



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

GREEN & COMPLETE STREETS ADVISORY COUNCIL

March 20, 2024



Agenda

1. Roll Call
2. Consent Agenda*
3. GCSC Review Procedure
4. Old Business
 1. Update on Walk Signal Improvements
 2. North Main Street Update
 3. Comprehensive Plan Update
 4. Vision Zero Program Update
 5. Woonasquatucket Greenway Construction Update
5. New Business
 1. Washington Bridge Impacts*
6. Announcements, Staff Updates, and Public Comment

Asterisk indicates items listed as "for action"

ROLL CALL

Item #1



GCSC Members

Voting

- Alana Deluty
- Rosie Jaswal
- Cedric Ye
- Doug Johnson*
- Kathleen Gannon**
- Denise Greenidge**

Non-voting

- Alex Ellis (Planning)
- Nate Urso (DPW)
- Sophie Worsh-Farnum (Sustainability)
- Cpt. Luis SanLucas (Public Safety)
- Sam Daganhardt (City Forester)

* Term expired 12/31 but no replacement appointed yet by City Council

** Term expired 1/31, no new appointments made yet by Mayor

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 2/22/24 meeting
 - Accept: 2024 Meeting Calendar



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.

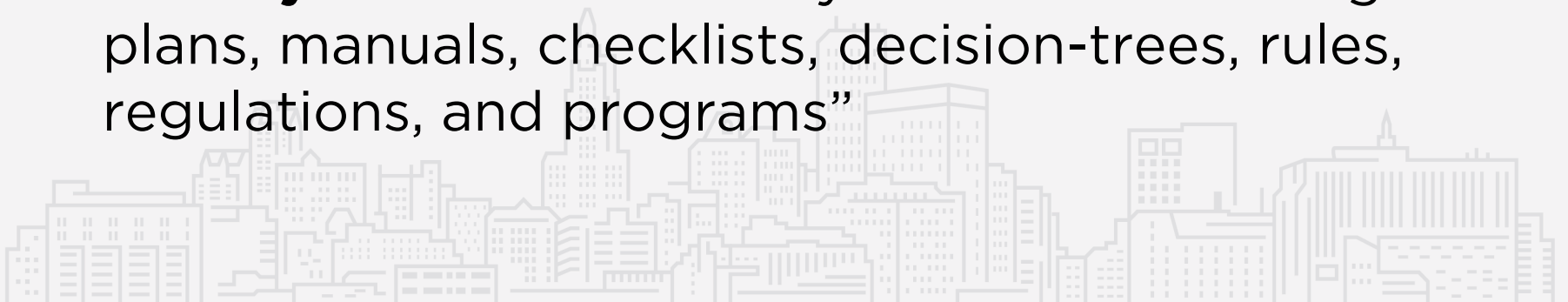
The City of Providence will develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health for all users and abutters, while also improving environmental quality and reducing polluted stormwater runoff. 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:

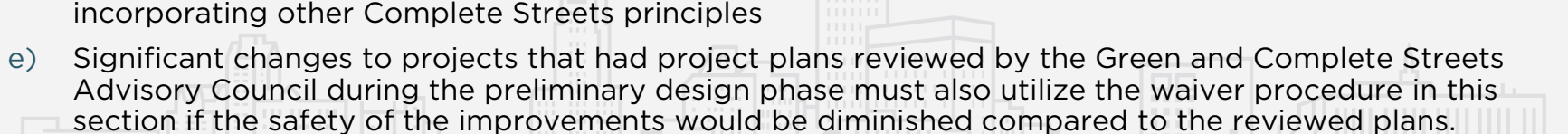


Review Procedure

- **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”

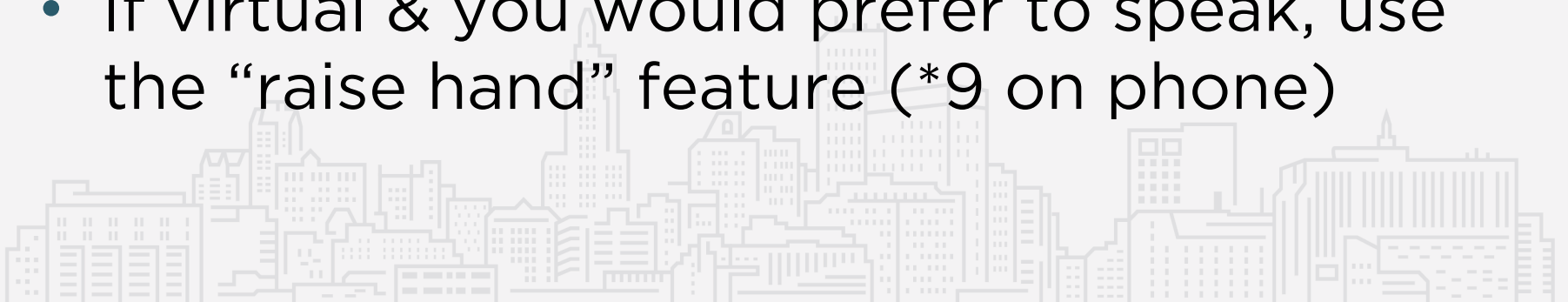


Waivers

- a) Applications for waivers shall be reviewed and approved by GCSC based on the following criteria:
 - 1) An affected roadway prohibits, by law, use by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross, run parallel to, or otherwise intersect with the affected roadway;
 - 2) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (including, but not limited to, mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal or interim measures);
 - 3) The Director of Planning and Development issues a recommendation that the application of this article is unnecessary or unduly cost prohibitive, based upon all reasonable alternatives commensurate to the project scope of work being exhausted and documented, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.
 - 4) Other available means or factors indicate an absence of need, including future need.
 - b) Notwithstanding the provisions of subsection (a), the Commissioner of Public Safety may issue a waiver or an exception in the form of an executive order if application of this Article would be contrary to public safety, with notice given to the Green and Complete Streets Advisory Council within two business days from the date of the Commissioner's decision regarding said application.
 - c) All documentation regarding any waiver or exception application shall be publicly available.
 - d) All proposed exceptions must be mode-specific, specifying which Complete Streets principles should be exempted. Infeasibility of one mode of transportation should not exempt a project from incorporating other Complete Streets principles
 - e) Significant changes to projects that had project plans reviewed by the Green and Complete Streets Advisory Council during the preliminary design phase must also utilize the waiver procedure in this section if the safety of the improvements would be diminished compared to the reviewed plans.
- 

