



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

GREEN & COMPLETE STREETS ADVISORY COUNCIL

October 10, 2024



Agenda

1. Roll Call
2. Consent Agenda*
3. GCSC Review Procedure
4. Old Business
 1. Update on Walk Signal Improvements
 2. Safe Streets For All Update*
5. Announcements, Staff Updates, and Public Comment

Asterisk indicates items listed as “for action”



ROLL CALL

Item #1



GCSC Members

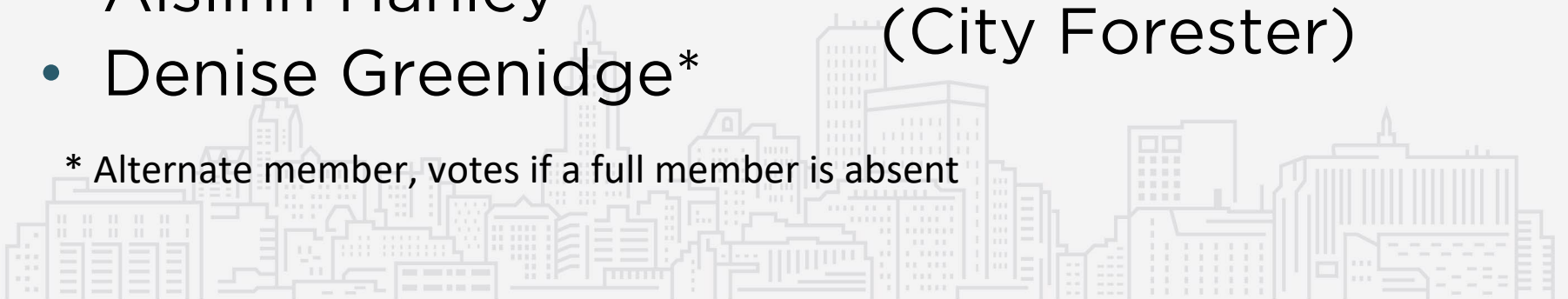
Voting

- Rosie Jaswal
- Kathleen Gannon
- Alana Deluty
- Cedric Ye
- Allison Murray
- Julissa Arce
- Aislinn Hanley
- Denise Greenidge*

Non-voting

- Alex Ellis (Planning)
- Nate Urso (DPW)
- Priscilla De La Cruz (Sustainability)
- Cpt. Luis SanLucas (Public Safety)
- Sam Daganhardt (City Forester)

* Alternate member, votes if a full member is absent



CONSENT AGENDA

Item #2



Consent Agenda

- Make meetings more efficient by grouping items that need approval but don't merit discussion
- Today:
 - Accept: Minutes from 9/23/24 meeting



GCSC REVIEW PROCEDURE

Item #3



GCSC web page

<https://www.providenceri.gov/planning/gcsc/>

CITY OF PROVIDENCE



MAYOR BRETT SMILEY



CITY HALL

DOING BUSINESS

EVENTS

NEWS

PVD 311

EXPLORE

Green and Complete Streets Advisory Council (GCSC)

ABOUT

Streets and sidewalks carry not only people and goods, but also various utilities and stormwater runoff. City streets also represent a sizeable portion of the city's overall land use, house many of its publicly managed trees, and serve as windows into the city for visitors and residents alike. City streets and sidewalks must serve people of all ages and abilities, while creating more mobility and independence for young people, seniors, and people with disabilities. They serve motorists, non-motorists, residents in wheelchairs, parents pushing strollers, kids biking and walking to school, and people who can't afford to use, or prefer not to use motor vehicles.

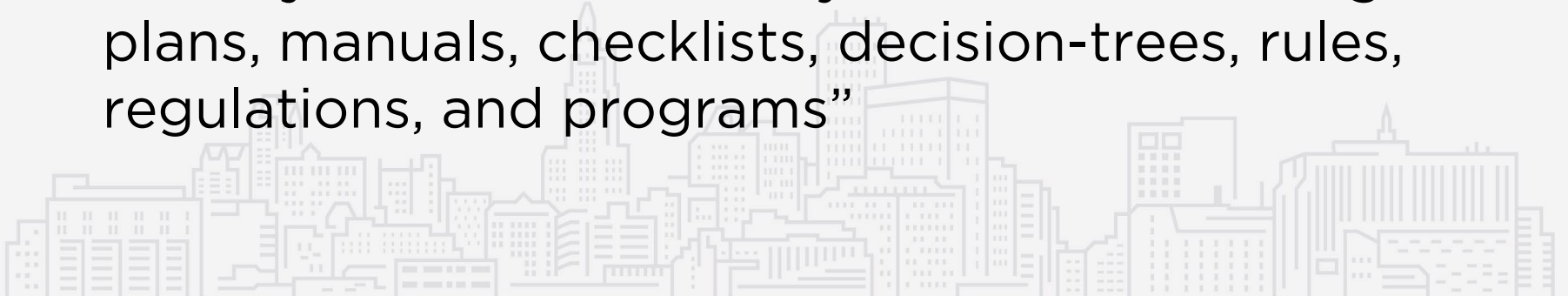
The City of Providence will develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health for all users and abutters, while also improving environmental quality and reducing polluted stormwater runoff. The City will create a connected network of right-of-way facilities accommodating all modes of travel to the maximum practical extent. This network will promote walking and biking on city streets and sidewalks, provide access to public transportation, beautify and shade the City's parks, schools, healthy food retail establishments, and reduce and treat polluted stormwater.

