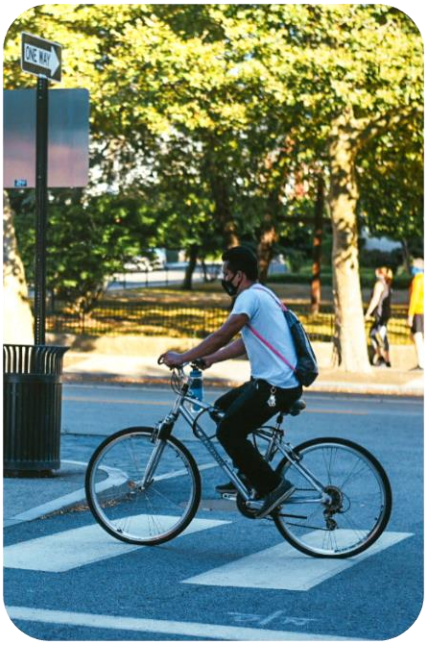
City of Newport
TRANSPORTATION
MASTER PLAN
Keep Newport Moving



Existing Conditions Report

January 2022 | Final Report

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Keep Newport Moving is the City's first Transportation Master Plan (TMP) in over 20 years. A collaboration between the City of Newport, the State of Rhode Island, and the public, the TMP will be a comprehensive, actionable strategy to make it safer and easier for people to navigate Newport's historic street grid, no matter how they get around the City.

Newport has changed a lot in 20 years. The City is a major tourist destination. There are new commercial developments. The population has fluctuated, and demographics have changed. And, more than in the past, our everyday transportation choices are influenced by technology and – at least for now – a global pandemic. Keep Newport Moving will include project and policy recommendations to support the community's transportation goals for a safe, connected, and equitable transportation network. The Plan will also support the City's 2017 Comprehensive Land Use Plan and help achieve other goals related to preservation, sustainability, resiliency, and community development.

This interim report is focused on transportation conditions in Newport today and includes research into the multimodal network, effects of climate change, traffic and parking, and other elements of the transportation system. It also includes a summary of the public outreach and stakeholder interviews that have been completed so far, which will inform the recommendations created in the next phase of Keep Newport Moving's development.

SECTION 1: ABOUT NEWPORT

The history of Newport has been shaped by its geography and location on the sea and it is still a part of Newport's economy through industry, tourism, and the presence of the US Navy. Newport is home to almost 25,000 residents in 7.7 square miles. As the State's principal tourist center, Newport is visited annually by millions of tourists and the summertime population is significantly larger than the population in the winter months. This vast seasonal population change puts uneven pressures on the transportation system and is a frequent concern cited by Newport residents and visitors.

HOW WE GOT HERE

A history of Newport in Maps

Newport's history is evident in its transportation infrastructure. As one of the oldest settlements in this country, it has an organic street network that evolved organically, and was used by ever-changing transportation technologies.

Topographical Chart of Narragansett Bay (1777)

This map shows that Newport's transportation network was focused on water, and developed an irregular street network immediately around the harbor. The City streets then extended to the north as a "Quaker" grid of uniformly sized blocks. There were very few connecting routes to other parts of Aquidneck Island, though the major corridors still exist in the same location.

Bird's Eye View of Newport (1879)

This illustration, by Galt and Hay, shows that Newport's street network extended throughout the city limits by this time, with the majority of today's streets having been constructed. The older part of the City has the irregular block pattern, which facilitates walking to Washington Square and the harbor. The more recent streets provide north/south connections, but do not provide a seamless route east-west across the city to Easton Beach. This gap is noted in the Olmsted report, along with others.

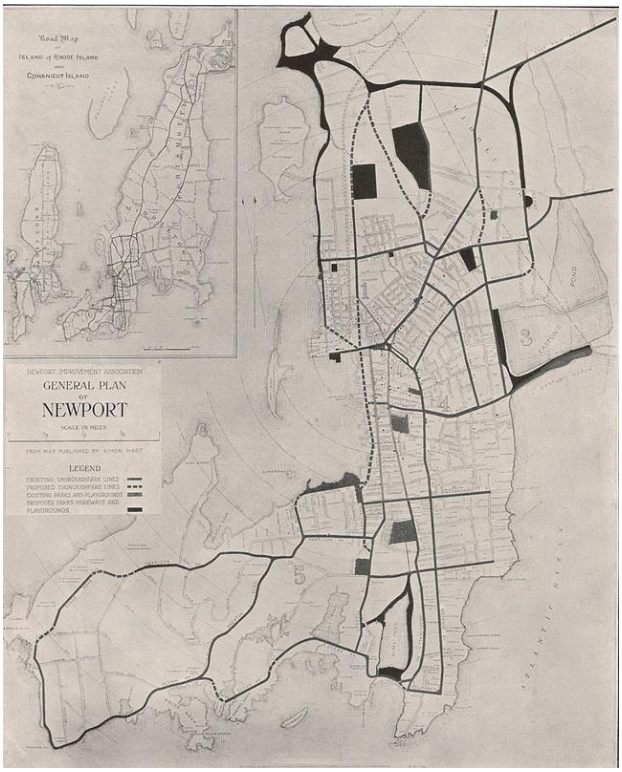
Proposed Improvements for Newport (1913)

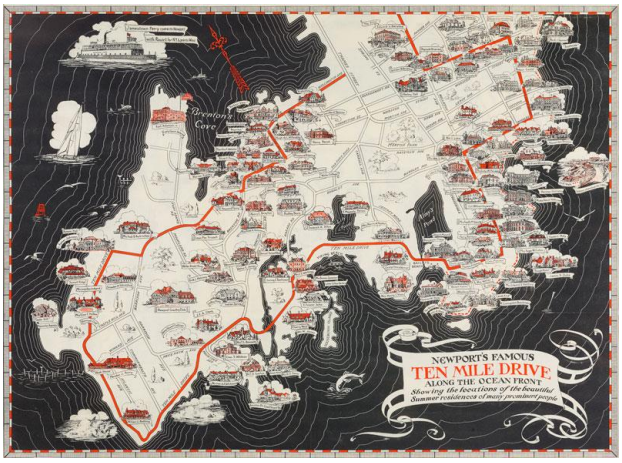
The Olmsted Plan for Newport made several major recommendations, many of which have been implemented in some fashion over the years. The report notes the challenges of solving "traffic" congestion, which at that time meant traffic of highly mixed modes (horses, streetcars, pedestrians, bicycles).

> "In Newport, as in many other New England colonial cities, the thoroughfare problem is made particularly serious and difficult of solution by the very same conditions – the narrow streets, the shallow lots, and the closeness of the buildings – which are the essential elements of the quaint charm and individuality of the old city."

> "Probably the most serious example of inadequate provisions for traffic now found in Newport is on Thames Street. The need for relief is felt by every one and requires no reiteration from me."

Olmsted also introduced the concept of a parkway that would provide both recreation and mobility, especially to connect people to nature and scenery.





Newport's Famous Ten Mile Drive (1933)

As cars took to the road, scenic drives became popular. Newport's loop drew people on their way through the area to view the mansions and scenic ocean views. Many people are still attracted to Newport by this signature experience. The attraction of driving this route is due to the character of the loop, which is narrow, undulating with the topography, offers outstanding scenic views of both the surrounding landscape and ocean. This is an experience that should be enjoyed at a low speed and not rushed.

SOME PROBLEMATIC HISTORY

Memorial Drive (formerly Bath Street)

The widening of Bath Street arose out of the Olmsted Plan, which recommended removing all buildings on the north side of Bath Street The eventual demolition of these buildings led to the loss of the neighborhood's commercial district, disproportionately effecting the predominately black residents of the Bellevue/Top of the Hill neighborhood.

> "Bath Road near Freebody Street. The proposed improvement would screen the buildings on the right with trees, and remove those on the left."

Source: Proposed Improvements for Newport by Frederick Law Olmsted

BATH ROAD NEAR FREEBODY STREET. THE PROPOSED IMPROVEMENT WOULD SCREEN THE BUILDINGS ON THE RIGHT WITH TREES, AND REMOVE THOSE ON THE LEFT

[46]

America's Cup Avenue

The 1913 Olmsted report included waterfront street that was parallel to Thames. While the eventual construction of America's Cup Avenue in the 1960's did not exactly align with the plan, it had a similar goal, to reduce congestion on Thames Street.

> "Keith Stokes, Executive Director of Rhode Island Economic Development Corporation, said last September that he considers the road's construction "one of the largest mistakes Newport has made," because it cut off foot traffic from the commercial district to the waterfront."

Source: Looking Back: How did America's Cup Avenue change the walkability of the city? How could future projects get us back on our feet? The Patch, by Olga Enger, Dec 29, 2011.

WHERE WE ARE TODAY

Newport's historic and compact street grid make it an ideal city for walking and biking. However, the streets and transportation habits of those in Newport mirror trends from the last 100 years where cars were prioritized over people. The transportation network does not currently provide a safe, convenient, or equitable, experience in all areas of the City for people who rely on walking, biking, or taking public transit. As a result, driving is often the only option for people traveling into and around Newport.

Transportation conditions in Newport are fully linked to the City's housing conditions Though efforts have been made to make Newport an affordable place for people to live, the housing supply in Newport is still far too expensive for many people. As a result, many people commute into and out of town daily, which creates additional pressure on the transportation system. There are currently several converging issues that contribute to scarcity of affordable housing in Newport. Many stakeholders have observed that a significant amount of housing has shifted from units on the market to short-term, online rentals. The median home value in Newport is near $450,000, 50 percent higher than neighboring communities while the median incomes are only 25 percent higher[1]. Lastly, little undeveloped land remains in Newport which limits the opportunities for developing new housing units. Currently, the official land use forecast included in the Rhode Island State Model (RISM) Travel Demand Model, which simulates future travel patterns, shows no residential growth within the Newport City limits.

Two ongoing, transformative projects could create over 50 acres of new development in the heart of Newport. Construction on the Pell Bridge realignment began in 2020 and will reorganize the 1960s interchange to remove large amounts of expressway infrastructure, freeing up land for new development. The bridge redevelopment will also increase connectivity to Downtown Newport, designate new open space, and increase multimodal transportation options between Newport, Jamestown, and other cities and towns to the west. A second transformative project for Newport – the North End Urban Plan – was adopted in 2021. The North End Neighborhood has the largest geographic area of commercial land in the city and is underdeveloped. The recently adopted plan seeks to direct development for the area in a way that will address historic inequities and provide multimodal transportation options to existing and new residents in the neighborhood.

Another primary pressure on Newport's transportation system is climate change. There are already significant threats to the City's infrastructure, and these are expected to increase in the coming years. Sea level rise, increased frequency and strength of major storms, and increased intensity and frequency of heavy rainfalls have resulted in more flooding throughout the City. Today, flooding is a nuisance. Left unmitigated, it will become catastrophic and life threatening. Transportation investments must consider resiliency, projected sea level rise, and vulnerability to storm surge.

There is frustration among residents and business owners about on the lack of a clear vision to address Newport's transportation issues and make Newport more livable. In the 22 stakeholder interviews conducted as part of this plan, most stakeholders believe none of Newport's current transportation services are working well. Through planning and implementation of this TMP, Public perception needs to be addressed along with system improvements. A safe, intuitive, and enjoyable transportation network is critical to Newport residents and to the City's future economic health.

[1] ACS 2019 5-year estimate

PHYSICAL INFRASTRUCTURE

Newport's street network was designed for non-motorized and water transportation. The narrow streets in the historic core were not built for and are unable to accommodate today's demands with high volumes of vehicle traffic, insufficient pedestrian space in some areas, parked cars, freight movement and loading, and stormwater management. Input received from residents and visitors indicates that the increasing traffic of all modes on City streets is making the City more chaotic during the peak season and diminishing the City's appeal. The following sections summarize public comment about walking, taking the bus, driving, and taking transit in Newport. Find more detailed in *Section 2: Public and Stakeholder Input*.

Walking – Stakeholders and the public enjoy walking in Newport's historic streets and a high portion of Newport's population walk to work. However, narrow sidewalks, large intersections, numerous vehicles, and outdated signals cause challenges for people walking. The City's narrow sidewalks and high vehicle volumes create safety issues on some streets. Also, the lack of accessible sidewalks mean that Newport is unnavigable for many people with mobility disabilities.

Taking the Bus – Many people believe that the RIPTA bus and trolley service leave a lot of room for improvement and they would like to see them more tied to other City services, such as development. Stakeholders noted the success of bus route 67 – Bellevue/Salve Regina University as it is responsive to many local needs and used by many.

Driving - Although the current street network has prioritized cars at the expense of other modes, driving and parking is not a pleasant experience for most people. Many public map and stakeholder comments express frustration with congested streets and difficulty parking.

Biking – Although biking is a pleasant experience in Newport on certain streets, the biking experience is varied throughout the City. Since many of the existing bike lanes aren't connected to each other, some streets feel unsafe and make biking an unreliable transportation option for many. Many stakeholders report that biking in the off season is enjoyable when traffic volumes are low.

Vulnerabilities – Portions of the City's streets along the shorelines are highly vulnerable to sea level rise and storm surge. Numerous inland areas in town are seeing increased flooding, a combination of more intense and frequent rainstorms, and slower discharge through the outfalls due to sea level rise. Even some of the major evacuation routes are vulnerable to flooding.

POLICY FRAMEWORK

The City's policies that govern or influence its transportation system are varied and spread throughout many different departments. As a result, many stakeholders feel there is no clear policy direction, and some policies are misaligned with the City goals. These areas generally include housing, parking, and street maintenance and operations.

The housing market is closely tied to transportation discussions and housing policy, including affordability, regulations around short-term rentals, and development, came up in stakeholder conversations and conversations with the public. Mobility options aside from using a personal automobile are limited the farther a person lives from an economic center, such as Newport. While Newport is one of only 6 of the 36 municipalities meeting Rhode Island's statewide requirement to ensure that at least 10 percent of its housing is affordable to low-income residents[2], there is a need for more workforce housing. In Newport, a family must have an income of at least $57,080 to afford a two-bedroom apartment and 45 percent Newport of renters are paying more than 30 percent of their income on rent[3].

Mixed-use development, developments that have residential, commerce, retail, recreation, cultural, and open space activities in the same location, can be a part of an affordable housing strategy. They support 20-minute neighborhoods, neighborhoods where residents can access their daily needs within 20 minutes of their home. Three recent legislative actions in the City are supportive of mixed-use development:

- The City of Newport and State of Rhode Island adopted Newport's Comprehensive Land Use Plan (CLUP) in 2017, and changes to the zoning code to mirror the plan are ongoing. This includes allowing Mixed Use Development in additional areas of the City.
- The Innovation Hub Floating Overlay Zone, adopted in 2021, allows a mix of uses on large lots including clean industry and commerce, and supportive housing, retail, recreation, cultural and open space.
- The North End Urban Plan (NEUP), adopted in 2021, is part of the Comprehensive Land Use Plan and calls for Mixed Use development to replace the entirety of the Commercial-Industrial zoning district and a small area of Residential zoning in the North End. This area is seen as a future hub for the Blue Economy sector, including maritime and defense employment.

Many stakeholders mentioned the need for forward thinking zoning regulations that enable a concentrated mix of housing, jobs, commercial services, recreation, and open space. These align with the recent actions above and stakeholders would like to see these changes continue and expand to tie development to transportation, such as locations with frequent bus service. Stakeholders would also like to see additional Innovation Districts with concentrated high-tech companies and jobs.

As outlined in detail in later sections, while parking and freight regulations exist, they are largely unenforced, and many stakeholders see parking and freight operations as a major issue for Newport and this plan to address. Streets with the greatest challenges for competing curb uses of parking, pick-up/drop-offs, and loading include Thames Street, Americas Cup Avenue and Broadway. The vehicle parking supply is varied and available in most areas of the City, and yet it is one of the largest

[2] Apartment Market Study (September 2020), Keystone Consulting Group, accessed https://www.middletownri.com/DocumentCenter/View/1192/Apartment-Market-Study
[3] 2020 Housing Fact Book , HousingWorks RI, accessed https://www.housingworksri.org/Local-Housing-Facts/Southeast-RI1/Newport

complaints from the stakeholders and the public. While the existing parking ordinances are comprehensive, they are dated and do not address emerging trends or uses such as ride hailing, food delivery, and micromobility (i.e. shared bicycles or scooters). Administrative mechanisms that tie compact land development to site specific parking services and parking policies that enable smart growth are also not addressed. Newport's freight policies are outdated and unenforced, with freight vehicles using many narrow streets and ignoring existing loading zones. In addition, with the City's narrow streets, historic buildings are in close proximity of travel lanes, which makes them potentially vulnerable to damage from vibration caused by heavy trucks.

Lastly, stakeholders would like to see more collaboration with the community in development decisions. This could mean more robust outreach processes, such as those followed in the development of the North End Urban Plan or utilizing tools such as Community Benefits Agreements, which can be used during the development review process to ensure that the community has a significant role in determining how development mitigation funds are used.

DEFINING MOBILITY

Travel and mobility is essential to daily life and people depend on an ease of mobility for work, recreation, and to access their community. Most transportation data lump together a wide range of different types of travel. However, it is helpful to keep the separate travel components in mind while trying to understand system-level transportation patterns. Travel varies by traveler population, trip type, trip length, travel mode, and time of travel. Throughout this report, these factors will be used to differentiate between different types of travel. In Newport, there are distinct populations of people who are traveling. These include residents, commuters, day visitors, overnight visitors, and seasonal residents. Keep Newport Moving is a plan for all types of trips and all people, but it is useful to keep a trip's purpose and audience in mind to more fully understand transportation needs and establish a strong foundation for decision making.

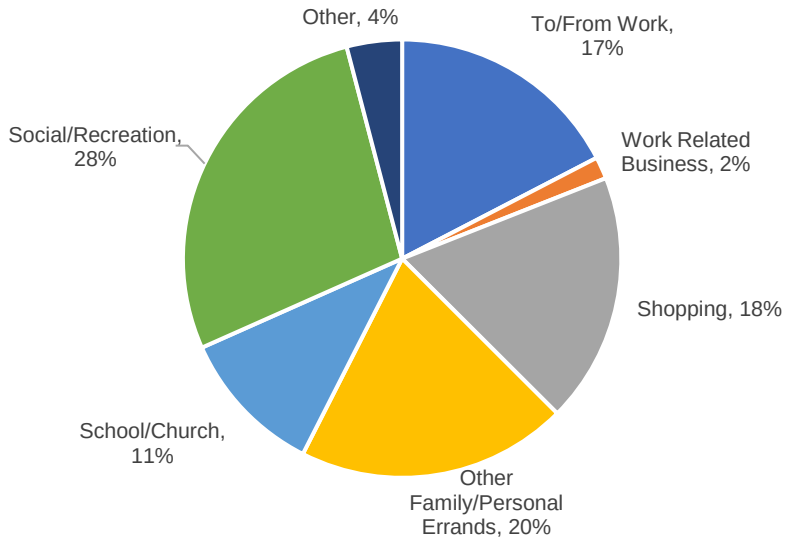


Figure 1: 2017 National Household Travel Survey - Rhode Island Sample Trip Shares by Purpose

Trip lengths also differ significantly, which is useful to consider when discussing which modes of travel will be applicable to different trip types. Most trips are short. Figure 2 shows trip length data from the 2017 National Household Travel Survey for the portion of the survey in Rhode Island (239 households making 1,637 trips). As shown, 35 percent of all trips lengths are under two miles, and 55 percent of trip lengths are under four miles. Only 10 percent of trips are greater than 20 miles in length. About a quarter of the trips under two miles in length were completed by walking or biking.

