

GREEN & COMPLETE STREETS ADVISORY COUNCIL



MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

June 15, 2022



Agenda

1. Roll Call
2. Consent Agenda*
3. GCSC Review Procedure
4. Old Business
 - a) Traffic Calming Review: Elmcroft Ave*
 - b) Communication Regarding Funding for Curbside Management
5. New Business
 - a) 2022 Neighborhood Greenways: Conceptual Review*
 - b) Walk Signal Policies
6. Announcements, Staff Updates, and Public Comment

Asterisk indicates items listed as “for action”



ROLL CALL

Item #1



GCSC Members

Voting

- Will Cornwall
- Alana Deluty
- Kathleen Gannon
- Denise Greenidge
- Rosie Jaswal
- Doug Johnson
- Dina Quezada

Non-voting

- Alex Ellis (Planning)
- Liza Farr (DPW)
- Emily Koo
(Sustainability)
- Cpt. Luis SanLucas
(Public Safety)
- Doug Still (Forester)



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 5/18/22 meeting
 - Continue: Review 2021 Annual Report on Green & Complete Streets Activities



GCSC REVIEW PROCEDURE

Item #3



GCSC web page



<https://www.providenceri.gov/planning/gcsc/>



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 projects during their development for compliance with Code of Ordinances Section 1. Chapter 23 Article VII – Green and Complete Streets and make recommendations as necessary
- Review applications for waivers or exceptions from the Ordinance
- Review and recommend traffic calming on any streets that are not automatically approved for traffic calming as described in the Ordinance
- Annually review City activities for compliance with the Ordinance and report to City Council and Administration

The Advisory Council replaces the **Bicycle and Pedestrian Advisory Commission** and the **Traffic Calming Advisory Group**, which both previously met to oversee scopes now completed by the Advisory Council.

The Department of Planning and Development provides administrative support to the Advisory Council.

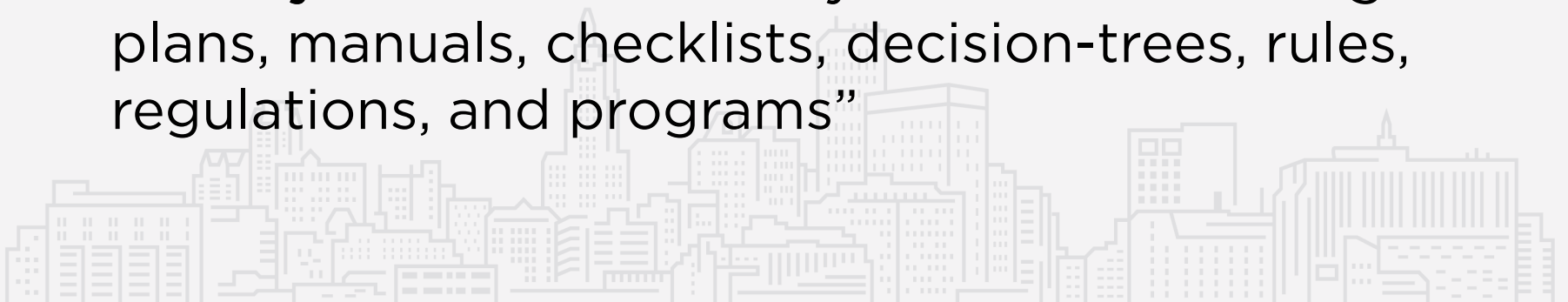
MEMBERSHIP

Membership of the Advisory Council is described in the Ordinance as:

- The Director of Public Works or his/her designee who shall serve as a non-voting ex-officio member,

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”



Hybrid meetings

- Executive Order 22-20 expired 3/31 so public bodies must meet in person
- Hybrid meetings
 - We need a quorum (4) of voting members in person
 - Only in-person attendees can vote
 - Anyone who does not need to be in-person encouraged to attend virtually pending future pandemic context



Flow of meeting

1. Chair introduces agenda item
2. Staff report
3. GCSC discussion pt. 1
4. Public comment
5. GCSC discussion pt. 2 & vote



Public comment

- Opportunity during each item & for general topics at end of meeting
- Put questions or comments in Q&A, staff or Chair will read them out
- If you would prefer to speak, use the “raise hand” feature (*9 on phone)
 - Wait for Chair to recognize you
 - Please keep comments to 2 minutes