The **Green and Complete Streets Advisory Council** was created by ordinance in July 2021. Its responsibilities are to:



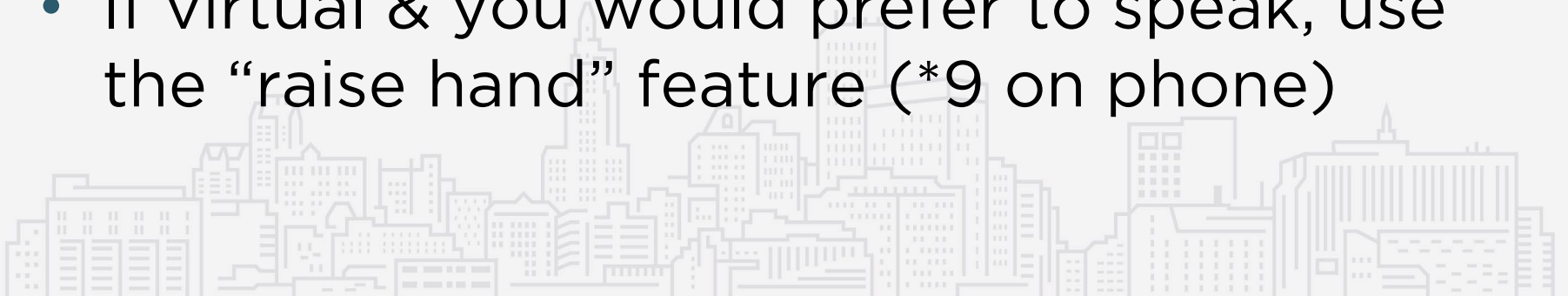
Review Procedure

- **Review of Conceptual & 30% Plans**
During project development, make recommendations to improve design
- **Waivers** from requirements of ordinance
Mode-specific, GCSC approves or denies
- **Traffic calming:** in edge cases, after traffic study, GCSC can recommend Traffic Engineer give “preliminary approval”
- **All City activities:** annually review “all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs”



Public comment

- Opportunity during each item & for general topics at end of meeting
 - Wait for Chair to recognize you
 - Please keep comments to 2 minutes
- If participating virtually, put questions or comments in Q&A, staff or Chair will read them out
- If virtual & you would prefer to speak, use the “raise hand” feature (*9 on phone)



OLD BUSINESS

Item #4



UPDATE ON WALK SIGNAL IMPROVEMENTS

Item #4a



Status of Walk Signal Improvements

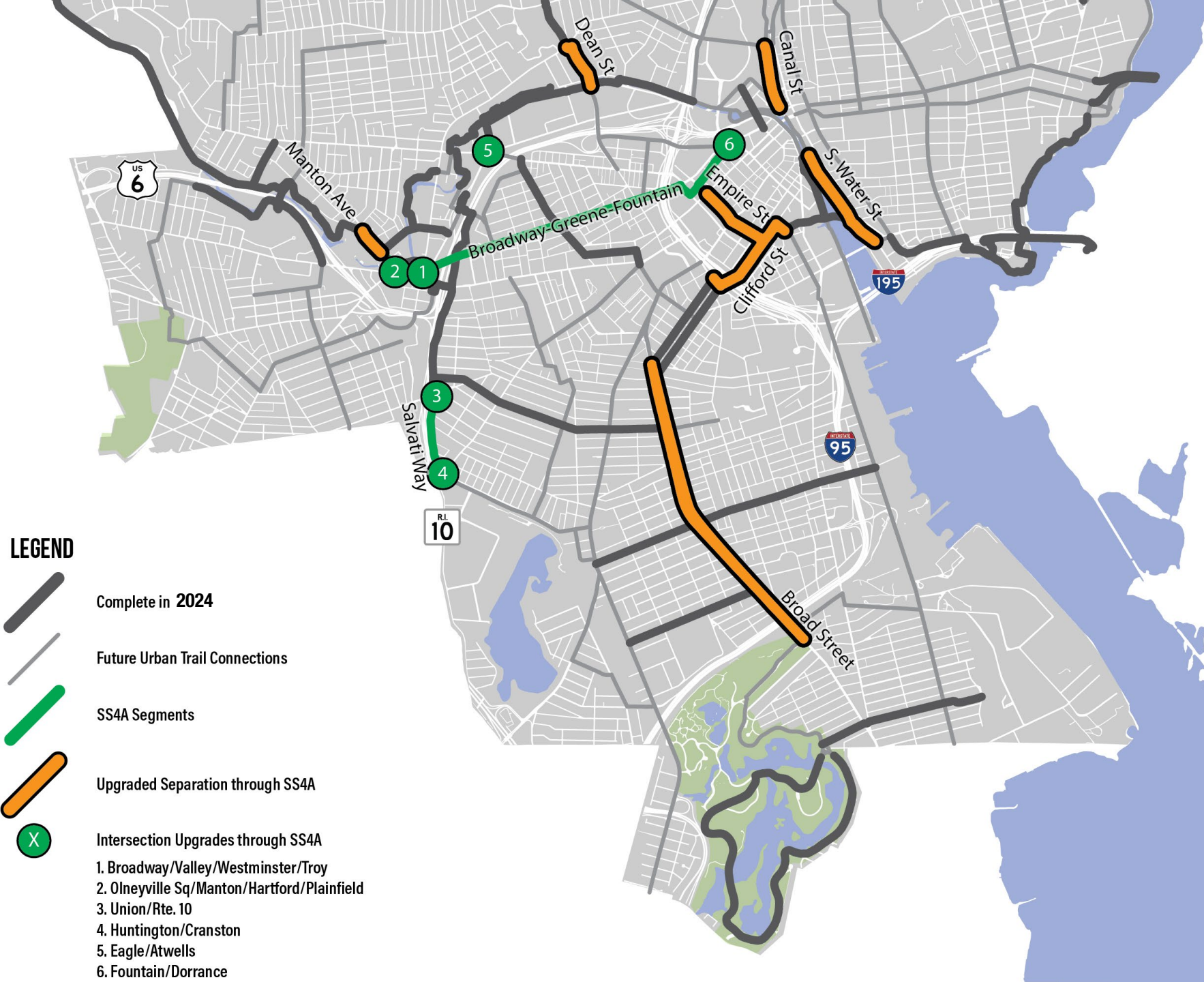
- What is the status of signal improvements for pedestrian safety that GCSC recommended?
 - No Right Turn on Red
 - Plan for installing walk signals where absent
 - Adopting recommended standards








