



MAYOR BRETT P. SMILEY  
CITY OF PROVIDENCE

# GREEN & COMPLETE STREETS ADVISORY COUNCIL

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July 15, 2024



# Agenda

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1. Roll Call
2. Consent Agenda\*
3. GCSC Review Procedure
4. Old Business
  1. Update on Walk Signal Improvements
  2. Safe Streets For All Update
5. New Business
  1. 2024/2025 Repaving: Conceptual Review\*
  2. West River Street Bridge\*
6. Announcements, Staff Updates, and Public Comment

*Asterisk indicates items listed as “for action”*



# ROLL CALL

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Item #1



# GCSC Members

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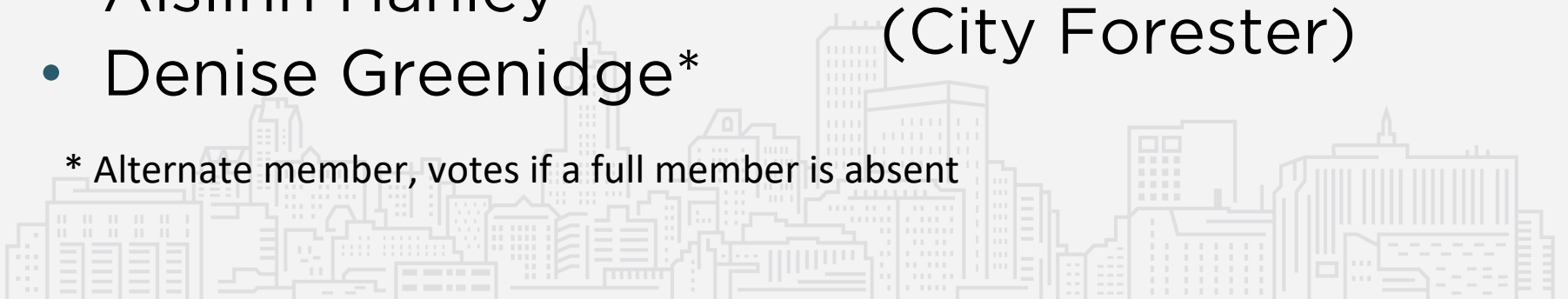
## Voting

- 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



# CONSENT AGENDA

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Item #2



# Consent Agenda

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- Make meetings more efficient by grouping items that need approval but don't merit discussion
- Today:
  - Accept: Minutes from 6/17/24 meeting



# GCSC REVIEW PROCEDURE

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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:

