

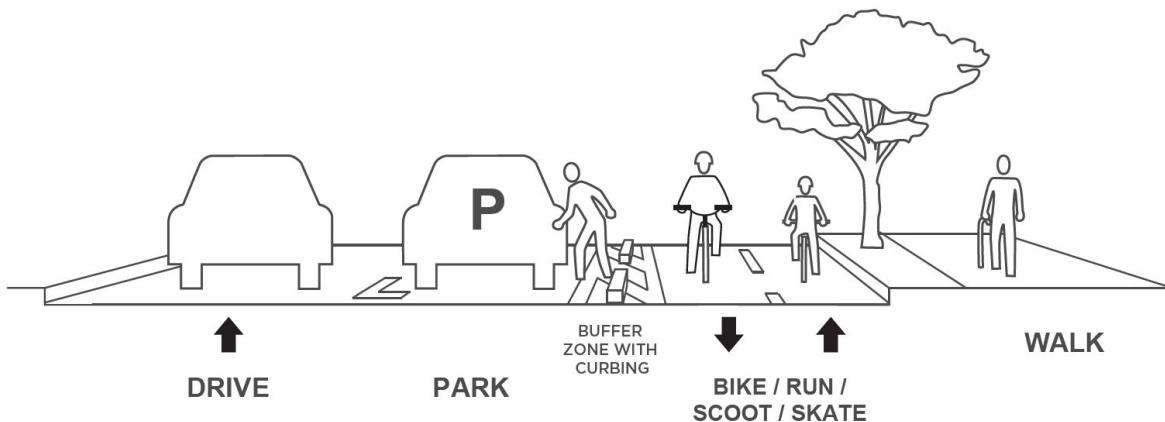
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MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

Improvements are coming to Clifford Street!

Clifford Street (between Richmond and West Franklin streets) will soon host part of the City's **Urban Trail Network** and **City Walk**, connecting residents and visitors to a 60-mile system of safe, comfortable places to walk, run, bike, scoot, and skate.

A public information session has been scheduled for Wednesday, September 18th, 2019 from 6:00 to 7:00 PM at Community Preparatory School (135 Prairie Avenue) where community members can ask questions and learn more about this important investment. You can also learn more below or by contacting Alex Ellis in the City of Providence Department of Planning and Development at 401-680-8400 or aellis@providenceri.gov.



What changes will there be? Activities will include restriping **Clifford Street between Richmond and West Franklin streets** to create a new two-way urban trail, new striping at crosswalks to improve safety for people walking, new signage, installation of rubber curbing within the new "buffer zone" to separate people walking and riding bicycles from parked cars along Clifford Street between Richmond and West Franklin streets, a new bicycle signal at the Clifford/East Franklin intersection, and minor curb ramp repairs at the Clifford/Claverick, Clifford/West Franklin and Clifford/East Franklin intersections. *No construction activity or changes to the roadway are planned on Clifford Street between Richmond and Dyer streets as part of this project.*

What is the construction schedule for this project? Construction activities are expected to begin on or around September 18th, 2019 and will last into the month of November. Temporary construction signage and traffic controls, which may include occasional night time detours, will be in place during the construction period.

What is the Providence Urban Trail Network? How will this segment fit into the larger citywide network? This project is part of Providence's Urban Trail Network, which will connect every neighborhood with high-quality places for people walking, running, riding bicycles, or using other micromobility options, like scooters. To the east, the Clifford Street Urban Trail segment will connect through the Wexford development site, across Dyer Street and the new waterfront park to Fox Point. To the west, the Clifford Street Urban Trail segment will connect across the Clifford Street bridge over I-95 all the way to Broad Street. The Urban Trail Network will also connect residents to regional trails and paths, including the East Bay, Blackstone, Woonasquatucket River, and Washington Secondary bicycle paths. **Urban Trails** are on- or off-street paths that are safe, comfortable, and easily accessible for people of all ages and abilities. In total, the Urban Trail Network includes 60 miles of new projects, including 11 miles of off-road paths, 33 miles of separated on-road Urban Trails, and 16 miles neighborhood greenways. The Urban Trail Network is an important part of Providence's **Great Streets Master Plan**, which includes improvements to make walking and riding bicycles safer and traffic calming improvements to reduce speeding and cut through traffic. The Great Streets Master Plan was shaped by community input gathered at 13 public meetings held in Spring 2019 and from hundreds of comments received online via the project website. **Learn more at www.providenceri.gov/planning/great-streets/.**

What is City Walk? The concept for City Walk emerged nearly ten years ago and has been championed by numerous neighborhood groups since. Today, City Walk has been incorporated into the City's Urban Trail Network as a connection between

Roger Williams Park, India Point Park, and the new I-195 waterfront park. The project includes safety improvements for people walking and riding bicycles, public art, and wayfinding signage to direct people to local landmarks and destinations. Learn more at www.providenceri.gov/planning/citywalk/. This investment in City Walk was shaped by community members during several public meetings held in 2017 through 2019 and an advisory group of neighborhood group representatives.

