



PVD GREAT STREETS





Tonight's Agenda

1. Opening Remarks

- Mayor Jorge O. Elorza
- Council President Sabina Matos
- Planning Director Bonnie Nickerson

2. Overview of the Providence Great Streets Initiative

- Vision
- Purpose and Need
- Components of the Initiative

3. Overview of Draft Providence Great Streets Plan

- How the Plan Was Developed
- Plan Highlights

4. Breakout Sessions & Comment Collection

- Draft Infrastructure Recommendations
- Draft Policy Recommendations



PVD GREAT STREETS



The Great Streets Initiative



What makes a street Great?

**Safety for
all people**



**Clean,
green, and
sustainable**



**Inclusive &
welcoming**



**Vibrant and
prosperous**



Our Vision

Every street in Providence should be safe, clean, healthy, inclusive, and vibrant.

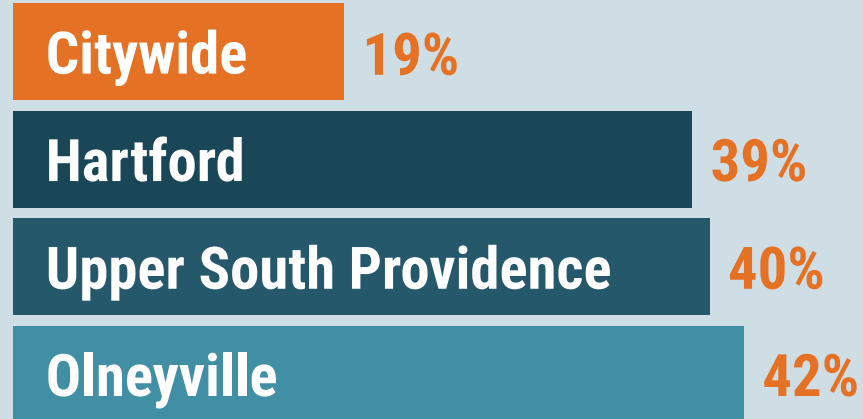




Why Focus on Our Streets?

- **Streets are our greatest shared asset. They cover 13% of the City's land area and connect us to people and the places we want to go.**

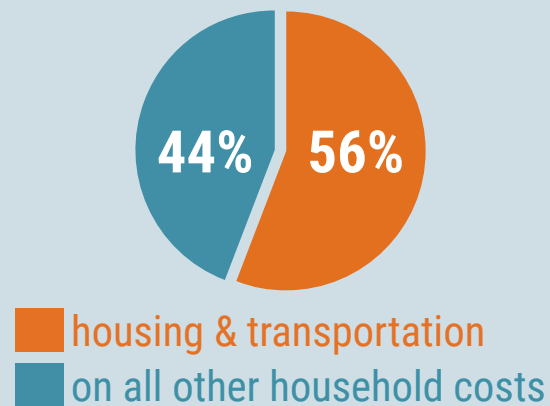
19% of all Providence households have no access to a car



in some neighborhoods, the percentage of households without car access approaches one-half

Providence households spend **56%** of their income on housing & transportation

(More than 45% is considered unaffordable)



Why Focus on Our Streets?

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- Providing safer and more convenient transportation options reduces household transportation costs and makes living in Providence more affordable for residents.



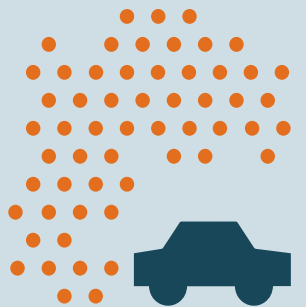
Over **150** people walking and over **60** people biking are hit by cars every year in Providence



Nationally, a person walking was killed **every 1.5 hours** in 2016, the highest number since 1990

Why Focus on Our Streets?

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- Providing safer and more convenient transportation options reduces household transportation costs and makes living in Providence more affordable for residents.
- **We are committed to eliminating serious and fatal traffic crashes.**



30% of all citywide emissions **come from vehicles**

61%      
of car trips are made with **only one person** in the car



1st
Providence County is the **most polluted** county in New England

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- We are committed to eliminating serious and fatal traffic crashes.
- Transportation is a central feature of many other City goals, including maintaining affordability and achieving carbon neutrality.



