



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

GREEN & COMPLETE STREETS ADVISORY COUNCIL


June 22, 2023



Agenda

1. Roll Call
2. Consent Agenda*
3. GCSC Review Procedure
4. Old Business
 - a) Update on 2023 Green and Complete Streets Outlook
 - b) Update on Amendment to the Green and Complete Streets Ordinance
 - c) Update on Walk Signal Policies*
5. New Business
 - a) Henderson Bridge Phase 2: Conceptual Review*
6. Announcements, Staff Updates, and Public Comment

Asterisk indicates items listed as “for action”



ROLL CALL

Item #1



GCSC Members

Voting

- Will Cornwall
- Alana Deluty
- Kathleen Gannon
- Denise Greenidge
- Rosie Jaswal
- Doug Johnson
- Dina Quezada

Non-voting

- Alex Ellis (Planning)
- **Nate Urso (DPW)**
- Kevin Proft
(Sustainability)
- Cpt. Luis SanLucas
(Public Safety)
- A.J. Elton (Forester)



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 4/17/22 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.

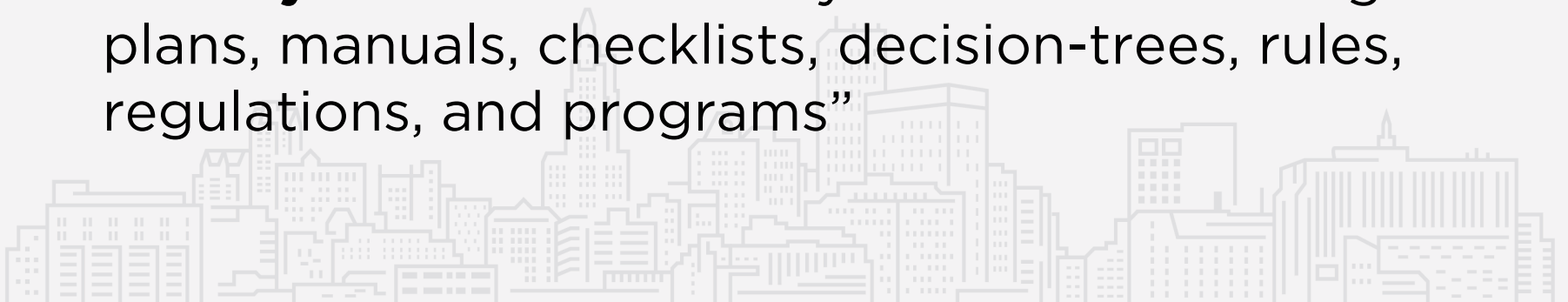
The City of Providence will develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health for all users and abutters, while also improving environmental quality and reducing polluted stormwater runoff.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



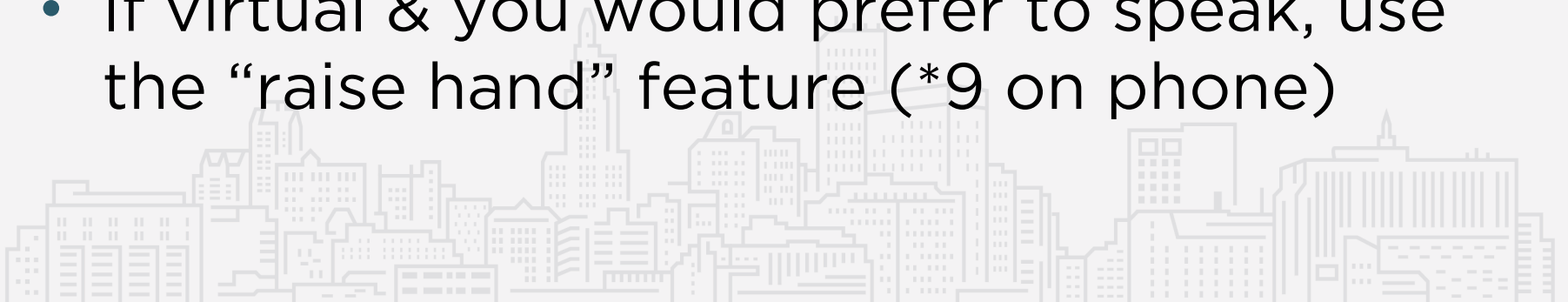
Review Procedure

- **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 2023 GREEN AND COMPLETE STREETS OUTLOOK

