



MAYOR BRETT P. SMILEY  
CITY OF PROVIDENCE

# GREEN & COMPLETE STREETS ADVISORY COUNCIL

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August 13, 2024



# Agenda

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1. Roll Call
2. Consent Agenda\*
3. GCSC Review Procedure
4. Old Business
  1. Update on Walk Signal Improvements
  2. Safe Streets For All Update
5. New Business
  1. Dean Street Viaduct
  2. Clifford Street Separation
6. Announcements, Staff Updates, and Public Comment

*Asterisk indicates items listed as “for action”*



# ROLL CALL

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Item #1



# GCSC Members

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## Voting

- Rosie Jaswal
- Kathleen Gannon
- Alana Deluty
- Cedric Ye
- Allison Murray
- Julissa Arce
- Aislinn Hanley
- Denise Greenidge\*

## 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



# CONSENT AGENDA

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Item #2



# Consent Agenda

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- Make meetings more efficient by grouping items that need approval but don't merit discussion
- Today:
  - Accept: Minutes from 7/15/24 meeting



# GCSC REVIEW PROCEDURE

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Item #3



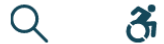
# GCSC web page

<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:

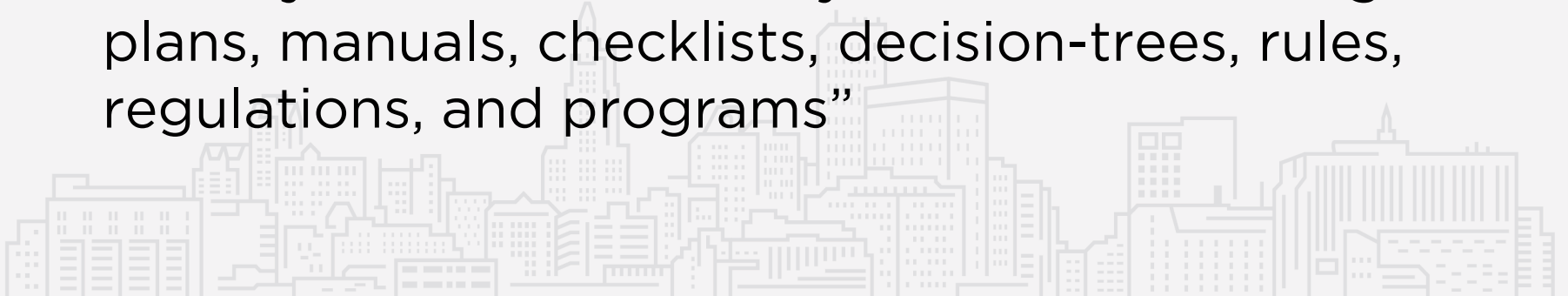




# Review Procedure

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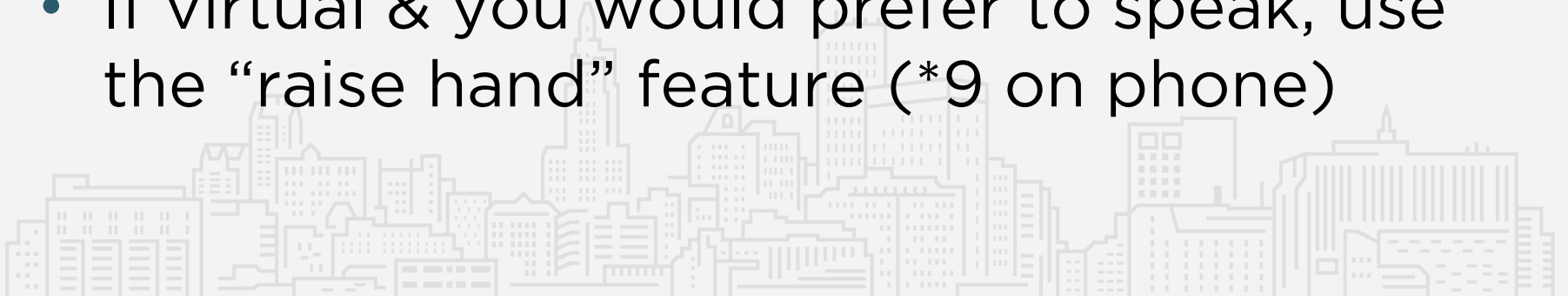
- **Review of Conceptual & 30% Plans**  
During project development, make recommendations to improve design
- **Waivers** from requirements of ordinance  
Mode-specific, GCSC approves or denies
- **Traffic calming:** in edge cases, after traffic study, GCSC can recommend Traffic Engineer give “preliminary approval”
- **All City activities:** annually review “all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs”