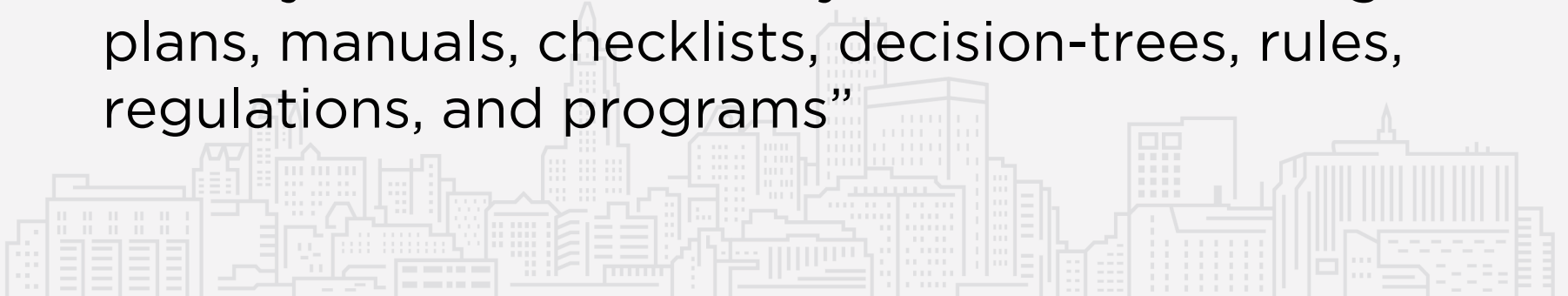




# Review Procedure

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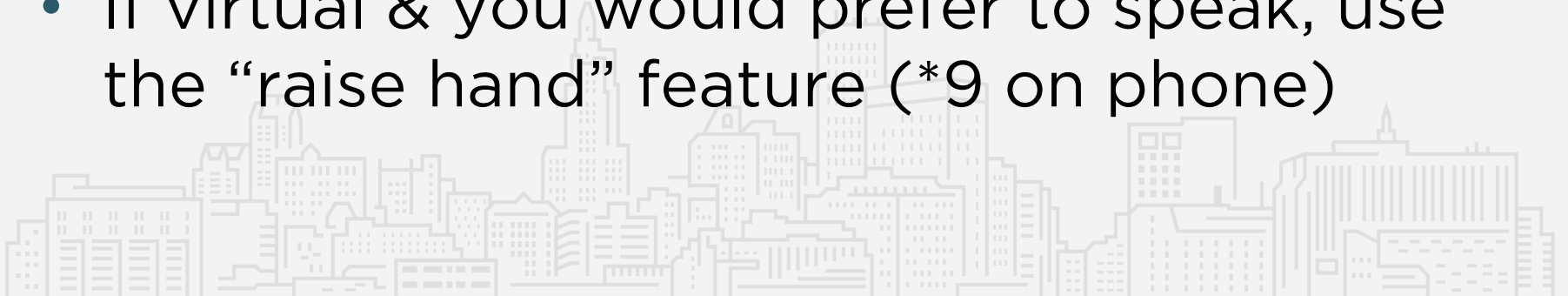
- **Review of Conceptual & 30% Plans**  
During project development, make recommendations to improve design
- **Waivers** from requirements of ordinance  
Mode-specific, GCSC approves or denies
- **Traffic calming:** in edge cases, after traffic study, GCSC can recommend Traffic Engineer give “preliminary approval”
- **All City activities:** annually review “all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs”



# Public comment

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- 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

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Item #4



# UPDATE ON WALK SIGNAL IMPROVEMENTS

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Item #4a



# Status of Walk Signal Improvements

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- What is the status of signal improvements for pedestrian safety that GCSC recommended?
  - No Right Turn on Red
  - Adopting recommended standards