SAFE STREETS FOR ALL (SS4A) UPDATE

Item #4b





LEGEND

-  Complete in **2024**
-  Future Urban Trail Connections
-  SS4A Segments
-  Upgraded Separation through SS4A
-  Intersection Upgrades through SS4A
 1. Broadway/Valley/Westminster/Troy
 2. Olneyville Sq/Manton/Hartford/Plainfield
 3. Union/Rte. 10
 4. Huntington/Cranston
 5. Eagle/Atwells
 6. Fountain/Dorrance

Public Meetings

- Last night, 10/10
- This coming **Tuesday 10/15**, 6-8pm at Children's Friend at 70 Union Ave
- **Wednesday 10/23**, 6-7:45pm at Olneyville Community Library, 1 Olneyville Sq
- **Tuesday, 10/29**, 6-8pm here, 444 Westminster St



SS4A Timeline

- **Oct 2024:** First round of public meetings
- **Early 2025:** Updated Safe Streets Action Plan complete
- **Spring 2025:** Second round of public meetings
- **2025/2026:** Construction beginning, depending on Federal approval timelines
- **End of 2027:** Project substantially complete



Safe Streets for All website

Safe Streets for All

<https://www.providenceri.gov/safestreeets/>

Get on the email list to hear about
Safe Streets Providence

Email*

Submit

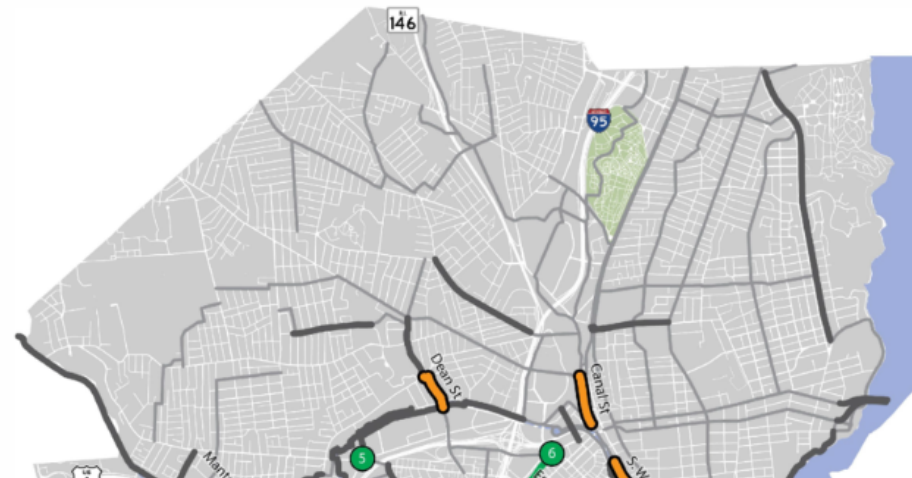
Providence is taking the next step toward safer streets.

In 2023 the City was awarded a “Safe Streets for All” grant to design, enhance and construct more than 3 miles of Urban Trails to add to the City’s existing network. This project will create last-mile connections to residential, employment, and cultural activity centers between the city’s 25 neighborhoods while significantly reducing fatal and serious crashes for vulnerable road users.

The trails are a combination of on-road and road-adjacent protected bicycle lanes and shared-use trails, neighborhood greenways on low-volume streets, and off-road shared-use paths.

The grant includes an update to the City’s Great Streets Plan, also referred to the Safety Action Plan, as well as design and construction of the following safety improvements:

- ▶ **Broadway:** conversion of existing bike lanes to a protected urban trail in line with designs proposed in the Great Streets Plan
- ▶ **South Water Street:** conversion of existing urban trail to sidewalk elevation
- ▶ **Fountain Street:** conversion of existing one-way protected bike lane to two-way protected urban trail with an extension to Biltmore Park across Dorrance Street and to Broadway via Greene Street
- ▶ **Olneyville Square:** intersection circulation and safety improvements and new urban trail connections through the Square
- ▶ **Washington Secondary Trail:** a new protected urban trail along the east side of RI-10 connecting Providence’s urban trail network with the Depot Street end of the Washington Secondary Trail in Cranston
- ▶ **Intersection of Eagle St, Atwells Ave, and Harris St:** safety improvements and evaluation of traffic efficiency improvements



Safety Action Plan Update

- Vision Zero roadmap
- Crash analysis
- Update to Urban Trail Network vision from Great Streets Plan
- Update to policy recommendations from Great Streets Plan
- Overall, integrating other plans (including Comprehensive Plan) more than Great Streets Plan, and bringing more in line with Vision Zero & Safe Systems Approach