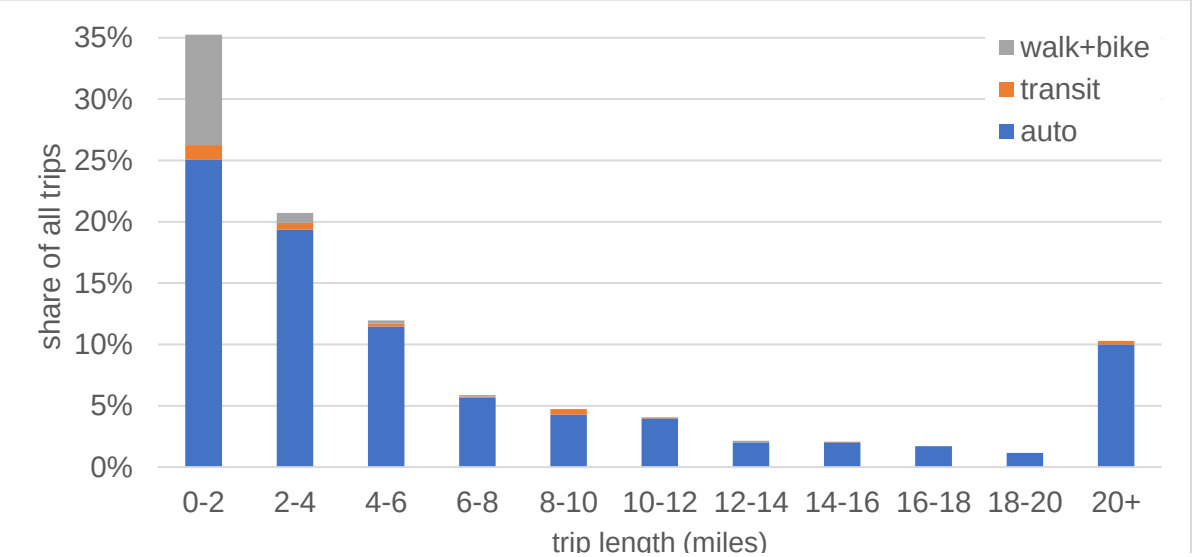


Figure 2: 2017 National Household Travel Survey Rhode Island Sample Trip Length Data

SECTION 2: PUBLIC AND STAKEHOLDER INPUT

The Keep Newport Moving project team recognized that effective engagement and feedback was critical to understanding the transportation needs of the people working and living in the City. The Public Involvement Plan implemented by the Keep Newport Moving team was designed to be a multi-pronged approach in order to engage the diverse residential population and visitors. In addition, the approach to public engagement was developed with due consideration of the safety and health of staff and attendees during the COVID-19 pandemic, with most events held outside.

Outreach measures completed to support these existing conditions evaluations included: pop-up tabling activities at several public events, interviews with major stakeholders, and paper and online surveys with an interactive map. Outreach materials were available in Spanish and English. Outreach periods for the project are organized around two phases:

Outreach Goals

Phase 1 – July – October 2021

- Confirm multimodal goals and performance measures
- Identify transportation needs and additional insights on existing conditions
- Solicit feedback on Newport today

Phase 2 – January – March 2022

- Solicit feedback on project recommendations and project prioritization
- Solicit feedback on draft transportation master plan

Pop up event at City Hall

Pop up event at Aquidneck Growers Market

Phase 1 – completed between July and October of 2021 – accomplished its goals through a set of parallel activities including stakeholder interviews, online maps and surveys, and a series of 10 in-person and pop-up events from July to October 2021:

- July 24, 2021 – Pop up Newport Folk Festival at Fort Adams
- August 5, 2021 – Pop up at Innovate Newport
- August 18, 2021 – Pop up at Aquidneck Growers Market on Memorial Boulevard
- August 26, 2021 – Public workshop at City hall
- August 28, 2021 – Pop up at Aquidneck Growers Market on Dexter Street
- September 11, 2021 – Public workshop at Rogers High School Paint Your Parking Spot event
- October 1, 2021 – Pop up at Tijuana Burrito Grille
- October 1, 2021 – Pop up at Leo's Market
- October 2, 2021 – Pop up at Audrain Concours (Bellevue Car Display)
- October 2, 2021 – Pop up at Festa Italiana (Festival in the Park)

Feedback was gathered through hand-written and online surveys as well as e-mails. During phase 1, over 700 interactions and participation by over 200 people were documented (Figure 3). In addition to asking people to share specific comments about the plan goals and their experiences walking, biking, driving, taking transit, and boating in Newport, optional demographic information was collected through paper and online surveys. Figure 3 Number of responses

Activity	In-Person	Online	Emails	Letters	Total
Survey	16 surveys	168 surveys	N/A	N/A	184 surveys
Map*	139 comments	365 comments	25 comments	2 comments	531 comments
Stories	0 stories	11 stories	N/A	N/A	11 stories
Emails	N/A	N/A	15 emails	N/A	15 emails
Letters	N/A	N/A	N/A	2 letters	2 letters

Figure 3 Number of responses

* While most of the comments in the map were spatial comments, some were general comments. The counts include spatial comments derived from the survey, emails, and letters.

Out of 184 survey respondents, 89.1 percent indicated that they agree that the proposed goals match the needs of the community. The goals presented in the online survey were:

Keep Newport Moving has the goal to provide multimodal transportation options that:

- are safe, reliable, and enjoyable
- serve the needs of people of all ages, abilities, and backgrounds
- respond to Newport's unique seasonal transportation needs
- support economic opportunities and job access
- promote and enhance Newport's environmental resources while preparing for future impacts

However, 43 respondents (23.4 percent) provided suggestions on things that should be changed or added to the goals. The most-commonly suggested high-level goals include:

- Explicitly stating equity goals of inclusiveness, access, affordability, and accessibility, and making a commitment to equitably serve all geographic areas of the City
- Highlighting Newport's human scale and making Newport less car-centric
- Reducing traffic and congestion, especially seasonal traffic

Survey respondents were also asked to select up to five of their top transportation priorities from a list of 12 items that were developed based on early engagement completed by the City in 2019.

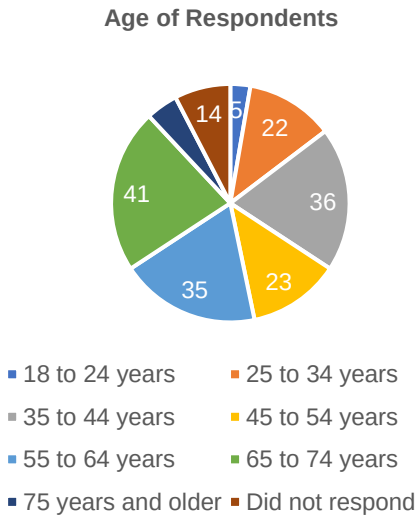
Pop-up at Leo's Market

Walking (85.3 percent), Traffic congestion (83.7 percent), and Bicycling (67.4 percent) were selected by the vast majority of respondents.

Additionally, survey respondents were asked to select their top three priorities from seven ideas to better support Newport's tourist activity that add additional pressure to the transportation system. Two priorities selected by nearly three-quarters of participants are satellite parking areas (73.9 percent) and improved sidewalks and bicycling infrastructure (70.1 percent).

WHO RESPONDED?

Optional demographic data provided by respondents helped the project team evaluate how well project engagement reached demographic groups in Newport. In some categories, such as age and gender, a responses generally match the composition of Newport's resident. In other categories, such as race, participation was not as representative of Newport's population. Specifically, very few survey responses by Latino/a/x were collected even though this group makes up around 10 percent of Newport's overall population.



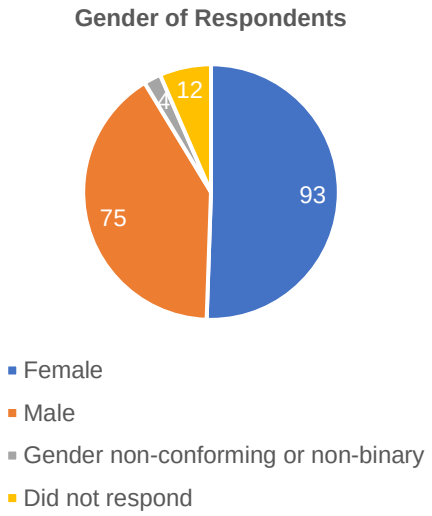


Figure 4: Age and Gender of Survey Respondents

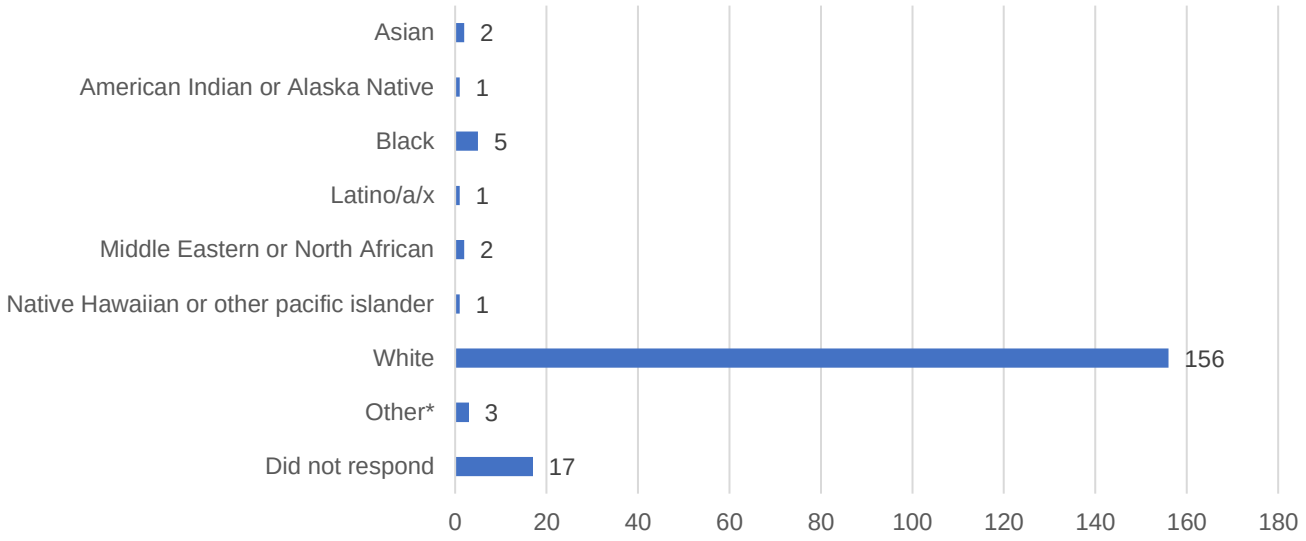


Figure 5: Race and Ethnicity of Respondents

*Responses for “Other” included Jewish and Puerto Rican

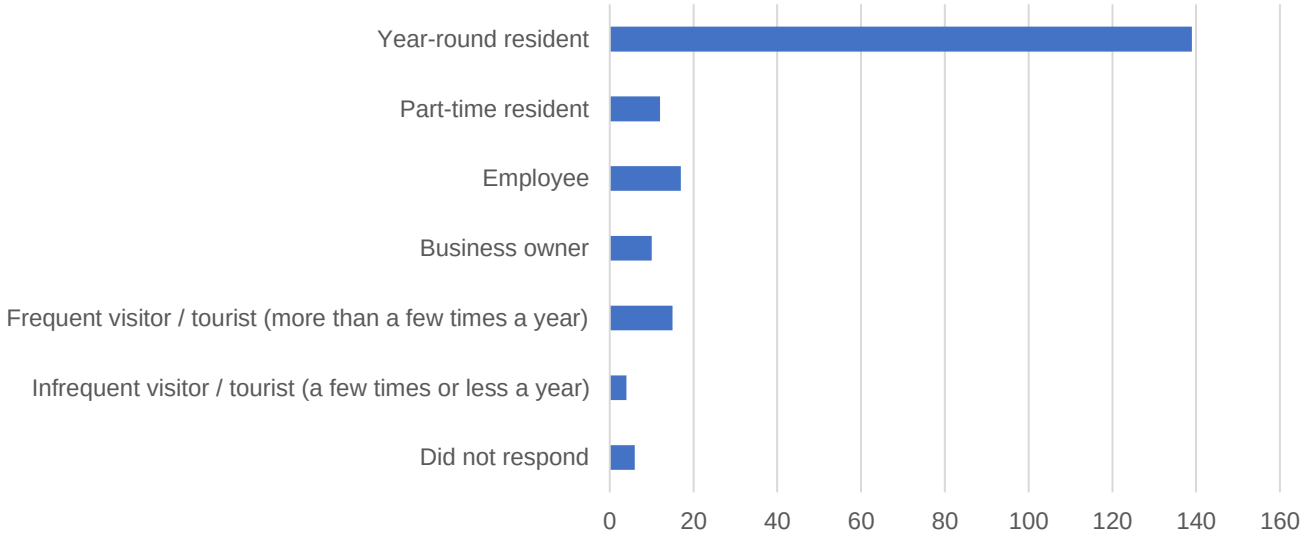


Figure 6: Relationship with the City of Newport

Note: Zero (0) respondents selected “Student.”

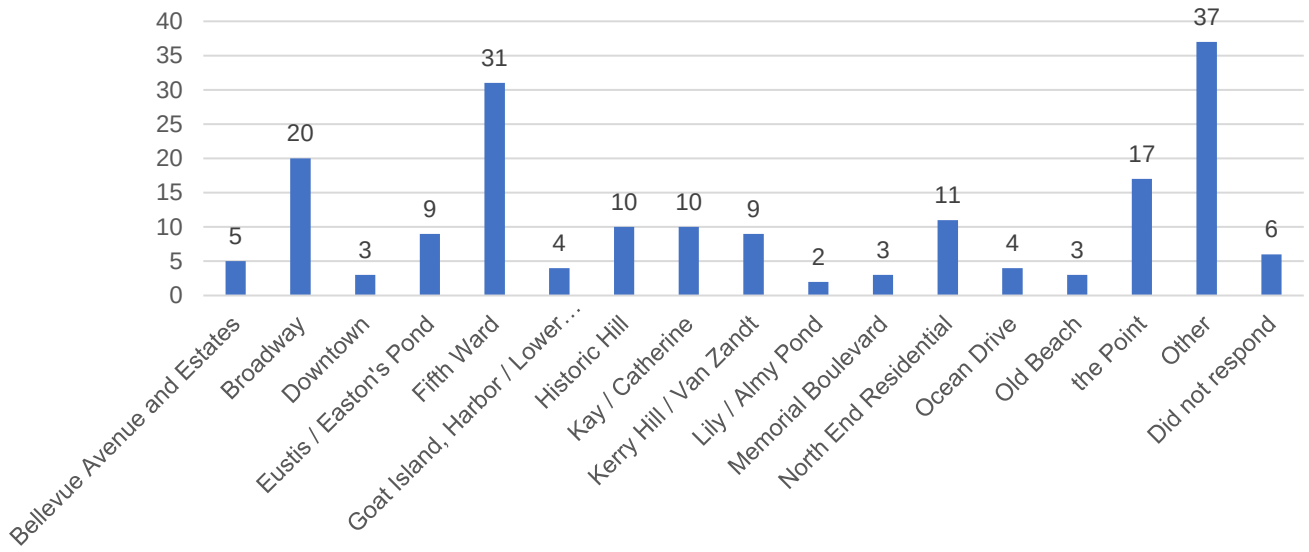
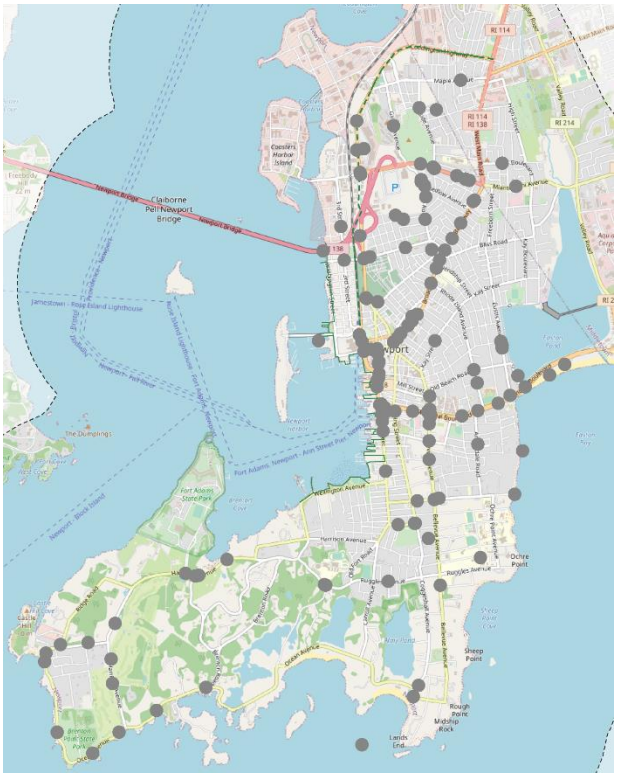
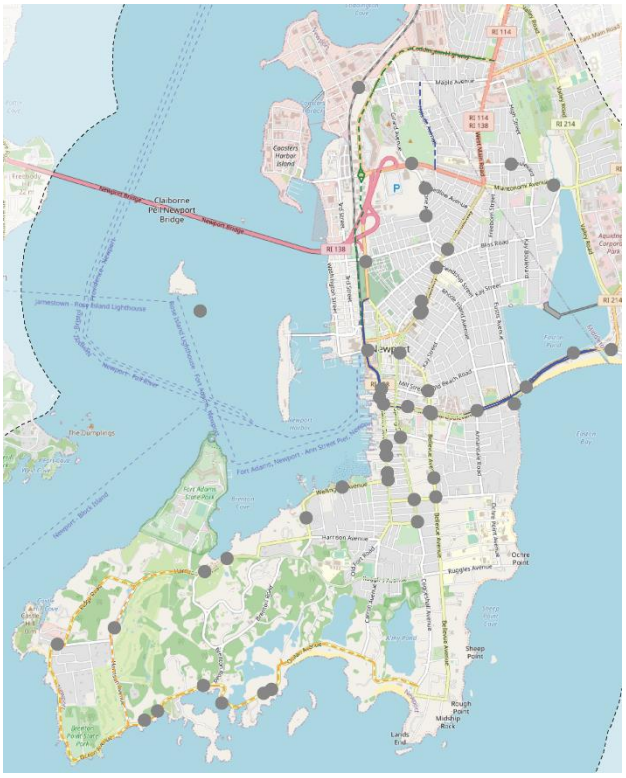


Figure 7: Neighborhood of Residence for Respondents

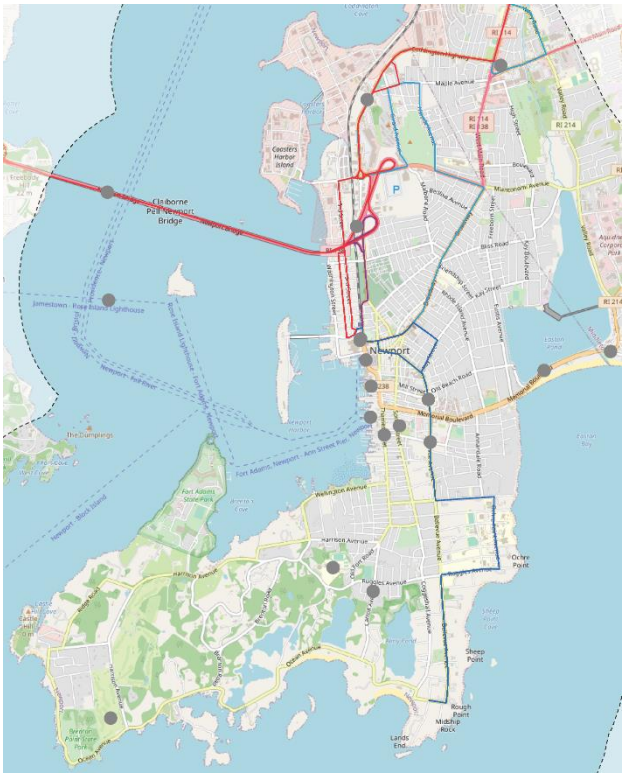
Note: Zero (0) respondents selected “Long Wharf,” “North End Commercial,” or “Rose Island.”



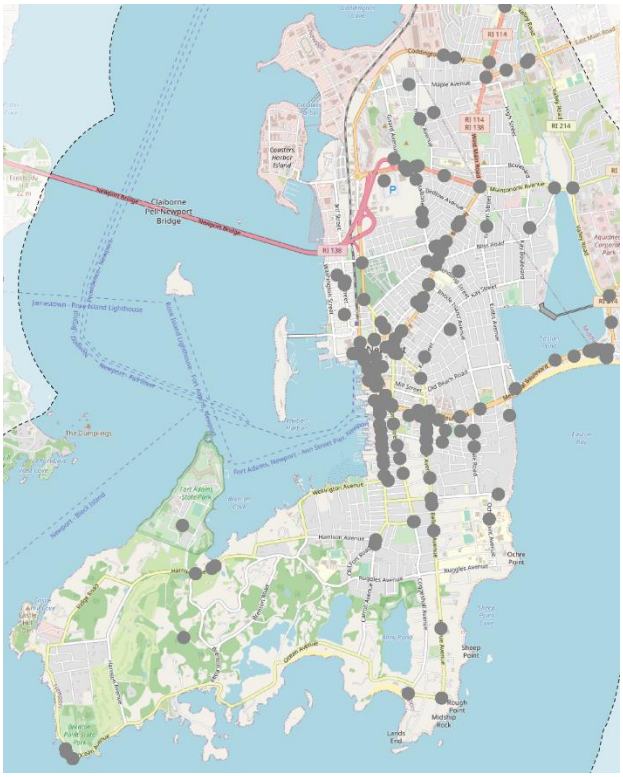
Comments about Walking (209 comments, 39 percent)



Comments about Biking (101 comments, 19 percent)



Comments about Transit (30 comments, 6 percent)



Comments about Driving (176 comments, 33 percent)

Figure 8 Distribution of online map responses by mode

Mapping comments

The following summarizes areas and streets that received multiple comments on the online map. The comments are combined and paraphrased in the description and full comments are in the appendix. Comments below are not edited for accuracy (i.e. if a comment relayed a narrow street, it was not measured) and should be read as a user's perception of the street/area. Many intersections along these streets were specifically commented on as well.

