



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

GREEN & COMPLETE STREETS ADVISORY COUNCIL

May 22, 2024



Agenda

1. Roll Call
2. Consent Agenda*
3. GCSC Review Procedure
4. Election of Officers*
5. Old Business
 1. Update on Walk Signal Improvements
6. New Business
 1. Comprehensive Plan Update Mobility Chapter Review*
7. 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)
- Sophie Worsh-Farnum (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 3/20/24 meeting
 - Accept: 2024 Meeting Calendar



2024 Meeting Schedule

All 4:30pm at 444 Westminster 1st floor

- Mon 6/17
- Mon 7/15
- Tue 8/13
- Mon 9/16
- Thu 10/10
- Mon 11/18
- Thu 12/5



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.

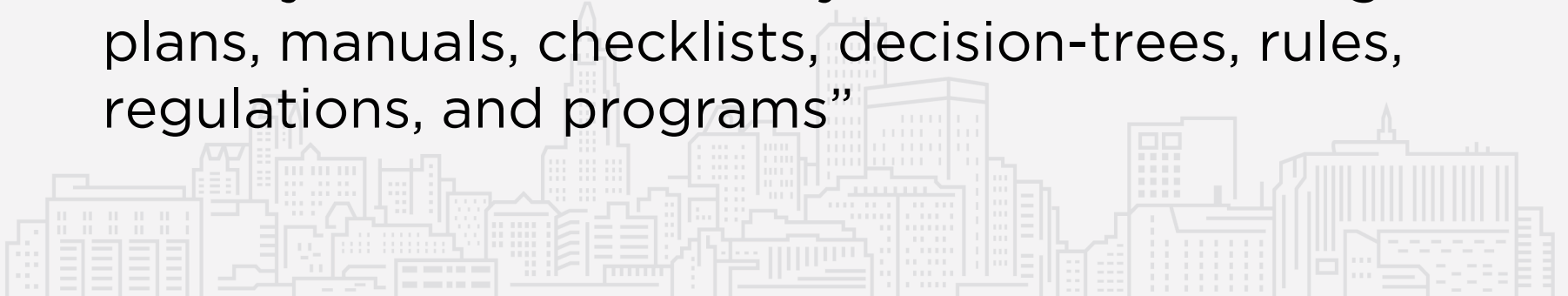
The City of Providence will develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health for all users and abutters, while also improving environmental quality and reducing polluted stormwater runoff.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



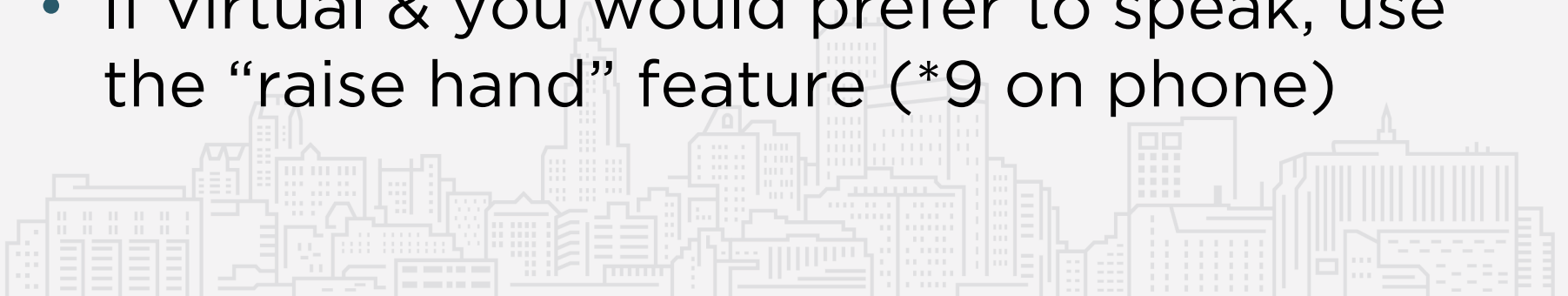
Review Procedure

- **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

- 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
 - Adopting recommended standards



NEW BUSINESS

Item #5



COMPREHENSIVE PLAN MOBILITY CHAPTER REVIEW

Item #5a



Comprehensive Plan Update

- Required every 10 years
- Once adopted, zoning needs to comport with land use section
- Other sections lack that “binding” quality, but do articulate a policy vision for the City’s next 10 years

<https://plan.providenceri.gov/>



Mobility Section

Goal: “Provide a range of quality choices for getting around Providence with options that are safe, affordable, convenient, sustainable, and resilient. Strengthen access to opportunity and spaces for community interaction, regardless of mode of travel. Boldly embody our values in Providence’s mobility initiatives and become a leader in people-first mobility.”



