



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

GREEN & COMPLETE STREETS ADVISORY COUNCIL

March 17, 2025



Agenda

1. Roll Call
2. Approval of Minutes*
3. GCSC Review Procedure
4. 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*
- Eloi Rodas*

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

APPROVAL OF MINUTES

Item #2



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:



GCSC Review Procedure

- **Review of Conceptual & 30% Plans**
During project development, make recommendations to improve design
- **All City activities:** annually review “all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs”
- ***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”



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)



SAFE STREETS FOR ALL (SS4A) UPDATE

Item #4



Safe Streets for All website

Safe Streets for All

<https://www.providenceri.gov/safestreets/>

Get on the email list to hear about
Safe Streets Providence

Email*

Submit

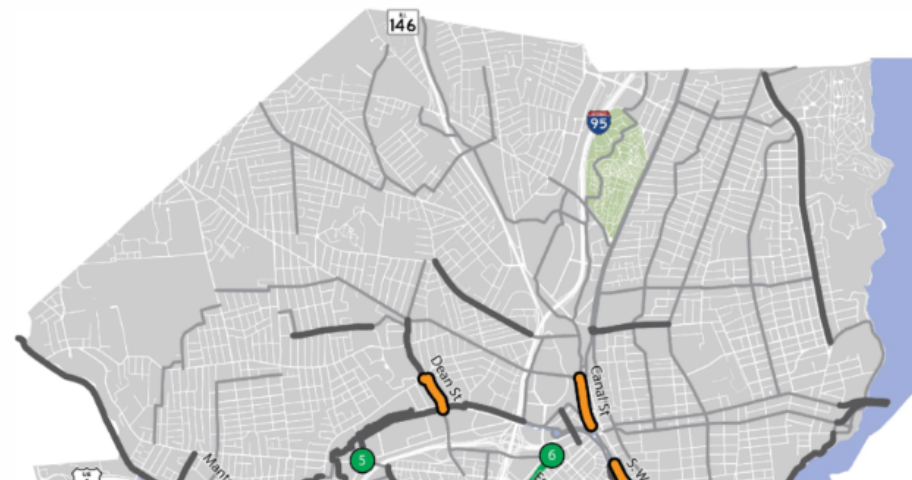
Providence is taking the next step toward safer streets.

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:

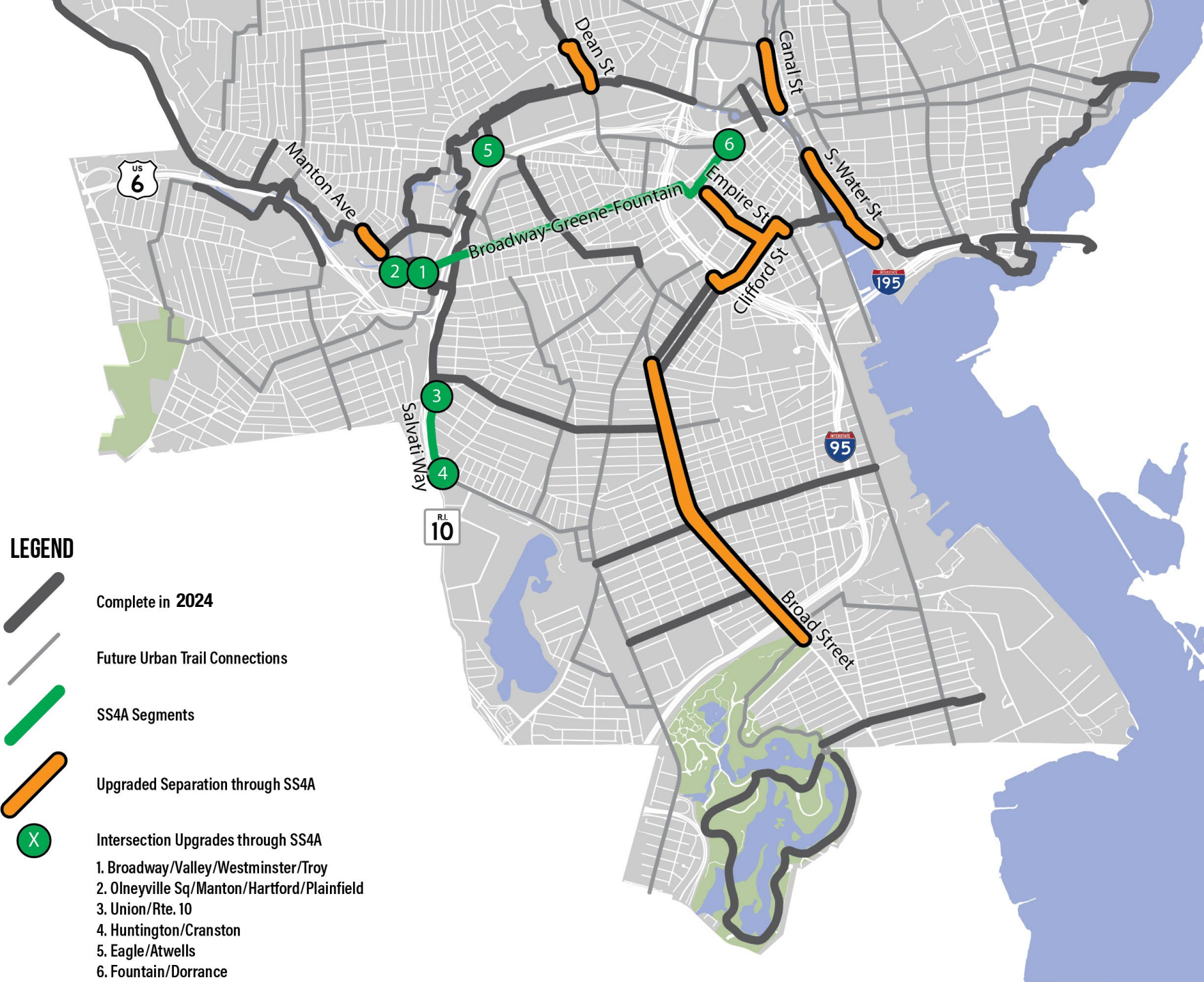
- ▶ **Broadway:** conversion of existing bike lanes to a protected urban trail in line with designs proposed in the Great Streets Plan
- ▶ **South Water Street:** conversion of existing urban trail to sidewalk elevation
- ▶ **Fountain Street:** conversion of existing one-way protected bike lane to two-way 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



SS4A Timeline

- **March 2025:** Updated Safe Streets Action Plan complete
- **Spring 2025:** Second round of public meetings
- **2025/2026:** Construction beginning, depending on Federal approval timelines
- **End of 2027:** Project substantially complete





