

(The following is not a verbatim transcript of comments or discussion that occurred during the meeting, but rather a summarization intended for general informational purposes. All motions and votes are the official records).

TRAFFIC SAFETY COMMISSION

A meeting of the Traffic Safety Commission was held on Monday, May 18, 2015 in the Council Chambers, City Hall, Cranston, Rhode Island.

CALL MEETING TO ORDER:

The meeting was called to order at 6:40 P.M. by the Chair.

Present: Council Vice-President Richard D. Santamaria, Jr., Chair
Tom Perotta, Vice-Chair
Bert Carabitses
Jonathan Keith
David Schiapo
Mia Patriarca
Albert Melikian

Absent: Bernadetta Petrone
Christopher Edward Buonanno
Fred Raisner

Also Present: Council President John E. Lanni, Jr.
Councilman Christopher Paplauskas
Councilman Mario Aceto
Councilman Steven A. Stycos
Carlos Lopez, Chief of Staff
Stephen Mulcahy, Traffic Engineer
Rosalba Zanni, Assistant City Clerk/Clerk of Committees

Chair introduced the following people in the audience: Council President Lanni, Councilmen Paplauskas, Aceto and Stycos; Carlos Lopez, Chief of Staff; Peter Lapolla, City Planner; Jason Pezzullo, Principal Planner; Stephen Mulcahy, Traffic Engineer; Kenneth Filarski, City Council Grant Writer.

PUBLIC HEARING/NEW BUSINESS:

- **Presentation by City Council Grant Writer, Kenneth Filarski**

No discussion was held.

- **Presentation by John Flaherty & Annette Mann Bourne of Grow Smart RI re: traffic safety approaches and complete streets principles**

John Flaherty appeared to speak and gave background regarding the organization, Grow Smart RI and stated that this is a non-profit organization.

Mr. Flaherty introduced the following:

- Joe Wanat, Managing Director of VHB and stated that he is a registered professional engineer and he has experience as a transportation logistic specialist.
- Vin Palombo, Managing Engineer from D.O.T.
- Bob Rocchio, Managing Engineer of Traffic Management and Highway Safety from D.O.T. and he has been a member of RIDOT since 1992.

Mr. Flaherty presented a packet and gave a slide presentation.

Mr. Wanat addressed the speeding factor on the roadways. He stated that a speed deterrent, such as speed bumps, have to be well planned and well designed. He also stated that speed bumps are mostly for neighborhoods, but you would have to watch out for drainage and for bicycle travel.

Councilman Aceto questioned who owns the curb cuts that are installed and who maintains them and what is the best use for those urban or suburban areas. Mr. Wanat stated that the city or town maintains them, but the State would own them. As to the urban or suburban, it is based on the traffic. One thing that would be useful is for the City Council to pass an Ordinance stating that the City Council encourages the Planning Department and Public Works Department to consider principles when doing work. He provided a template of such a Resolution and a sample of one of the City or Town that passed such a Resolution.

Mr. Flaherty stated that Cranston St., budgeted for \$1.2 million and Reservoir and Park Ave. are some of the streets in Cranston that are part of the RI Transportation Improvement Plan for 2013-2016. There is a good reason to look at these projects.

Mr. Rocchio stated that the State is looking to Cranston to help Cranston and the State will do the planning study. This is the reason for him being here this evening. The State is looking for pilots.

Councilman Aceto asked if Mr. Rocchio could provide the Committee with a history of the top five or six hot spots of crashes the State has on record at the State and what can we do to get some of these hot spots going. Mr. Rocchio stated that the City and the Council should know what the City's top ten hot spots are, but the State will come to the City with that. He will provide this list to the Council.

Chair asked what the protocol is to put Comstock Parkway on the hot spots list. Mr. Mulcahy stated that we would coordinate with RIDOT to compile the information and rate the areas.

Mr. Melikian asked what the status is regarding the Bill at the General Assembly in regards to introducing speed cameras in the cities and towns because that would help Comstock Parkway and generate revenues. Mr. Rocchio stated that he will have to check into this and provide the information to the Committee, but he knows in the past, this has failed.

Mr. Keith asked what the timeframe is for the projects we are looking for. Mr. Rocchio stated, within weeks.

Chair asked that the representatives from RIDOT meet with Mr. Filarski to look into any Grants that could be used.

Councilman Stycos addressed the bike paths and stated that he, Council Majority Leader Archetto and Councilman Aceto did some cleaning on the bike path at the Providence line and there is no signage stating that it is the beginning of the bike path, it is hidden from the public view so people throw trash there. Mr. Palombo stated that the State has different arrangements with different communities as to the bike path. He believes the arrangement with Cranston is Cranston cleans the bike path. Councilman Stycos stated that this is not a maintenance issue. Mr. Palombo suggested that Councilman Stycos refer his concerns to his department to be looked at.

Councilman Aceto stated that his concern is regarding drainage and streams that abut the bike path. He suggested that Mr. Rocchio walk the bike path from Lowes at Garfield Ave. to West Warwick and he will see approximately twenty of these issues. It is only getting worse, not better. As to policing, this is not getting done and he questioned who the policing authority would be, the City or the State. The trash is very bad. Mr. Palombo stated that he believes it is the City who is responsible for the maintenance, but he will look into this.

Mr. Wanat stated that a road safety audit is most effective when it is contained to a defined area. At the end of the Audit, there is a report and a check list.

Mr. Keith asked if post studies are done. Mr. Wanat stated that post studies are done.

Mr. Carabitses asked if these audits would have to be formally requested by the City or are they automatically done based on the statistics from RIDOT. Mr. Rocchio stated, yes, and they are also done based on the statistics.

Chair asked that each Committee member state one problem road from their Ward and we would put this as a proposal before the City Council.

Mr. Flaherty stated that the following are hot spots in the City and asked for feedback from the Committee members:

- Narragansett Blvd. and Ocean Ave.

Ms. Patriarca stated that there is a small hill and people drive by very fast. Several homes have been damaged from accidents. There have been some temporary speed bumps at Narragansett Blvd. Bump outs and speed tables is one idea that has been suggested by residents in the area. Mr. Mulcahy stated that the Public Works Director has a plan that has been drafted and there was initial push back from residents. Chair asked that this plan be shared with this Committee. Mr. Keith stated that bump outs is a problem during the winter with snow plowing. Mr. Wanat stated that drainage and snow removal is a concern. Mr. Flaherty stated that they may not be appropriate in certain locations, but appropriate in others. Mr. Mulcahy stated that a revised plan has been submitted to DOT for the Cranston St. corridor with LED enhancement. Chair asked that Mr. Lapolla find out the status of the Comprehensive Plan study for Narragansett Blvd. and Norwood traffic calming.

Mr. Schiapo stated one of the areas he would like looked at as a hot spot is Laurel Hill Ave. near Oxford. Chair asked that the list be amended to add Laurel Hill Ave. in its entirety and delete Oxford.

Chair asked that the following areas be added to the list of hot spots:

- Budlong Rd. – this has a school in the area and there have been numerous accidents there.
- Oaklawn Ave. at Brayton Ave. to the rotary – he asked how much jurisdiction we would have as a Council since this is a State road. Mr. Rocchio stated that the City would have jurisdiction. Chair asked that this be added to the list.
- Oaklawn Ave. at Brayton to the light at Dean Parkway.

Mr. Rocchio stated that under the Pilot Program, the City could provide the State with roadways that they would like to be looked at. More could always be added, but you could start with the five discussed this evening. He also stated that he will send the Chair a list of the hot spots the State has in the City and the City Council or this Committee could take from this list or add more for this Pilot Program.

Chair stated that once the information is received from Mr. Rocchio, the Committee will meet in June to address this information and, in the meantime, get input from the City Council and a Resolution could be passed.

On motion by Ms. Patriarca, seconded by Mr. Keith, it was voted to apply for the Pilot Project funded by DOT. Motion passed on a vote of 6-0. The following being recorded as voting “aye”: Council Vice-President Santamaria, Mr. Perotta, Mr. Keith, Mr. Schiapo, Ms. Patriarca and Mr. Melikian -6. Mr. Carabitses was not present for roll call vote.

The next meeting was scheduled for Monday, June 15, 2015 at 6:30 P.M.

Councilman Aceto asked Mr. Lopez the Administration's and the Mayor's standpoint and whether a meeting could be held with the Council President to start moving and get some of the projects on the radar. Mr. Lopez stated that there are a lot that needs to be digested. He does not want to rush into anything without fully exploring it.