Introduction

- “As transportation infrastructure continues to evolve and expand, Providence aims to strengthen access to multimodal transportation that is safe, affordable, convenient, sustainable and resilient.”
- “*Transportation* focuses narrowly on how people and goods move from A to B, whereas *mobility* looks more broadly at how ease and access affect how people and goods move around a city.”
- “A multi-modal transportation system allows residents, visitors, and employees to make the choice about how to move around the city in the way that best suits each individual. In a small, compact city like Providence that is poised for growth, it would be impossible to accommodate new cars with each new resident that chooses to live in the city. A multi-modal transportation system that is safe, convenient, and affordable to get around without a personal vehicle helps to relieve congestion, improve air quality and enhance the quality of life.”
- “These [Safe Systems Approach] have become the basis of widely-adopted Vision Zero policies, which the City adopted in 2024... In addition to the above national principles, many state and local plans have outlined goals related to mobility in Providence. Notably, the 2020 Providence Great Streets Plan and RIPTA’s 2020 Transit Forward Transit Master Plan contain many recommendations for infrastructure and policy.”

Mode, Congestion, and Emissions

Mode	2022 Level	National context	Global context
Driving alone	62%	Lowest 22% (NYC)	Lowest 12% (Tokyo)
Carpooling	8%	Highest 33% (Union City, NJ)	Highest 53% (Brussels)
Bus	2%		
Train	1%		
Walking	8%	Highest 28% (Cambridge, MA)	Highest 45% (Zaragoza)
Bicycling	1%	Highest 17% (Davis, CA)	Highest 40% (Amsterdam)
Taxi or other	2%		
Working from home	17%		

Mode, Congestion, and Emissions

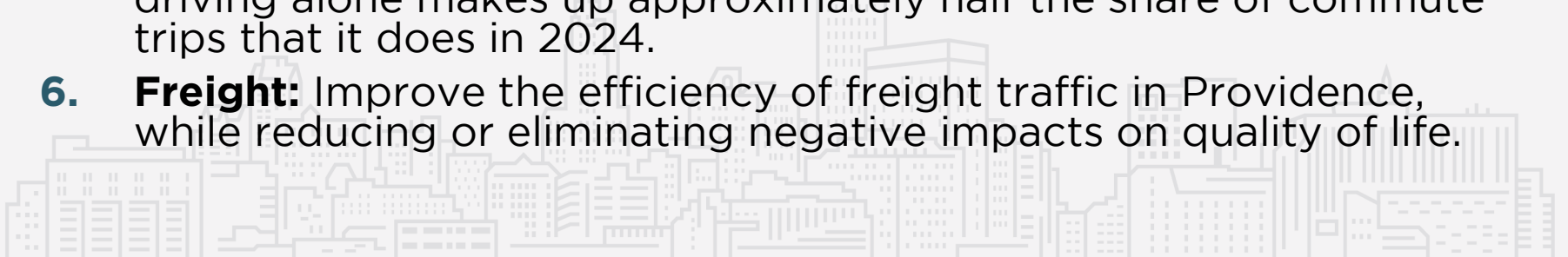
Annual Tons of Carbon Dioxide: Emissions Scenarios

EV transition	Same traffic	10% VMT reduction	15% VMT reduction	20% VMT reduction
2% of vehicles	454,000	409,000	386,300	363,600
5% of vehicles	443,600	399,300	377,100	354,900
10% of vehicles	425,600	383,000	361,700	340,400
20% of vehicles	389,400	350,400	331,000	311,500
40% of vehicles	317,000	285,300 (-37%)	269,500	253,600
80% of vehicles	172,300	155,100	146,500	137,900 (-70%)


Source: [Providence Office of Sustainability](#), [U.S. Department of Energy](#)