Item #4a



UPDATE ON AMENDMENT TO GREEN AND COMPLETE STREETS ORDINANCE

Item #4b



Ordinance Update

- Letter sent to City Council 5/23
- Met with Council staff to review 5/31
- “Sub A” planned by CM Goncalves to incorporate new edits on 6/29



Ordinance Update

- *Significant construction or repair projects* shall mean any project that changes the curb line, ... **any removal of complete streets features**, or ...
- All ... projects in the city **including those completed by the State or other public companies, including utility companies** shall adhere to the requirements ...
- The Advisory Council shall be comprised of the following members: ... **two alternate members appointed by the Mayor. Where a regular member is unable to serve, the first alternate member may vote in his/her absence; the second alternate shall vote if two regular members are unable to serve.**



Ordinance Update

- ~~No m~~ **Members shall serve beyond the date of expiration of said term unless reappointed until a replacement is appointed.**
- GCSC shall include at least one representative of the aging community and a minimum of one member representing the disability community. **At least one of these representatives shall be appointed by the Mayor and at least one shall be appointed by City Council.**
- **The Department of Planning and Development shall staff GCSC, with the Department of the City Clerk providing administrative support.**



Ordinance Update

- Streets that exceed at least one of the following quantitative thresholds *[for traffic calming]* shall automatically and immediately be granted preliminary approval by: ... ~~v) 50 collisions per million vehicle miles ... vi) 20 persons injured per million vehicle miles ...~~
- GCSC may recommend that additional streets be granted preliminary approval ... Streets that are eligible for this discussion must meet one of the following quantitative thresholds: ... iii) ~~10~~ **50** collisions per million vehicle miles over a 3 year period iv) ~~10~~ **20** persons injured per million vehicle miles over a 3 year period
- **All City boards and commissions shall seek the opinion of GCSC on items pertinent to this Article, in a manner consistent with the procedures of those bodies and procedures approved by GCSC.**
- **Significant changes to projects that have had 30% plans reviewed by GCSC must utilize the waiver procedure if the safety of the improvements would be diminished from the reviewed plans.**

UPDATE ON WALK SIGNAL POLICIES

Item #4c



Walk signals

- At the November 2022 meeting, GCSC discussed recommendations for walk signal standards to improve pedestrian safety
- GCSC asked for a plan of implementation to be completed by June 2023



NEW BUSINESS

Item #5

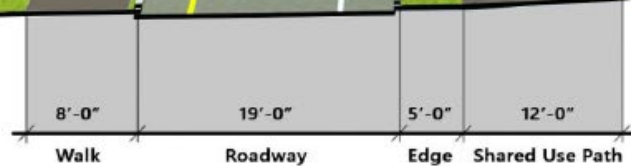


HENDERSON BRIDGE PHASE 2 CONCEPTUAL DESIGN REVIEW

Item #5a



Phase 1: Under Construction



Phase 2: Full Project Limits

Phase 2 Improvements



Phase 2: Bridge Improvements

Improvements

1. Install Scenic Overlooks (2)
2. Install Architectural Lighting along Henderson Bridge



Example of Scenic Overlooks



Phase 2: Bridge



Phase 2: Waterman/S Angell

Discussion:

Candidate Improvements

1. Extend Shared Use Path to Blackstone River Bikeway (between Waterman and Pitman)
2. Expanded two-way connectivity, provide roundabout
Goal: Route Fox Point vehicles to Pitman.
 - a. Two-way Ramp
 - b. Paterson Street Ext.