Council President Lanni stated that, if necessary, he is willing to call a Special Council meeting prior to the next Committee meeting to discuss this.

Mr. Lopez stated that he is not opposed to this, but he would like to have the Public Works Director's input on these issues and since he is on vacation, he would like to wait until he returns.

Mr. Flaherty stated that if the Committee would like him and the DOT representatives to attend the next Committee meeting, he asked that he be notified and they would be more than happy to attend.

Chair thanked the representatives for appearing this evening and for all the information they provided to the Committee. He asked that the representatives keep in touch with the Grant Writer and if there is anything he can help with to move things along, he would be happy to help.

Chair asked that the following be added to the agenda for the next meeting:

- Cross Alert system for bike path crossing along the roads (requested by Mr. Melikian)
- Look into making sure that all crosswalks have written signs (requested by Mr. Keith)

The meeting adjourned at 8:25 P.M.

Respectfully submitted,



Rosalba Zanni
Assistant City Clerk/Clerk of Committees

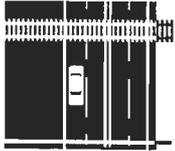
**Navigating the Path to “Complete Streets”:
Strategies for Implementation in Cranston**

A workshop for the Cranston Traffic Safety Commission

May 18, 2015
6:30 – 8:00 PM
City Council Chambers

AGENDA

- I. Introductions (5 minutes)
- II. Complete Streets presentation: John Flaherty, Grow Smart RI (15 minutes)
- III. Review of 4 problem areas in Cranston (30 minutes)
 - a. Comstock Parkway near Council Rock Road
 - b. Narragansett Blvd. and Ocean Ave.
 - c. Laurel Hill Ave. near Oxford St.
 - d. Oaklawn Ave. near Fernbrook Drive
- IV. Implementing Complete Streets’ solutions to speeding and other traffic concerns:
Joseph Wanat, PE, VHB and Vincent Palumbo and Robert Rocchio, RIDOT (30 minutes)
 - a. Local actions (VHB)
 - b. Collaborating with the state (RIDOT)
 - c. Funding for different scales of projects
 - i. “Lighter, Cheaper, Quicker” (VHB)
 - ii. RI Transportation Improvement Program (RIDOT)
- V. Action Steps (10 minutes)



Introduction to the Circulation Element

The Circulation Element is instrumental in achieving several Comprehensive Plan goals:

- Access is needed to utilize land;
- Good circulation is needed to ease mobility and improve safety;
- Good access and circulation result in flexible land use options and improved quality of life.

However, given all the options to improve access and circulation and with limited funds, the challenge for the City is to decide where and how transportation dollars are best invested.

Key Challenges

The City is faced with some critical issues, regarding City streets and highways. The options to address these issues can be framed in a series of questions:

- Should traffic calming measures be installed on residential streets used for "cut-through" traffic?
- If smart growth, mixed use zoning is adopted, should off street parking requirements be modified in the districts to encourage the use of mass transit?
- Would a new commuter rail or transit/shuttle station in the AMTRAK Corridor improve conditions in Cranston?

- Can cross-city (i.e., east-west) traffic congestion be alleviated?
- Could RIPTA bus service expand to reduce traffic, and would people take it if available?
- How do we best manage the conflicts between pedestrian and vehicular traffic and what areas should pedestrian traffic be a priority? Do Cranston's roads provide adequate and safe access?

Key Strategies

To maintain efficient circulation and improve safety as the City grows:

- Make It Safe - Reduce accidents with reconstruction, signs, lights, enforcement and other actions;
- Make It Safer - Install traffic calming in residential neighborhoods;
- Reduce Traffic - Promote use of alternate modes of transportation rather than driving;
- Improve Safety and Efficiency - Redesign arterial roads as transportation corridors and improve their safety and efficiency.

Navigating the Path to Complete Streets

Strategies for Implementation

May 18, 2015
Presentation to the
Cranston Traffic Safety Commission



GrowSmartRI
Land Use Training
Collaborative



This Grow Smart Land Use Training Collaborative workshop is supported by the RI Division of Planning, Statewide Planning Program, with funding provided by the U.S. Department of Transportation, Federal Highway Administration. This presentation is licensed under a Creative Commons license permitting non-commercial use with attribution.

What are Complete Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.



National Complete
Streets Coalition

What are Complete Streets?

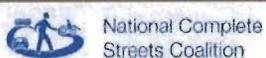
Safe Comfortable Convenient



3

What are Complete Streets?

Safe Comfortable Convenient



4

What are Complete Streets?

Safe Comfortable Convenient



National Complete Streets Coalition

5

Yet too many roads still turn out like this:



National Complete Streets Coalition

6



Streets are inadequate

- No sidewalks
- Too dangerous to cross on foot

 Smart Growth America
Making Neighborhoods Great Together

 National Complete Streets Coalition

7



Streets are inadequate

- Uninviting for bus riders

 Smart Growth America
Making Neighborhoods Great Together

 National Complete Streets Coalition

8

Streets are inadequate

- Inaccessible for wheelchair users



 Smart Growth America
Making Neighborhoods Great Together

 National Complete Streets Coalition

9

Elements of Complete Streets

- Bike/Ped amenities (Bike lanes, sidewalks)
- Road Diets
- Roundabouts
- Bollards



 Smart Growth America
Making Neighborhoods Great Together

 National Complete Streets Coalition

10

Elements of Complete Streets

- Sidewalks
- Shorter Crosswalks
- Trees
- Street Furniture and Lighting



11

Elements of Complete Streets

- Transit Amenities



12

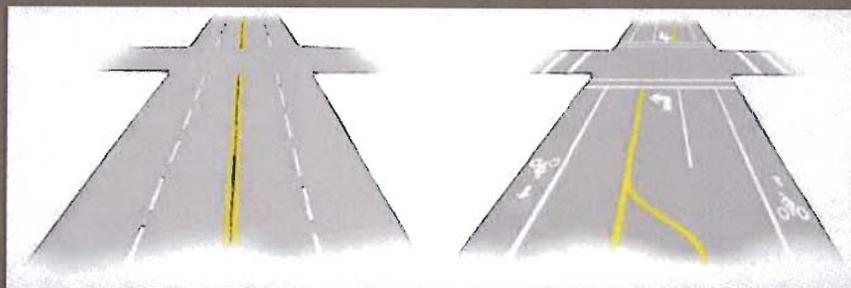
“Lighter, Quicker, Cheaper” Options



National Complete Streets Coalition

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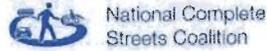
“Lighter, Quicker, Cheaper” Options



National Complete Streets Coalition

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"How-To's" of Achieving



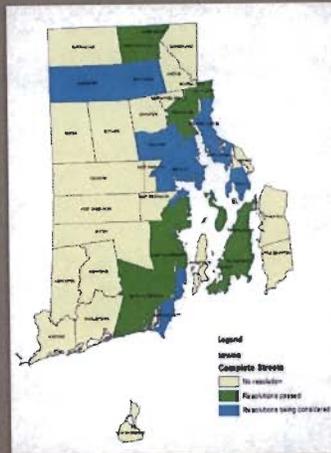
15

RI Cities & Towns



Resolutions Passed

- ✓ Newport
- ✓ Middletown
- ✓ South Kingstown
- ✓ Portsmouth
- ✓ Woonsocket
- ✓ Pawtucket
- ✓ Providence
- ✓ North Smithfield
- ✓ North Kingstown



Under Consideration

- Cranston
- Barrington
- Smithfield
- Bristol
- Glocester
- Warwick
- East Providence
- Narragansett