Objectives

1. **Bus:** Encourage bus service improvements such that it is a reasonable transportation option for many trips in Providence and makes up a higher share of trips than in 2024.
2. **Rail:** Encourage an effortless connection to Boston and RI TF Green Airport by train, such that rail makes up a higher share of trips than in 2024.
3. **Walking:** Make walking a plausible choice for many trips in Providence, such that the share of commute trips made on foot is higher than in 2024.
4. **Bicycling:** Make bicycling a plausible mobility choice for many trips in Providence, such that bicycling makes up a higher share of trips than in 2024.
5. **Driving:** Reduce the share of commute trips taken in private automobiles by encouraging and investing in alternatives, while still maintaining quality infrastructure and connections, such that driving alone makes up approximately half the share of commute trips that it does in 2024.
6. **Freight:** Improve the efficiency of freight traffic in Providence, while reducing or eliminating negative impacts on quality of life.



Bus Strategies

- A. Encourage RIPTA and the State to improve the transit experience in Rhode Island
 - B. Advocate for sufficient funding to not only maintain existing service levels but increase them in line with the recommendations of the state-adopted Transit Master Plan (\$250-\$400 million per year)
 - C. Advocate for expanded eligibility for free or reduced fare bus passes provided that the overall system is adequately funded
 - D. Advocate for increased frequency of bus service in line with the recommendations of the state-adopted Transit Master Plan
 - E. Advocate for new bus routes between neighborhoods and stopping at grocery stores, including on Valley Street (N7 in the 2020 Transit Master Plan), along Dean Street from the VA Hospital to RI Hospital (N9), and between Olneyville Square and Eddy Street (N13)
 - F. Advocate for reduced emissions from buses especially in environmental justice areas through the introduction of more electric buses
 - G. Advocate for frequent service on more routes later into the evening
- 

Bus Strategies (cont)

- H. Improve infrastructure to prioritize buses and bus passengers especially on the highest-frequency corridors including the creation of dedicated roadway right-of-way to the exclusive use of buses in high-frequency corridors
- I. Establish and implement clear standards for prioritization of curb uses, including the preference for bus stops, where needed, over on-street parking
- J. Ensure sufficient sidewalk and ADA infrastructure exists at bus stops and to access bus stops
- K. Encourage large employers and institutions to offer subsidized transit passes
- L. Ensure that the bus hub feels clean, safe, and welcoming for all users
- M. Focus residential growth around existing high-frequency transit corridors, such as North Main Street
- N. Support RIPTA in its process to establish a new, world-class transit center that meets the needs of RIPTA operations, transit users and Providence's planning and economic development goals



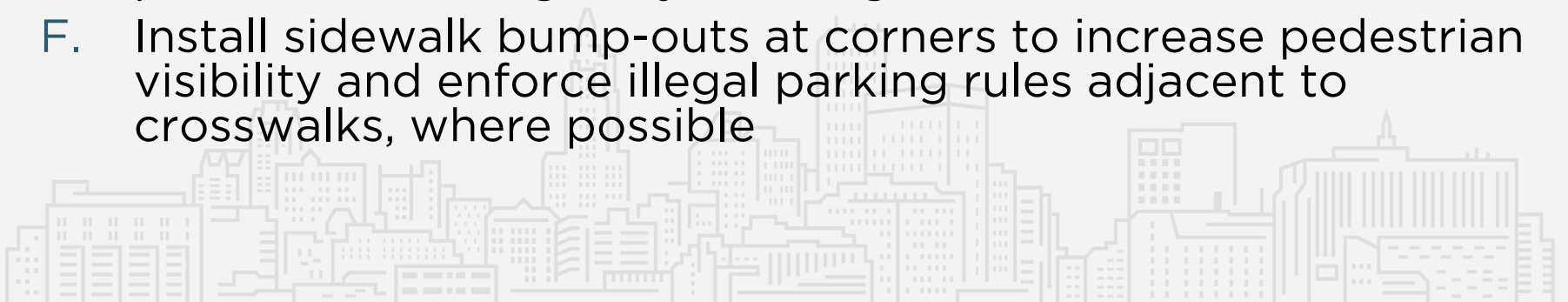
Rail Strategies

- A. Encourage RIDOT and MBTA to provide more frequent and faster regional rail service to Boston and RI TF Green Airport, especially in off-peak hours
- B. Focus growth within $\frac{1}{4}$ miles of Providence Station
- C. Advocate to electrify MBTA line to enable faster service with reduced emissions



