



MAYOR BRETT P. SMILEY  
CITY OF PROVIDENCE

# SAFE STREETS PROVIDENCE: VISION ZERO PLAN

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March 12, 2025

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# Why this plan now

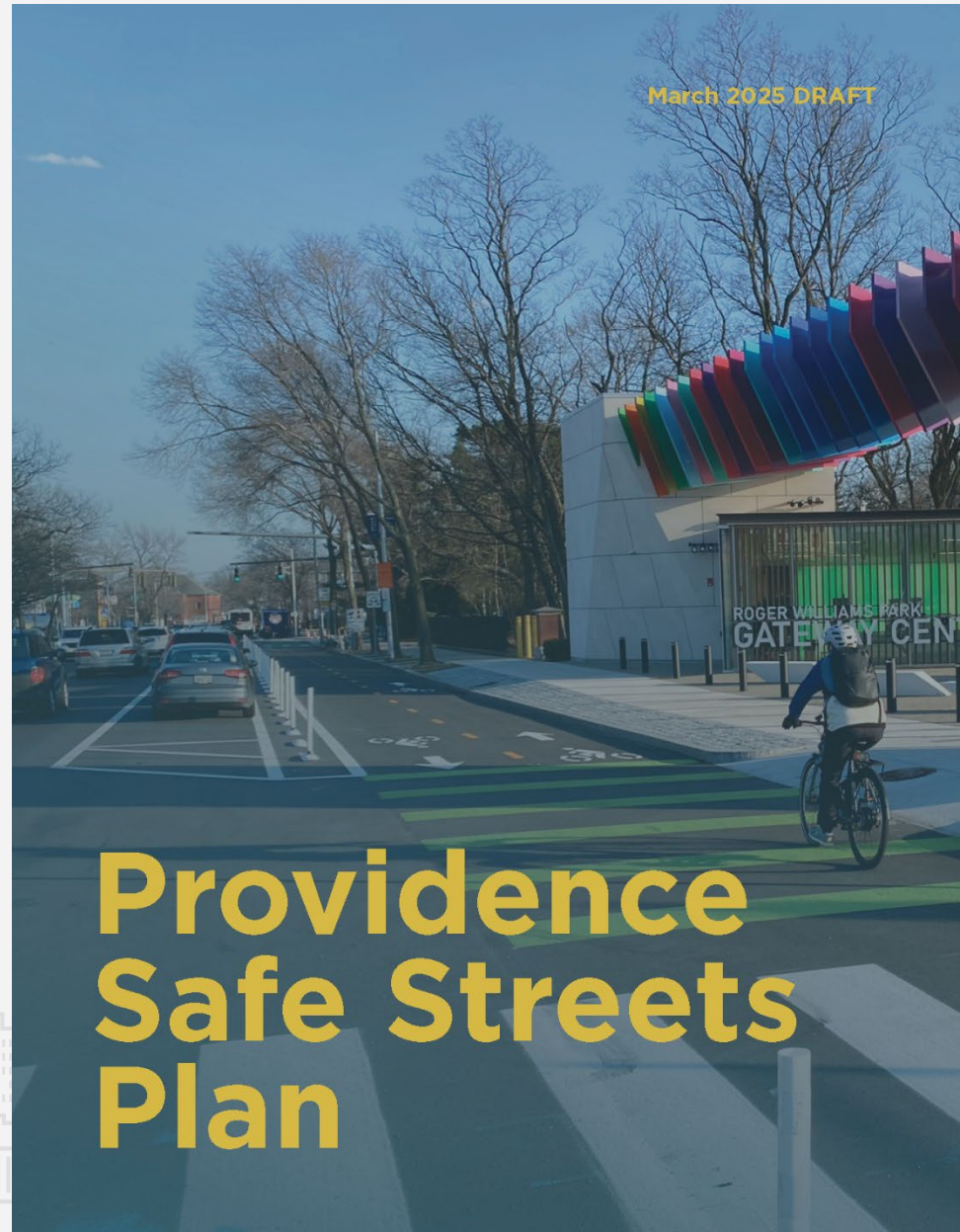
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- **Jan 2020:** City releases Great Streets Plan
- **Feb 2023:** City awarded Safe Streets For All grant, includes budget for updating plan
- **Feb 2024:** Vision Zero Resolution & Policy
- **Aug 2024:** Toole Design Group began work
- **Oct 2024:**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

