

127 Transit Street
Providence, RI 02906

To: Providence City Council

Date: 4/14/2023

Dear Councilors,

All of us are wrestling with the perceived and real increase in traffic violence around Providence. Our brains struggle for causes for this rise in injury to people outside of cars.

This week, Providence Streets Coalition would like to share a USDOT speed and injury correlation that affects your constituents as they move around on foot in your Ward (attached). The infographic helps to explain why the impact between human and automobile will never be a fair fight.

While researchers learn more about factors like distractibility, and over-reliance on vehicle warning systems, Providence Streets Coalition asks you to focus on the factor we can control: **cars should not speed through our neighborhoods**. Our neighborhoods are filled with precious human lives.

PVD Council has explored a variety of speed enforcement solutions, and I applaud you for that effort, and for caring about me as a Providence car-free foot traveler. However, enforcement can only take us so far. If a wide street invites us to press the accelerator, we're going to respond to that. It's what the driver brain does.

The most dangerous streets and intersections in our city are operated by RIDOT. At PVD Streets, we hear numerous complaints about Hartford Ave and also about both North and South Main Streets. In our experience, your consistent attention to these hazards can yield results. Mayor Smiley is currently assisting Trinity Square Together to improve the RIDOT intersection of Broad and Bridgham.

Thank you for all that you do to keep us safe on the road!

Sincerely,

Val Reishuk, Organizer
Providence Streets Coalition
Ward One resident

IN CITY COUNCIL

APR 20 2023

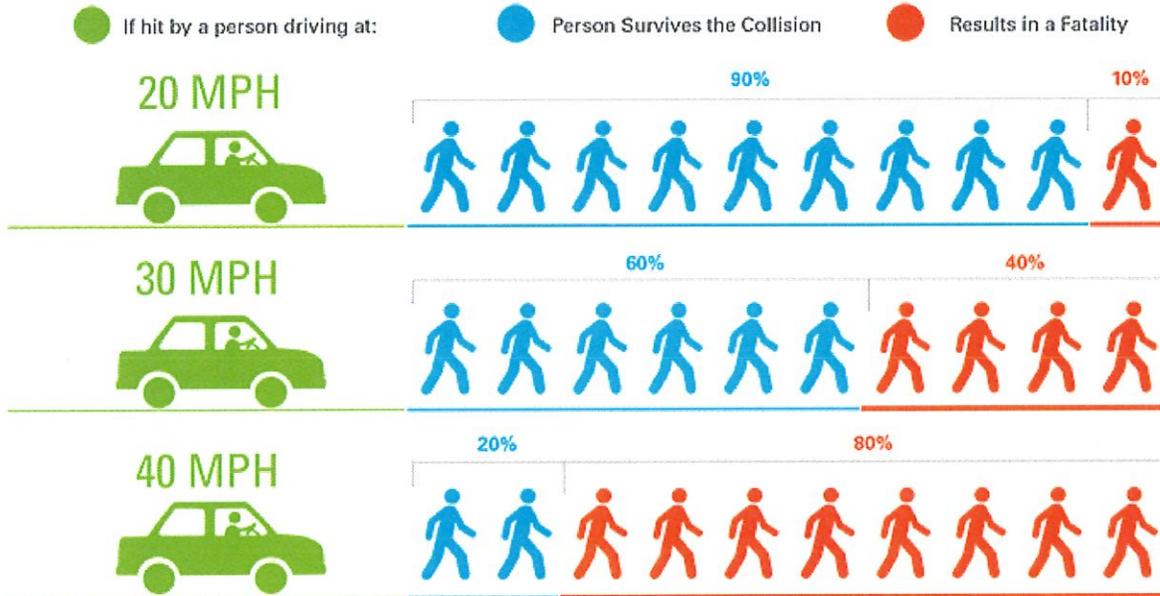
READ

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Jina L. Martorelli CLERK

Speed As A Safety Problem

Fatality % Shown In Red



Vehicle Speed comparison to chance of Pedestrian Injury and Fatality

Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.

Image credit: San Francisco MTA Vision Zero Action Plan, February 2015:

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