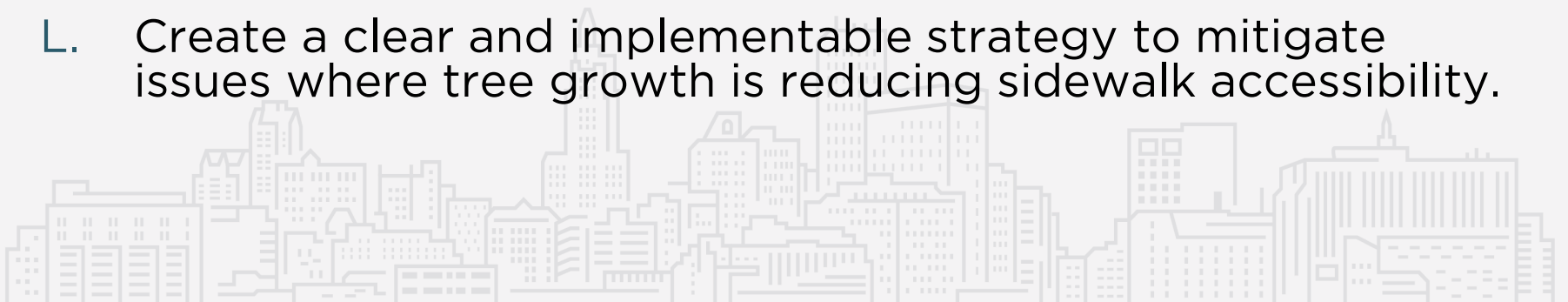
Walking Strategies

- A. Improve safety where pedestrians must cross motor vehicle traffic, prioritizing pedestrian safety over traffic flow.
- B. Update all traffic signals to provide pedestrian phasing such as Leading Pedestrian Intervals or exclusive pedestrian phasing and keep signal cycles short and efficient to minimize waiting and unsafe crossing
- C. Where possible, restrict right turns from a red light at any location where unrestricted turns are detrimental to pedestrian safety
- D. Add crosswalk markings and accessible ramps to every crosswalk location where they are absent
- E. Work with RIDOT to improve the safety and comfort of pedestrians on highway crossings
- F. Install sidewalk bump-outs at corners to increase pedestrian visibility and enforce illegal parking rules adjacent to crosswalks, where possible



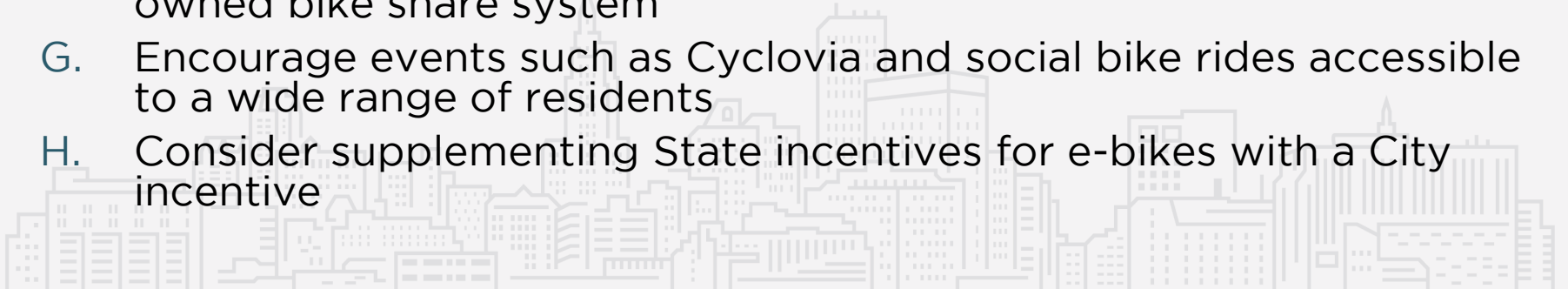
Walking Strategies (cont)

- G. Create more and better spaces that are designed for walking.
- H. Improve maintenance of sidewalks so that accessible paths compliant with federal ADA and Public Right of Way Accessibility Guidelines (PROWAG) are available throughout the city
- I. Improve design standards for street trees to both provide more shade to sidewalk users and avoid trip hazards created by tree roots up-lifting the sidewalk
- J. Focus residential and commercial growth in locations within $\frac{1}{4}$ mile of commercial districts
- K. Improve policies around clearance of snow from sidewalks and bike lanes
- L. Create a clear and implementable strategy to mitigate issues where tree growth is reducing sidewalk accessibility.