OLD BUSINESS

Item #4



TRAFFIC CALMING REVIEW ELMCROFT AVE

Item #4a



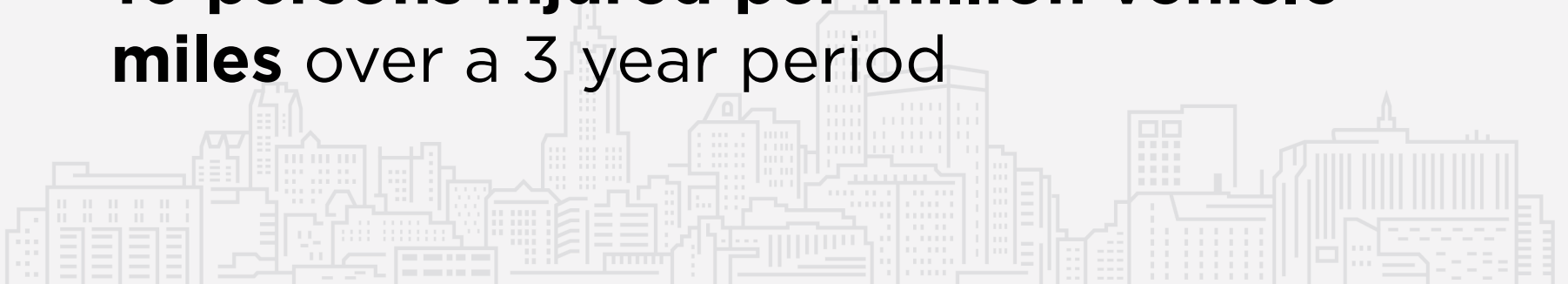
Traffic Calming Procedure

- Traffic studies are foundation of traffic calming
- One set of thresholds = automatic preliminary approval by Traffic Engineer
- Second, broader set of thresholds = GCSC can recommend preliminary approval to Traffic Engineer



GCSC Traffic Calming Thresholds

- **5% of motor vehicles traveling faster than 30 mph** over the study period on a local or collector road
- **2000 motor vehicles average daily traffic** on a local or collector road
- **10 collisions per million vehicle miles** over a 3 year period
- **10 persons injured per million vehicle miles** over a 3 year period



Elmcroft Ave

La Salle Academy

↑ To Smith Street



↓ To Chalkstone Ave



Elmcroft Ave data

- Percent of motor vehicles traveling faster than 30 mph: **4%** (5% threshold)
- Number of motor vehicles average daily traffic: **111 vehicles/day** (2000 threshold)
- Number of collisions per million vehicle miles: 1 collision = **43 collisions/million vehicle miles** (10 threshold)
- Number of persons injured per million vehicle miles: **0 injuries** (10/million vehicle miles threshold)



Answers to GCSC Questions



- **Crash Description:** Eastbound car hit electric pole, no injuries.
- **Request Origin:** City Council



Staff Recommendation

- Denial
- Low traffic & speeding
- Low-traffic streets can lead to single collisions having dramatic impact on per-million-vehicle-miles collisions



COMMUNICATION REGARDING CURBSIDE MANAGEMENT PLAN FUNDING

Item #4b



Context from May meeting

- Discussion about need for outreach related to prioritization of uses at the curb
- Curbside management plan funding that would fulfill that need not included in City budget expected to be finalized in late June
- City Council finalized budget this week, earlier than expected
- In future, staff will work with Chair to finalize and transmit time-sensitive communications requested by GCSC without waiting for full GCSC review & approval