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

- How many signals have had LPI added?
- What is the status of other signal improvements for pedestrian safety that GCSC recommended?
 - No Right Turn on Red
 - Empire/Weybosset
 - Recall at exclusive phases including Clifford/E Franklin
 - Adopting recommended standards



NORTH MAIN STREET UPDATE

Item #4b



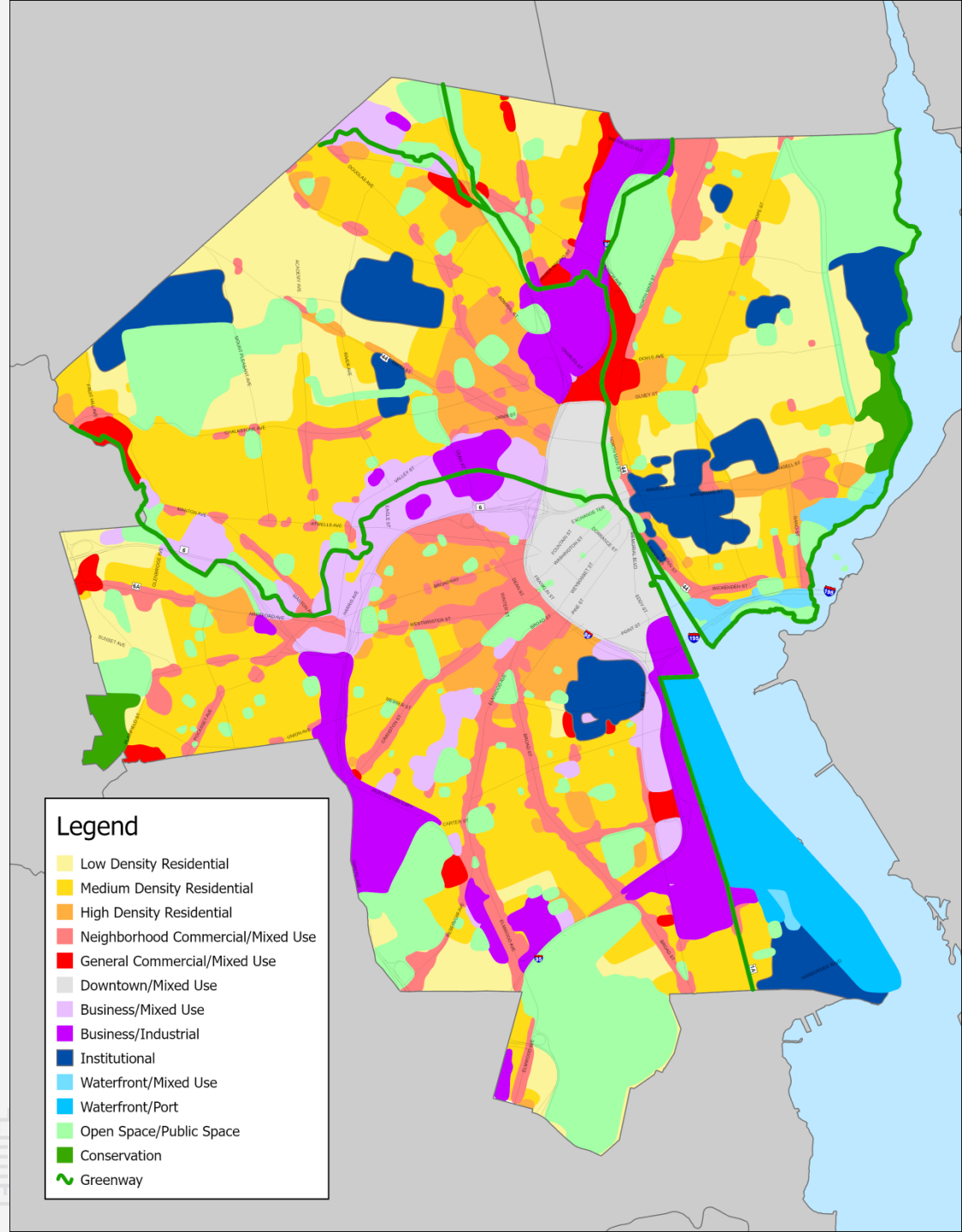
COMPREHENSIVE PLAN UPDATE

Item #4c



Future Land Use Map

- Presented at 3/19 City Plan Commission meeting, materials available at <https://www.providenceri.gov/planning/city-plan-commission-cpc/>
- Full draft Land Use Chapter at <https://www.providenceri.gov/wp-content/uploads/2024/03/24.03.13-Comp-Plan-Land-Use-Chapter.pdf>



VISION ZERO PROGRAM UPDATE

Item #4d



What is Vision Zero?

- “Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable”
- “speed is recognized as a major determining factor of survival in a crash”

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**



Image: Vision Zero Network

Safe Streets For All

- “The SS4A program supports USDOT’s National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.”
- Providence received a \$27.2 million implementation grant that is getting started this spring
- The grant will fund roadway improvements and **also pays for a consultant to update the Great Streets Plan.**



USDOT “Safe System Approach”

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



Proven Safety Countermeasures

<https://highways.dot.gov/safety/proven-safety-countermeasures>

28 tools to improve safety

Quantified % crash reduction based on studies of existing use



U.S. Department of Transportation

Proven Safety Countermeasures

The [Proven Safety Countermeasures](#) initiative is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.

Four sample countermeasures improve pedestrian, cyclist, and rural roadway safety:



Crosswalk Visibility Enhancements

[Crosswalk visibility enhancements](#)—lighting, signing and pavement markings, and high-visibility crosswalks—can greatly reduce pedestrian crashes.



Medians and Pedestrian Refuge Islands

[Medians and pedestrian refuge islands](#) can reduce pedestrian crashes by about 50 percent.



Bicycle Lanes

Separated [bicycle lanes](#) can reduce crashes up to 49 percent on certain four-lane roads as well as local roads.

Examples: Hoboken & Jersey City

FASTCOMPANY

03-12-24

How 'daylighting' helped Hoboken make its streets safer—and how other cities can follow its lead

Cities that want to get serious about Vision Zero and eliminate traffic deaths should follow these 3 best practices.