Know your town officials

City Council
 City Planner
 School Board
 Safety Officer
 Head of DPW



Know pertinent docs

Municipal Comprehensive Plan Circulation Element



Speak Up, Be Heard



National Complete
Streets Coalition

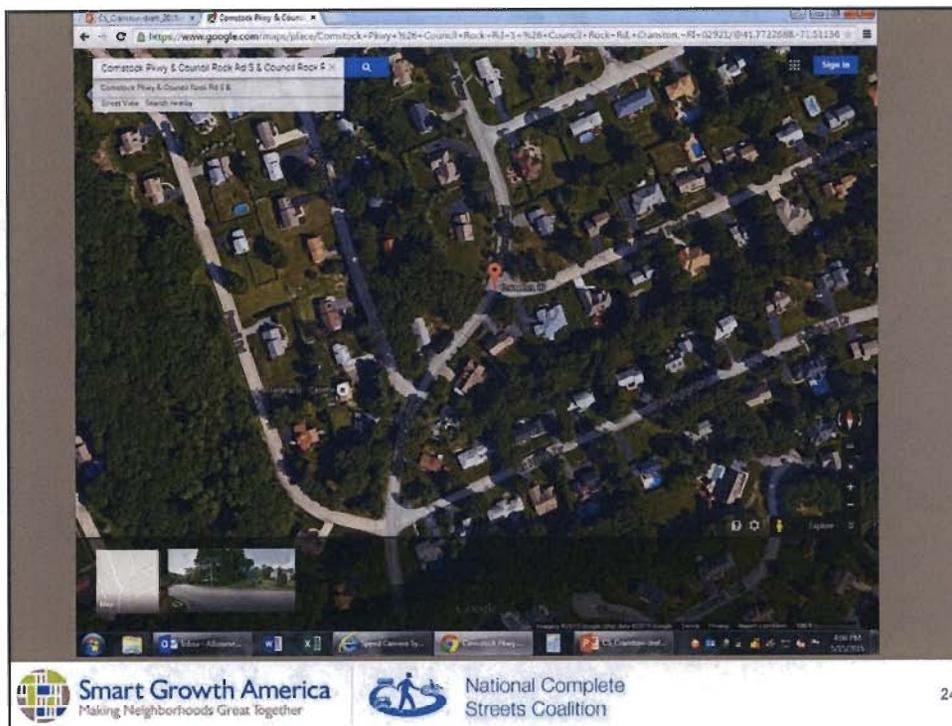
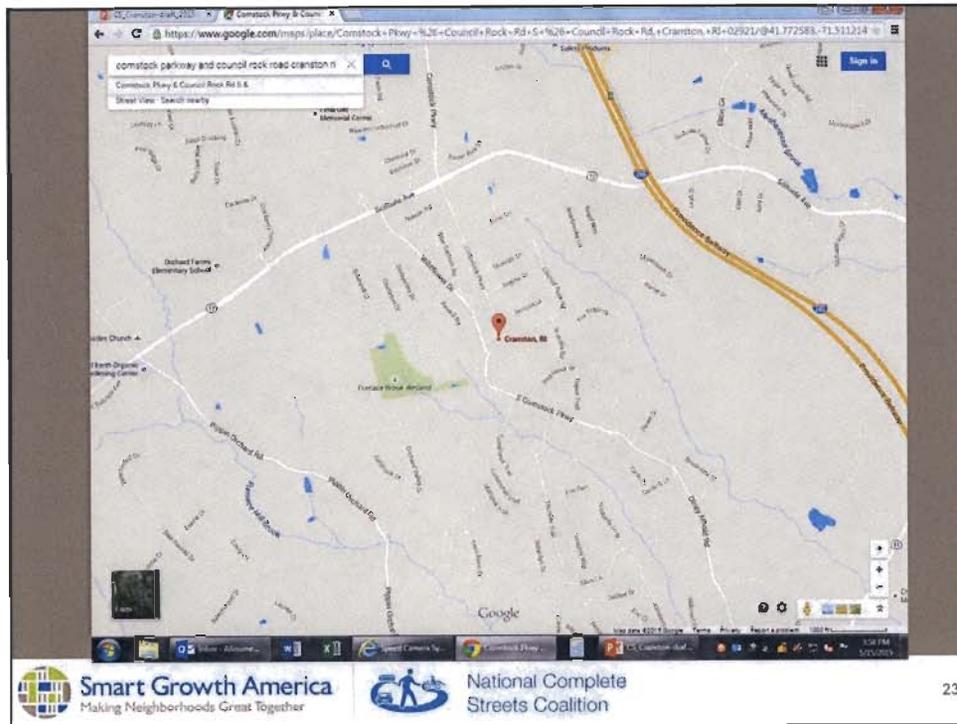


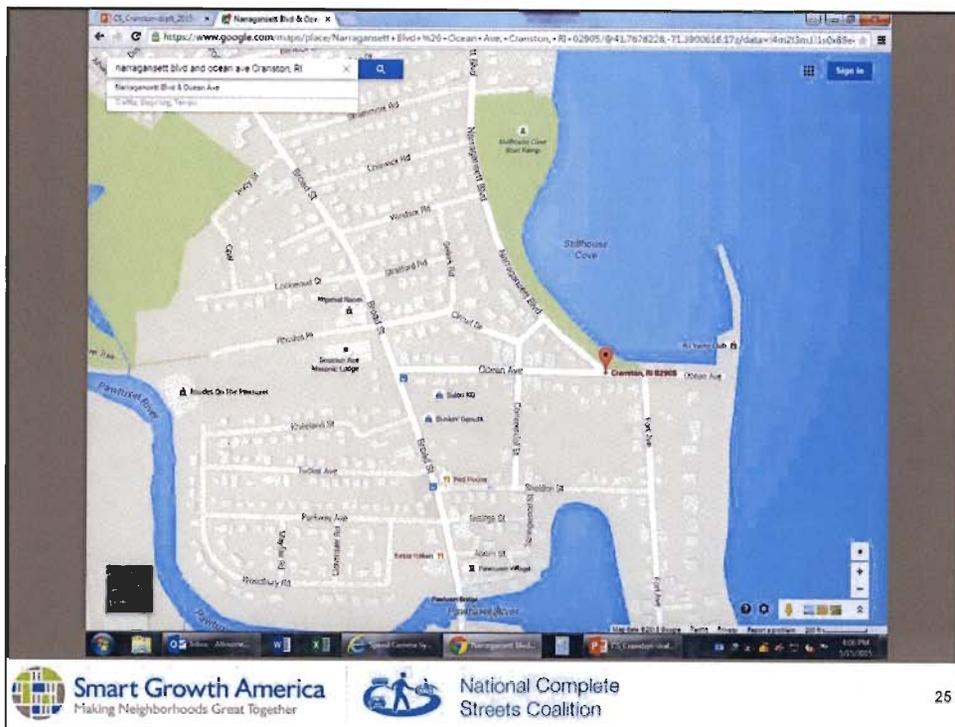
Smart Growth America
Making Neighborhoods Great Together

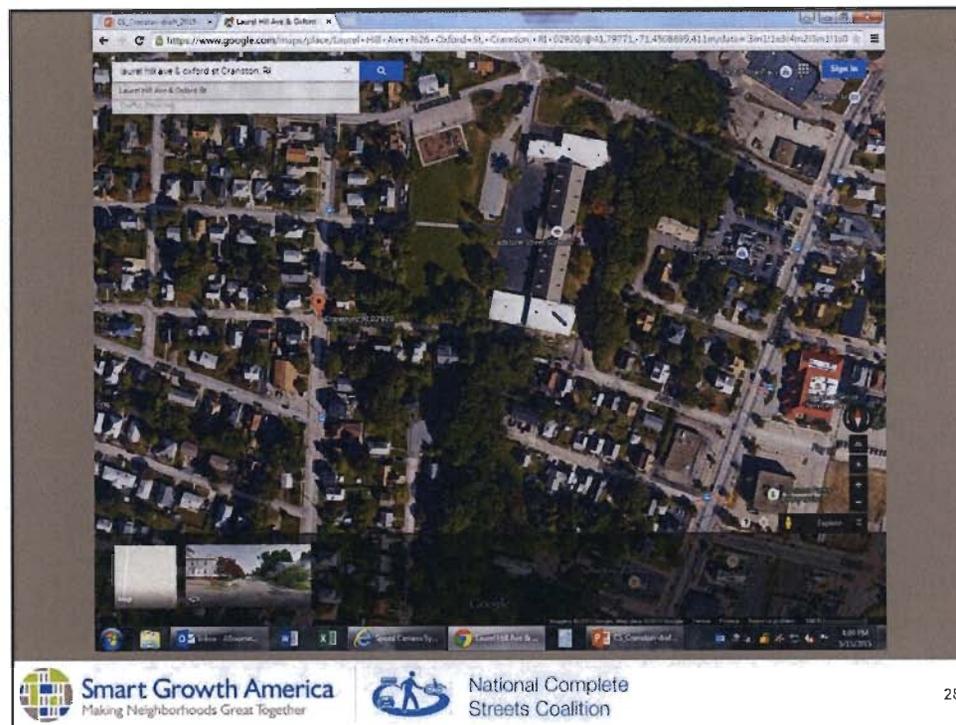
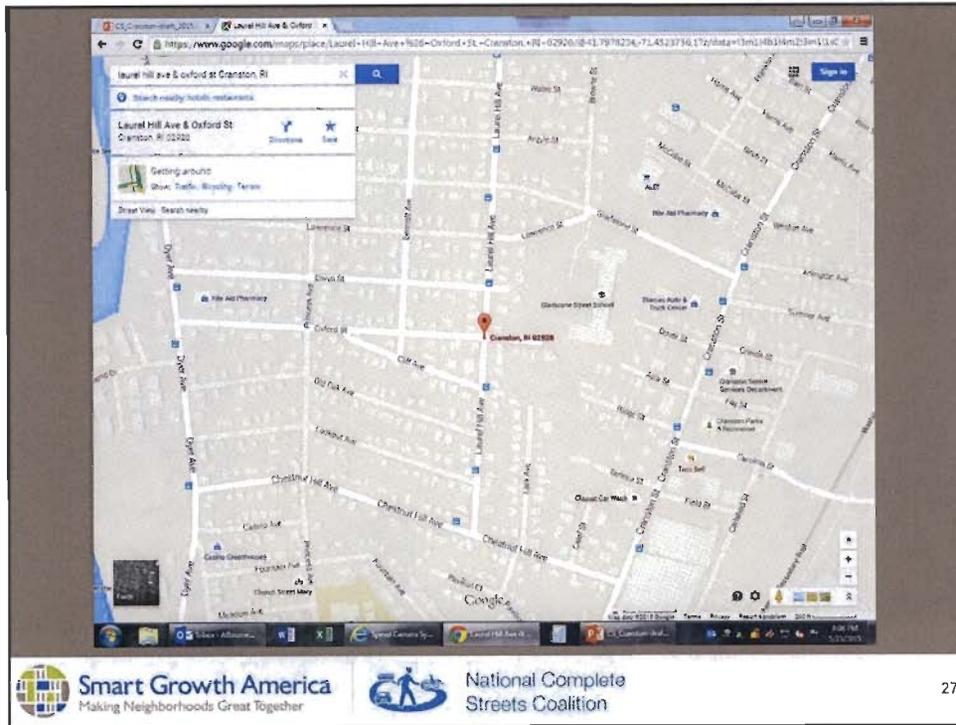
Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide.

