

CHAPTER 2023-49

No. 512 AN ORDINANCE AMENDING CHAPTER 23 "STREETS, SIDEWALKS AND PUBLIC PLACES" OF THE PROVIDENCE CODE OF ORDINANCES TO ADD ARTICLE VIII "GREEN AND COMPLETE STREETS" AND CHAPTER 15 "MOTOR VEHICLES AND TRAFFIC"

Approved December 21, 2023

Be it ordained by the City of Providence:

Section 1. Chapter 23, "Streets, Sidewalks and Public Places" Article VII, "Green and Complete Streets" is hereby amended as follows:

ARTICLE VIII. - GREEN AND COMPLETE STREETS

Sec. 23-191. - Vision and purpose.

Streets and sidewalks in the City of Providence carry not only people and goods, but also various utilities, including stormwater runoff. City streets also represent a sizeable portion of the city's overall land use and its publicly managed trees, and serve as windows into the city for visitors and residents alike. City streets and sidewalks serve people of all ages and abilities, while creating more mobility and independence for young people, seniors, and people with disabilities. They serve motorists and non-motorists, residents in wheelchairs, parents pushing strollers, kids biking and walking to school, and people who can't afford or don't want motor vehicles.

The city shall develop a safe, reliable, equitable, efficient, inviting, integrated and connected multimodal transportation system that will promote access, mobility and health of all kinds for all users and abutters, including people with mobility aids, and that will improve environmental quality and reduce polluted stormwater runoff. The goal of the city is to create a connected network of right-of-way facilities accommodating all modes of travel to the maximum practical extent and to promote the walkability and bikeability of the city's streets and sidewalks, along with good access to public transportation, beautification and shade from right-of-way trees, parks, schools, healthy food retail establishments, and responsible reduction and treatment of polluted stormwater.

Sec. 23-192. - Definitions.

Green and complete streets means streets that are designed and operated to enable safe equitable access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street, provide for visual pleasure, including exposure to natural elements, promote cooling via robust tree canopy, and improve environmental quality by providing for reduction, accommodation, and on-site pretreatment of stormwater prior to eventual release into local waterways and the Narragansett Bay as part of a comprehensive stormwater management system.

Significant construction or repair projects shall mean any project that changes the curb line, curb cuts, or traffic geometry, any project that includes restriping of traffic geometry, any removal of complete streets features, or any new construction or improvement of off-road bicycle paths or multi-use trails, that is located on any streets, paths, or intersections designated as needing improvements in the City's Great Streets Plan, any street categorized as an arterial or collector road, or any such construction or repair project within 300 feet of a school or City recreation center.

Environmental justice areas shall mean any areas of the city identified through a current local, state, or federal mapping effort and validated by residents of those areas to prioritize improvements to environmental sustainability and health such that no group of people bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or the execution of federal, state, and local programs and policies.

Vulnerable road users shall mean any person walking; person bicycling; police officer or emergency worker on duty when outside of a vehicle; road worker performing duties outside of a vehicle; person riding on or driving a wheelchair, motorized or not; person riding on a scooter, motorized or not; person using a skateboard, inline skate, or roller skates.

Sec. 23-193. - Scope of applicability.

- a) All publicly-owned transportation facilities in the public right-of-way including, but not limited to, streets and all other connecting pathways, as well as parking lots on publicly-owned land, shall be designed and constructed in conformance with the policy that users of all ages and abilities can travel safely and independently, residents and visitors experience pleasantly-designed urban streetscapes that incorporate greenery and shade trees, and stormwater is both reduced and treated on-site prior to entering the city's combined stormwater and wastewater conveyance system.
- b) The city shall make good faith efforts to foster partnerships with the State of Rhode Island and neighboring communities to develop facilities and accommodations that further the goals presented in both the Providence Great Streets Master Plan as well as the city's green and complete streets policy, as set forth in this Article, and continue such infrastructure beyond the city's borders.
- c) The city shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible, and more equitable streets for all users that are more attractive and that better manage stormwater. The design of new, rehabilitated, restored, resurfaced, or reconstructed facilities shall prioritize the safety and wellbeing of vulnerable road users and those living in environmental justice areas, and should anticipate likely future demand for bicycling, walking, transit, and motorist use, beautification elements, mitigation of urban heat island effect and stormwater runoff through increased tree canopy and other green infrastructure, and should not preclude the provision of future improvements. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.
- d) This Article shall apply to all persons and entities that apply for and receive permits from the Department of Public Works to perform construction, improvements and/or repairs on public roadways in the City, in accordance with Rules and Regulations promulgated by the Department of Public Works.
- e) The city shall utilize the performance measures as described in Section 23-173 to identify improvement projects to be included in the city's capital improvement plan and/or street pavement plan. The projects shall be identified based on their ability to address design issues on city-owned transportation facilities, such as improved safety and ease of use.
- f) All transportation infrastructure and street design projects in the city shall adhere to the requirements of this Article and Rhode Island General Law §24-16-2 titled "Complete Street Design."
- g) All projects initiated by the City Council through the use of Neighborhood Infrastructure Funds (NIF) and Community Development Block Grant (CDBG) funding shall be exempt from the requirements of this Article.

Sec. 23-194. - Green and Complete Streets Advisory Council.

