



CITY OF PROVIDENCE
MAYOR BRETT P. SMILEY

GREEN AND COMPLETE STREETS ADVISORY COUNCIL

June 3, 2024

Michael Gazdacko
Chair, City Plan Commission

CC: Joseph I. Mulligan, III, Director of Planning and Development
Robert Azar, Deputy Director of Planning and Development

RE: GCSC Comments on Comprehensive Plan Mobility Section

Dear Mr. Gazdacko,

The Green and Complete Streets Advisory Council (GCSC) had the opportunity to review the draft Mobility Section of the updated Comprehensive Plan at our May 22nd meeting. In general members liked the overall goals and objectives but, overall, did not think the strategies as drafted would achieve the stated objectives. Members offered the following recommendations to inform your review of the draft plan:

- **Objectives in general:** Objectives should specify numerical mode shift targets for every mode, and should consistently refer to all trips, not just commute trips.
- **Objective M1 Strategy M:** Growth should not *only* be focused on existing transit corridors, but also around corridors where high-frequency transit service is added through service improvements. We recommend simply striking the word “existing”.
- **Objective M1 Strategy N** was flagged as a concern; members noted that it assumes relocation of the bus hub away from Kennedy Plaza is desirable. We recommend simply striking the word “new”.
- **Objective M2, a new strategy was proposed:** “Advocate for secure bike parking at the train station such as lockers, a controlled access bike cage, or other designs that minimize the risk of bike theft.”
- **Objective M2, a new strategy was proposed:** “Improve routes to the train station for walking and bicycling to reduce traffic congestion and encourage train ridership.”
- **Objective M3 Strategy B:** replacing the word “exclusive” with the word “protected” would encompass a more appropriately nuanced best practice for pedestrian signalization.

DEPARTMENT OF PLANNING & DEVELOPMENT

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- **Objective M3 Strategy C:** Add a clause to the end reading “and consider prohibiting right turns on red citywide”
- **Objective M3 Strategy F:** Change to “Improve pedestrian and driver sightlines by daylighting intersections, corners and crosswalks using bump-outs and/or temporary materials. Enforce parking regulations with particular attention to areas adjacent to crosswalks.”
- **Objective M3 Strategy G:** Add “by including features such as furnishings, water, shade, and other streetscape improvement to enhance the pedestrian experience”
- **Objective M3, a new strategy was proposed:** “Create a Safe Routes to Schools program and enhance safety around schools through design tools to reduce speeds and creating welcoming routes for students walking or bicycling to or from school”
- **Objective M4 Strategy F:** Add “financial accessibility” immediately before “parking compliance”, change “city-owned” to “publicly-owned” and add to the end “in collaboration with neighboring municipalities”
- **Objective M4 Strategy G:** Add “Open Streets” immediately before “Cycloviva”
- **Objective M4, a new strategy was proposed:** “Add enhanced bicycle parking in the public right-of-way and at City-owned facilities including secure bike parking options”
- **Objective M4, a new strategy was proposed:** “Work with colleges and universities to improve bicycling access in the vicinity of their campuses”
- **Objective M4, a new strategy was proposed:** “Add wayfinding signage on bike routes to improve navigation”
- **Objective M5 Strategy B:** Mitigating traffic congestion may be counterproductive to the objective of reducing the share of trips taken alone in a car. GCSC recommends striking this strategy or adding to it “when feasibly achieved without impacting vulnerable road user safety, and while designing for typical conditions over a 24-hour period, not just peak periods”
- **Objective M5 Strategy L:** Add “and at other locations throughout the city”
- **Objective M5 Strategy O:** Add “and modifications to existing developments” after “new development”

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- **Objective M5, a new strategy was proposed:** “Consider the creation of a congestion pricing system for Downtown and other congested areas”
- **Objective M5, a new strategy was proposed:** “Increase the cost of on-street parking”
- **Objective M5, a new strategy was proposed:** “Establish on-street parking policies to mitigate the impact of colleges and other major attractions on neighborhood accessibility, such as resident-only parking permits or enforced time limits on parking in impacted areas”
- **Objective M5, a new strategy was proposed:** “Advocate for the creation and use of Park-and-Ride locations at the periphery of the urban core”
- **Objective M5, a new strategy was proposed:** “Clarify and enforce where parking is prohibited around corners, crosswalks, and bus stops”
- **Objective M5, a new strategy was proposed:** “Encourage employers to provide subsidized transit passes to employees, and for universities to provide subsidized transit passes to students”
- **Objective M5, a new strategy was proposed:** “Advocate for incentives to limit single-occupancy vehicle trips throughout the region, including carpool lanes on highways, car-sharing programs, and incentives to reduce vehicle miles traveled”
- **Objective M6 Strategy E:** Add “if possible without impacting vulnerable road user safety” immediately before “According to the State Freight Plan”
- **Objective M6 Strategy F:** Add “if possible without impacting vulnerable road user safety” immediately before “According to the State Freight Plan”
- **Objective M6 Strategy N:** Reword to provide extra emphasis to cargo bikes, and add reference to restaurant delivery and the need to work with driver unions, such as the following: “Encourage the use of urban-scale delivery vehicles, especially cargo bicycles but also medium-duty and light-duty trucks, for last-mile deliveries within the city including for food delivery by working with stakeholders to create regulation and incentives for companies to down-size their fleets.”

Thank you for your consideration,

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A handwritten signature in black ink, consisting of a large, stylized letter 'K' followed by a horizontal line that tapers to the right.

Kathleen E Gannon

Chair, Green and Complete Streets Advisory Council

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