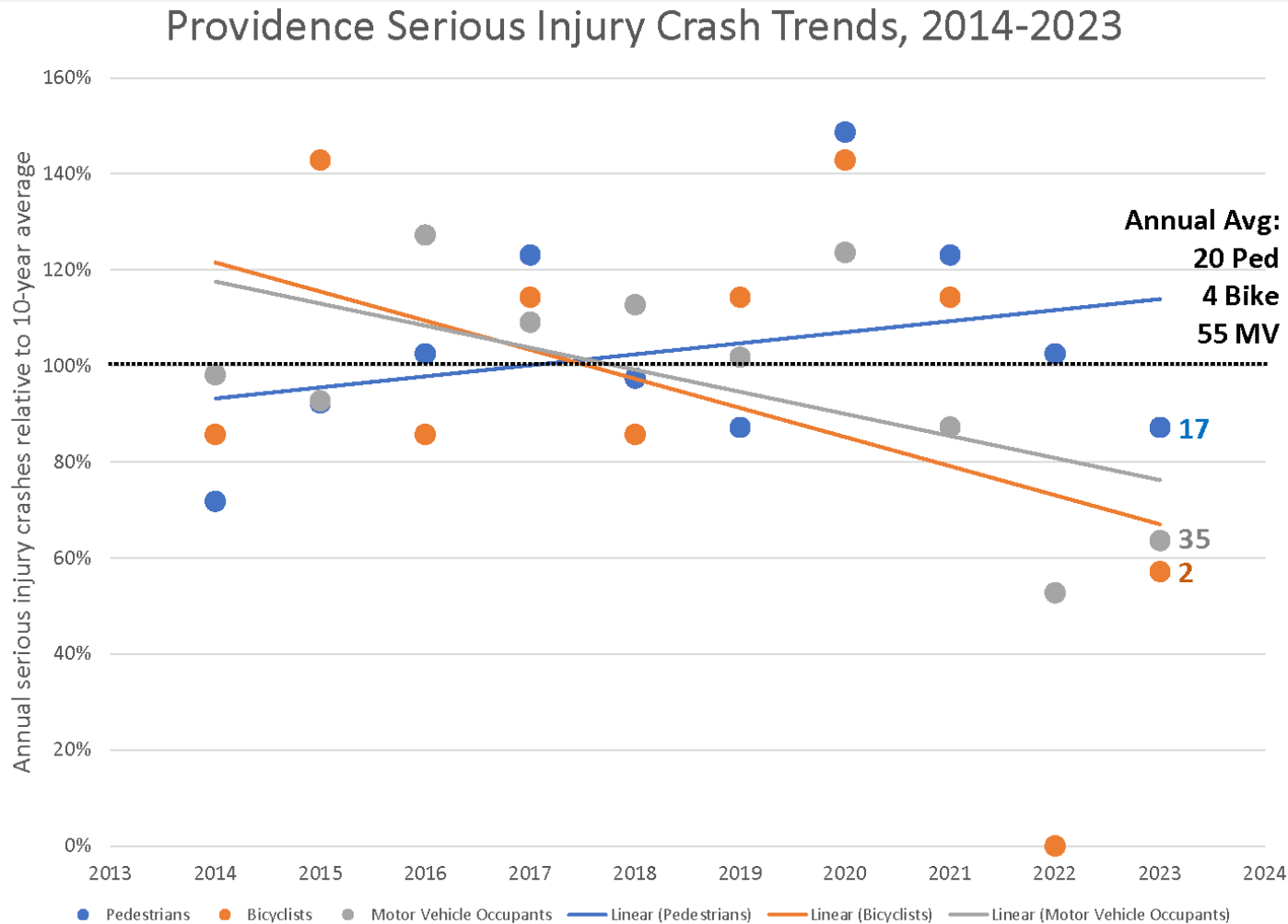
[Photo: ©NYC DOT]

Both cities have achieved zero traffic deaths, Hoboken for 7 years in a row

- Curb extensions (both painted and curbed)
- Leading Pedestrian Intervals (LPIs)
- Raised crosswalks & raised intersections
- 20 mph speed limit
- Rapid Rectangular Flashing Beacons (RRFBs)
- Speed Feedback Signs
- Bike lanes
- Bus lanes
- Maintenance
- Promoting low car ownership through car share & bike share

Providence Crash Trends

Year	Annual serious injuries		
	Pedestrian	Bicyclist	Motor vehicle
2014	14	3	54
2015	18	5	51
2016	20	3	70
2017	24	4	60
2018	19	3	62
2019	17	4	56
2020	29	5	68
2021	24	4	48
2022	20	0	29
2023	17	2	35
10y Avg	19.5	3.5	55
10y Trend	+0.5/yr	-0.2/yr	-2.5/yr
3y Avg	20.3	2	37.3
3y Trend	-3.5/yr	-1/yr	-6.5/yr
Trend to 2030 VZ goal			
	-2.9/yr	-0.3/yr	-5.3/yr



We can do it!

Providence Bike Lane Safety

- Two-way Protected Bike Lanes
(e.g. S Water, Broad, Clifford, Empire)
 - 10% decrease in fatalities
 - 21% decrease in total crashes for all modes
 - 22% decrease in injuries for all modes
 - 55-61% decrease in pedestrian injuries
 - 53-63% decrease in serious injuries

