

DIKE STREET ASSESSMENT MEETING 5/24/22

Q+A

Public questions and comments submitted during the Q&A session of the May 24 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: Have you considered speed bumps on Dike street? I observe the flow of traffic at late hours of the evening and drivers tend to speed on Dike street.

Answer: Not yet, but this is something we can take a look at.

Question: What's the timeline for starting this work? Specifically the sidewalks repairs and walking/bike path construction?

Answer: The work identified in this assessment will be completed in phases. The first phase will be addressing the highest priority sidewalk locations, and the earliest this might occur is summer 2023. The timeline for bike path construction is not yet determined, but it would likely be no earlier than spring 2024. The City also needs to wait on this work beneath the highway until the 6/10 construction in this area is complete.

Question: The neighborhood has been a home to the arts and artists. How can we find opportunities where their work can become integrated into the needs and improvement areas. Possibly a an installation that shields the transformers on Dike

Answer: That's a great suggestion. The City's Art and City Life Commission has processes for organizing public art throughout the city that involve robust public input. If property owners in the Dike Street area are interested in partnering with specific artists, that is likely a more direct avenue for facilitating installations.

Question: Is there any update on assessing the school bus routes (and the damage/danger they cause)? / Is it possible to work with Bus Depot to make the buses avoid Bow St? Buses are often hitting signs, etc. Maybe there is more turning room on Magnolia or another comparable street.

Answer: The City has met with First Student, the operator of the school buses, at the Dike/Troy intersection. First Student shared that unfortunately bus routing between the First Student lot and the start of a route is largely at the driver's discretion. Buses are making turns at Dike Street because they can't currently reach Broadway, Valley, or Harris from Troy Street. One suggestion at the previous meeting was to route bus traffic onto Magnolia and Atwood streets, but unfortunately Atwood would need to be made one-way for this to work and neither residents of the street nor the Councilman are open to that option. In some cases it may be possible to post signage to prohibit large vehicles from using a street, but that would be a more appropriate solution for some streets in the neighborhood than others. Ultimately, when the Broadway/Valley/Westminster/Troy intersection is reconfigured, if the design allows access to and from Troy Street, that would limit the need of buses to turn off of Troy onto Dike and adjacent streets. We are still thinking about interim solutions.

Question: What is the red curved line on the bottom right of the project area picture?

Answer: That is a very rough indication of the bike path connection to Troy St / Pilsudski St.

Question: You mentioned a possible roundabout on Dike st...where exactly?

Answer: This is one of the suggestions we've heard a lot for the intersection of Westminster St, Broadway, Valley St, and Troy St. It's not something we're evaluating for Dike Street itself. Whether the roundabout on Westminster will even work depends on the traffic research which is ongoing until the Route 6/10 project is complete.

Question: Like speeding, the 2016 Dike Street Area Plan included comments from several participants about excessive noise levels in the area. Does the current plan include anything to address noise, or would it be willing to add it between now and Spring 2023?

Answer: At a minimum, we plan to include in the memo concluding this assessment a summary of the recommendations from the Dike Street Area Plan. One recommendation from that plan was to convene neighborhood stakeholders to discuss noise issues, and we expect one of the recommendations in this year's assessment to be that

stakeholders engaged in this assessment should continue to work together on a variety of neighborhood issues, including noise.

Question: What is the lighting plan and thoughts for the area? - whether it be for the lighting under the 6/10, bike path, walking path, Dike Street and other areas? / What can we done about lighting in the neighborhood? Can an organization like the steel yard help with an ornamental option to lighting this area / We've heard from the construction crew that there's no plan for lighting the new ped/bike bridge over the train tracks. How can we help ensure the bridge (and under the bridge) is safe, and dissuades vandalism? / re: lighting... is the plan for pedestrian-scale lighting on Dike Street (similar to the new lights on the Westminster Bridge), as opposed to traditional street lighting?

