



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
 2. Safe Streets For All Update
6. New Business
7. Announcements, Staff Updates, and Public Comment

Asterisk indicates items listed as “for action”



ROLL CALL

Item #1



GCSC Members

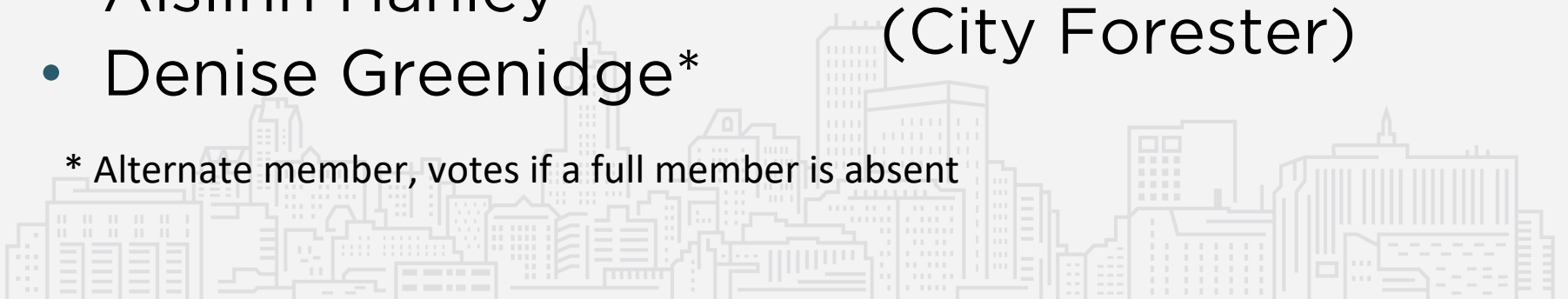
Voting

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

Non-voting

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

* Alternate member, votes if a full member is absent



Introductions

- What part of the city do you live in?
- How do you usually get around the city?



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 5/22/24 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.

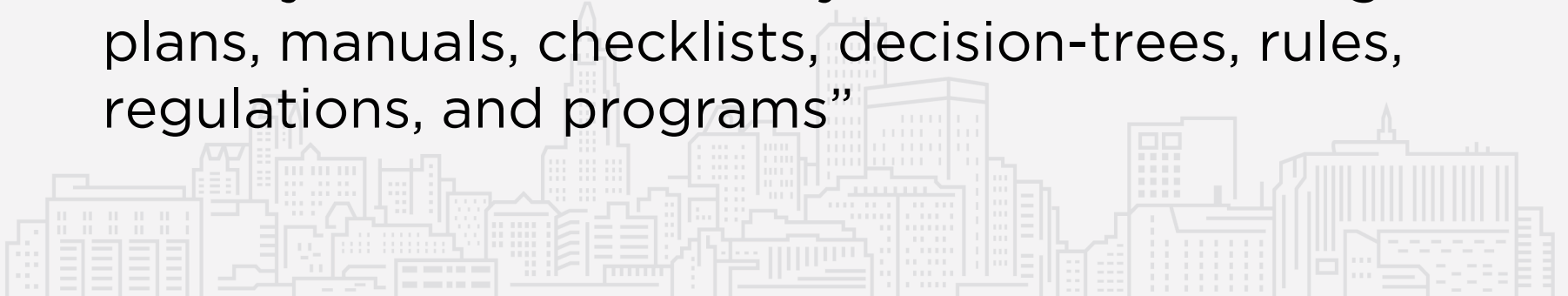
The City of Providence will develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health for all users and abutters, while also improving environmental quality and reducing polluted stormwater runoff.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