Areas / Neighborhood comments:

- Transit is cited as circuitous in Downtown and does not adequately connect to Fort Adams, parking areas, or to Broadway. People would like to see better connections to regional transit, such as Amtrak or MBTA service to Boston.
- Many commentors would like to see better transit and other mobility connections to schools including bike connections to Thompson Middle School, transit to Rogers High School, especially for students from Middletown and Tiverton.
- The North End needs to be better connected with pedestrian and bike infrastructure.

Comments on specific streets and intersections.

- **Admiral Kalbfus Rd** has too much speeding, vehicular traffic, and congestion. There is a lack of dedicated space to bike with poor surface conditions.
- **America's Cup Avenue** can take 35-40 min to travel across town. There are also a lot of rideshare drop-offs and vehicles/ freight often block the bike lane.
- **Annandale Rd** is a narrow two-way road with parking that is challenging to travel through for motorists who don't know to pull to one side when passing.
- **Bellevue Ave** has a lot of maintenance issues. Sidewalks are in poor condition and unsafe crossings. It is also a Priority Bike Route in need of attention. IN addition, pedestrians are often in the roadway near Salve Regina University.
- **Broadway** has unsafe pedestrian crossings with multiple threat crash risk. Diagonal parking along west side makes it dangerous for bicyclists and sharrows are located in the door zone.
- **Coggeshall Ave** is a popular route to the beach and has too much vehicular traffic and speeding with no dedicated space to walk or bike.
- **Dixon Street** and other streets between Thames and Spring are very narrow, with parking in sidewalks, and traffic speeds that are too high to safely share the street with pedestrians.
- **Eustis Ave** needs sidewalks
- **Farewell St** has too many vehicles driving at high speeds for a residential street. People travel the wrong way up the one-way road near Liberty Park
- **Harrison Ave** has no dedicated space to walk or bike and pedestrians and bicyclists end up on roadway. The street is a hilly topography that makes sightlines short with excess speeding – and in residential neighborhoods.
- **Kay Street** is too narrow for both parked and traveling vehicles and pedestrians and cyclists travel in the roadway.

- **Malbone Rd** is a narrow, dangerous road with too much vehicular traffic with high speeds and is used as a cut-through for people to get to Broadway. The speeding concerns also affect biking to Pell Elementary. It lacks dedicated space for people to walk and bike.
- **Memorial Blvd** has too much vehicular traffic with difficult crossings and not enough crosswalks and street lights. It also feels unsafe for people driving because people drive too fast and run stop signs and lights. Bicycling feels unsafe next to parallel parking and going from westbound on the downhill side. There is a lack of public transit options for reaching Easton's Beach.
- **Narragansett Ave** has too much vehicular traffic with no dedicated space to walk or poor surface conditions
- **Ocean Ave** has no dedicated space to walk on the water side and too much vehicular traffic with poor surface conditions and speeding otherwise**.** There's also a lack of dedicated space for bikes and pedestrians and bicyclists often end up in the roadway.
- **Ocean Loop** (includes Wellington, Halidon, Brenton, Harrison, Ridge, Castle Hill, Ocean, Bellevue, Ruggles, Wickham) is one of the most popular destinations for bicyclists living on/visiting Aquidneck Island. It should be better marked.
- **Rhode Island Ave** provides no dedicated space to walk
- **Spring St** has too much vehicular traffic with narrow sidewalks and no dedicated space to bike
- **Summer St**, with parking on both sides, causes cars to have to pull over when passing.
- **Thames St** has poor surface conditions and uneven, deteriorating sidewalks. There is also no dedicated space to bike or protection from parked or turning vehicles. Biking northbound causes bicyclists to dismount when busy and they are too close to cars at times. The sidewalk is too narrow and pedestrians to walk on the road. Pedestrians also cross **Lower Thames** whenever they want and move between the diagonally parked cars on **Upper Thames** without looking.
- **Van Zandt Ave** has no sidewalk on south side and the sidewalk on north side doesn't connect to crosswalks. Too much vehicular traffic and difficult to cross from north to south side.
- **Wellington Ave** – Popular biking route feels dangerous with angled parking by King Park and a significant number of cars in the summer.

STAKEHOLDER INTERVIEWS

Key stakeholders representing a cross section of elected and appointed government officials, businesses, and leaders within Newport's industry, education, health, human services, and transportation sectors, were invited to express their opinions and perspectives early in this process. Between May 10, 2021 to July 9, 2021, 20 Stakeholder interviews and one City staff meeting were held. The process for identifying candidates was collaborative. A representative from the Newport Department of Planning and Economic Development, the Rhode Island Department of Administration - Statewide Planning Division, and the Consultant team selected candidates in six categories: City Governance, Special Transportation Needs, Transportation Advocacy, Business and Tourism, and Trucking and Freight. The selected stakeholders that were interviewed are listed in Table 1.

City of Newport Transportation Master Plan 2022 Table 1: Selected Stakeholders for Interviews	
City Governance	
1	Mayor, City Council Chair – Jeanne Marie Napolitano
2	City Council Vice Chair – Lynn Underwood Ceglie
3	At Large City Councilor – Jamie Bova
4	At Large City Councilor – Elizabeth Fuerte
5	1st Ward City Councilor – Angela McCalla
6	2nd Ward City Councilor – Charles M Holder
7	3rd Ward City Councilor – Kathryn E. Leonard
8	City Planning, Economic Development, Parking, and Public Services: ▪ Director, Planning and Economic Development – Trish Reynolds ▪ Planner, Planning and Economic Development – Peter Friedrichs ▪ Intern, Planning and Economic Development – Becky Trefethen ▪ Director, Public Services – Bill Riccio, PE ▪ Superintendent, Public Services, Parks, Grounds & Forestry – Scott Wheeler ▪ Public Services – Steven Bollett ▪ Public Services – Corey Dexter ▪ Parking Manager, Police – Pat Segerson ▪ Traffic Sergeant, Police – Michael Naylor
Special Transportation Interests	
9	Aquidneck Island Planning Commission – Allison McNally, Program Manager
10	Newport Housing Authority – Pauline Perkins-Moye, Program Manager
11	Naval Station Newport – Cornelia Mueller, Community Planning Liaison Officer
12	Newport Hospital – Crista Durand, President
13	Newport School District – Colleen Burns Jermain, Superintendent
14	Martin Luther King Community Center – Heather Hole Strout, Executive Director
Transportation Advocacy	
15	Newport Bicycle and Pedestrian Advisory Commission and Bike Newport – Bari Freeman, Member / Executive Director
16	Newport for All Ages – Mary Alice Smith, Coordinator
Business and Tourism	
17	Discover Newport – Evan Smith, Executive Director
18	Greater Newport Chamber of Commerce – Erin Donovan-Boyle, Executive Director
19	Newport Festivals Foundation – Kira Favro, Chief Operating Officer
20	Preservation Society of Newport – Trudy Coxe, Chief Executive Officer
Trucking and Freight	
21	Rhode Island Trucking Association: ▪ President and Chief Executive Officer – Chris Maxwell ▪ Centrex Distributors – John Clogher and David D'Onofrio ▪ United Parcel Service, RI Division – Steve Clarke ▪ United Parcel Service – Zachary Reay

The interview walked participants through two types of questions. First, participants were asked about Newport's critical issues and needs and how they should be addressed. Next, they were asked to offer their thoughts on the role of State and local government and their organizations in addressing the transportation issues. All interviewees except one stated they were aware of the Keep Newport Moving initiative.

Critical Mobility Issues and Needs

Stakeholders were asked about their thoughts on the critical transportation issues and needs in Newport. High on everyone's list and confirmed through feedback in the public comments, most stakeholders believe the important issues in Newport are congestion and traffic operations; deterioration of the pedestrian and bicycle infrastructure; outdated public transit services and the absence of transportation options. Most Stakeholders believe the City should address these issues by building peripheral parking facilities served by shuttles; strengthening traffic management and enforcement efforts; repairing and modernizing City infrastructure and services; and adopting a Complete Streets Ordinance and Program.

When asked specifically about safety, major concerns were well aligned with those shared through the public comment map with a few key differences. Stakeholders feel the following issues are the main source of safety concern in Newport: poor sidewalk maintenance; an incompatible mix of modes on narrow streets; disregard and/or lack of knowledge on rules-of-the-road; distracted walking and driving; and traffic infiltration through neighborhoods. Public comment responses did not specifically call out distracted walking and driving as heavily. Through interviews, stakeholders shared that they think the City should immediately invest in transportation infrastructure, services, and technologies and develop strong partnerships to accomplish this objective.

When asked about the quality of Newport's public services, most stakeholders believe that RIPTA trolley and bus services provide inadequate service. However, they didn't have many accolades for other public services on the list. Some expressed appreciation for water shuttles, the RIPTA beach route, and off-season walking and biking.

Critical Development Issues and Needs

During the interviews, stakeholders were prompted to discuss the transportation network's connection to development and land use. Most stakeholders are concerned that there is a rapidly diminishing supply of workforce housing and affordable housing resulting in resident and worker displacement. They believe mixed use development will address many of their concerns. Given that the City is does not have readily available vacant laned, they believe mixed use should or will occur within the Pell Bridge Ramp Realignment project area.

Role of State and Local Government

Outside of the City of Newport, many agencies are involved in supporting mobility and alleviating transportation issues. Most Stakeholders believe the State's role is to work with City Leadership to improve operations and safety and increase funding for transportation investments. Most believe the role of the island towns is to implement best practices where practicable. Most stakeholders believe that partnership is essential to the Plan's success.

Responses from City Staff

City staff were interviewed and their responses considered separately of other stakeholders. Similar to the rest of the stakeholders, most of the interviewed City staff believe parking and traffic congestion have reached a critical level. Regarding safety specifically, most of the interviewed City staff believe disregard for the rules of the road and recent traffic fatalities are critical safety issues.

Most interviewed City staff believe smarter parking strategies and a higher level of public realm maintenance are necessary to respond to these issues. They believe it is their role to manage parking, traffic, and apply for funding. When asked about their role in addressing these issues, City staff's response varied greatly based on their role:

- Help with development of Transportation Master Plan
- Assist with implementation of Open Space Master Plan; improve public connectivity and amenities
- Consider Traffic Impact Fee program with City Development Committee and City Planning Board
- Replace current piecemeal system of recording traffic complaints with an official list
- Work with the City Engineer to move trees out of the sidewalk

KEY FINDINGS

The following themes summarize stakeholder and public comment citywide (non-location-specific) suggestions provided by people for the TMP:

- Support walking through improving existing sidewalks, installing new sidewalks, and restricting the size of delivery vehicles entering Newport.
- Support and encourage bicycling through programs like bikeshare and bike racks.
- Install safer bicycle infrastructure (bike lanes, bike paths, separation, bike boxes) on major thoroughfares or throughout all of Newport.
- Improve signal design including additional pedestrian signal heads, improved signal timing, and bike signal heads.
- Provide transit amenities (shelter, bench, etc) at bus stops and extend the transit service hours.
- Reduce congestion by providing satellite parking with incentives for use.
- Improve parking availability by designing more dedicated loading zones, increasing turnover. Look at creating well-signed and easy to access parking areas that would reduce circling.
- Provide more transportation options for children going to school.
- Control speeding with design, more enforcement, and reducing speed limits to 25 mph on all City streets.
- Reduce the use of cut-through streets in residential neighborhoods and on smaller streets not intended as throughways.
- Enhance and complement Newport's historic character and streets.
- Ensure the Pell Bridge project does not contribute to worsened congestion.
- Implement educational or information campaign to encourage multimodal transportation and educate about driving and bicycling safety issues.
- Tie development and transportation together with policy.

SECTION 3: RESILIENCY AND CLIMATE CHANGE

Climate change will be a primary consideration in the Newport TMP, as there are already significant threats to the City's infrastructure that are expected to increase in the coming years. The effects of climate changes are numerous, but key factors include sea level rise, increased frequency and strength of major storms, and increased intensity and frequency of heavy rainfalls.

SEA LEVEL RISE

The University of Rhode Island summarized recent trends on sea level rise within the state[4] and indicated that the mean sea level has increased by more than 7 inches since 1930 in Newport. Data also suggests that the increase in seal level has accelerated in the past few decades. At this rate, sea level is projected to rise by 1 foot by 2050, and by between 3 and 5 feet by 2100.

[4] See "Sea Level Rise in Rhode Island – Trends and Impacts," http://www.beachsamp.org/wp-content/uploads/2016/09/climate_SLR_factsheet2013.pdf

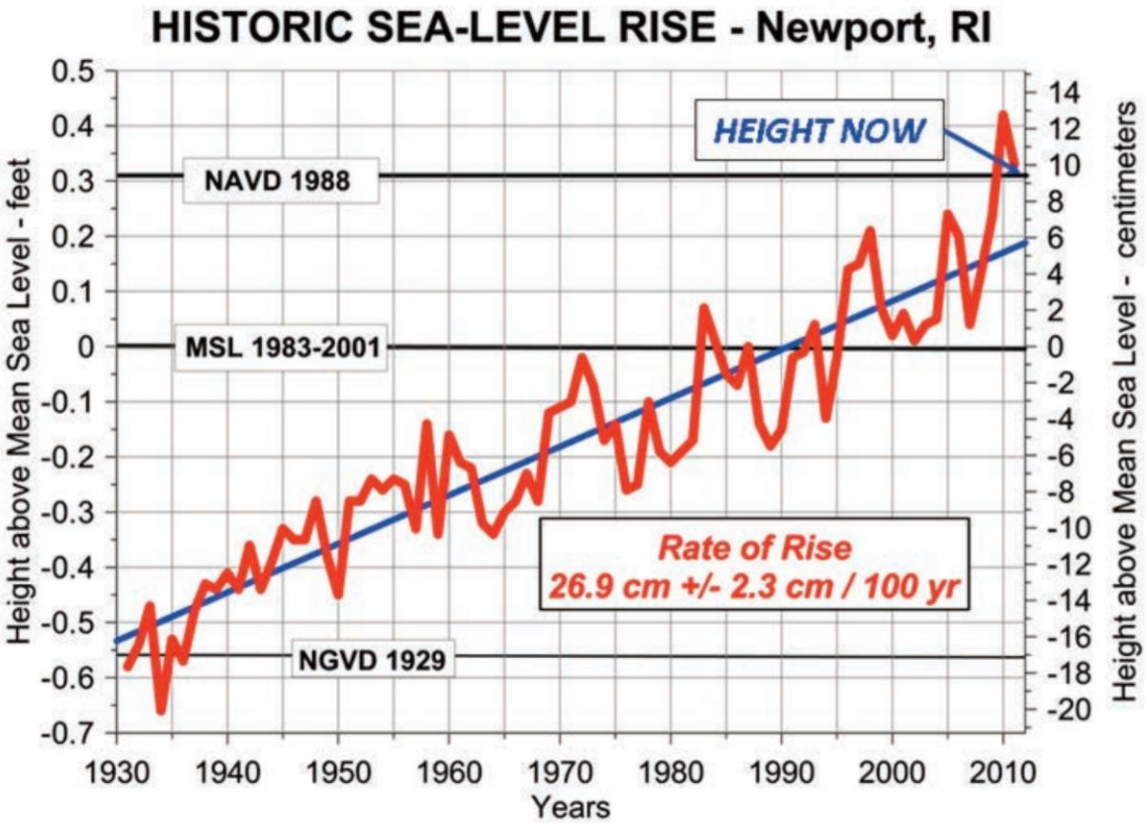


Figure 9: Historic Sea Level Rise in Newport (Source: University of Rhode Island)

With a three-foot sea-level rise, many historic neighborhoods in Newport would be inundated. Sea level rise results in “high tide” or “sunny day” flooding, which is increasingly more common in low lying locations near the shore where the stormwater drainage is blocked or reduced by higher tides, resulting in a buildup of water on the streets (see Figure 10 below).

Figure 10: High Tide Flooding

INCREASING INTENSITY AND STRENGTH OF HURRICANES

In addition to sea level rise, climate scientists have noted that the strongest hurricanes – categories 4 and 5 – are becoming more frequent and that hurricanes are intensifying more rapidly.[5] Storm surge is already a threat in many areas around Newport (see Figure 11). With more frequent and more severe storms in the future, as well as sea level rise, this vulnerability will be exacerbated. Many of Newport's greatest assets are vulnerable to storm surge, including many historic homes and the City's signature scenic walks, bikes, and drives. This threat is expected to increase at an accelerating rate over the coming decades.

MORE INTENSE RAINFALL

A widely documented effect of climate change is increased rainfall as warmer air can hold more moisture and produce more rainfall. This has already resulted in increased flooding in streets and neighborhoods, brought on by a combination of more frequent high-intensity rainfall events, sea level rise, and reduced rates of stormwater discharge. With the high percentage of impervious surface in Newport's urban core, urban stormwater systems can quickly get overwhelmed. High intensity rainfall events can cause significant damage, and the sea level rise that has already happened can reduce the discharge rates, further exacerbating flooding. There are a wider range of strategies that can mitigate this type of flooding, and many are already being done in Newport, including disconnecting roof drains and sewers from the stormwater pipe network.

Areas of flooding concerns:

These areas were noted by the public and stakeholders as having flooding concerns, likely caused by some combination of sea level rise, higher tides, and heavier rainstorms.

- The Bliss Road neighborhood
- The Pell School area on Dexter Street
- Wellington Avenue around Spencer Park
- The Point area and northern end of 3rd St.
- Along Halsey, Garfield, Prescott Hall, exacerbated by Hurricane Ida
- The Downtown area

In addition to the above areas, many locations in the City that are vulnerable to increasing frequency of flooding as sea level rises. Figure 12 shows the areas in and around Newport that will be vulnerable to sea level rise of 1, 3 and 5 feet. Affected will be many dense residential areas, the entire Thames Street waterfront, the Pell Bridge landing area in the North End, and many key street connections.

[5] https://yaleclimateconnections.org/2019/07/how-climate-change-is-making-hurricanes-more-dangerous/

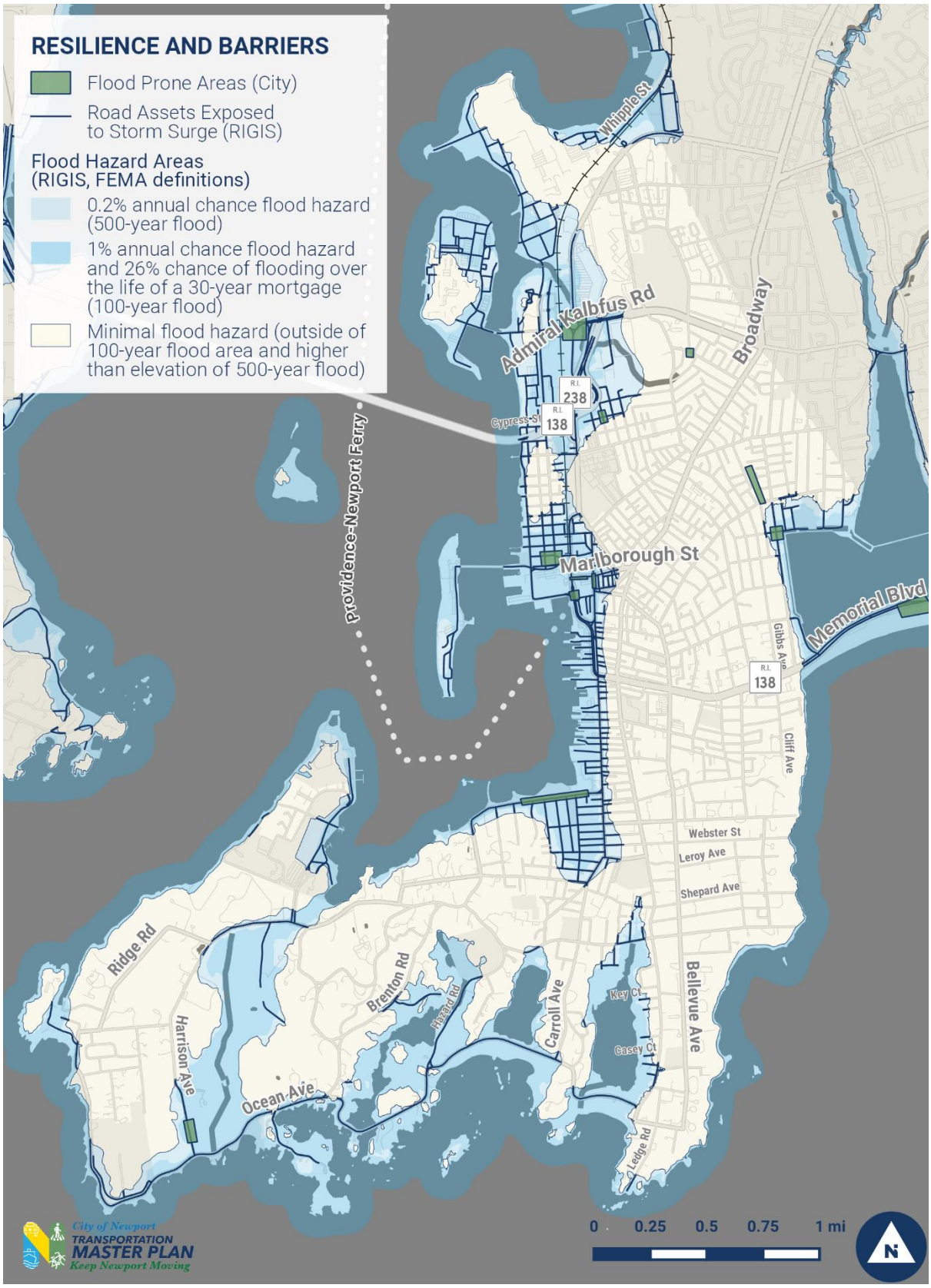


Figure 11 Flood Vulnerabilities in Newport

Figure 12: Areas of Inundation for scenarios with 1, 3 and 5 foot sea level rises.