- a) There is hereby created a Green and Complete Streets Advisory Council. The Advisory Council shall be comprised of the following members:
 - 1) The Director of Public Works or his/her designee who shall serve as a non-voting ex-officio member,

- 2) the Director of Planning and Development or his/her designee who shall serve as a non-voting ex-officio member,
 - 3) the Commissioner of Public Safety or his/her designee who shall serve as a non-voting ex-officio member,
 - 4) the Director of the Office of Sustainability or his/her designee who shall serve as a non-voting ex-officio member,
 - 5) the City Forester or his/her designee who shall serve as a non-voting ex-officio member,
 - 6) three members appointed by the Mayor,
 - 7) four members appointed by the City Council,
 - 8) two alternate members, one appointed by the Mayor and one appointed by the City Council. Where a regular member is unable to serve, the first alternate member may vote in his/her absence; the second alternate shall vote if two regular members are unable to serve.
- b) All appointed members shall be residents or domiciliaries of the city and shall each serve for terms of two years. None of the appointed members shall be an elected officer or employee of the city. Vacancies shall be filled for the unexpired term. Members shall serve beyond the date of expiration of the term to which they are appointed unless reappointed or until a replacement is appointed. At the first meeting of the Advisory Council the voting members shall elect a chairperson by a simple majority vote.
 - c) In appointing members to the Green and Complete Streets Advisory Council, the Mayor and City Council shall give due consideration to appointing members with expertise in the following areas: civil engineering, architecture, city planning, and environmental sustainability. In addition to the above described areas of expertise, the Mayor and City Council shall also give due consideration to appoint members who represent the diverse communities of the City.
 - d) The Green and Complete Streets Advisory Council shall include at least one representative of the aging community and a minimum of one member representing the disability community. One of the representatives mentioned in this subsection shall be appointed by the Mayor and one shall be appointed by the City Council such that each community identified in this subsection is represented.
 - e) All meetings of the Green and Complete Streets Advisory Council shall be subject to the provisions of the Rhode Island Open Meetings Act.
 - f) The Department of Planning and Development shall staff the Green & Complete Streets Advisory Council, with the Department of the City Clerk providing administrative support.
 - g) A quorum of the Green & Complete Streets Advisory Council shall be at least three (3) voting members.

Sec. 23-195. - Implementation.

- a) The city shall follow accepted or adopted design standards and use the best and latest design standards available. These standards include, but are not limited to Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, NACTO's Urban Street Design Guide, and the Rhode Island Department of Environmental Management's Low Impact Design (LID) standards as reflected in its Stormwater Design Manual (2015) and LID Guide (2011). Links to these design standards shall be made publicly available on the city's website. In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that it provides a comparable level of safety for all users.

- b) All significant construction or repair projects subject to this Article shall be presented to the Green and Complete Streets Advisory Council by the sponsoring public agency for review during both the project's initial scoping phase and preliminary design phase.
 - 1) The Advisory Council's role in reviewing projects shall be advisory only.
 - 2) As part of its review, the Advisory Council members shall consider the project's level of compliance with this Article, and whether it implements the elements of the City's Great Streets Plan and other planning and policy documents adopted by the city, where applicable.
 - 3) The sponsoring public agency shall supply the Green and Complete Streets Advisory Council with all documents and plans at least fourteen (14) calendar days in advance of the regularly scheduled Advisory Council meeting at which the project is intended to be reviewed. Documents and plans shall be submitted to the staff of the Advisory Council in an electronic format and all submissions shall be accompanied by all documentation reasonably necessary to evaluate the project.
 - 4) Once documents and plans for a project have been received by the Advisory Council, the Advisory Council shall either review the project or decline to review the project within forty-five (45) calendar days of receipt of the documents and plans. Failure of the Advisory Council to act within the prescribed period shall constitute a declination to review the project and a letter documenting this decline shall be issued from the staff of the Advisory Council to the Director of the Department of Public Works.
 - 5) All decisions relating to recommendations regarding projects by the Advisory Council shall be made available in writing to the Director of Department of Public Works and the Director of Planning and Development no more than twenty-one (21) calendar days from the date of the Advisory Council meeting at which the decision was made.
 - 6) The Director of Public Works shall document and communicate to staff for the Advisory Council the reasons that a project will deviate from the Advisory Council's written recommendations.
- c) Traffic calming improvements shall be evaluated as follows:
 - 1) The Traffic Engineer shall conduct traffic studies each month, prioritizing obtaining traffic data on:
 - i) Streets with the most collisions in the preceding three 3 years that have not yet been studied by the Traffic Engineer, especially those with high levels of collisions involving people walking or bicycling,
 - ii) Streets included in the Great Streets Plan,
 - iii) Streets with at least two individuals requesting for traffic calming improvements,
 - iv) Streets the city plans to resurface within the next twelve months,
 - v) Streets throughout the city, such that each Ward contains at least one street studied for traffic calming improvements every six months.
 - 2) Based on the conducted studies, streets that are found to exceed at least one of the following quantitative thresholds shall automatically and immediately be granted preliminary approval by the Traffic Engineer for traffic calming improvements:
 - i) 15% of motor vehicles traveling faster than 30 mph over the study period,
 - ii) 20% of motor vehicles traveling faster than 35 mph for consecutive two hour periods on two days within the study period,
 - iii) 10% of motor vehicles traveling faster than 20 mph over the study period on a street narrower than 18 feet,
 - iv) 3,000 motor vehicles average daily traffic on a local road,

