

# Green & Complete Streets Annual Status Report

*The Providence Code of Ordinances Chapter 23 Section 23-173 states: “A report shall be submitted annually to the City Council and placed on the city's website by the Director of Public Works and the Director of Planning” on various metrics related to Green and Complete Streets detailed in the ordinance and below. Additionally, staff to the Green and Complete Streets Advisory Council (GCSC) seeks to provide annual updates to the GCSC on progress toward recommendations of the Great Streets Plan and other relevant plans. This report serves both of these purposes.*

## 2021 Urban Trail Network improvements

The City installed protected two-way urban trails on the following streets in 2021:

- **South Water Street** (north of Dollar Street)
- **Empire Street & Chestnut Street** (northwest of Clifford Street)
- **Richmond Street** (between Elbow Street and Clifford Street)
- **Manton Avenue** (between Delaine Street and Aleppo Street)

The City installed “neighborhood greenways” (traffic-calmed shared streets designated as part of the network) on the following streets in 2021:

- **Peace Street & Waverly Street**
- **Oxford Street & Ontario Street**
- **Sackett Street**
- **Vermont Avenue & Farragut Avenue**
- **Knight Street**
- **Washington Street** (west of Winter Street)
- **Winter Street** (between Washington Street and Westminster Street)
- **Delaine Street**
- **Aleppo Street** (east of Pelham Street)

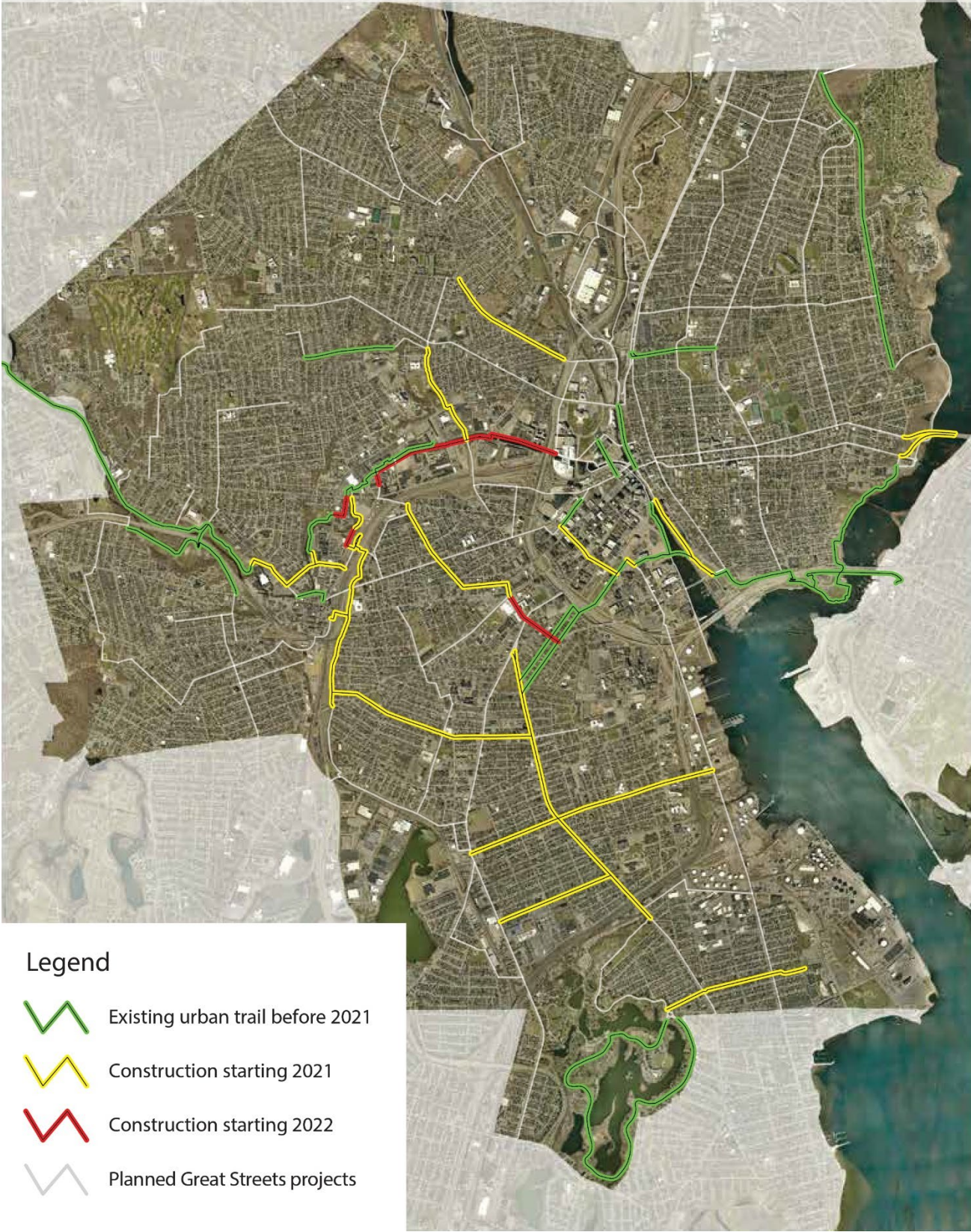
The City installed unprotected bike lanes on **Douglas Avenue** in 2021 between Orms Street and Eaton Street.