Source: URI StormTools https://stormtools-mainpage-crc-uri.hub.arcgis.com/

SECTION 4: MULTIMODAL CONNECTIVITY

The following section describes the existing transportation networks and patterns in Newport. Understanding the constraints and challenges of the existing conditions is critical to address gaps in the transportation network when developing the Multimodal Transportation Plan.

WALKING IN NEWPORT

Newport has generally small block sizes and much of the Downtown and near-Downtown neighborhoods have continuous sidewalks with developed tree canopies. Tourists flock to walk around Newport to admire the quaint streets, lively retail environment, and historic architecture. It's small size and compact street network as a key asset for Newport: many destinations are within a 20-minute walk from the center of Downtown. Maintaining, expanding, and improving the pedestrian-friendly environment is critical to both Newport residents and its attractiveness to visitors.

However, not all neighborhoods have the same development patterns or connected pedestrian networks as Downtown. The North End has inconsistent sidewalks and a street network with limited pedestrian access, resulting in superblocks surrounded by high-speed, high-volume arterials. The North End Urban Plan[6] includes a path to make the North End less reliant on automobiles through the installation of high-quality bicycle and pedestrian infrastructure. In addition, neighborhoods south of Downtown lack connected sidewalks, despite hosting some of the City's major tourist attractions. In the online survey distributed as part of Phase 1 Engagement, 70.1 percent of

[6] North End Urban Plan

respondents said that improved sidewalks and bicycling infrastructure would alleviate some of the pressure on the City's transportation system that comes from seasonal tourist activities.

Outside of the downtown core, many streets lack sidewalks completely. Adjacent to the streets in Bellevue Avenue and Estates are dirt footpaths made from walking tourists seeking to tour the historic mansions or reach the Cliff Walk. This neighborhood is less a half-hour walk from the intersection of Thames and America's Cup Avenue and a 10 minute walk from Bellevue Avenue. The Ocean Drive Neighborhood, which is a primary route for people traveling to Fort Adams for major events, also lacks sidewalks and dedicated bicycle infrastructure.

Even though many streets have sidewalks, accessibility for people using mobility devices, strollers, or personal shopping carts is a major issue. Many sidewalks are narrow and made narrower by the placement of utility poles and street signs. Snow banks can further narrow the sidewalks, making pedestrian travel after winter storms difficult. Narrow sidewalk widths also make access ramps into buildings or at street corners challenging. The City is gradually upgrading curb ramps and public facilities to be ADA compliant, but there is not a comprehensive plan for improvements to City sidewalks and streets. Finally, people are often observed parking on the sidewalks on narrow streets, with no apparent signage or enforcement to stop it. In addition to causing an accessibility and equity issue, narrow sidewalks limit the ability to walk side-by-side or with children.

BICYCLING IN NEWPORT

The bike network within Newport is relatively sparse with 3.35 miles of bike lanes and 7 miles of shared lane markings, many of which are narrow or shared with traffic and uncomfortable for most people to bike on. Additionally, existing bikeways are not part of a connected network, making it difficult for people to confidently and safely navigate. Today, there are shared lane markings on Thames Street, Spring Street, Broadway, and Ocean Ave. Painted bike lanes are provided on America's Cup Avenue and Memorial Boulevard. A new shared use path opened in 2020 on Coddington Highway with plans to continue the path to America's Cup Boulevard along the rail line.

Opportunities to integrate new facilities within Newport that connect existing facilities will be explored in this plan. Many slow- and low-traffic streets in Newport are already used as high-comfort alternatives to biking on larger streets. This plan will explore ways to improve existing assets for biking and create more legible connections to the citywide bike network. In addition, this plan will identify those projects on major roads that will provide the backbone of a connected bike network.

Public and Stakeholder Input

Even with these challenges, Newport's compact size makes it highly bikeable; most of the city is accessible with a 15-minute bike ride. Bike Newport, a local biking advocacy and community group, and other organizations help promote biking in Newport by hosting learn-to-ride classes, providing a space and support to fix bikes, and facilitating large-scale bike parking for festivals and other events. In addition, Bike Newport works to normalize biking as a commuting and daily mobility option. They provide educational material on linking transit and biking trips, host a gardening and biking youth program, and are currently constructing a pump track in the North End. All of these actions work together to build a bike culture that will propel biking into a more everyday form of transportation.

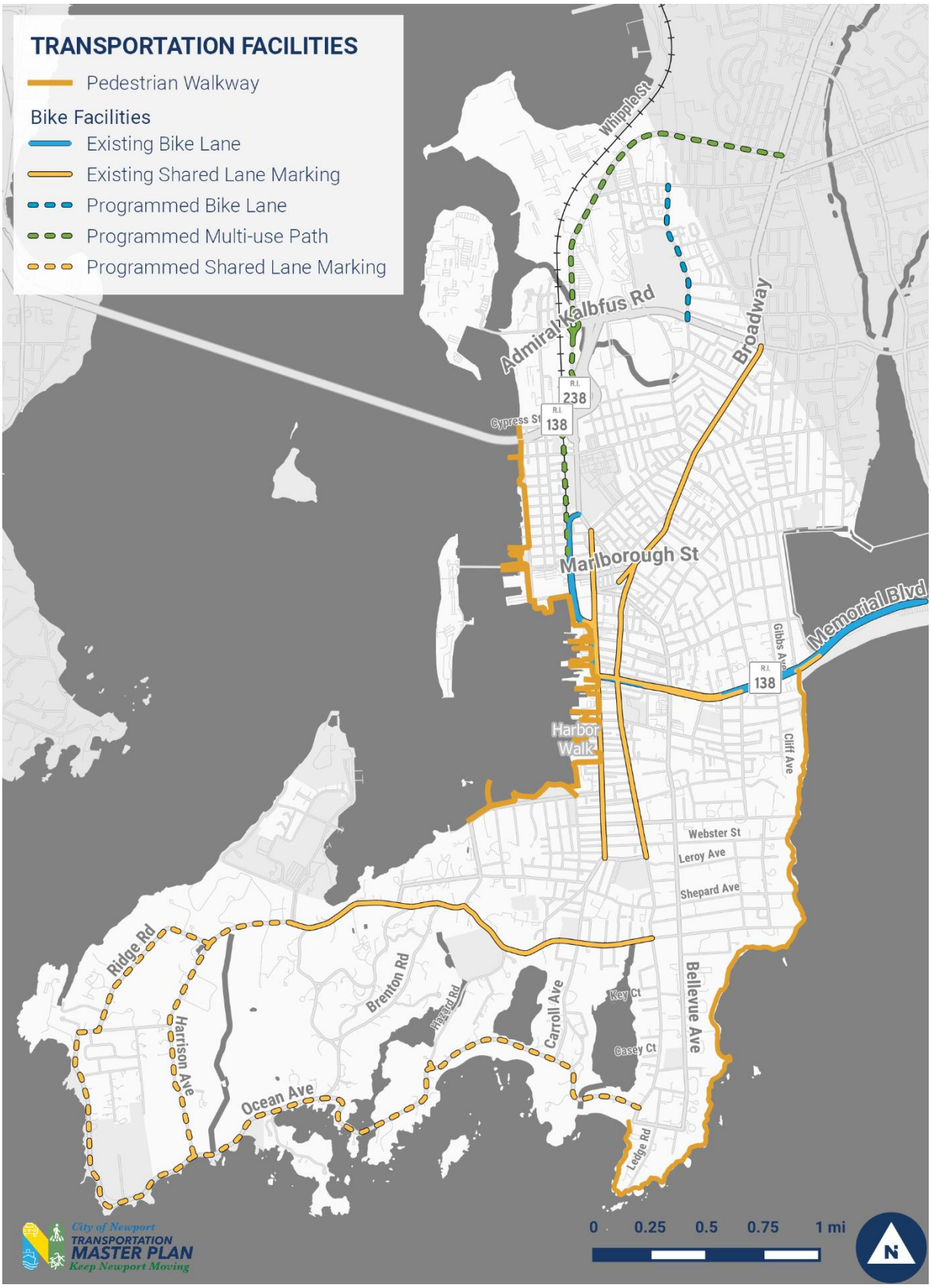


Figure 13 Map of walking and biking facilities in Newport

TAKING TRANSIT IN NEWPORT

Rhode Island Public Transit Authority (RIPTA) operates bus and trolley services serving many destinations within Newport and connecting it to Providence and other centers around the region. Newport Gateway Visitors Information and Transportation Center (Gateway Center), located on America's Cup Avenue, is in many ways the transportation hub of Newport. The Gateway Center serves as a layover and transfer destination for RIPTA's seven routes, Greyhound buses, taxis, charter bus services, and tour buses. It was also home to Discover Newport, the visitors' information and ticket center, for over three decades prior to relocating in 2020.

Transit service in Newport primarily serves residents and workers who travel to or from Newport for work. The City is easily accessed via the East Bay (Route 60) and West Bay (Route 14); in addition, a regional east/west connection is available via Route 64. Route 60, which connects Newport to Providence via Middletown, Portsmouth, Bristol, Warren and Barrington, is one of the busiest routes in the RIPTA system. The most frequent local service within and around Newport is provided by Route 67, which serves Salve Regina University and Route 63, which connects Newport to a grocery store, library, and other destinations in Middletown.

RIPTA Bus Routes and Service		
Route		Service
14	**West Bay**	Hourly on Saturdays
	Newport to Providence, local route	Every two hours weekdays
24L	**Newport/Fall River/Providence**	Weekdays only
	Serves weekday commuters	3 trips a.m./3 trips p.m.
60	**Providence/Newport**	Service everyday
	Serves Middletown, Portsmouth, Bristol and Warren	Weekday service every 20 min.
63	**Broadway/Middletown Shops**	Service everyday
	Local service	Weekday service every 30 min.
64	**Newport/URI Kingston**	Weekday and Saturday service
	East/west local service, crossing the bay	Weekday service every 90 min.
67	**Bellevue/Salve Regina University**	Service everyday
	Local service within Newport	Weekday/weekend service every 30 min.
231	**South Aquidneck Flex**	Flex service by request
	Use designated flex stops or make a reservation	

Figure 14 Table of RIPTA bus service

There are two ferry services in Newport. Seastreak, supported by RIDOT, provides ferry service between Providence, Bristol, and Newport seasonally from June through October. RIDOT provides first/last mile shuttle service in Providence to key destinations. The high speed “Islander” ferry connects downtown Newport and Old Harbor, Block Island. This ferry is also seasonal, generally running between May and August.

Current transit service provided by RIPTA is complemented with other regional offerings, such as ferries and Peter Pan longer-distance express services. While these technically meet the needs of most residents and businesses, stakeholders and the public have asked for improvements. *Transit Forward 2040* outlines planned improvements to services over the mid-to-long term. Newport’s location in coastal Rhode Island and its historical significance make it a popular destination for tourists for approximately half the year (mid-spring through mid-fall) and the City is intensely busy during the summer. RIPTA increases service frequency and span both within and connecting to Newport generally between Memorial Day and Labor Day. Public and stakeholder input indicates that internal or circulator-type transit service in Newport during the busiest months may be desirable to reduce vehicular congestion during busy months. Transit today primarily runs on the larger thoroughfares in Newport, like America’s Cup Avenue. Service on historic streets can be challenging from both an operations perspective, as well as a political one. Maneuverability, turning radii, impact on historic materials such as brick streets, and support of locals living and working along corridors must be considered.

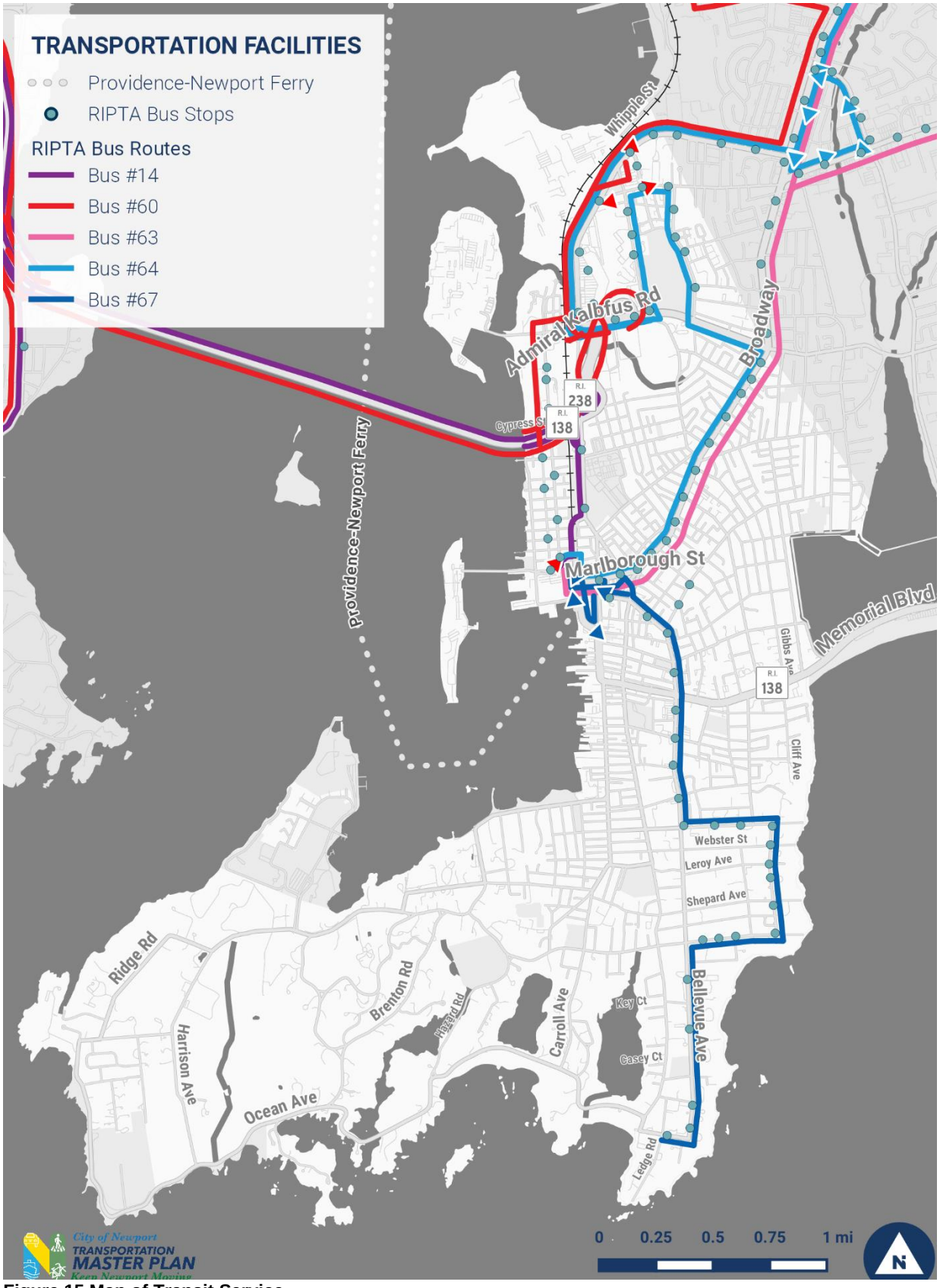


Figure 15 Map of Transit Service

MODAL PATTERNS

To assess travel and modal patterns, commute to work data from the census ACS 2019 5-year estimate was reviewed. The limitations of this data are important to consider when using it to make decisions: in general, commuting to work only accounts for approximately 16 percent of all person trips and 19 percent of all person miles travelled.[7] While the ACS commute data is not representative of all trips, it is the only source with modal split for analysis with a large population sample. In addition to only capturing commuting trips, trips made by retired people, those currently unemployed, stay at home parents, kids under 16, and people who are currently unhoused are not captured in the ACS commute data.

In general, Newport reports a shorter travel to work time than many surrounding communities. In Newport, the average commute trip time is just 18.3 minutes. In Providence, the average time is 26.5 minutes and statewide the average is 25.2 minutes. This may be a result of Newport's geographic inaccessibility, which makes it more difficult for people to live in Newport and travel to larger employment centers, such as Boston, on a daily basis. This short commute time is also a result of Newport's compact development pattern, which makes it possible for a large share (14 percent) of Newport residents to walk to work. Finally, many people in Newport reported working from home even before the COVID-19 pandemic, a figure that is likely to grow in the future. This high walking share and high working-from-home share results in a relatively low percentage of people who report driving alone to work. Only 60 percent of Newport residents drive alone to work compared to 80 percent in Providence and state-wide.

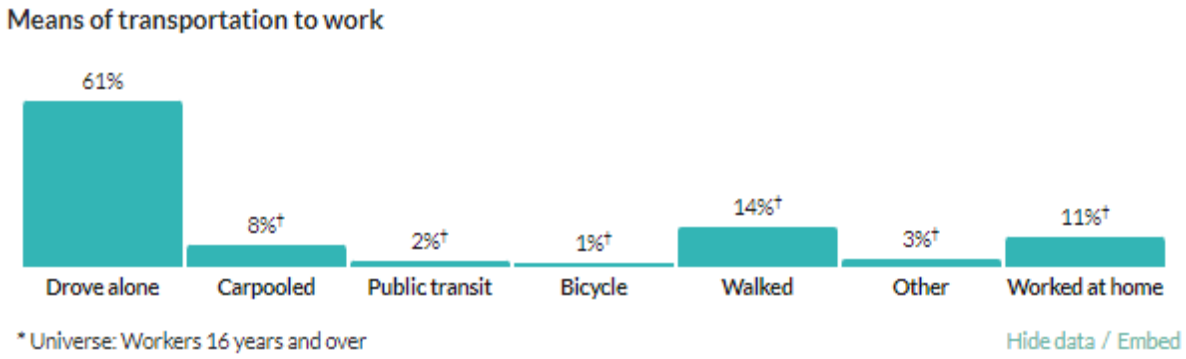


Figure 16: Means of Transportation to Work for Newport Workers over the age of 16 from the American Community Survey's 2019 5-year rolling average

KEY MULTIMODAL FINDINGS

- Regional connectivity without a motor vehicle is difficult and many people would like to see Newport's public transit tie into MBTA in Boston and Amtrack.
- The existing bike network is made up of individual bike facilities without much connectivity.
- Walking and biking in Newport is enjoyable when traffic volumes are low. The City is relatively small with many destinations in close proximity.

[7] https://traveltrends-dev.transportation.org/wp-content/uploads/sites/62/2019/07/B2_CIA_Role-Overall-Travel_web_2.pdf

- The majority of the population (61 percent) drive to work along, followed by walking (14 percent), and no commuting at all (working from home, 11 percent).
- Existing public transit includes seven routes. Route 60 has the most ridership connecting Middletown, Portsmouth, Bristol, Warren and Barrington. The most frequent local service within and around Newport is provided by Route 67, which serves Salve Regina University and Route 63, which connects Newport to a grocery store, library, and other destinations in Middletown.