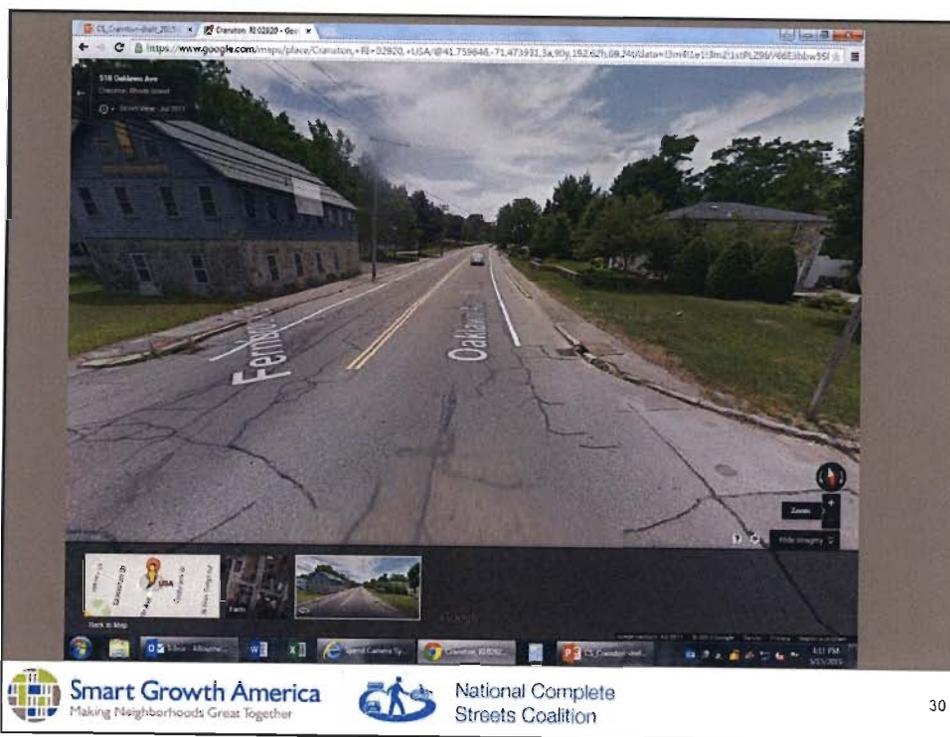
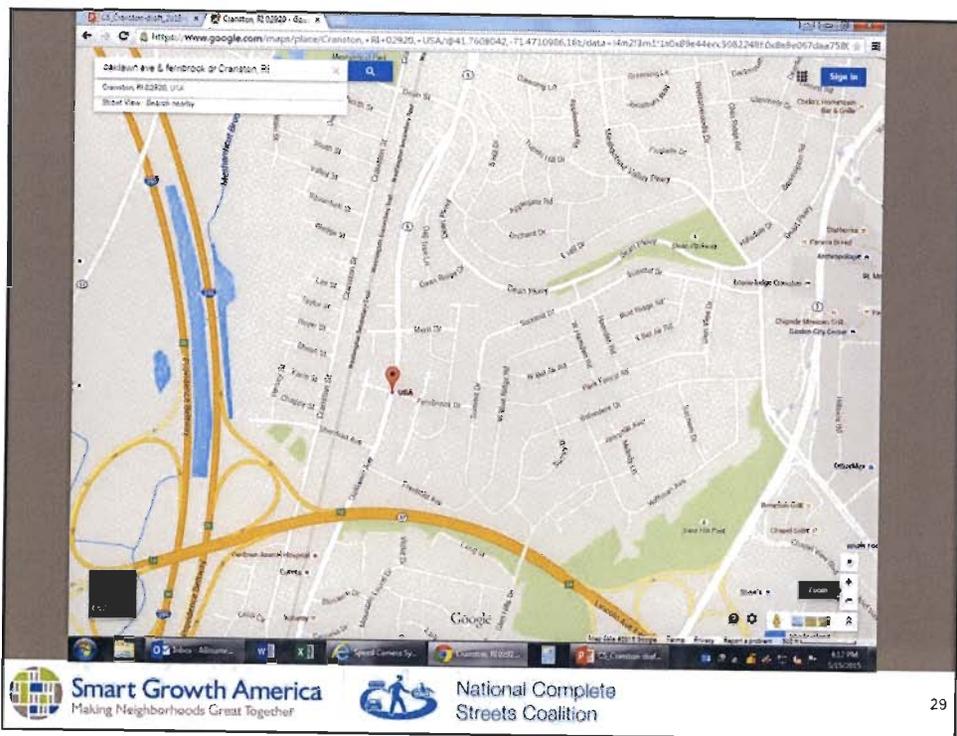
www.smartgrowthamerica.org

