Project Background
The City of Providence Department of Planning and Development seeks comments from the BPAC regarding plans developed by RIDOT for changes to the I-195 off-ramp onto Gano Street at Trenton Street. This project is included in RIDOT’s plans for the I-195 “Washington Bridge” and bisects the Gano Gateway bike path connector completed in 2019.

Description of Plans
- Add an on-ramp to I-195 westbound to the existing off-ramp at Trenton Street
- Widen the existing ramp opposite Trenton Street by two vehicular travel lanes for the on-ramp
- Increase the corner radii on either side of the on-/off-ramp
- Removal of the crosswalk across the ramp opening, requiring pedestrians and bike path users to cross Gano Street, Trenton Street, and then back across Gano Street to connect the two path segments.

Staff recommendations
- Consider alternatives to changing this ramp.
- If no alternatives are possible for location of the ramp, consider re-routing the path underneath the ramp on the river side to connect with the path on the north side of the ramp where it curves to the north (see below: green is current alignment and yellow is potential re-routing)
If the above to recommendations are not possible, incorporate the following changes to ensure non-automotive comfort at the mouth of the ramp:

- Replace the crosswalk across the mouth of the ramp
- Significant reduction in corner radii on both sides of the ramp (NACTO recommends a maximum 15 ft corner radius while the draft Great Streets Implementation Guide sets a threshold of 20 ft corner radius for special treatments)
- Use no-turn-on-red arrows in the traffic signals as well as mast-arm mounted no-turn-on-red signage to restrict conflicts of turning vehicles during walk signals
- Incorporate a bike signal in parallel to the walk signal
- Add a curbed refuge island between the two directions of ramp traffic that is 12 feet wide at minimum (6 ft for a bike and 3 ft shy distance to traffic on either side)
- Take additional steps such as raised crosswalks, benches, and landscaping on either side of the ramp and the refuge island if possible to create a pedestrian and path environment that feels welcome and not an afterthought.

In any scenario where the ramp remains in the proposed location, either avoid placing bridge footings overlapping with the shared-use path or provide plans for re-routing the path around bridge footings.

Respectfully submitted by Alex Ellis.