SECTION 5: SAFETY

To identify existing safety issues in Newport, crash data from the Rhode Island Department of Transportation (RIDOT) for the most recently available 5-year period (2016-2020) for the City of Newport was reviewed and evaluated. Details of this analysis are available in the Appendix, but several noteworthy observations are discussed below.

The total number of crashes has steadily decreased from 2017 to 2020. Crashes were most frequent in the month of July, and more often on weekend days rather than weekdays. The time of day with the most frequent crashes is between 2:00 and 4:00 in the afternoon, rather than during morning or afternoon commute periods.

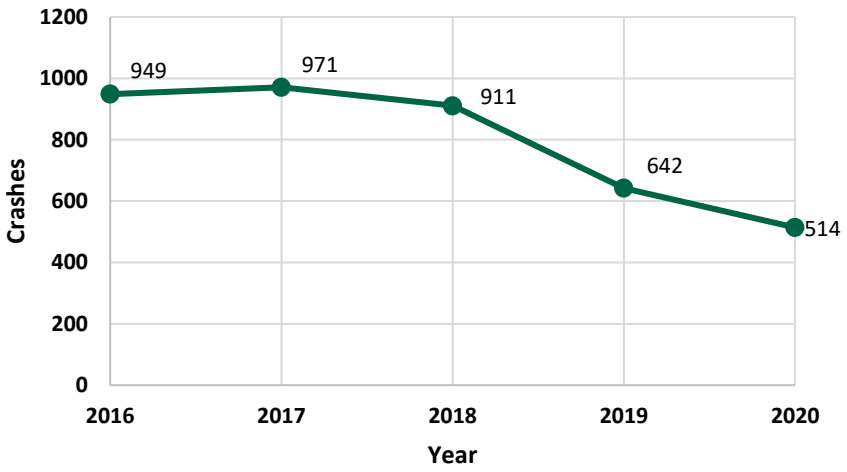


Figure 17 Total Crashes in Newport

Between 2017 and 2020, 87percent of crashes resulted in property damage only and 13 percent resulted in an injury or fatality.

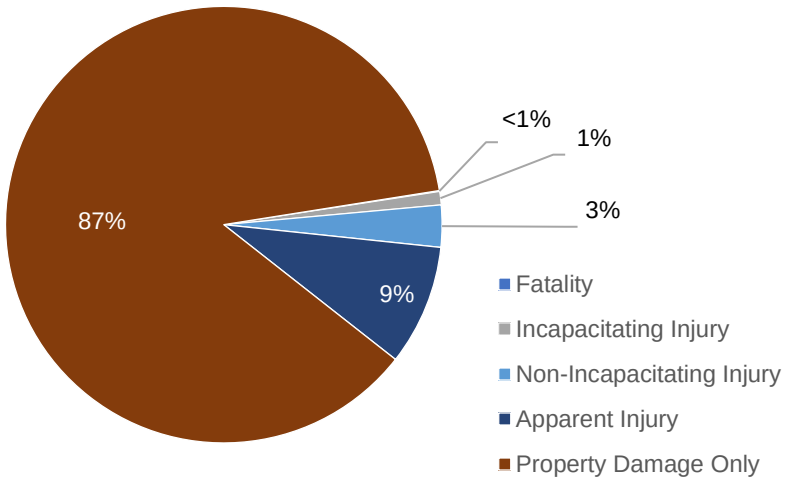


Figure 18 Crash Severity

However, for the crashes that involved a person walking or biking, the rate of injuries and fatalities is 79 percent. Walking and bicycling is disproportionately unsafe on Newport's streets.

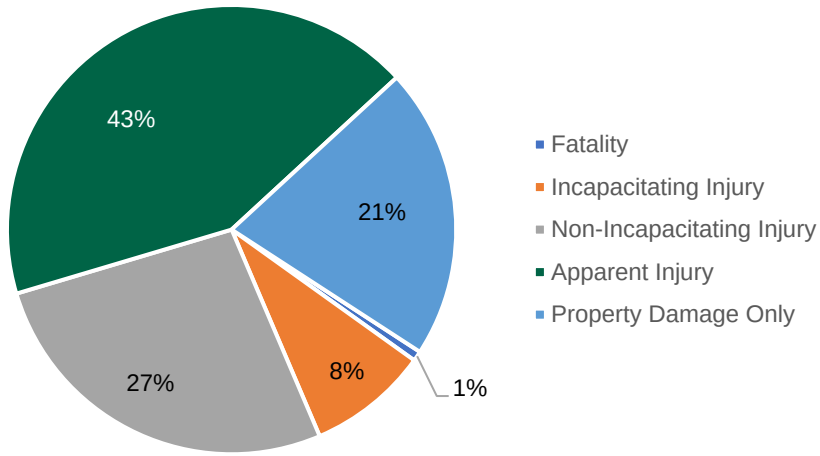


Figure 19 Crash Severity - Crashes Involving a Person Walking and/or Biking

The data allowed for an evaluation of the change in crashes on Broadway, before and after reconstruction. While overall crashes declined over this period, crashes on Broadway between Friendship Street and Bliss Road dropped significantly for motor vehicles. Crashes involving people biking and walking remained the same in this period and is low overall. However, there is no data for walking and biking volumes and the rate of crashes for people walking or biking may be high.

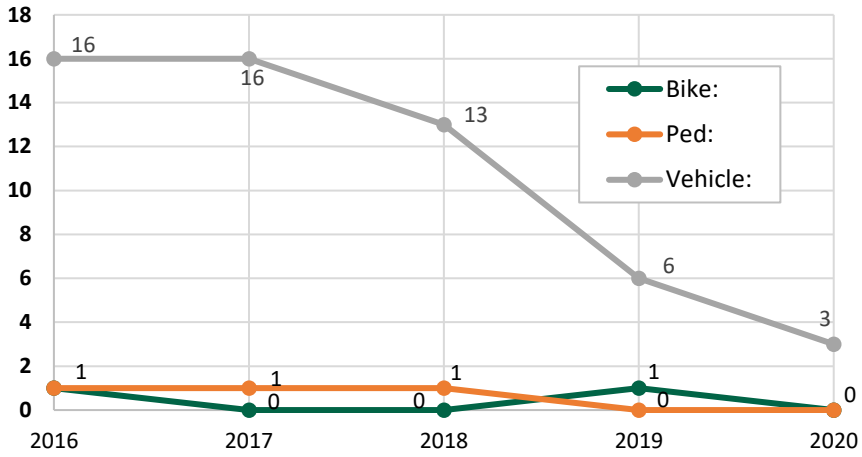


Figure 20 Crash Types - Crashes on Broadway Avenue

A crash heat map shows that the most concentrated crash areas are along Broadway, Memorial, and Thames/America's Cup. There is also a concentration of crashes at the JT Connell rotary.

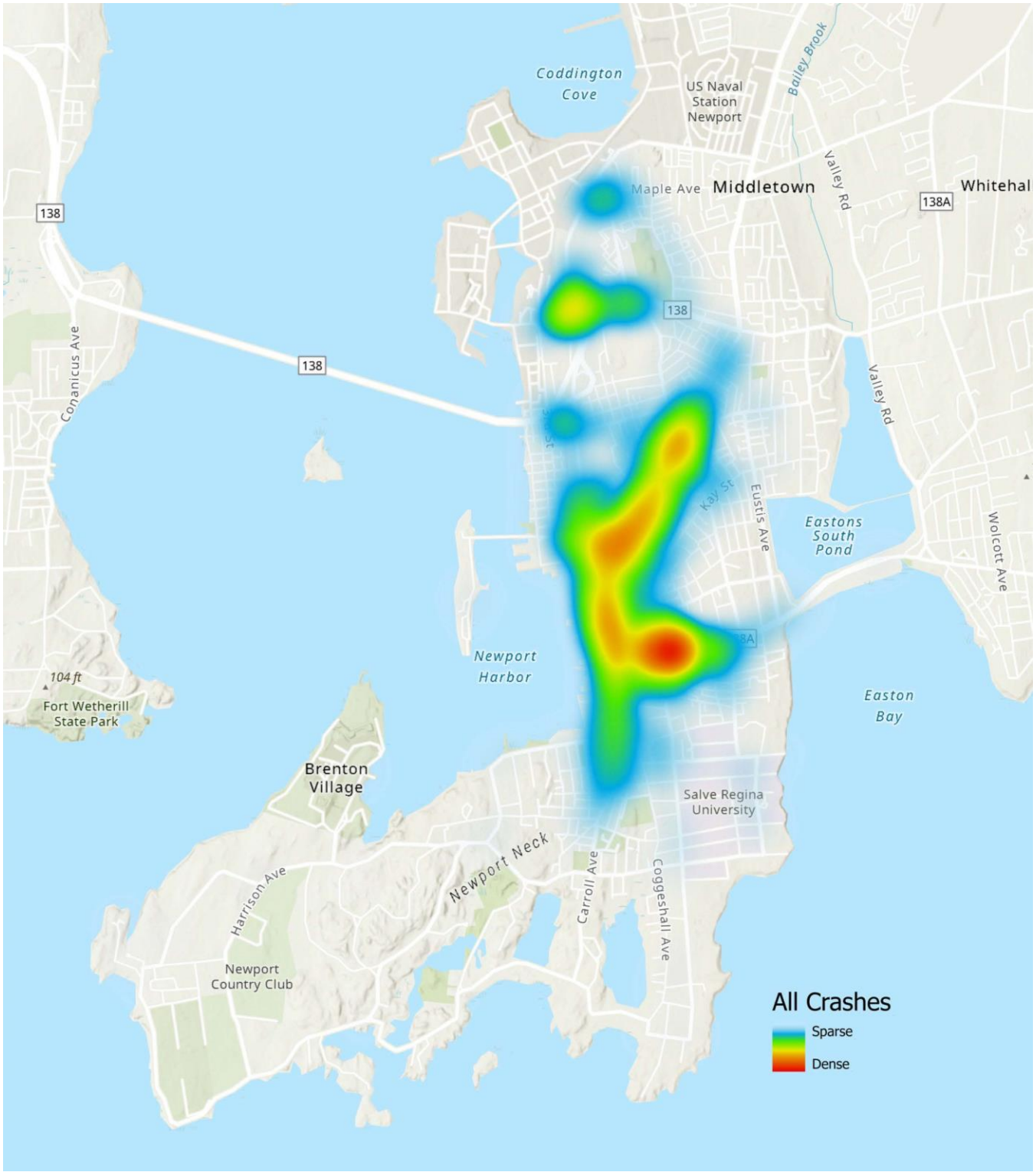


Figure 21: Heat Map of Crashes within Newport, 2016-2020

A look specifically at crashes that involve people walking or biking shows that several corridors see the majority of these crashes. For walking, Broadway and the Washington Square area has the greatest

number of crashes. For bicycling, crashes are most frequent on Thames Street, Spring Street, and upper Broadway.

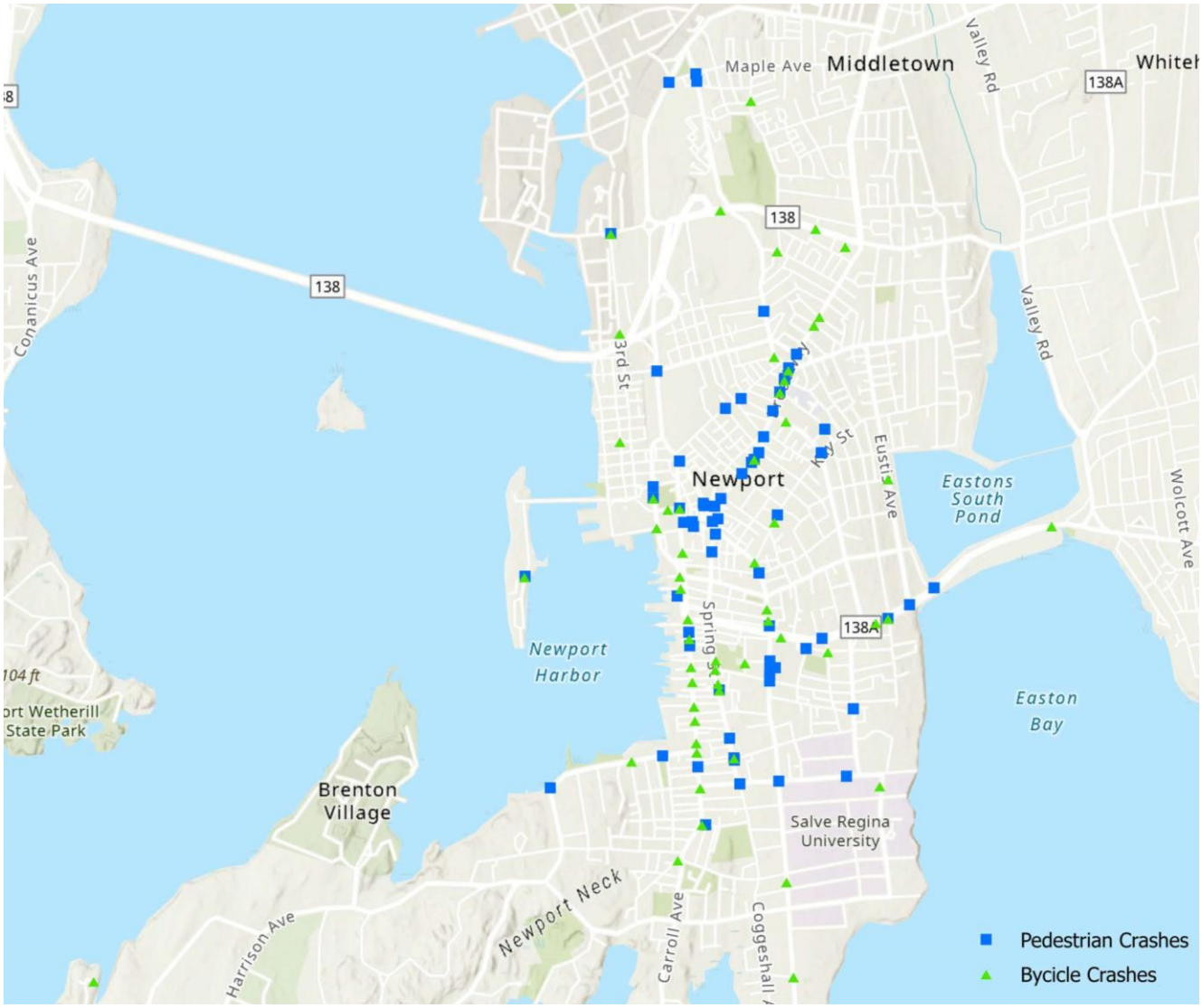


Figure 22: Bicycle and Pedestrian Crash Locations in Newport, 2016-2020

For more details on this analysis, please review the Safety Analysis Appendix.

KEY SAFETY FINDINGS

- A high portion of crashes are concentrated along only a few arterial streets. For walking, Broadway and the Washington Square area has the greatest number of crashes. For bicycling, crashes are most frequent on Thames Street, Spring Street, and upper Broadway.
- Crashes along Broadway Ave have reduced since the installation of traffic calming elements.
- Crashes involving people riding a bike or walking are more severe and concentrated along a small number of Newport's streets.

SECTION 6: TRAFFIC AND CONGESTION

Traffic was commonly mentioned as a concern by both stakeholders and the public, although it ranked fifth by survey respondents as the most important concern. Complaints about speeding traffic were expressed nearly as often as traffic congestion. The tolerance for traffic congestion varies widely by the user's perspective, with local residents who make frequent trips on Newport's streets more concerned about travel times than visitors.

To understand the traffic patterns in Newport, a number of different types of data were reviewed:

1) origin-destination data;
2) traffic speed data; and
3) traffic count data.

Data from 2019 were used, as more recent traffic data is greatly affected by the COVID-19 pandemic.

ORIGIN-DESTINATION DATA

Origin-destination data are collected from cell phones and other electronic devices. Given that most trips are short in length (as documented above), most trips that end in Newport originate in Newport or in neighboring towns. The Regional Integrated Transportation System (RITIS) Rhode Island trips database is limited to trips that originate in the state of Rhode Island (with some made by nonresidents), but of those, over 60 percent of trips that end in Newport originate within the City of Newport, and 90 percent originate in Newport County.

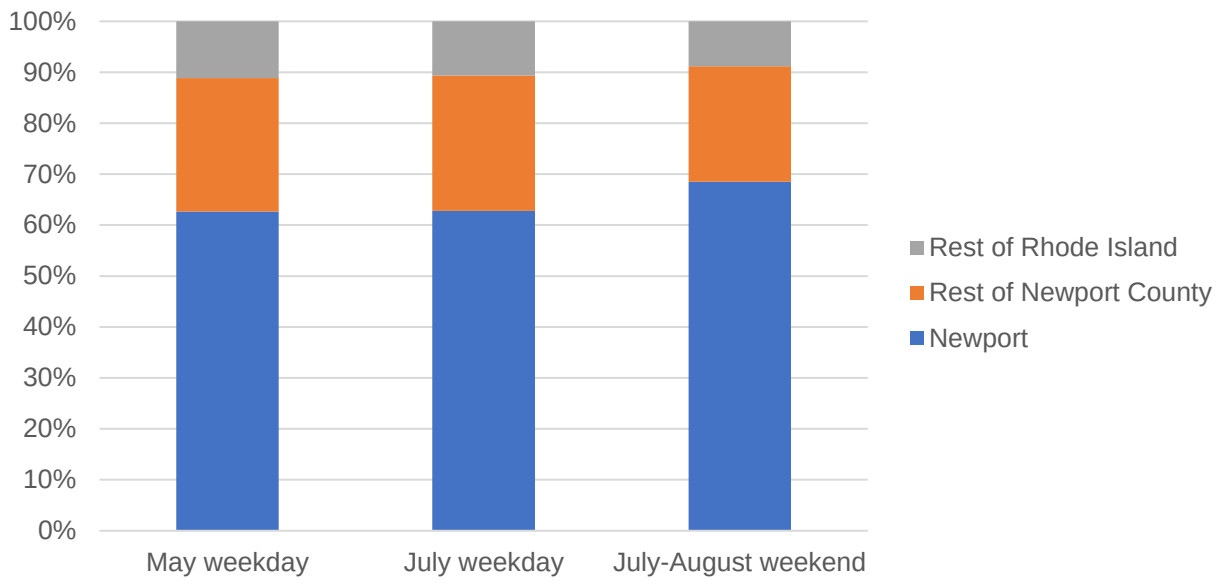


Figure 23: Origins of Trips that end in Newport

The share of Newport trips originating in Newport is slightly higher on summer weekends than on weekdays. This may be counter-intuitive but is reasonable when considering that many trips originating within Newport are made by travelers who live outside Newport. These include trips by seasonal residents and short, intra-city trips made by commuters and day visitors. The maps below show the origin locations for trips that end within the city limits of Newport, also generated by RITIS, and further demonstrates that short trips dominate traffic flow.

