



MAYOR BRETT P. SMILEY  
CITY OF PROVIDENCE

# GREEN & COMPLETE STREETS ADVISORY COUNCIL

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August 21, 2023




# Agenda

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1. Roll Call
2. Consent Agenda\*
3. GCSC Review Procedure
4. Old Business
  - a) Walk Signal Policies\*
  - b) Traffic Calming Policy\*
5. New Business
  - a) Sidewalk Maintenance 2023-24: Conceptual Review\*
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

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

## Non-voting

- Alex Ellis (Planning)
- Nate Urso (DPW)
- **Priscilla De La Cruz** (Sustainability)
- Cpt. Luis SanLucas (Public Safety)
- A.J. Elton (Forester)



# 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 6/22/23 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:

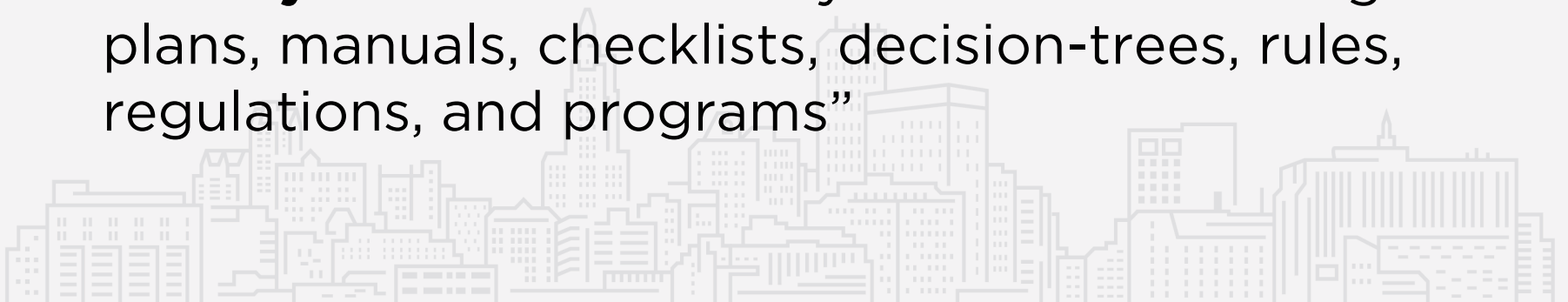




# Review Procedure

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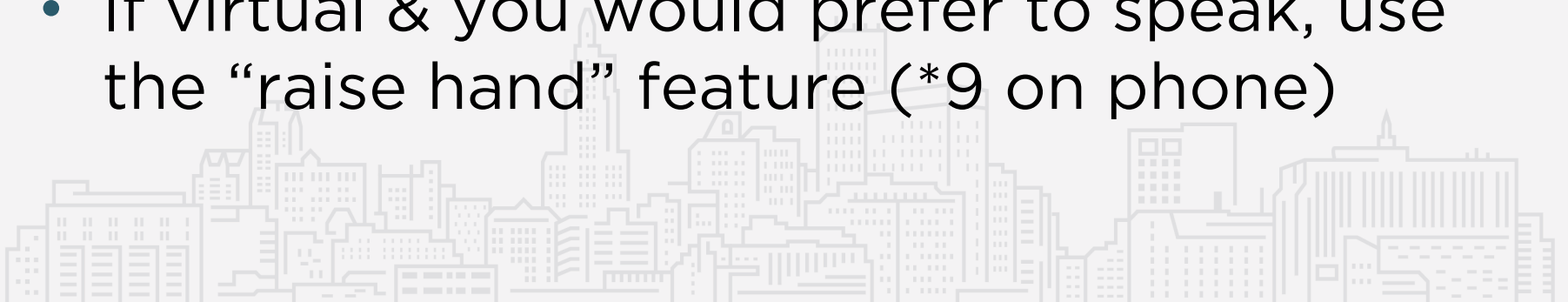
- **Review of Conceptual & 30% Plans**  
During project development, make recommendations to improve design
- **Waivers** from requirements of ordinance  
Mode-specific, GCSC approves or denies
- **Traffic calming:** in edge cases, after traffic study, GCSC can recommend Traffic Engineer give “preliminary 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