Analysis of 2014-2023 crash data before and after installation



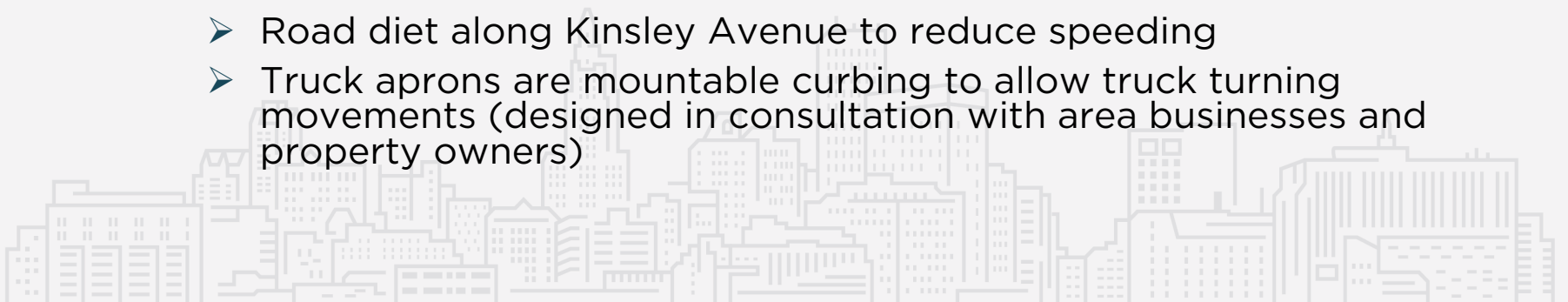
WOONASQUATUCKET RIVER GREENWAY CONSTRUCTION UPDATE

Item #4e



Woonasquatucket River Greenway

- \$10.1M Greenway improvement project
- Identified as a top priority in [Woonasquatucket Vision Plan](#)
 - In partnership with Woonasquatucket River Watershed Council and stakeholders communitywide
 - Design and engineering began in 2019
 - Manafort Brothers beginning construction March 2024
- Improvement of existing Woonasquatucket River Greenway from Providence Place Mall to Eagle Square
 - Separated shared use path along Kinsley Avenue and Promenade Street
 - Curb separated from street with green infrastructure and mountable truck aprons
 - New street trees and bioswales to reduce flooding, treat water flowing into Woonasquatucket River, provide native habitat along the riverbank
 - Road diet along Kinsley Avenue to reduce speeding
 - Truck aprons are mountable curbing to allow truck turning movements (designed in consultation with area businesses and property owners)



Funding in place, ready for construction

- Budget Breakdown
 - RI State Transportation Improvement Program: \$5.35M
 - City Capital Improvement Program: \$3.95M
 - RI DEM Climate Resilience Fund: \$500,000
 - RI DEM Boating Access Grant: \$100,000
 - SNEP Grant: \$250,000

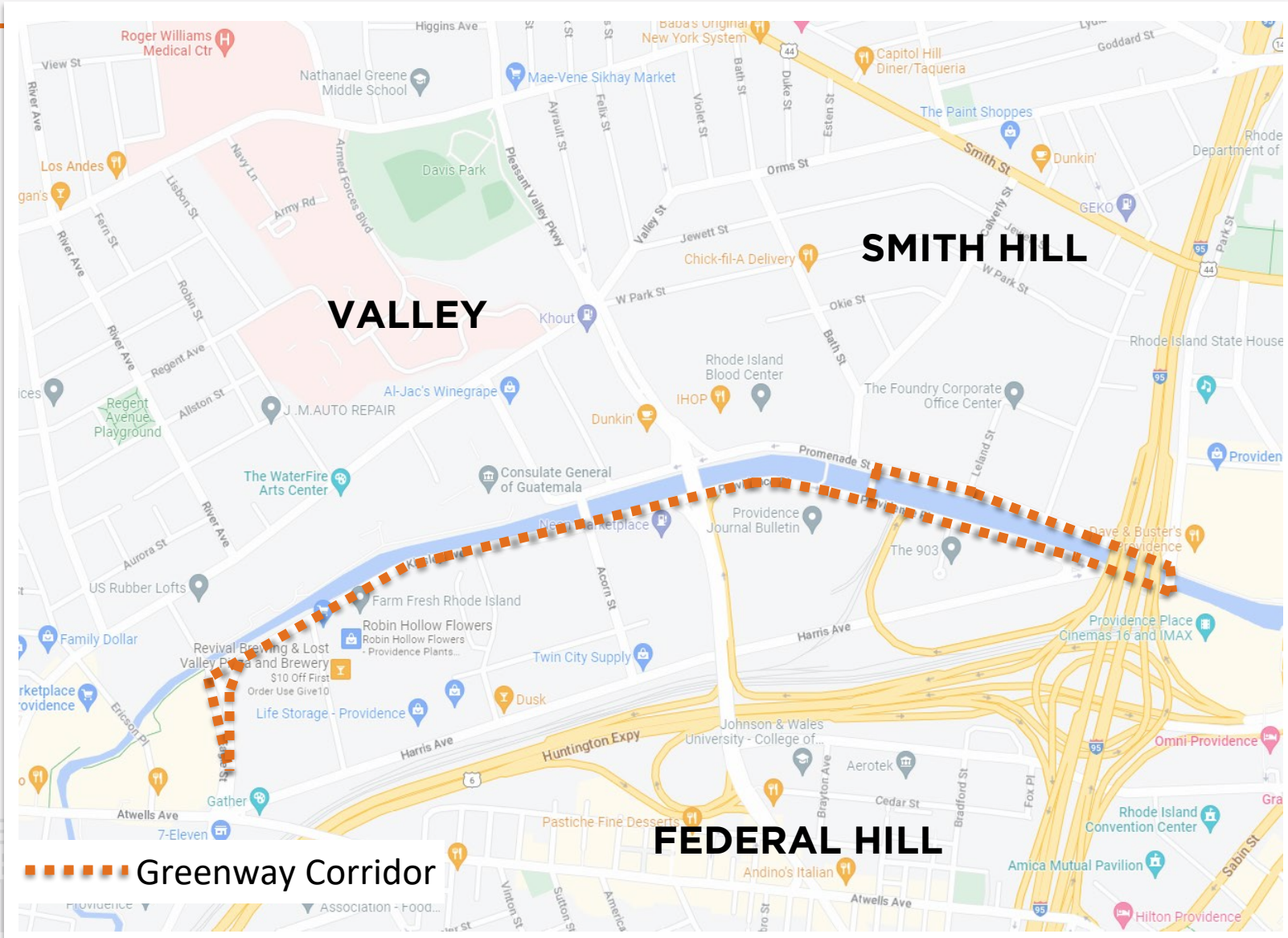


Outreach Summary

- Design outreach began in 2019
 - June 17, 2019 In-person kickoff
 - May 28, 2020 Virtual project update
- Multiple in-person and virtual meetings with individual businesses and residences since 2020
 - Over 20 one-on-one and residence building meetings



