



CITY OF PROVIDENCE

MAYOR BRETT P. SMILEY

GREEN AND COMPLETE STREETS ADVISORY COUNCIL

Staff Report: Traffic Calming Policy (*For Action*)
Presented at 9/27/2023 GCSC meeting

Project Background

The City of Providence seeks comments from the GCSC regarding a proposed update to traffic calming procedure. The Department of Public Works has submitted the attached proposed policy, request form, and flow-chart. Significant aspects of the proposal include:

- Initiation of the traffic calming review process upon request rather than proactive data collection,
- Requirement of a petition for a location to be considered for traffic calming, showing support of 30% of abutting property owners,
- An assumed grace period of 2-3 more years before compliance with the Ordinance is mandatory,
- Installation of temporary speed lumps before permanent measures are considered, and a multi-street traffic study of conditions with temporary speed lumps, and
- A neighborhood meeting about each location of traffic calming before permanent measures are considered, without clarity on how “public support” will be measured at these meetings.

Staff Recommendations

- The petition requirement should be completely removed from the policy,
- Proactive identification of high-speed locations should be completed as the starting point of the traffic calming selection process, through citywide modeling of traffic conditions in coordination with the Department of Planning and Development,
- A reevaluation of speed reduction & traffic volume reduction techniques should be undertaken, drawing from what works in other cities with urban conditions and average speeds under 40 mph, and designs should be based on what techniques are effective in those contexts, considering secondarily cost of different designs and public acceptance of different designs,
- For temporary installations to test effectiveness, the temporary measures installed should be temporary versions of the speed reduction technique planned for permanent installation, not always speed lumps,
- Traffic studies of the temporary conditions should be completed within one month of installation and should not impede the City’s ability meet the deadlines identified in the Ordinance,
- Measures to ensure safe speeds should not be subject to vague definitions of public support based on often unrepresentative public meetings, so the neighborhood meeting requirement should be removed from the policy, and
- If a public meeting is desired by the City for the public to be able to comment on the proposed designs, that public meeting should be held as an agenda item during a meeting of the Green and Complete Streets Advisory Council, with clear criteria for what is sought at such a meeting.

Respectfully submitted by Alex Ellis.

DEPARTMENT OF PLANNING & DEVELOPMENT

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DEPARTMENT OF PUBLIC WORKS

"Building Pride in Providence"

TRAFFIC CALMING REQUEST FORM

Traffic calming will be defined as measures instituted to reduce traffic speeds and cut-through traffic volumes on city streets to improve public safety and neighborhood livability. The measures will be mostly physical measures on city streets but may also involve public outreach and educational efforts. The measures are intended to be "self-enforcing"; therefore, regulatory measures such as stop signs and speed limit signs are not included in this request form. Please contact the Department of Public Works Traffic Engineering Division with traffic concerns other than Traffic Calming.

The City of Providence Traffic Calming Request Process is included at the end of this document. As described in that process all requests for Traffic Calming will require support from 30% of the abutting property owners on the street. Please fill out the below form and the petition indicating 30% support from abutting property owners for review of Traffic Calming on the street. Only one owner per address will be considered. The applicant shall also obtain and attach a list of the Owners of Record acquired from the Tax Assessor's Office. The Owners of Record should include all owners that abut the requested street (in its entirety or the section being requested). Please remit this form, petition and Owners of Record to Providence Traffic Engineering 700 Allens Ave., Providence, RI 02905 or email the documents to Omayra Acevedo at oacevedo@providenceri.gov

DATE _____ NAME _____ ADDRESS _____

TELEPHONE # _____ EMAIL _____

STREET OF REQUEST FOR TRAFFIC CALMING _____

STREET REQUEST LIMITS FROM _____ TO _____

PLEASE EXPLAIN YOUR TRAFFIC CALMING (SPEEDING OR EXCESSIVE CUT THROUGH TRAFFI) CONCERN _____

IS THERE A PARTUCULAR DAY OR TIME OF DAY WHEN THE TRAFFIC CALMING CONCERNS OCCUR _____

PETITION OF SUPPORT FOR REVIEW OF TRAFFIC CALMING

I the undersigned am the owner of the property indicated below and support Providence Traffic Engineering reviewing traffic calming options on _____
From _____ To _____

ADDRESS

PRINTED NAME

SIGNATURE

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____

ADDRESS

PRINTED NAME

SIGNATURE

20. _____

21. _____

22. _____

23. _____

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41. _____

TRAFFIC CALMING REQUEST PROCESS

1. The City is pursuing identifying streets in the City that qualify for the installation of infrastructure traffic calming. The qualifications will be meeting the criteria in Section 23-171 c of the Green and Complete Streets Ordinance (The Criteria). This will take two or three years to collect this data and evaluate if it meets The Criteria. In the interim we will be evaluating traffic calming requests based on the following policy.
2. Traffic calming requests are received by The Department of Public Works Traffic Engineering Division. The request must be accompanied by a petition from property owners on the street. The petition must indicate that 30% of the residents on the street are in favor of Traffic Engineering reviewing infrastructure traffic calming on the street. If the request is accompanied by a petition with the 30% support, Traffic Engineering conducts a Traffic Study to see if The Criteria is met to provide preliminary approval. If the petition does not accompany the request or if The Criteria are not met from the study, alternative speed mitigation measures are pursued such as police enforcement, signing, striping or yard signs.
3. A request that meets The Criteria receives preliminary approval and temporary speed lumps are installed. The Department of Public Works Traffic Engineering Division will conduct a study on the impact of adjacent streets to the newly installed temporary speed lumps. If the adjacent streets meet The Criteria, the temporary speedlumps are removed and infrastructure traffic calming is considered on adjacent streets as well as the subject street or alternative traffic calming options will be offered (ex. police enforcement, signing, stripping or yard signs). A Neighborhood Meeting is organized to discuss design options.
4. Permanent infrastructure traffic calming options are presented and discussed at a neighborhood meeting. If public support exists for permanent infrastructure traffic calming measures the measures are advanced into construction if funding is available. If public support does not exist alternative speed mitigation measures are pursued such as police enforcement, signing, striping or yard signs.

