

Green & Complete Streets Annual Status Report

The Providence Code of Ordinances Chapter 23 Section 23-173 states: “A report shall be submitted annually to the City Council and placed on the city's website by the Director of Public Works and the Director of Planning” on various metrics related to Green and Complete Streets detailed in the ordinance and below. Additional updates on the status of Green and Complete Streets improvements are also contained below.

2022 Urban Trail Network improvements

The City installed protected two-way urban trails or shared-use paths on the following streets in 2022:

- **Gotham Greens** shared-use path, between De Soto Street and Atwells Avenue
- **Broad Street** urban trail (partly unprotected bike lanes, partly protected two-way urban trail) between Hayward Street and Hawthorne Street
- **Dean Street** urban trail (partly shared-use path, partly protected two-way urban trail) between Promenade Street and Higgins Ave

Status of Great Streets Policy Recommendations

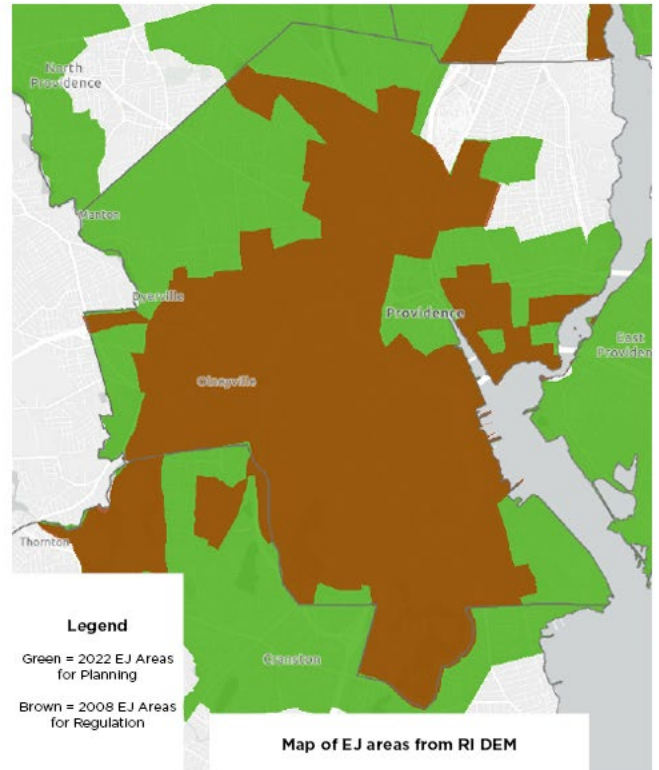
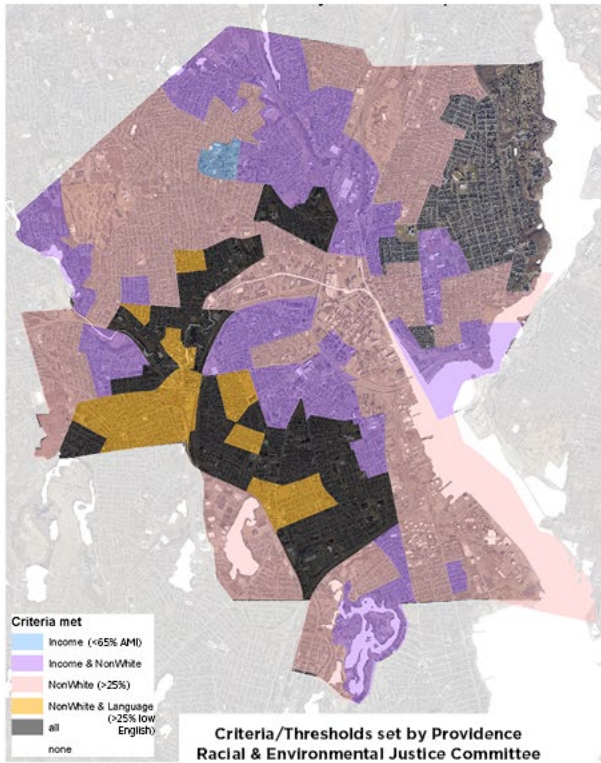
Recommendation	Complete	In process	Not yet started
Create a new Great Streets Ordinance that replaces and strengthens the existing complete streets resolution and formally integrates the Great Streets Initiative into City procedures	2021		
Update ordinance language for operating a bicycle			X
Repeal ordinance prohibiting skateboarding	2020		
Consider zoning ordinance revisions that further lower parking requirements in new developments		X	
Amend the Code of Ordinances to include fines for parking in or blocking bicycle facilities and increase associated enforcement	2021		
Establish transportation impact study requirements and guidelines for specific street types			X
Develop protocols for regularly updating infrastructure projects in the great streets master plan		X	
Modify the city’s traffic calming procedures and guidelines	2021		
Improve internal city processes to implement the great streets initiative and develop a program management plan		X	
Establish a great streets project screening system and checklist to ensure coordination			X
Update road and sidewalk opening standards to capitalize on project opportunities for great streets implementation			X
Provide additional resources to the providence parks department			X
Update sidewalk repair standard operating procedures to incorporate great streets and urban trail projects			X
Adopt policies regarding transportation impact assessments			X
Use and price curb space more efficiently and flexibly			X
Coordinate traffic signals citywide			X
Continue to integrate art and cultural planning into mobility investments		X	
Develop a demonstration project strategy and toolkit to test projects before full implementation			X
Develop a program to incentivize business and property owners to install bicycle parking			X
Evaluate overnight resident parking permit program fee structure		X	