Bicycling Strategies

- A. Provide a connected, safe and intuitive “All Ages and Abilities” network of spaces to bike without fear of car traffic within $\frac{1}{4}$ mile of all residents, by implementing and updating the Great Streets Plan
- B. Increase the number of intersection crossings that provide dedicated bicycle signal phases
- C. Work with RIDOT to improve the safety and comfort of bicyclists on highway crossings and state-owned roadways
- D. Continue and expand programs that encourage more people to make trips by bicycle.
- E. Establish a program to assist private property owners in upgrading bicycle parking to a useable standard
- F. Continue to provide shared micromobility services, improving parking compliance and service levels; consider establishing a city-owned bike share system
- G. Encourage events such as Cyclovia and social bike rides accessible to a wide range of residents
- H. Consider supplementing State incentives for e-bikes with a City incentive



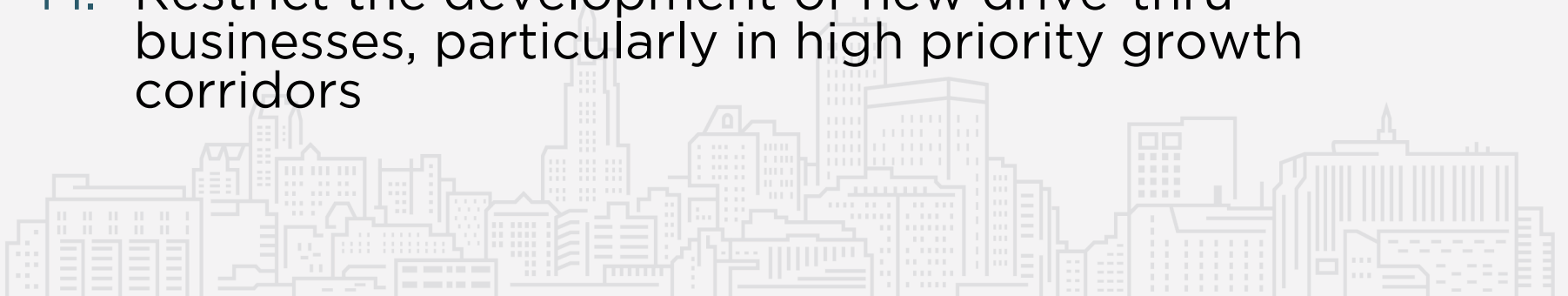
Driving Strategies

- A. Mitigate negative impacts driving has on quality of life and quality of mobility options.
- B. Consider traffic congestion mitigation measures at any locations under City jurisdiction in the RI Congestion Mitigation Plan
- C. Consider lowering statutory speed limits on local residential streets to 20 mph.
- D. Expand the use of Speed Safety Cameras, which reduce speeding in school zones by 63%, crashes on urban principal arterials up to 54%, and fatalities and injuries by 20% to 37%
- E. Expand camera uses to enforce other moving violations namely, blocking the box.
- F. Improve driving behavior, potentially by working with the state and local driving instructors on Driver's Education
- G. Prohibit right turns at red lights in more locations.



Driving Strategies (cont)

- H. Work with industrial stakeholders to reduce diesel emissions in frontline communities
- I. Upgrade all city vehicles and school buses to electric
- J. Advocate for sound barriers and pollution-mitigating features such as vegetation between urban highways and abutting residential areas
- K. Discourage the development of new gas stations within City limits
- L. Encourage the installation of electric vehicle charging stations when existing gas stations are updated/rehabilitated
- M. Restrict the development of new drive-thru businesses, particularly in high priority growth corridors



Driving Strategies (cont)

- N. Improve Overnight Parking Permit program to increase participation
- O. Eliminate parking minimums for new development and consider the establishment of maximum parking levels.
- P. Discourage new surface parking lots while encouraging the redevelopment of existing surface parking lots
- Q. Expand snow parking pilot to allow reverse-side parking during snow events
- R. Encourage employers that offer free or subsidized parking to offer workers the option to cash-out their parking on a daily or monthly basis.
- S. Create and implement standards to increase the frequency of accessible parking spaces and loading zones in business districts.