- 3) The Green and Complete Streets Advisory Council may recommend that additional streets be granted preliminary approval for traffic calming improvements by the Traffic Engineer. Streets that are eligible for this discussion must meet one of the following quantitative thresholds:
 - i) 5% of motor vehicles traveling faster than 30 mph over the study period on a local or collector road
 - ii) 2000 motor vehicles average daily traffic on a local or collector road
 - iii) 50 collisions per million vehicle miles over a 3 year period
 - iv) 20 persons injured per million vehicle miles over a 3 year period
- 4) All streets receiving preliminary approval for traffic calming improvements shall be prioritized for installation first by the number of injuries recorded over a three year period and then by their 95th percentile speeds.
- 5) In consultation with staff from the Police Department, Fire Department, Department of Planning and Development, and the City Council, the Traffic Engineer shall evaluate the most appropriate design for improvement. This design must be completed within six months of the Advisory Council's recommendation, unless the Advisory Council shall issue a waiver of the six month period.
- 6) The Director of Planning and Development shall review for final approval plans prepared by the Traffic Engineer for streets preliminarily approved for traffic calming improvements.
- 7) The Department of Public Works shall install traffic calming improvements upon final approval in the prioritized order determined in subsection (5).
- 8) During the three (3) months following installation of traffic calming improvements, the Traffic Engineer shall conduct a second traffic study for each installed location to evaluate the effectiveness of the improvements. If this traffic study still qualifies the location for preliminary approval under subsections (2) or (3), additional improvements shall be evaluated by the Traffic Engineer according to the above process.
- 9) All Advisory Opinions rendered by the Advisory Council shall be published on the City's website within fourteen (14) calendar days of issuance.
- d) The Green and Complete Streets Advisory Council shall review on an annual basis all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs of city departments as appropriate (including, but not limited to any short-term, medium-term, and long-term capital plans) for compliance with green and complete streets principles. The Advisory Council shall annually provide a written report to the City Council and Administration outlining all suggested changes to such land use policies, zoning ordinances, etc. that will better align with green and complete streets principals.
- e) The Green and Complete Streets Advisory Council shall review all current street and sidewalk design standards to ensure that they reflect the best available design standards and guidelines, and effectively implement green and complete streets, where feasible.
- f) The Green and Complete Streets Advisory Council shall ensure equitable and inclusive community engagement for all project phases from planning to implementation.
- g) When available, the city shall make good faith efforts to encourage staff professional development and training on non-motorized transportation issues and best practices of right-of-way green infrastructure through attending conferences, classes, seminars, and workshops.
- h) City staff shall make good faith efforts to identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support the green and complete streets projects.

- i) The city shall create plans and set goals to ensure the successful implementation of this Article in environmental justice areas and shall prioritize environmental justice areas for improvements.
- j) Projects developed under this Article shall improve ease of travel, comfort and safety for people with disabilities and the elderly.
- k) The city shall promote inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources. All City boards and commissions may seek the advisory opinion of the Green and Complete Streets Advisory Council on matters pertinent to this Article. The act of seeking an advisory opinion shall not prevent a board or commission in fulfilling obligations outlined by law, including compliance with review timelines.
- l) The city shall make good faith efforts to include an educational component to ensure that all users of the transportation system understand and can safely utilize green and complete streets project elements.
- m) The city shall make good faith efforts to encourage improved access to public transit, parks, schools, and healthy food retail establishments, in all development plans reviewed and approved by the city.

Sec. 23-196. - Exceptions.

- a) Applications for waivers or exceptions shall be reviewed and approved by the Green and Complete Streets Advisory Council based on the following criteria:
 - 1) An affected roadway prohibits, by law, use by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross, run parallel to, or otherwise intersect with the affected roadway;
 - 2) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (including, but not limited to, mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal or interim measures);
 - 3) The Director of Planning and Development issues a recommendation that the application of this article is unnecessary or unduly cost prohibitive, based upon all reasonable alternatives commensurate to the project scope of work being exhausted and documented, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.
 - 4) Other available means or factors indicate an absence of need, including future need.
- b) Notwithstanding the provisions of subsection (a), the Commissioner of Public Safety may issue a waiver or an exception in the form of an executive order if application of this Article would be contrary to public safety, with notice given to the Green and Complete Streets Advisory Council within two business days from the date of the Commissioner's decision regarding said application.
- c) All documentation regarding any waiver or exception application shall be publicly available.
- d) All proposed exceptions must be mode-specific, specifying which Complete Streets principles should be exempted. Infeasibility of one mode of transportation should not exempt a project from incorporating other Complete Streets principles.
- e) Significant changes to projects that had project plans reviewed by the Green and Complete Streets Advisory Council during the preliminary design phase must also utilize the waiver procedure in this section if the safety of the improvements would be diminished compared to the reviewed plans.

Sec. 23-197. - Performance measures and reporting.

A report shall be submitted annually to the City Council and placed on the city's website by the Director of Public Works and the Director of Planning. The annual report shall document the annual increase or decrease for each of the following.

