

of the Miriam Hospital. Since there is grass on the adjacent property it is suggested that the concrete be narrowed to five feet, and the five-foot strip between the curb and sidewalk be planted with grass and street trees.

A similar curb treatment is proposed at the Ninth Street intersection, with high visibility crosswalks providing a safer pedestrian crossing in the vicinity of the Summit Park.

Curb extensions are proposed at both the southern terminus of Summit Avenue, at Rochambeau Avenue, and the northern terminus at Tenth Street. The bulb-outs, along with appropriate signing, will bring attention to the change in roadway geometry, and provide gateways to the Summit Avenue area. Crosswalks are proposed at both locations. New stop signs are recommended on Tenth Street at Summit Avenue, creating a 3-way Stop condition.

Tenth Street

The traffic study revealed unique characteristics on Tenth Street. The ADT counted during the weekday is approximately equal to the volume of vehicles on the weekend. However, the vehicle speeds are significantly greater during the weekday. The traffic signal at the western terminus, at North Main Street, allows left turns to and from North Main Street. There currently is no Stop control throughout its length from North Main Street to Hope Street, although vehicles do slow at the approach to the curve east of Summit Avenue. The pavement width is 24 feet. The volume of vehicles is consistent with the traffic expected to be generated by the residential houses on Tenth Street and the intersecting roadways.

It is recommended that, in addition to the improvements proposed and shown on Summit Avenue, bulb-outs be constructed at the Highland Avenue intersection, and Stop signs be erected, thus creating a four-way Stop condition.