Answer: Lighting is one of the parts of this assessment. The City has instructed the consultants to evaluate where there are gaps in current lighting so that they may be addressed in different ways. Under the highway around Troy Street, RIDOT has pledged to install enhanced lighting. We understand that the new pedestrian bridge over the rail corridor may not have lighting planned as part of it, and we plan to work with RIDOT to address that. We have also discussed installing pedestrian-scale lighting on Dike Street itself, and potentially upgrading the lighting in Olneyville Square itself.

Question: Atwood Street needs to be repaved. Resident concerned about one way, even though it's a few houses. Buses going through make it very difficult. If they can reroute buses to Dike & keep Atwood two-way, that would be great. When would paving of Atwood be done?

Answer: Not sure exactly when it will be paved. The pavement quality inventory in this assessment registers Atwood Street as poorest condition pavement in the area, so it will be a priority when paving occurs. The exact timing will depend on what DPW's paving schedule looks like throughout the city. Repaving on Atwood Street will also need to be coordinated with the 6/10 project, so new pavement/sidewalks are not damaged by construction vehicles.

Question: How can we support the businesses on westminster and in Olneyville square who are in need of parking? Can we make the areas under the highway public parking lots / Will the parking spaces under the 6/10 be metered, first come, first serve, private?

Answer: That is something we have been looking at as one option. How such parking lots would be managed needs to be considered further. We also have discussed how

parking in this location increases the need for improving the walking route between the new parking and Olneyville Square.

Question: There is speeding along SR3 to Dike, without any stopping at SR3/Dike and also Dike/Troy intersection. Can stop sign be added to intersection of SR3 and Dike?

Answer: Good suggestion. We'll take a look and see if possible.

Question: If the parking concept under the 6/10 overpass will wait until that particular project is done, will there be any other parking solutions implemented before then? Either as far as increased parking or clarification of on street parking rules/areas?

Answer: We've been in touch with the City's Curbside Administrator, who is interested in clarifying curb uses. We've heard about issues with parking too close to loading docks, etc. We'll follow up with the Curbside Administrator to discuss meantime solutions. Currently, based on our observations, there may be some daytime on-street parking space available on Dike Street between Agnes St and Plainfield St. Other areas are pretty close to capacity.

Question: Can you speak about any other plans for the space under the 6/10 overpass? or is it suggested that parking is the best and most beneficial use for that area?

Answer: Parking is the use we've heard recommended most by the community, but there are other options the City can entertain. There are many uses that are not appropriate beneath a highway, but one other suggestion we've heard is for some form of outdoor recreation space such as a skate park. The preliminary idea for the bike path connection also routes through that under-highway area.

Question: Thoughts on what opportunity/pressures on the actual square will occur when Paragon Mills comes online? That could be a few hundred more residents. Would love to see support for the square to become more small business and pedestrian friendly

Answer: When these affordable units are complete and occupied, there will be more people living within a few hundred feet of Olneyville Square than before. One strength of Olneyville Square is that it is served by RIPTA better than almost anywhere else in the state, in addition to the Woonasquatucket River Greenway, which the City is actively working to connect to the rest of the city via the Via Providence urban trail network. If all of those new residents drive, there will be additional pressure on car traffic in Olneyville

Square, which we have limited options to address: we can't tear down buildings to add more car lanes and wouldn't want to if we could. Instead, we continue to do our best to make it feasible for people to get around without driving. The good news is that these new neighbors will be within easy walking distance of all the businesses in Olneyville Square, who are already under such economic pressure.

Comments:

- Daniel: Parking would be great at that location but security and safety should be planned and implemented. I would also like to suggest a camera surveillance system from Dike to Magnolia and the streets in between. Visitor vehicles get broken in as a result of poor or non-existent street lights and lack of video surveillance
- Greg: Alex, you mentioned drainage issues at Hartford Ave. at the Service Rd. (near Post Office)...there also is (and has always been) issues at Plainfield and Dike St. and Hartford Ave. at the Gulf station...thanks.
- Love the roundabout idea for Broadway/Westminster/etc. Let's return the old fountain in the center of it. I'll send you the old postcard that shows it there.
- People should understand that there is an indoor mall with microbusinesses, boutique hotel, restaurants and other things that will bring more traffic. Many do not know this.