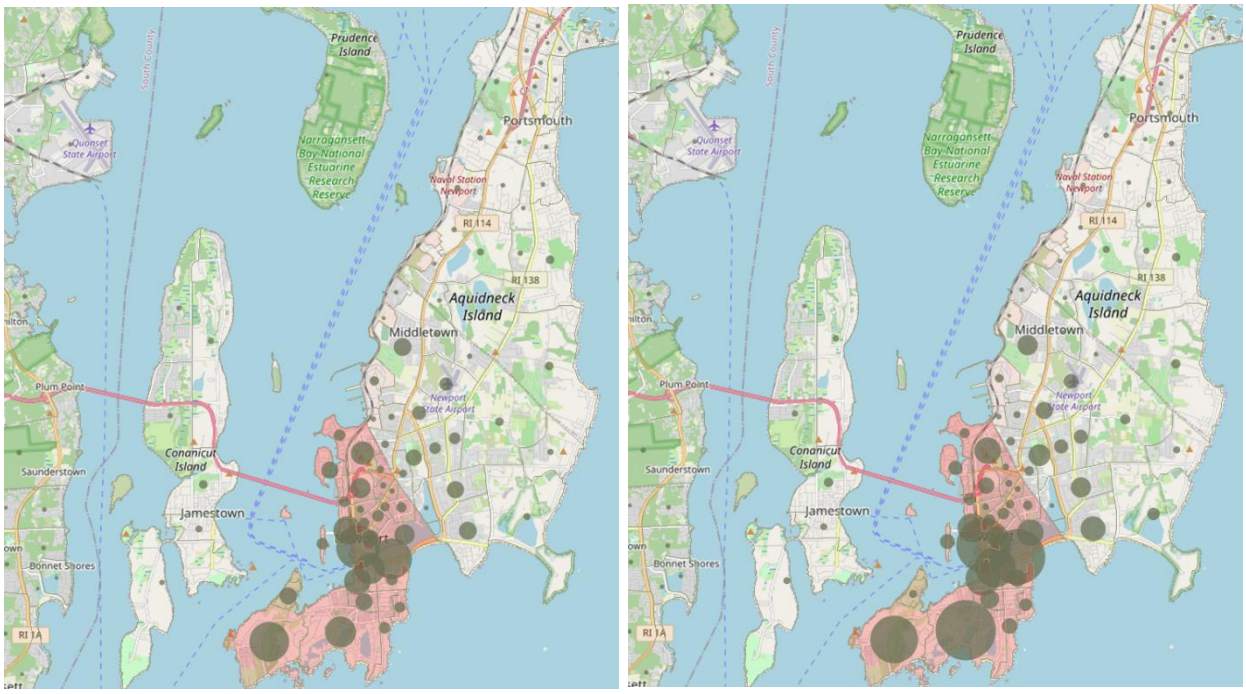


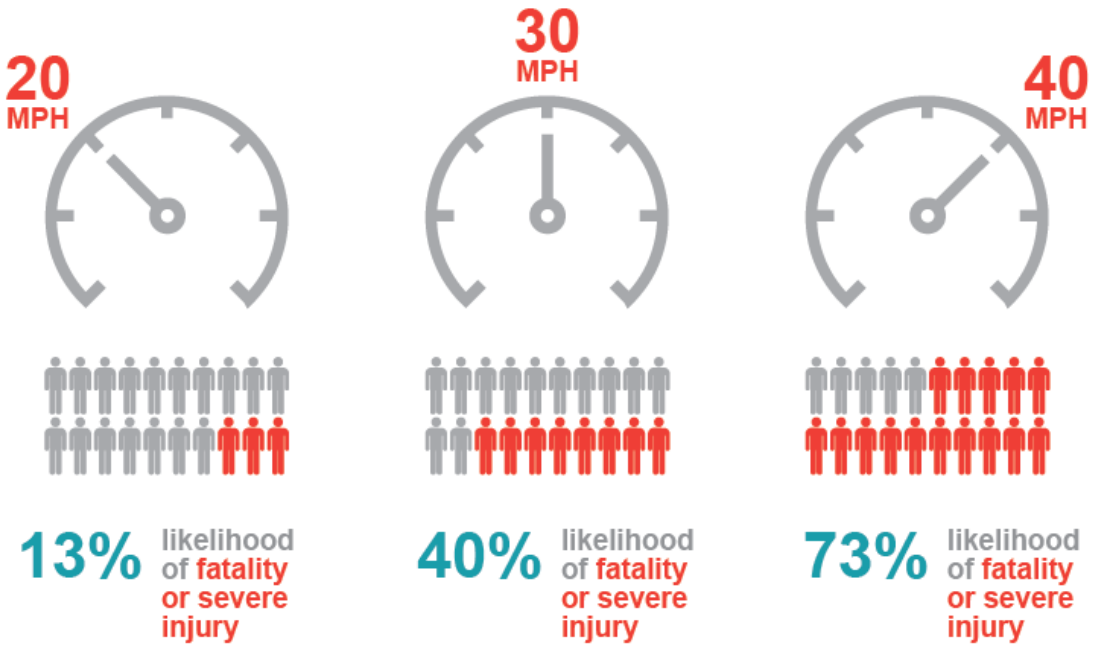
Figure 24: Origin locations for trips ending in Newport

(May 2019 Weekday average – left; July 2019 Weekend average – right)

TRAFFIC SPEED DATA

RITIS collects travel speed data from cell phones and other electronic devices on major streets and roads that are part of the National Highway System. Low speeds can indicate congestion, but speed also is affected by the composition of traffic. Even with higher traffic volumes, speeds can be high during peak commuting periods because commuters are in a hurry and know the roadways well. Visitors may drive more slowly than residents, on average, because of their limited familiarity, wayfinding issues, and sight-seeing.

Speeding on Newport's streets was a major complaint heard from the public and stakeholders and also poses a significant safety concern for people walking and riding a bike, as shown in Figure 25.



Source: Tefft, B. C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

Figure 25: Relationship between vehicle speed and crash outcome

The above graphic uses the most recent available national data crashes and outcomes. More current data analysis is currently underway, but it is not expected to alter the trend of higher speeds resulting in more severe crashes. With the growing prevalence of larger pick-ups and SUVs on the roads today, it is expected that the crash outcomes for fatality or severe injury could increase, as pedestrian fatalities nationwide are increasing. Additionally, the greater visibility afforded at lower speeds allows drivers to avoid conflicts, reducing the prevalence of all crashes In a walkable area, like much of Newport, very low travel speeds are considered undesirable by some because of delay for vehicle passengers. However, high travel speeds also are undesirable because of the many safety risks associated with fast driving. With Newport's compact nature and short trips, high speeds are both unnecessary and unsafe. Street design and traffic enforcement efforts should strive for a target speed of about 20 mph to provide for both mobility and safety for all modes.

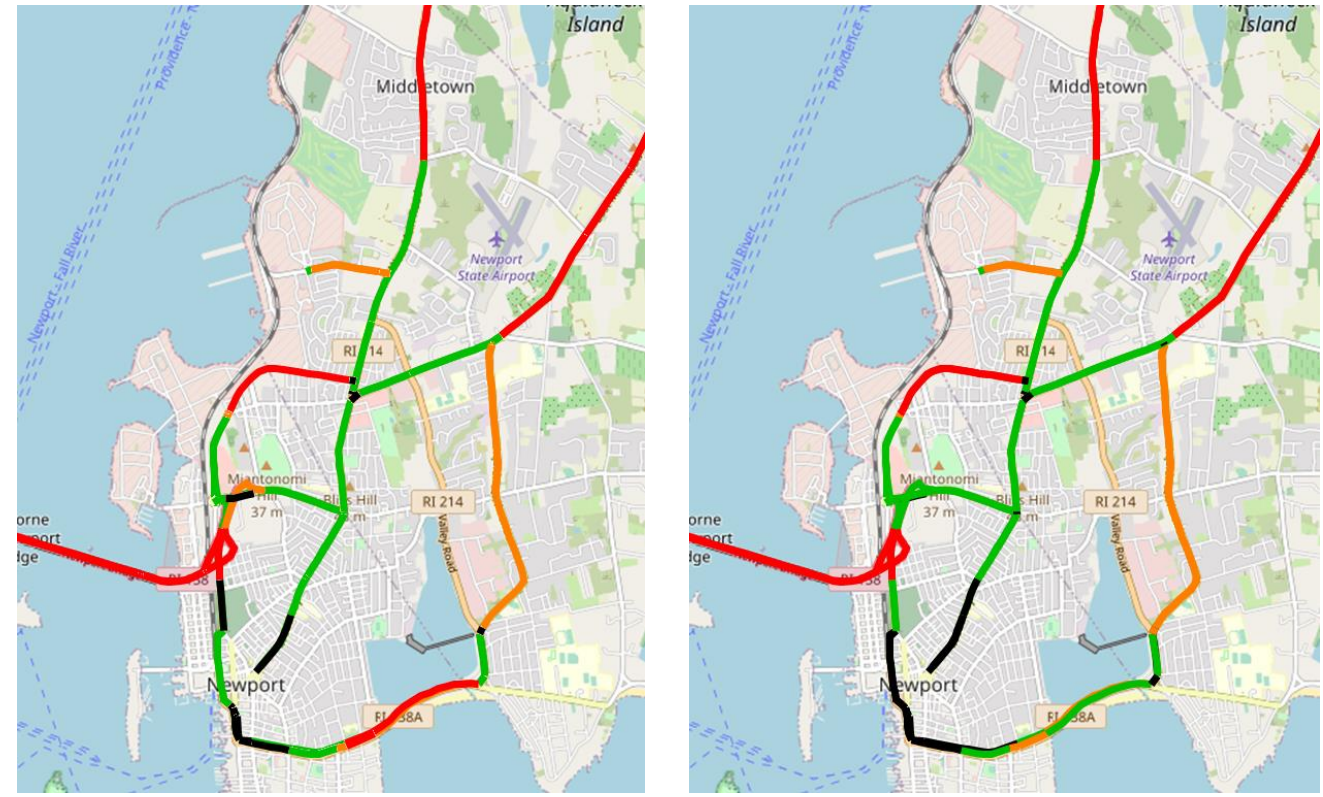


Figure 26: Average Speeds for May 2019 weekday afternoon (left) and July weekend mid-day (right)

These maps show mostly similar patterns, with consistently undesirable higher speeds on the Pell Bridge, JT Connell, and Coddington Highway. Lower than ideal speeds are common on America's Cup Boulevard and Memorial Boulevard, though speeds across Easton's Beach are in the unsafe range during the May period. Speeds are also consistently in the unsafe range on East and West Main Roads outside the City limits of Newport. Additional scenarios are shown in the Traffic Data Analysis appendix.

Traffic count data was also reviewed to evaluate the relationship between the volumes and capacity of the streets to carry peak hour traffic. Data is provided both for annual average daily traffic (AADT) and peak hourly traffic.

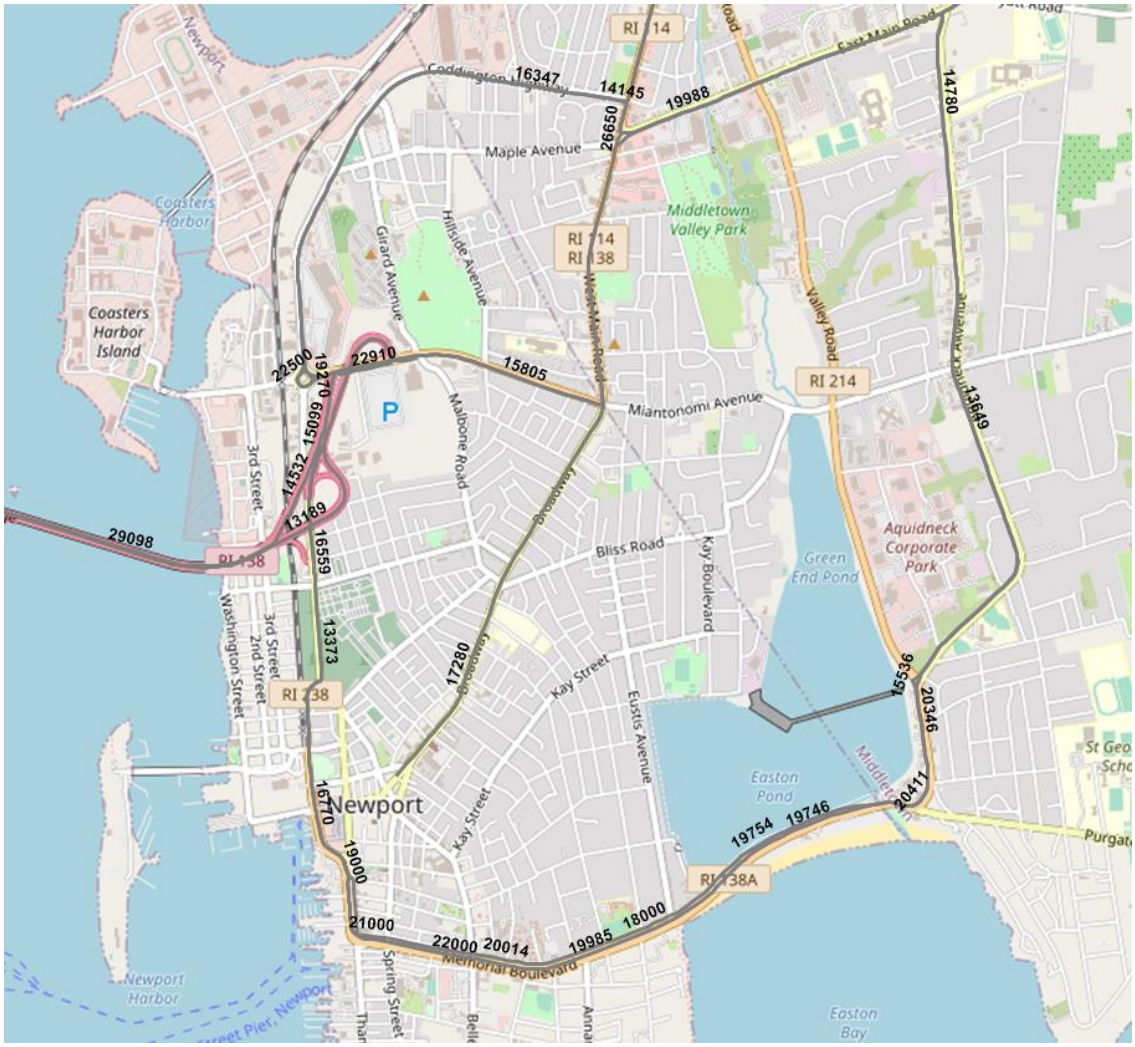


Figure 27: Estimated Annual Average Daily Traffic (AADT)

The AADTs for the four-lane streets America's Cup Highway (17,000 - 19,000) and Memorial Boulevard (18,000 – 22,000) indicate that downsizing may be possible. The Federal Highway Administration suggests that four-lane streets with less than 20,000 AADT be evaluated for potential lane reductions, and notes that thresholds are higher in certain cities, e.g., 25,000 in Seattle.[8]

Peak hour counts are more limited, and were most recently conducted in May 2019. They confirm that some of Newport's four lane arterials have excess vehicle capacity, and could be reconfigured to provide one lane in each direction with more space provided to support walking, biking, transit, and green infrastructure.

[8] Federal Highway Administration. Road Diet Information Guide, November 2014. https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/index.cfm

KEY TRAFFIC/CONGESTION FINDINGS

- Consistently undesirable higher speeds can be found on the Pell Bridge, JT Connell, and Coddington Highway.
- America's Cup Avenue and Memorial Boulevard are 4-lane streets that have average daily volumes within the FHWA's thresholds for road diet evaluation. These streets also host a higher portion of Newport's crashes (Section 5: Safety).
- Many people make short trips by car in Newport, even more in the summer months. This adds to the parking demand and congestion.

SECTION 7: PARKING

Parking is a subject on the minds of many people in Newport. Seasonal fluctuations in visitors to certain areas of the City cause wildly differing parking demands, making it difficult to regulate. As discussed in the Multimodal Connectivity section of this report, viable multimodal options are currently limited and most people drive vehicles to navigate Newport. As discussed in the Traffic and Congestion section of this report, the data show that many people in Newport currently make short trips (those less than two miles) and look for parking at the end of each trip. In addition, seasonal parking demand results in people circling Newport's short blocks to find parking at the same time that vehicle traffic is heaviest. All of these factors combine to create a frustrating experience for those traveling around Newport by any mode. Even though most of this frustration is attributed to the parking supply, improving multimodal options is a solution to alleviating parking demand and opening up the parking supply.

Most of the critical day-to-day City parking administrative functions appear to be located within the City Police Department's parking and parking enforcement divisions. Monitoring of parking violations and ticketing is performed by the enforcement division. Parking is regulated based on the City's parking policies and regulations are provided in its Title 10 - Parking Ordinance. A summary of each ordinance section relative to parking is provided in the Parking Appendix.

PARKING INVENTORY

There are approximately 17,036 total parking stalls in the City of Newport. Of these, almost 16,000 stalls are off-street and approximately 1,036 stalls are on-street. Of the off-street parking stalls:

- 26 percent (4,205) are public,
- 47 percent (7,519) are private, and
- 27 percent (4,254) are on Naval Station Newport property.

Approximately 200 additional spaces are planned as part of the Pell Bridge Project.

Of the approximate 962 on-street parking stalls:

- 420 are reserved for residential parking,
- 327 are metered parking, and
- 215 are “other” stalls which may include parking for handicapped, electric vehicle, taxis and miscellaneous uses.

Figure 28 Mary Street Parking Lot

Public Parking Lots:

The City of Newport owns and operates five parking lots.

- The Gateway Parking Lot and Garage is a structured facility with 484 stalls. It is located on the southern edge of Downtown on America's Cup Avenue and is accessed via the avenue or Bolhouse Road. On its website, the City encourages visitors to use Gateway parking. Parking rates are $2.00 for the first half hour and $1.50 for each subsequent half hour with a maximum of $24.50 per day.
- The Mary Street Lot is a surface lot with 118 stalls located in the hear heart of the Downtown commercial district and accessed from Mary Street via Thames Street or from Church Street via Spring Street. The parking rate is $3.00/hour with a maximum of $20.00/day. Overnight parking is $30.00 and City residents with a resident sticker may park free for three hours per day.
- The Long Wharf Lot is a self-pay lot with 35 stalls priced at $1.25/hour.
- The Touro Court Lot is a self-pay lot containing contains 32 stalls at Clarke Street and Touro Street. Parking is limited to three hours and is $1.25/hour.
- The King Park Lot is permit parking only for motor vehicles and boat trailers. It is located east of the Downtown on Wellington Avenue. An auto park permit is $50/season. A boat trailer permit is $25/season for residents and $100/season for non-residents.

Though not listed as a City-owned facility on the City’s web site, the Easton's Beach (First Beach) parking lot holds over 700 parking spaces and is located in the north east corner of the City near the Middletown line.

Taxis and Drop off

Taxi cab stands are located only in Downtown at the Visitor’s Center, Market Square, and Thames-East. Similarly, on-demand, app-based transportation services such as Uber and Lyft only have one

designated pick-up and drop location at Gateway Center. As the use of app-based transportation services and food and goods on-demand delivery services continue to rise, Newport will see an increase in this sort of drop-off and pick-up activities throughout the city.

Electric Vehicle Charging (EV)

There are six EV parking spaces at Gateway Center and more at the Newport Hospital visitor's parking lot. There are additional EV charging spaces planned in conjunction with North End redevelopment projects. State and federal policies that have recently been adopted have the potential to incentivize the development of new EV charging stations, creating an opportunity to identify potential future sites as part of this plan.

Tour Buses and Recreational Vehicles (RV)

Stakeholders and members of the public mentioned issues with the abundance of large vehicles, such as tour buses, freight (which is discussed in the next section), and RVs on Newport's narrow streets parking lanes. Tour buses are permitted to park in eleven designated locations serving the Bellevue Avenue area mansions and similar tourist attractions and RV parking is permitted at the Gateway Lot, Easton's Beach, and the WalMart Lot in the north end.

No RV Parking Sign – Gateway Entry

Specific regulations governing the operation and parking of tour buses is provided on the Preservation Society of Newport County website. City Ordinance 10.52.010 prohibits the boarding and disembarking of passengers on Bellevue Avenue and identifies streets where motor coach operations are prohibited. In addition, City ordinance 5.64.090 prohibits the idling of motor coach engines.

Metered Parking

The City provides on-street metered parking on selected streets in Downtown, along Memorial Boulevard, and at Easton's Beach. The meters are operational from May 1 through October 31 and are limited to three hours. Parking is free between 9:00 PM and 9:00 AM. At all other times, the parking rate is $1.25/hour at increments of $0.25/12 minutes. Metered parking is also provided along Cliff Walk and Forty Steps where users may park up to four hours at $1.25/hour and along Memorial Boulevard at Easton's Beach with a parking rate of $2.00/hour at increments of $0.50/15 minutes. The parking revenue generated at this location is deposited into an Easton's Beach Enterprise Fund.

Parking Demand

Parking demand in Newport fluctuates with peaks between May and October. A 2008 downtown parking survey taken by Youngken Associates indicates 50 percent of the stalls in the downtown were occupied during daytime hours and 42 percent were occupied during the evening.[9] The study also found peak seasonal parking demand Downtown were within the following high-demand commercial locations:[10]

- Clarke Street – B&B Inn, Boutique Hotel

[9] *Newport Harborfront Parcel/Parking Utilization Study*; Newport Chamber of Commerce/Youngken Associates; 12/31/2008.
[10] Ibid.

- Pelham/Green Street
- Bowen's Bannister Wharf
- Newport Yachting Center, Lower Thames Street
- Howard Street Apartments near Spring Street
- Lower Thames Street – Coddington Wharf to Goodwin Street

According to the study, parking congestion occurs at these locations because:

- Large retail restaurant and commercial establishments offer patron parking for a fee;
- Many of the establishments have no off-street parking for their patrons;
- On its east and west ends, Thames Street is a bar and restaurant entertainment center with little or no off-street parking; and
- Employees of the establishments park in stalls which should be reserved for patrons.

Peak parking demand also occurs at the Newport Hospital visitor-employee parking lot on Powell Avenue. This is a year-round concern.

