



MAYOR BRETT P. SMILEY
CITY OF PROVIDENCE

GREEN & COMPLETE STREETS ADVISORY COUNCIL

September 27, 2023



Agenda

1. Roll Call
2. Consent Agenda*
3. GCSC Review Procedure
4. Old Business
 - a) Walk Signal Policies*
 - b) Traffic Calming Policy*
 - c) Update on Ordinance Amendment
5. New Business
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)
- Nate Urso (DPW)
- Priscilla De La Cruz (Sustainability)
- Cpt. Luis SanLucas (Public Safety)
- A.J. Elton (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 8/21/23 meeting



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.

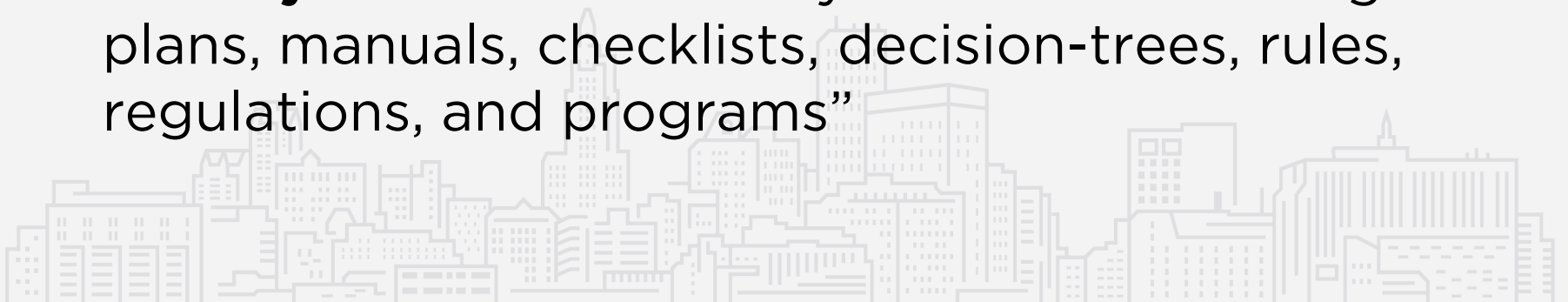
The City of Providence will develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health for all users and abutters, while also improving environmental quality and reducing polluted stormwater runoff. 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:



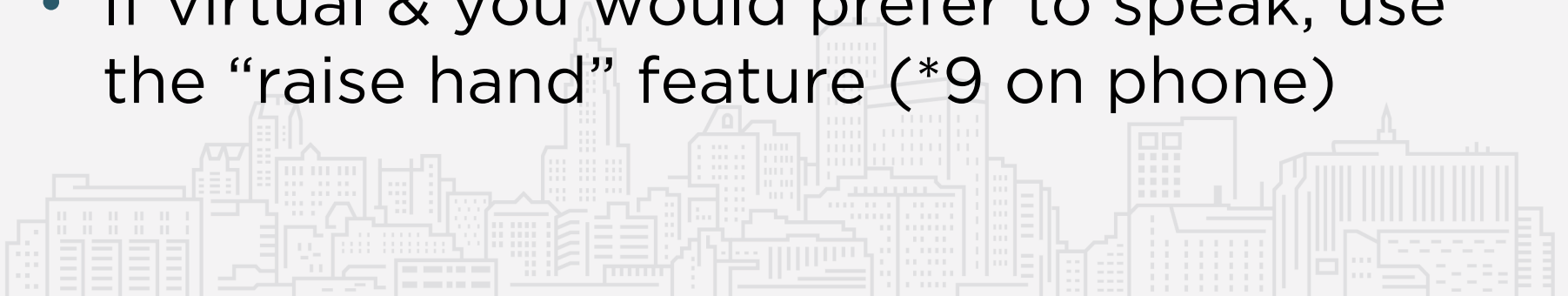
Review Procedure

- **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”



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)



OLD BUSINESS

Item #4



WALK SIGNAL POLICIES

Item #4a



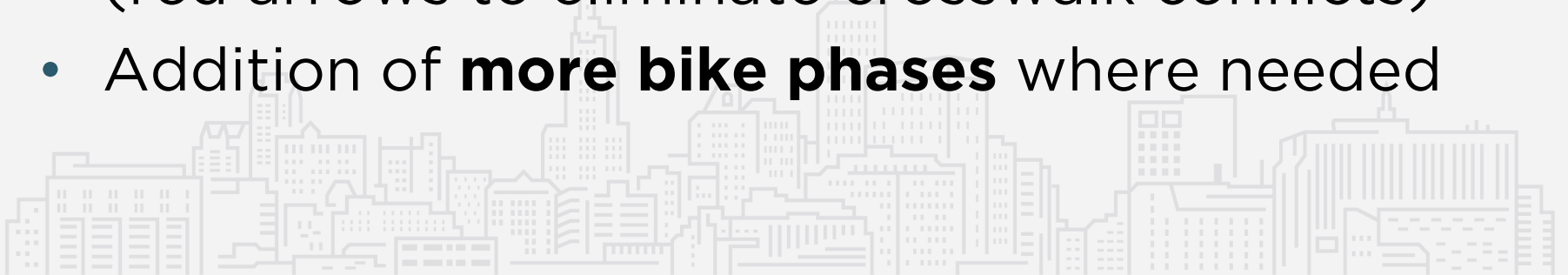
Walk signals

- In August, Traffic Engineer shared a schedule for LPI implementation at 129 City-owned signals by Nov 2025, more than 5/month
- Implementation of LPIs already on:
 - Broadway/John J. Partington Way
 - Washington St./John J. Partington Way
 - Dorrance St./Washington St.
 - Washington St./Empire St.
 - Washington St./Green St.
 - Washington St./Matthewson St.
 - Washington St./Union St.
- 60 more signals are not included in this schedule for various reasons, mostly because there is no pedestrian phase or because pedestrian phase is exclusive