1707 L St. NW Suite 250, Washington, DC 20036 | 202-207-3355











Comstock Pkwy & Council Rock Rd S &
 Street View - Search nearby

Orchard Farms
 Elementary School

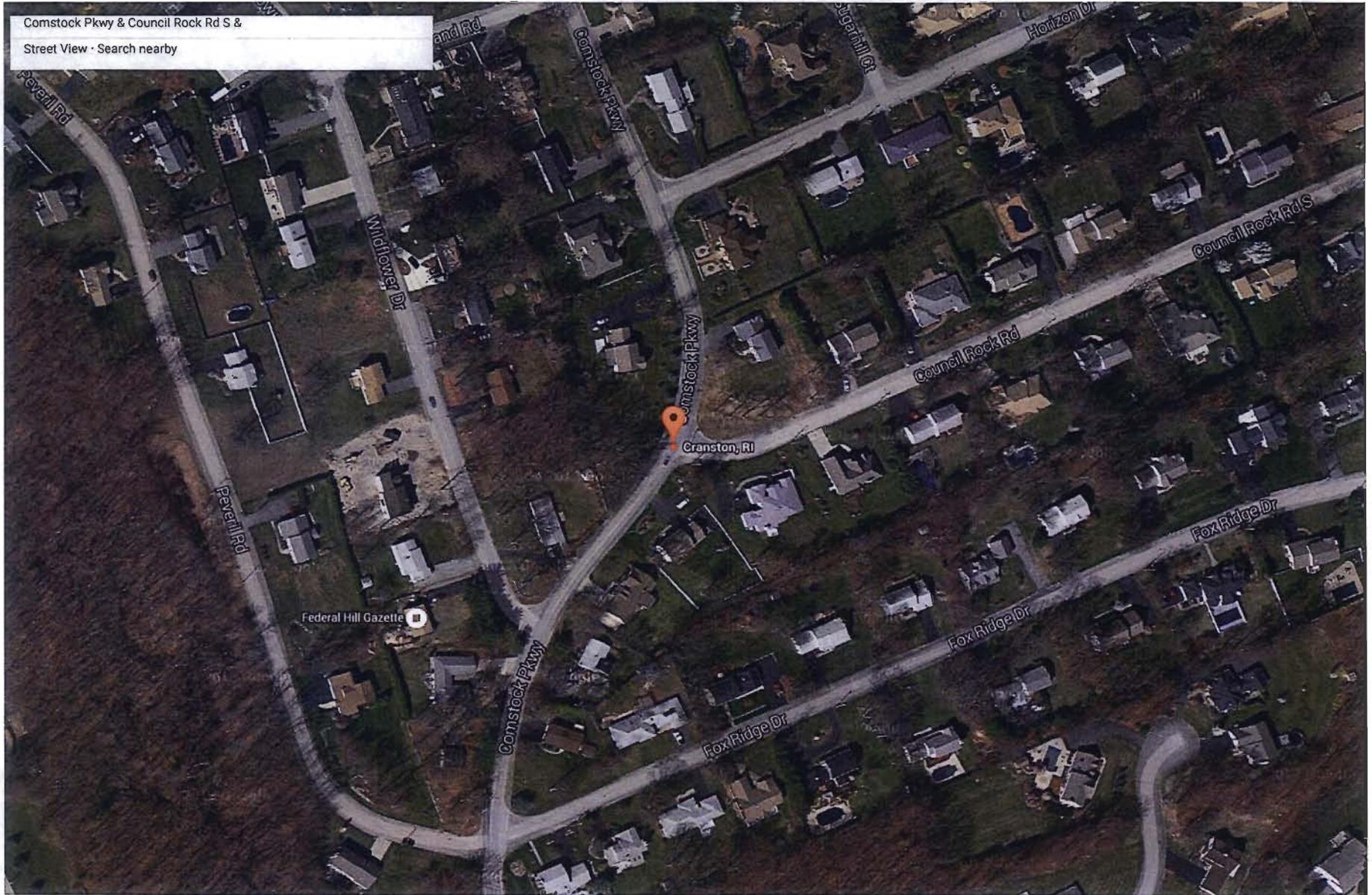
Stiles Church

Earth Organic
 Ordering Center

Furnace Brook Wetland

Cranston Animal Shelter

Map data ©2015 Google 1000 ft



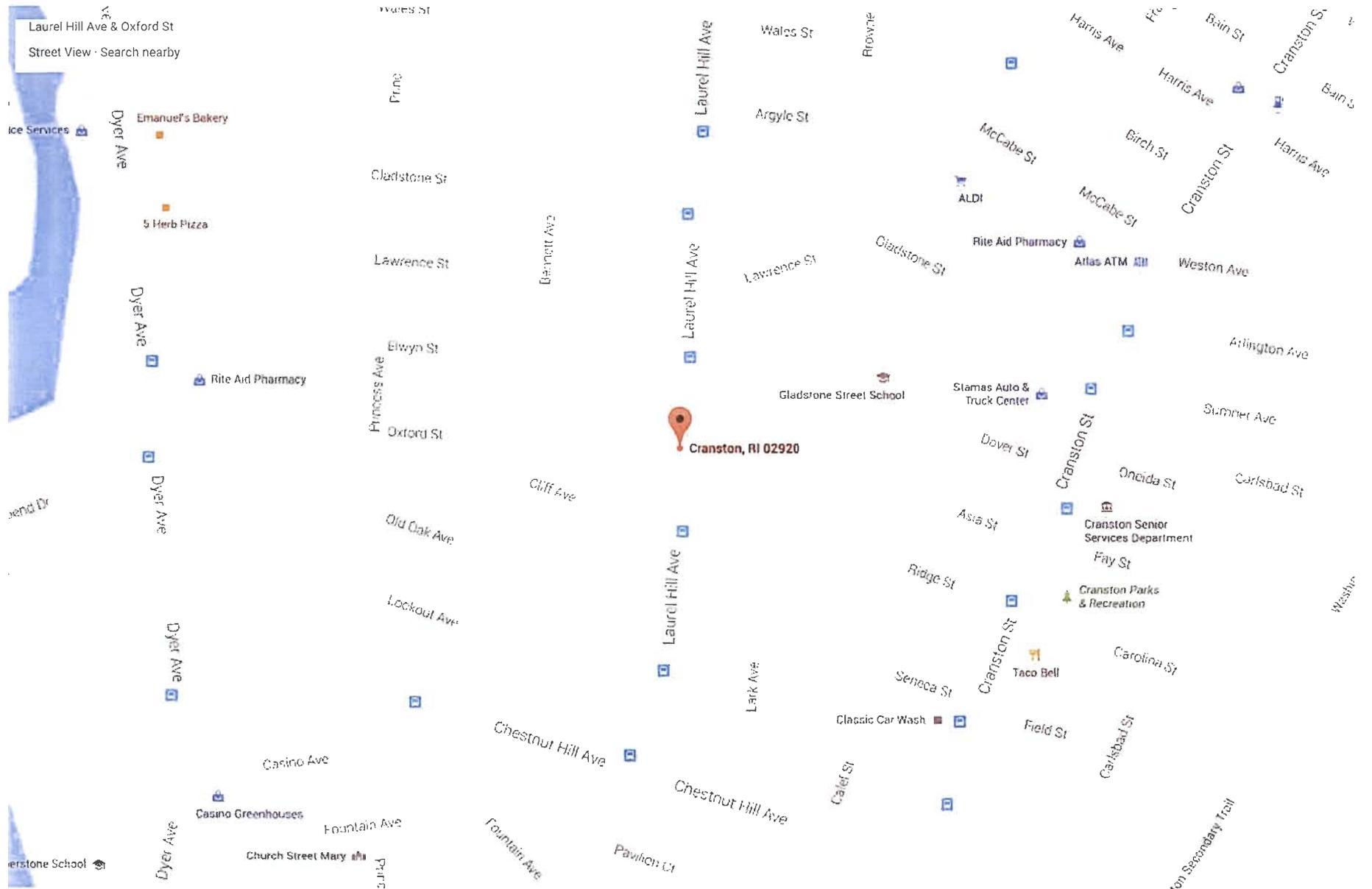


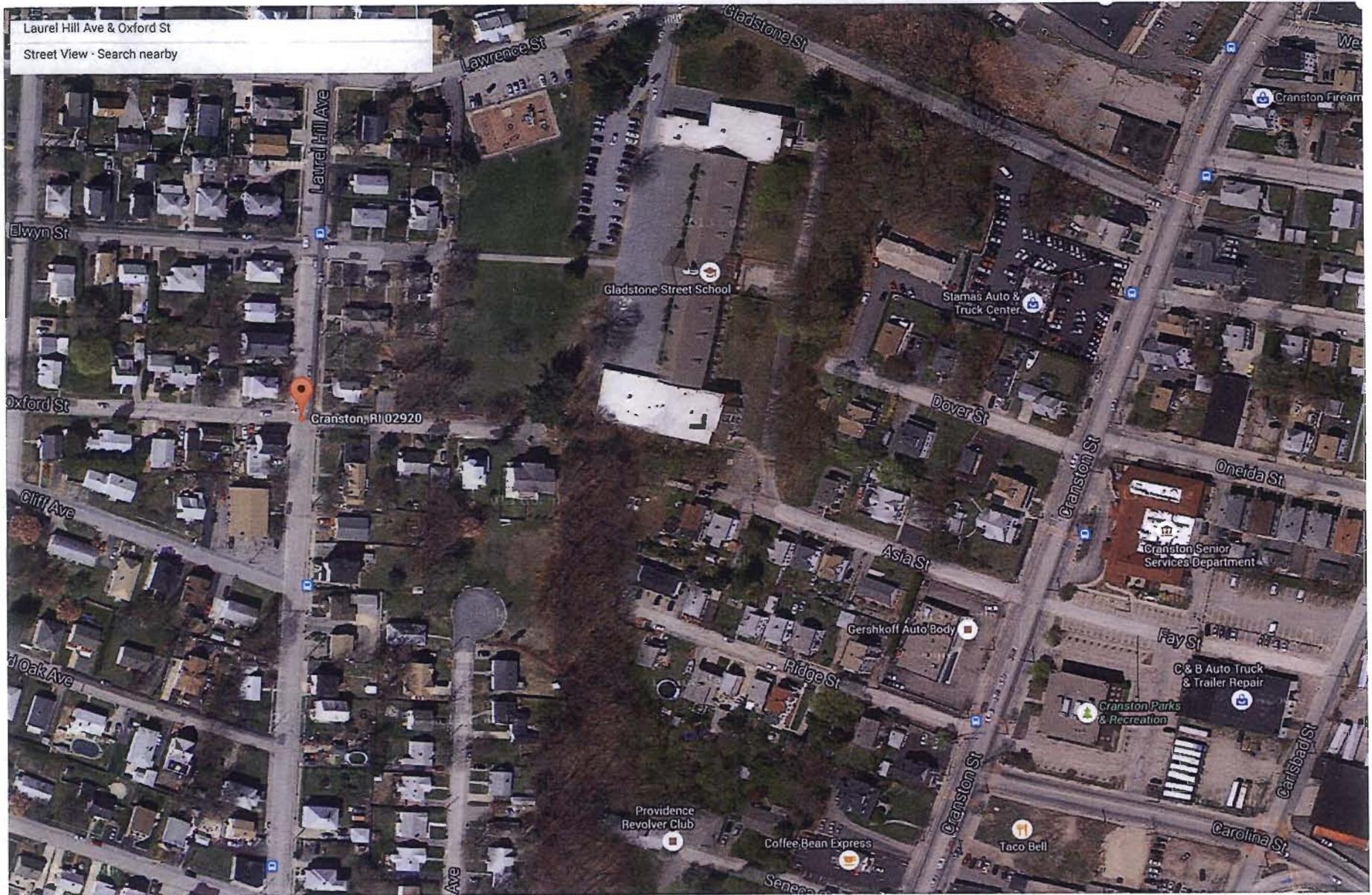
Map data ©2015 Google 200 ft



75 Ocean Ave
Cranston, Rhode Island
Street View - Jul 2011

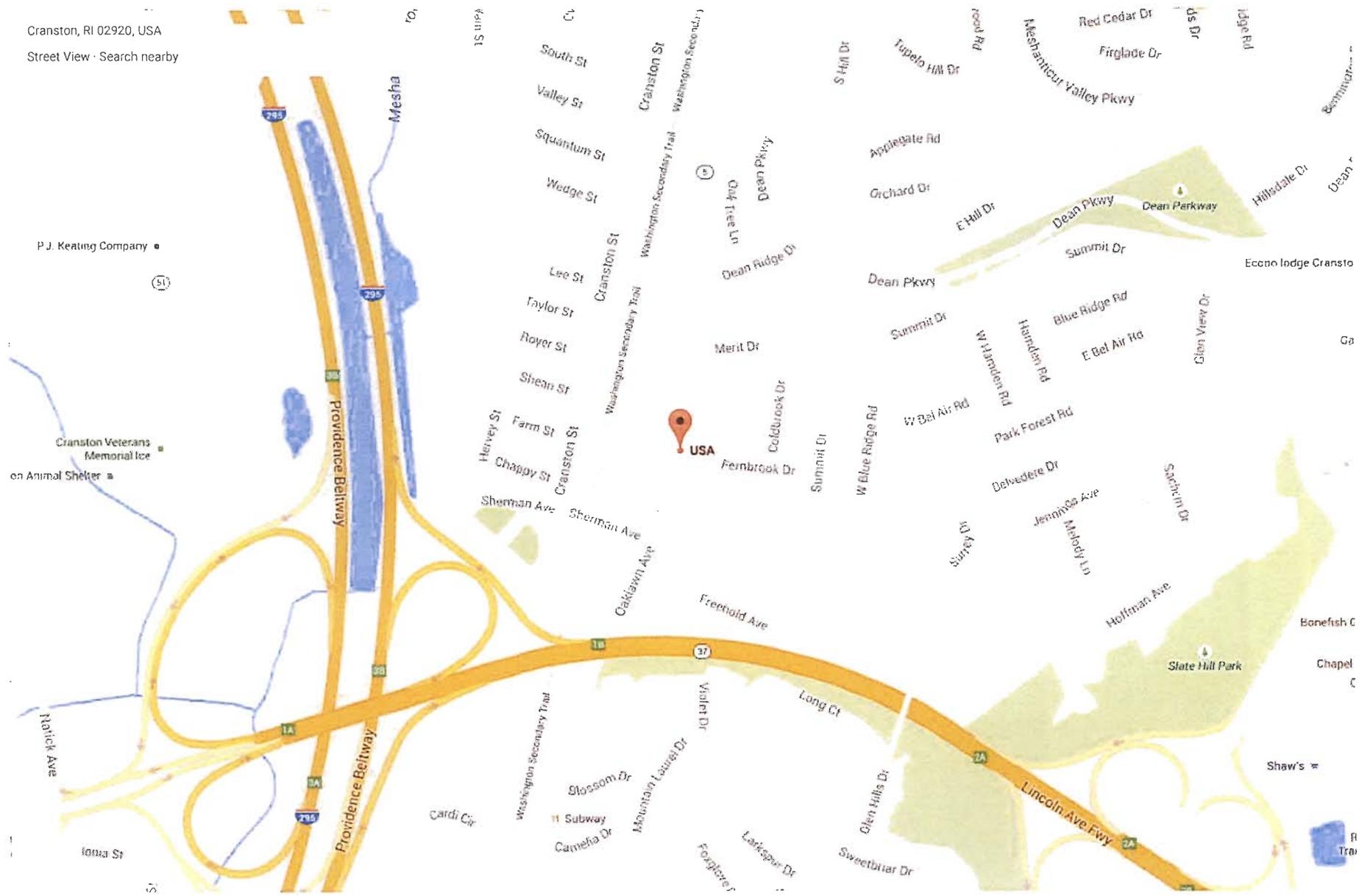
Image capture: Jul 2011 © 2015 Google





Imagery ©2015 DigitalGlobe, RIGIS, Map data ©2015 Google 100 ft

Cranston, RI 02920, USA
Street View · Search nearby



Map data ©2015 Google 500 ft



Image capture: Jul 2011 © 2015 Google

COMPLETE STREETS

- WHEREAS,** Streets constitute a large and valuable portion of the public space, and
- WHEREAS,** Streets need to be accessible, convenient and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings and community character, and
- WHEREAS,** Streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development and efficient movement of people and goods, and
- WHEREAS,** Encouraging non-motorized transportation provides residents and mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption and maximizes the use roadway infrastructure, and
- WHEREAS,** "Complete Streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists of all ages and abilities, and
- WHEREAS,** "Complete Streets" concepts are compatible with the circulation element of the existing and planned North Smithfield Comprehensive Plan.

NOW THEREFORE WE THE TOWN COUNCIL OF

_____ do hereby indicate our support and encouragement of the use of "complete streets" concepts in the planning and redevelopment of transportation related infrastructure improvements within the Town of _____ and the State of Rhode Island.

Adopted by the Town of _____ on Date _____.

ATTEST: _____
Town Clerk

City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 9

Approved January 9, 2012

WHEREAS, Streets constitute a large and valuable portion of the public space; and

WHEREAS, Streets need to be accessible, convenient, and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings, and community character; and