- 1) Assessment of linear feet of sidewalk in need of repair or construction to be performed on an annual basis;
- 2) Replacement of non-ADA compliant curb ramps;
- 3) Number of intersection legs without crosswalks
- 4) Total miles of bike lanes;
- 5) Number of street trees;
- 6) Maintenance activities of existing green and complete streets facilities;
- 7) Number of traffic complaints and calming requests by street name;
- 8) Number and severity of traffic violations and crashes by mode;
- 9) Total dollar amount spent on green and complete streets activities;
- 10) Number of new stormwater management improvements in the city;
- 11) Number of traffic calming devices installed, as well as those evaluated and approved for installation;
- 12) Number of crosswalk and intersection improvements installed;
- 13) Number of people biking on a representative sample of streets and trails;
- 14) Number of people riding Rhode Island Public Transit Authority buses within the City;
- 15) Number of applications and waivers requested and granted, along with the justification for any waivers granted;
- 16) Opportunities for community stakeholders in environmental justice areas to influence how these improvements are prioritized;
- 17) Number of Green and Complete Streets improvements made in environmental justice areas.

Section 2. Chapter 15, "Motor Vehicles and Traffic" is hereby amended as follows:

Sec. 15-2. - Penalties for traffic violations.

(a) *Generally.* The general penalties provided for by section 1-10 of this Code of Ordinances shall apply to violations of this chapter or any regulations made there under except that any person electing to appear before the clerk of court, or mailing the same, in lieu of a personal appearance before the Providence Municipal Court and admitting the violation charged, shall be punished by a fine as hereinafter respectively set forth:

Offense fine

Parking from 2:00 a.m. to 5:00 a.m.* \$20.00

Overtime parking from 5:00 a.m. to 2:00 a.m. 20.00

Parking without permit in a residential zone 15.00

Parking at expired meter 25.00

Parking during an emergency 100.00

Parking so as to obstruct the flow of traffic 75.00

Parking in prohibited area (no parking) 30.00

Parking within eight (8) feet of fire hydrant 100.00

Parking in loading zone 30.00

Parking in taxi stand 30.00

Parking within thirty-five (35) feet of corner 30.00

Parking to obstruct driveway 30.00

Parking within twelve (12) inches of a driveway as measured by a line running along the curb in either direction 30.00

Parking on sidewalk 100.00
 Parking in a bicycle lane 100.00**
 Standing in prohibited areas 30.00
 Double parking (more than three (3) feet from curb) 30.00
 Parking in marked bus stop 100.00**
 Parking in excess of one (1) foot, but not more than three (3) feet from curb 30.00
 Parking with left wheels to curb 30.00
 Angle parking 30.00
 Parking on marked crosswalk or within intersection 100.00**
 Stopping bus away from curb 30.00
 Parking in a tow zone 100.00
 Violation of moving vehicle traffic regulation 75.00

* Except in those areas designated as resident permit parking areas (which allow for residential permit parking only between the hours of 2:00 a.m. and 5:00 a.m.).

** The city shall contribute any increase in revenue generated from the increase in fine amounts to smart growth initiatives.


In the event any of the foregoing stated fines are not paid or a plea of not guilty to the citation is entered prior to the fourteenth day after date of violation, said fines shall be doubled.

In the event any of the foregoing stated fines are not paid or a plea of not guilty to the citation is entered subsequent to the fourteenth day and prior to the twenty-eighth day after date of violations, said fines shall be tripled.

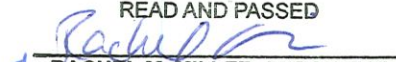

(b) *Meter violations.* Where the violation occurs in a metered space it shall be a separate violation for vehicles remained parked in said space for each consecutive unit of time beyond the first unit of time, up to a maximum of two (2) violations.

Section 3. This ordinance shall take effect upon passage.

IN CITY COUNCIL
 DEC 07 2023
 FIRST READING
 READ AND PASSED


 CLERK

IN CITY
 COUNCIL
 DEC 14 2023
 FINAL READING
 READ AND PASSED


 RACHEL M. MILLER, PRESIDENT

 CLERK

I HEREBY APPROVE.


 Mayor

Date: 12/21/23

Mastroianni, Tina

From: alana deluty <alana.deluty@gmail.com>
Sent: Monday, June 26, 2023 9:51 AM
To: Mastroianni, Tina; Ward10; Ward15; Ward11; Ward4; Ward14
Subject: [EXTERNAL] Expressing Support for Ordinance Change

Hello Ordinance Committee Members,

I am writing to express my strong support for the proposed ordinance change to the Green and Complete Streets Ordinance which is being heard Thursday at 5:30pm. This will ensure that city leadership cannot unilaterally remove urban trails without due process. These urban trails are essential to my safety, and even more importantly, essential to the safety of the children who live on my street and are able to use these urban trails to get around safely.

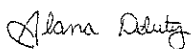
I am also writing to express support for Item 1 on the agenda to prevent commercial trucks being parked on city streets for over an hour. Street space is a public good and it is unfair for it to be monopolized by private business.

I would also welcome any other ordinances promoting parking enforcement related to safety. Every time I am on Broad Street, as I am a resident of South Providence, I see about 20 illegal vehicular things per hour. People parked in the bike lane, blocking crosswalks, parked on the sidewalk, blocking a corner (blocking visibility for other motorists or pedestrians) etc. This is DANGEROUS.

