



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

GREEN & COMPLETE STREETS ADVISORY COUNCIL

September 23, 2024



Agenda

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. Announcements, Staff Updates, and Public Comment

Asterisk indicates items listed as “for action”



ROLL CALL

Item #1



GCSC Members

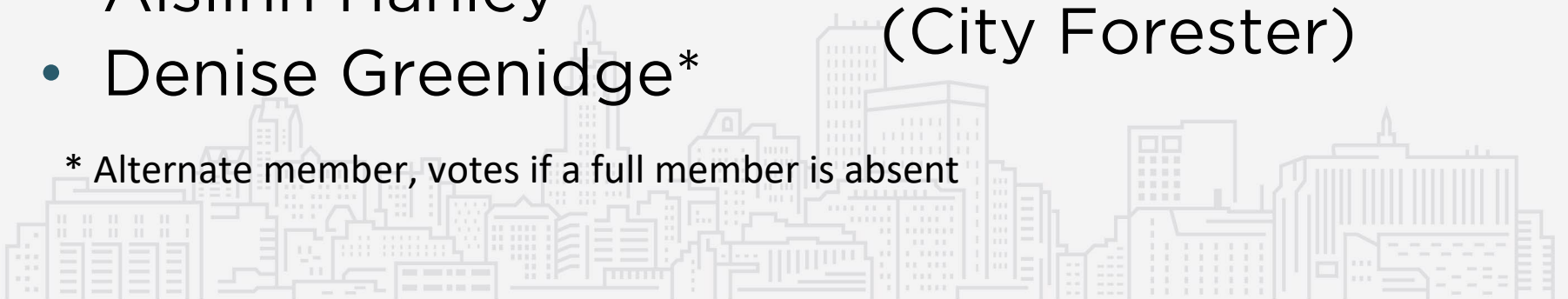
Voting

- 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



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 8/13/24 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.

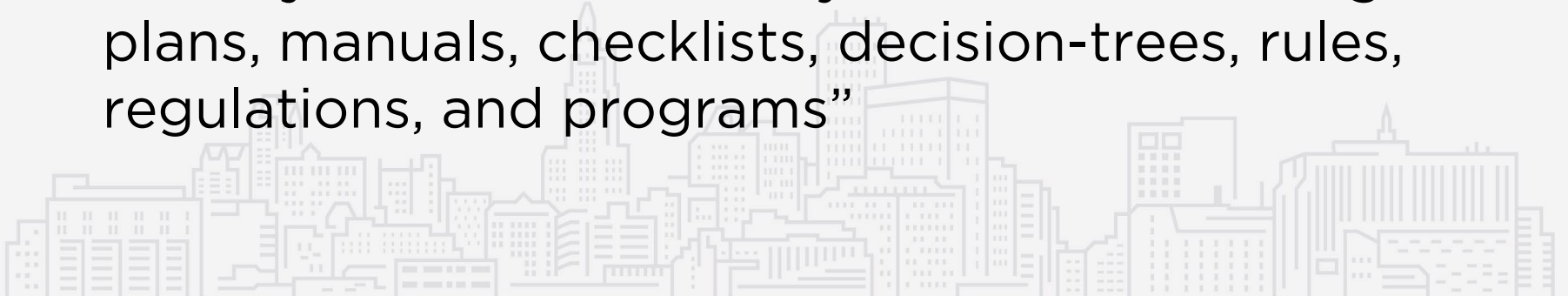
The City of Providence will develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health for all users and abutters, while also improving environmental quality and reducing polluted stormwater runoff.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