Infrastructure Recommendations

- Improvements to make walking safer
- Improvements to make riding bicycles and scooters safer
- Traffic calming improvements to reduce speeding and cut-through traffic
- Streetscape improvements like lighting, trash cans, landscaping, and benches
- Creation of a “spine” network of urban trails that connect every Providence neighborhood

The Urban Trail Network

The Providence Urban Trail Network will:

- Connect neighborhoods to one another and schools, parks, jobs, libraries, and other important destinations
- Tie together various assets and projects like the Downtown Riverwalk, Woonasquatucket River Greenway, and City Walk
- Connect residents safely and easily to the statewide trail system

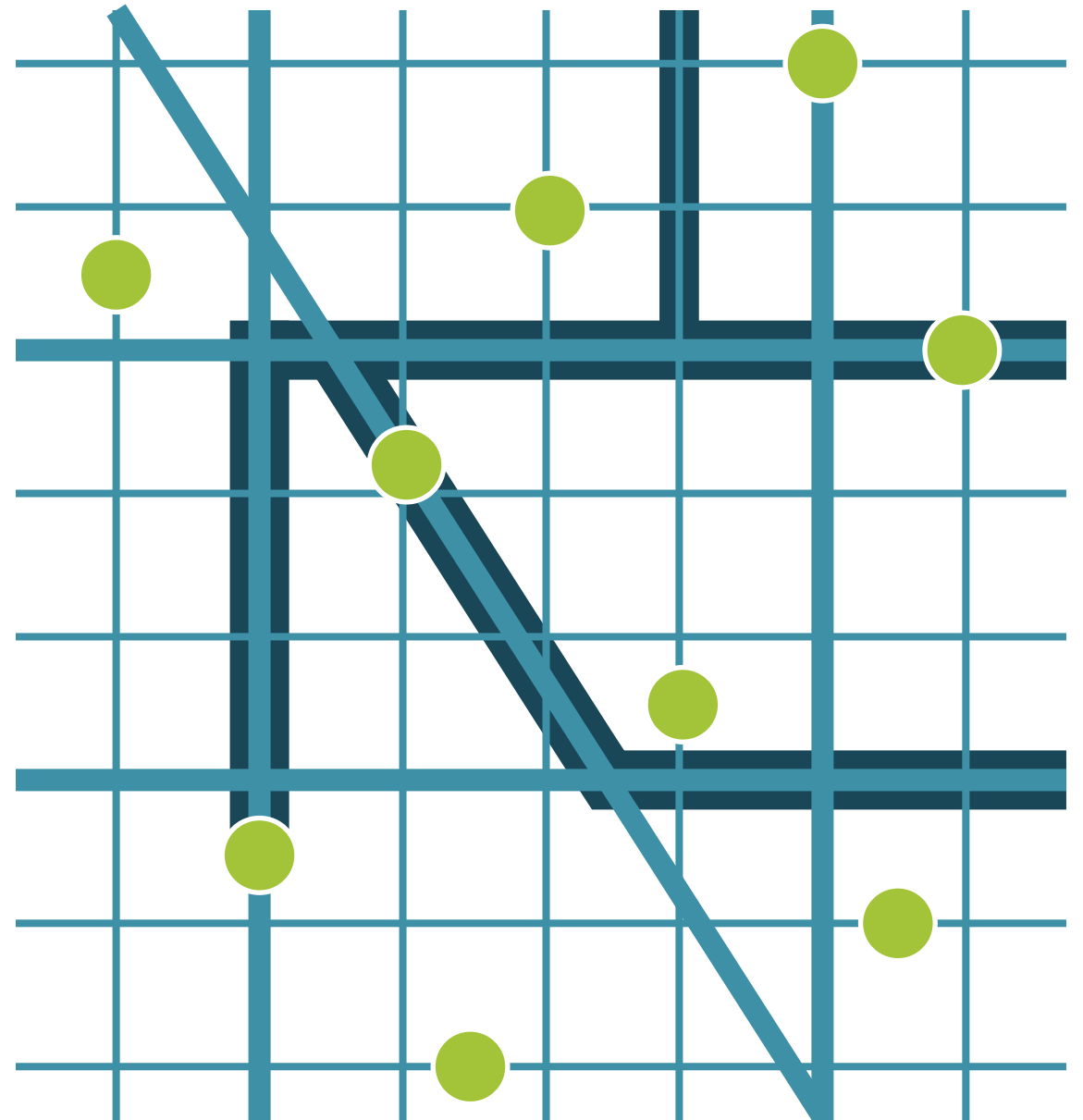




photo credit: Project for Public Spaces



What are Urban Trails?

Urban Trail

An on or off-street path of travel that is safe, comfortable, and easily accessible for people walking, running, biking, scootering, skateboarding, rollerblading, or traveling to transit connections.

On busy streets, Urban Trails will be **fully separated** from motor vehicle traffic. Some links of the Urban Trail Network may be along **small, low-traffic residential streets** that are designed for slow speeds.