Safety Action Plan Update: Crash Analysis

- Toole hard at work on creating “High Priority Network” for safety improvements
- Based on where serious crashes have occurred & locations with similar characteristics to crash locations
- Analysis underway currently, complete next month



Safety Action Plan Update: Crash Analysis

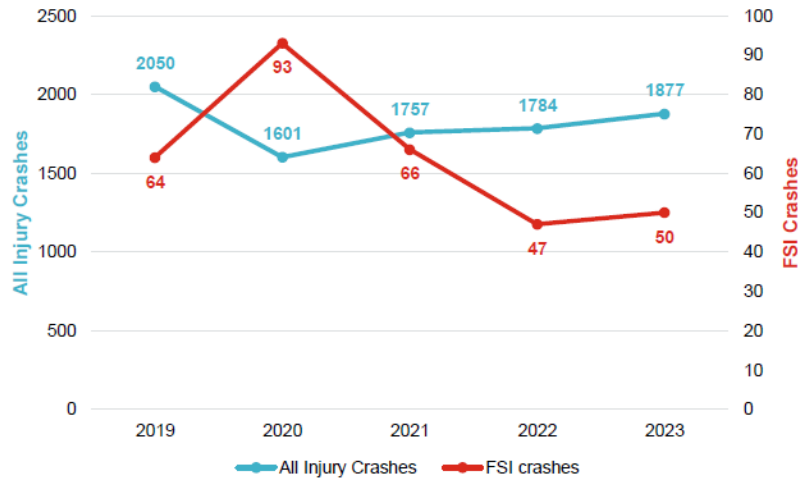


Figure 1 All Injury Crashes and FSI Crashes by Year (2019 to 2023)

Table 2 FSI Crashes by time of day and day of week

		Time of Day									
		12AM - 3AM	3AM - 6AM	6AM - 9AM	9AM - 12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM		
Day of Week	Monday	8	3	2	3	7	6	5	10	Weekdays	
	Tuesday	3	1	4	3	2	3	15	9		
	Wednesday	1	1	7	4	4	6	7	4		
	Thursday	4	1	2	2	3	3	10	4		
	Friday	11	2	5	4	4	10	6	13		
	Saturday	10	2	3	1	5	8	11	17	Weekend	
	Sunday	21	5	3	1	6	6	10	9		
		Dark Conditions	AM Peak	Light Conditions	PM Peak	Dark Conditions					

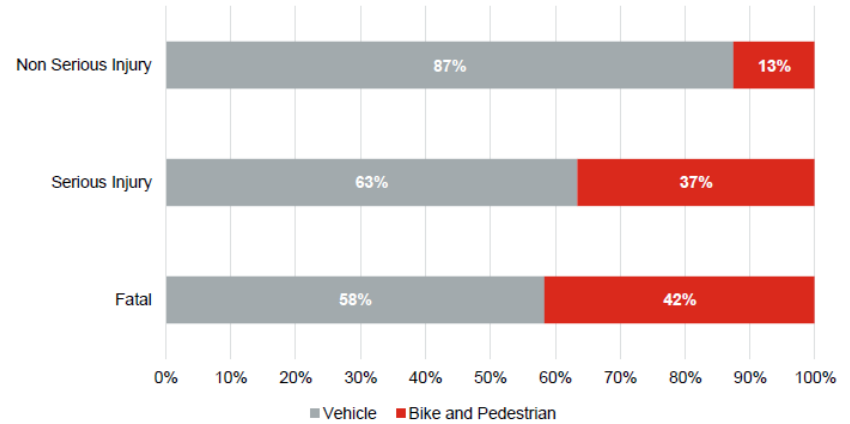
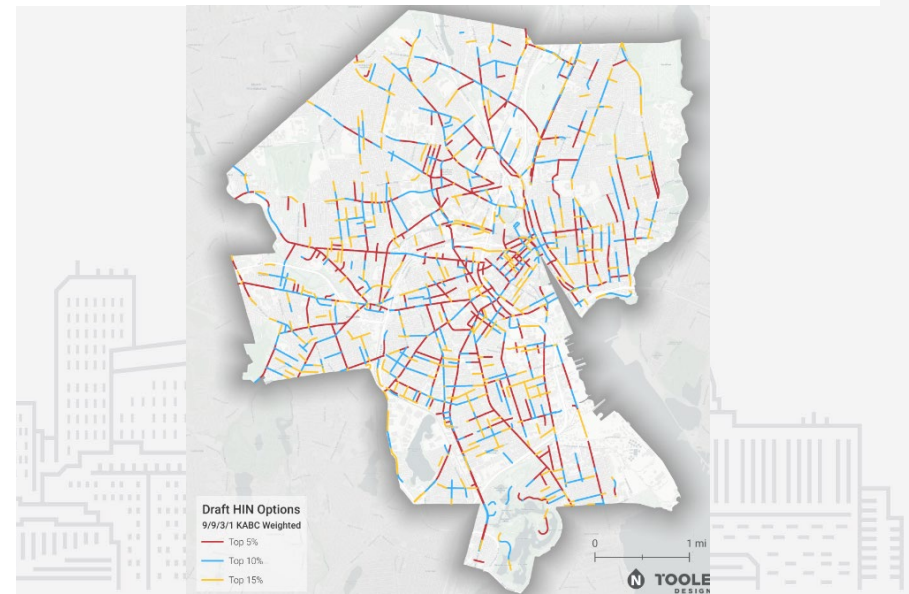