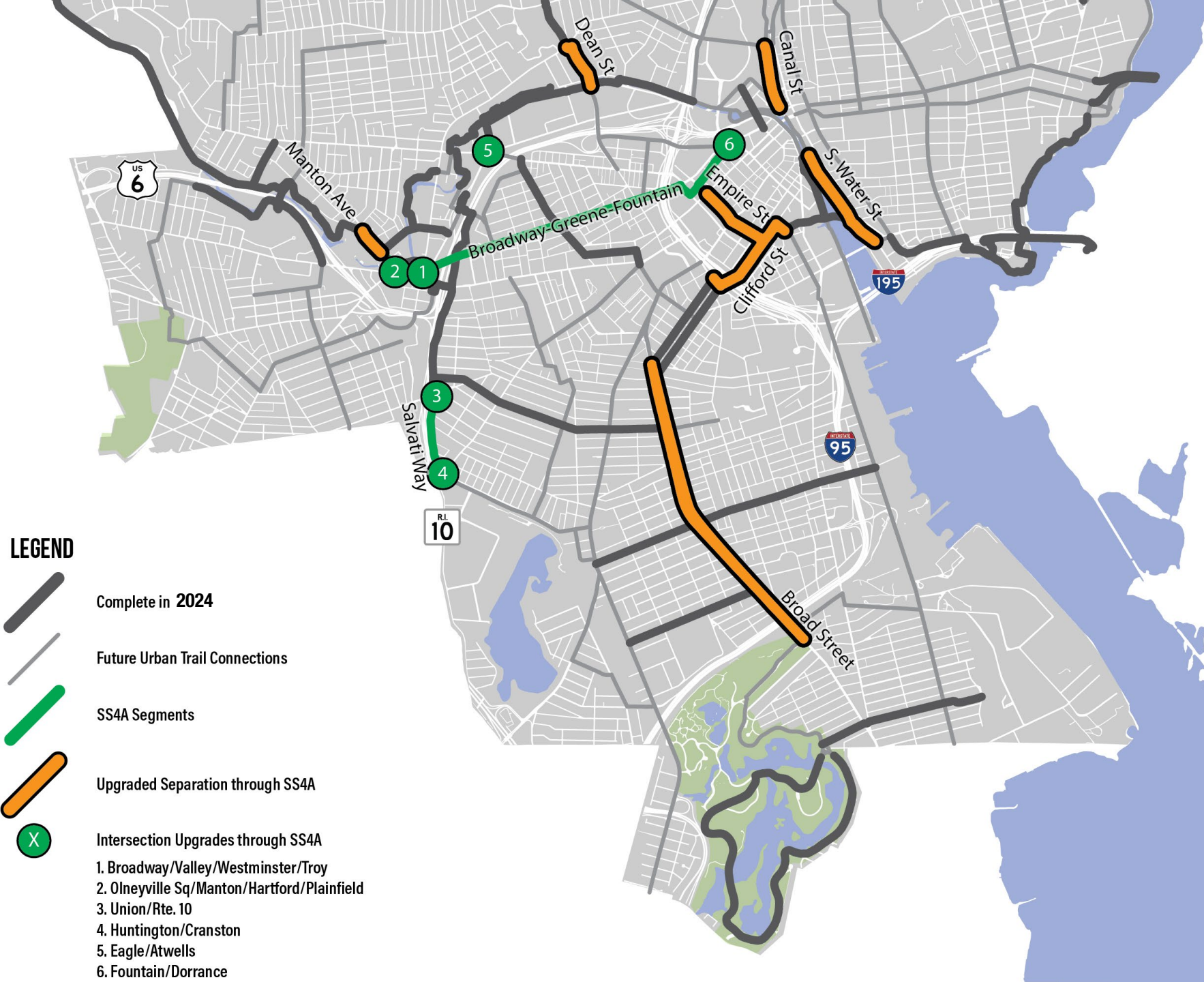


# SAFE STREETS FOR ALL (SS4A) UPDATE






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Item #4b





**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

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- **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





# NEW BUSINESS

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Item #5



# 2024/2025 REPAVING CONCEPTUAL REVIEW

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Item #5a



# Interactive Map of Proposed Streets

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<https://pvdgis.maps.arcgis.com/apps/webappviewer/index.html?id=43159cd8d04644cda02b7f9a33abc982>

Red on map is planned for repaving in 2024/25, Pink on map is planned for 2026 pending utility coordination.

Scope is generally “mill & overlay”



# Streets within GCSC jurisdiction

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## **Review in their own right:**

- Chalkstone (all included segments; arterial)
- Leah (UTN south of Roanoke + arterial Chalkstone intersection)
- Orms (UTN/arterial)
- Union/Washington intersection (arterial)


## **Review cross-street:**

- Alexander (with Roger Williams)
- Dover (with Leah & Mt Pleasant)
- Freedom (with Chalkstone)
- Halton (with Huntington)
- Hilary (with Smith)
- Hillcrest (with Chalkstone)
- Hillside (with N Main)
- Irving (with Blackstone)
- Jenckes (with Benefit)
- Larch (with Hope)
- N Davis (with Douglas)
- Orchard (with Butler)
- Owen (with Manton)
- President (with Elmgrove)
- Santiago (with Narragansett)



# Staff Recommendations

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- Traffic calming should be evaluated on Leah Street between Roanoke St and Beaufort St and installed if 95th percentile speeds exceed 20 mph for a traffic volume under 2000 ADT or 25 mph for a traffic volume under 1500 ADT.
  - The intersection of Union St and Washington Street should have corner curb extensions added at all four corners to reduce the crossing distance for pedestrians crossing Washington Street. Such curb extensions should extend to the edge of the parking lane on Washington Street and incorporate the “daylighting” areas where parking is prohibited 20 ft from crosswalks. The material of the curb extensions should be hatched white paint with white flex-posts around the edges as part of this project, upgraded to curbed sidewalk extensions when feasible.
  - All intersections within the project scope should be evaluated for opportunities to reduce pedestrian crossing distances as part of the striping phase of the resurfacing project.
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# WEST RIVER STREET BRIDGE