The City started construction during 2021 on additional Urban Trail Network improvements, which will be completed in 2022:

- **Gotham Greens** shared-use path, between De Soto Street and Atwells Avenue
- **Broad Street** urban trail (partly unprotected bike lanes, partly protected two-way urban trail) between Hayward Street and Hawthorne Street
- **Dean Street** urban trail (partly shared-use path, partly protected two-way urban trail) between Promenade Street and Higgins Ave

# Map of Improvements Installed

## Urban Trail Network Improvements 2021-2022





## Status of Great Streets Policy Recommendations

Recommendation	Complete	In process	Not yet started
Create a new Great Streets Ordinance that replaces and strengthens the existing complete streets resolution and formally integrates the Great Streets Initiative into City procedures	2021		
Update ordinance language for operating a bicycle			X
Repeal ordinance prohibiting skateboarding	2020		
Consider zoning ordinance revisions that further lower parking requirements in new developments		X	
Amend the Code of Ordinances to include fines for parking in or blocking bicycle facilities and increase associated enforcement	2021		
Establish transportation impact study requirements and guidelines for specific street types			X
Develop protocols for regularly updating infrastructure projects in the great streets master plan		X	
Modify the city's traffic calming procedures and guidelines	2021		
Improve internal city processes to implement the great streets initiative and develop a program management plan		X	
Establish a great streets project screening system and checklist to ensure coordination			X
Update road and sidewalk opening standards to capitalize on project opportunities for great streets implementation			X
Provide additional resources to the providence parks department			X
Update sidewalk repair standard operating procedures to incorporate great streets and urban trail projects			X
Adopt policies regarding transportation impact assessments			X
Use and price curb space more efficiently and flexibly		X	
Coordinate traffic signals citywide			X
Continue to integrate art and cultural planning into mobility investments		X	
Develop a demonstration project strategy and toolkit to test projects before full implementation			X
Develop a program to incentivize business and property owners to install bicycle parking		X	
Evaluate overnight resident parking permit program fee structure		X	
Update the city's public utilities agreement to incorporate bicycle-related provisions			X
Deploy leading pedestrian intervals (LPIs) and increase pedestrian signal timing		X	
Implement automatic recall of walk signals		X	
Implement no right turn on red (NTOR) signage where pedestrians regularly cross			X
Increase enforcement to prevent blocking of intersections, crosswalks, bike lanes, bus stops, and sidewalks			X
Increase enforcement of sidewalk snow removal			X
Expand the city's use of new technologies			X
Work with RIPTA to evaluate all bus routes and stops to ensure they are accessible, properly-sized, properly-spaced, and welcoming		X	
Work with the state legislature to require RIDOT to update highway design manual			X
Work with the state legislature to adopt the "Idaho stop law" to improve safety			X
Expand youth bicycle education programming to citywide			X
Expand the city's street ambassador approach to public engagement		X	
Establish a "Friends of the Urban Trail Network"		X	
Re-launch safe walking, driving and biking public safety campaign			X
Expand and enhance community rides		X	

