



THE Louis Berger Group, INC.

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July 2, 2010

Mr. Paige Bronk, AICP
Director, Planning, Zoning, Development & Inspections
City of Newport
43 Broadway
Newport, RI 02840-2798

RE: Broadway Streetscape and Traffic Calming Improvements Project
Summary Response to Public Comments from the April 26, 2010 Meeting

Dear Mr. Bronk,

Attached herewith are responses to all of the comments from the April 26, 2010 Public Presentation. Similar comments were grouped where appropriate.

Comment 1: Parking – will there be more handicapped parking? It's needed in front of the Paramount Building (from resident).

Response: Handicap Parking will be included throughout the project limits in accordance with the established Federal and State guidelines. Additionally, during the design process, we will consider additional parking where frequency of use warrants.

Comment 2: Diagonal Parking – Grading needs to be fixed.

Response: We noticed the side of road drop-off where angle parking presently exists. This will be addressed during design.

Comment 3: Construction – will all segments be constructed simultaneously or will they be phased by geographic location?

Response: At present, it is anticipated that this project will be constructed under one contract. Funding limitations could limit some work to be included a second phase, but this cannot include what is required for "operational" (i.e. traffic flow and parking) issues.

Comment 4: Have you thought of piloting the 1-way segment with jersey barriers?

Response: Since the proposed one-way segment also includes adding angled parking and other traffic control devices, it would be difficult to simply "try out" this new traffic pattern without having all the necessary elements in place. However, we are very comfortable that little to no effect to traffic flow will result, based on our traffic analysis of existing and proposed traffic movements.



Comment 5: Bus Shelters – how will they NOT be an attractive nuisance for the street people? Equality Park in particular was cited. Please don't put seats in the shelters.

Response: The location of each existing and proposed bus stop will be evaluated by the City, in coordination with RIPTA, to achieve a balance of ridership needs, business community concerns and the concerns of the community at large. The use of bus shelters at these locations will be included in this analysis. The alternatives will be no bus shelter, a minimal shelter with roof only design and a full bus shelter, in accordance with RIPTA's regulations. The final decision will remain with the City Officials.

Comment 6: Benches – Broadway benches will only be places to park the homeless (others in audience expressed verbal agreement with this.)

Response: See response to #5

Comment 7: Equality Park – issue about bus shelter not needed.

Response: See response to #5

Comment 8: Scale of Lighting and Intensity – would prefer lighting more like gas lights. Consider, please, sensitive, medium bright gas lights in human scaled, low fixtures, like upper Thames Street and the historic point. No crime lights - keep intensity low – encourage shop owners to keep their store fronts lit at night. It's the safest and most attractive lighting

Response: Lighting issues will be addressed further as part of the on-going analysis. At present, changing the lighting system, which requires a complete removal of the existing system due to compatibility issues, is expected to cost over \$600,000. The City will need to find a source of funds for this element of the project; however the types and styles shown at the public meeting will be the recommended versions, should the resources become available.

Comment 9: Curb Cuts - A reduction of vehicular access on east side of the street would be welcome.

Response: It was always the intent of this project to reduce curb cuts and the proposed plans have detailed certain critical locations such as the Dunkin Donuts location.

Comment 10: We attended the informational meeting Monday afternoon. We would like to applaud the city and the design team for a sensible and attractive initiative! We strongly urge the implementation of safe, controlled, auto access to all parking. (i.e. massive reduction of linear curb cut confusion). Also, we understand cost issues, but feel historically accurate lighting will vastly improve the streetscape, and will augment the blending of Washington Square and Broadway. We feel this impactful portion of the project should be done correctly and completely at the beginning as it is visually and practically a common thread in the three sections, adding a strong cohesive factor throughout the project. We also fear a "mix" of existing "cobra" with "historic" lighting would add to the confusion and lack of a cohesive community ambiance.

Response: See response to Comment #8.



Comment 11: Letter from Chuck Flippo (dated April 30, 2010). In summary Mr. Flippo does not support a bike lane on Broadway as he is concerned about the safety of the cyclists (and provides examples) and for the possible liability issues that City could face. He also suggests a number of alternative routes for cyclists in lieu of placing a bike lane on Broadway. He also recommends that the City consult with its solicitor to address these issues

Response: Litigation cannot be eliminated and bike traffic on Broadway cannot be restricted. The shared bike lane shown on the plans has been designed by following all of the recommended guidelines that are published by AASHTO (American Association of State Highway Officials) and fully supported by the Federal Highway Administration. The proposed design is based on rational, sound and supported engineering analysis.

Comment 12: The traffic on Spring Street at the intersection of Broadway (in front of City Hall) is constrained by a narrow lane. This sometimes causes traffic flow problems. Consider taking a sliver from the concrete peninsula to widen the travel lane.

Response: Since we replaced the two parking spaces at this location, from our previous alternates, it is possible that the traffic could be affected as noted. When an accurate survey is performed as part of the design process, we will consider making the necessary adjustments to enhance traffic flow.

Comment 13: Lincoln Landscaping is a local landscape contracting company capable of design, installation, pavers, tree work, stonework, flowers, mulch, grass, watering, etc. They claim to have designed, planted and maintained the large planter boxes along Broadway in previous years. They are aware of the Broadway Streetscape Project and would like the opportunity to be part of it. They said they have many ideas about ways to improve Broadway's curb appeal and would like the opportunity to share them. They wish to be contacted during design.

Response: Comment noted. We will make every effort to contact them for comments/suggestions during design as appropriate.

Comment 14: DO NOT put a northbound bus shelter *anywhere* on lower Broadway. Tucker's and the Salvation Café are the "anchors" for Broadway's present ambiance. I predict that if the street people are given a chance to congregate in that area, it will kill those businesses. I know from experience that the noise from a group misbehaving disturbs not only Broadway but also the side streets. You can expect complaints from folks on Ayrault as well as Caleb Earl if a bus shelter or benches are situated at the "Jack & Josie's" building where presently planned. I do not know why the concerns of RIPTA and Lamar should supersede those of the Newport residents and businesses. As for those legitimately waiting for a bus, they can step under the doorway of the "Jack & Josie's" building as they do now. In general, I love the planned enhancements and thank you all for doing such a thoughtful job and including our local citizens in the plans.

Response: See response to Comment #5.



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Comment 15: Better signage on Americas Cup Ave to bring cars from the Gateway Center into the restaurant/shopping area of Broadway, along Marlborough Street (northeastward). Allow narrow row of cars northeast and through Brick Market – along Wharf – (or even 2 way traffic).

Response: Signage outside the limits of the Broadway project are not part of the scope of work.

Comment 16: Need permeable pavement to mitigate stormwater runoff wherever possible. There are local businesses that can supply these.

Response: Permeable pavement may be considered in limited locations, however it cannot be used on the mainline portions of Broadway, primarily due to cost and possible life expectancy issues.

Comment 17: Rain gardens work just as well to clean street runoff as the “expensive” technical system mentioned in the formal presentation.

Response: We will be reviewing the use of rain gardens and other water quality improvement methods during design.

Comment 18: It would be helpful to highlight the bike path with contrasting pavement.

Response: This was considered but it was not the preferred way to accommodate the bike lane at all locations.

Comment 19: I am very happy to see small bike racks and benches but don't understand why we would alternate between traditional and modern. Newport's brand is its history!

Response: We appreciate this comment and will consider in our final choices.

Conclusion and next steps:

- ✓ Post response to comments on Website and notify community
- ✓ Determine next step in the design process.

Very truly yours,

James R. Capaldi, P.E.
Manager, Transportation Services