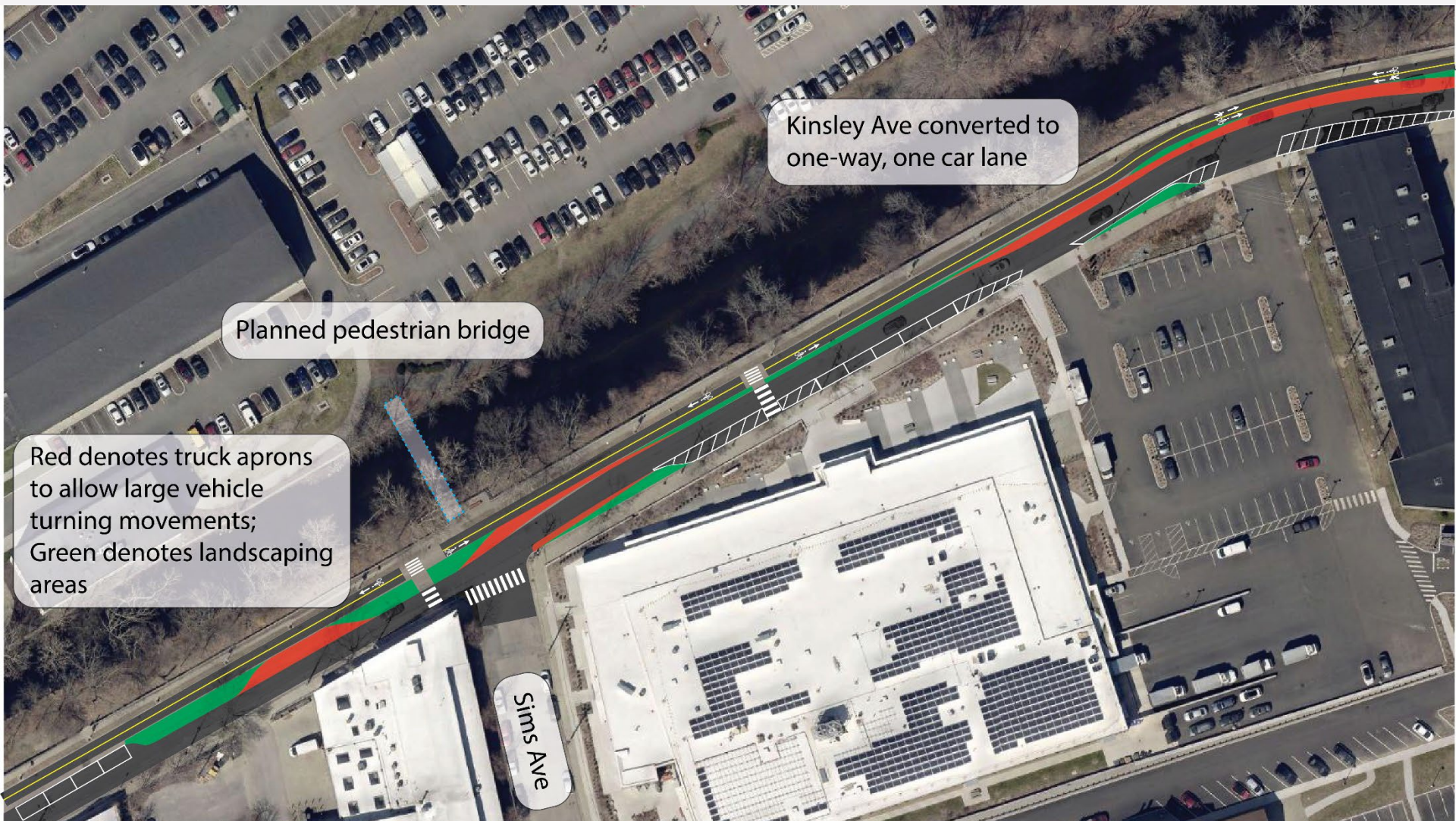
Woonasquatucket River Greenway



Woonasquacket River Greenway: Eagle St



Woonasquatucket River Greenway: Sims Ave



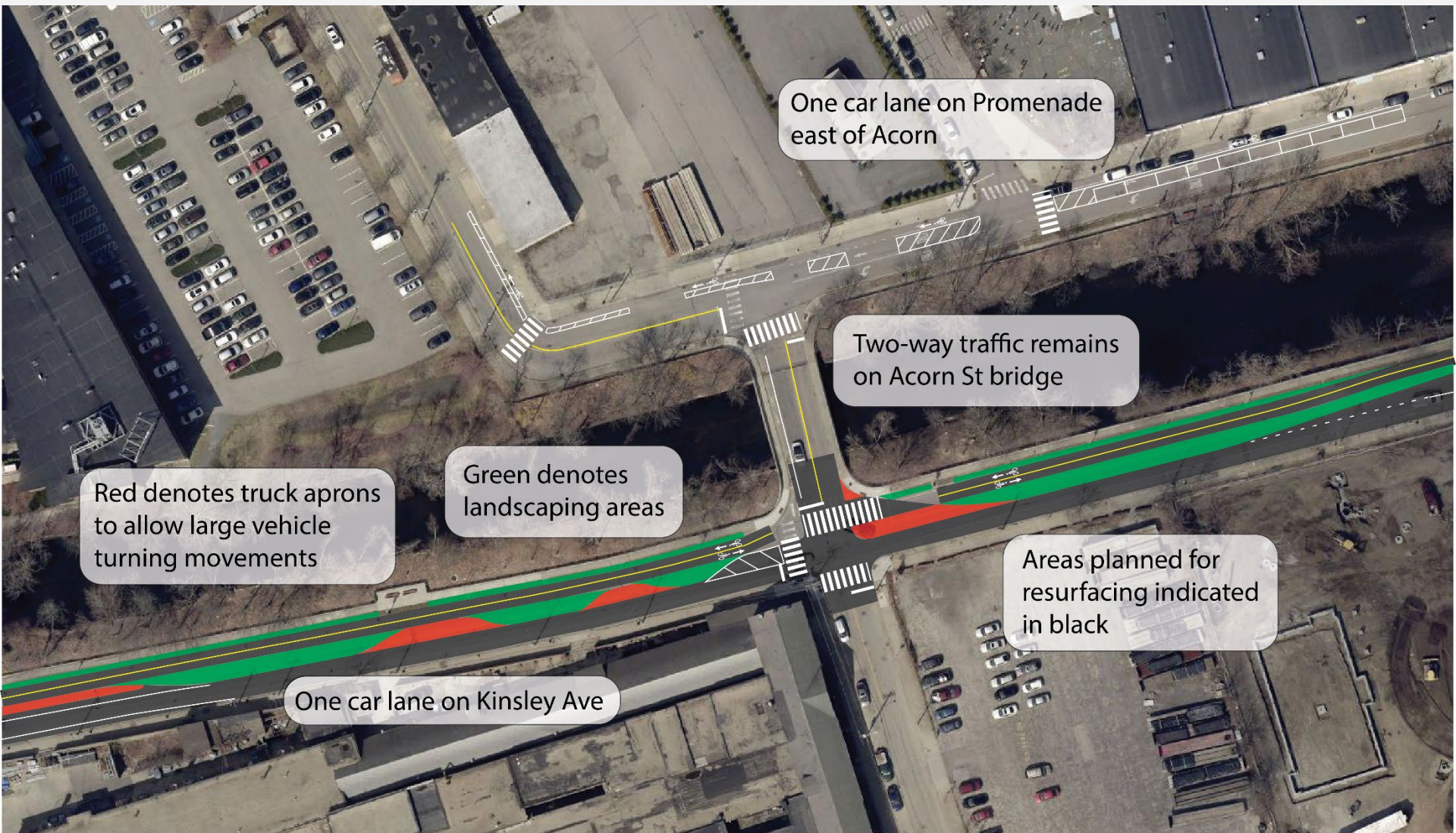
Kinsley Ave converted to one-way, one car lane