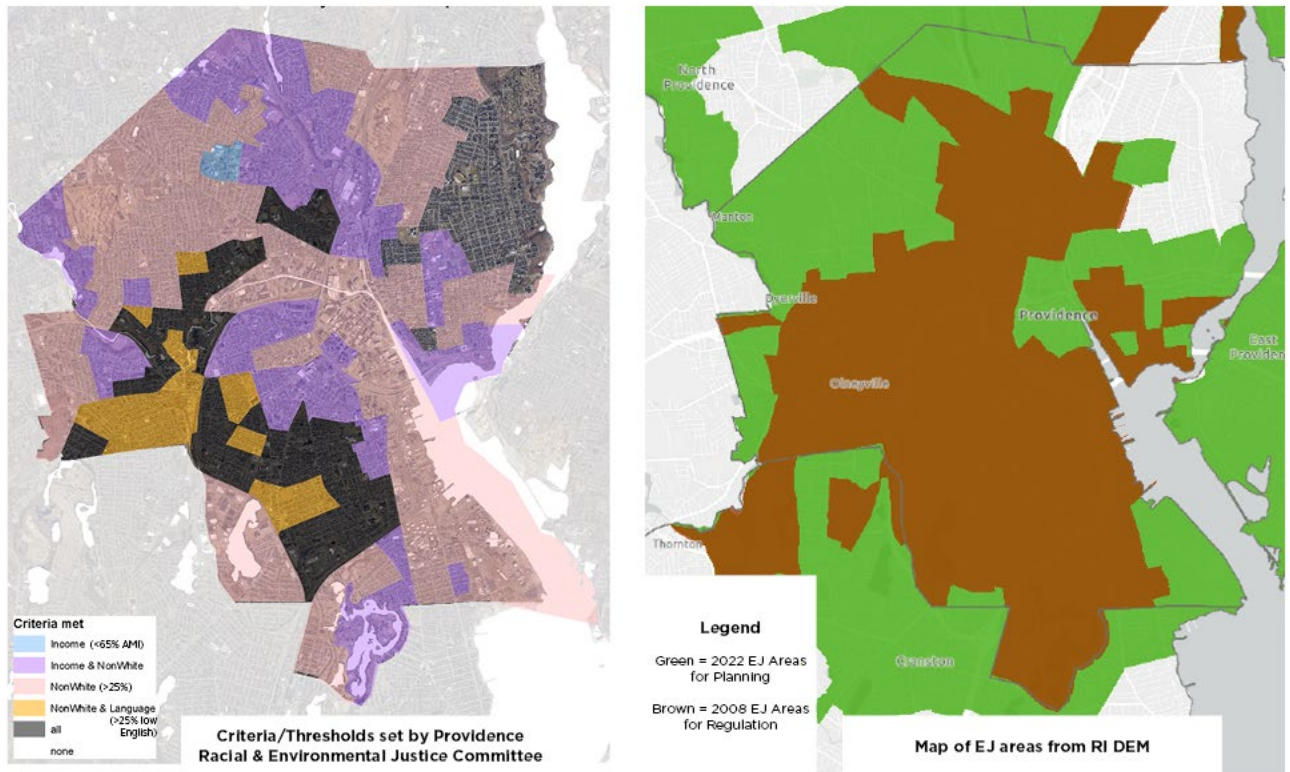
## Metrics

- **Total miles of bike lanes:** At the start of 2021, there were 0 miles of shared streets, 15.9 lane-miles of striped bike lanes, 3.91 lane-miles of protected bike lanes, and 9.19 lane-miles of shared-use paths in Providence. 10.19, 0.68, 1.15, and 0.19 miles were built respectively, resulting in the following at the start of 2022: 10.19 miles of shared streets, 17.26 lane-miles of striped bike lanes, 6.21 lane-miles of protected bike lanes, and 9.57 lane-miles of shared-use paths.
- **Number of street trees:** 691 street trees were planted in 2021, an increase over 580 street trees planted in 2020. There are a total of 27,400 street trees in Providence.
- **Number and severity of traffic violations and crashes by mode:** A selection of violations below relevant to pedestrian and bicycle safety increased by 22% in total between 2020 and 2021. Significant increases include in tickets for failure to yield at crosswalks and use of cell phone while driving, and there was a 21% decrease in tickets for speeding.