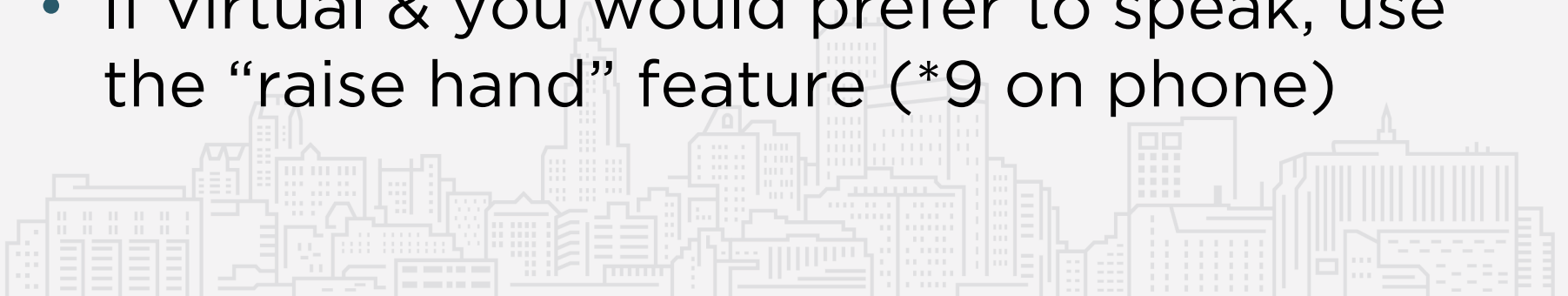
Review Procedure

- **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)



ELECTION OF OFFICERS

Item #4



OLD BUSINESS

Item #5



UPDATE ON WALK SIGNAL IMPROVEMENTS

Item #5a



Status of Walk Signal Improvements

- LPIs installed at all 108 City-owned signals as of last meeting
- What is the status of other signal improvements for pedestrian safety that GCSC recommended?
 - No Right Turn on Red
 - Adopting recommended standards








SAFE STREETS FOR ALL (SS4A) UPDATE

Item #5b





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

SS4A Timeline

- **This month:** Finalizing consultant contracts
- **Sep/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



BROADWAY CORRIDOR

Connecting Olneyville & Downtown



Broadway Corridor

- **Broadway**
 - Consolidate bike lanes on one side with protection, no parking or travel lanes impacted
 - Started outreach in 2019/2020, revisiting to improve design
- **Fountain St**
 - Make existing trail two-way
 - Extend existing trail across Dorrance Street
- **Greene St**
 - Sharrow & contraflow lane to connect Broadway & Fountain St