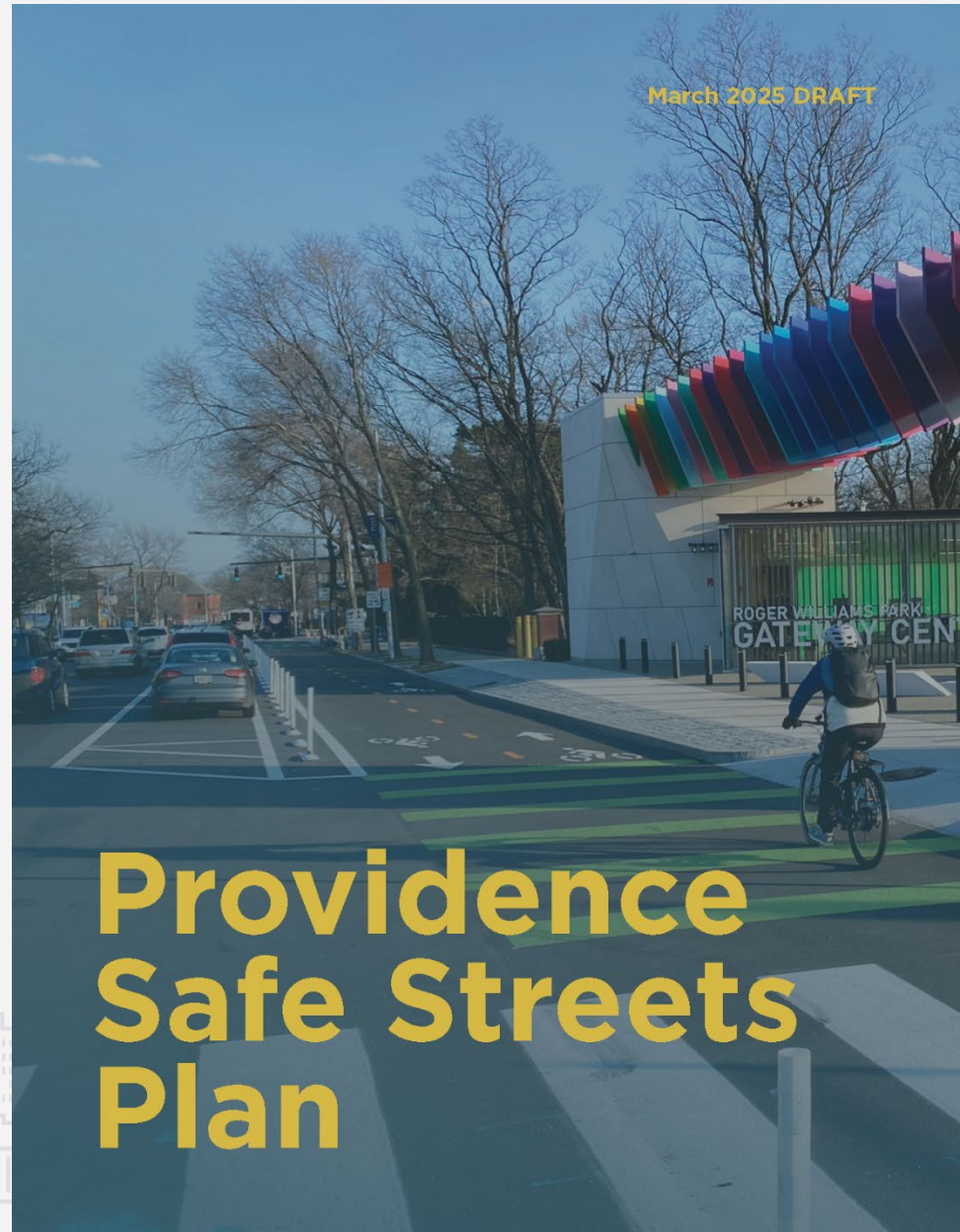
Why this plan now

- **Jan 2020:** City releases Great Streets Plan
- **Feb 2023:** City awarded Safe Streets For All grant, includes budget for updating plan
- **Feb 2024:** Vision Zero Resolution & Policy
- **Aug 2024:** Toole Design Group began work
- **Oct 2024:** Safe Streets survey & meetings
- **Nov 2024:** Comp Plan approved



What's in the plan

- Safety Data Analysis
- Infrastructure Toolbox
- Strategies to achieve goals (mostly from Comp Plan)



March 2025 DRAFT

ROGER WILLIAMS PARK
GATEWAY CENTER

Providence Safe Streets Plan

Drawing from Related Plans

- Comprehensive Plan (2024)
- Great Streets Plan (2020)
- Climate Justice Plan (2019)
- Transit Master Plan (2020)
- PVD Tree Plan (2023)
- RI Bicycle Mobility Plan (2020)