Planned pedestrian bridge

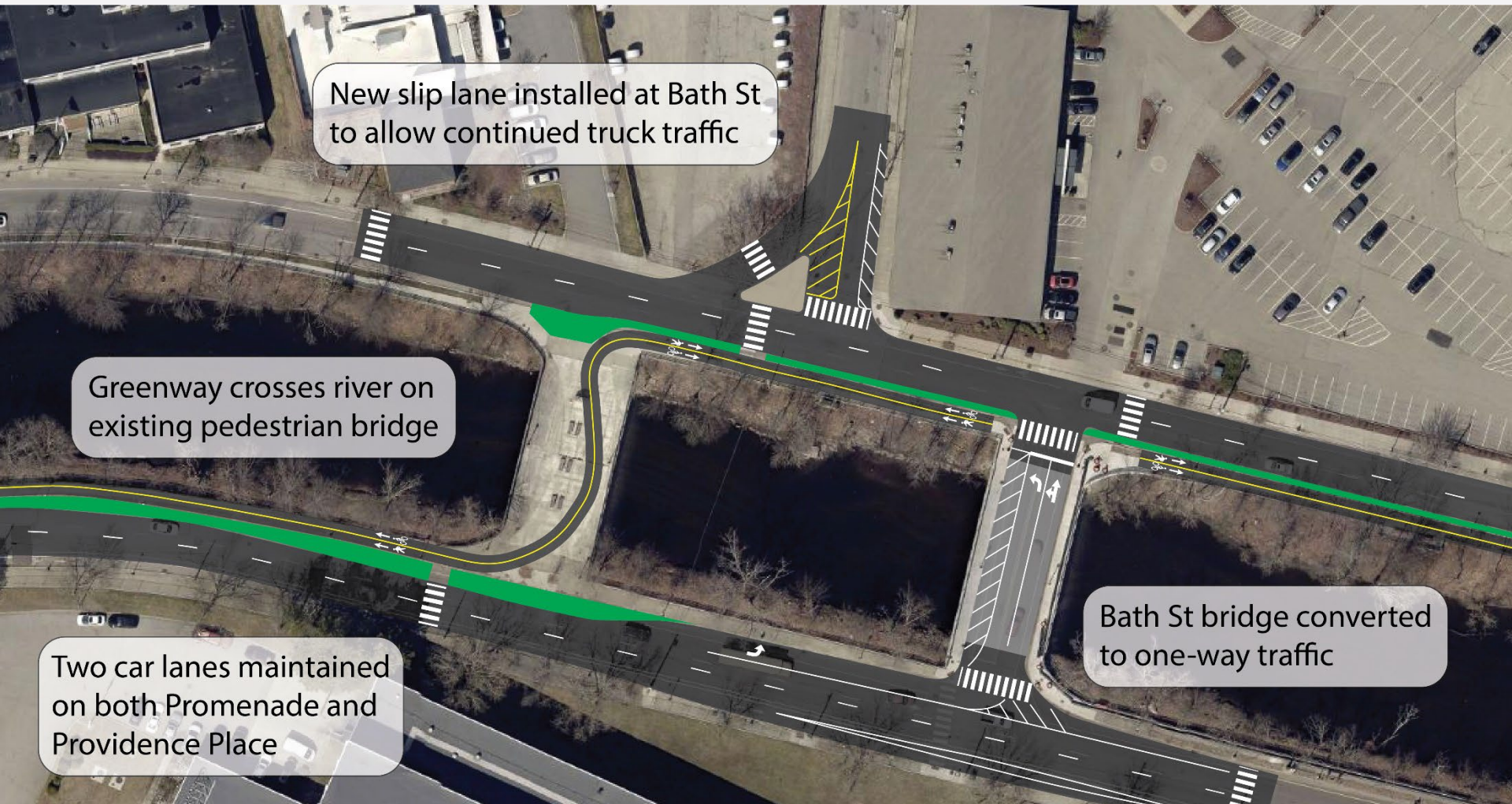
Red denotes truck aprons to allow large vehicle turning movements; Green denotes landscaping areas

