NEIGHBORHOOD GREENWAYS: PUBLIC INFORMATIONAL MEETING

Department of Planning and Development
August 25, 2020
Agenda

• Which streets are planned to see changes in Fall 2020?
• How do those streets fit into the overall Urban Trail Network?
• What changes are planned for these streets?
• Questions and Answers
Virtual Meeting Procedure

• Type questions or comments in Q&A at any time *(press Q&A button at bottom of your screen)*
• Staff will read and answer during the Question and Answer time after presentation
• If you would prefer to speak during the Q&A session, use the “raise hand” feature (*9 on phone*)
  – Staff will call on you during the Question and Answer time at the end of the presentation
  – State your first name, last name, and the street where you live before saying anything else
Neighborhood Greenways Planned for 2020-21
Neighborhood Greenways within Citywide Urban Trail Network

- Neighborhood Greenways planned for 2020-21
- Existing Urban Trail segments
- Soon to be constructed segments
- Potential future segments
Why these streets?

- City considered factors such as **connectivity**, **access**, and **equity** to determine which streets should move forward in 2020-2021:
  - **Connectivity**: Does the street connect to an existing or funded Urban Trail segment?
  - **Access**: Does the street provide access to important destinations such as schools, jobs, parks, libraries, cultural institutions, local businesses
  - **Equity**: We must invest in our neighborhoods equitably to overcome past injustices; our government has harmed communities of color with past unhealthy transportation decisions
Neighborhood Greenways are *not* two-way protected urban trails

Two-way protected urban trails are planned for major arterial roads where there are higher speeds and volumes of cars.
Neighborhood Greenways are *not* off-road shared use paths

Off-road shared use paths are planned along the Woonasquatucket River or through parks and open spaces.
What are neighborhood greenways?

- Modest signage, striping, and traffic calming improvements on residential side streets
  - Speed lumps (on some streets)
  - Shared lane markings (sharrows) in direction of car traffic
  - When car traffic one-way, new contra-flow bike lanes
  - On-street parking generally preserved
  - Future wayfinding signage
Speed lumps are the most effective traffic calming used by the City and the slower car speeds make these streets safer for people walking and bicycling.
Signage

Signage identifies streets as safe streets for people walking, running, biking
Shared Lane Markings (Sharrows)

Shared lane markings also help identify the street as a Neighborhood Greenway and remind drivers that people riding bicycles may be present.
Contra-flow Bike Lanes

On streets that are one-way for cars, contra-flow bike lanes allow people riding bicycles to travel in the opposite direction.
Wayfinding signage

Examples of signage from other cities; Providence’s signage will be designed with community input over the next several months.
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Neighborhood Greenways

- Aleppo Street (Manton to Riverside Park)
- Delaine Street (Manton to Harris)
- Tuxedo and Amherst (Atwells to Valley)
- Sonoma Court (Delaine Street to Donigian Park)
- Oxford and Ontario streets (Allens to Elmwood)
- Sackett Street (Elmwood to Broad)
- Farragut and Vermont avenues (Roger Williams Park to Michigan Ave)
- Peace and Waverly streets (Prairie to 6/10 Service Road)
- Fricker and Lockwood streets (Atwells to Westminster)
- Knight, Washington, and Winter streets (Westminster to Prairie)
Neighborhood Greenways Planned for 2020-21
Neighborhood Greenways within Citywide Urban Trail Network
Fricker & Lockwood

Contra-flow bike lane between Pine & Broad
Knight, Washington, Winter
Knight, Washington, Winter

Contra-flow bike lane between Broadway and Swiss
Ontario

Several existing speed lumps west of Hamilton
Oxford
Oxford
Peace

Contra-flow bike lane between Bucklin and Elmwood and between Updike and Broad
Waverly
Several existing speed lumps throughout Sackett
Vermont
Farragut

Two existing speed lumps on Farragut
Aleppo
Delaine & Sonoma

Only sharrows, no speed lumps, are planned on Sonoma Ct.
Delaine
Only sharrows, no speed lumps, are planned on Sonoma Ct
Existing speed lumps on Valley Street
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For more information

- [www.providenceri.gov/planning/great-streets/](http://www.providenceri.gov/planning/great-streets/)
  - Read the Great Streets Master Plan
  - View this presentation again
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