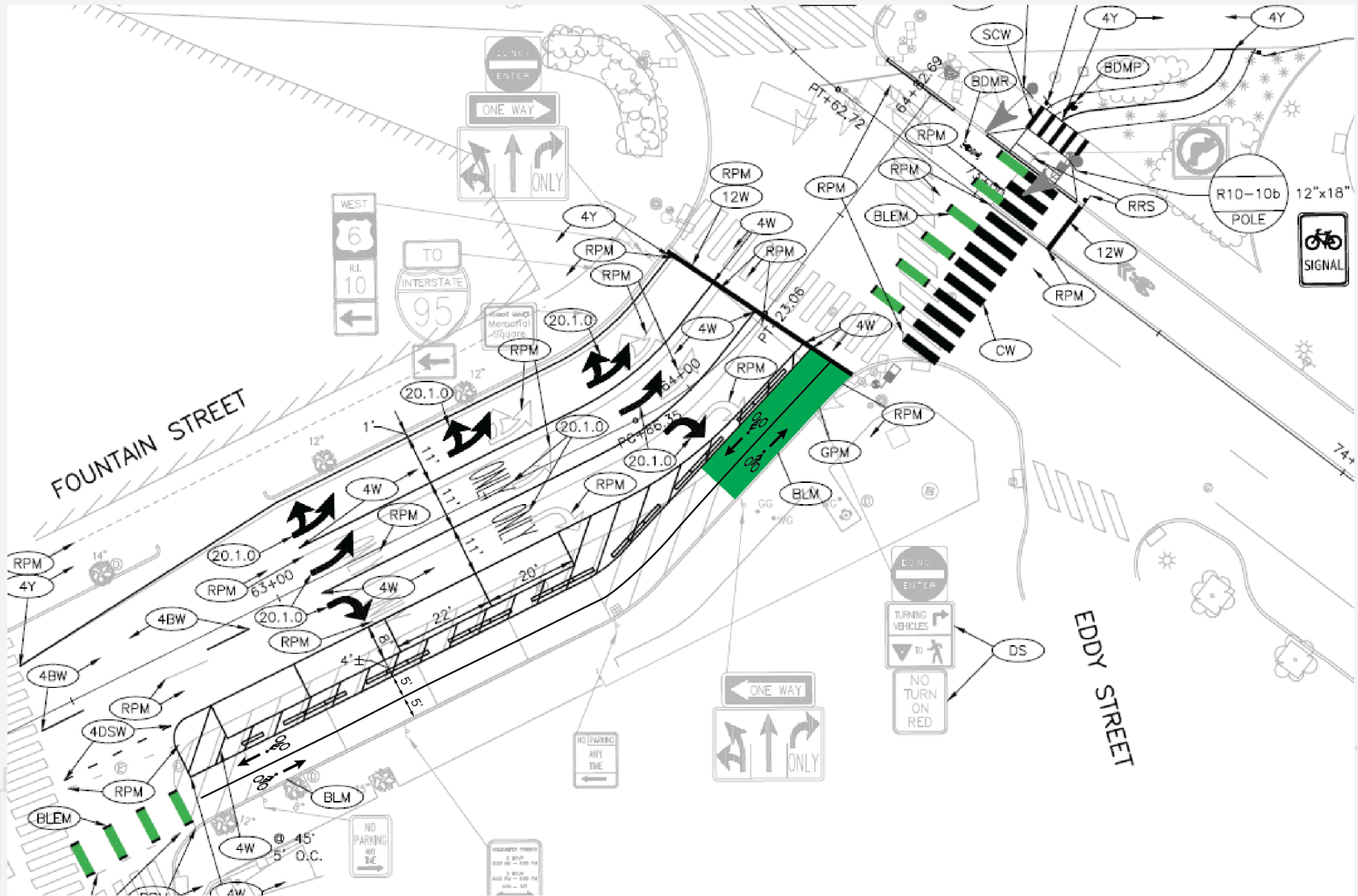
Fountain: Two-way conversion



Keeps parking
as-is, narrows
bike lane buffer

Upgraded path
separation

Fountain: Extension across Dorrance

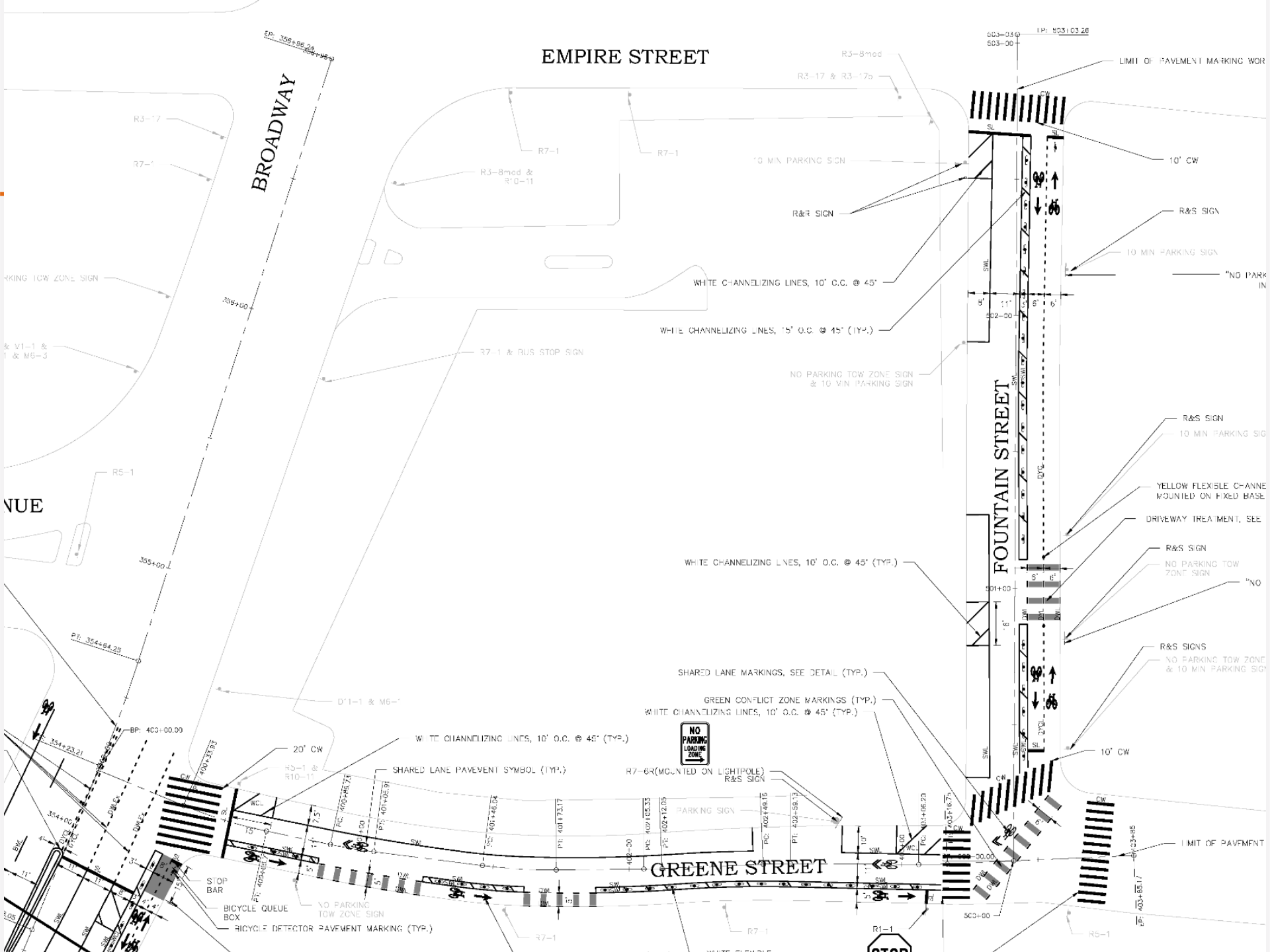


EMPIRE STREET

BROADWAY

FOUNTAIN STREET

GREENE STREET



OLNEYVILLE SQUARE

Improving connections through complex intersections

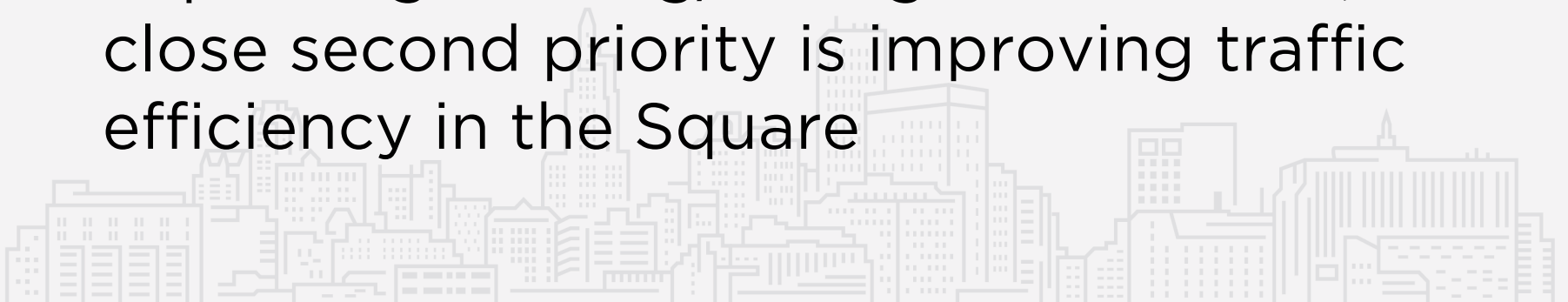


Olneyville Square



Olneyville Square

- Evaluate roundabouts & alternative improvements for both Valley/Broadway/Westminster/Troy intersection and Manton/Hartford/Plainfield intersection; need professionals to assess roundabout feasibility
- First priority is grant award purpose of improving walking/biking connections, close second priority is improving traffic efficiency in the Square