KEY FINDINGS

- The City has a diverse parking inventory encompassing on-street, off-street, handicapped, Uber, taxi, electric vehicle, recreational vehicle, boat trailer, scooter, and tour bus facilities and services. These services however are concentrated almost entirely in the downtown and not easily found in other parts of the city.
- The City appears to provide a sufficient supply of affordable public parking which generates sustainable revenues yet the demand for affordable and easily accessible parking particularly Downtown grows. While these demands are seasonal and attributed to the density and concentration of commercial and retail uses within a geographically constrained area, demand for parking in other parts of the City, with the exception of the Newport Hospital area and to a lesser extent within in the Bellevue commercial district, appears less acute. An approach that expands the supply outside of the concentrated Downtown and enables greater access for more users may be warranted.
- While comprehensive, the City parking ordinance appears dated and does not address future parking needs or programs such as bicycle parking, electric vehicle parking, shared use parking, parking that intercepts drivers at the point of entry, and emerging parking technologies.
- The City's new Parking App is not addressed nor is it recognized in the ordinance.
- Administrative mechanisms that tie compact land development to site specific parking services and parking policies that enable productive public private parking partnerships and smart growth are also not addressed.
- Most of the critical day-to-day City parking administrative functions appear to be located within the City Police Department's parking and parking enforcement divisions. Within the former, parking operations are monitored, administered, and managed. Monitoring of parking violations and ticketing is performed by the enforcement division. The method for tracking tickets, such as the number of violations, the types and locations of violations, and the disposition of tickets is unclear. Other elements of the City parking program appear to be decentralized. Discrete functions, such as the issuance of a parking permit, are handled by a variety of City personnel and are sometimes duplicated.

- Of particular concern is the Residential Parking Program defined in Section 10.32.010. The intent of the program is to enable parking for City residents near their homes. Current regulations however enable any person, including those who may live outside of the designated permit area or outside of the City, to obtain a residential parking permit and park within the area.

SECTION 8: FREIGHT

According to the RI Department of Transportation 2006 Truck Flow Map, there are five truck routes for Aquidneck Island:

- SR 138: West end – Pell Bridge Entry / East end – East Main Road (Middletown and Portsmouth)
- SR 114: West Main Road (Middletown and Portsmouth)
- SR 214: Valley Road (Middletown)
- SR 138A: Memorial Boulevard / Aquidneck Avenue (Middletown)
- SR 238: America's Cup / Memorial Boulevard (Newport and Middletown)

Using data obtained from the 2015 Rhode Island Highway Performance Monitoring System (HPMS) Report, trucks primarily use the designated routes. The HPMS data shows the greatest concentration of 2015 annual average daily truck volumes on:

- Route 138A corridor (8,060 combination and single trucks)
- Route 138 corridor (3, 618 combination and single units)
- Route 238 corridor from the Pell Bridge to the downtown Newport waterfront (2,790 combination and single units)

From the north, the greatest 2015 volumes are on West Main Road in Middletown and Portsmouth (8,528) and East Main Road in Middletown and Portsmouth (12,993).

Figure 29 illustrates the paths freight vehicles use to get into Newport. Once they arrive, truck loading is permitted on

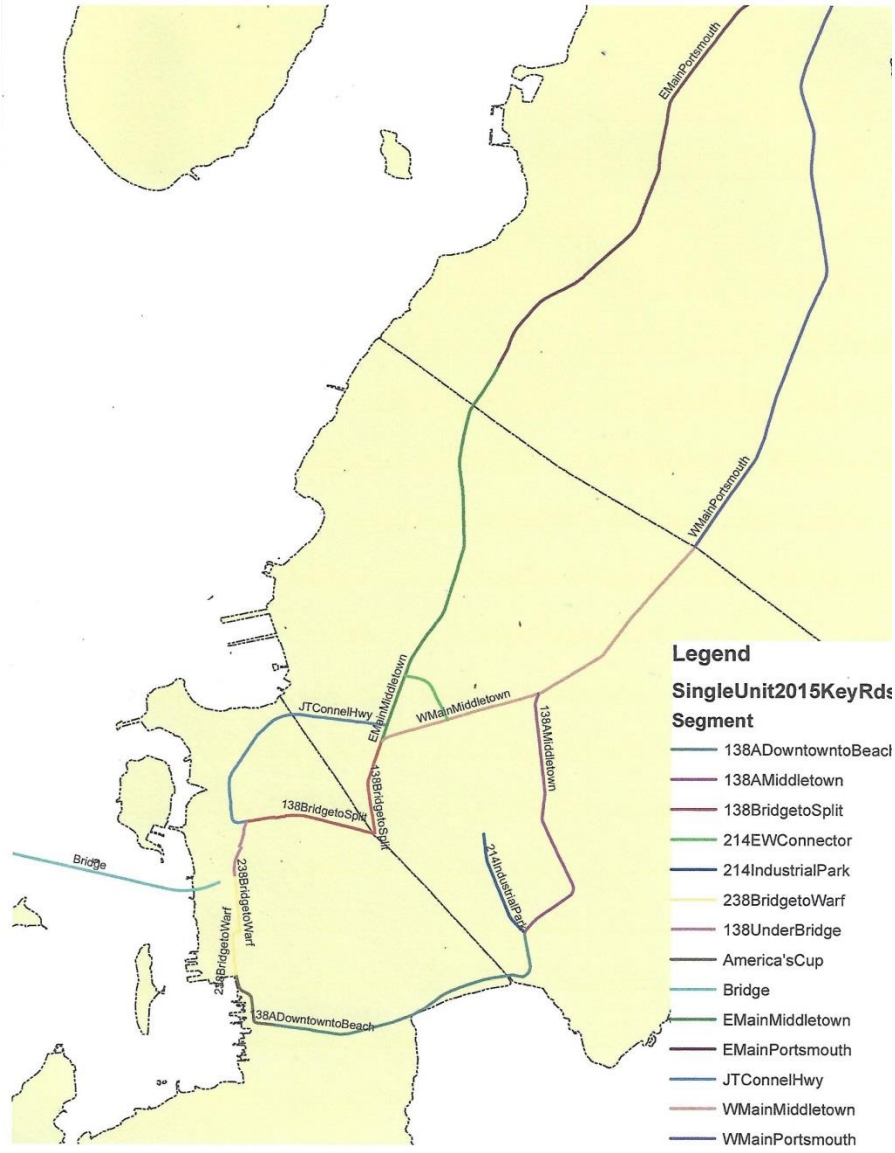


Figure 29: Map of Key Freight Routes on Aquidneck Island

designated streets between 4:30 AM and 11:30 AM on weekdays.[11] No driver of a commercial vehicle may stand or park for the purpose of loading or unloading, picking up deliveries, or for any other purpose for a period longer than is necessary to load, unload and deliver materials. This activity is not to exceed 30 minutes.

Based on an in-field survey, many of the 34 designated truck parking areas identified in ordinance were not signed and were difficult to find in the field.

KEY FREIGHT FINDINGS

Truck Blocking on Wrong Side - Bellevue-East

- The seven truck loading zones identified in the City ordinance are not signed. Automobile and truck operators are unaware of the zones and are thus unable to comply with the regulation. For roughly 30-35 percent of the designated truck parking spots, City signage designating the space could not be found.
- Most of the designated truck parking stalls were properly signed however it was observed that most truck deliveries were not in designated areas. Loading and unloading occurred directly at building sites with the truck often illegally parked in an general parking stall, on the sidewalk, within the roadway travel lane, or on the opposite side of the roadway. When this occurs, automobiles are required to stop, drive around or, if the street is narrow, inch past. This results in traffic delay, congestion, and unsafe conditions.
- These findings reflect the concerns expressed by representatives of the RI Trucking Association interviewed in June 2021 for the stakeholder element of the Newport Transportation Master Plan. They indicated they often park close to buildings because designated truck parking spots are too sparse, too far way, or simply not there. They also indicated the time-of-day load times (4:30 AM – 11:30 AM only) do not accommodate their delivery schedules.
- Truck and freight traffic on Aquidneck Island for the most part follows State designated truck routes with the Pell Bridge as a major entry and exit point. Average annual combination and single freight volumes range from 170 (Route 214 – Industrial Park) to 9,343 (East Main Road – Portsmouth).
- City regulations governing truck parking and loading appear to be largely ignored.

[11] City Ordinance Section 10-68-010

SECTION 9: SIGNAGE

A sign inventory was conducted to document the types and locations of existing traffic signs in Downtown Newport. The streets inventoried include America's Cup Avenue, Thames Street, Farwell Street, Spring Street, Memorial Boulevard, Broadway, and Marlborough Street. Special attention was given to wayfinding signs, as Newport hosts many tourists who are unfamiliar with the roadway network. In the past, the City has installed several different series of wayfinding signs, each with unique characteristics. As a result, there is no cohesive signing system that conveys clear, concise, and consistent messages to users of all modes of transportation. This may result in confusion for users that are unfamiliar with the area, who are most likely to need assistance with wayfinding.

Another aspect of the sing inventory was to identify locations with significant sign clutter. Sign clutter refers to signs that are spaced close together, causing them to be distracting and difficult to comprehend.

Each sign on the study roadways was geolocated in the field and then compiled into a map. Figure 31 shows the sign inventory that was collected in the field. Figure 30 shows the number of signs logged along the study roadways.

SIGN TYPE	NUMBER OF SIGNS
REGULATORY	387
STREET NAMES	79
BUS	9
WARNING	48
WAYFINDING	88
MISC	18
TOTAL	629

Figure 30 Number of Signs by Sign Type

As shown in Figure 30, a total of 629 signs were recorded along the study roadways. The most common type of sign was regulatory, followed by street name signs and wayfinding signs. Figure 31 shows the location and type of each sign.

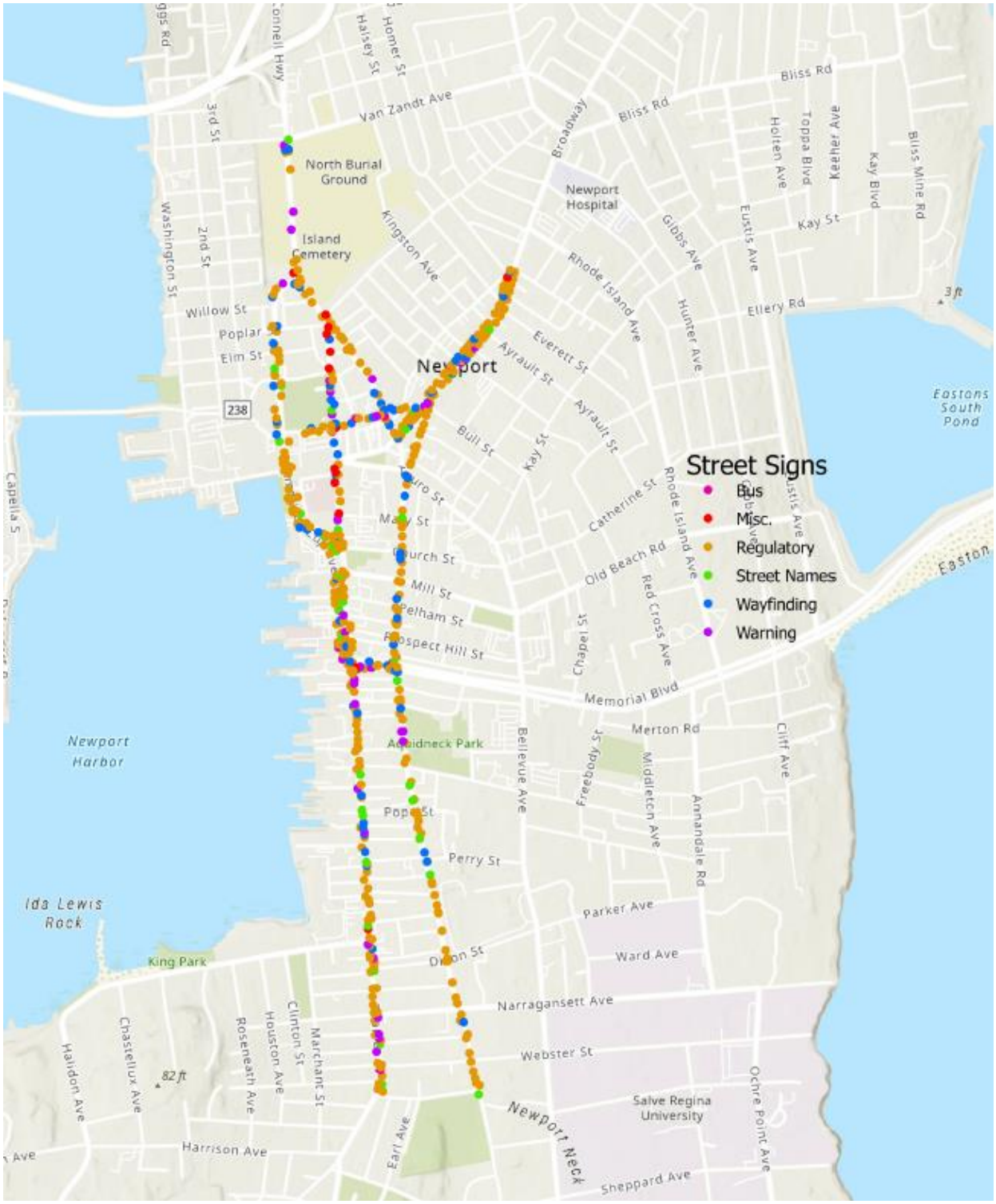


Figure 31: Sign Locations on Selected Streets

Wayfinding signs were analyzed for consistency and type, and generally consist of destination signs for vehicles, parking signs, destination signs for pedestrians, and destination signs for bicyclists. Eleven distinct styles of wayfinding signs were documented on the study roadways, as well as miscellaneous wayfinding signs that did not fit into any series. The signs have varying shapes, colors, sizes, and fonts, which makes them difficult to follow. Consistency in wayfinding signs may reduce confusion for different users, improving safety, as well as improving the general ambiance and appearance of the streetscape. While it may be beneficial to have distinct styles for different user types – such as pedestrians, bicycles, and drivers – signs should be consistent within that group. In addition, in many cases it is not clearly visible which type of user group the sign is targeting. A full summary table of the wayfinding signs identified on the study roadways and their characteristics can be found in the Appendix.

APPENDICES

A) Public Engagement Report

B) Stakeholder Interview Report

C) Safety Analysis

D) Traffic Data Analysis

E) Parking and Freight

F) Sign Inventory

TOOLE DESIGN

APPENDIX A PUBLIC ENGAGEMENT REPORT

TOOLE DESIGN

2 OLIVER STREET
SUITE 305
BOSTON, MA 02109

617.619.9910
TOOLEDESIGN.COM

MEMORANDUM

January 20, 2022

To: Patricia Reynolds, City of Newport
Melissa Pattavina, City of Newport
Joshua O'Neill, State of Rhode Island
From: Lily Ko, Kristin Saunders, Lydia Hausle, AICP, Lucy Gibson, PE
Project: Newport Transportation Master Plan

Re: Phase I Public Engagement Summary

Phase I public engagement for the Newport Transportation Master Plan (TMP) had the objectives of engaging the public to:

- Confirm multimodal goals of the plan
- Identify transportation needs and additional insights on existing conditions

Methods of Engagement

The objectives were accomplished by gathering feedback through a set of parallel activities available online and 10 in-person at a series of public workshops and pop ups from July to October 2021:

- July 24, 2021 – Pop up Newport Folk Festival at Fort Adams
- August 5, 2021 – Pop up at Innovate Newport
- August 18, 2021 – Pop up at Aquidneck Growers Market on Memorial Boulevard
- August 26, 2021 – Public workshop at City hall
- August 28, 2021 – Pop up at Aquidneck Growers Market on Dexter Street
- September 11, 2021 – Public workshop at Rogers High School Paint Your Parking Spot event
- October 1, 2021 – Pop up at Tijuana Burrito Grille
- October 1, 2021 – Pop up at Leo's Market & Restaurant
- October 2, 2021 – Pop up at Audrain Concours (Bellevue Car Display)
- October 2, 2021 – Pop up at Festa Italiana (Festival in the Park)

The activities included:

- A 5-minute survey that solicited feedback on Newport's transportation goals for the plan and people's transportation priorities, as well as collected demographic data. See the paper survey in Appendix A. The online survey is located here: https://tooledesign.github.io/KeepNewportMoving/
- A mapping activity where people were asked to identify locations for transportation ideas and barriers by mode – walking, biking, transit, and driving. The online version contained 2-3 prompts for each mode related to where people liked to travel, safety, and barriers (located here:

https://tooledesign.github.io/KeepNewportMoving/). The paper version provided the same prompts (see Appendix B), but people did not have to specifically respond to the prompts in their feedback.

- A story sharing activity where people were asked to share a story about their walking, biking, transit, boating, or driving experience. Both the paper and online version contained a set of prompts, but people were encouraged to share whatever story they wanted. See Appendix C for the printed story prompts. The online story form is located here: https://forms.gle/KozsiQEExkid8nMj9

Additionally, people sent their feedback by email to the project email address, the Director of Planning and Economic Development, and City Council, as well as submitted letters to the City Manager and Transportation Committee.

Finally, on October 18, the Bike Newport Board Infrastructure committee submitted a spreadsheet of priority locations with comments and suggestions.

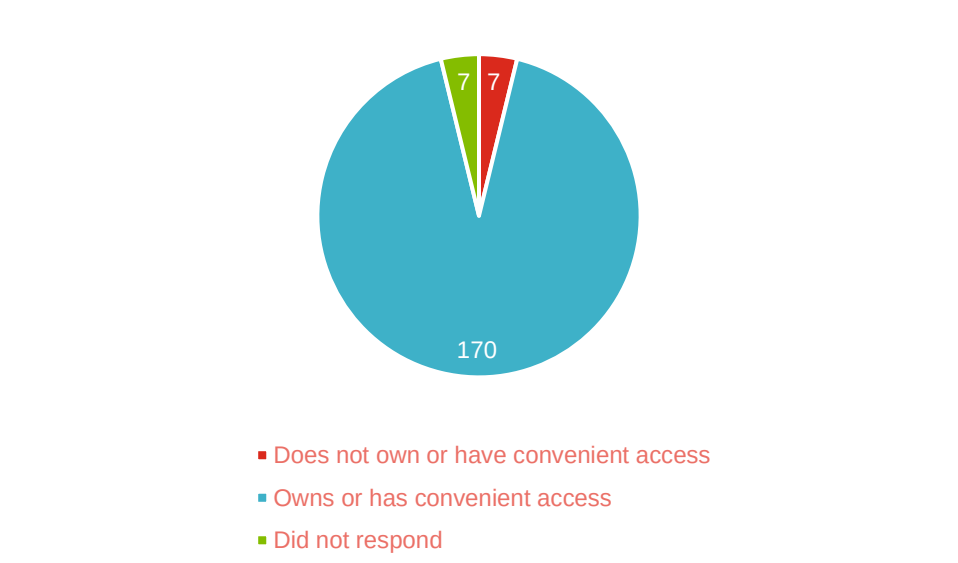
Number of Responses

Activity	In-Person	Online	Emails	Letters	Total
Survey	16 surveys	168 surveys	N/A	N/A	184 surveys
Map*	139 comments	365 comments	25 comments	2 comments	531 comments
Stories	0 stories	11 stories	N/A	N/A	11 stories
Emails	N/A	N/A	15 emails	N/A	15 emails
Letters	N/A	N/A	N/A	2 letters	2 letters

* While most of the comments in the map were spatial comments, some were general comments. The counts include spatial comments derived from the survey, emails, and letters.