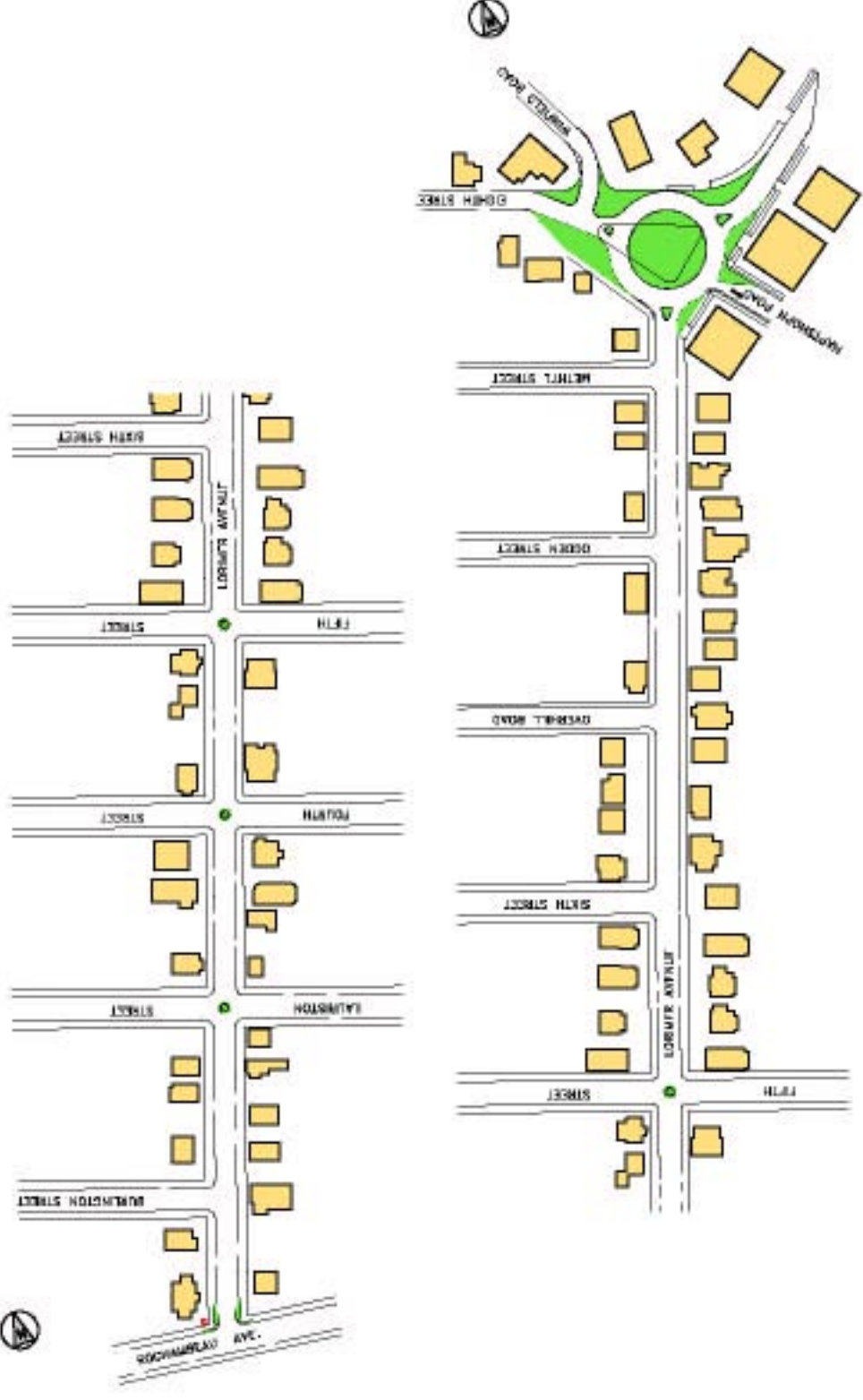
Lorimer Avenue and Eighth Street

Lorimer Avenue runs in a north-south direction and is parallel to Hope Street. Lorimer provides direct access from Rochambeau Avenue to Blackstone Boulevard, and was found to be used as a cut-through street for vehicles avoiding the congested commercial section of Hope Street. The existing pavement width is 30 feet, and one Stop sign is located at Fifth Street. The observed speeds on Lorimer were 22 mph (average speed) and 27 mph (85th percentile speed). Numerous comments were received from the residents on Lorimer regarding the speed and volume of vehicles on the roadway.



Looking down Lorimer Street from Rochambeau Avenue.