Why is all the parking enforcement on the east side near Thayer Street?

We South Providence residents WANT AND DESERVE SAFETY too.

Sincerely,
Alana Deluty
Proud South Providence and Ward 11 Resident



Alana Deluty
President, Fulbright Association Rhode Island
Member, Green and Complete Streets Advisory Council, City of Providence
alana.deluty@gmail.com
+1 401 580 4334

To: Chair Pedro Espinal and Members of the Providence City Council Ordinance Committee

From: Valerie Reishuk, 127 Transit Street, Providence, RI 02906 401-441-1372

Re: SUPPORT for Amending Ch 23 "Streets, Sidewalks and Public Places" to add Article VIII "Green and Complete Streets" and Ch 15 "Motor Vehicles and Traffic"

Date: 6/27/2023

Chair Espinal and members of the Committee,

I support the proposed amendments. I am a regular attendee of the Green and Complete Streets Committee meetings, and this body is helpful to me in my advocacy for street safety in Providence. I find the Committee to be data-driven yet compassionate to resident needs and requests. (The group struggles to convene a quorum at times, so expanding their membership seems logical.)

The Green and Complete Streets Committee has assisted me by clearly communicating plans for street calming, large and small. Drawings and maps are available during the meetings and later at the Green and Complete Streets website, or in the agenda links. In turn, I have used these tools in conversations with my City Councilor and at his Zoom Community meetings, with neighbors, with church friends, and with other street safety advocates.

I would appreciate it if the Green and Complete Streets Committee has authority to consider requests to both build and remove street calming strategies. In this way, there is room for public input, evaluation, and transparency in the process of building street safety.

Similarly, I support the amendment to "Motor Vehicles and Traffic" that restricts curb time for delivery trucks. This rule may help to "daylight" intersections. On feeder streets to Camp Street, parked delivery trucks regularly obscure the view of approaching traffic at the intersection.

It has been my experience that City of Providence DPW Curbside goes above and beyond to keep pedestrian, wheelchair and bike travel lanes clear in the downtown area. This amendment gives Curbside even more leverage to move the obstructions to outside-of-vehicle traffic, while working with area businesses to ensure smooth deliveries.

Thank you,

Val Reishuk

Mastroianni, Tina

From: Cedric Ye <cedric.ye9@gmail.com>
Sent: Tuesday, June 27, 2023 8:08 PM
To: Mastroianni, Tina
Subject: [EXTERNAL] A message for the Ordinance Committee on Thursday, June 29th, regarding Agenda Item #2

To the honorable members of the Ordinance Committee,

My name is Cedric Ye, and I am a 14 year old resident of Providence. I am writing in strong support of the changes to the Green & Complete Streets ordinance that are being heard this Thursday as agenda item #2 in the Ordinance Committee.

As someone who cannot legally drive, riding my bike, walking, and taking the bus are the primary ways that I get around the city, providing access to the library, my summer job, and more. This has improved my physical health, mental health, my independence, and the environment. However, the high-speed car traffic seen on most streets makes it feel unsafe and nearly impossible for me to cycle on many streets in Providence, which has made me hesitant to travel downtown or other parts of Providence beyond my neighborhood. The protected urban trails seen on some streets around the city provide me a safe, comfortable, separated place to cycle, ensuring my safety on the road and improving traffic flow for drivers who experience less bike-car conflicts, encouraging me to take more trips by bicycle.

Even when I am not on a bicycle, urban trails slow down cars and act as additional sidewalk space if needed, making it feel more comfortable and safe to walk around and cross streets when walking home or after I get off a bus. Providence's protected urban trails are an integral part of how I get around Providence, and have expanded my reach of where I feel safe, comfortable, and respected traveling around the city. I am deeply grateful to the city of Providence for all the hard work in planning and implementing these urban trails, and I hope to see the execution of the remainder of the Great Streets plan.

I therefore urge you to support the revisions to the Green & Complete Streets Ordinance that would add the word "removal" and strengthen the ordinance by ensuring a public process for the removal of bike lanes and traffic calming infrastructure. This would ensure that the voices of community members are being heard in the process of a major impact on quality of life, and the decisions being made in neighborhoods are being made in the interest of the people who live in it.

Thank you very much for your time, I appreciate all the work you do for us and your leadership for a 21st century Providence.

Sincerely,
Cedric

Mastroianni, Tina

From: Andrew Barnett <abarnett313@gmail.com>
Sent: Thursday, June 29, 2023 9:53 AM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green & Complete Streets ordinance (Agenda Items #1 and 2 in tonight's Ordinance Committee meeting)

To the honorable members of the Ordinance Committee,

My name is Andrew Barnett and I both live and work in Providence.

I am writing to express my support for two proposed changes to city ordinances in tonight's meeting.

Re: Agenda Item #1, I strongly support the proposed amendment to Chapter 15 "Motor Vehicles and Traffic", Section 15-11, "Residential Parking/Standing of Certain Commercial Vehicles" which would prevent commercial trucks from being parked on city streets for more than 1 hour.