2A. If traffic reduction on S. Angell then revisit lane use on S. Angell

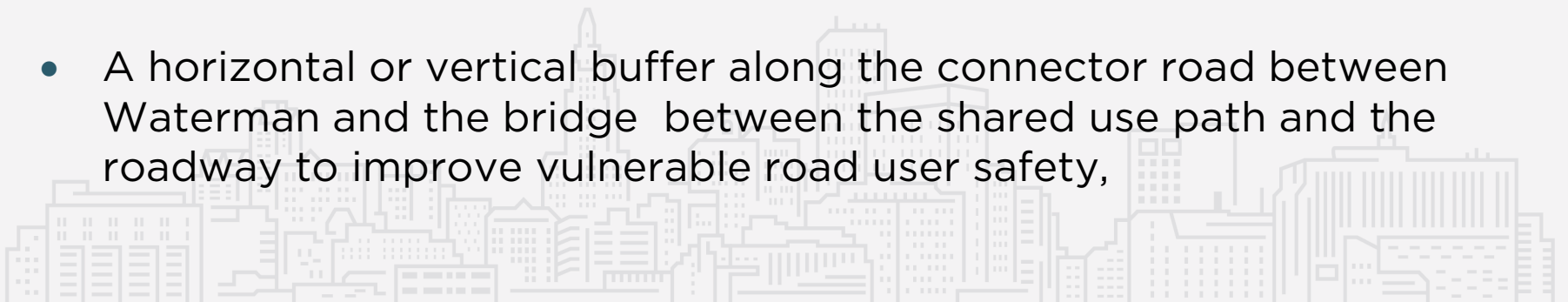


RIDOT's Next Steps

- Finalize Project Concept, Begin PreScoping Report **(June 2023)**
- Public Outreach **(Fall 2023)**
- Begin Design **(September 2023)**
- Advertising **(January 2024)**

Henderson Phase 2: Previous Recs

- Calming traffic to 25mph at Paterson St & Waterman St,
- Conversion of the bridge landing to either a signal-controlled intersection or roundabout with path connections,
- Conversion of the “Henderson Parkway” on-ramp to the bridge from Waterman Street into a two-way street,
- Upgrading the HAWK signalized shared use path crossing across the connector road to a raised crossing or the addition of advanced speed lumps to slow vehicular speed and further improve vulnerable road user safety,
- A horizontal or vertical buffer along the connector road between Waterman and the bridge between the shared use path and the roadway to improve vulnerable road user safety,