A portion of Eighth Street runs from Hope Street to Lorimer Avenue, where it terminates at an unconventional five-way intersection. A large grassed median island separates the roadways, and although the volumes observed were low, the potential for conflict at this area warrants consideration



Scale: 1" = 100'

FIG. 36 - LORIMER AVENUE
PROPOSED IMPROVEMENTS
Summit Neighborhood

PROVIDENCE RHODE ISLAND



4 Shattuck Way, Providence, RI 02903
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Fax: 401-442-2001
www.providence-ri.gov



ROCHAMBEAU

AVENUE



20'

30'

SCALE: 1"=40'±

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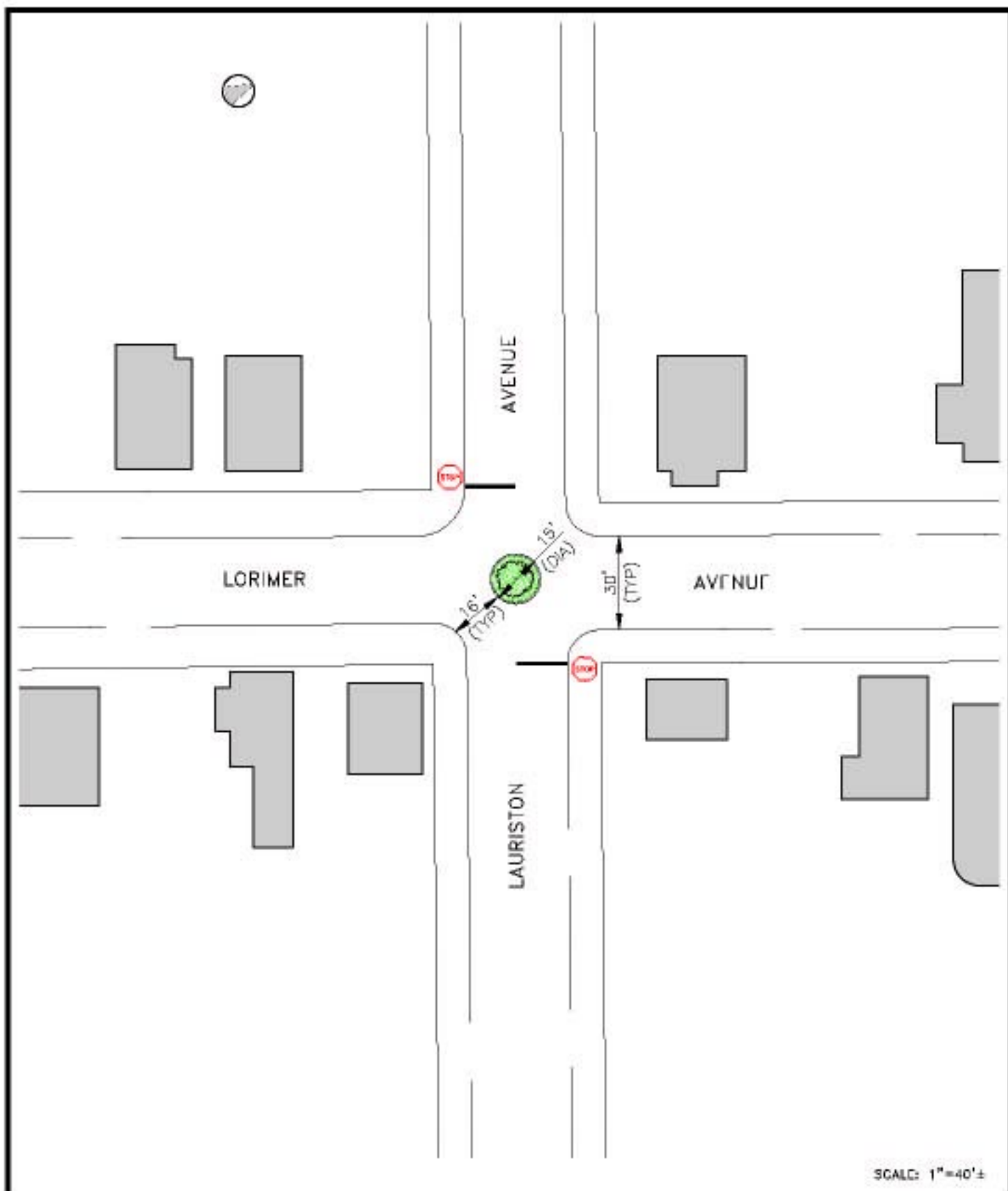
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email: BETA@BETA-eng.com