# Public comment

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- 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)



# OLD BUSINESS

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Item #4



# UPDATE ON WALK SIGNAL IMPROVEMENTS

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Item #4a



# Status of Walk Signal Improvements

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- What is the status of signal improvements for pedestrian safety that GCSC recommended?
  - No Right Turn on Red
  - Adopting recommended standards

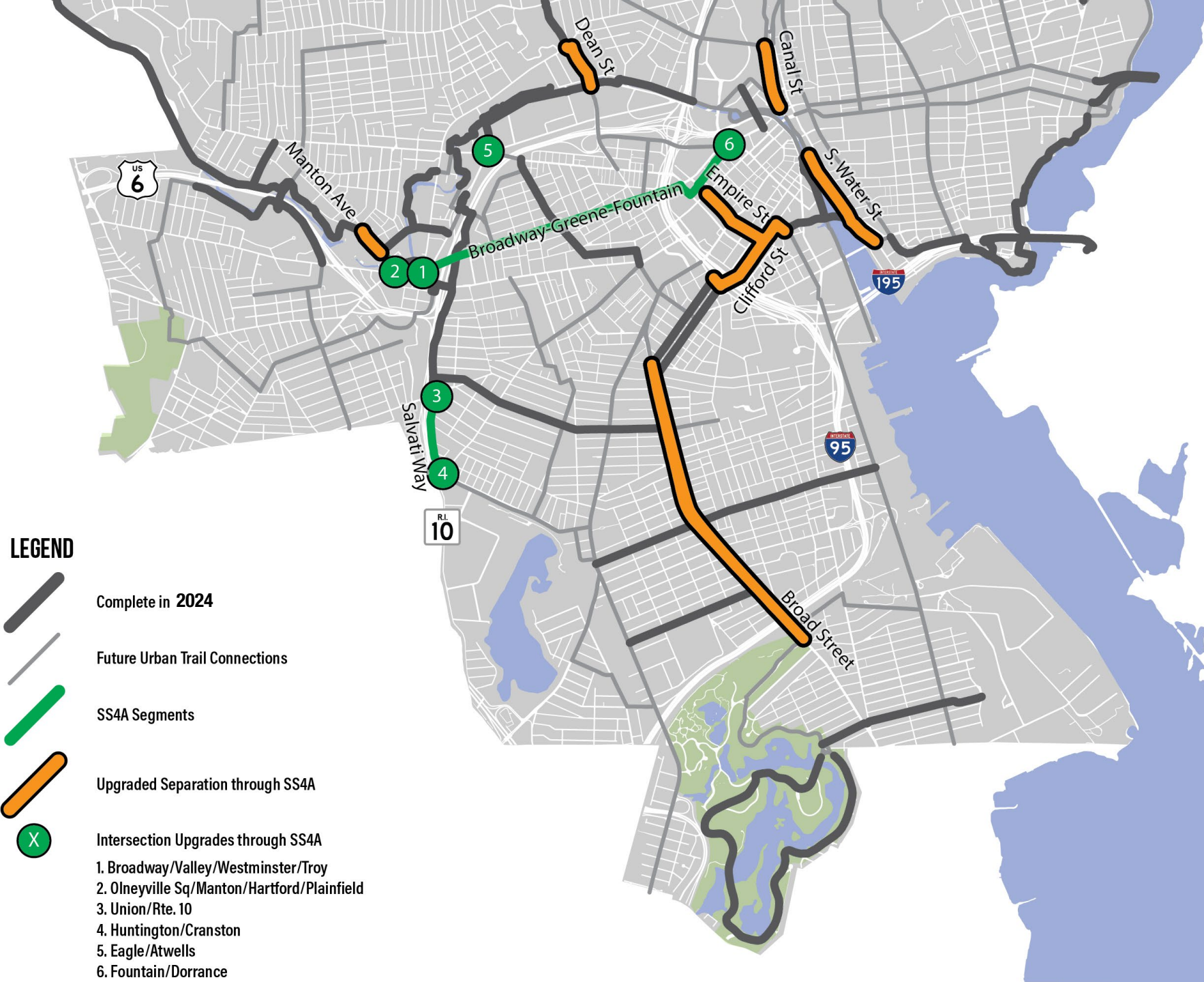


# SAFE STREETS FOR ALL (SS4A) UPDATE






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Item #4b





**LEGEND**

-  Complete in **2024**
-  Future Urban Trail Connections
-  SS4A Segments
-  Upgraded Separation through SS4A
-  Intersection Upgrades through SS4A
  1. Broadway/Valley/Westminster/Troy
  2. Olneyville Sq/Manton/Hartford/Plainfield
  3. Union/Rte. 10
  4. Huntington/Cranston
  5. Eagle/Atwells
  6. Fountain/Dorrance

# SS4A Timeline

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- **This month:** Kicking off with consultants
- **Sep/Oct 2024:** First round of public meetings
- **Early 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





# SS4A Questions from last meeting

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- Will Canal St be two-way?
  - That is not included in this project
- Will GCSC see the designs/
  - Yes, GCSC will review concepts and 30% design plans



# SS4A Action Plan Input

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- Get ready for opportunities to comment at GCSC meetings & public meetings this fall
- Some things to start thinking about:
  - What additions, removals, or changes should we make to the planned Urban Trail Network map?
  - What do you want to see for pedestrian network planning?
  - What policy recommendations do you want to see?