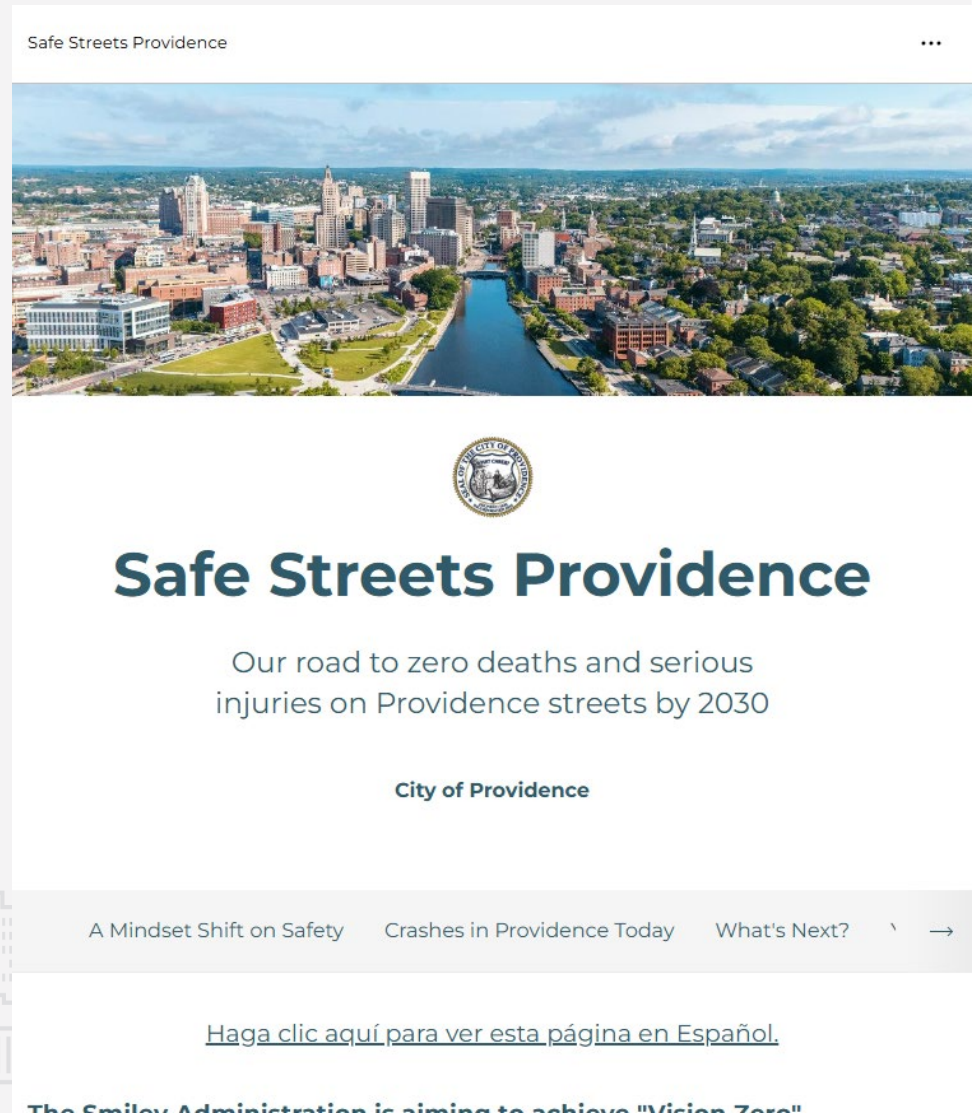
Goals of the plan

- 1. Safety, from Vision Zero:** Eliminate serious injuries and fatalities from traffic collisions by 2030
- 2. Mode shift, from Comp Plan:** Reduce the share of trips taken in private automobiles by encouraging and investing in alternatives, while still maintaining quality infrastructure and connections, such that driving alone makes up approximately half the share of trips that it does in 2024.
- 3. Climate, from Climate Justice Plan:** Reduce climate pollution to 45% below 1990 levels by 2030; 80% by 2040; and to Net-zero emissions by 2050

