



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

Staff Report: City Walk Phase 2 Design Review –Upper South Providence, Lower South Providence, Elmwood – Wards 9, 10, 11 (For Action)

Presented at November 18, 2020 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the design plans for Phase 2 of City Walk. The plans involve improvements on Broad Street between Elmwood Ave and Hawthorne Ave. This will be a design level review of the project and the second of two reviews by the Commission.

The City has funding from the State Transportation Improvement Plan (TIP) and Capital Improvement Program (CIP) to complete a portion of City Walk, the vision to connect nine Providence neighborhoods to each other, to Roger Williams Park, and India Point Park by means of safe places to walk and to bike. The funded portion of the vision extends from the intersection of Clifford Street and Richmond Street downtown across I-95 to Broad Street, and south on Broad Street to Hawthorne Ave, which is the entrance to Roger Williams Park. That project is split into two phases, with the completed Phase 1 extending from downtown to the intersections of Pine Street and Friendship Street with Broad Street, and Phase 2 consisting of Broad Street.

Phase 1 was completed in 2020 and Phase 2 is scheduled for completion in 2021.

Throughout the past 3 years, the City has conducted public engagement to ask the community what the improvements on Broad Street should look like. These included public meetings to collect and then refine ideas from the community, as well as a meeting earlier this week to answer community questions about the plans for Broad Street. In addition, each summer a Street Team has collected input at community events, and a Demonstration Day project collected substantial feedback in June 2018. Some of the biggest themes community members articulated were a desire for improved traffic safety for all modes and a concern that any major changes to on-street parking availability would be detrimental to neighborhood businesses and their customers.

Project Description

- Most planned improvements are striping with strategically placed vertical separation and a few pedestrian islands. The curb line of Broad Street is almost entirely staying the same in these plans.



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- South of Plenty Street, Broad Street is wider, and partly through removing the center turn lane, there is plenty of space for a two-way urban trail on one side of the street while keeping existing on-street parking.
- North of Plenty Street, there is less space between the curbs. The plans show conventional striped bike lanes between the parking lanes and the vehicular travel lanes. The alternative of continuing the two-way urban trail would have more impact on parking, so the City opted for this solution instead which maintains most parking.
- The improvements connect to City Walk Phase 1 improvements on Pine and Friendship streets, and to Roger Williams Park.
- Based on an analysis of curb cuts and cross streets, as well as connectivity and safety, the urban trail is planned for the west side of Broad Street.
- Vertical separation is provided by a combination of car stops, planters, and reflective posts.
- For southbound bus stops on Broad Street, the plans show floating bus islands, so that bus passengers can cross the urban trail to wait on those islands and buses can stop in-lane, which improves transit service.
- Leading Pedestrian Intervals are planned for all walk signals in the project area.
- Several new crosswalks are proposed across Broad Street in the plans, notably on the south side of the Oxford Street intersection and on the south side of Prairie Ave intersection.

Changes since conceptual review

- The biggest change since conceptual review is that now the City plans to repave Broad Street before the new striping is installed.
- In addition to new material and clearer pavement markings in the roadway, the repaving will also involve upgrading 93 curb ramps throughout the corridor that are currently substandard.

Respectfully submitted by Alex Ellis.