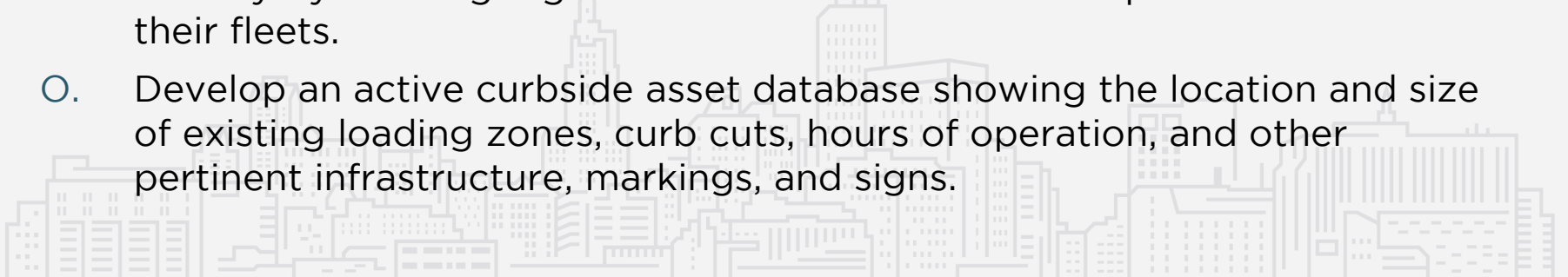
Freight Strategies

- A. Improve facilities to facilitate more efficient movement of freight within Providence.
- B. Pursue creation of consolidation facilities to allow large vehicles organized by supplier to distribute goods into smaller vehicles organized by destination, of a more suitable scale for Providence's streets. Such facilities could be located at the periphery of the urban core with easy access to regional freight routes.
- C. Work with RI Statewide Planning and stakeholders to designate truck routes and feasible restrictions on other streets including such policies as specific hours of use and parking limits
- D. Implement the State's EV truck charging plan, including installation of charging infrastructure for heavy-duty trucks at the Port of Providence
- E. Consider improving access from the Port of Providence onto I-95 South. According to the State Freight Plan, "Solution could add direct access to I-95 SB, identify alternate route, or add pavement/ restriping to improve turning radii. Would improve marine port access, reduce truck activity on local roads, and improve operational efficiency for trucks accessing the port."
- F. Consider improving access between Route 146 and West River Street: According to the State Freight Plan, "Trucks serving the USPS RI Central facility and West River industrial area have difficulty turning left off Route 146 onto Admiral, due to need for wide turn which conflicts with auto traffic."
- G. Advocate for improved infrastructure to ensure freight rail traffic through Providence Station can be made efficiently and safely



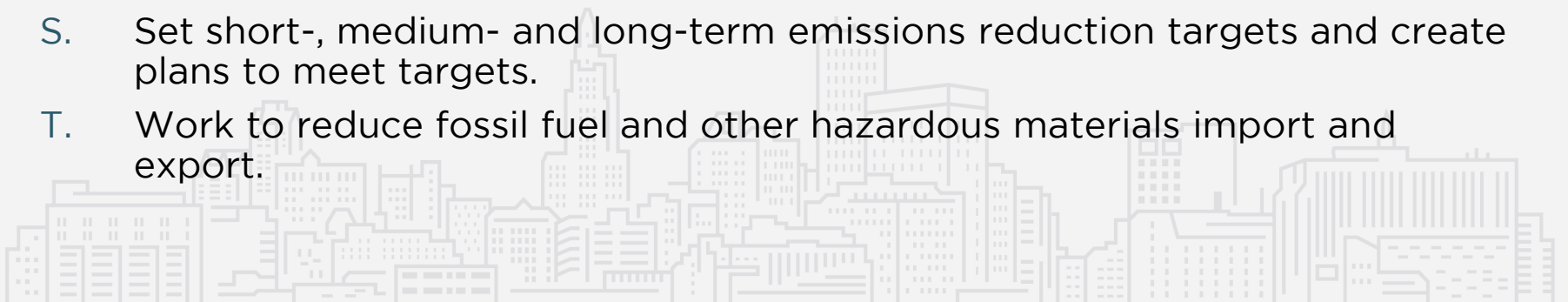
Freight Strategies (cont)