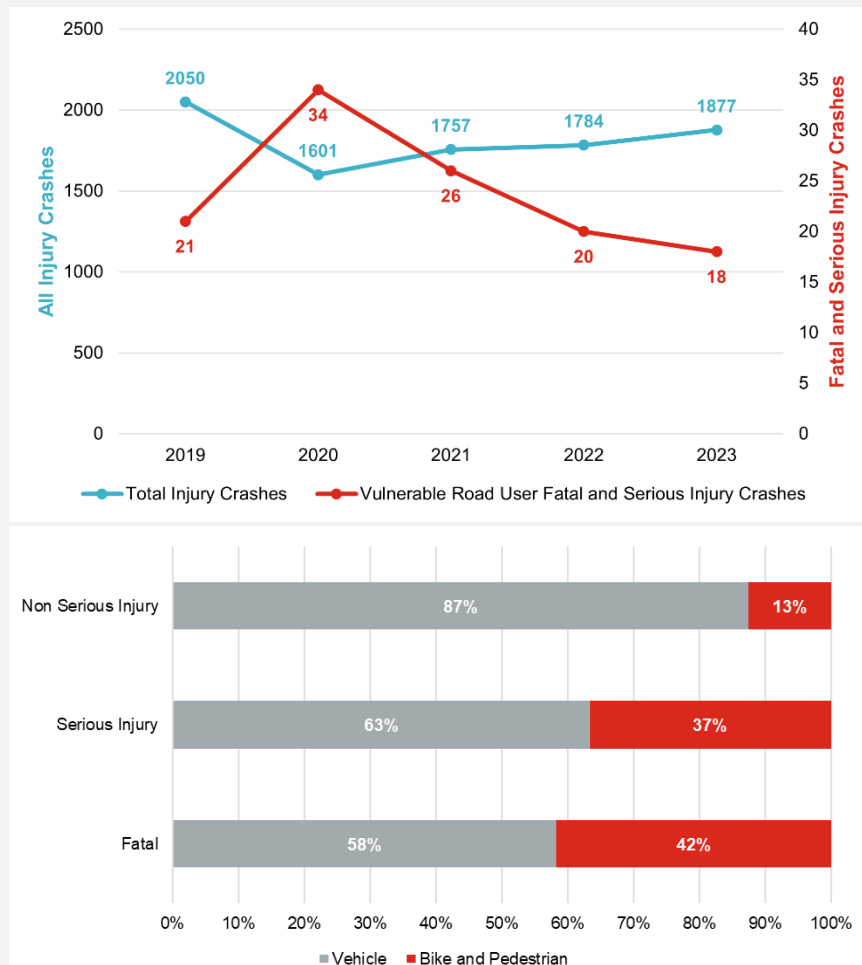


Community Engagement

- 4 open-house meetings in Oct '24 (>65 attendees)
- Storymap & Survey (300 responses)
- Street Team
- Integrating input from Comp Plan (>2000 comments)



