



MAYOR BRETT P. SMILEY  
CITY OF PROVIDENCE

# GREEN & COMPLETE STREETS ADVISORY COUNCIL

---

December 5, 2024



# Agenda

---

1. Roll Call
2. Approval of Minutes\*
3. GCSC Review Procedure
4. Update on Walk Signal Improvements
5. Safe Streets For All Update\*
6. 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\*
- **Eloi Rodas\***

## 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

A faint, stylized illustration of a city skyline with various buildings of different heights and shapes, located at the bottom of the slide.

# APPROVAL OF MINUTES

---

Item #2



# 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:



# GCSC Review Procedure

---

- **Review of Conceptual & 30% Plans**  
During project development, make recommendations to improve design
- **All City activities:** annually review “all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs”
- **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”





# 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)



# UPDATE ON WALK SIGNAL IMPROVEMENTS

---

Item #4



# 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 #5



# 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

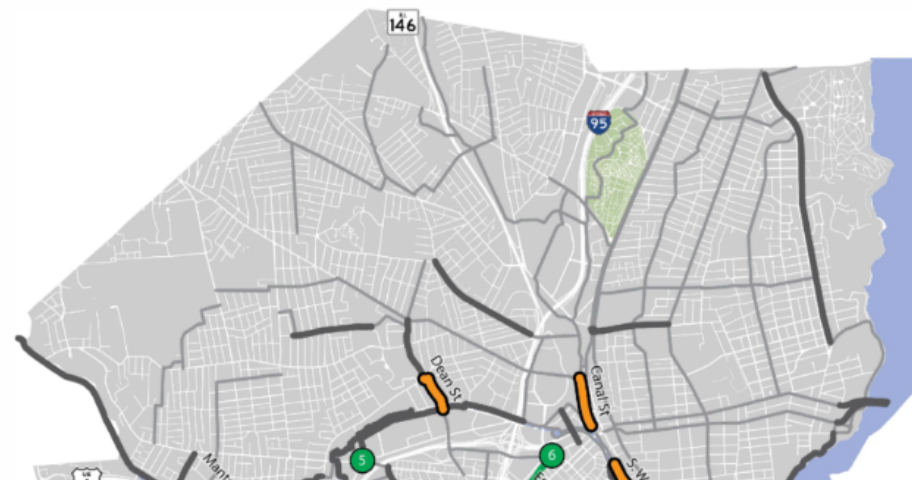
Providence is taking the next step toward safer streets.