Re: Agenda Item #2, I also strongly support the proposed amendments to Chapter 23 "Streets, Sidewalks and Public Places" of the Providence Code of Ordinances to add Article VIII "Green and Complete Streets" and Chapter 15 "Motor Vehicles and Traffic". I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people who live in, work in, and visit Providence. I had also called earlier this week and left a message expressing my support for these amendments.

Thank you,

Andrew P. Barnett
5 Mountain Street
Apt. 3R
Providence, RI 02903

Mastroianni, Tina

From: Lisa Aurecchia <lisa@wrwc.org>
Sent: Thursday, June 29, 2023 9:56 AM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green and Complete Streets ordinance

To the honorable members of the Ordinance Committee,

My name is Lisa Aurecchia and I am a Providence resident and have been working on the development of the Woonasquatucket River Greenway for 26 years to improve and transform park spaces and neighborhoods along the river in Providence.

I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

Thank you,

Lisa Aurecchia
56 Bainbridge Avenue
Providence, RI 02909

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Lisa Aurecchia

Director of Projects

Woonasquatucket River Watershed Council

[45 Eagle Street, \[maps.google.com\]](#) Suite 202 [\[maps.google.com\]](#) | Providence RI [\[maps.google.com\]](#) 02909 [\[maps.google.com\]](#)
[401.861.9046](#) (o) | [401.861.9038](#) (f)
[www.wrwc.org](#)

Mastroianni, Tina

From: John Flaherty <JFlaherty@GrowSmartRI.com>
Sent: Thursday, June 29, 2023 10:04 AM
To: Clerk, City
Subject: [EXTERNAL] We support the amendments to the Green & Complete Streets ordinance

Honorable members of the Ordinance Committee,

Hello - My name is John Flaherty. I work for Grow Smart RI in Downtown Providence and commute regularly via RIPTA.

Grow Smart RI is Rhode Island’s statewide ‘smart growth’ advocacy organization, and one of the longest standing organizations of its kind in the country. We’re a nonprofit public interest group working with a broad range of civic leaders and community stakeholders committed to strengthening and growing Rhode Island’s economy in a sustainable and equitable way. Our specialty is working with communities to integrate smart land-use, transportation, housing, and conservation policies that advance our commitment to the three E’s - Economy, Equity and Environment.

On behalf of Grow Smart RI, I wanted to express our support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. We believe these small changes to the law will strengthen the city’s ability to continue making improvements that deliver safe, equitable, and sustainable streets to the people who live and/or work in Providence.

Thank you for your public service.

John



John Flaherty
Deputy Director, Grow Smart RI
144 Westminster St, Suite 303
Providence, RI 02903
jflaherty@growsmartri.com
(401)-309-8707 (mobile)
www.GrowSmartRI.org

Grow Smart RI is a non-profit alliance of business and civic leaders that provides policy guidance to those seeking thoughtful, long-term economic growth and quality of place. We have a 24-year history of promoting best practice tools and strategies for advancing economic and community revitalization in a sustainable and equitable way. Our specialty is working with community stakeholders to integrate land-use, transportation, housing and natural resource policies reflecting a commitment to the three E’s - Economy, Equity and Environment.

Mastroianni, Tina

From: Jeffrey Trull <jeffreytrull1@gmail.com>
Sent: Thursday, June 29, 2023 9:59 AM
To: Mastroianni, Tina
Subject: [EXTERNAL] Fwd: I support the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

Hi Tina,

I'm forwarding my letter of support (see bottom of this message) as I also received the "Delivery Status Notification (Failure)" when I attempted to email the cityclerk@providenceri.gov email address.

Best,

Jeffrey Trull

----- Forwarded message -----
From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: Thu, Jun 29, 2023 at 9:44 AM
Subject: Delivery Status Notification (Failure)
To: <jeff.trull@gmail.com>



Message blocked

Your message to cityclerk@providenceri.gov has been blocked. See technical details below for more information.

The response from the remote server was:

550 permanent failure for one or more recipients (cityclerk@providenceri.gov:blocked)

----- Forwarded message -----

From: Jeffrey Trull <jeffreytrull1@gmail.com>
To: cityclerk@providenceri.gov
Cc:
Bcc:
Date: Thu, 29 Jun 2023 09:44:25 -0400
Subject: I support the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)
To the honorable members of the Ordinance Committee,

My name is Jeffrey Trull, and I work in Providence.

I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

Thank you,

Jeffrey Trull
110 Sheffield Ave
Pawtucket, RI 02860

--
Jeffrey Trull, SEO and content marketing consultant
jeffreytrull.com | jeffrey@jeffreytrull.com | 978.204.4574
Find me on [LinkedIn](#)

Happy to help your referrals any time. Thank you!

--
Jeffrey Trull, SEO and content marketing consultant
jeffreytrull.com | jeffrey@jeffreytrull.com | 978.204.4574
Find me on [LinkedIn](#)

Happy to help your referrals any time. Thank you!

Mastroianni, Tina

From: Tim Riker <tbriker@gmail.com>
Sent: Thursday, June 29, 2023 12:40 PM
To: Mastroianni, Tina
Cc: Clerk, City
Subject: [EXTERNAL] Green and Complete Streets Ordinance

To: Tina Mastroianni, Chief City Clerk

The amendment to the Green & Complete Streets ordinance, which introduces more community processes and accountability into transportation planning, is a significant step forward in promoting inclusive and sustainable development within our communities. By voting for this amendment, you are emphasizing the importance of involving local residents and stakeholders in decision-making processes regarding transportation infrastructure, not only during its construction but also during its potential removal.