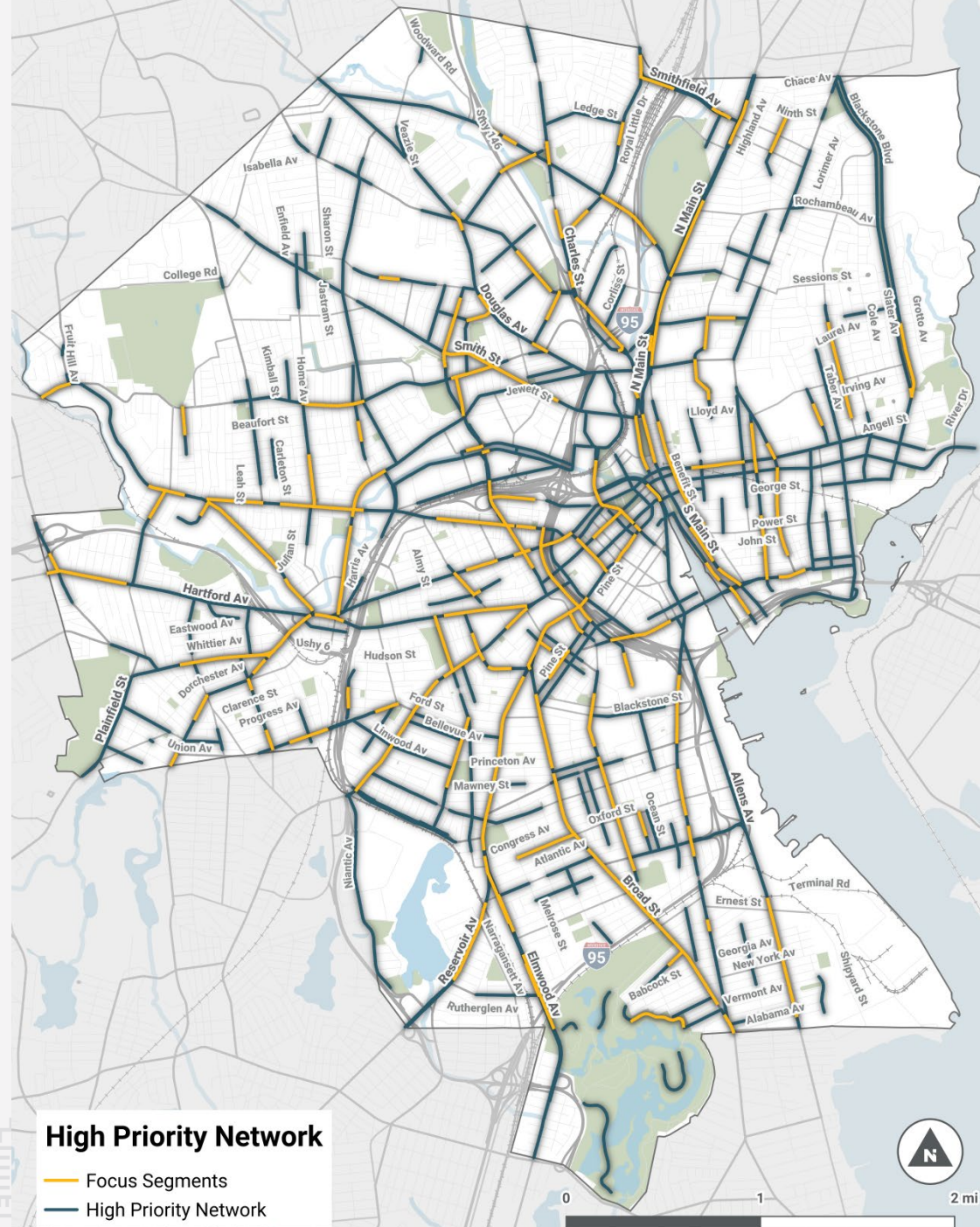
Safety Data Analysis



- Focus on Fatal & Serious Injury crashes
- Where were crashes 2019-2023 = “High Injury Network”
- What types of places did crashes happen?
- Where should we expect injuries to occur absent intervention? = High Priority Network

High-Priority Network

- 30.6 mi of “Focus Segments” = 7.1% of road network
- Granular data that allows detailed data-based prioritization,
 - e.g. IDing highest-priority intersection for pedestrian safety improvements in a Ward or neighborhood



H. Raised Crosswalks

Theme(s)	Better Visibility, Safer Crossings, Safer Speeds
SSA Hierarchy Tier(s)	Tier 2, Tier 4
Approx. Cost per Location	Medium (\$50k - \$200k)
Rapid Implementation	No



Crosswalks raised to sidewalk height to increase the visibility of pedestrians crossing, encourage slower vehicle speeds, and improve driver yielding. Raised crosswalks eliminate the need for curb ramps and reduce accessibility issues related to ponding/icing.