Update the city's public utilities agreement to incorporate bicycle-related provisions			X
Deploy leading pedestrian intervals (LPIs) and increase pedestrian signal timing		X	
Implement automatic recall of walk signals		X	
Implement no right turn on red (NTOR) signage where pedestrians regularly cross			X
Increase enforcement to prevent blocking of intersections, crosswalks, bike lanes, bus stops, and sidewalks			X
Increase enforcement of sidewalk snow removal			X
Expand the city's use of new technologies		X	
Work with RIPTA to evaluate all bus routes and stops to ensure they are accessible, properly-sized, properly-spaced, and welcoming		X	
Work with the state legislature to require RIDOT to update highway design manual			X
Work with the state legislature to adopt the "Idaho stop law" to improve safety		X	
Expand youth bicycle education programming to citywide			X
Expand the city's street ambassador approach to public engagement		X	
Establish a "Friends of the Urban Trail Network"		X	
Re-launch safe walking, driving and biking public safety campaign			X
Expand and enhance community rides		X	

Metrics

- Total miles of bike lanes:** At the start of 2022, there were 10.19 miles of shared streets, 17.26 lane-miles of striped bike lanes, 6.21 lane-miles of protected bike lanes, and 9.57 lane-miles of shared-use paths in Providence. 0, 0.41, 1.2, and 0.47 miles were built respectively, resulting in the following at the start of 2023: 10.19 miles of shared streets, 17.67 lane-miles of striped bike lanes, 7.41 lane-miles of protected bike lanes, and 10.04 lane-miles of shared-use paths.
- Total dollar amount spent on green and complete streets activities:** \$1.3 million was obligated for green & complete streets activities in 2022, mostly auxiliary costs such as engineering and construction management for various projects. This is a decrease from 2022, when \$5.3 million was obligated for green & complete streets activities. In addition, two ultimately successful federal grant applications for green & complete streets activities were submitted in 2022 with the expectation of \$8.8 million match which will be obligated in 2023-2024.
- Number of people biking on a representative sample of streets and trails:** In 2021 bike counts were collected at 6 sites via long-duration loop detectors. Best estimates of average daily bike traffic at these sites ranged from 30 to 267, roughly the same as 2021.
- Number of applications and waivers requested and granted, along with the justification for any waivers granted:** 0
- Opportunities for community stakeholders in environmental justice areas to influence how these improvements are prioritized:** During the development of the Great Streets Plan in 2019, there were opportunities to comment on the plan at meetings throughout the city, online, and by engaging with City representatives who attended community events to reach people where they were. These methods prioritized underserved areas and hundreds of comments were submitted. Implementation of the Great Streets Plan in 2020 through 2022 then proceeded according to a prioritization formula which initially weighted metrics of equity, connectivity, safety, and density equally, was adjusted based on input from

the community to weight connectivity highest.



- **Number of Green and Complete Streets improvements made in environmental justice areas:** 2 of the above listed urban trail improvements were almost entirely in areas meeting all 3 REJC criteria (Gotham Greens and Broad Street).
- **Number of traffic calming devices installed, as well as those evaluated and approved for installation:** In 2022, 9 streets received permanent traffic calming, 13 streets received temporary speed lumps, and permanent speed lumps on 5 streets were reconstructed to a lower profile. Traffic calming was preliminarily approved on 39 streets at the end of 2022.

	2020	2021	2022
Permanent TC installed	76		9
Temporary TC installed			13
Preliminary approval		11	5
TC reconstructed lower	0	0	39

- **Metrics unavailable at this time:**
 - Number of street trees
 - Number and severity of traffic violations and crashes by mode
 - Assessment of linear feet of sidewalk in need of repair or construction to be performed on an annual basis
 - Number of new stormwater management improvements in the city
 - Replacement of non-ADA compliant curb ramps
 - Number of intersection legs without crosswalks
 - Maintenance activities of existing green and complete streets facilities
 - Number of traffic complaints and calming requests by street name
 - Number of crosswalk and intersection improvements installed
 - Number of people riding Rhode Island Public Transit Authority buses within the City