Components of the Great Streets Initiative

1 Infrastructure

- General Street & Intersection Improvement Projects
- Traffic Calming Projects
- Development of an Urban Trail Network

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2 Design Guide

- Design strategies based on context
- Details, specifications, and standards
- Maintenance Considerations

Components of the Great Streets Initiative

1 Infrastructure

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3 Policies/Programs

- Updates to City Ordinances
- Streamline City project delivery processes
- Prioritize safety and comfort in City decision-making
- Advocate for Changes to State Law
- Expand Engagement, Education, and Encouragement

The Great Streets Plan

Development of the Plan

Community Feedback

12 Neighborhood Workshops

Online Map

BPAC

Tonight's Feedback



Development of the Plan

Community Feedback + Existing Conditions Data

12 Neighborhood Workshops

Online Map

BPAC

Tonight's Feedback

Sociodemographic

Land Use

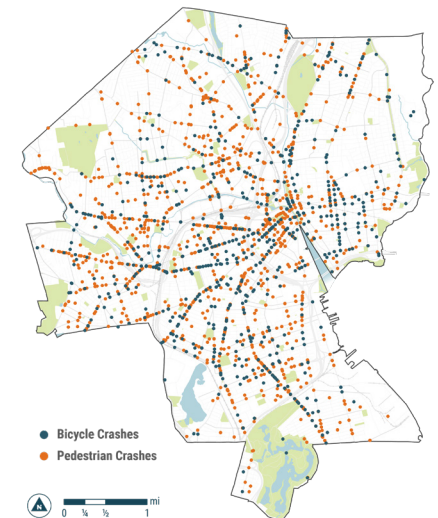
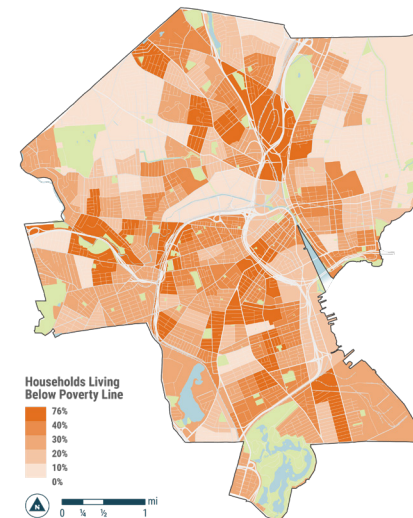
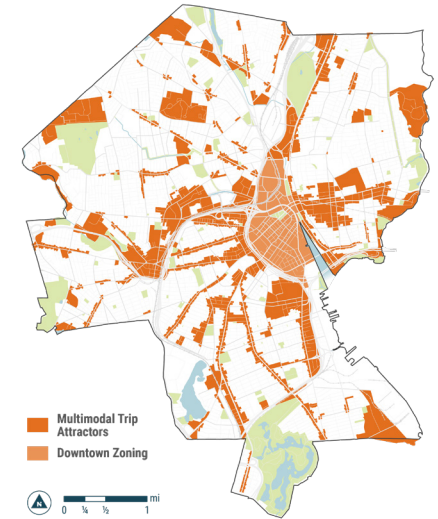
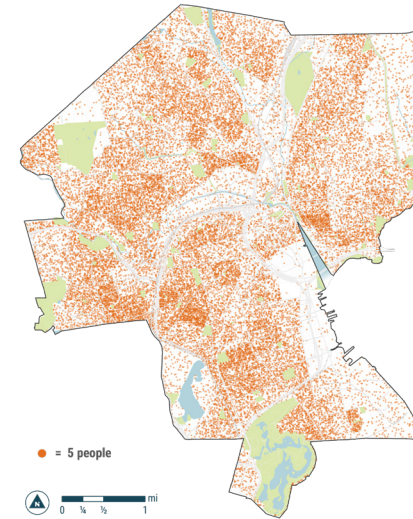
Existing Paths & Trails