NEW BUSINESS

Item #5

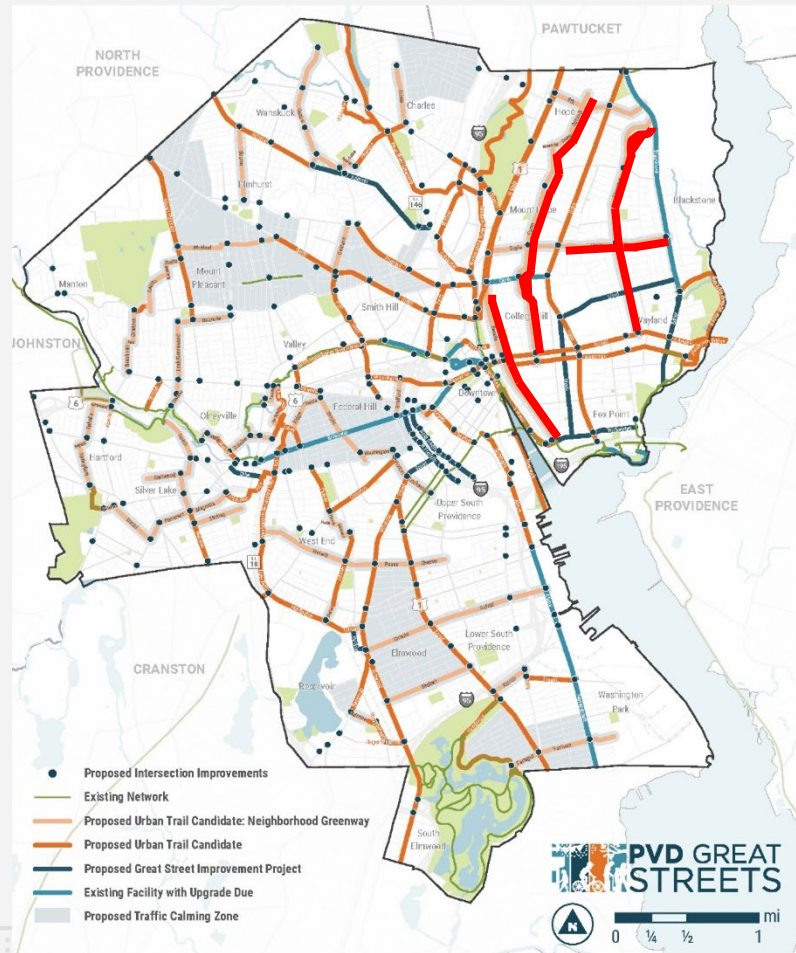


2022 NEIGHBORHOOD GREENWAYS: CONCEPTUAL REVIEW

Item #5a

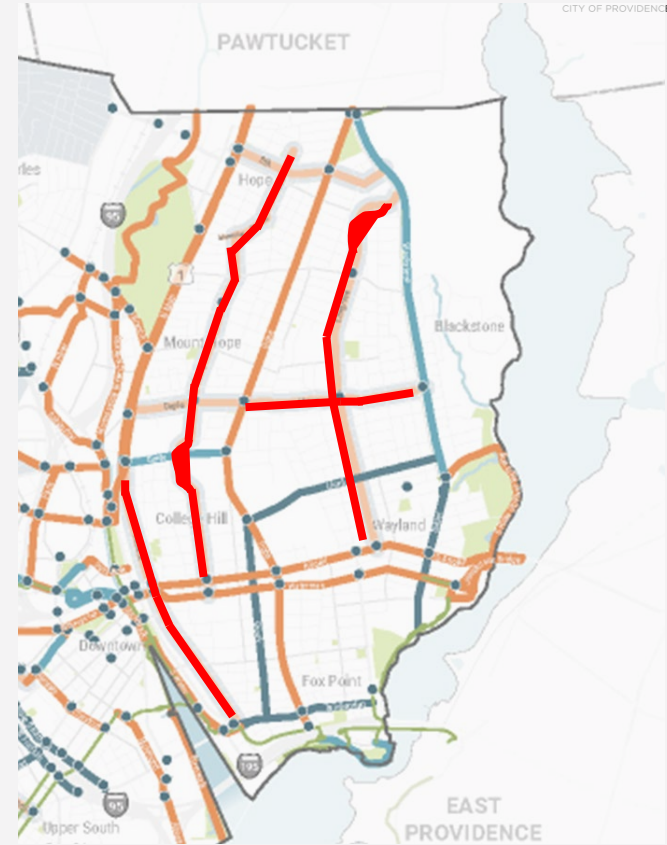


Great Streets Plan Map



Project Corridors

- Benefit Street
- Doyle Avenue-Upton Avenue
- Elmgrove Avenue
- Summit Avenue-Creston Way-Memorial Road-Camp Street-Brown Street



What are “urban trails”?