FIG. 37 - LORIMER AVENUE
PROPOSED IMPROVEMENTS
Summit Neighborhood

PROVIDENCE, RHODE ISLAND

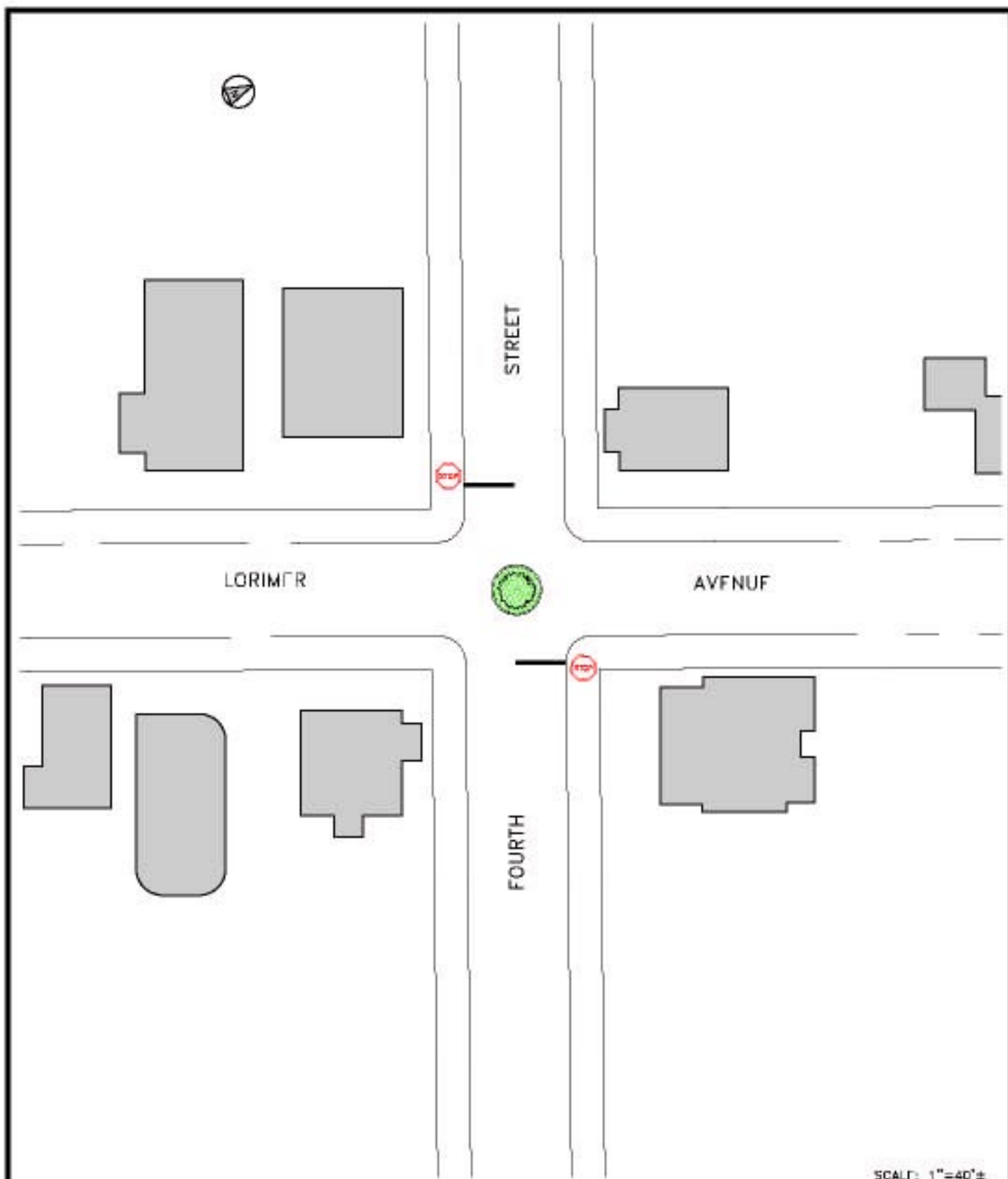


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**FIG. 38 - LORIMER AVENUE
PROPOSED IMPROVEMENTS
Summit Neighborhood**

PROVIDENCE, RHODE ISLAND



SCALE: 1"=40'±



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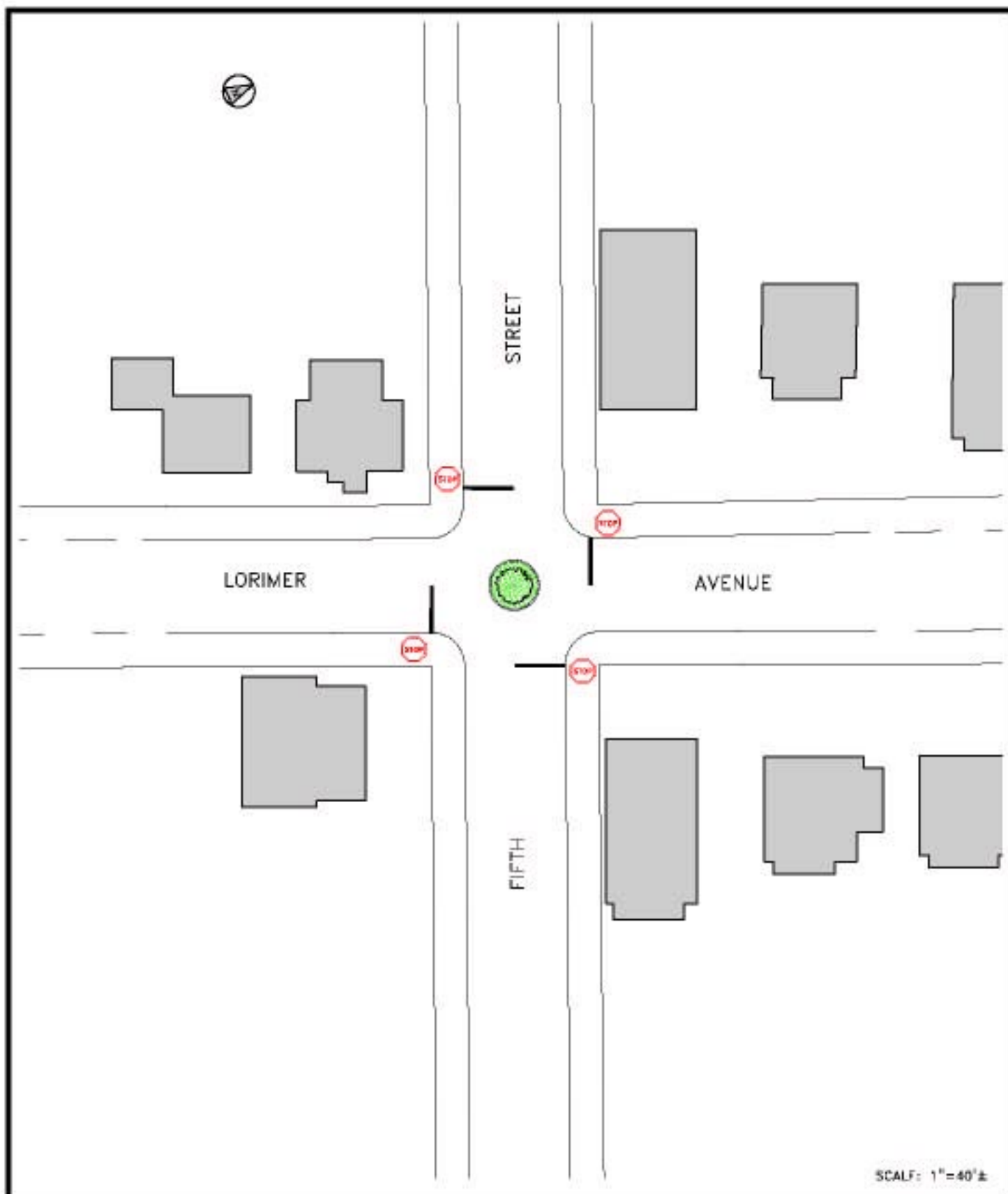
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FIG. 39 - LORIMER AVENUE
 PROPOSED IMPROVEMENTS
Summit Neighborhood