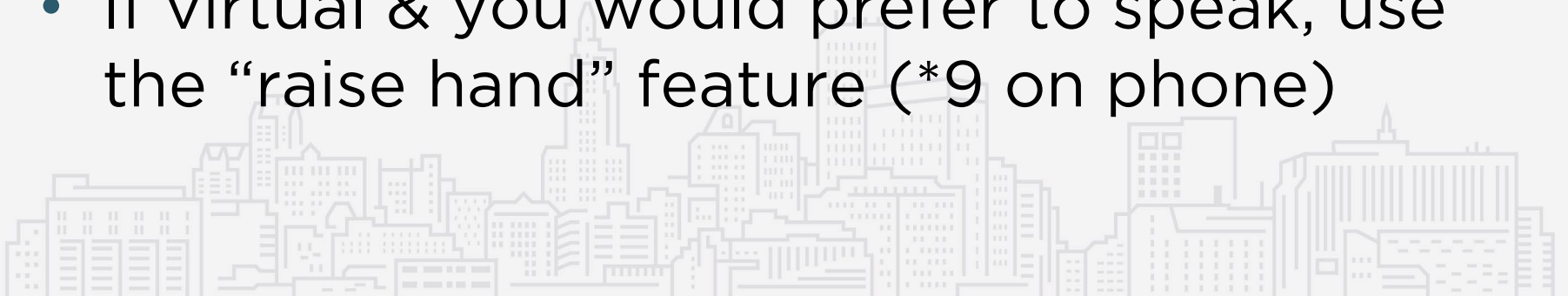
Review Procedure

- **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)



OLD BUSINESS

Item #4



UPDATE ON WALK SIGNAL IMPROVEMENTS

Item #4a



Status of Walk Signal Improvements

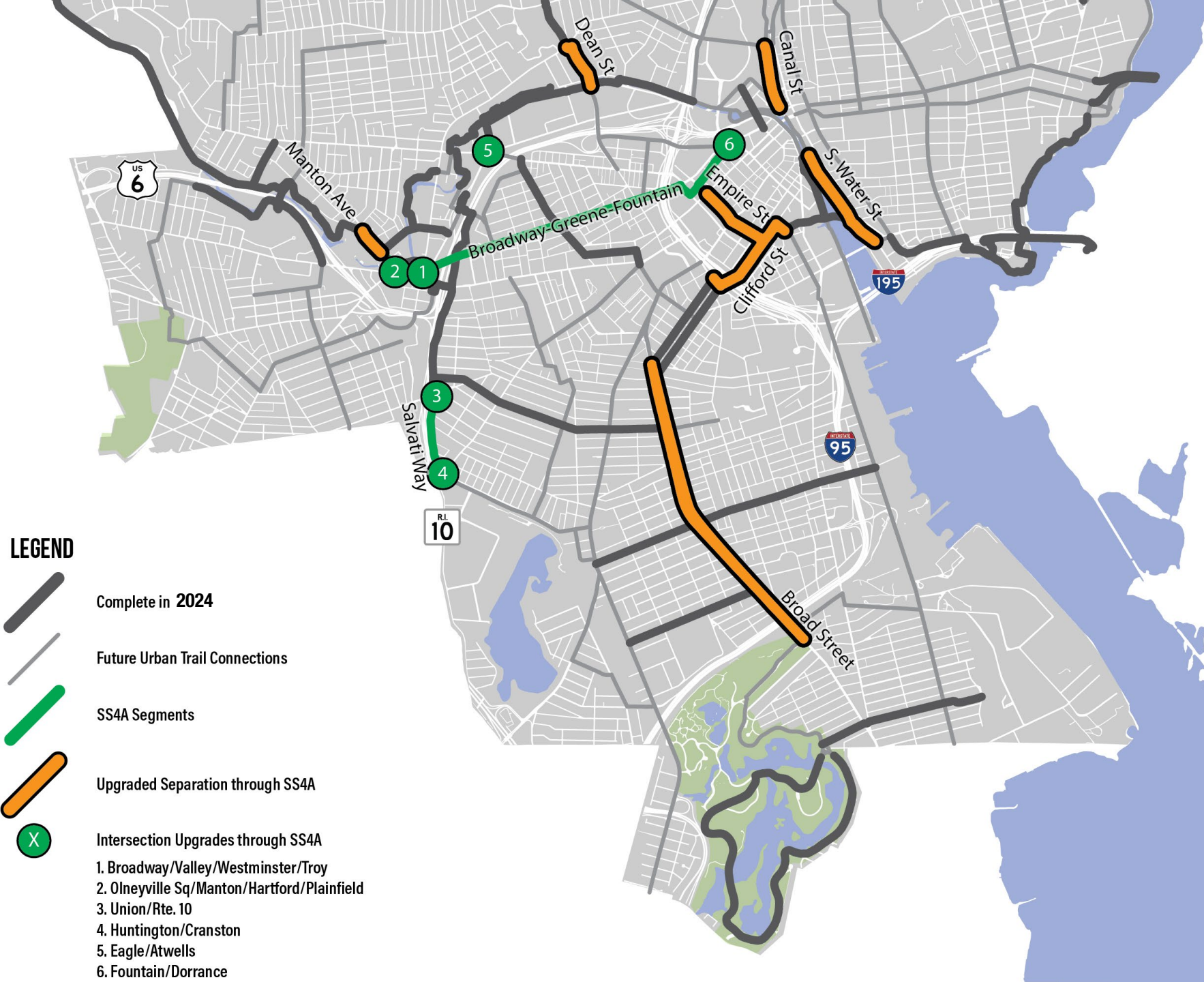
- What is the status of signal improvements for pedestrian safety that GCSC recommended?
 - No Right Turn on Red
 - Plan for installing walk signals where absent
 - Adopting recommended standards