Figure 2 Severity of Motor Vehicle Crashes Compared to Bike and Pedestrian Crashes

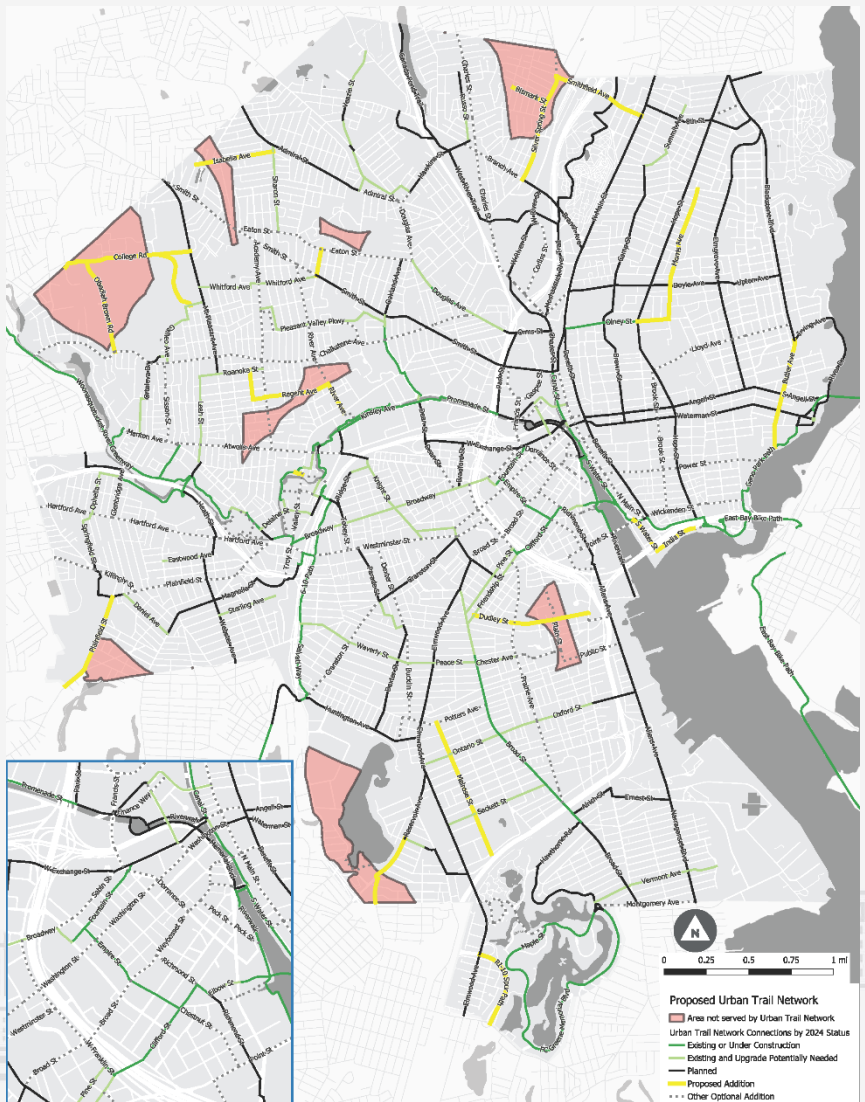


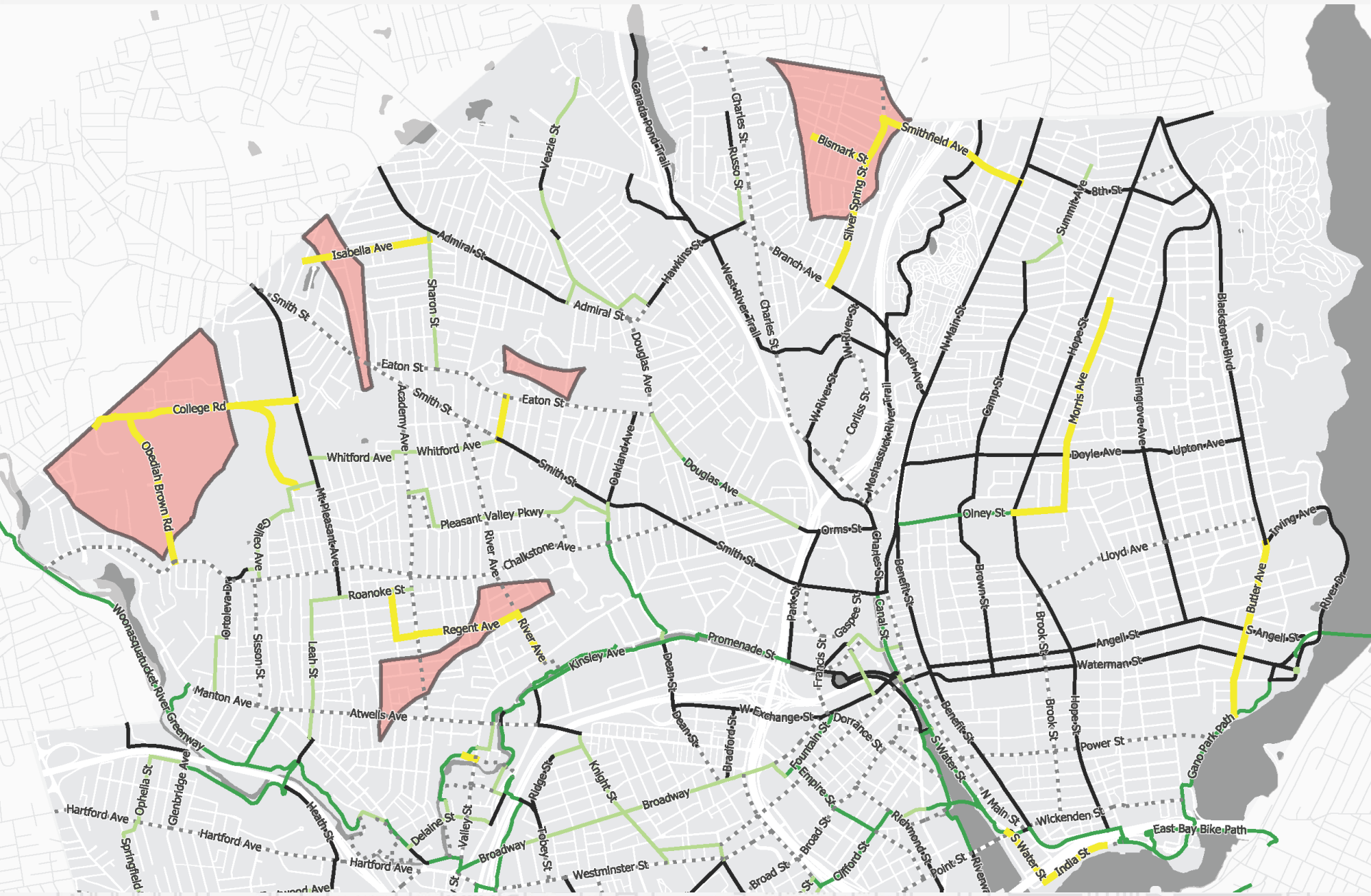
Safety Action Plan: Urban Trail Network Update