# NEW BUSINESS

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Item #5



# DEAN STREET VIADUCT

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Item #5a



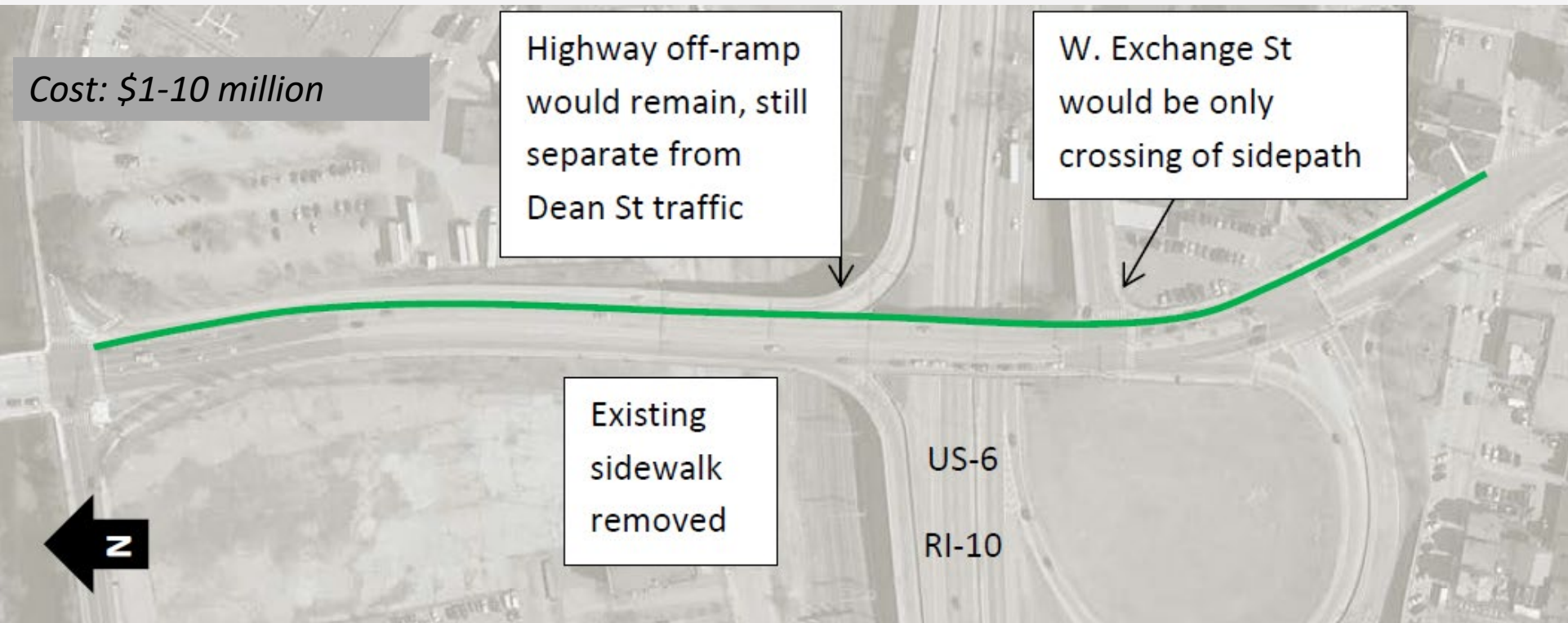
# Dean Street Viaduct

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- Discussed by BPAC in Feb 2015, Nov 2017, Aug 2018, Feb 2019.
- Identified as one of the most hazardous locations in the city for walking and bicycling.
- Viaduct structure and area around highway ramps is RIDOT jurisdiction, other traffic controls are City jurisdiction