Considerations

- On arterials, can be installed across side streets to slow turns on and off the major street
- Implementation often involves impacts to drainage
- Entire intersections can also be raised, effectively providing raised crossings across all intersection legs

Context

- Local streets
- Collector streets
- Across side streets on arterials

Resources

- [FHWA Traffic Calming ePrimer](#)
- [ITE Traffic Calming Fact Sheets](#)
- [FHWA STEP Guide to Pedestrian Safety at Uncontrolled Crossings](#)

I. Curb Extensions

Theme(s)	Better Visibility, Safer Crossings, Safer Speeds
SSA Hierarchy Tier(s)	Tier 2, Tier 4
Approx. Cost per Location	Low (<\$50k) - Medium (\$50k - \$200k)
Rapid Implementation	Yes



Extensions of the sidewalk into the roadway at intersections and crossings, usually for the length of one parking space. Curb extensions improve pedestrian crossing visibility, shorten the crossing distance, and tighten the curb radius to encourage slower driver turning speeds.

Considerations

- When implemented through construction, often involve impacts to drainage
- Curb extensions can be designed with channels next to existing curbs to allow bicycles to pass through

Context

- Any street with on-street parking or wide shoulders

Resources

- [FHWA Traffic Calming ePrimer](#)
- [ITE Traffic Calming Fact Sheets](#)
- [NACTO Urban Street Design Guide: Curb Extensions](#)
- [FHWA Proven Safety Countermeasures](#)

Infrastructure Toolbox

- Recommends menu of safety improvements, where they're appropriate, and considerations

Action Plan Strategies

- Mostly derived from Comp Plan, with a few from Great Streets Plan, Climate Justice Plan, or RI Bicycle Master Plan
- Combines similar strategies from existing plans
- Summarizes what each strategy entails
- Includes research of effectiveness & precedents from places that have done it



Snow on Walkways & Bikeways

- Designate staff to inspect
- Report in 311
- Designate subset of network City will clear, e.g. if >3 "
- Rochester NY pays for this with “embellishment fee” of \$1.061 per frontage foot on designated streets

Winter Maintenance Resource Guide

2024 UPDATE



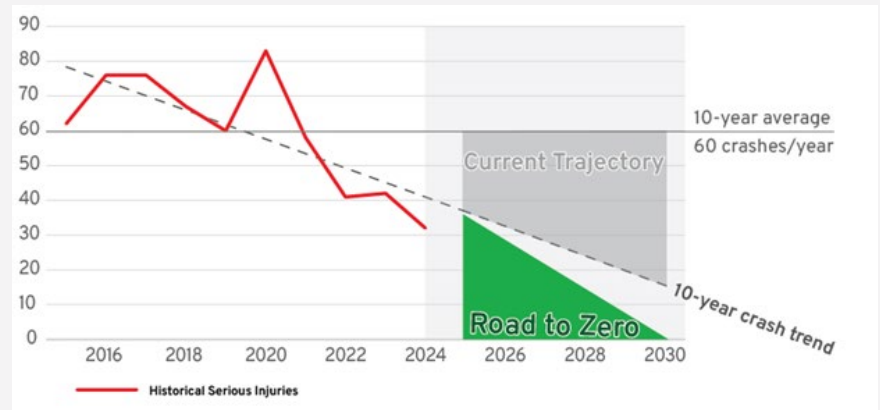
Updated Urban Trail Network Plan

- Incorporates lessons learned since 2020
- Making sure that urban trails serve residents equitably
- Updates prioritization based on new safety analysis



Roadmap to Zero

- Pace of reduction to meet goal
- Combined with safety impact of toolbox & strategies and safety data location analysis, tells story of how we reach Vision Zero



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #5



THANK YOU

City of Providence