- H. Work with Port of Providence stakeholders to ensure access roads to the Port of Providence are in adequate state of repair
- I. Mitigate negative impacts freight traffic has on quality of life and other modes of travel
- J. Enforce idling regulations to minimize unnecessary tailpipe pollution.
- K. Utilize existing rail right-of-way to allow freight traffic to avoid city streets.
- L. Encourage the use of and advocate for requiring Lateral Protective Devices (LPDs) on large trucks to minimize risk to vulnerable road users.
- M. Establish incentives to shift freight deliveries on city streets to less congested times of day.
- N. Encourage the use of urban-scale delivery vehicles such as cargo bicycles, medium-duty trucks, and light-duty trucks for last-mile deliveries within the city by creating regulation and incentives for companies to down-size their fleets.
- O. Develop an active curbside asset database showing the location and size of existing loading zones, curb cuts, hours of operation, and other pertinent infrastructure, markings, and signs.



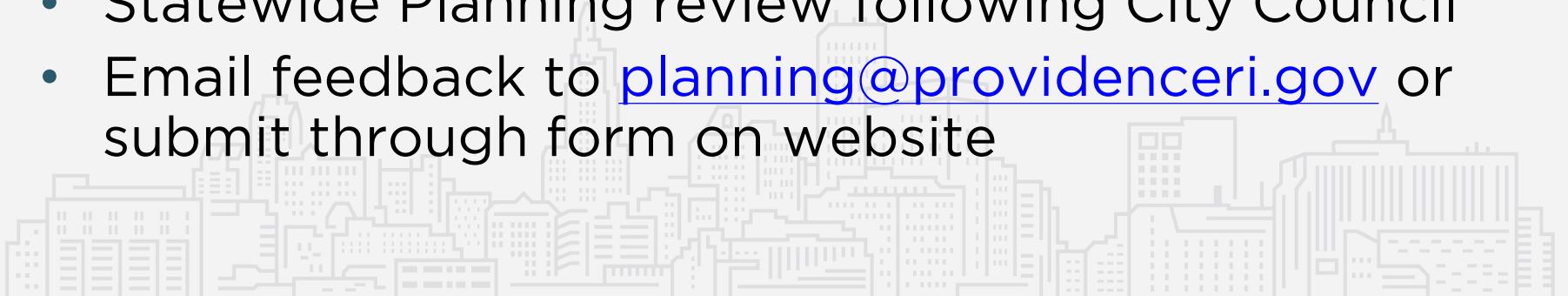
Freight Strategies (cont)

- P. Evaluate and modify traffic patterns to reduce emissions in frontline communities: Work with the state and frontline communities to reduce transportation related air pollution, beginning with areas of high cumulative pollution. Conduct a study of truck traffic and identify corridors and neighborhoods where truck routes and related infrastructure should be eliminated or rerouted to reduce diesel emissions burden in high residential and air pollution areas. Ensure involvement of frontline community members in future corridor planning, especially related to on-ramps and other major highway projects.
- Q. Advocate for reducing emissions from trucks: Identify resources and programs to improve efficiency and EV infrastructure for buses, garbage trucks, construction and other commercial trucks working in Providence's frontline communities.
- R. Incentivize more efficient shipping practices including infrastructure for more fuel-efficient vessels coming in and out of the Port.
- S. Set short-, medium- and long-term emissions reduction targets and create plans to meet targets.
- T. Work to reduce fossil fuel and other hazardous materials import and export.



Next steps

- All materials and information at <https://plan.providenceri.gov/>
- City Plan Commission presentation **5/29** at 4:45pm, including public participation
- Exhibit in 444 Westminster starting early June for feedback
- City Plan Commission official public hearing **in June**
- City Council review over summer & fall
- Statewide Planning review following City Council
- Email feedback to planning@providenceri.gov or submit through form on website



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #6



THANK YOU

City of Providence