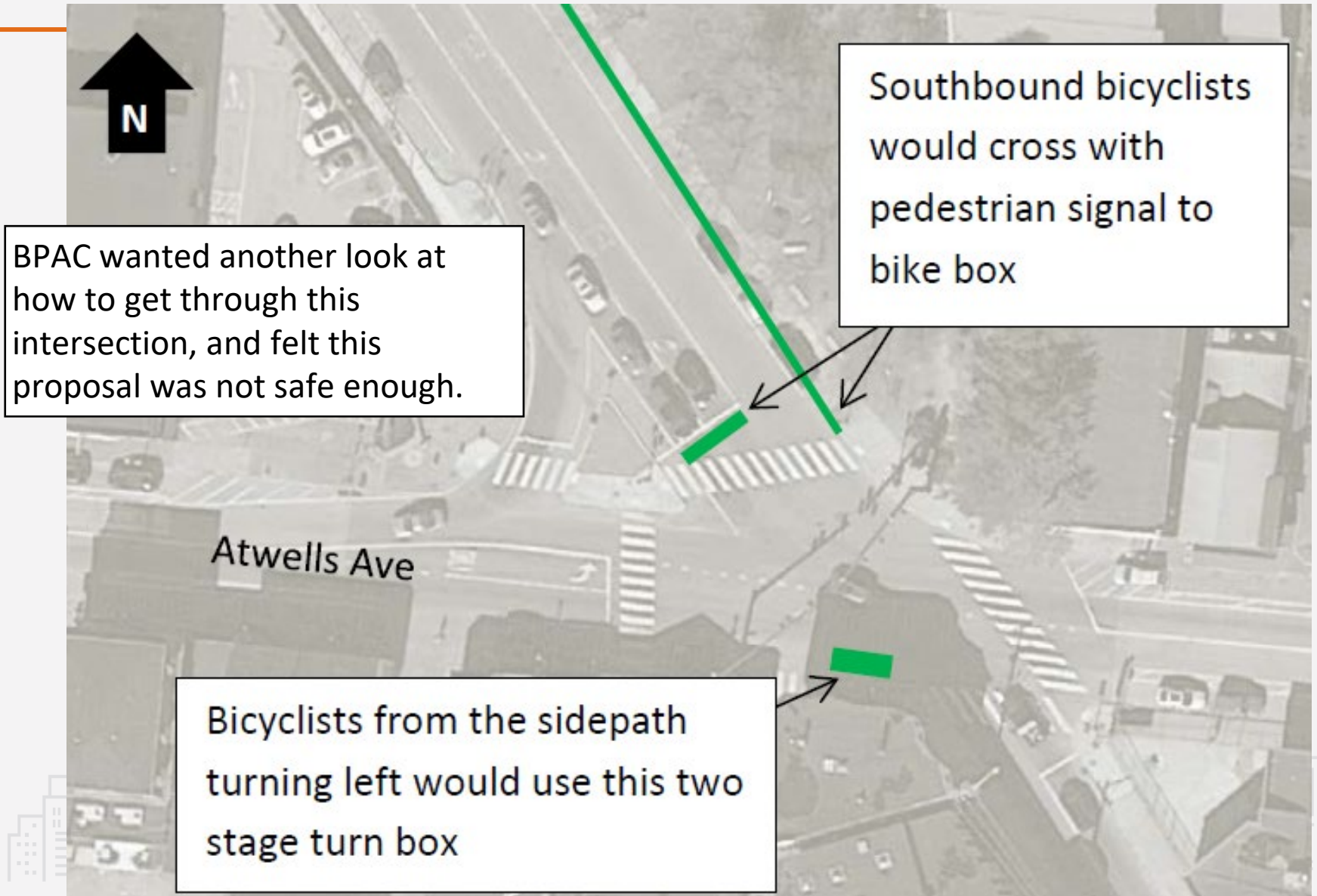


# 2018 Viaduct concept shown to BPAC

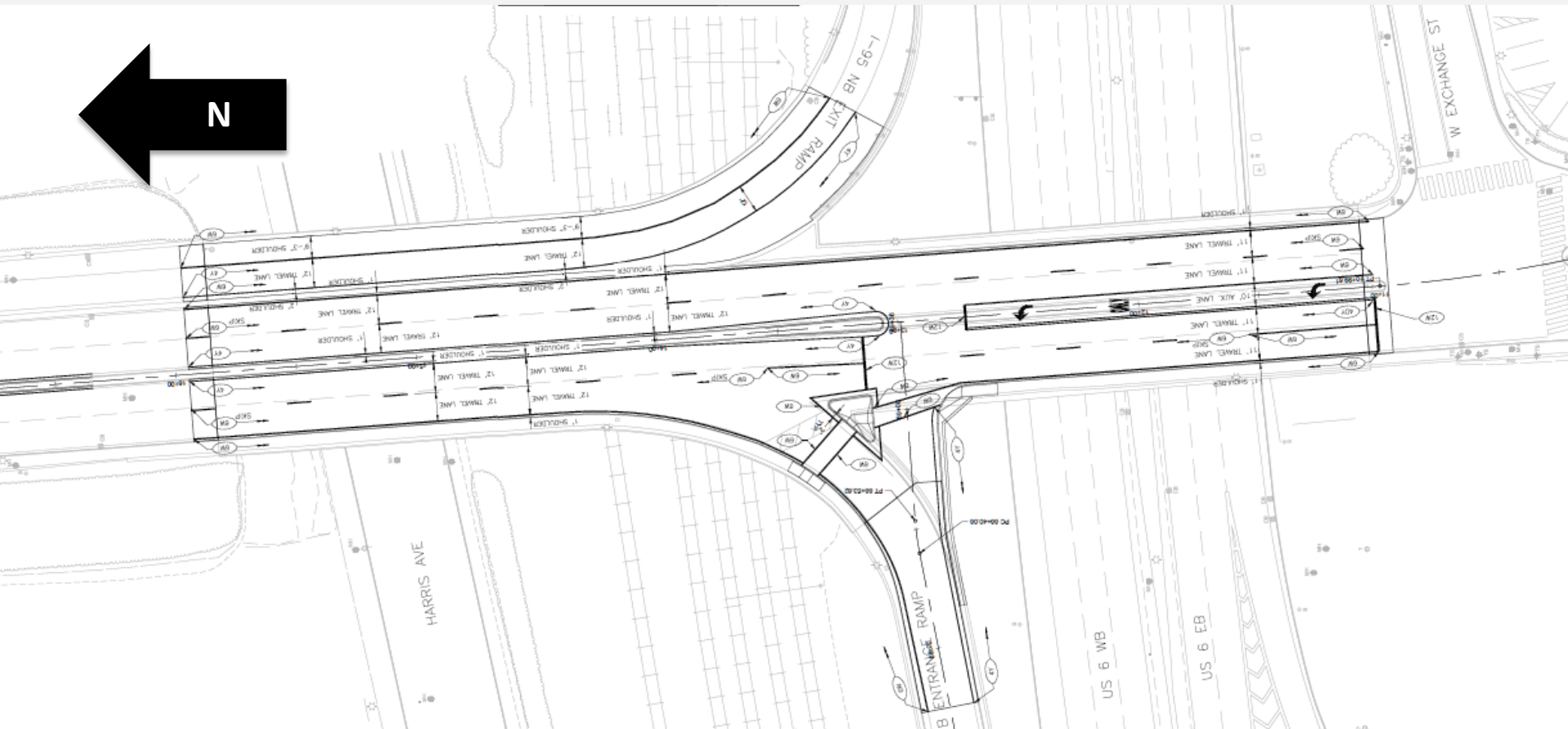


Option B: Rebuild bridge to include both sidepath & sidewalks Cost: ~\$10 million+  
BPAC wanted to remove car lanes

# 2018 Dean/Atwells concept shown to BPAC



# RIDOT 2019 plan (no longer latest)





# Dean Street Viaduct latest

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- [Included in STIP](#) for “Major rehab” starting 2024 through 2030, along with Exit 22 bridge and Atwells Ave bridge which also go over Amtrak