What about parking? On street parallel parking will be maintained on the north side of the roadway, next to the urban trail. A “buffer zone” between the parking lane and urban trail will provide space for people to open their passenger-side car doors and enter and exit their cars safely.

Can I park or drive in the bike lanes or urban trail? Do not park or drive vehicles in bike lanes. Doing so will endanger people and result in a ticket. Rideshare and delivery services are also prohibited from parking or stopping in bike lanes.

What should I do if I see a car or truck parked in a bike lane? Call the police non-emergency line at 401-272-3121 and be as specific as possible about the exact location of the vehicle.

Why are there two bike lanes? Why are both bike lanes on the same side of the road? Why are the bike lanes so wide?

Two-way bike lanes/urban trails allow people to ride bicycles (or scoot, skate, or run) in both directions on one side of the road and are more comfortable for people of all ages and abilities as they mimic the feeling of off-road trails like the East Bay Bicycle Path. Because of the volume of people driving cars on this street, a physically-separated two-way facility is the appropriate way to provide a safe and comfortable experience for people using the urban trail. The standard width of a two-way bicycle facility is 10 to 12 feet wide, but may be reduced to eight feet in constrained conditions. This width also allows space for snow plows and street sweepers. When next to vehicular traffic or parked cars, a “buffer” zone is installed with bollards, curbing, planters, or flexible posts to protect people using the trail from cars.

Can't bikes and scooters just ride on the sidewalk or in the regular road? Although it is legal to ride bicycles and scooters on sidewalks and with the regular flow of traffic on streets in Providence, the safest and most comfortable way for people to ride bicycles or scooters is within their own dedicated space on the roadway. This makes our streets and sidewalks safer and more predictable for people walking and driving too. Protected bicycle lanes and separated urban trails physically protect people using the trail from cars and prevent people from driving or parking vehicles in the bicycle lane or urban trail. Physical protection is located within the striped “buffer zone” between the urban trail and vehicular travel or parking lane and may include flexible delineator posts, rubber or pre-cast concrete curbing, planters, bollards, cast in place concrete curbing, or landscaping.

Why build this if not many people ride bicycles there today? 60% of Providence residents would ride bicycles more often if there were physically-separated lanes for bicycles. Similarly to how difficult it would be to justify the need for a bridge by the number of people swimming across a river, the need for the urban trail network or bicycle lanes cannot be measured by the previous number of people riding bicycles on a roadway. Without a network of urban trail investments like, many people don’t feel safe enough to ride on the street.

Are people running or riding scooters allowed to use the urban trail? We welcome people who run or ride scooters, skateboards, or bicycles to use the Urban Trail Network.

Why is there green paint on the road? Sometimes, bike lanes or urban trails are painted green for added visibility. Green paint improves safety by making drivers more aware of people using bike lanes and urban trails and is often used in “conflict zones” where the urban trail crosses driveways or intersections. **Before driving across these markings, look for people walking, skateboarding, or riding bikes or scooters and yield to them if they are crossing.** Learn about other changes to street markings and traffic signals coming to Providence to help all road users coexist safely on our streets at www.providenceri.gov/planning/pvd-traffic-safety/.

What is a “bicycle signal”? Bike signals are dedicated traffic signals that tell people on bicycles when to stop and go. Bike signals do not apply to cars, but instead work with normal traffic signals to make it clear when people riding bicycles can and can’t go in order to improve safety. Bike signals are typically installed at challenging intersections where bicycle lanes intersect with larger volumes of traffic to provide extra guidance and safety.

How is this project funded? Construction of this project is funded by the City of Providence’s Capital Improvement Plan (CIP), a multi-year program of planned public infrastructure improvements. Learn more at www.providenceri.gov/pvdcip/.

If you would like to learn more, ask questions, or make suggestions for other improvements, please contact Alex Ellis, Principal Planner in the City of Providence Department of Planning and Development at 401-680-8400 or aellis@providenceri.gov.