Street Widths, Lanes, & Parking

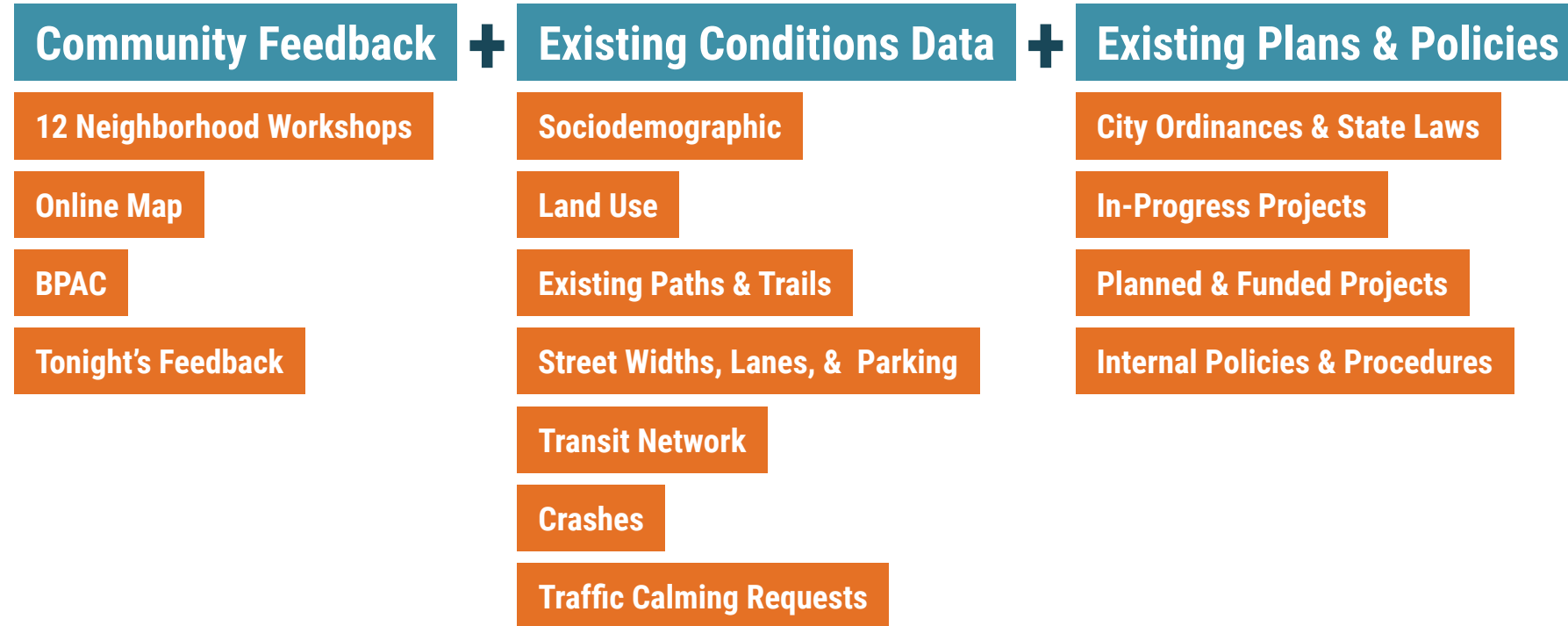
Transit Network

Crashes

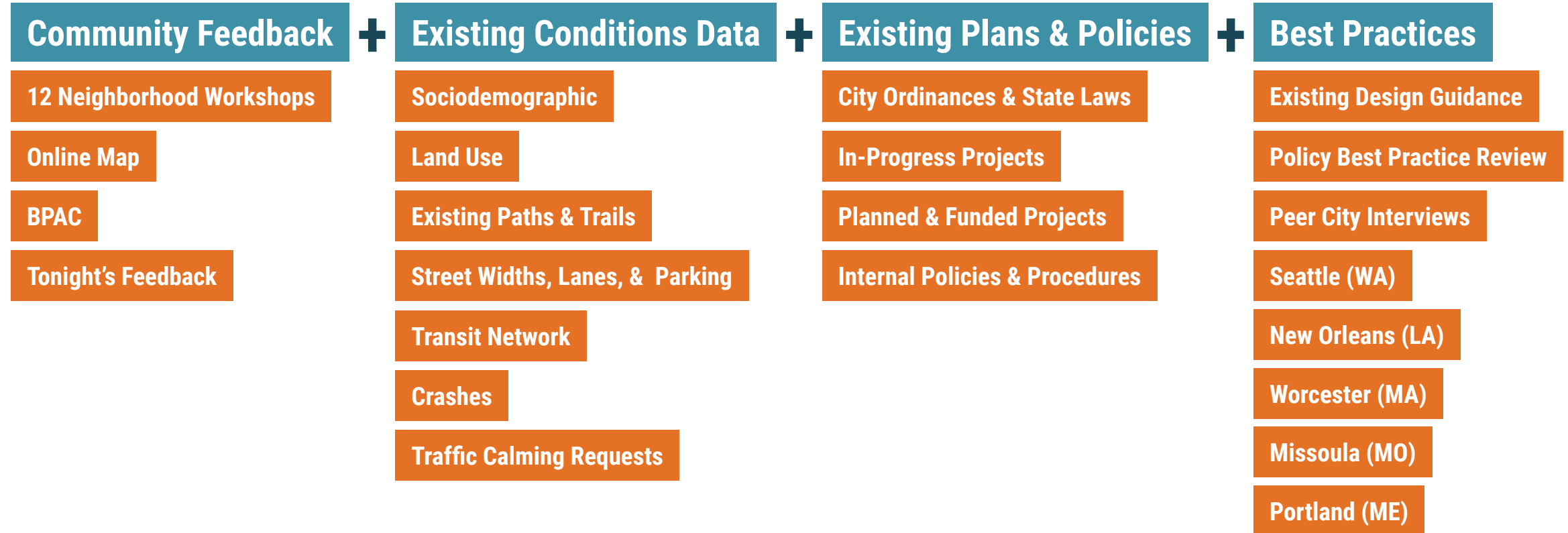
Traffic Calming Requests



Development of the Plan



Development of the Plan

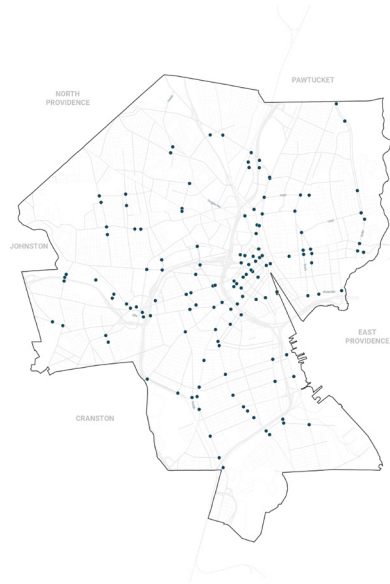


Infrastructure Recommendations