SAFE STREETS FOR ALL (SS4A) UPDATE

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

- **Oct 2024:** First round of public meetings
- **Early 2025:** Updated Safe Streets Action Plan complete
 - GCSC review in October & November
- **Spring 2025:** Second round of public meetings
- **2025/2026:** Construction beginning, depending on Federal approval timelines
- **End of 2027:** Project substantially complete



Safe Streets for All website

Safe Streets for All

<https://www.providenceri.gov/planning/safe-streets-for-all/>

Get on the email list to hear about
Safe Streets Providence

Email*

Submit

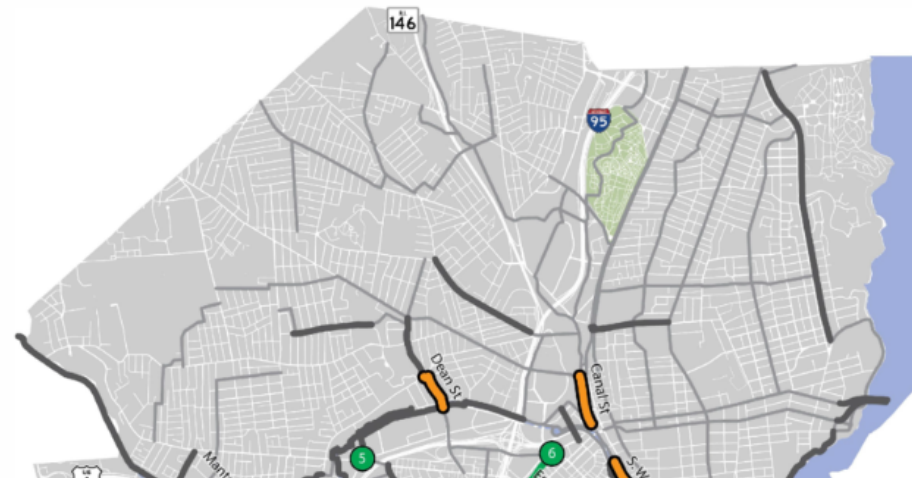
Providence is taking the next step toward safer streets.

In 2023 the City was awarded a “Safe Streets for All” grant to design, enhance and construct more than 3 miles of Urban Trails to add to the City’s existing network. This project will create last-mile connections to residential, employment, and cultural activity centers between the city’s 25 neighborhoods while significantly reducing fatal and serious crashes for vulnerable road users.

The trails are a combination of on-road and road-adjacent protected bicycle lanes and shared-use trails, neighborhood greenways on low-volume streets, and off-road shared-use paths.

The grant includes an update to the City’s Great Streets Plan, also referred to the Safety Action Plan, as well as design and construction of the following safety improvements:

- ▶ **Broadway:** conversion of existing bike lanes to a protected urban trail in line with designs proposed in the Great Streets Plan
- ▶ **South Water Street:** conversion of existing urban trail to sidewalk elevation
- ▶ **Fountain Street:** conversion of existing one-way protected bike lane to two-way protected urban trail with an extension to Biltmore Park across Dorrance Street and to Broadway via Greene Street
- ▶ **Olneyville Square:** intersection circulation and safety improvements and new urban trail connections through the Square
- ▶ **Washington Secondary Trail:** a new protected urban trail along the east side of RI-10 connecting Providence’s urban trail network with the Depot Street end of the Washington Secondary Trail in Cranston
- ▶ **Intersection of Eagle St, Atwells Ave, and Harris St:** safety improvements and evaluation of traffic efficiency improvements