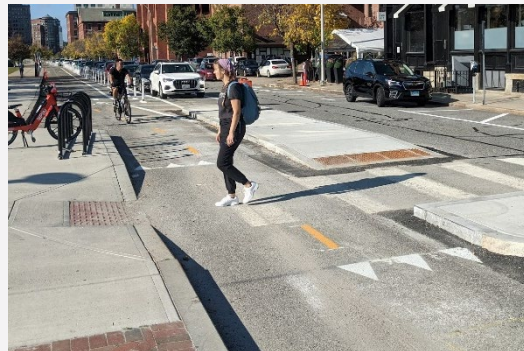
Three types of urban trails:

Off road shared use paths
(examples: East Bay Bike Path, Blackstone Bike Path)



Explore RI

Separated or protected places for biking, running, skating on major roads (examples: Olney Street, Empire Street)



Providence Streets Coalition

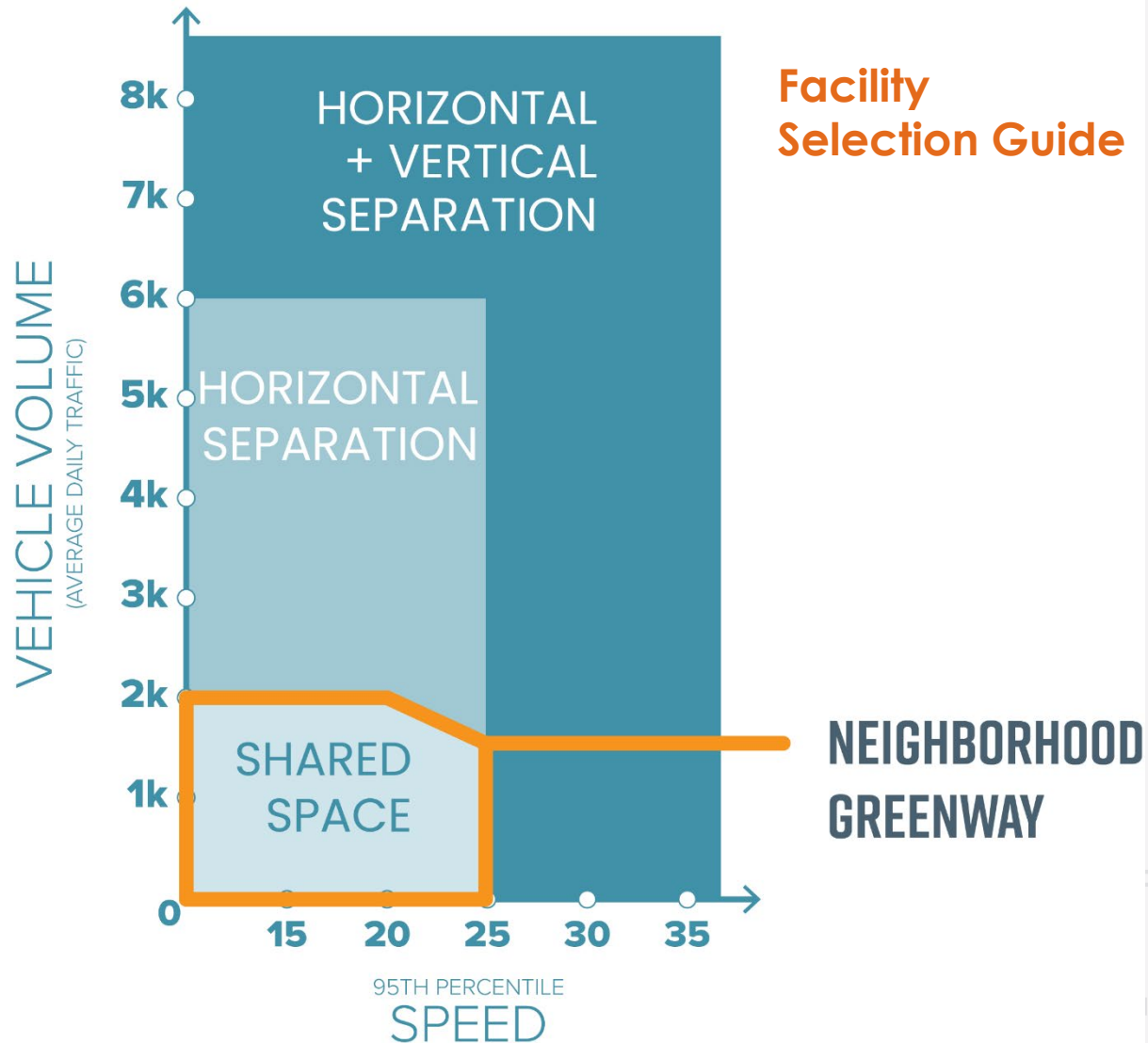
Neighborhood Greenways: low-volume side streets with minor striping, wayfinding signage, and potential traffic calming (examples: Knight, Peace, Ontario, Delaine streets)