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

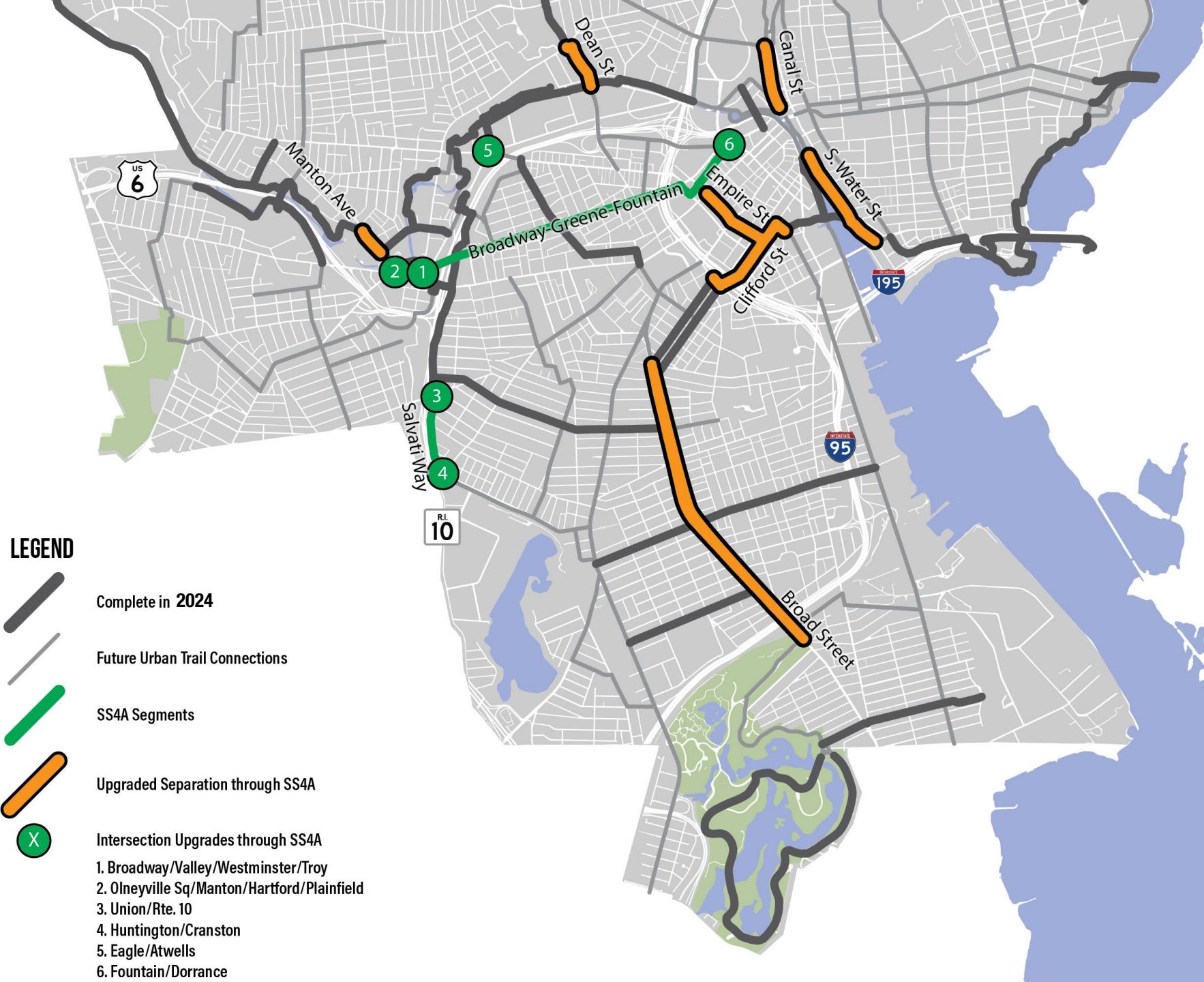


# SS4A Timeline






---

- **Oct 2024:** First round of public meetings & survey
- **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





**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

# Design project updates

---

- Putting together alternatives for both roundabouts & signalized intersections in Olneyville & Cranston/Huntington; will share those out in next public meeting round in the spring.
  - S Water moving into preliminary design, integrating public comments where feasible especially safety of crosswalk near north end of corridor.
  - Beginning design work for Broadway, haven't started Fountain yet
- 



# Draft Safety Action Plan

## Structure

- Plan Principles & Community Engagement
- Safety Data Analysis
- Urban Trail Network Updates & Pedestrian Safety Priorities
- Policy Recommendations & Roadmap to Vision Zero



# The Safe System Approach

- Approach to achieving Vision Zero
- Focus on layered systems-level solutions



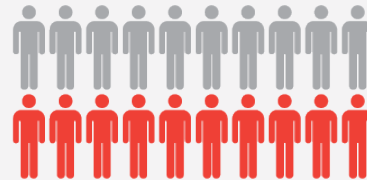
# Critical Role of Speed

20  
MPH



**13%** likelihood of **fatality or severe injury**

30  
MPH



**40%** likelihood of **fatality or severe injury**

40  
MPH



**73%** likelihood of **fatality or severe injury**

Source: Tefft, B. C. *Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention.* 50. 2013.

# Safety Analysis

---

- Working with Toole to develop:
  - “High Injury Network” (“HIN”, where serious crashes have happened)
  - “High Priority Network” (“HPN”, bringing in other factors such as roadway characteristics correlated with crashes, land use, and volumes)
- Analysis is close to complete