# WALK SIGNAL POLICIES

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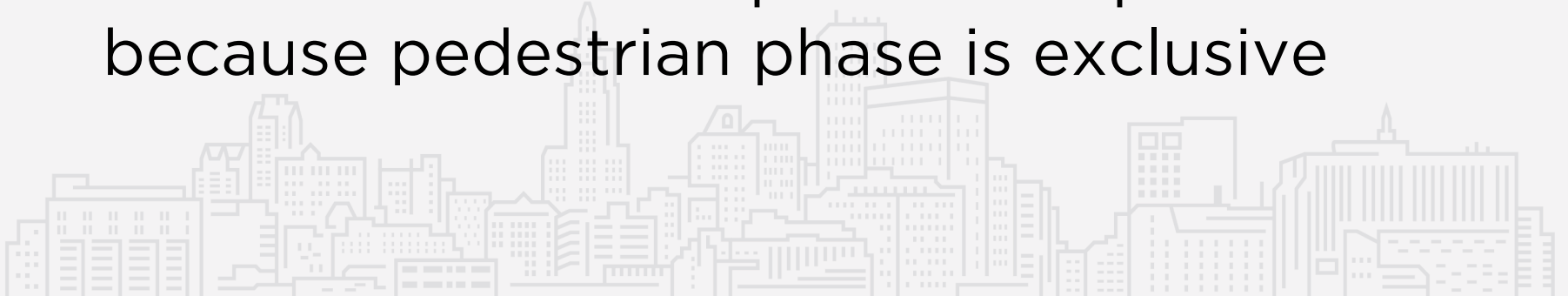
Item #4a



# Walk signals

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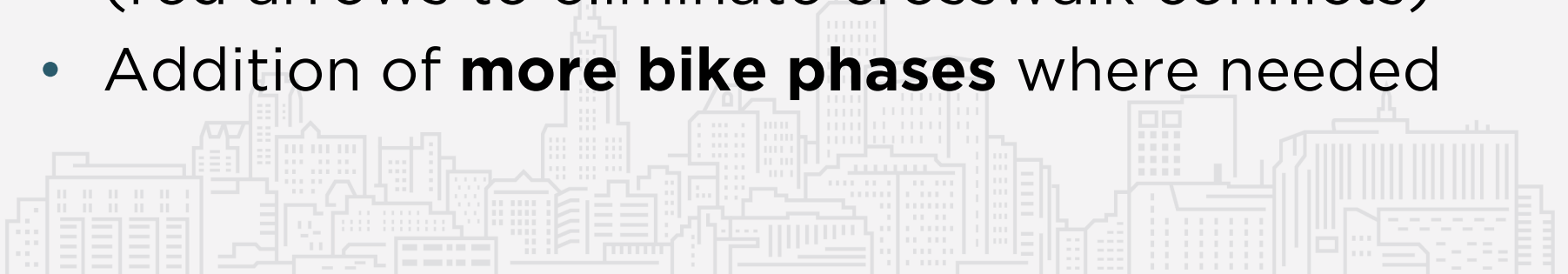
- In June, Traffic Engineer suggested implementing 1-2 LPs per month in-house.
- New proposal from Traffic Engineer details LPI implementation at 129 City-owned signals by Nov 2025, more than 5/month
- 60 more signals are not included in this schedule for various reasons, mostly because there is no pedestrian phase or because pedestrian phase is exclusive



# Other GCSC signal recommendations

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- **Return some signals with exclusive phasing to recall**, based on volumes, including Clifford/E Franklin
- Specify plan for **increased No Right Turn On Red signage**
- **Adopt volume & configuration thresholds** for LPIs, exclusive pedestrian phasing, and “protected-only turning movement phases” (red arrows to eliminate crosswalk conflicts)
- Addition of **more bike phases** where needed



# Other GCSC signal recommendations

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- **Add curb ramps & crosswalks** wherever they are missing; a plan for implementing this should be made
- Walk lights should extend as long as their concurrent green light for cars; a plan for implementing this should be made
- **“Free operation”** reduces wait time by ending a green light when all the cars are through and can work well where both streets have similar volume & during off-peak hours; a plan for implementing this should be made
- **Auditory feedback** should be added whenever a signal is added or modified; a plan for implementing this should be made
- The City should consider **reducing signal cycle lengths from 90s to 60s off-peak** where feasible.



# TRAFFIC CALMING POLICY

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Item #4b





# Traffic Calming Policy

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- At the June 2023 GCSC meeting, the Traffic Engineer shared that a new proposed traffic calming policy from the City would require:
  - a petition with support of 30% of property owners before traffic calming safety improvements are considered, and
  - a one-year wait before temporary measures are replaced by permanent safety improvements that stay in all year



# Traffic Calming Policy

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- When will text of a new proposed traffic calming policy be shared with GCSC for review?
- How can process for safe speeds improvements be proactive, efficient, and based on data rather than defaulting to current conditions & favoring constituents with time to persuade neighbors and landlords?