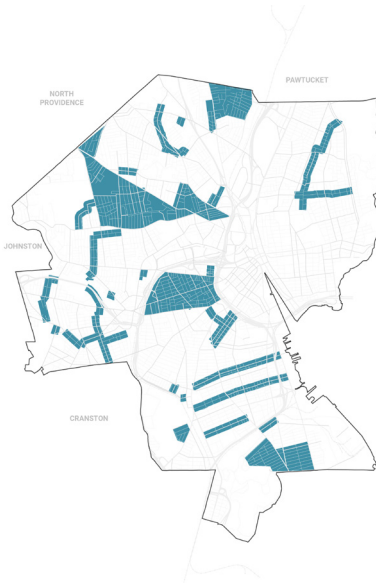
Existing Network

- **17.2** miles of Urban Trail
- **6.2** miles of striped bike lanes



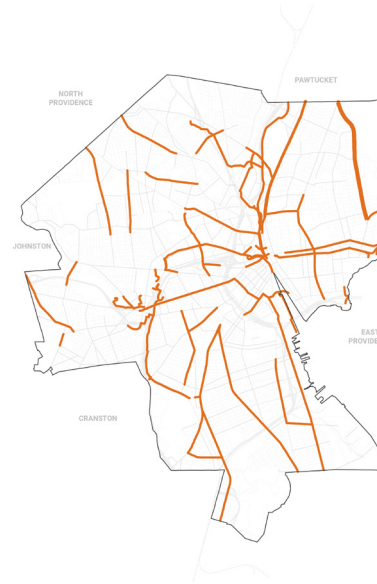
Street & Intersection Improvements

- **50** intersection improvements



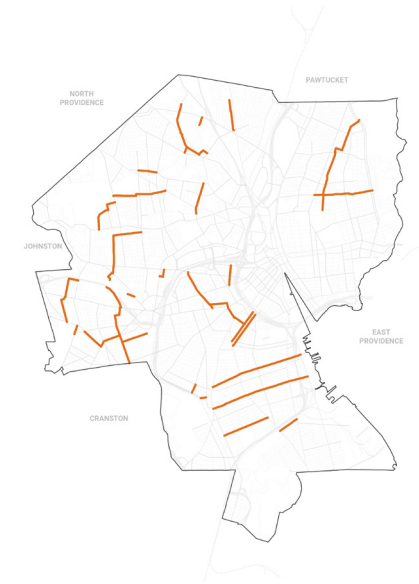
Traffic Calming Zones

- **7** new priority traffic calming zones
- Additional traffic calming surrounding **41** Neighborhood Greenways



Urban Trail: Separated

- **32.6** miles of new on-street separated Urban Trail
- **11.12** miles of new off-street separated Urban Trails