WHEREAS, Streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development, and efficient movement of people and goods; and

WHEREAS, Encouraging non-motorized transportation provides residents with mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption, and maximizes the use roadway infrastructure; and

WHEREAS, "Complete Streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders, and motorists of all ages and abilities; and

WHEREAS, Bicyclist and pedestrian safety on Providence roadways is a major concern, and City officials are reviewing options to protect pedestrians and travelers of all types, "Complete Streets" are linked to enhanced safety overall, and for bicyclists and pedestrians in particular; and

WHEREAS, "Complete Streets" concepts are compatible with Providence Tomorrow: The Interim Comprehensive Plan, which stresses a balance of transportation options that afford equal road access and representation to bicycles, pedestrians, motorized traffic, and public transit; and

WHEREAS, The Plan aims for streets and their users to be in harmony with the environment through sustainable design principles, and orienting buildings toward streets, and also stresses the element of safety through education, and providing defined space for users of various modes of transportation, such as striped bicycle paths; and

WHEREAS, "Complete Streets" concepts are compatible with the Providence Zoning Ordinance, which includes building and site guidelines designed to make development accessible to different modes of transportation, and to orient development toward the right of way; landscaping guidelines to ensure greenery and pervious surface is integrated into city streets; and requires technical review of projects with input from public transportation and traffic representatives to ensure equal transportation access and efficient circulation; and

WHEREAS, "Complete Streets" concepts are compatible with the City Plan Commission's Development Review Regulations which require new development to meet the standards of access to incorporate various modes of transportation and to ensure that it is in harmony with the existing street and the zone that it is located in.