Sims Ave

Woonasquacket River Greenway: Acorn



Woonasquatucket River Greenway: Bath St



New slip lane installed at Bath St to allow continued truck traffic

Greenway crosses river on existing pedestrian bridge

Two car lanes maintained on both Promenade and Providence Place

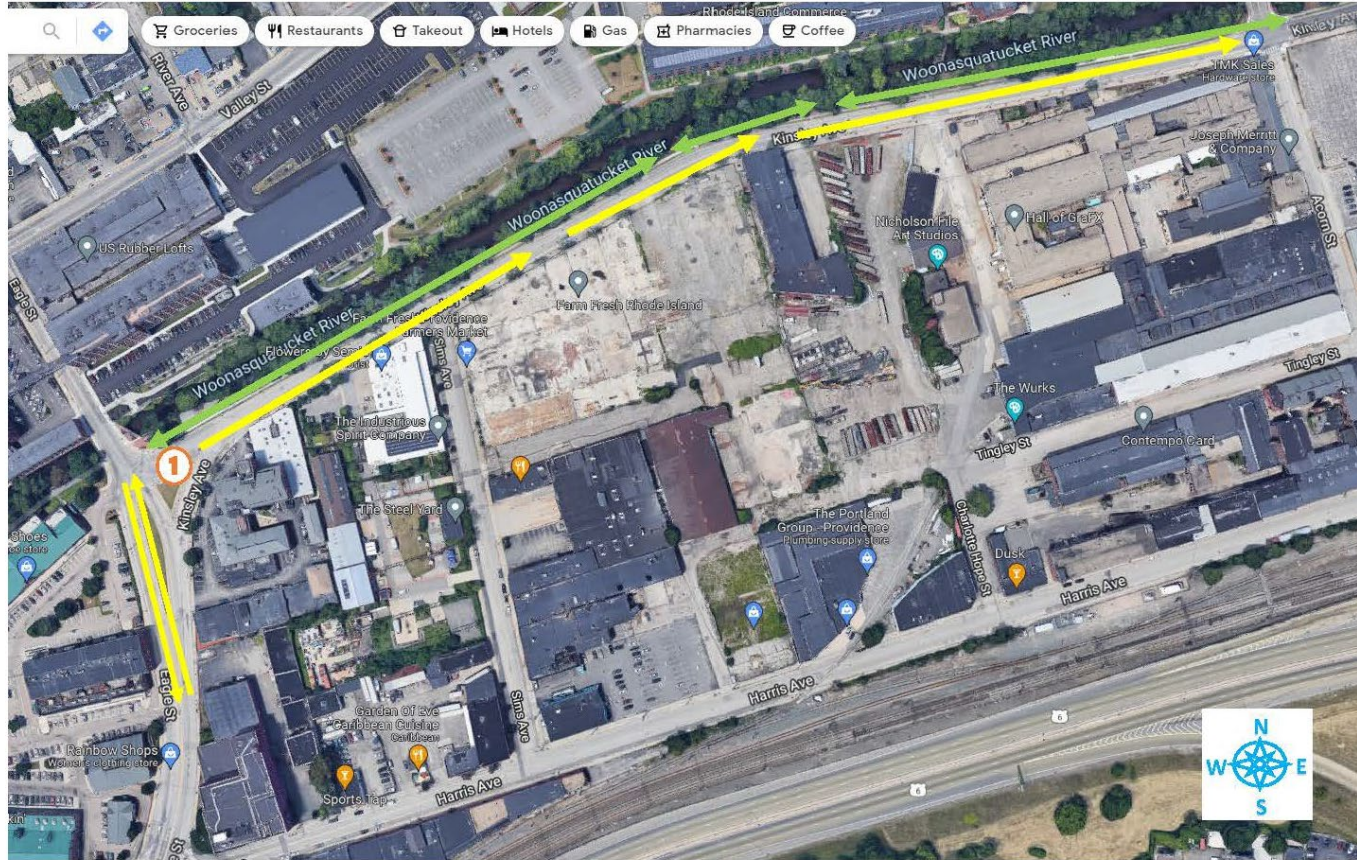
Bath St bridge converted to one-way traffic

Construction and Detour Schedule

- March 18, 2024: Signage for detours going up
- March 25, 2024: Signal modifications for detours
- March 26, 2024: Detours become active; one lane of Kinsley Avenue closed to traffic, one lane one-way east towards Providence Place Mall open
- April 1-October 15, 2024: Construction



Traffic Alterations: Kinsley Ave to Dean



① Kinsley Avenue is converted to a one-lane one-way street for cars headed eastbound toward Downtown; a new shared use path is created along the River's edge.

Eagle Street is narrowed, but will still be bidirectional for cars; parallel on-street parking will be added to both sides of Eagle Street; the Eagle-Kinsley intersection will be redesigned to make it safer.