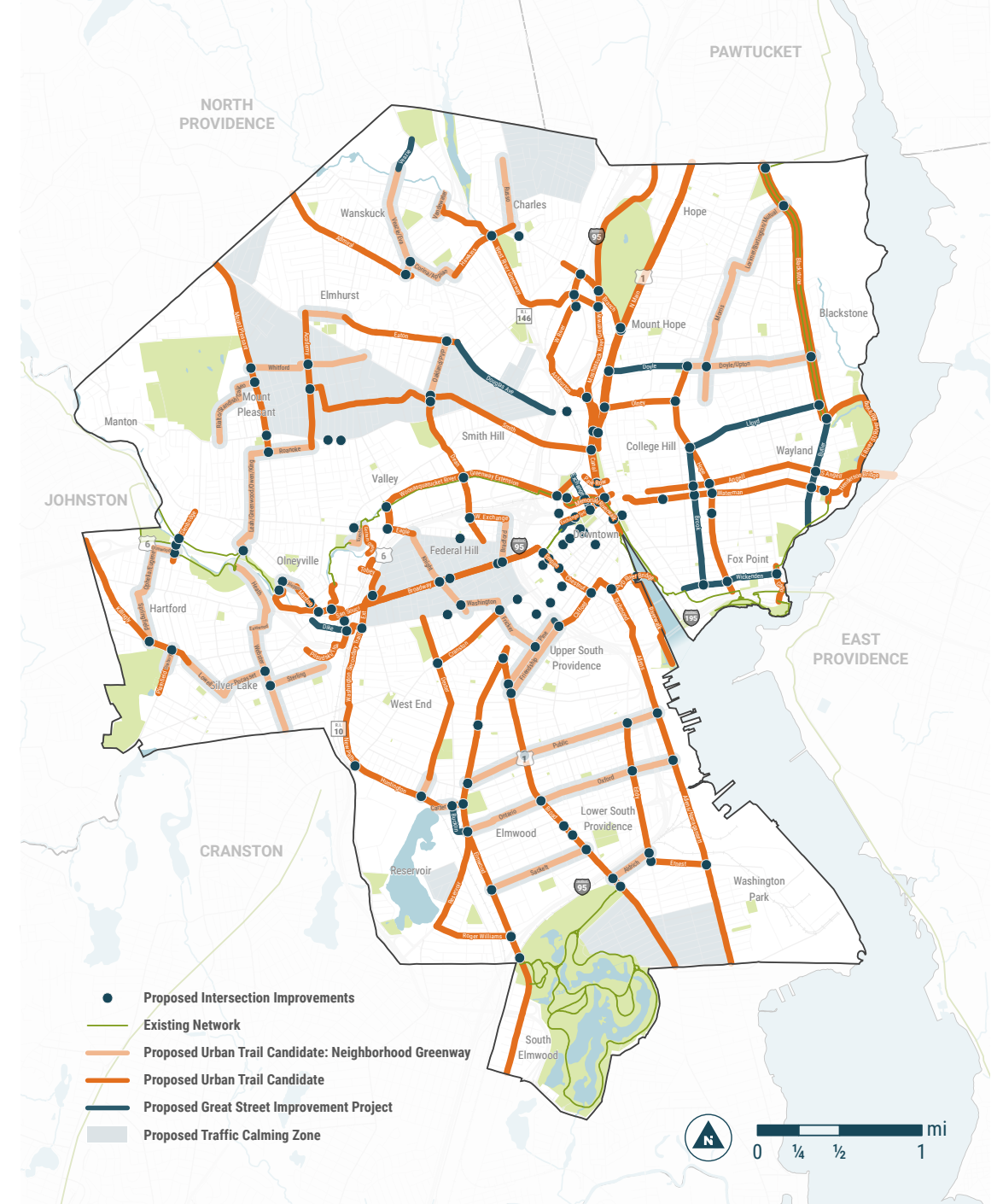


Urban Trail: Greenways

- **16** miles of new on-street neighborhood greenways
- **41** neighborhood greenway segments

Infrastructure Recommendations

- Proposes investment in every part of Providence
- Includes a total of 60 miles
- Focuses on easy-to-implement solutions
- Provides 93% of Providence residents with an Urban Trail within a short walking-distance of their home
- Increases the number of residents within one-quarter mile of an Urban Trail by 450%, from 37,000 today to 167,000 at full buildout



Infrastructure Recommendation Highlights

Street and Intersection Improvements

- Identifies 50+ intersections in need of improvements
- Locations selected based on crash history, relation to the Urban Trail Network, and community input
- Highlighted Projects:
 - Westminster/Broadway/Valley intersection near Olneyville Square
 - Blackstone/Hope intersection
 - Elmwood/Atlantic intersection



Infrastructure Recommendation Highlights

Traffic Calming

- Recommends traffic calming in 7 zones instead of individual streets to ensure cut-through traffic is not simply transferred from one street to another
- Includes additional traffic calming around 41 neighborhood greenways as part of the Urban Trail
- Responds to one of the primary concerns voiced during the neighborhood workshops
- Incorporates traffic calming requests previously made to DPW
- Supported by policy recommendations and the Implementation Guide