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Providence does hereby encourage the Providence Department of Planning and Development, and the Providence Department of Public Works, to continue to use "Complete Streets" concepts in the planning and redevelopment of transportation related infrastructure; and

BE IT FURTHER RESOLVED, That the Department of Planning & Development, as it develops plans and ordinances, reviews development projects, and funds transportation and other infrastructure, is requested to incorporate "Complete Streets" principles into such initiatives, and to review the principles with other City departments that are responsible for implementing such initiatives; and

BE IT FURTHER RESOLVED, That upon approval, a copy of this resolution be sent to the Director of the Department of Planning & Development, the Director of Public Works, the City Engineer, the Traffic Engineer, the Chief of the Fire Department, the Chief of the Police Department, the Chair of the Historic District Commission, the Chair of the Downcity Design Review Committee, the Chair of the Capital Center Commission, the Chair of the Zoning Board of Review, and the Chair of the City Plan Commission.

IN CITY COUNCIL

JAN 05 2012

READ AND PASSED

Ma Stan
PRES.
Ann. Slat
CLERK

I HEREBY APPROVE.

Ayala Taveran
Mayor
Date: 1/9/12

11 R 72

City of Woonsocket
Rhode Island



June 15, A.D. 2011

Resolution

IN SUPPORT OF THE USE OF "COMPLETE STREETS" IN THE
CITY OF WOONSOCKET

- WHEREAS, Streets constitute a large and valuable portion of the public space; and,
- WHEREAS, Streets need to be accessible, convenient and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings and community character; and,
- WHEREAS, Streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development and efficient movement of people and goods; and,
- WHEREAS, Encouraging non-motorized transportation provides residents mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption and maximizes the use of roadway infrastructure; and,
- WHEREAS, "Complete Streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists of all ages and abilities; and,
- WHEREAS, "Complete Streets" concepts are compatible with the Circulation Element of the City of Woonsocket Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY
OF WOONSOCKET, RHODE ISLAND, AS FOLLOWS:

- SECTION 1. That the City Council of the City of Woonsocket does hereby support and encourage the use of "complete streets" concepts in the planning and redevelopment of transportation related infrastructure improvements within the City of Woonsocket and the State of Rhode Island.
- SECTION 2. This resolution shall take effect immediately upon its passage by the City Council.

John F. Ward
City Council President
By request of the Administration

THE TOWN OF MIDDLETOWN

RESOLUTION
OF THE
COUNCIL

No.

WHEREAS, streets constitute a large and valuable portion of the public space; AND

WHEREAS, streets need to be accessible, convenient and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings and community character; AND

WHEREAS, streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development and efficient movement of people and goods; AND

WHEREAS, encouraging non-motorized transportation provides residents with mobility options, reduce transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption and maximizes the use of roadway infrastructure; AND

WHEREAS, "complete streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists of all ages and abilities; AND

WHEREAS, the Town of Middletown is committed to becoming a more walkable and bikable community; NOW THEREFORE BE IT

RESOLVED, that the Town of Middletown supports and encourages the use of "complete streets" concepts where appropriate in the planning and redevelopment of transportation related infrastructure improvements within the Town of Middletown and the State of Rhode Island.

JAN 3 2011

READ AND PASSED IN COUNCIL

Wendy J.W. Marshall
WENDY J.W. MARSHALL, CMC
TOWN CLERK

COMPLETE STREETS

WHEREAS, Streets constitute a large and valuable portion of the public space and

WHEREAS, Streets need to be accessible, convenient and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings and community character, and

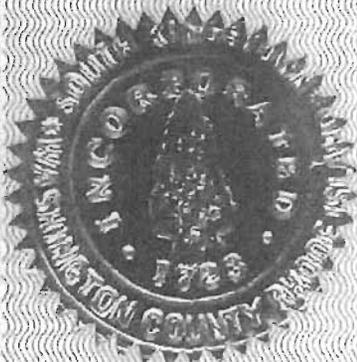
WHEREAS, Streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development and efficient movement of people and goods, and

WHEREAS, Encouraging non-motorized transportation provides residents with mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption and maximizes the use of roadway infrastructure, and

WHEREAS, "Complete Streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists of all ages and abilities, and

WHEREAS, "Complete Streets" concepts are compatible with the circulation element of the existing and planned South Kingstown Comprehensive Plan,

NOW THEREFORE WE THE TOWN COUNCIL OF THE TOWN OF SOUTH KINGSTOWN do hereby indicate our support and encouragement of the use of "complete streets" concepts in the planning and redevelopment of transportation related infrastructure improvements within the Town of South Kingstown and the State of Rhode Island.



WITNESS, my hand and the official seal of the Town of South Kingstown, County of Washington, in the State of Rhode Island this 10th day of January 2011.

Ella M. Whaley
Ella M. Whaley, President

ATTEST: *Dale S. Holberton*
Dale S. Holberton, CMC, Town Clerk

TOWN OF PORTSMOUTH, RI

RESOLUTION # 2011-04-11 A

“COMPLETE STREETS”

WHEREAS: Streets constitute a large and valuable portion of the public space, and

WHEREAS: streets need to be accessible, convenient and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings and community character, and

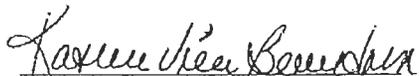
WHEREAS: streets that provide a comfortable walking environment in appropriate areas and invite multiple transportation choices contribute to the public life of a community, sustainable economic development and efficient movement of people and goods, and

WHEREAS: encouraging non-motorized transportation provides residents with mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption and maximizes the use of roadway infrastructure, and

WHEREAS: “complete streets” are those that provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists of all ages and abilities.

NOW THEREFORE BE IT RESOLVED that the Town of Portsmouth, Rhode Island supports and encourages the use of “complete streets” concepts in the planning and redevelopment of transportation related infrastructure improvements within the Town of Portsmouth and the State of Rhode Island.

APPROVED BY TOWN COUNCIL
ACTION ON APRIL 11, 2011


Kathleen Viera Beaudoin,
Town Clerk

City of Pawtucket

RESOLUTION OF THE CITY COUNCIL

Resolved,

APPROVED 8/11/2011

WHEREAS, streets constitute a large and valuable portion of the public space; and

WHEREAS, streets need to be accessible, convenient, and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings, and community character; and

WHEREAS, streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development, and efficient movement of people and goods; and

WHEREAS, encouraging non-motorized transportation provides residents with mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption, and maximizes the use roadway infrastructure; and

WHEREAS, "Complete Streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders, and motorists of all ages and abilities, and

WHEREAS, bicyclist and pedestrian safety on Pawtucket roadways is a major concern, and City officials are reviewing options to protect pedestrians and travelers of all types, "Complete Streets" are linked to enhanced safety overall, and for bicyclists and pedestrians in particular; and

WHEREAS, "Complete Streets" concepts are compatible with *Pawtucket's Comprehensive Plan*, which stresses a balance of transportation options that afford equal road access and representation to bicycles, pedestrians, motorized traffic, and public transit; and

WHEREAS, the Plan aims for streets and their users to be in harmony with the environment through sustainable design principles, and orienting buildings toward streets, and also stresses the element of safety through education, and providing defined space for users of various modes of transportation, such as striped bicycle paths; and

WHEREAS, "Complete Streets" concepts are compatible with the Pawtucket Zoning Ordinance, which includes building and site guidelines designed to make development accessible to different modes of transportation, and to orient development toward the right of way; landscaping guidelines to ensure greenery and pervious surface is integrated into city streets; and requires technical review of projects with input from public transportation and traffic representatives to ensure equal transportation access and efficient circulation; and

WHEREAS, "Complete Streets" concepts are compatible with the City Planning Commission's Development Review Regulations which require new development to meet the standards of access to incorporate various modes of transportation and to ensure that it is in harmony with the existing street and the zone that it is located in.