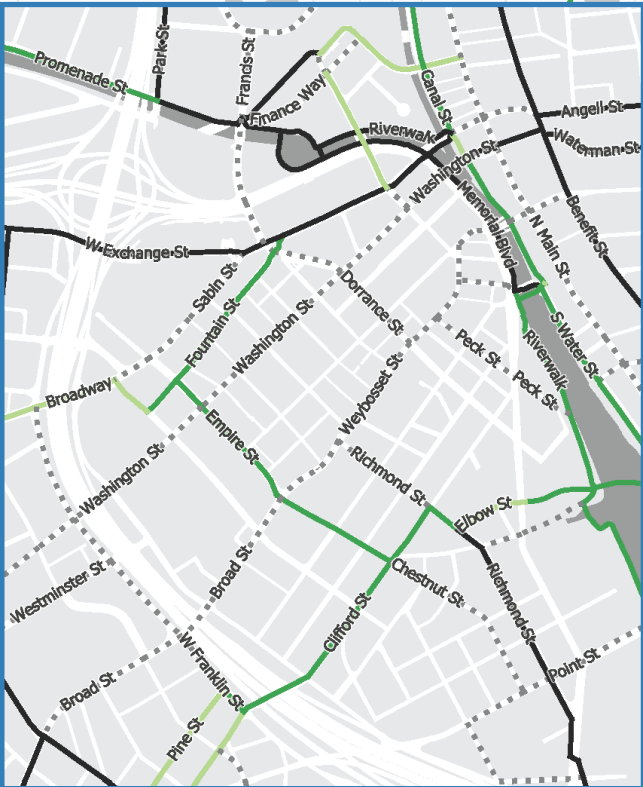
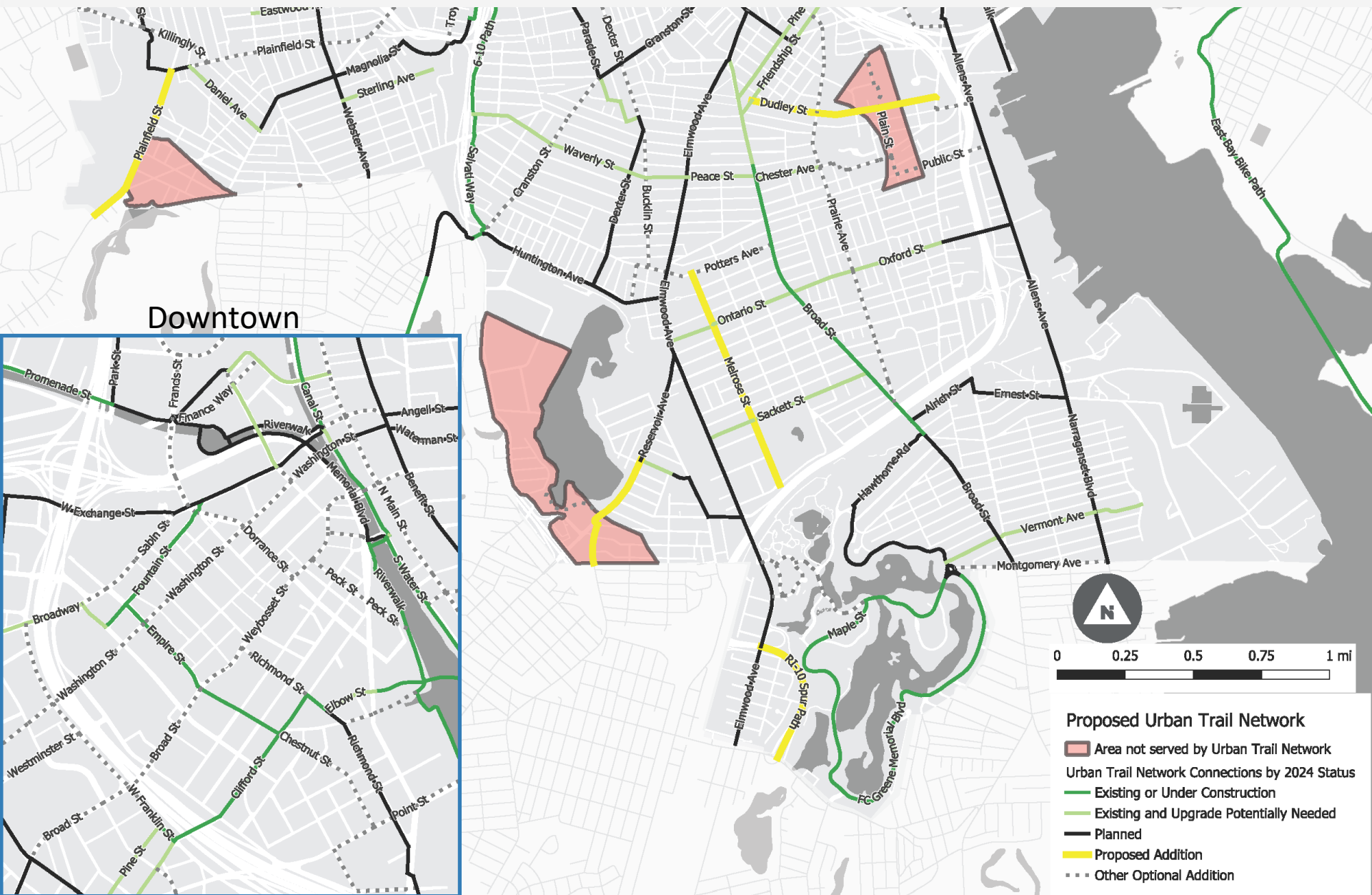
- Focus on IDing best additions to connect all residents to network
- Other proposed additions:
 - Melrose Street neighborhood greenway
 - India Street connector
 - Butler Ave unprotected bike lanes
 - Morris Ave neighborhood greenway
 - Reservoir Ave/Pontiac Ave extension
 - RI-10 Spur Path in South Elmwood