## Providence Safe Streets Plan

# Drawing from Related Plans

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- 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

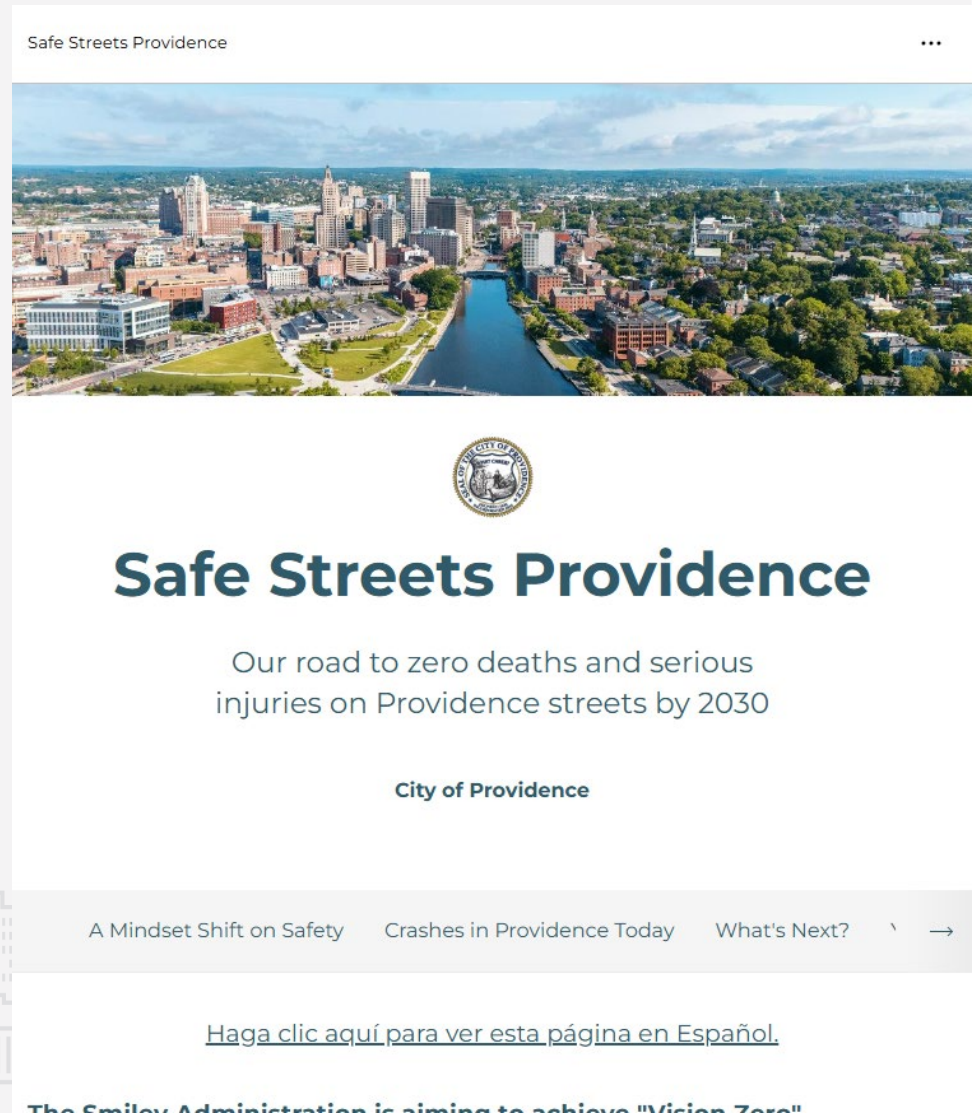
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- 1. Safety, from Vision Zero:** Eliminate serious injuries and fatalities from traffic collisions by 2030
- 2. Mode shift, from Comp Plan:** Reduce the share of trips taken in private automobiles by encouraging and investing in alternatives, while 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