One of the primary benefits of this amendment is that it recognizes the fundamental principle of community engagement. Transportation systems have a profound impact on the daily lives of individuals, affecting accessibility, safety, and environmental sustainability. Therefore, it is crucial to include community members in the planning, design, and implementation stages. By involving the public in these processes, a more comprehensive understanding of local needs and preferences can be obtained, leading to transportation infrastructure that better serves the community as a whole.

In addition to community engagement during the creation of transportation infrastructure, the amendment acknowledges the need for a similar process for its removal. While transportation projects are often built with the intention of improving mobility and connectivity, it is essential to acknowledge that over time, circumstances and priorities may change. Certain infrastructure may become outdated, or it may be determined that alternative approaches could better address the evolving needs of the community.

By establishing a process for the removal of transportation infrastructure, the amendment ensures that decisions regarding such actions are not made unilaterally or without considering the opinions and concerns of the community. This accountability fosters a sense of ownership and empowerment among residents, reinforcing the notion that they have a stake in the development and long-term sustainability of their neighborhoods.

Furthermore, the introduction of community processes and accountability into the removal of transportation infrastructure aligns with the broader goals of promoting environmental sustainability and adapting to the changing needs of our communities. By periodically evaluating and potentially removing outdated or underutilized infrastructure, resources can be better allocated toward more efficient and effective alternatives. This approach contributes to the overall resilience and adaptability of our transportation systems, fostering a more sustainable and livable environment for future generations.

In conclusion, your support for the amendment to the Green & Complete Streets ordinance highlights the importance of community engagement and accountability in transportation planning. By advocating for both the creation and potential removal of infrastructure, you recognize the need for an inclusive, transparent, and sustainable approach to shaping our transportation systems. Through this amendment, we can ensure that the decisions made align with the evolving needs and aspirations of the community while fostering a sense of shared responsibility for the long-term well-being of our neighborhoods.

Thank you,

Mastroianni, Tina

From: Maggie Bachenberg <maggie@bikepointz.com>
Sent: Thursday, June 29, 2023 10:36 AM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

To the honorable members of the Ordinance Committee,

My name is Maggie Bachenberg and I am a resident and worker in Providence.

I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

Thank you,
Maggie Bachenberg
193 Power Street Providence, RI 02906

Mastroianni, Tina

From: Ian Westcott <ian@ianw.org>
Sent: Thursday, June 29, 2023 10:46 AM
To: Clerk, City
Subject: [EXTERNAL] In support of amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

To the honorable members of the Ordinance Committee,

My name is Ian Westcott and I live in the Elmhurst neighborhood of Providence (ward 5) with my family.

I'm writing to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. The changes we've already made to city streets have had a huge impact on me and my family, but we need to do more to expand safe streets throughout the city. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

Thank you.

--

Ian Westcott
7 Lotus Place
Providence, RI 02908
ian@ianw.org
<https://ianw.org/>

--

Ian Westcott
ian@ianw.org
<https://ianw.org/>

Mastroianni, Tina

From: Claudia Wack <claudiawack@gmail.com>
Sent: Thursday, June 29, 2023 11:00 AM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

To the honorable members of the Ordinance Committee,

My name is Claudia and I live in Providence. I support the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

I urge you to support their adoption.

Thank you,
Claudia Wack
144 Evergreen Street, Providence 02906

Mastroianni, Tina

From: Dylan Giles <dylancgiles90@gmail.com>
Sent: Thursday, June 29, 2023 11:21 AM
To: Clerk, City
Subject: [EXTERNAL] Support for Green and Complete Streets Ordinance

Hello! I work in Providence and travel throughout the city regularly as a cyclist, pedestrian, and transit user. I'm writing in support of the Green and Complete Streets ordinance that would help to ensure equitable and safe streets, and increase public accountability around bicycle and pedestrian infrastructure.

I look forward to the committee continuing its important work to make it safer and more desirable to travel without a car in the City, as the combined housing and climate crises will continue to worsen without meaningful action.

Regards,

Dylan Giles
Woodlawn, Pawtucket, RI

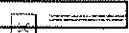
Mastroianni, Tina

From: Netto, Matthew <mnetto@aarp.org>
Sent: Thursday, June 29, 2023 12:04 PM
To: Clerk, City
Subject: [EXTERNAL] AARP RI Letter of Support for Green and Complete Streets Ordinance Amendments
Attachments: Providence G&CS Ordinance Amendments Letter of Support from AARP.pdf

My name is Matt Netto and I am the Associate State Director, Advocacy for AARP RI.

I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence. Attached to this email you will find a letter of support from our office. Thank you.