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Item #5b



# Context

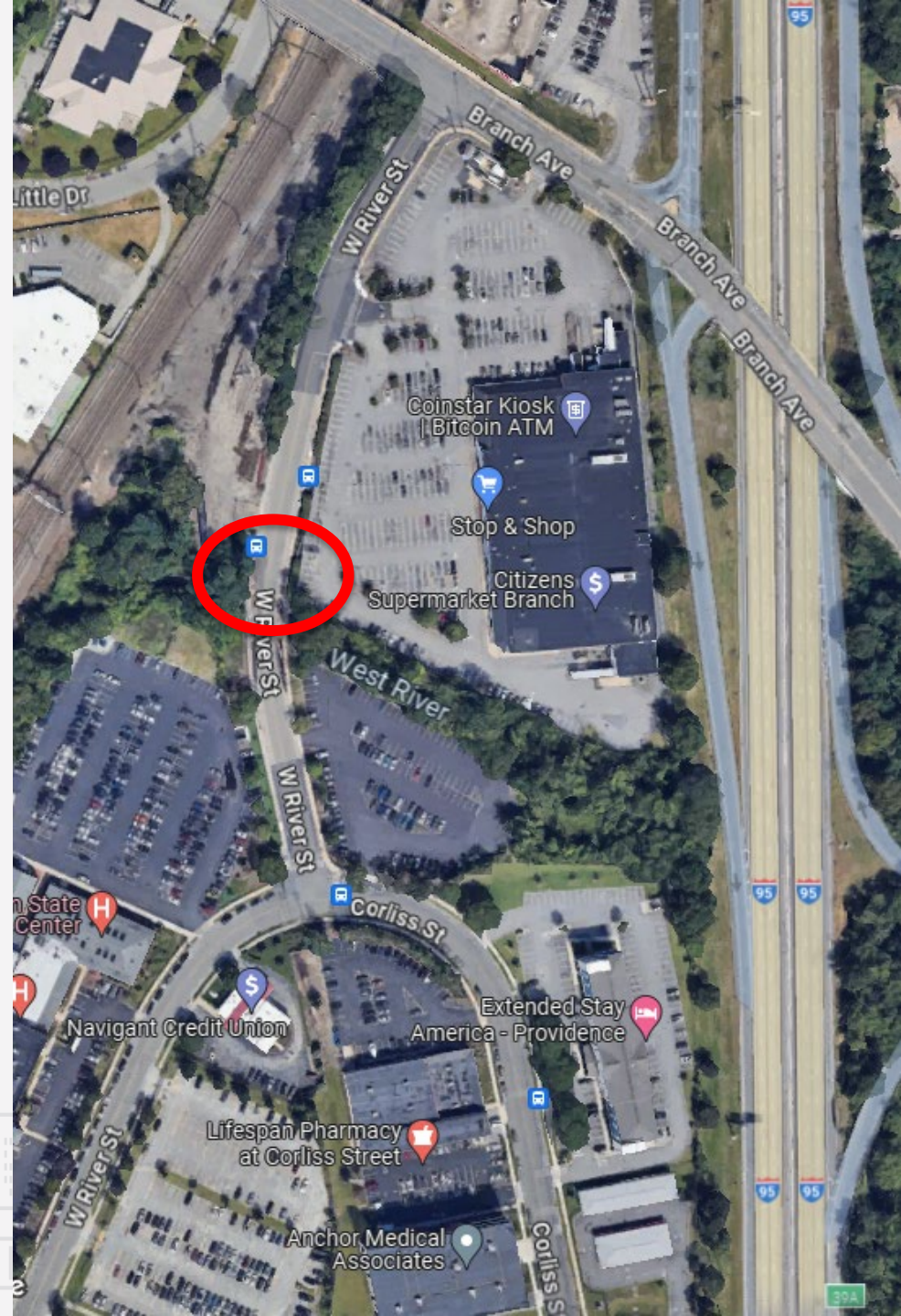
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- Bridge currently closed for RIDOT reconstruction
- 2020 Great Streets Plan includes West River Street as planned urban trail connection between Branch Ave and Charles St
- April 2021 review by BPAC recommended bike lanes on West River Street:  
*“Plans for West River Street should integrate bike lane striping & markings on either side of the road, sufficiently far from the curb to fit a 5 ft bike lane and 2 ft buffer, which can be supplemented with separation materials when feasible.”*



# West River St

- Connects to Branch Ave, Corliss St, and Charles St
- Access to Stop & Shop, Providence Central Post Office





# West River St

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- 40 ft width between curbs (25 ft between temporary barriers)



# Staff Recommendation

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- As part of the bridge replacement, bike lanes should be striped for the extent of the project limits in accordance with the Great Streets Plan.



# ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

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Item #7



# THANK YOU

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City of Providence