Infrastructure Recommendation Highlights

Urban Trail: On-Street Separated Trails

- Includes separated trails along the street for people walking, biking, jogging, roller blading or using other small, non-motorized or electric mobility devices
- The vast majority of Urban Trails will be two-way
- Branding for the Urban Trail will be developed in the coming year and implemented with projects
- Highlighted Projects:
 - City Walk (Broad Street, Clifford Street)
 - Broadway
 - Empire Street
 - Dean Street
 - Mount Pleasant Avenue



Infrastructure Recommendation Highlights

Urban Trail: Off-Street Trails

- Includes off-street trail connections for people walking, biking, jogging, roller blading or using other small, non-motorized or electric mobility devices
- Includes three main types of projects:
 - Filling in gaps in existing trail network
 - Improving existing assets (ex. Riverwalk)
 - Feasibility of new trails (ex. Moshassuck River)
- Highlighted Projects:
 - Extension of Washington Secondary Trail into Providence
 - Closing gaps along Woonasquatucket Greenway
 - Improving the Riverwalk for ADA and bike access
 - Moshassuck River Trail



On-Street Urban Trail



Infrastructure Recommendation Highlights

Urban Trail: Neighborhood Greenways

- Includes a mix of traffic calming and strong visual cues (wayfinding signage, pavement markings) to continue the Urban Trail through neighborhoods on low-volume side streets
- Locations selected based on previous traffic calming requests, synergy with the on-street separated Urban Trail segments, and proximity to destinations like schools, libraries, churches, and community centers



Neighborhood Greenways



Policy & Procedure

Recommendation Highlights

Objective: Revise Outdated Ordinances and Enact New City Ordinances Related to Mobility

- Create a New Great Streets Ordinance that Replaces and Strengthens the Existing Complete Streets Resolution
- Amend the Code of Ordinances to Include Fines for Parking in or Blocking Bicycle Facilities and Increase Associated Enforcement
- Repeal Ordinance Prohibiting Skateboarding



Policy & Procedure Recommendation Highlights

Objective: Align City Policies and Procedures to Invest in and Preserve Great Streets

- Establish a Great Streets Project Screening System and Checklist to Ensure Coordination
- Modify the City's Traffic Calming Procedures and Guidelines
- Develop a Demonstration Project Strategy and Toolkit to Test Projects Before Full Implementation
- Continue to Integrate Art and Cultural Planning into Mobility Investments



Policy & Procedure

Recommendation Highlights

Objective: Prioritize Safety & Comfort for People Who Walk, Ride Bicycles, & Use Public Transit

- Deploy Leading Pedestrian Intervals (LPIs) and Increase Pedestrian WALK intervals
- Implement Automatic Recall of WALK signals
- Implement No Right Turn on Red (NTOR) Signage
- Increase Enforcement of Sidewalk Snow Removal
- Work with RIPTA to Evaluate All Bus Routes and Stops to Ensure they are Accessible, Properly-sized, Properly-spaced, and Welcoming



Policy & Procedure Recommendation Highlights

Objective: Advocate for Friendlier State Laws and Policies Related to Mobility

- Work with the State Legislature to Require RIDOT to Update Highway Design Manual
- Work with the State Legislature to Adopt the “Idaho Stop Law” to Improve Safety



Policy & Procedure Recommendation Highlights

Objective: Expand Opportunities for Engagement, Education, and Encouragement

- Expand Youth Bicycle Education Programming Citywide
- Re-launch Safe Walking, Driving and Biking Public Safety Campaign
- Expand the City's Street Team Approach to Public Engagement
- Establish a "Friends of the Urban Trail Network"





How will we use your feedback?

The material shown here tonight is a draft.

We're going to continue refining the plan recommendations based on your feedback.

The Final Great Streets PVD Plan should be finalized by August 2019.



PVD GREAT STREETS

Follow the Project!

- **Project Website:** providenceri.gov/planning/great-streets/
- **Online Map to give project-specific feedback:** https://tooledesign.github.io/60150_P_Providence/
- **Use #GreatStreetsPVD to spread the word on social media**
- **Questions? Get in touch:**
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