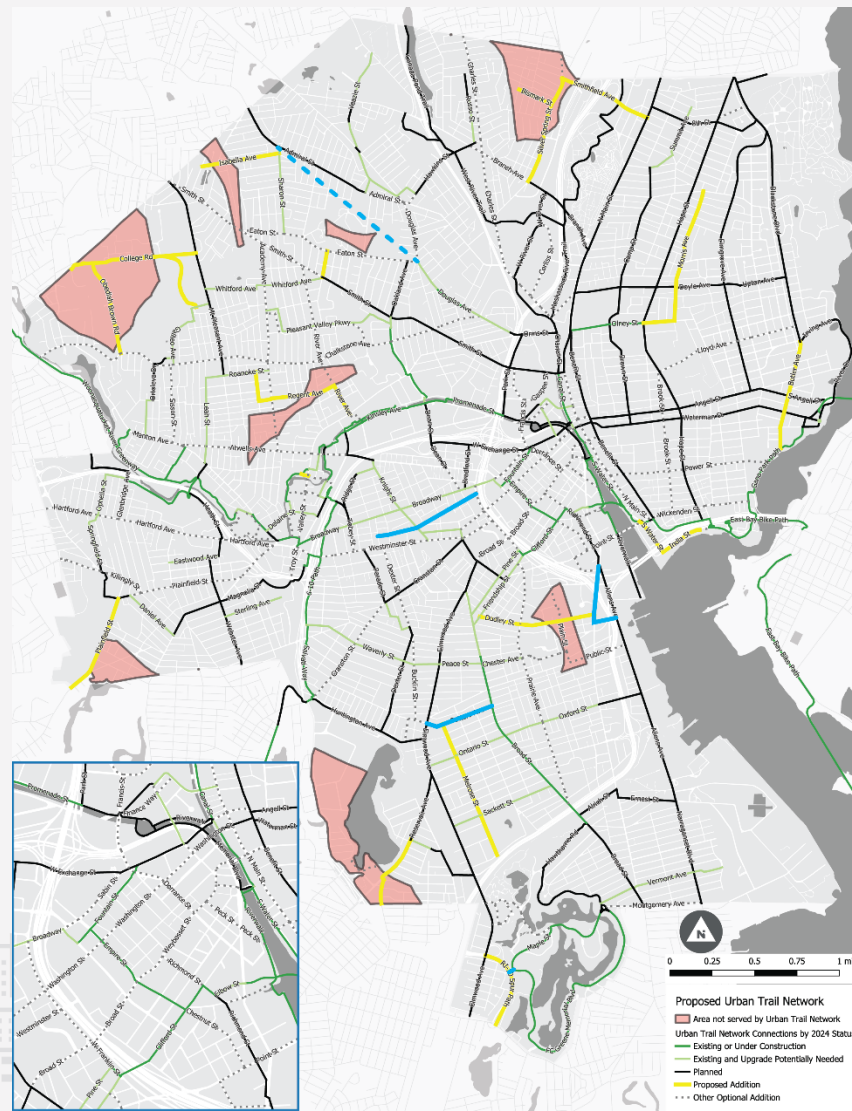
# Urban Trail Network Update

---

Still working to integrate public comments including from GCSC



# Urban Trail Network Update





# Policy Recommendations Update

---

- **No changes yet since November meeting**
- 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



# Comp Plan Mobility Section

[providenceri.gov/comp-plan/](https://providenceri.gov/comp-plan/)

Mobility Chapter: page 34



**What is the Comprehensive Plan?**



**What Are We Hearing So Far?**



**How Can I Participate?**

## UPDATES

The Providence City Council's Committee on Ordinances approved the [amended Comprehensive Plan](#) on Monday, October 21st.

The Comprehensive Plan is expected to receive its first vote in front of the City Council on November 7th.

An interactive version of Map 11.3 "Base Zoning Map Changes" from the Plan (as amended on 10/21/24) is available [here](#).



# Discussion

---

## Draft Safety Action Plan policy recommendations

The Department of Planning and Development (DPD), through its approved Safe Streets and Roads for All grant agreement with the Federal Highway Administration (FHWA), is required to develop a Safety Action Plan for approval by FHWA. Through the contract with DPD for this work, Toole Design has been tasked with synthesizing transportation safety recommendations from a combination of sources including the draft Comprehensive Plan, the Great Streets Plan and the Climate Justice Plan, in addition to best practice recommendations from FHWA and Toole's own professional experience working with cities nationwide. The recommendations listed below are proposed as the basis of DPD's Safety Action Plan, and will be further developed into the Safety Action Plan structure required by FHWA and that supports the City's Vision Zero target.

**Source Key:** CP = draft Comprehensive Plan (June CPC draft), GSP = Great Streets Plan, CJP = Climate Justice Plan, PPD= Providence Police Department, FHWA = Federal Highway's Proven Safety Countermeasures, Toole = proposed by Toole.

## Establish standards for traffic signals and implement citywide

*(CP: M3.B, M4.B, GSP: p94, 96, FHWA)*

There are many standards available to the City to adopt that would reduce the time taken to improve safety at traffic signals. Recent steps to implement Leading Pedestrian Intervals (LPIs) citywide should be accompanied by adoption of standards for walk signals similar to those recommended by the Green & Complete Streets Advisory Council and incorporate additional best practices for signal timing and technology.

## Strategically expand where right turns on red are prohibited

*(CP: M3.C, M5.G, GSP p96)*

When drivers are allowed to turn right from a red light, it is harder to ensure the safety of people in the crosswalk as drivers are looking in the opposite direction for a gap. Many locations in Providence already have "No Right Turn on Red" signage, and this coverage should expand to all locations where doing so would increase safety. To increase compliance with these right turn restrictions, it is also important to take steps to remind drivers to pay attention to the signs.

## Determine and implement standards for crosswalk comfort and accessibility in priority areas

*(FHWA, Toole)*

Determine a standard acceptable distance between crosswalks depending on a street's context, and create a prioritized list of new crosswalks to add based on these standards. Identify thresholds for enhanced crossing treatments like Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid Flashing Beacons (RRFBs), and raised crossings. Identify key destination types where new



# ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

---

Item #6



# THANK YOU

---

City of Providence