Henderson Phase 2: Previous Recs

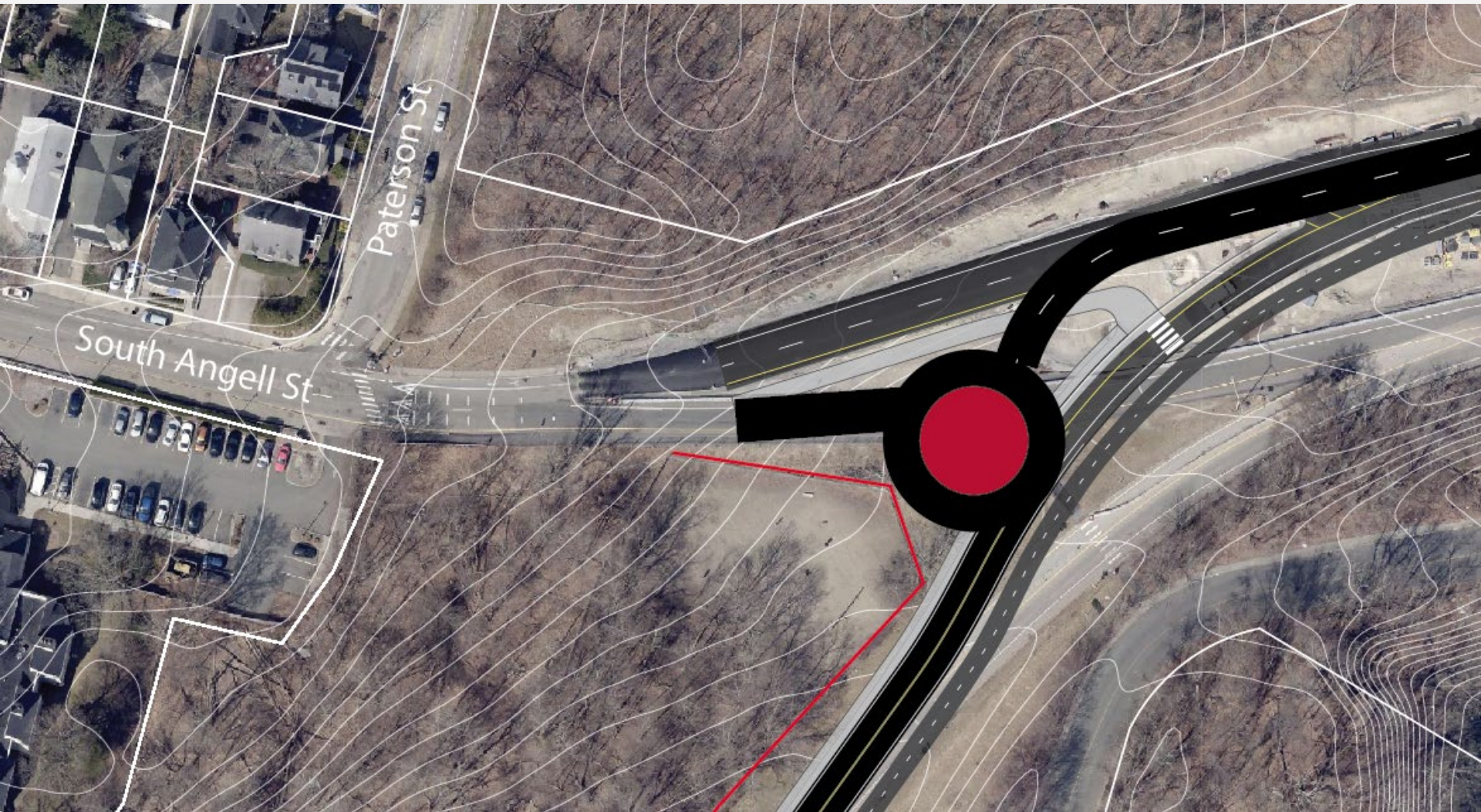
- Lane diets of all vehicular travel lanes to no more than 11'-wide,
- Reduction of speed limits on the connector roads and bridge from the existing 35 mph to 25 mph to improve safety,
- The City implementing its own traffic calming if the State project omits those safety measures, and
- Refusal to sign a Construction & Maintenance Agreement until such safety improvements are completed by the State, especially at the path crossing/crosswalk across the proposed on-ramp to the bridge.



Phase 1: Bridge Landing



Phase 2: Bridge Landing Concept



Phase 1: Waterman Intersection



Phase 2: Waterman Concept



Henderson Phase 2: Staff Recs

- The design recommendations from the July 2020 BPAC meeting should be integrated into Phase 2.
- Two-way connectivity to Pitman Street should be achieved through converting the on-ramp to two-way rather than extending Paterson St, due to both smaller impacts to the Waterman Street Dog Park and more suitable terrain grade.
- The shared-use path connection through Constance Witherby Park (between Pitman St and Waterman St) should be included, and this path should be connected to the path on the bridge alongside the alignment of the current on-ramp.



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #6



Status of Reviewed Projects

- Broad Street: **substantially complete**
- Dean Street: **substantially complete**
- East Side Neighborhood Greenways: **on hold**
- Washington/East Approach: **on hold**
- Sidewalk Snow Clearance: **on hold**
- Elmcroft Traffic Calming: **on hold**
- Dike Street Area: **big intersection funded**



THANK YOU

City of Providence