Violation Description	Statutes	2020	2021	Change 20-21	Difference 20-21
Use of Cell Phone While Operating Motor Vehicle	31-22-31, 31-22-30, 31-10.3-38, 31-22-11.9(b)	298	524	76%	226
Speeding (all)	31-14-2, 31-14-1, 31-14-3	505	400	-21%	-105
Entering intersection without right-of-way	31-13-4, 31-20-9, 31-17-4, 31-17-1	503	427	-15%	-76
Stopping for or Passing School buses or Crossing Guards	31-51-2.2, 31-20-17, 31-20-12	303	341	13%	38
Failure to Yield Right of Way in Crosswalks	31-18-3	46	339	637%	293
Failure to Yield while Turning or Failure to Signal while Turning	31-17-2, 31-16-5	74	91	23%	17
Failure to Yield right-of-way on Sidewalks or Parking on Sidewalks	31-18-18, 31-21-4(a)(1)	6	2	-67%	-4
<b>Total</b>		<b>1735</b>	<b>2124</b>	<b>22%</b>	<b>389</b>

- **Total dollar amount spent on green and complete streets activities:** The City obligated \$5.3 million for green & complete streets activities in 2021. Much of this work was completed and funds disbursed in 2021, although a significant portion of the work will be completed in 2022. This is an increase over 2020, when \$2.4 million was obligated for green & complete streets activities.
- **Number of new stormwater management improvements in the city:** 35
- **Number of people biking on a representative sample of streets and trails:** In 2021 bike counts were collected at 6 sites via long-duration loop detectors, and 20 sites via short-duration tube counters. Best estimates of average daily bike traffic at these sites ranged from 18 to 282. Further counting and analysis is needed to identify trends and calculate a citywide Bicycle Miles Traveled estimate.
- **Number of applications and waivers requested and granted, along with the justification for any waivers granted:** 0
- **Opportunities for community stakeholders in environmental justice areas to influence how these improvements are prioritized:** During the development of the Great Streets Plan in 2019, there were opportunities to comment on the plan at meetings throughout the city, online, and by engaging with City representatives who attended community events to reach people where they were. These methods prioritized underserved areas and hundreds of comments were submitted. Implementation of the Great Streets Plan in 2020 and 2021 then proceeded according to a prioritization formula which initially

weighted metrics of equity, connectivity, safety, and density equally, was adjusted based on input from the community to weight connectivity highest. As projects were designed and constructed in 2021, the City conducted multiple meetings and on-the-ground outreach in the areas surrounding those streets, including South Providence, Olneyville, and the West End.



- **Number of Green and Complete Streets improvements made in environmental justice areas:** 5 of the above listed urban trail improvements were almost entirely in areas meeting all 3 REJC criteria (Peace/Waverly, Sackett, Aleppo, Gotham Greens, and Broad) and another 4 were partially in areas meeting all 3 criteria (Dean St, Manton Ave, Oxford/Ontario, and Douglas).
- **Number of traffic calming devices installed, as well as those evaluated and approved for installation:** Between 2020 and 2021, 76 street received traffic calming. Traffic calming on 11 more streets was approved for 2022 construction.
- **Metrics unavailable at this time:**
  - Assessment of linear feet of sidewalk in need of repair or construction to be performed on an annual basis
  - Replacement of non-ADA compliant curb ramps
  - Number of intersection legs without crosswalks
  - Maintenance activities of existing green and complete streets facilities
  - Number of traffic complaints and calming requests by street name
  - Number of crosswalk and intersection improvements installed
  - Number of people riding Rhode Island Public Transit Authority buses within the City