

Providence Bicycle and Pedestrian Advisory Commission

MINUTES

October 21, 2013, 4:30 PM

Members Present: Chair Eric Weis, Jef Nickerson, Matthew Moritz, Jenn Steinfeld, Michelle Cortes-Harkins

Staff: David Everett

New BPAC member Michelle Cortes-Harkins was introduced.

1. Bike Providence draft plan - Bill DeSantis

Bill gave an overview of input from BPAC, staff, and City Hall, as well as some City residents. Among the issues addressed were:

- Implementation responsibility and the need to assign specific tasks to different departments and players.**
- Plan “adoption” – probably by reference in the comprehensive plan and sustainability plan; Mr. Everett also suggested that the comprehensive plan might contain language generally and specifically reflecting the bike plan.**
- The need for an executive summary for easy reference.**
- A possible Green Lane Project application for technical assistance in planning for protected bike lanes. This should be added to the plan. Bill will compile a list of roadways compatible with protected bike lanes.**
- What constitutes “protected” (and the MUTCD definition)? Language**

does not allow hard “posts.” The preferred treatment is use of flexible “delineators” – though the track record in downtown Providence (Fulton Street) is not good in terms of maintenance and durability.

- The need for education of RIPTA drivers with respect to bike lanes and facilities, particularly when picking up and dropping off passengers.
- The need to address snow plowing issues in the context of protected bicycle lanes that are too narrow for traditional snow removal equipment (something on the order of a “Bobcat” is needed).
- Jef suggested decoupling costs from phasing so as not to only prioritize low-budget actions and keep higher budget projects from ever happening.
- Several small corrections and adjustments were suggested by the commission members present. One suggestion was expanding Ciclovía not necessarily to all neighborhoods (as in the draft plan) but rather extending its physical length and presence in specified areas such as Broad Street. Meeting attendee James Kennedy suggested an extended Ciclovía on Park(ing) Day.

2. Proposed Regulations/Language requiring continuous pedestrian and bicycle access in construction zones – Jef Nickerson

Jef distributed standards used in Maryland and Washington, D.C. Questions raised included who enforces, whether regulations should be in zoning or elsewhere, whether State roads would be exempt, if there are State rules, and whether Brown University has a specific policy that might serve as a model. Mr. Everett said he would contact

Al Dahlberg at Brown and speak with DPW Director Bill Bombard about local administration and enforcement (since DPW controls area within the right of way, including sidewalks).

3. Bike Providence Input, Roll-out and Logistics

It was agreed to hold November 5 at 9:00 AM as an event with Mayor Taveras, announcing the bike plan and opening it up to citizen comment. Possible venues with bike infrastructure for good exposure and positive publicity include Olney Street, Pleasant Valley Parkway, and Prairie Avenue (if pavement is complete). Prairie was considered the best option.

The meeting was adjourned at 6:10 PM.

Respectfully submitted by David Everett