Safety Action Plan: Urban Trail Network Update







Safety Action Plan: Policy Recommendations Update

- Based on draft Comprehensive Plan, Great Streets Plan, Climate Justice Plan, and evolving best practice
- Grouping similar strategies from different sources
- Public comments influencing evolving draft
- Will summarize precedents from other cities and what research suggests impact would be if implemented here



DRAFT RECOMMENDATIONS

Based on Comprehensive Plan and other previous work

11 slides, 39 recommendations



Safety Action Plan: Draft Policy Recommendations

Signals

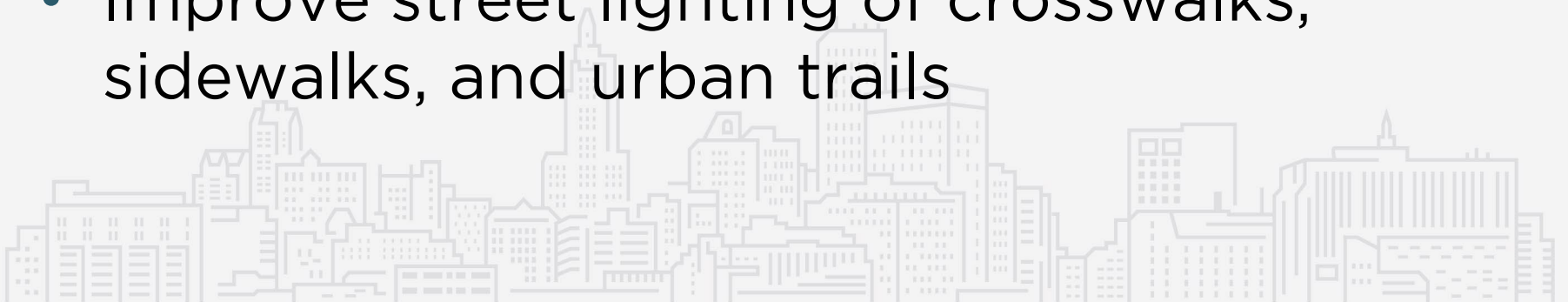
- Establish standards for traffic signals and implement citywide
- Strategically expand where right turns on red are prohibited



Safety Action Plan: Draft Policy Recommendations

Crosswalks

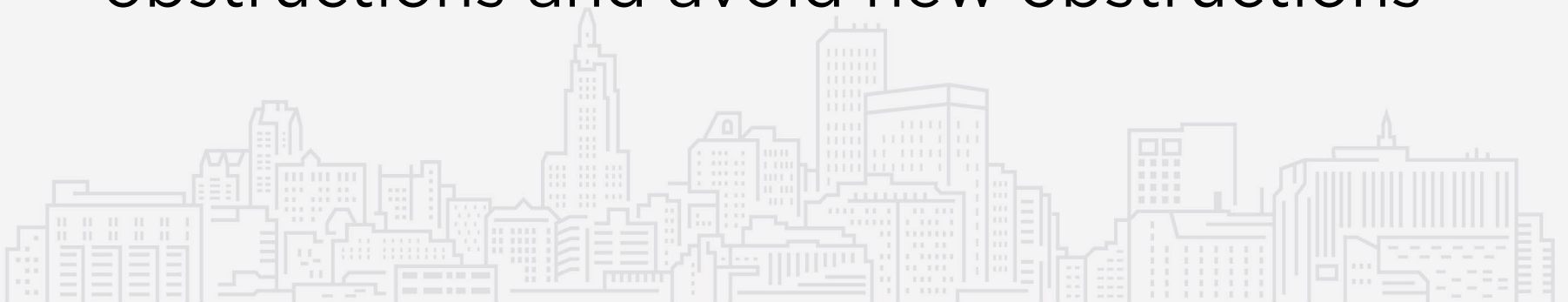
- Determine and implement standards for crosswalk comfort and accessibility
- Add crosswalk markings and accessible ramps to every crosswalk location where they are absent
- Install daylighting around crosswalks to improve visibility
- Improve street lighting of crosswalks, sidewalks, and urban trails