  - \$7.5m design 2024-26, \$72m construction 2026-29
  - Described as “may include superstructure, and/or total bridge replacement... This project will also reconfigure the Dean Street ramps to and from US-6.”
- Design would probably include improved pedestrian safety as baseline



# CLIFFORD STREET SEPARATION

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Item #5b

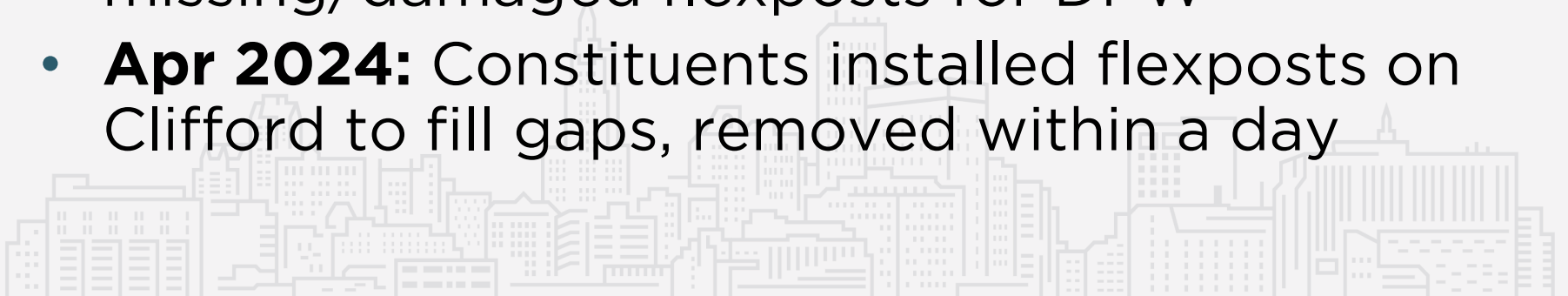


# Clifford St separation

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Flexposts require ongoing replacement

- **Fall 2019:** Clifford St bike lane installed
- **2020:** Reinstalled with more epoxy
- **Feb 2021:** plows dislodged flexposts & DPW replaced for ~\$2000
- **Mar 2022:** included flexposts in DPW on-call contract
- **Aug 2022:** Planning surveyed missing/damaged flexposts for DPW
- **Apr 2024:** Constituents installed flexposts on Clifford to fill gaps, removed within a day



# ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

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Item #7



# THANK YOU

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City of Providence