Sincerely,

Matthew Netto | ASD Advocacy & Outreach
AARP Rhode Island
10 Orms Street, Suite 200, Providence, RI 02904
Office: (401) 248-2660 | Cell: (401) 834-0524 | Email: mnetto@aarp.org | Web: <http://www.aarp.org/RINotes>

Follow me on Twitter: [@MattNetto](#)



Street 10 Orms St., Suite 200 | Providence, RI 02904
Phone 866-542-8170 | Fax: 401-272-0596
www.aarp.org/RI | riaarp@aarp.org | twitter: @aarpri
facebook: facebook.com/aarpri

Thursday, June 29, 2023

To the honorable members of the Ordinance Committee,

I am writing you today to express AARP Rhode Island's support for the proposed amendments to the Green and Complete Streets ordinance. Mobility is key to maintaining independence and to staying connected to the community. Older people consistently tell AARP that it's important for them to be able to stay in their homes and communities as they age. AARP has long-promoted transportation options for older adults nationally and at the state and local levels.

Regular physical activity is one of the most important things people can do to improve their cardiovascular health; however, population levels of physical activity remain low in the United States. A 2020 policy statement from the American Heart Association concluded that using human-powered, active transportation is one of the leading evidence-based strategies to increase physical activity, regardless of age, income, racial or ethnic background, ability or disability, but environments must be conducive to such activity.

Planning, designing, and building roads that respond to the needs of all users will provide children, families and older adults a variety of options for getting around -- whether walking, biking, taking public transportation, driving their own cars, or sharing rides with family and friends. Complete Streets design allows everyone to share the road and get their own safe piece of the street.

Another benefit of these types of initiatives is the environmental impacts. This plan encourages clean forms of transportation that will help Providence fight climate change and become a more sustainable city by increasing green infrastructure along our streets and sidewalks, protecting our waterways from polluted stormwater runoff.

AARP Rhode Island support the amendments that the Green and Complete Streets Council has recommended. Children and families should be able to safely walk or bike to school, parks, recreation areas and grocery stores. Many of our roads do little to meet the needs of the growing population of older residents - or children, families and differently-abled residents. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Catherine Taylor". The signature is fluid and cursive.

Catherine Taylor
State Director - AARP Rhode Island

Mastroianni, Tina

From: Rebecca Atwood <rebecca.a.atwood@gmail.com>
Sent: Thursday, June 29, 2023 12:48 PM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green & Complete Streets ordinance AND the Self-Storage Ban

To the honorable members of the Ordinance Committee,

I'm Rebecca Atwood, and I am a Providence resident. I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence. Our city should be far friendlier towards pedestrians, cyclists, parents with strollers, people in wheelchairs, and everybody who isn't in a car.

I also support the proposal to ban self-storage facilities. Our urban environment is not the appropriate place for storage facilities. These buildings compromise our city's walkability, they lower property values, they're hard to repurpose over time, and the way they're constructed contributes to climate change.

Thank you,

Rebecca Atwood
36 Hudson St, Providence, RI

--

she/her

Atomic Clock
film + video
www.thisisatomicclock.com

Mastroianni, Tina

From: Rachel Peterson <rkaypeters@gmail.com>
Sent: Thursday, June 29, 2023 1:32 PM
To: Mastroianni, Tina
Cc: Ward10
Subject: [EXTERNAL] Support for the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

To the honorable members of the Ordinance Committee,

My name is Rachel Peterson and I live and work in Providence.

I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance--namely adding "removal" in addition to construction and repair projects as part of its scope--that are coming before the committee tonight.

Safety and accessibility for all road users, especially those most vulnerable, is a major concern of mine, and I believe these small changes will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

Thank you,
Rachel

Rachel Peterson
163 Doyle Ave
Providence, RI 02903

Mastroianni, Tina

From: Derek Wietsma <dwietsma@gmail.com>
Sent: Thursday, June 29, 2023 1:47 PM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

To the honorable members of the Ordinance Committee,

My name is Derek Wietsma. I live and work in Providence.

I fully support the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence. This is a very high priority for me and my family.

Thank you for your public service.

Derek

Mastroianni, Tina

From: Dan Mitrovic <dan@downcitydesign.org>
Sent: Thursday, June 29, 2023 3:43 PM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

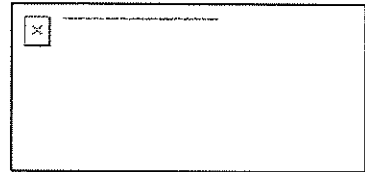
To the honorable members of the Ordinance Committee,

My name is Dan and I am a resident of/worker in Providence.

I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

Thank you,
Dan Mitrovic
100 Tell Street
Providence, RI
02909

--



Dan Mitrovic | he/him/they
Youth Program Manager
DownCity Design
Tel: (401) 272-8070
Cell: (561) 351-0367
www.downcitydesign.org

Mastroianni, Tina

From: Amanda Barker <amanda@greenenergyconsumers.org>
Sent: Thursday, June 29, 2023 6:44 PM
To: Clerk, City
Subject: [EXTERNAL] I support the amendments to the Green & Complete Streets ordinance (Agenda Item #2 in tonight's Ordinance Committee meeting)

To the honorable members of the Ordinance Committee,

My name is Amanda Barker and I am a resident of Providence.

I wanted to express my support for the proposed changes to the Green & Complete Streets ordinance that are coming before the committee tonight. I believe these small changes to the law will strengthen our city's ability to deliver safe, equitable, and sustainable streets to the people of Providence.

Thank you,

Amanda Barker
188 Eastwood Ave
Providence, RI 02909