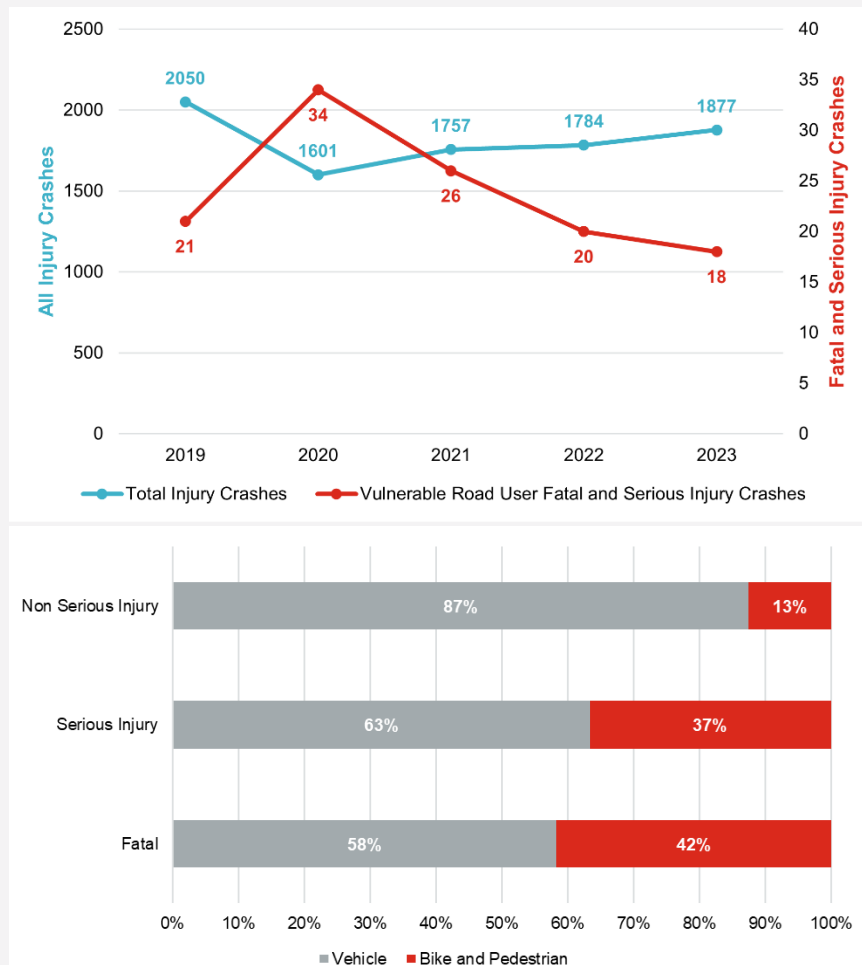


# Community Engagement

- 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

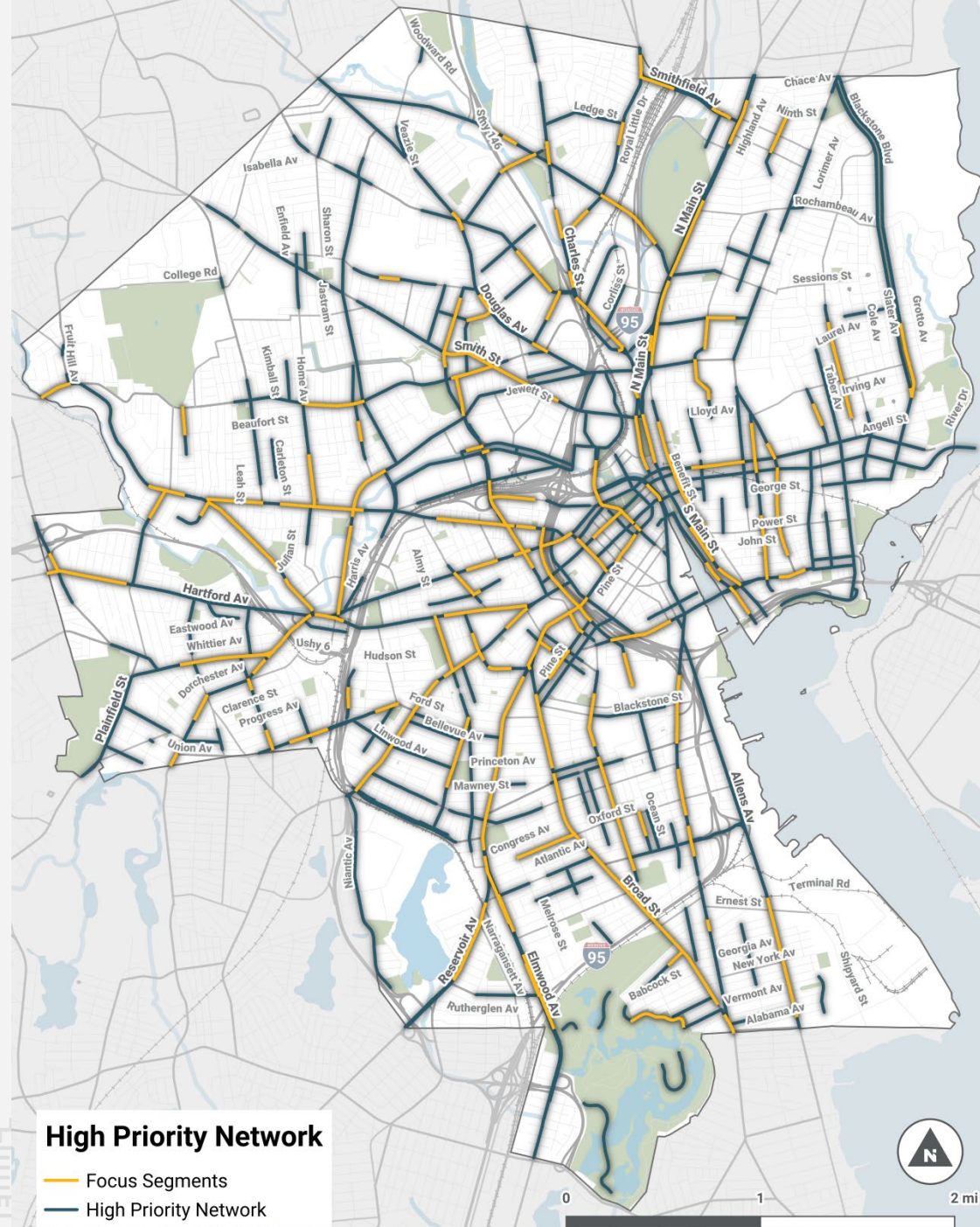


- Focus on Fatal & Serious Injury crashes
- Where were crashes 2019-2023 = “High Injury Network”
- What types of places did crashes happen?
- Where should we expect injuries to occur absent intervention? = High Priority Network



# 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

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- 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



