



CITY OF PROVIDENCE

MAYOR BRETT P. SMILEY

GREEN AND COMPLETE STREETS ADVISORY COUNCIL

Staff Report: Henderson Bridge Phase 2: Conceptual Review (*For Action*)
Presented at 6/22/2023 GCSC meeting

Project Background

The City of Providence seeks comments from the GCSC regarding conceptual plans developed by RIDOT for a second phase of construction on the Henderson Bridge. Phase 1 of the project, under construction now, will reduce the width of the Henderson bridge to half of its current width, incorporate a separated shared-use path onto the bridge, and include extensive realignment of the bridge landing on the East Providence side. Compared to the East Providence side of the bridge, planned improvements to the Providence side are minor. The current conceptual proposal for a Phase 2 of construction could change the configuration of the Providence-side bridge landing further, with requests made previously by the City included in the current concept.

In March 2019 and July 2020, the BPAC discussed this project. At the July 2020 meeting, the BPAC moved in favor of:

- Calming traffic coming off the bridge to no faster than 25mph at Paterson St,
- Conversion of the bridge landing to either a signal-controlled intersection or roundabout with path connections prioritized in either configuration,
- Conversion of the "Henderson Parkway" on-ramp to the bridge from Waterman Street into a two-way street,
- Exploration of a roundabout alternative and alternative options for slowing down westbound vehicular traffic coming off the bridge. If designed as a T intersection, the intersection should include traffic control or other traffic calming tools,
- Inclusion of traffic calming measures at the intersection of Waterman St with the bridge access road, such as aligning the intersection as close to a 90 degree angle as feasible, traffic controls such as stop signs or signals, bump-outs to narrow perceived width, and raised crossings,
- Upgrading the HAWK signalized shared use path crossing across the connector road to a raised crossing or the addition of advanced speed lumps to slow vehicular speed and further improve vulnerable road user safety,
- A horizontal or vertical buffer along the connector road between Waterman and the bridge between the shared use path and the roadway to improve vulnerable road user safety,
- Lane diets of all vehicular travel lanes to no more than 11'-wide,
- Reduction of speed limits on the connector roads and bridge from the existing 35 mph to 25 mph to improve safety,
- The City implementing its own traffic calming if the State project omits those safety measures, and

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- Refusal to sign a Construction & Maintenance Agreement until such safety improvements are completed by the State, especially at the path crossing/crosswalk across the proposed on-ramp to the bridge.

Current Phase 2 Proposal

The rendering at left indicates the candidates RIDOT is considering for inclusion in Phase 2:

- An extension of the shared-use path that currently terminates at Pitman St to Waterman St,
- A roundabout at the bridge landing to calm traffic,
- Provide westbound access from the bridge to Pitman St to relieve traffic pressure on S. Angell St, either through converting the current on-ramp from Waterman St to two-way or by extending Paterson St across S. Angell St to Waterman St, and
- Potential reassignment of right-of-way on S Angell St if a traffic reduction occurs.

Staff Recommendations

- The design recommendations from the July 2020 BPAC meeting should be integrated into Phase 2.
- Two-way connectivity to Pitman Street should be achieved through converting the on-ramp to two-way rather than extending Paterson St, due to both smaller impacts to the Waterman Street Dog Park and more suitable terrain grade.
- The shared-use path connection through Constance Witherby Park (between Pitman St and Waterman St) should be included, and this path should be connected to the path on the bridge alongside the alignment of the current on-ramp.

Respectfully submitted by Alex Ellis.

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