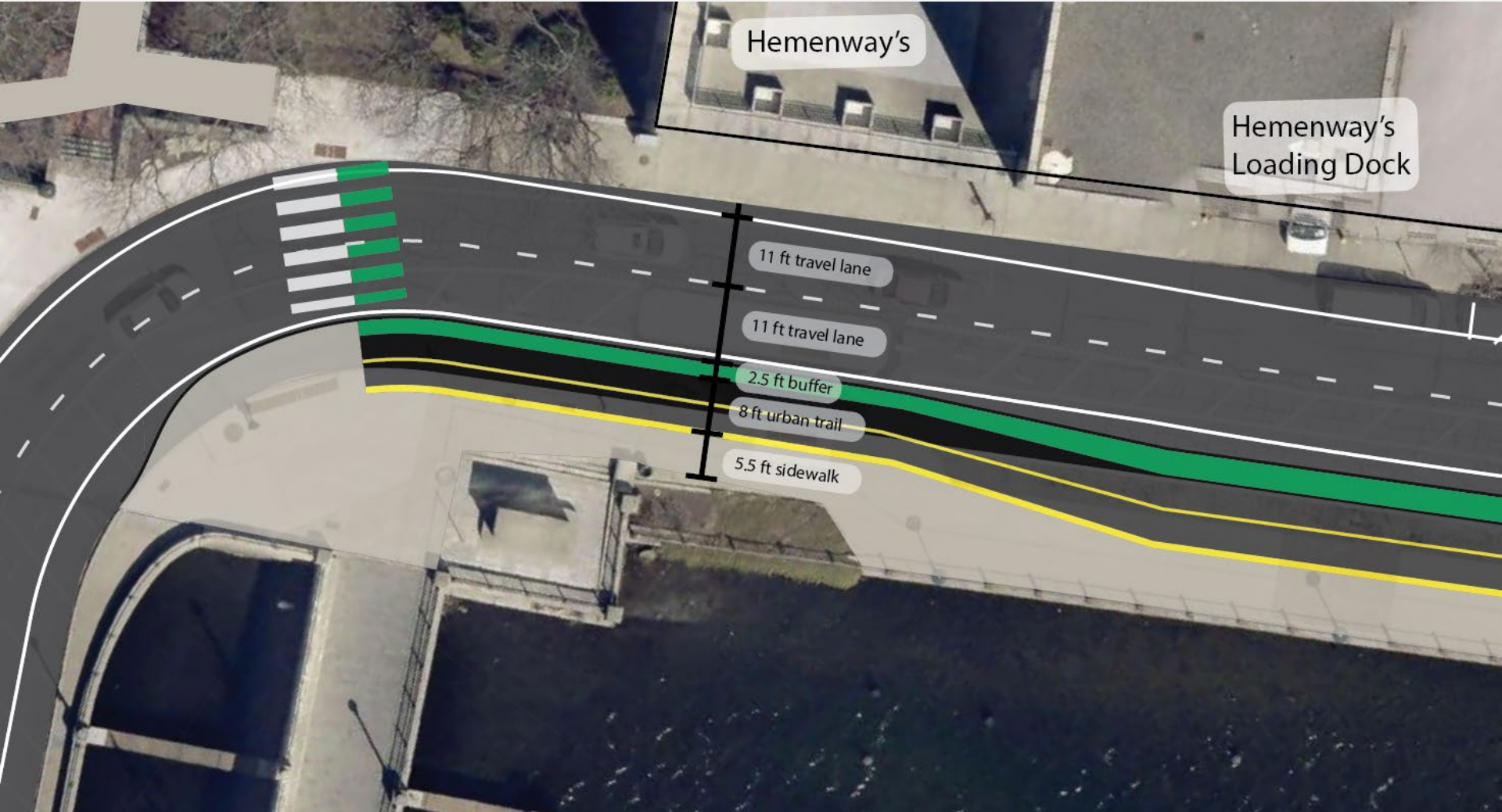


South Water Street

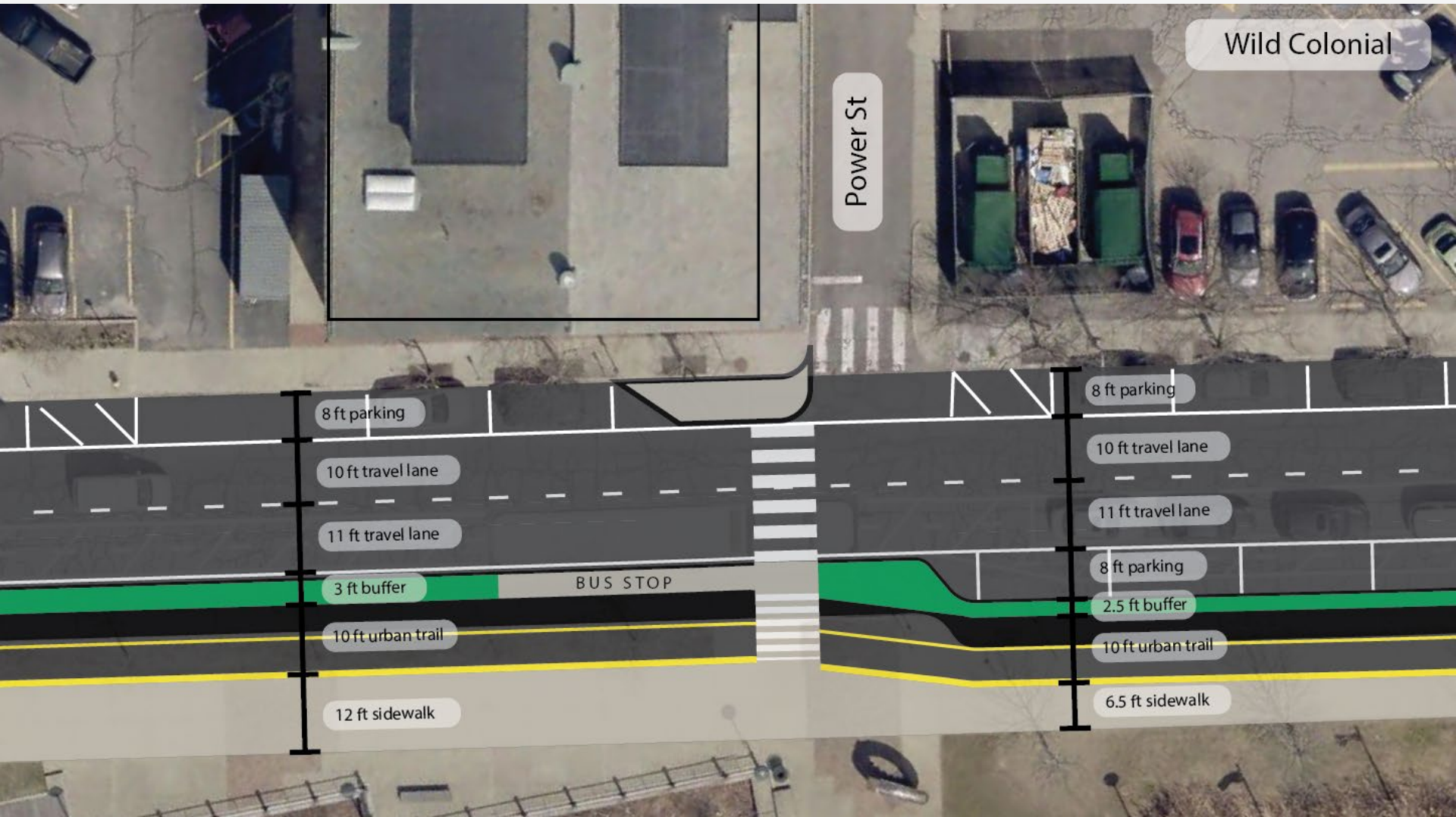
- **Fall 2021:** Urban Trail installed
- **December 2023:** Washington Bridge closure sharpened focus on traffic congestion
- **March 2024:** GCSC sent letter opposing bike lane removals
- **April 2024:** City Council hearings about removing bike lane on South Water St
- **June 2024:** Announcement of concept to move Urban Trail to sidewalk level, bring back 2nd car travel lane
- **August 2024:** Toole Design began work to design SS4A-funded improvements to South Water St