www.flickr.com/photos/gregraisman/6847698630/



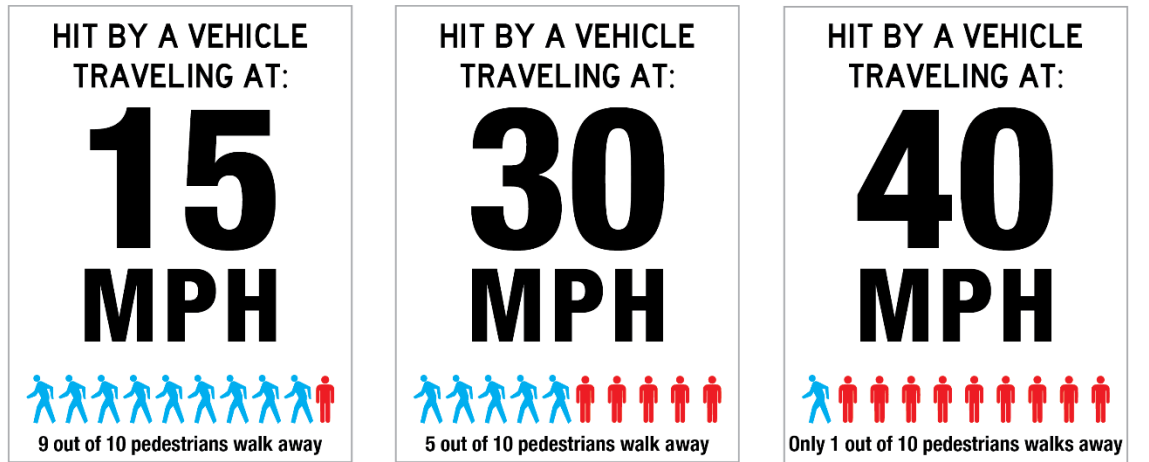
Speed & traffic volume



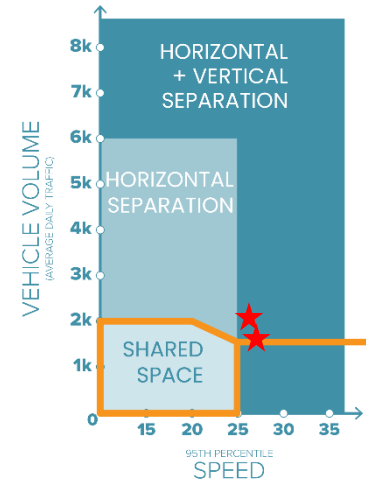
What are “urban trails”?



Safety

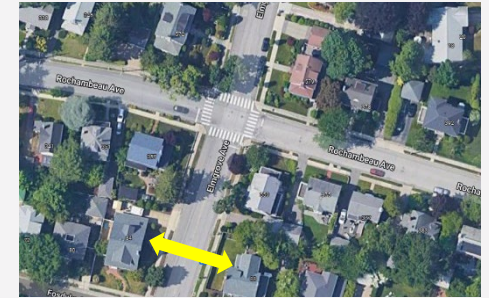


Elmgrove (Blackstone to Angell)

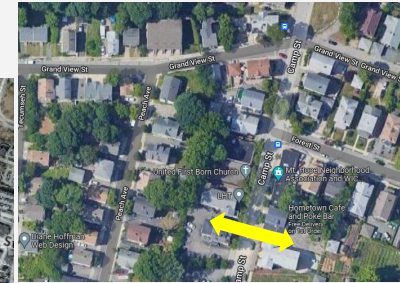


Location	Speeds		Volumes	
	NB 95th	SB 95th	NB	SB
Elmgrove at Lloyd	26 mph	26 mph	1,100 veh	1,100 veh
Elmgrove at Rochambeau	25 mph	27 mph	900 veh	900 veh