PROVIDENCE,

RHODE ISLAND



SCALE: 1" = 40'



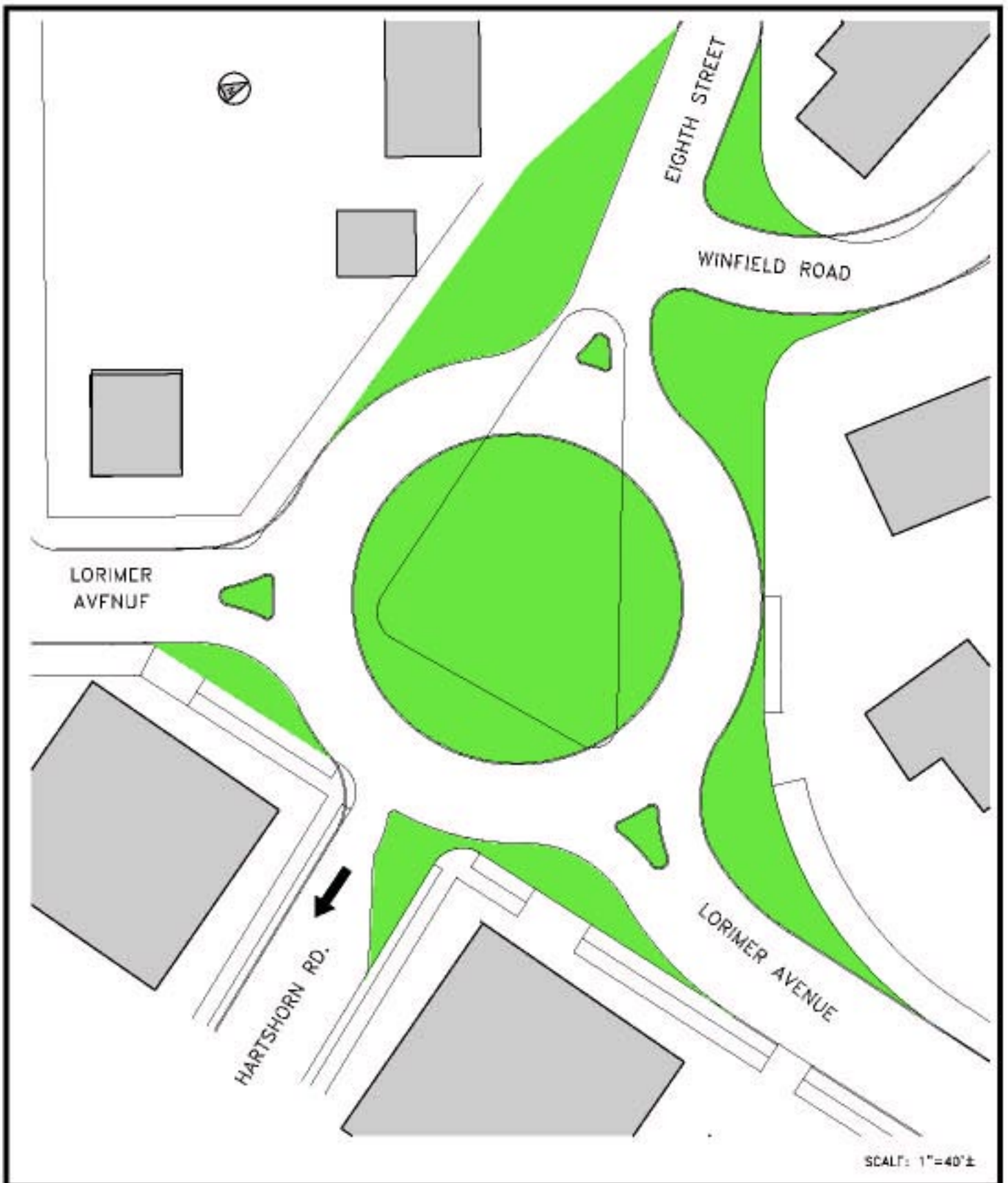
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and: BETA@BETA-eng.com

