



## Department of Planning and Development

Jorge O. Elorza, Mayor | Bonnie Nickerson AICP, Director

### Questions and Comments Received During August 25, 2020 Public Meeting Regarding Neighborhood Greenways

Public questions and comments submitted during the Q&A session of the August 25th virtual public meeting have been copied and pasted below. Questions were answered in the order they were received for the duration of the Q&A session. 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 with followup answers provided.

**Question:** Very supportive! Yay! What's the timeline of paving for Broadway? Also I know not a greenway but do you know the timing for Atwells as well? It's pretty messy after the utility work or whatever it was that was done.

**Live Answer:** We can check with our partners at DPW and get an answer for you on any repaving projects on Broadway or Atwells. Q+A will be posted to the City's Great Streets web page at <https://www.providenceri.gov/planning/great-streets/> within the next week or so. Please check back there for a more thorough answer to your question.

**Followup Answer:** Broadway is not currently scheduled for repaving. The exact timing of both repaving projects is dependent on coordination with utility work that will be happening first on each street. Atwells is planned for repaving in 2021. The repaving of Broadway is contingent upon several National Grid utility projects happening along the corridor and no date has been set at this time. The exact timing of both repaving projects is dependent on coordination with utility work that will be happening first on each street.

**Question:** For the planned bike path on Broadway. Are you planning to use those flat plastic bollard things? I ask because cars always knock those off and then it makes things look dumpy

**Live Answer:** For Broadway, we are still working with the engineers on the design of that project; however we are currently looking at a combination of rubber car stops and plastic delineator posts for the time being, with a goal of upgrading that separation element to something like permanent curbing or planters in the future.

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**Question:** Thrilled that Peace St part of neighborhood greenway project. The center block of Peace St (near park, community garden and St. Joseph's parking lot) is two way. So we have two blocks that are one way and two blocks that are two-way so I think there should be consideration of making all the blocks one ways, so we aren't adding to confusion. We also know that Joe Paolino has donated the hospital to become a future school and the Mayor is dedicating \$75M to update and repair that which I think is very terrific; however with that coming I think there is going to be a huge increase in traffic on Peace St. There should be a great use of the neighborhood). I would like a traffic study on Peace and Plenty streets, Updike, Moore, and other streets surrounding this facility so maybe there is a new way that streets can be reconfigured so we aren't looking at hugely increased traffic. How can we access the maps to share?

**Live Answer:** This powerpoint will be posted as a PDF to the project website (see link above) which is where you will be able to access the slides with the maps from this presentation. *[Nate Urso (the City's Traffic Engineer) volunteered to follow up with Doug about concerns about traffic calming on other streets related to hospital site redevelopment. Nate mentioned how traffic control dictates how school arrivals and departures happen, so this will definitely have an impact, but that they will move this conversation offline.]*

**Question:** Why is there a speed bump on Waverly Street between Ellery Street and the service road? It is a very short street and a car does not have the ability to pick up any speed. The street is not wide as the remainder of waverly street between Union Ave and Bucklyn [sic] St.

**Live Answer:** There is a standard spacing for speed bumps and what planners look at is the distance between them. The long block of Waverly has four speed bumps planned. I live in the neighborhood and people use the service road as a cut through sometimes, and when the 6/10 Connector project completes there will be a shared use path along that stretch. This will become a shared use path, and we anticipate that the path traffic around the Waverly intersection will be a lot higher.

**Followup Question (verbally):** This part of Waverly (closest to the Service Road) is very quiet and narrow. Why was this section (this end specifically from Ellery to the Service Road) selected for speed lumps?

**Live Answer:** Thank you for your question and for your experience and local knowledge. When the 6/10 Connector's shared use path is complete along the service road, we expect that more people will be using this section of Waverly to access the path. We also are cognizant of connectivity in the urban trail network. This neighborhood greenway connects via the rest of Waverly all the way to Broad Street, and everyone in the neighborhood will also want a safe way to access the new shared use path along the service road. I think to your point about traffic calming, we tend to use speed lumps, and we will definitely take a second look at what's needed.

**Follow Up Comment (verbally):** I am not sure what all of the connectivity looks like but the next street over, Rosedale, is much wider and since Waverly is so narrow, you should consider using Rosedale instead. I don't think anyone will use Waverly to go on a bike.

**Live Answer:** Thank you, we will definitely look into it.



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**Question:** A little disappointed that there's no discussion of efforts in Elmhurst and Smith Hill but understand because of this past year's debacle. Would still love to see a project on Eaton St., Smith St, River Ave. etc. More a comment than a question.

**Live Answer:** Smith Street is part of the urban trail network, as are a couple of other streets in the area. That is not a part of the batch we are looking at but stay tuned. We are not sure the dates that this will happen, but they will. The Great Streets plan is meant to grow, evolve and change over time, it is not meant to be set in concrete, and so as things change or if circumstances dictate or if we hear more feedback that people want changes in the Smith Hill area, the plan can adapt. We want the plan to be very flexible and change over time. Just because there isn't something planned for River Ave yet, doesn't mean that we can't work on it next year or the year next. The Department of Public Works is looking to put some traffic calming measures in place this fall based on requests and studies on new traffic counts throughout Elmhurst. River Ave is one of them, and the Councilpersons are aware and there have been some public meetings in Ward 14. Feel free to reach out to Nate Urso, Traffic Engineer for the City of Providence, with any questions or speak with your respective Councilperson for updates. Traffic calming requests are frequently heard by Councilpersons.

**Question:** What's planned for Manton Ave?

**Live Answer:** We had a public meeting in late February, regarding the plans we had for Manton Ave. We are looking at a short stretch on Manton from Aleppo to San Souci Drive, to connect the Woonasquatucket Greenway in Riverside Park to Delaine and the new path on San Souci. There was a lot of good feedback at the public meeting and that feedback has been integrated into these plans. At the meeting we showed a two-way trail all on one side of the street, and from the meeting there was a good idea to change the side of the street it's on at Delaine St, so that feedback has been directly implemented into these plans.

**Question:** When is Broadway getting paved?

**Answer:** Broadway is not currently scheduled to be repaved. The reconfiguration is planned to happen in 2021, before repaving happens.

**Question:** Love the contraflow bike lane on Lockwood and Knight, and improvements to Fricker - thank you!

**Live Answer:** Great!

**Question:** Lots to businesses on Manton and the street is already a tight fit, I feel like a Greenway might affect local businesses. Has this been discussed with the businesses?

**Live Answer:** Hi Erick - We are looking at the lower section of Manton Avenue (between Aleppo and Olneyville Square) where most businesses have off-street parking available. We will continue to follow up with businesses as the Manton Avenue project progresses. This section is not planned to be implemented this year.



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**Question:** noticed the lockwood arrow is pointing the wrong way. it's a one way towards prairie, i don't know if it's showing the direction of the greenway rather than the street

**Live Answer:** I think what you are talking about is the contra-flow bike lanes. There are different elements to this-- on one-way streets, it provides two-way traffic for bicycles; Lockwood has the sign going the opposite way of the one-way traffic; it allows for people on scooters or bikes to get by safely.