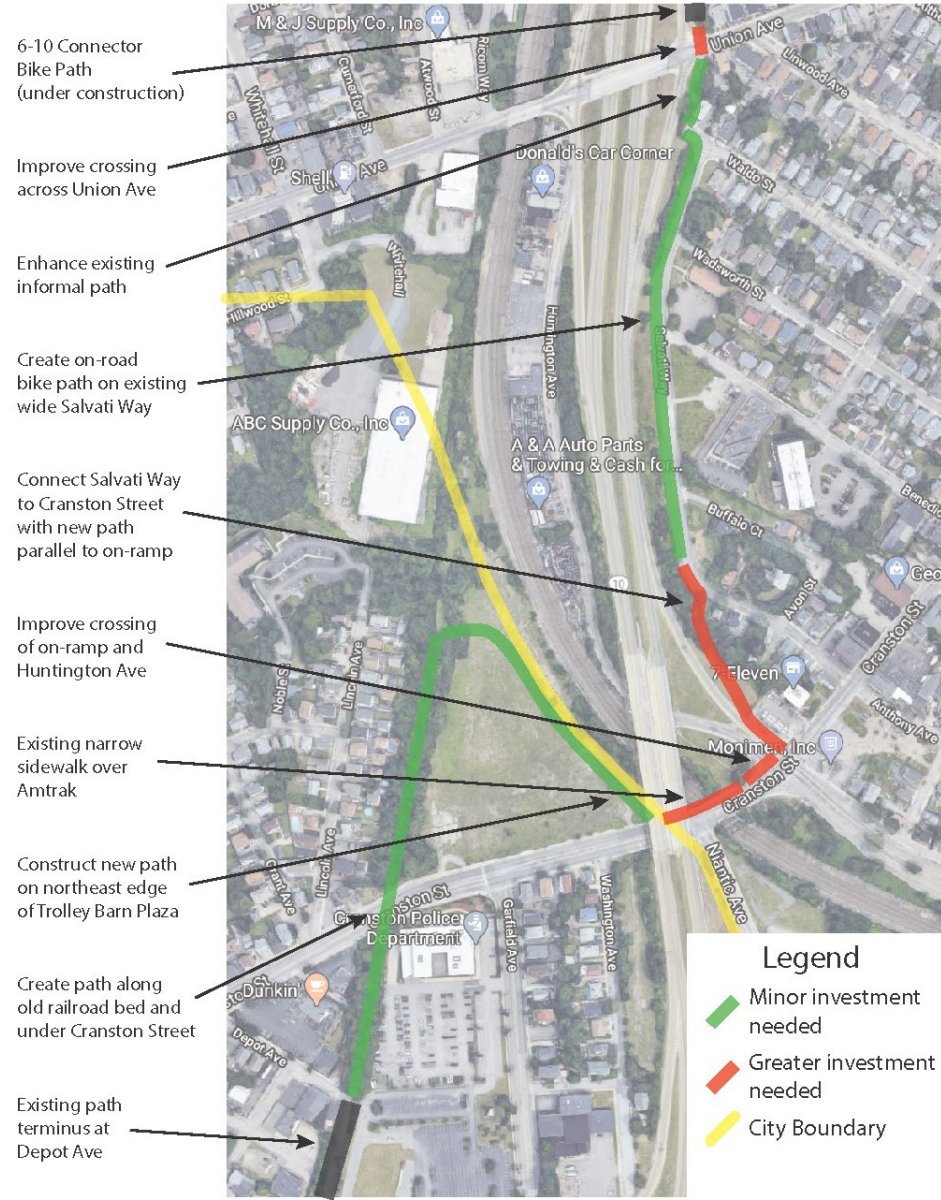
WASHINGTON SECONDARY TRAIL CONNECTION

Connect Providence to Regional Trail

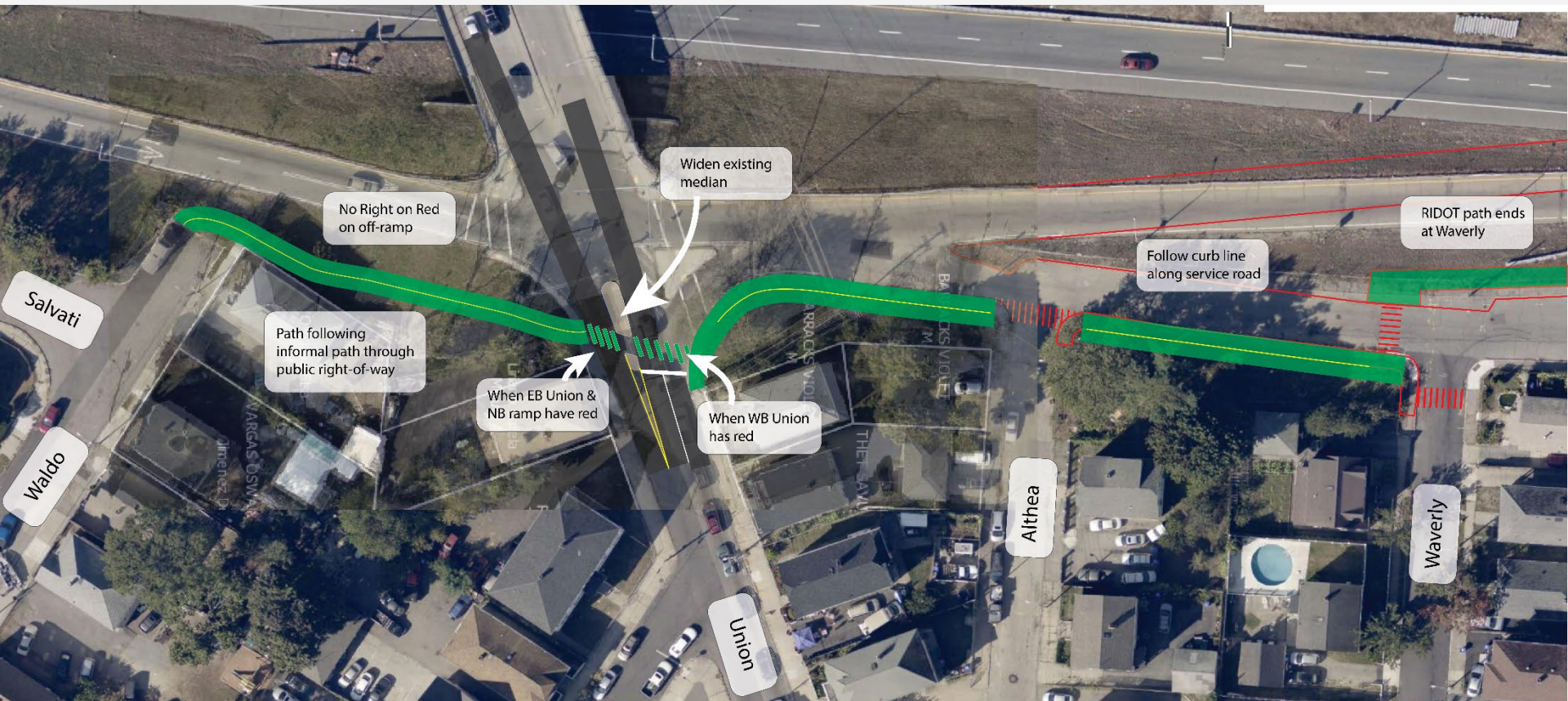


Washington Secondary Trail Connection

- SS4A focusing on Providence side of City line
- Two segments in City of Cranston funded through state funds



