center, and March 2019 at Feinstein Elementary School to hear what community members wanted to see on Broad Street.