FIG. 40 - LORIMER AVENUE
PROPOSED IMPROVEMENTS
Summit Neighborhood

PROVIDENCE, RHODE ISLAND



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FIG. 41 - LORIMER AVENUE
PROPOSED IMPROVEMENTS
Summit Neighborhood

PROVIDENCE, RHODE ISLAND

of revised intersection control and potential traffic calming.

It is proposed to install three traffic circles along Lorimer Avenue at the 4-way intersections at Lauriston Street, Fourth Street, and Fifth Street. The circles would be constructed of sloped-faced granite curb with a diameter of 15 feet, leaving 16 feet for vehicles to maneuver around the circle. Similar circles have been constructed in the Elmwood section of Providence to discourage through traffic and slow vehicles at the intersections.



Lorimer Avenue between Eighth Street and Blackstone Boulevard. The proposed round about would slow traffic in this area and discourage cut-through traffic.

Curb extensions are proposed at the intersection of Lorimer and Rochambeau Avenues, and at the Lorimer approach to the unconventional intersection at Eighth Street.

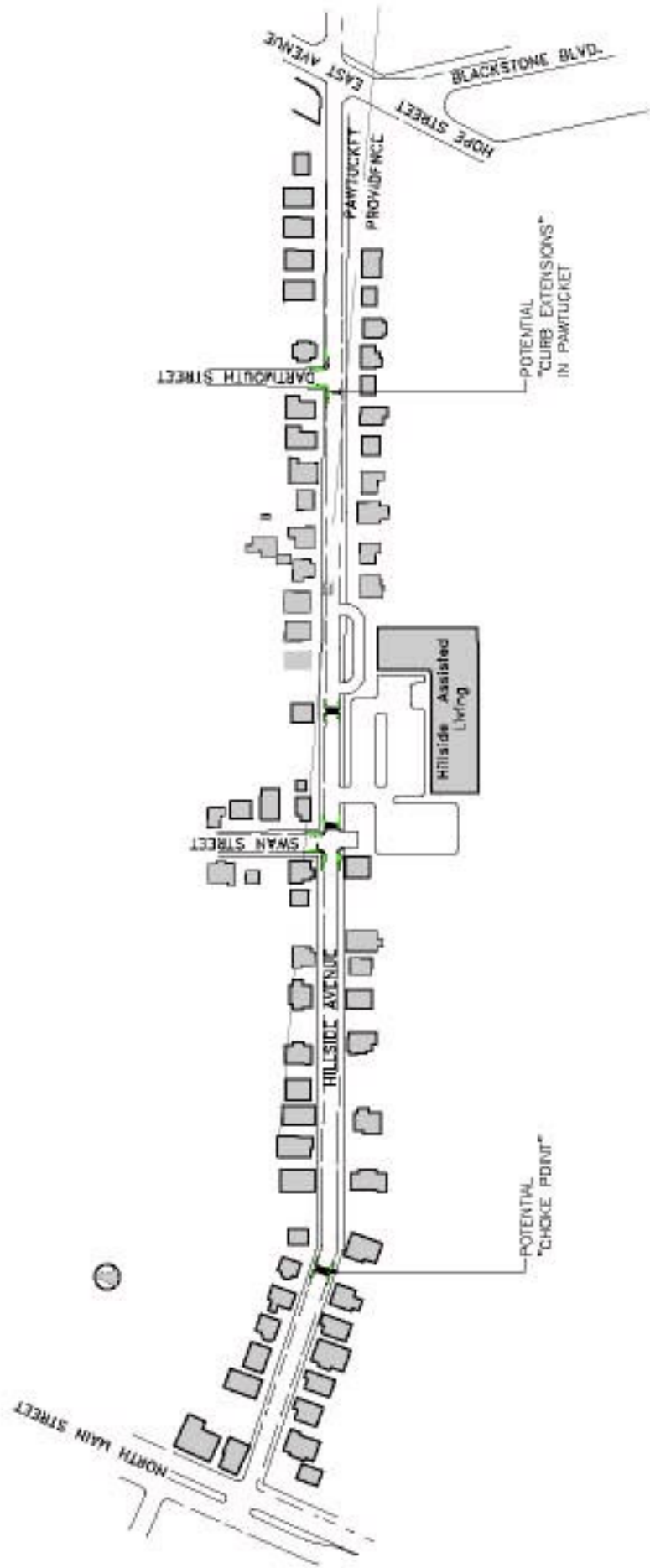
The proposed roundabout at the intersection of Lorimer and Eighth Street should reduce the attractiveness of Lorimer Avenue as a cut-through from Blackstone Boulevard southbound to the southern end of the Hope Street commercial district.