Safety Action Plan: Draft Policy Recommendations

Maintenance

- Improve sidewalk & roadway infrastructure maintenance, including snow clearance, especially in frontline communities
- Fix sidewalks buckled by tree roots & plan to increase tree canopy without worsening sidewalk repair
- Establish procedures to address sidewalk obstructions and avoid new obstructions



Safety Action Plan: Draft Policy Recommendations

State/Legislative Coordination

- Work with RIDOT to improve the safety and comfort of walking and biking on highway crossings and state-owned roadways
- Work with the State Legislature to Adopt Changes to State Law to Improve Safety
- Update Ordinance Language for Operating a Bicycle
- Lower statutory speed limits on local residential streets to 20 mph.
- Improve driving behavior, potentially by working with the state and local driving instructors on Driver's Education



Safety Action Plan: Draft Policy Recommendations

Programming

- Expand Youth Bicycle Education Programming to Citywide
- Expand the calendar of events such as Open Streets and community rides
- Expand the City's Street Ambassador Approach to Public Engagement



Safety Action Plan: Draft Policy Recommendations

Enforcement

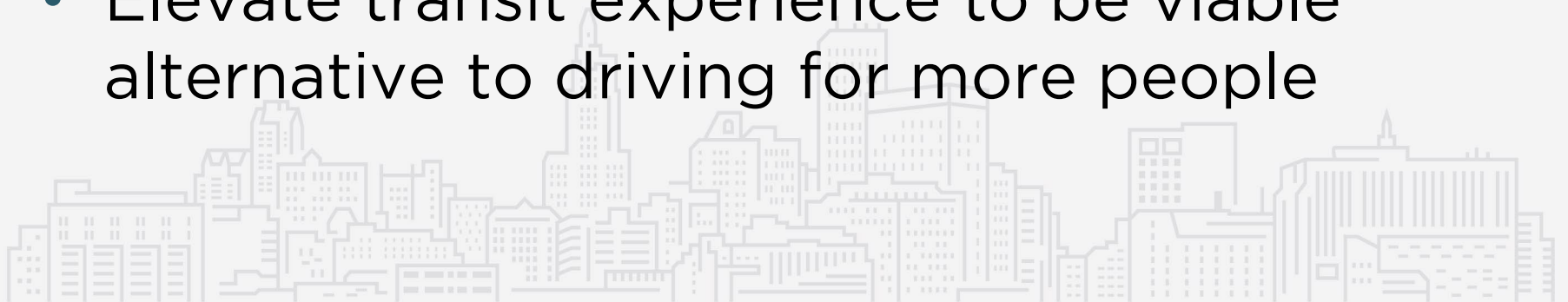
- Issue more tickets for violations impacting safety, using technology where appropriate
- Provide the Traffic Bureau the personnel resources to conduct nighttime enforcement
- Conduct ongoing law enforcement campaigns along high-crash corridors and report changes in crash type, crash severity, and contributing behaviors over time
- Provide resources and training to officers on the importance of properly filling out crash reports, laws related to vulnerable road users and positive enforcement methods



Safety Action Plan: Draft Policy Recommendations

Climate

- Create supplementary plans for mobility topics not addressed in this plan
- Electrify vehicles through City procurement and through expanding charger access
- Reduce diesel pollution from industrial sources including trucks, especially in frontline communities
- Elevate transit experience to be viable alternative to driving for more people



Safety Action Plan: Draft Policy Recommendations

Infrastructure standards

- Establish street design standards consistent with safety best practice and implement whenever capital, maintenance, or restoration work allow
- Update Agreements and Standards for Road and Sidewalk Opening Standards to Capitalize on Project Opportunities for Great Streets Implementation
- Create more and better spaces that are designed for walking
- Improve routes to the train station for walking and bicycling to reduce traffic congestion and encourage train ridership
- Add wayfinding signage on bike routes to improve navigation



Safety Action Plan: Draft Policy Recommendations

Parking

- Eliminate parking minimums
- Manage the curbside for greater accessibility
- More and better bike parking
- Encourage employers & universities to incentivize non-car transportation options



Safety Action Plan: Draft Policy Recommendations

Shared Mobility

- Improve bike- and scooter-share
- Expand car-sharing coverage throughout the city



Safety Action Plan: Draft Policy Recommendations

Incentives

- Discourage large vehicles by considering weight-based fees that reflect the increased safety risk, climate harm, and road damage large vehicles create.
- Study evidence-based tools to mitigate traffic congestion
- Consider supplementing State incentives for e-bikes with a City incentive



Safety Action Plan: Draft Policy Recommendations

- What would you like to see?



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #7



THANK YOU

City of Providence