# NEW BUSINESS

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Item #5



# SIDEWALK MAINTENANCE 2023-24 CONCEPTUAL REVIEW

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Item #5a



# Sidewalk Maintenance

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- Projects must come to GCSC review if in certain locations & change curb line, change curb cuts, change/restripe traffic geometry, or involve off-road shared-use paths
- Unclear extent that this maintenance project will qualify but being reviewed anyway advisory recommendations



# Sidewalk Maintenance

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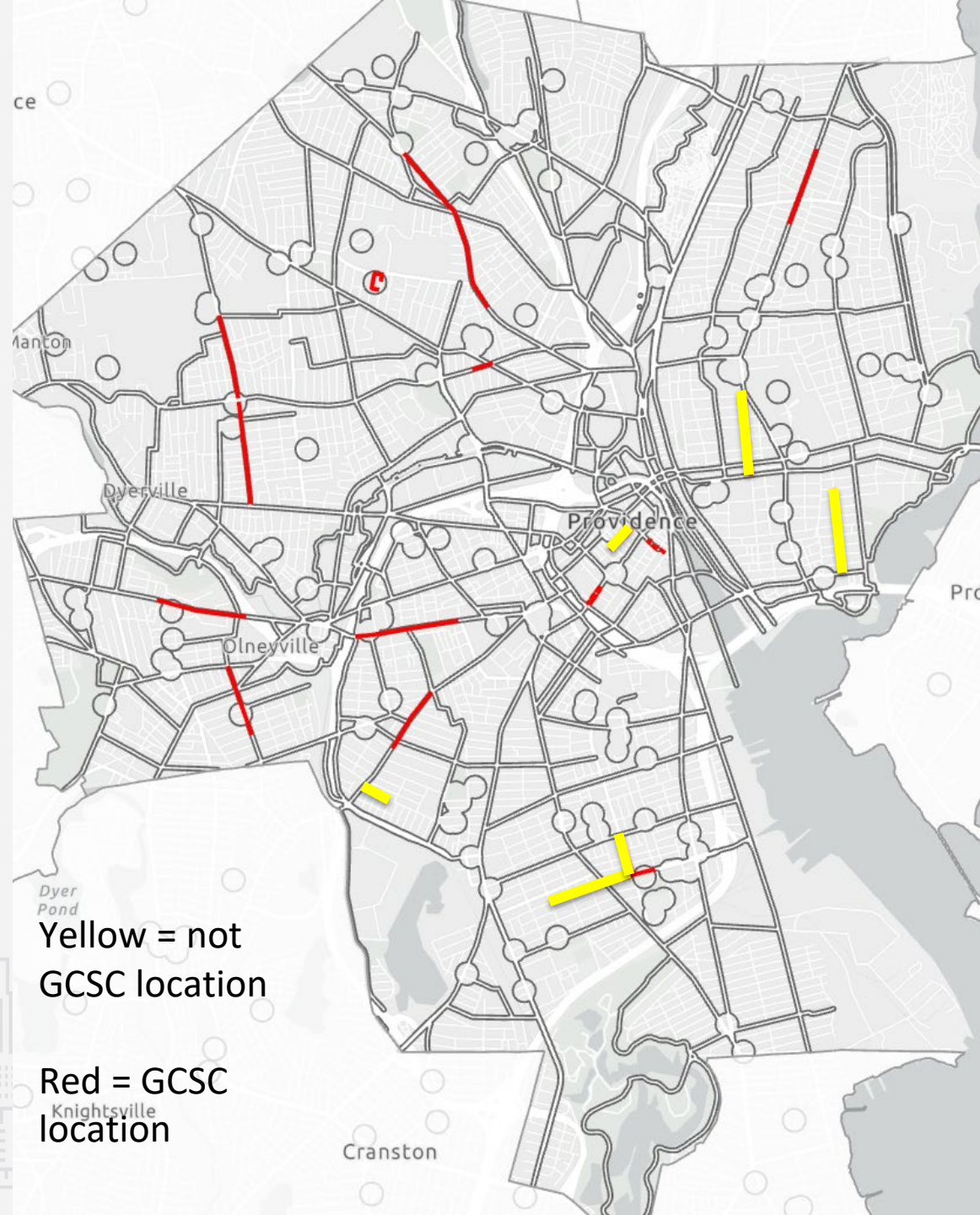
- Web map shows locations of ARPA sidewalk maintenance work:

<https://pvdgis.maps.arcgis.com/apps/instance/basic/index.html?appid=1c81f45c2e3346ed80ec5152c600f851&locale=en-US>



# GCSC Jurisdiction & Sidewalk Plan

- **Douglas Ave:** Chad Brown St to Stansbury St
- **Chalkstone Ave:** Young Ave to Camden Ave
- **Roslyn Ave, Eaton St, Elmhurst Ave, and Fair Oaks Ave:** the one block around St Pius V Elementary School
- **Hope St:** 6th St to Lewis St
- **Mt Pleasant Ave:** Whitford Ave to Atwells Ave
- **Hartford Ave:** US-6 / RI-10 to Ida St
- **Webster Ave:** Plainfield St to Progress Ave
- **Westminster St:** US-6 / RI-10 to Bridgham St
- **Cranston St:** Parade St to Althea St
- **Thurbers Ave:** Broad St to Burnside St
- **Broad St:** Dave Gavitt Way to Greene St
- **Dorrance St:** Weybosset St to Friendship St



# ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

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Item #6





# Status of Reviewed Projects

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- 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**
- Henderson Bridge Phase 2: **RIDOT seeking funding**



# THANK YOU

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City of Providence