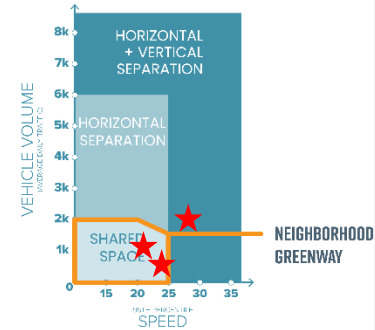
Data collected in March 2022



Camp/Summit (Waterman to 10th)



facility selection guide

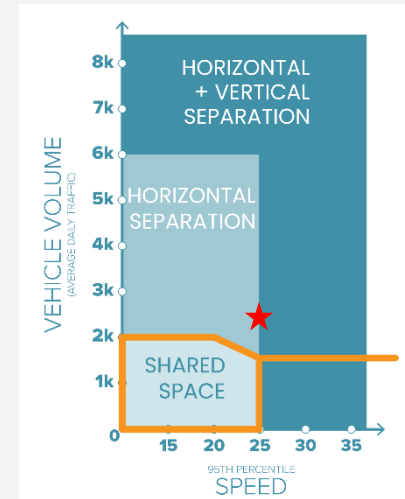


Location	Speeds		Volumes	
	NB 95th	SB 95th	NB	SB
Camp at Forest	28 mph	28 mph	900 veh	1,000 veh
Summit at 5 th	21 mph	20 mph	500 veh	500 veh
Brown at Barnes	23 mph	24 mph	100 veh	500 veh

Data collected in March 2022



Doyle/Upton (Hope to Blackstone)



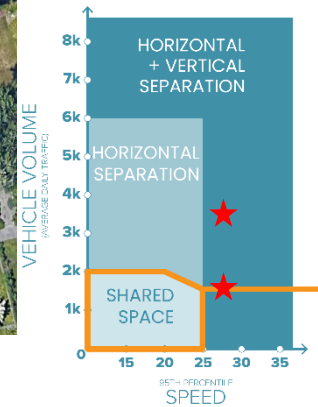
Location	Speeds		Volumes	
	EB 95th	WB 95th	EB	WB
Doyle at Morris	25 mph	25 mph	1,200 veh	1,200 veh

Data collected in March 2022

Benefit (Wickenden to N Main)



facility selection guide



Location	Speeds		Volumes	
	NB 95th	SB 95th	NB	SB
Benefit at Church	27 mph	28 mph	1,100 veh	500 veh
Benefit at Power	26 mph	28 mph	1,600 veh	1,800 veh

Data collected in March 2022



Project schedule

Spring 2022

- Data Collection
- Concept Development

**Summer-
Fall 2022**

- Final Design

**Fall 2022-
Spring 2023**

- Construction



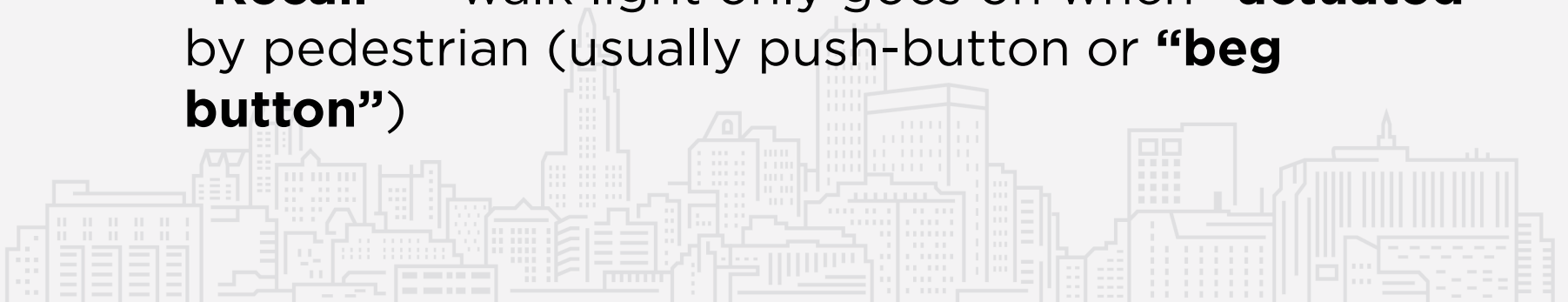
WALK SIGNAL POLICIES

Item #5b



Terminology

- **What else is happening at the same time:**
 - **“Concurrent”** = walk light on while parallel traffic has green light
 - **“Exclusive”** = all walk lights on while all car traffic has red light
- **What makes the walk light go on:**
 - **“Automatic”** = walk light goes on every cycle of the traffic light automatically
 - **“Recall”** = walk light only goes on when **“actuated”** by pedestrian (usually push-button or **“beg button”**)