# Updated Urban Trail Network Plan

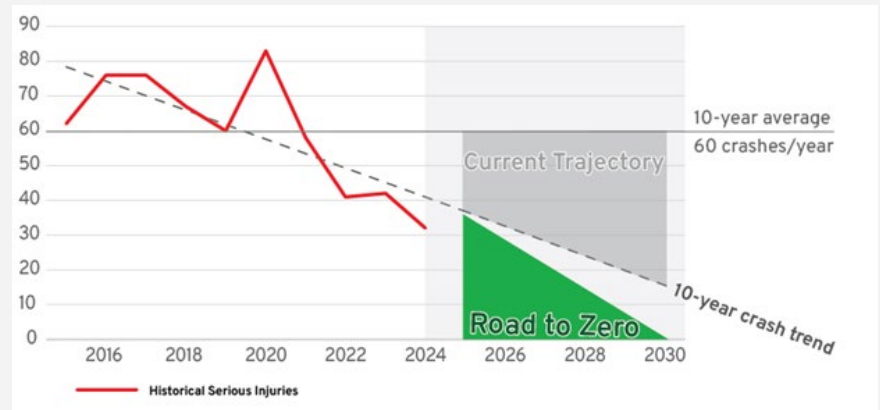
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- Incorporates lessons learned since 2020
- Making sure that urban trails serve residents equitably
- Updates prioritization based on new safety analysis



# 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



# THANK YOU

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City of Providence