↔ Woonasquatucket River Greenway-
new shared use path along the River

→ Vehicle Travel Paths

Traffic Alterations: Dean to Providence Place

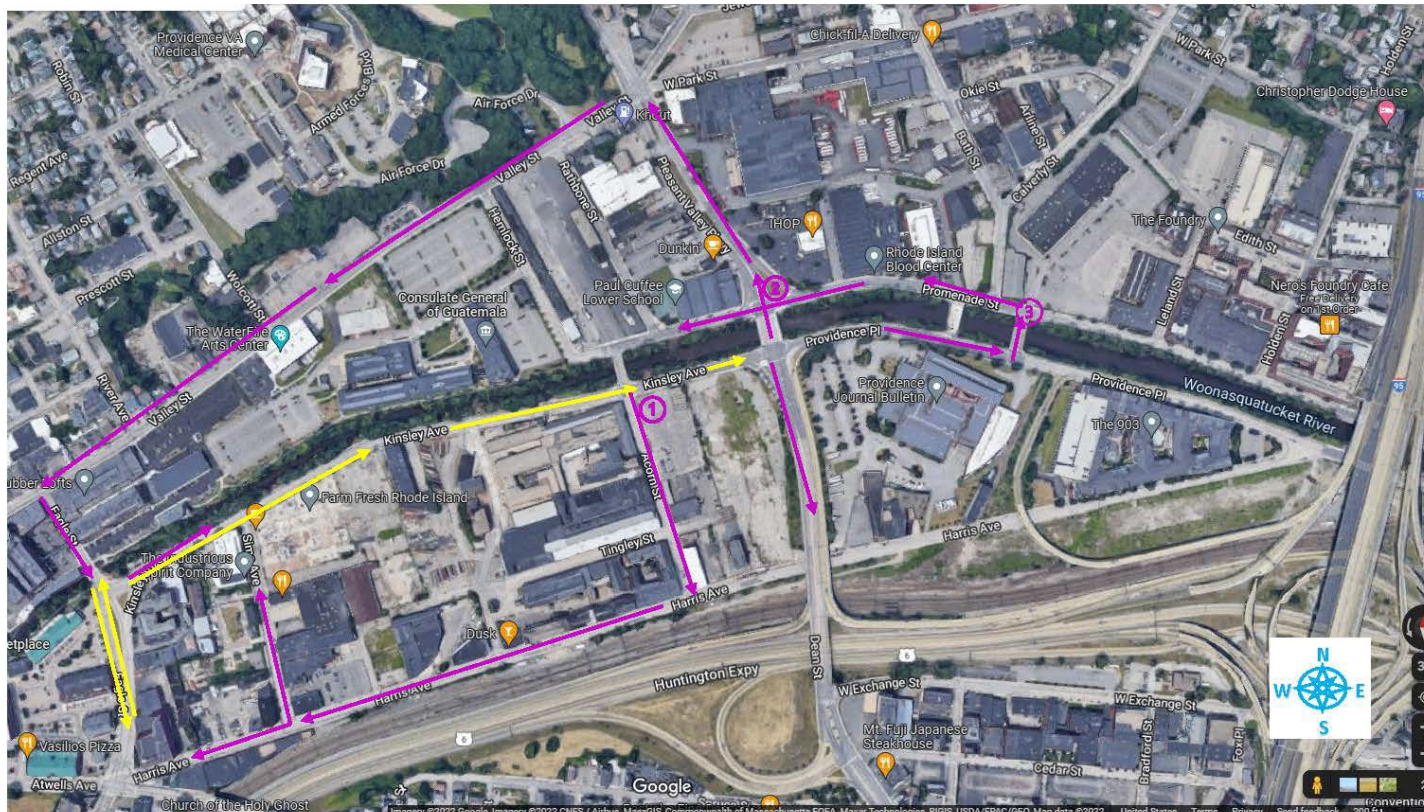


- 2** Left turns from Dean Street onto Promenade Street will be prohibited to reduce congestion on the bridge and add time to the pedestrian signal to make it safer for people walking.
- 3** The Bath Street bridge is converted to one-way northbound travel only.
- 4** Promenade Street is narrowed to one lane, and continues in the westbound direction from Park Street. A new shared use path is created along the river.

 Woonasquattuck River Greenway-
new shared use path along the River

 Vehicle Travel Paths

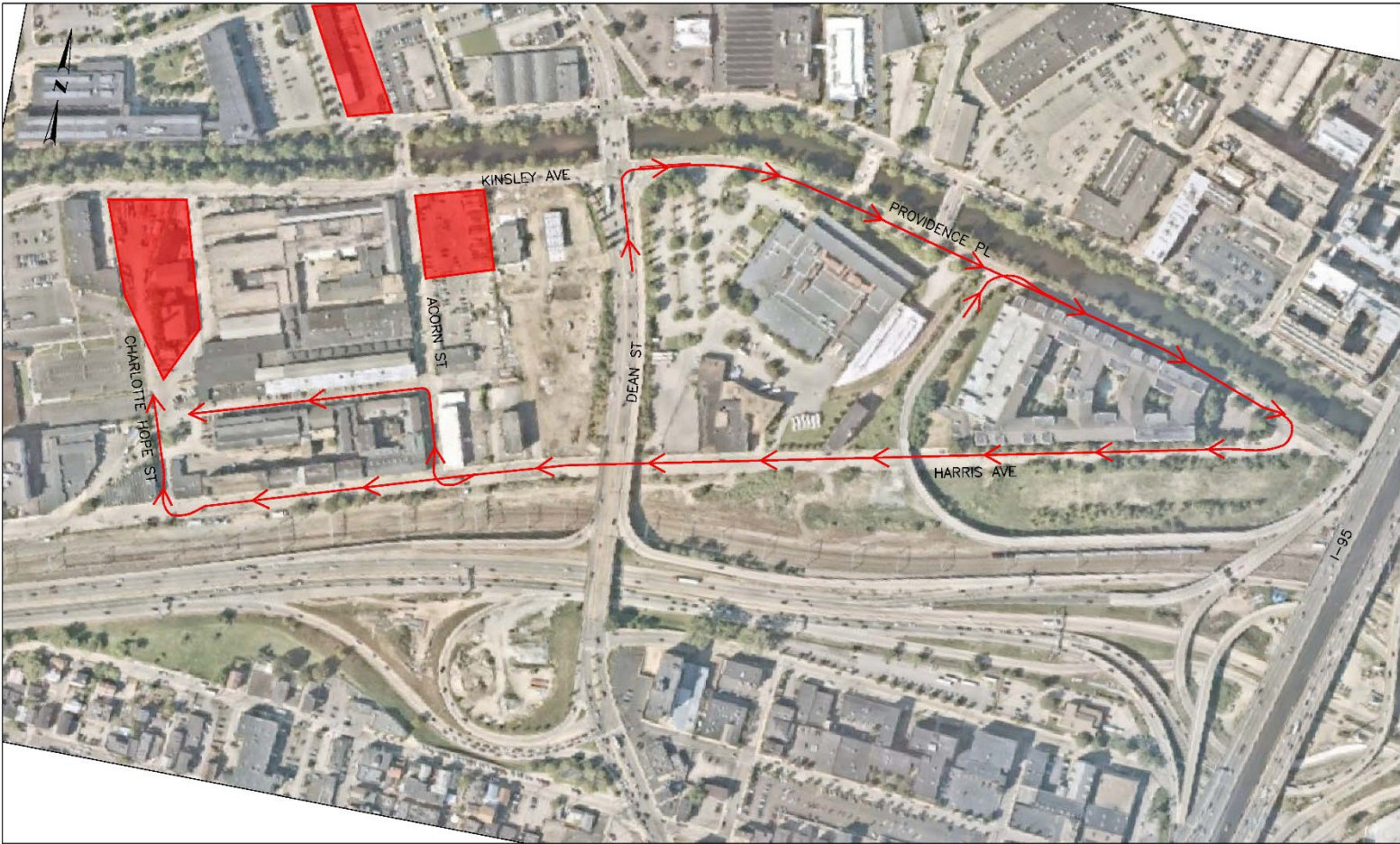
Detour Routes and Alternate Routes



When Kinsley Ave. is converted to one-way, drivers will have alternative route options to circle back to destinations west of Dean Street.

- ① Alternate Route 1: Right onto Acorn Street, right onto Harris Avenue, right onto Sims Avenue, right onto Kinsley Avenue
- ② Alternate Route 2: Left onto Dean Street, left onto Valley Street, left onto Eagle Street, left onto Kinsley Avenue
- ③ Alternate Route 3: Straight through Dean Street, left onto Bath Street Bridge, left onto Promenade, EITHER: right onto Pleasant Valley Parkway, left onto Valley Street OR continue to Hemlock Street, left onto Valley Street, left onto Eagle Street, left onto Kinsley Avenue

Truck Route



AUTOTURN GRAPHIC
PROPOSED TRUCK ROUTE

WOONASQUATUCKET RIVER GREENWAY
PROVIDENCE, RHODE ISLAND



Points of Contact

- General project questions
 - Jess Lance
Providence DPD Director of Special Projects
401-680-8519
- Construction/Field Questions and Concerns (delivery/loading access needs, etc.)
 - Julie Meloni
Manafort Brothers Superintendent
401-265-2477



NEW BUSINESS

Item #5



WASHINGTON BRIDGE IMPACTS

Item #5a



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #6



THANK YOU

City of Providence