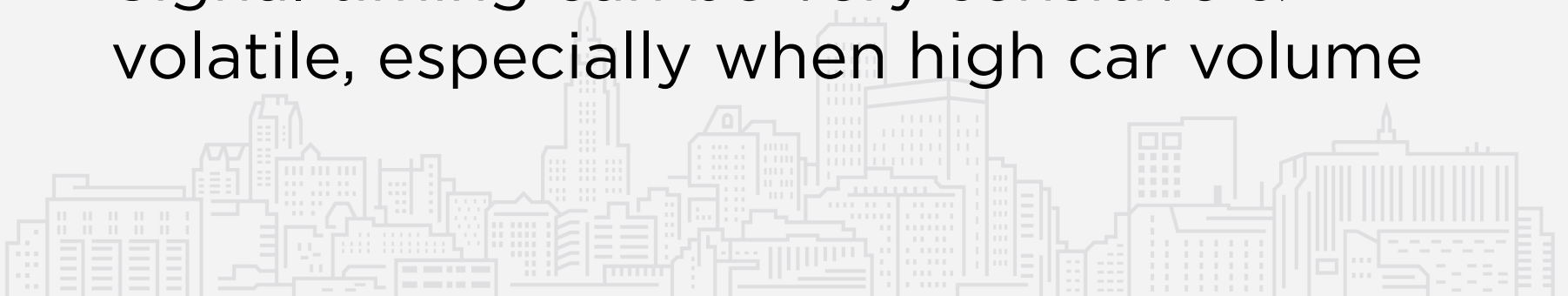
Providence defaults

- Concurrent walk lights are the default
- Pre-pandemic, recall was the default
- Early pandemic concerns about high-touch surfaces changed default to automatic
- Recently, locations with exclusive pedestrian phasing where Traffic Engineer received complaints about car congestion were changed back to recall



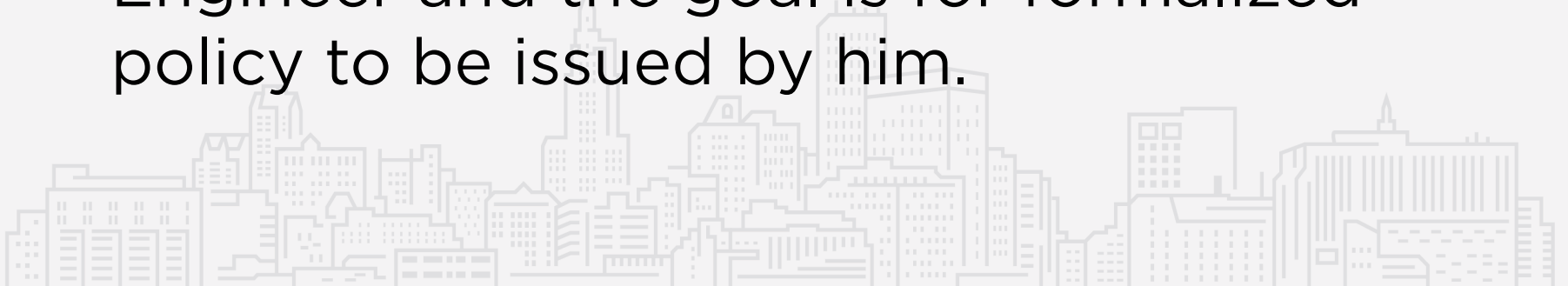
Staff observations

- At signals with many cars turning, concurrent phasing = many cars crossing crosswalk while walk light is on
- Automatic + exclusive not always good because resulting car congestion can increase opposition to less heavy-handed safety improvements
- Signal timing can be very sensitive & volatile, especially when high car volume



Path forward

- Traffic Engineer suggests it would be good to clarify policies regarding walk signals.
- This item “for discussion” only
- Will come back with item “for action” based on this discussion & conversation with Traffic Engineer.
- Those recommendations will go to Traffic Engineer and the goal is for formalized policy to be issued by him.



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #6



Construction Updates

- **Broad St:** Milling complete, bus island construction this week, paving as soon as next week
- **Dean St:** Path paved, waiting on signal improvements to complete remaining work
- **Gotham Greens path:** Path paved & rideable, finishing touches will be done in the fall





MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

THANK YOU

City of Providence