NOW THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PAWTUCKET does hereby encourage the Pawtucket Department of Planning and Development, and the Pawtucket Department of Public Works, to continue to use "Complete Streets" concepts in the planning and redevelopment of transportation related infrastructure; and

BE IT FURTHER RESOLVED that the Department of Planning & Development, as it develops plans and ordinances, reviews development projects, and funds transportation and other infrastructure, is requested to incorporate "Complete Streets" principles into such initiatives, and to review the principles with other City departments that are responsible for implementing such initiatives; and

BE IT FURTHER RESOLVED That upon approval, a copy of this resolution be sent to the Director of the Department of Planning & Development, the Director of Public Works, the Engineering Office, the Traffic Engineer, the Chief of the Fire Department, the Chief of the Police Department, the Chair of the Historic District Commission, the Chair of the Zoning Board of Review, and the Chair of the City Planning Commission.

RESOLUTION OF THE CITY COUNCIL
CITY OF PAWTUCKET

RESOLUTION ENCOURAGING THE PAWTUCKET
DEPARTMENT OF PLANNING AND DEVELOPMENT,
AND THE PAWTUCKET DEPARTMENT OF PUBLIC
WORKS, TO CONTINUE TO USE
"COMPLETE STREETS" IN THE
PLANNING AND REDEVELOPMENT
OF TRANSPORTATION

READ AND ORDERED FILE

/ /

Clerk

READ AND REFERRED TO _____

COMMITTEE / /

Clerk

COMMITTEE

RECOMMENDS _____ / /

Chairman

READ AND PASSED

/ /

Clerk

READ AND PASSED ON A ROLL CALL

VOTE: AYES 9 NOES 0 8/10/2011

Richard G. Galt Clerk

APPROVED
8 / 11 / 2011

RS MAYOR

**STATE OF RHODE ISLAND
AND
PROVIDENCE PLANTATIONS**

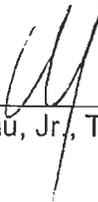
TOWN OF NORTH SMITHFIELD

RESOLUTION IN SUPPORT OF THE COMPLETE STREETS CONCEPT

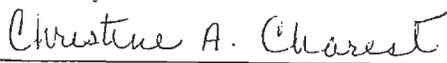
- WHEREAS,** Streets constitute a large and valuable portion of the public space, and
- WHEREAS,** Streets need to be accessible, convenient and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings and community character, and
- WHEREAS,** Streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development and efficient movement of people and goods, and
- WHEREAS,** Encouraging non-motorized transportation provides residents and mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption and maximizes the use roadway infrastructure, and
- WHEREAS,** "Complete Streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists of all ages and abilities, and
- WHEREAS,** "Complete Streets" concepts are compatible with the circulation element of the existing and planned North Smithfield Comprehensive Plan.

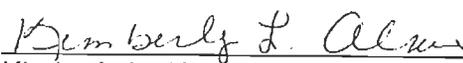
NOW THEREFORE WE THE TOWN COUNCIL OF THE TOWN OF NORTH SMITHFIELD do hereby indicate our support and encouragement of the use of "complete streets" concepts in the planning and redevelopment of transportation related infrastructure improvements within the Town of North Smithfield and the State of Rhode Island.

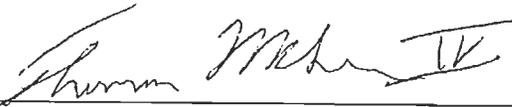
Approved as to form:


Richard Nadeau, Jr., Town Solicitor

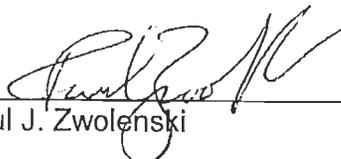
NORTH SMITHFIELD TOWN COUNCIL


Christine A. Charest, President


Kimberly L. Alves


Thomas McGee IV


Edward F. Yazbak


Paul J. Zwolenski

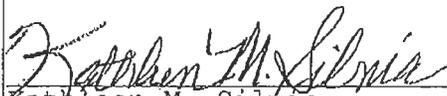
**CITY OF NEWPORT
RESOLUTION
OF
THE COUNCIL**

NO. 2010-130

- WHEREAS, streets constitute a large and valuable portion of the public space; and
- WHEREAS, streets need to be accessible, convenient and connected corridors for all transportation modes and users that complement and support adjoining land uses, buildings and community character; and
- WHEREAS, streets that integrate and invite multiple transportation choices contribute to the public life of a community, sustainable economic development and efficient movement of people and goods; and
- WHEREAS, encouraging non-motorized transportation provides residents with mobility options, reduces transportation costs, enhances community connections, improves public health, advances environmental stewardship, reduces fuel consumption and maximizes the use of roadway infrastructure; and
- WHEREAS, "complete streets" are those that provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists of all ages and abilities; and
- WHEREAS, "complete streets" concepts are compatible with existing "Healthy Newport 2010 Initiatives." NOW THEREFORE, BE IT
- RESOLVED: that the City of Newport supports and encourages the use of "complete streets" concepts in the planning and redevelopment of transportation-related infrastructure improvements within the City of Newport and the State of Rhode Island.

NEWPORT CITY COUNCIL

IN COUNCIL
READ AND PASSED
September 15, 2010


Kathleen M. Silvia
City Clerk

Projects Included in RI 2013 -2016 Transportation Improvement Program

Project	TIP Program	Estimated Funding (in millions)	Recommendation
Cranston			
2013 State Traffic Commission C-3 <i>Atwood Ave. at Walnut Grove Ave.</i>	State Traffic Commission (STC)		TS - Recommended
2014 State Traffic Commission C-3 <i>Plainfield St. at Atwood Ave.</i>	State Traffic Commission (STC)		TS - Recommended
* Cranston Street Enhancements <i>Cranston</i>	Highway Program	\$1.20	HW - Recommended FUT
Hazard Elimination - Central <i>Reservoir and Park Avenue</i>	Highway Safety Improvement Program (HSIP)		TS - Recommended
Hazard Elimination - Central <i>Route 2 ramp and Route 5</i>	Highway Safety Improvement Program (HSIP)		TS - Recommended
Hazard Elimination - Central <i>Route 10 and Route 2 Ramps</i>	Highway Safety Improvement Program (HSIP)		TS - Recommended
Hazard Elimination - Central <i>Reservoir and Aqueduct Avenue</i>	Highway Safety Improvement Program (HSIP)		TS - Recommended
Hazard Elimination - Central <i>Phenix and Scituate Ave/Wayland</i>	Highway Safety Improvement Program (HSIP)		TS - Recommended
High Hazard Ramps - Interstate C-1 (Long Term) <i>Plainfield Pike at Independence Way (Walmart Plaza)</i>	Highway Safety Improvement Program (HSIP)		TS - Recommended
* I-295 Safety and Bridge Contract - 1C <i>Wilbur Ave. to South of Scituate Ave. Bridges</i>	Interstate Program	\$6.00	IN - Recommended FUT
* I-95 Resurfacing Contract - 5 <i>Route 113 to North of Thurbers Ave. Curve</i>	Interstate Program	\$20.00	IN - Recommended

1st
2nd
3rd
4th

?

Projects Included in RI 2013 -2016 Transportation Improvement Program

Project	TIP Program	Estimated Funding (in millions)	Recommendation
Cranston			
X Meshanticut Interchange, Bridge Contract #3 <i>Bridges # 820, # 821, # 245, # 246, # 490, # 491 bridges carrying Rte 2 and West Natick Rd. in Warwick, near the malls.</i>	Bridge Program	\$5.00	BR - Recommended
∩ Pontiac Ave./Sockanosset Cross Rd. Intersection <i>Lane configuration, minor widening, upgrade of signal timing and cabinets</i>	Study & Development Program	\$3.00	TS - Recommended
∩ Reservoir Ave. (1R) <i>Park Ave. to Sockanosset Cross Rd</i>	Pavement Management Program	\$4.00	PM - Recommended
Route 6/Route 10 Interchange	Study & Development Program		SD - Recommended
Rt. 2 Bald Hill/New London <i>West Natick Rd. to Rt. 37</i>	Pavement Management Program	\$2.50	PM - Recommended
Rt. 37 <i>Natick Ave to US Rt. 1 (Post Rd.)</i>	Pavement Management Program	\$3.00	PM - Recommended
Rt. 5 C-1 <i>C-1 Mayfield Ave. to Rt. 95</i>	Highway Program	\$4.50	HW - Recommended