A roundabout at Eighth Street will slow traffic and improve channelization of vehicles at the triangle. The smaller traffic circles at the intersections of Fifth Street, Fourth Street and Lauriston Street will serve to maintain consistently slower speeds towards Rochambeau Avenue and will reduce conflicts at these intersections. The roundabout will have similar effects on traffic along Eighth Street between Hope Street and Blackstone Boulevard.

Furthermore, the roundabout is a more efficient use of space for the intersection of Eighth Street and Lorimer. There will be considerable property that can be given to the neighborhood to be used as an opportunity for landscaping, or sold to adjoining land owners in order to recover some of the construction costs.

Hillside Avenue

Hillside Avenue runs from North Main Street to a signalized intersection at Hope Street near the beginning of Blackstone Boulevard. Hillside Avenue is one of the few streets where left turns can physically and legally be made from the southbound approach at North Main Street, and as such, sees a considerable amount of through traffic. There are no Stop signs over its length and vehicles travel at a high rate of speed. It was also noted that the roadway does not experience a typical AM or PM peak volume of vehicles, rather there is a consistent volume of vehicles over the 24-hour period. Swan Street intersects Hillside approximately midway between Hope Street and North Main Street, and Dartmouth Street intersects just over the Pawtucket City line.



SCALE 1"=100'