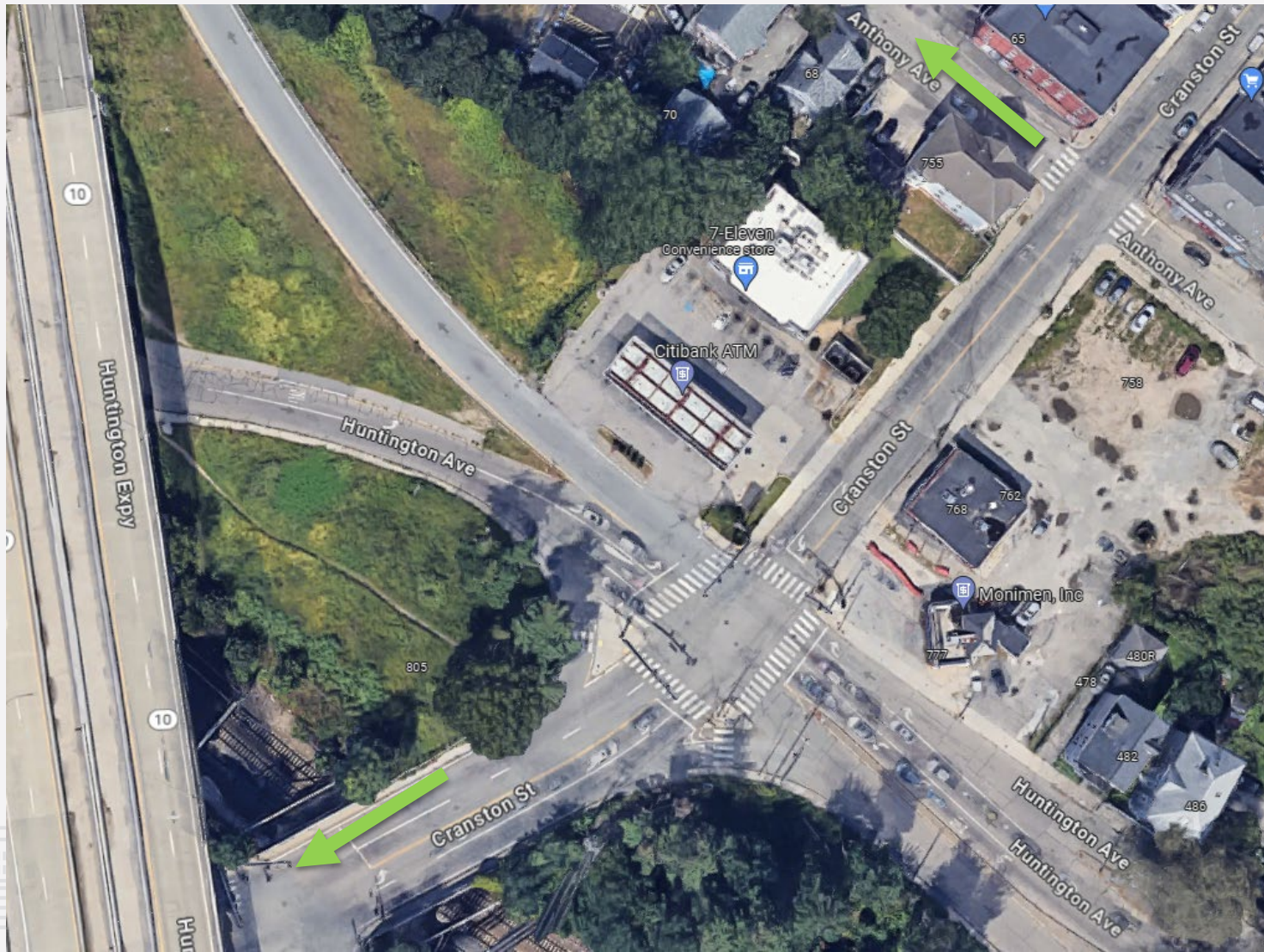
Union Ave Crossing



Salvati Way



Cranston/Huntington Intersection



Cranston/Huntington Intersection

- Potential roundabout
- Make space for All Ages and Abilities urban trail connection from Salvati Way
- Connect urban trail across Huntington Ave & on-ramp to sidewalk opposite Niantic Ave
- Improve pedestrian connections & traffic efficiency



OTHER PARTS OF GRANT SCOPE

Minor infrastructure improvements, engagements, and plan update



Non-infrastructure components

- **Street Team funding** for an outreach team to continue robust community engagement and feedback around proposed projects
- **Project Manager** to oversee day to day grant management, consultant teams and Federal compliance requirements
- **Update to Great Streets Plan** to reflect progress, completed work, and future need



Upgrade buffers

- Upgrading separation of all completed urban trail to concrete or granite to improve aesthetics, maintenance and plowing
 - Potential for simple concrete or granite curb separation, or landscaped barriers to combat street flooding and urban heat island effect



Benefits of curbing urban trails

- Intuitive for road users
 - Signs & parking meters can go on curbed medians
- Maintenance contained between curbs, not avoiding delicate flexposts
- Can help with bus island concerns



Hardening buffers



Eagle/Atwells/Harris intersection

- Similar analysis to Olneyville Square: walking & biking connections and traffic efficiencies, considering roundabout
- Expecting minor scope of improvements built through this grant
- Future urban trail connection from Eagle St to Atwells Ave to Knight St, need to allow for that connection to be built in the future



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #7



THANK YOU

City of Providence

