



# CITY OF PROVIDENCE

## MAYOR BRETT P. SMILEY

### GREEN AND COMPLETE STREETS ADVISORY COUNCIL

#### APPROVED MEETING MINUTES

##### Meeting of the Green and Complete Streets Advisory Council

June 22, 2023, 4:00 PM

First Floor Conference Room, Doorley Building, 444 Westminster Street, Providence RI, 02903

**Overseeing Body:** City of Providence Department of Planning and Development

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Voting members present: Kathleen Gannon, Alana Deluty, Will Cornwall, Dina Quezada

Non-voting Ex-Officio members present: Alex Ellis, Cpt. Luis SanLucas, Nate Urso, A.J. Elton (virtual)

Ms. Gannon called the meeting to order at 4:04 PM.

Following roll call, Ms. Gannon introduced item #2, the consent agenda. Mr. Cornwall moved approval, and Ms. Jacoby seconded. All voted in favor. Ms. Gannon moved on to the next agenda item, overview of review procedure. Mr. Ellis gave this overview.

Ms. Gannon moved on to the next agenda item, an update on the status of Green and Complete Streets projects. Mr. Ellis provided a brief update. Ms. Gannon then moved on to the next agenda item, an update on the requested amendment to the Green and Complete Streets Ordinance. Mr. Ellis provided a brief update, noting that the Ordinance Committee had not yet received the updated amendment language and full passage would occur no earlier than September.

Ms. Gannon moved on to the next agenda item, an update on the requested plan from the Traffic Engineer about implementing improvements to pedestrian safety at traffic signals. In December 2022, the Advisory Council had requested the Traffic Engineer create a plan by June 2023 for when improvements such as retimings and Leading Pedestrian Intervals (LPIs) might be implemented. Mr. Urso indicated that he had not yet created such a plan, because he felt there was a need to contract out traffic analysis to consultants for every signal where a change was proposed, and he had not requested the budget to do so. He did commit to implementing one LPI per month in-house, but Mr. Ellis noted that such a pace would take ten years before all signals received these pedestrian safety improvements. The Advisory Council requested an update at a subsequent meeting. Mr. Urso also shared with the Advisory Council upon request some details of a proposed change to the City's internal policy for traffic calming, including the requirement for a petition with support of 30% of a street's property owners before any traffic calming is considered and a requirement for one year of temporary traffic calming before permanent traffic calming is installed. The conversation also expanded to ask Cpt. SanLucas questions about parking enforcement, with requests

#### DEPARTMENT OF PLANNING & DEVELOPMENT

JOSEPH A. DOORLEY JR. MUNICIPAL BUILDING, 444 WESTMINSTER ST, PROVIDENCE RI 02903

PHONE 401.680.8400 | WWW.PROVIDENCERI.GOV/PLANNING



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from members for expanded enforcement of parking violations that impacted pedestrian safety, and to which Cpt. SanLucas described the limitations of parking enforcement capabilities.

Ms. Gannon moved on to the next agenda item, a conceptual review of a proposed Phase 2 of construction by RIDOT around the Henderson Bridge. Mr. Ellis presented the staff report, including recommendations:

- to integrate the design recommendations from the July 2020 BPAC meeting into Phase 2:
  - For traffic coming off the bridge toward South Angell St, traffic should be slowed to no faster than 25mph at Paterson St, and the bridge landing should be converted to either a signal-controlled intersection or roundabout with path connections prioritized in either configuration,
  - The “Henderson Parkway” connector road to the bridge from Waterman Street should be converted into a two-way street, traffic turning from Waterman Street onto the connector road to the bridge should be slowed by such elements as realigning 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, and a horizontal or vertical buffer should be added along the connector road between the shared use path and the roadway to improve vulnerable road user safety,
  - All vehicular travel lanes should be no more than 11’ wide,
  - Speed limits on the connector roads and bridge should be reduced to 25 mph,
- for two-way connectivity to Pitman Street to 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, and
- for the shared-use path connection through Constance Witherby Park (between Pitman St and Waterman St) to be included, and to connect to the path on the bridge alongside the alignment of the current on-ramp.

Mr. Cornwall moved to endorse these staff recommendations, and Ms. Jacoby seconded. All voted in favor. Further conversation focused on the safety of the pedestrian crossing of the Waterman Street on-ramp. Ms. Gannon moved that in advance of a potential Phase 2, safety improvements should be expedited for the crosswalk across the connector road from Waterman to the bridge, which currently crosses high-speed traffic, and which should include both signalization through a PHB or RRFB, and speed reduction improvements such as a raised crosswalk or advance speed lumps. Mr. Cornwall seconded and all voted in favor.

Ms. Gannon moved on to the next agenda item, Announcements, Staff Updates, and Public Comment. After brief discussion and announcements, Ms. Gannon adjourned the meeting at 5:40 PM.

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Respectfully submitted by Alex Ellis.

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