

DIKE STREET ASSESSMENT MEETING 10/13/22

Q+A

Public questions and comments submitted during the Q&A session of the Oct 13 virtual public meeting have been copied and pasted below. 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. Answers have been added below each question.

If you have any further questions, you may direct them to project planner Alex Ellis at aellis@providenceri.gov or 401-680-8522.

Question: Any news on the roundabout?

Answer: The improvements to the Westminster/Valley/Broadway intersection need their own study and we've applied for federal funds to conduct that as well as construct whatever infrastructure improvements are found to be feasible there.

Question: Under Shared Use Path Alternative 1A, would people be able to access the shared-use path from Oak or Magnolia Streets?

Answer: Yes. Alternative 1A is at street level. We would need to ensure there is a connection and no barriers to bicycle and pedestrian access at Oak and Magnolia, but yes. This is also true for Alternative 1B. Alternatives 2 and 3 would not have access at Oak Street barring construction of additional stairs or ramps, but would have access at Magnolia.

Question: Will VHB's final assessment memo include multiple public comments from 5–6 years ago about noise in the Dike Street area?

Answer: The memo will include a summary of all of the action items that were produced at that time, 5-6 years ago. A few of those action items do have to do with noise. In the summary, each action item lists what entity is the appropriate leader on that action: often that is a department of the City or State but sometimes it is also neighborhood groups or individual property owners.

Question: I'm curious about speed abatement on Dike St, as well as the pedestrian crossing at Westminster & Service Rd 3. Thanks for all your comprehensive work; we really like what we see!

Answer: Dike Street traffic calming didn't make it into this presentation, but it's something we've discussed. If we do traffic calming to the City's standards, it's pretty low hanging fruit from a design perspective. Overall pretty easy to get if we want them.

COMMENT: Can we try stop signs first? (CM Vargas)

Answer: The traffic engineer for the City doesn't see stop signs as very effective at slowing speeds, but we can look into this and see if it's feasible.

Question: With extra parking created under the Route 6 overpass, can some of the on-street parking be removed to make traffic flow more easily?

Answer: From what I've seen, people place high value on having parking access directly in front of their destination. This is an interesting question, removing parking in the square with additional parking under the highway. It's not something we're considering in Olneyville Square at this time, but with enough support from businesses it could be feasible.

COMMENT: I was thinking more about parking on Troy Street itself

Answer: Most of the parking currently occurring on Troy St is illegal as it is too narrow for safe parking. Overall, we're not thinking of the new parking as replacing other parking, just alleviating parking pressure that some businesses are facing.

Comments:

- Nice work guys. Looking forward to street and sidewalk repairs that will make this area even more accessible and vibrant. Hoping there can eventually be funding for a fully rideable path across NEC, but the options laid out in A and A1 are good starts that will help grow demand. Thank you!
 - Alex follow up: As part of 6-10 Connector project, RIDOT will build shared use path from Tobey all the way down to Waverly. City looking at whether we can connect it down Union Ave to Washington Secondary path.
- Lots of speeding traffic heading westbound down Westminster, hard to cross safely.
- Huge thanks! Super exciting. From some happy residents. :)