FIG. 42 - HILLSIDE AVENUE
PROPOSED IMPROVEMENTS
SUMMIT NEIGHBORHOOD

PROVIDENCE, RHODE ISLAND

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1000 Main Street, Suite 100, Pawtucket, RI 02860
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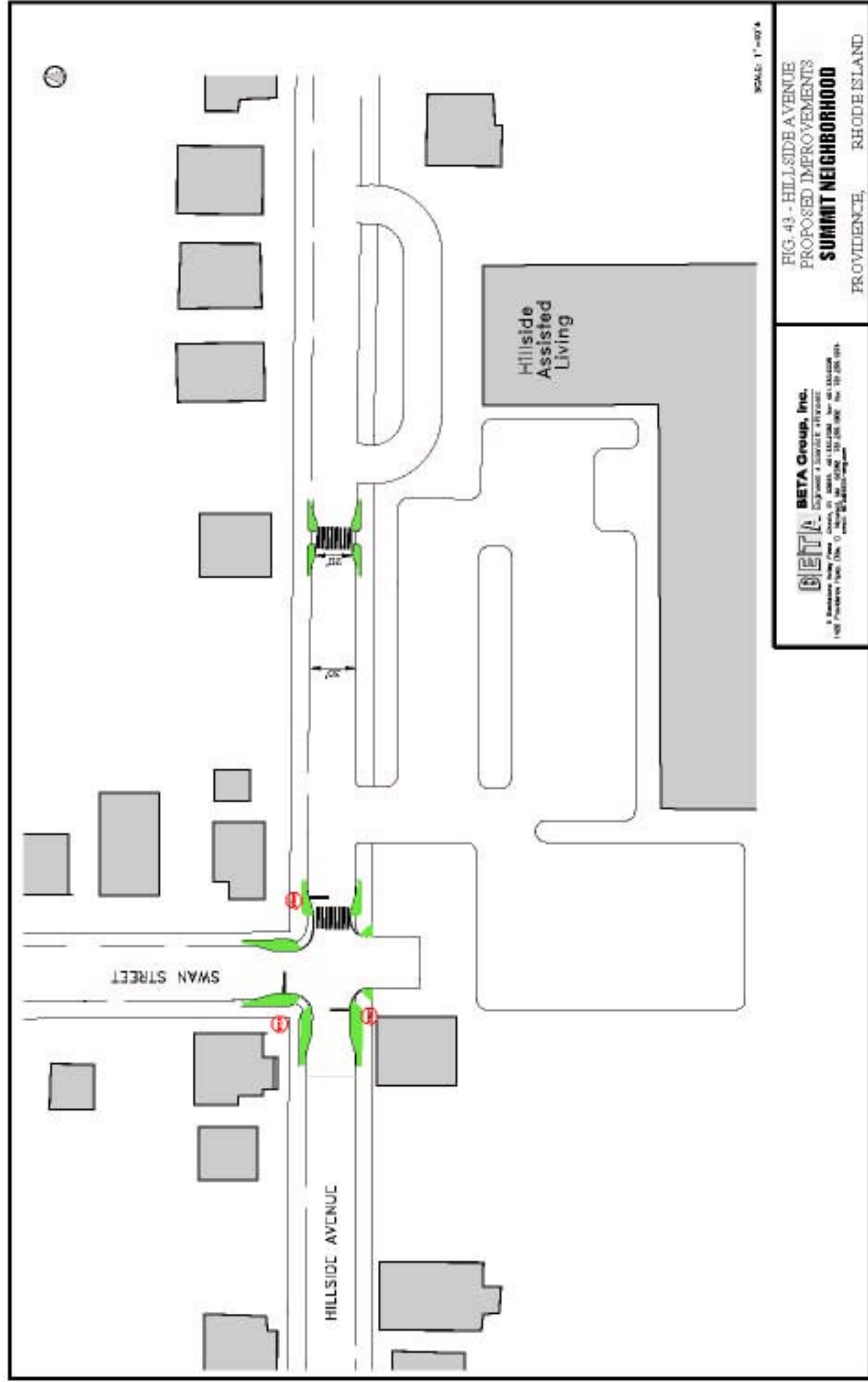


FIG. 43 - HILLSIDE AVENUE
PROPOSED IMPROVEMENTS
SUMMIT NEIGHBORHOOD

PROVIDENCE, RHODE ISLAND

BETA BETA Group, Inc.

1000 Providence Park Drive, Providence, RI 02903-4000
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Without the frequent side street intersections along its length, it becomes necessary to introduce midblock “chokers” on the roadway. On-street parking is allowed along the northerly side of the street, but is prohibited in Providence during the overnight hours.

Recommendations for Hillside Avenue include curb extensions at the Swan Street intersection, and chokers between Swan Street and North Main Street, and in front of the Hillside Health Center. The exact location of the proposed choker should be determined in final design after consulting with the local residents to determine the on-street parking requirements in this area.



Signage

Signage is an important element to the implementation of any traffic revision. Regulatory signs serve to clarify the expected behavior where potential conflicts might occur. “Stop” signs are a common example of a regulatory sign as are “Yield” signs, Speed Limit signs and signs that restrict trucks on certain roads. A complete review of the existing regulatory signage is recommended to ensure adequate visibility and appropriateness. New stop signs are proposed on Tenth Street and Hillside Avenue and are subject to a proper warrant analysis. Regulatory signage will also serve to clarify the intended protocol at traffic circles and median islands.



Parking regulations are currently signed along Hope Street within the commercial district and will be reinforced with striping on the road surface. Existing two-hour parking regulations within the neighborhood in the vicinity of Miriam Hospital should be reviewed in order to adjust for changes to the curb line in various locations.

Warning signs will be required in cases where physical modifications have been made within the right of way. Warning signs should be placed at all gateway locations such as at either end of Summit Avenue, Lorimer Avenue, Hope Street Commercial District and at other locations preceding any series of traffic revisions. These signs will serve to inform motorists to use caution as they proceed through particular zones. Appropriate Warning signs will also immediately precede traffic calming modifications in order to more clearly identify potential hazard zones.