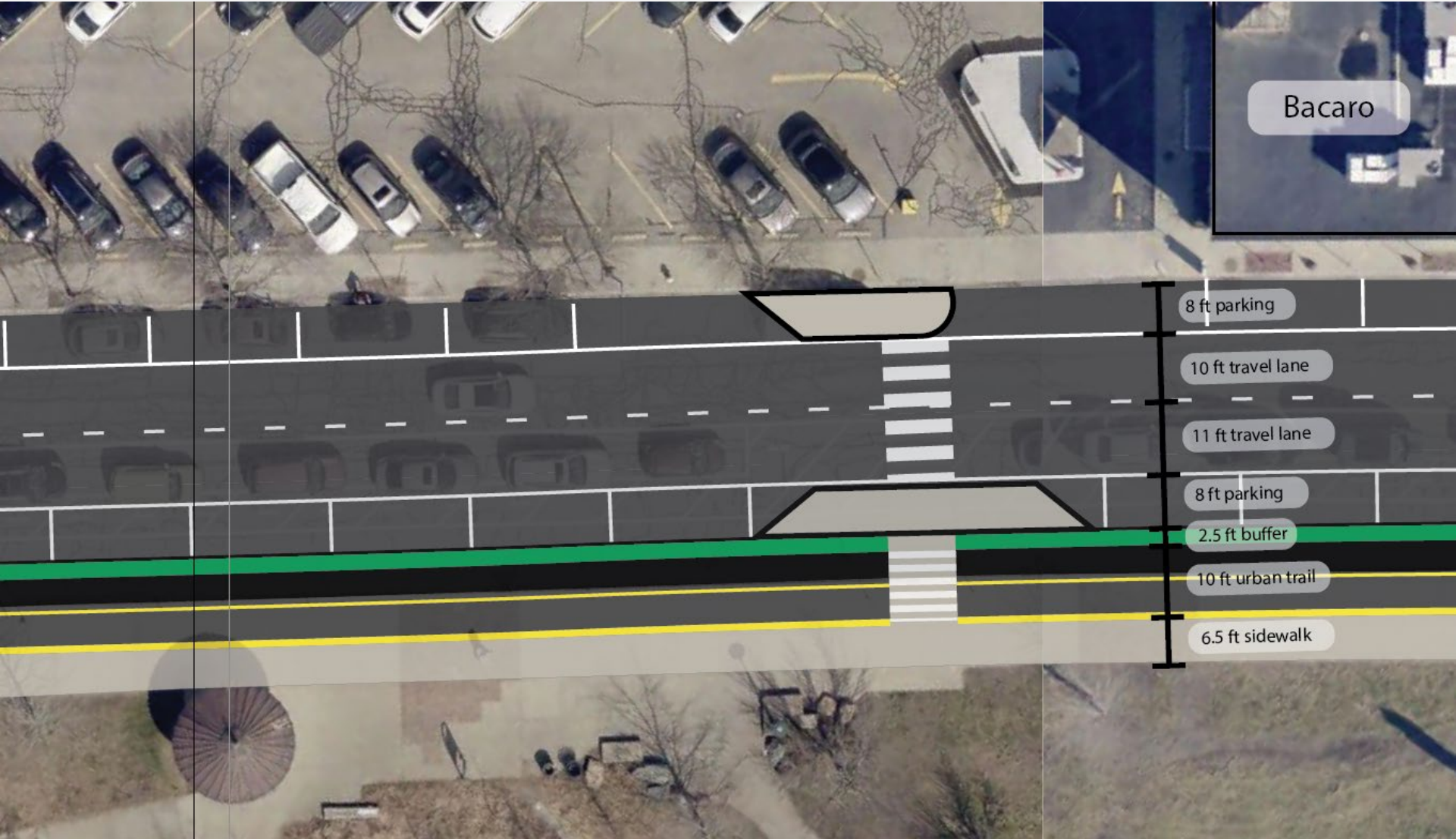
South Water Street rough concept



South Water Street rough concept



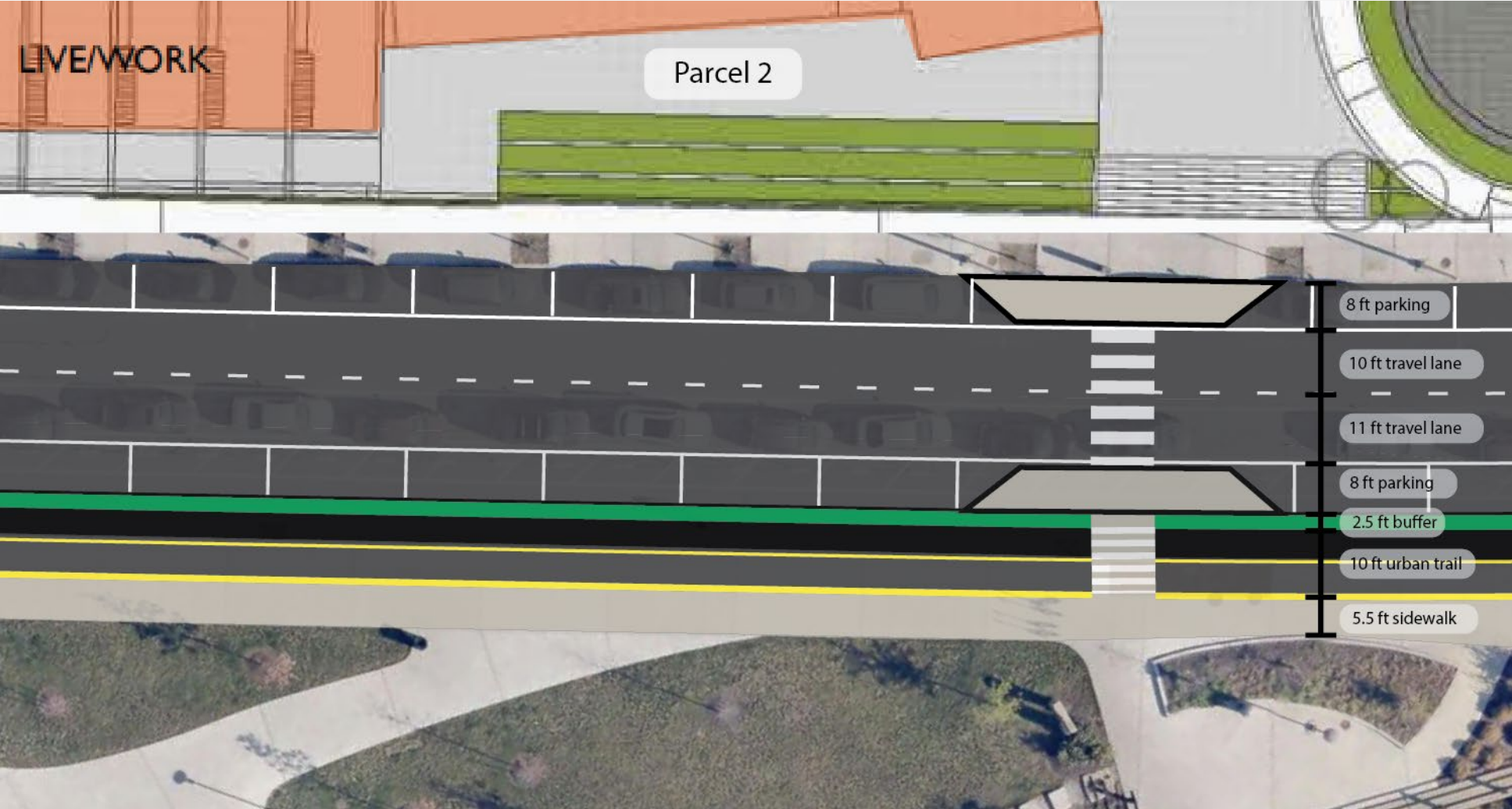
South Water Street rough concept



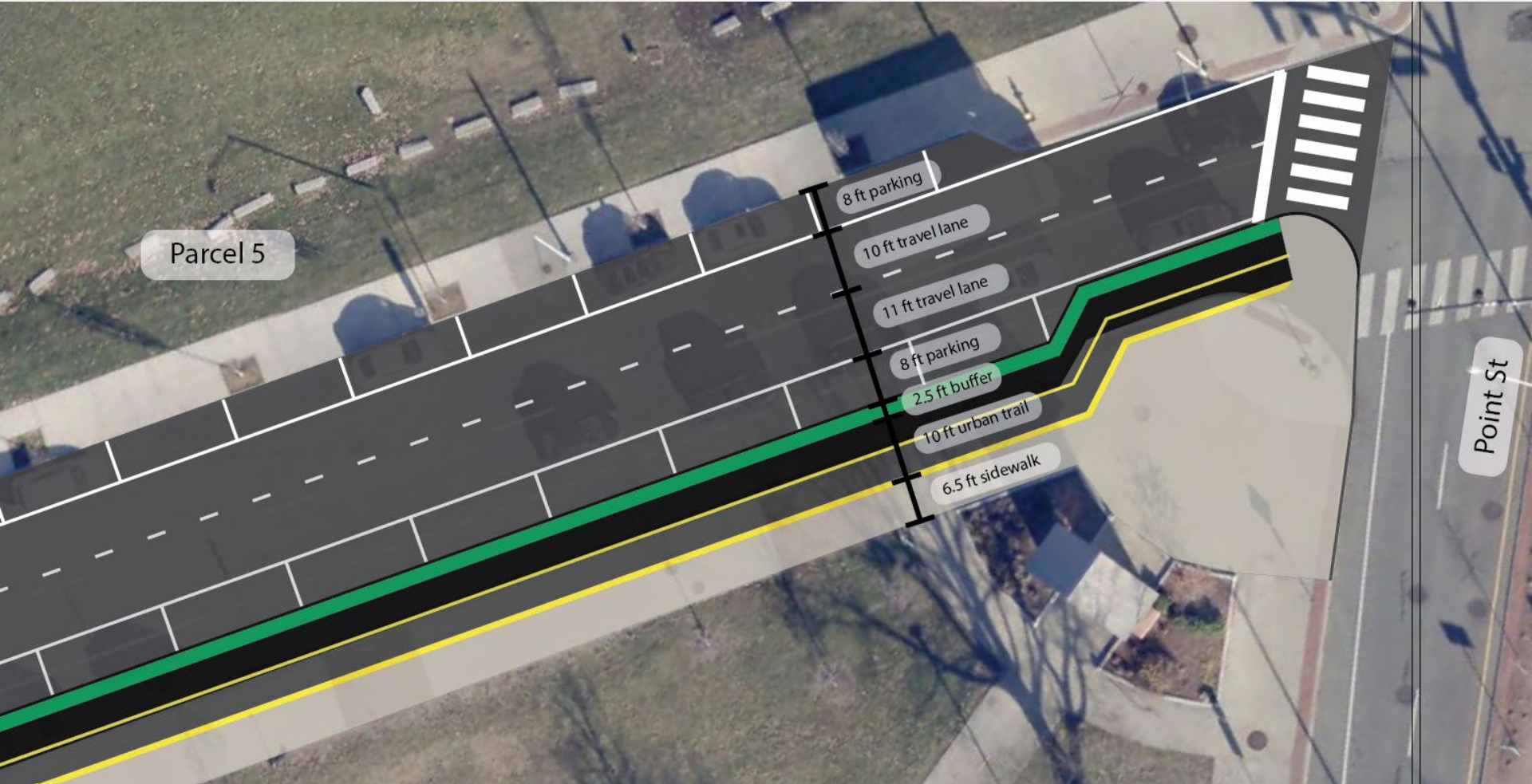
South Water Street rough concept



South Water Street rough concept



South Water Street rough concept



South Water Street rough concept

- Not integrated into this rough concept:
 - PROWAG requirements, especially for parking spaces
 - Parcel 1a (former Providence Flea site) building flush with back of sidewalk
 - Survey showing exact widths and elements such as drainage
 - Recently-collected traffic counts & analysis
 - Other tweaks to design flagged by Toole
- Basic configuration the same as shown



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #7



THANK YOU

City of Providence