Other GCSC signal recommendations

- Specify plan for **increased No Right Turn On Red signage**
- **Return some signals with exclusive phasing to recall**, based on volumes, including Clifford/E Franklin
- **Adopt volume & configuration thresholds** for LPIs, exclusive pedestrian phasing, and “protected-only turning movement phases” (red arrows to eliminate crosswalk conflicts)
- Addition of **more bike phases** where needed



Other GCSC signal recommendations

- **Add curb ramps & crosswalks** wherever they are missing; a plan for implementing this should be made
- Walk lights should extend as long as their concurrent green light for cars; a plan for implementing this should be made
- **“Free operation”** reduces wait time by ending a green light when all the cars are through and can work well where both streets have similar volume & during off-peak hours; a plan for implementing this should be made
- **Auditory feedback** should be added whenever a signal is added or modified; a plan for implementing this should be made
- The City should consider **reducing signal cycle lengths from 90s to 60s off-peak** where feasible.



TRAFFIC CALMING POLICY

Item #4b



Traffic Calming Policy

- Request-based rather than on proactive data
- Petition requirement of 30% of abutting property owners **before even temporary measures are considered**
- 2-3 more years before compliance with Aug 2021 Ordinance
- Temporary speed lumps **before permanent measures are considered**
 - Multi-street traffic study of conditions with temporary speed lumps
- Neighborhood meeting about each location of traffic calming **before permanent measures are considered** to gauge vague “public support”



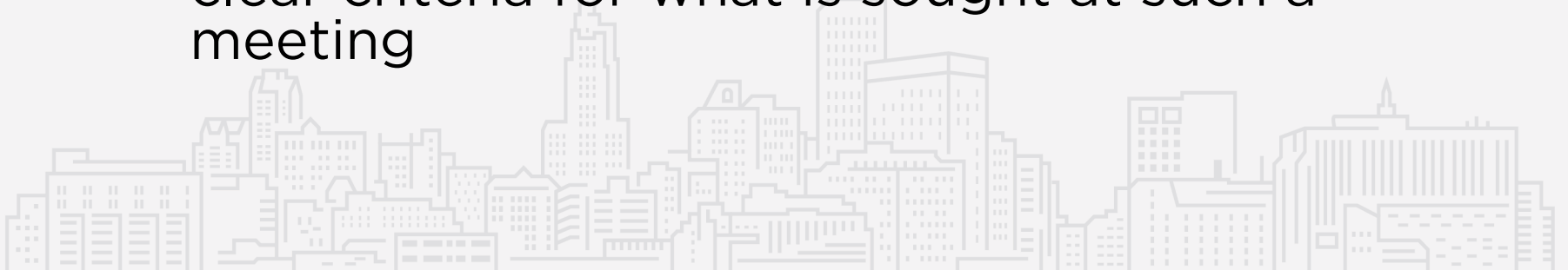
Staff Recommendations

- Petition requirement should be completely removed
- Proactively identify high-speed locations as the starting point of traffic calming selection process, through citywide modeling
- Reevaluate speed reduction & traffic volume reduction techniques based on urban conditions with average speeds under 40 mph
- Base designs on what techniques are effective, considering secondarily cost and public acceptance



Staff Recommendations

- Temporary measures should only be speed lumps if that is the planned permanent design; temporary design should reflect permanent
 - Traffic studies of temporary conditions should be completed within one month of installation and should not impede the City's ability meet the deadlines identified in the Ordinance,
- Neighborhood meeting requirement should be removed from the policy
 - If public meeting necessary, should be held as an agenda item during a meeting of GCSC, with clear criteria for what is sought at such a meeting



UPDATE ON ORDINANCE AMENDMENT

Item #4c



Ordinance Cmte meeting 9-19

- CM Goncalves introduced “Sub A”
- Most of discussion focused on quorum
- Continued for review by Law Dept
- Chair Espinal suggested it could return in October, whenever revised language ready
- Chair Espinal & CW Peterson seemed supportive, CW Harris wanted more clarity about numbers, CM Vargas concerned. CM Roias absent, CW Anderbois also spoke in favor (not on committee)



Amendment changes

- Adds “any removal of complete streets features” to scope of review
- Adds 2 alternate members to GCSC
- Changes so members serve until replacement appointed
- Tweaks traffic calming thresholds to fix too wide eligibility of short, low-traffic streets
- Requires other boards to seek GCSC opinion if relevant
- Big changes after review need waiver if reduce safety



Next steps

- Potentially another Ordinance Committee meeting in October
- Bylaw change: require minimum level of attendance
 - Staff recommendation: add sentence to Art. II Sec. 3: **“Members who are absent from four meetings in a six month period will be asked to resign.”**



NEW BUSINESS

Item #5



ANNOUNCEMENTS, STAFF UPDATES, PUBLIC COMMENT

Item #6



THANK YOU

City of Providence