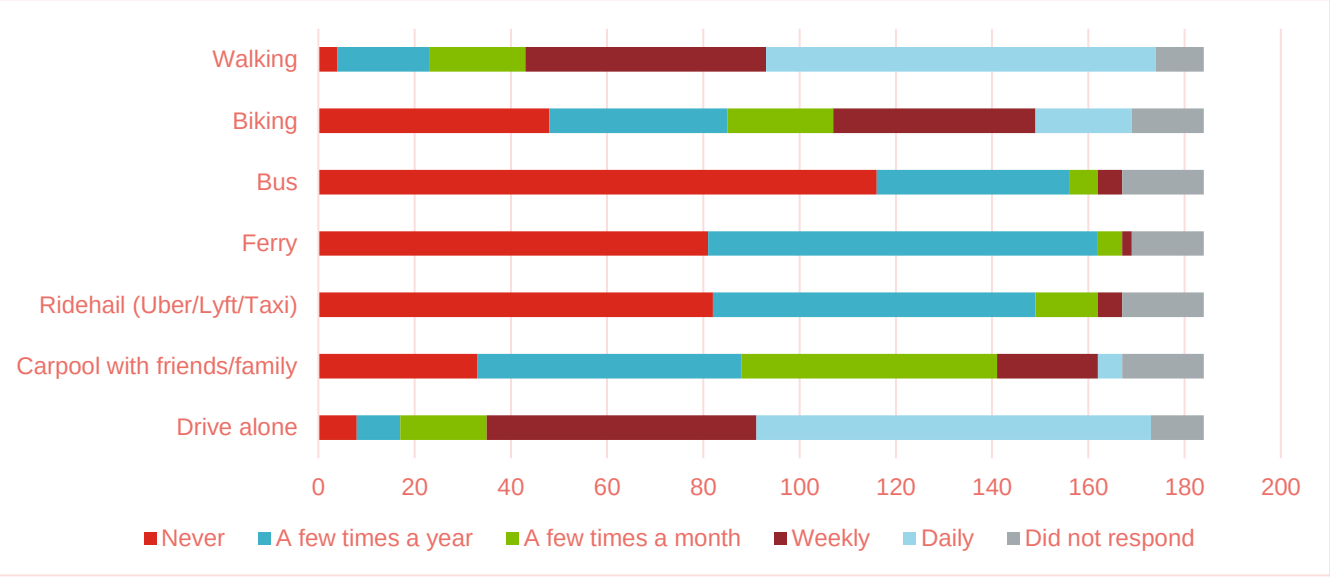
Survey Demographics

Automobile Ownership / Access

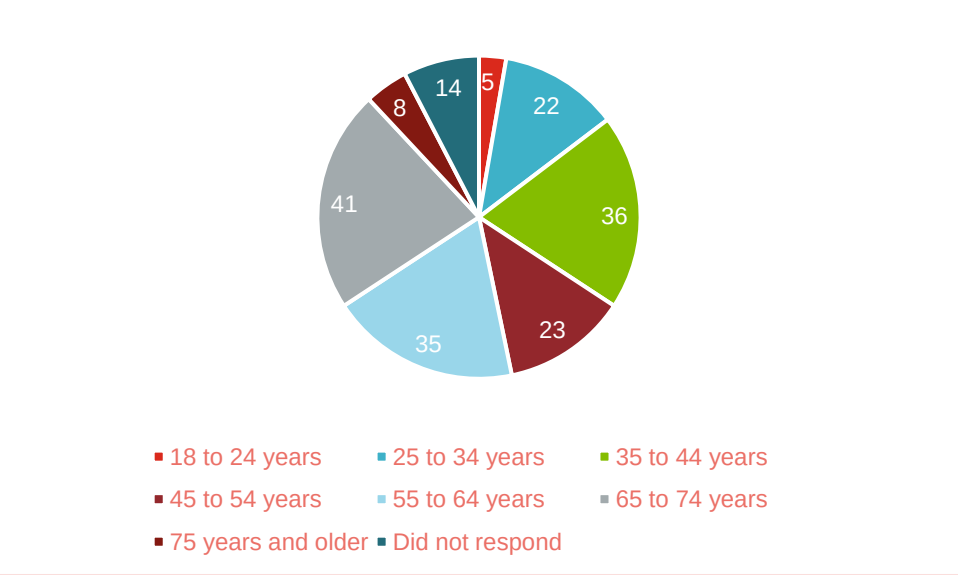


Transportation Modes and Frequency of Use

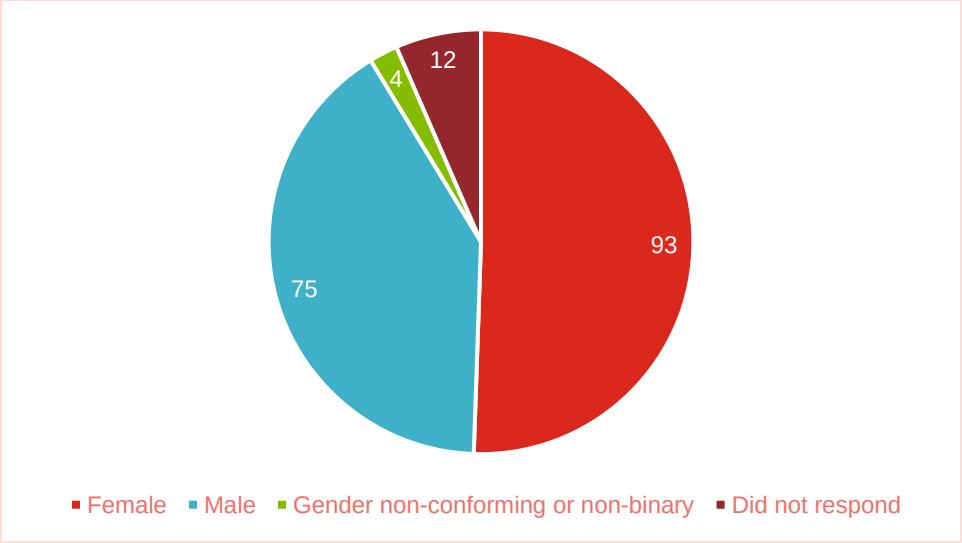
Mode	Never	A few times a year	A few times a month	Weekly	Daily	Did not respond
Drive alone	8	9	18	56	82	11
Carpool with friends/family	33	55	53	21	5	17
Ridehail (Uber/Lyft/Taxi)	82	67	13	5	0	17
Ferry	81	81	5	2	0	15
Bus	116	40	6	5	0	17
Biking	48	37	22	42	20	15
Walking	4	19	20	50	81	10



Age

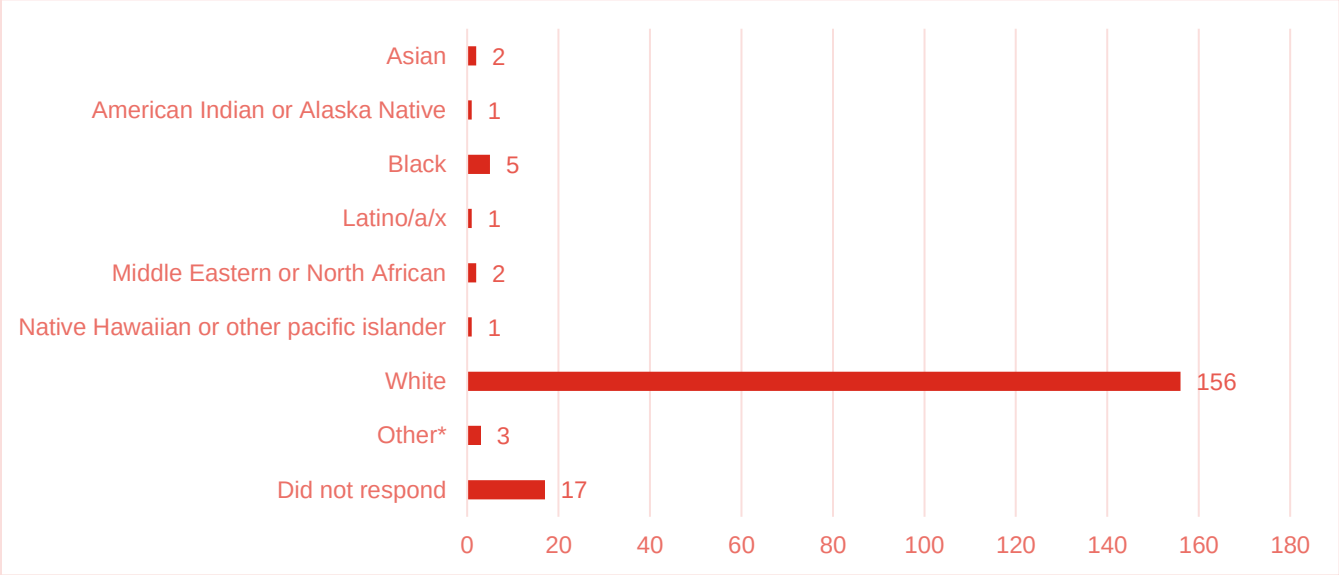


Gender



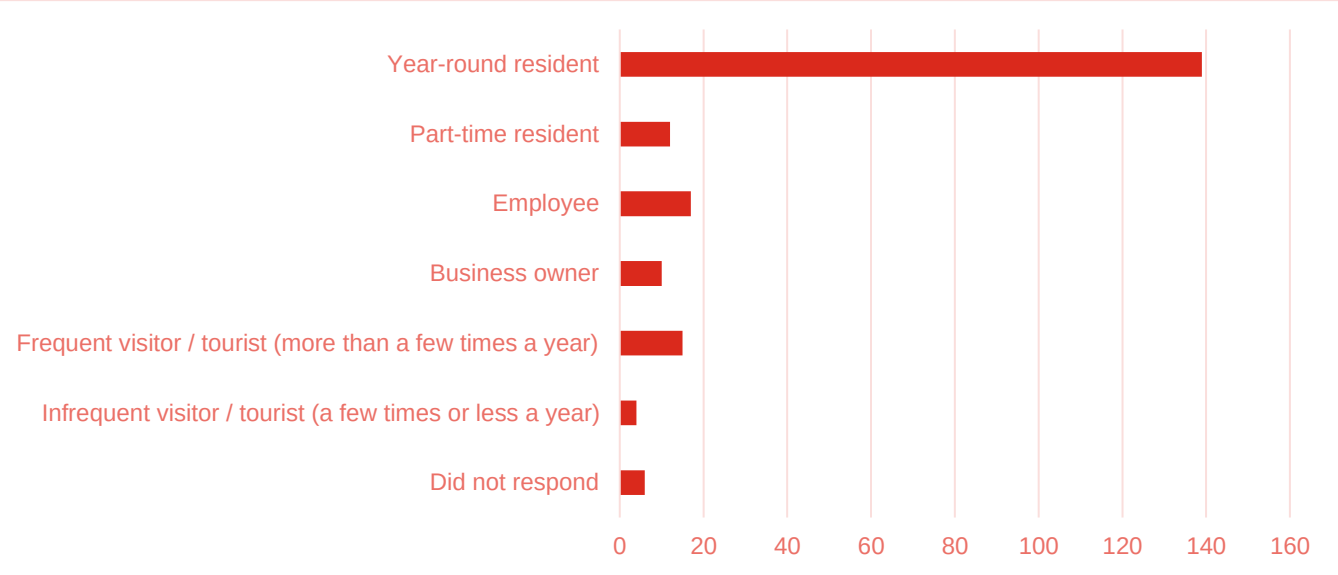
Note: Zero (0) respondents selected “Other.”

Race



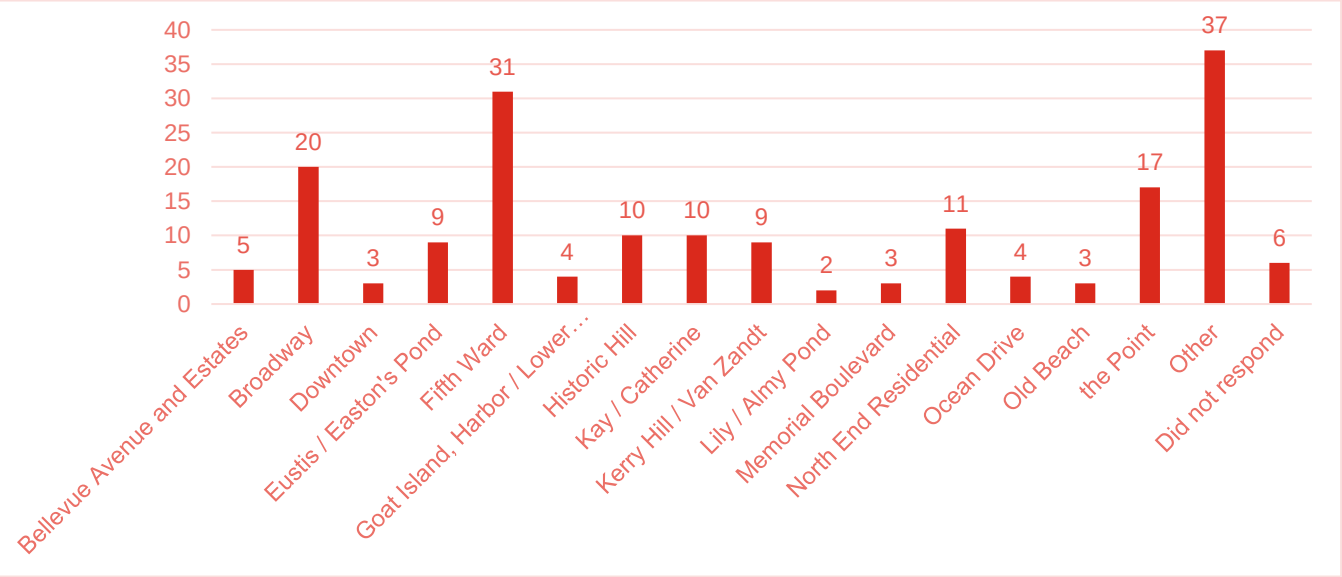
*Responses for “Other” included Jewish and Puerto Rican.

Relationship with Newport



Note: Zero (0) respondents selected “Student.”

Neighborhood



Note: Zero (0) respondents selected “Long Wharf,” “North End Commercial,” or “Rose Island.”

Map Comments By Mode

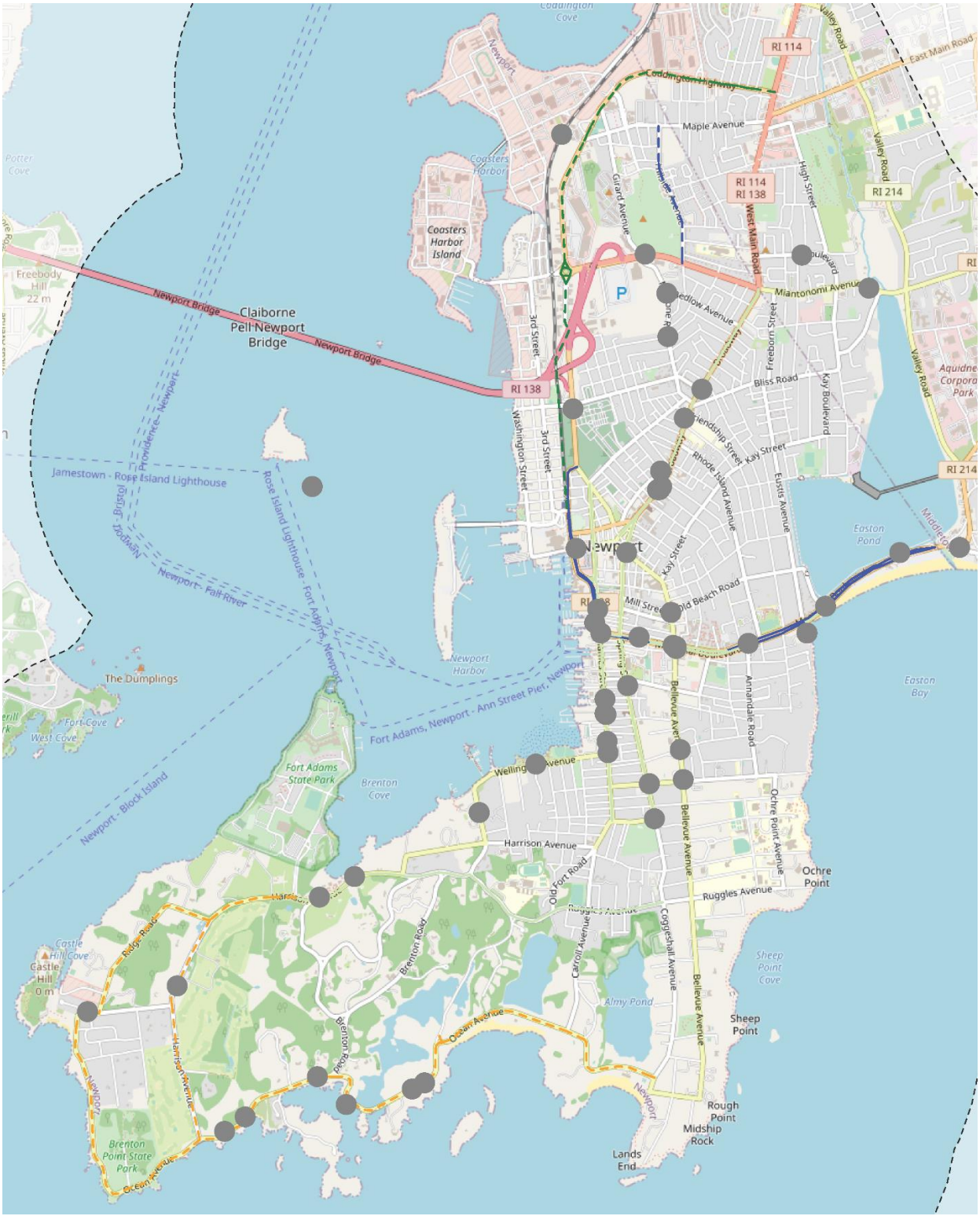
The below table and maps show how the 531 map comments is distributed by mode:

Mode	Number	Percent
Walk	209	39%
Bike	101	19%
Transit	30	6%
Drive	176	33%
Response*	15	3%

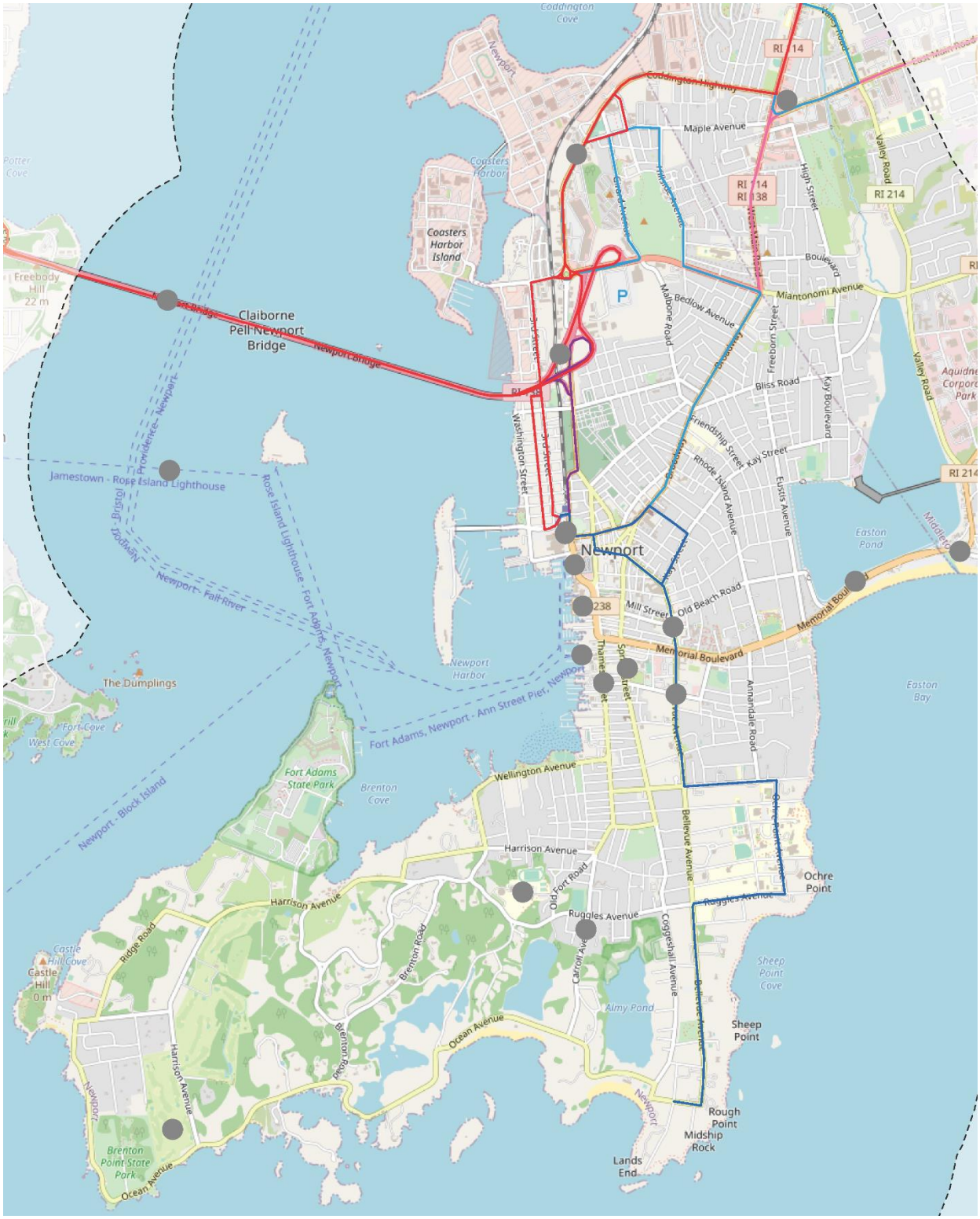
*Response consisted of responses to other map comments and were not tracked by mode.

Walking Comments

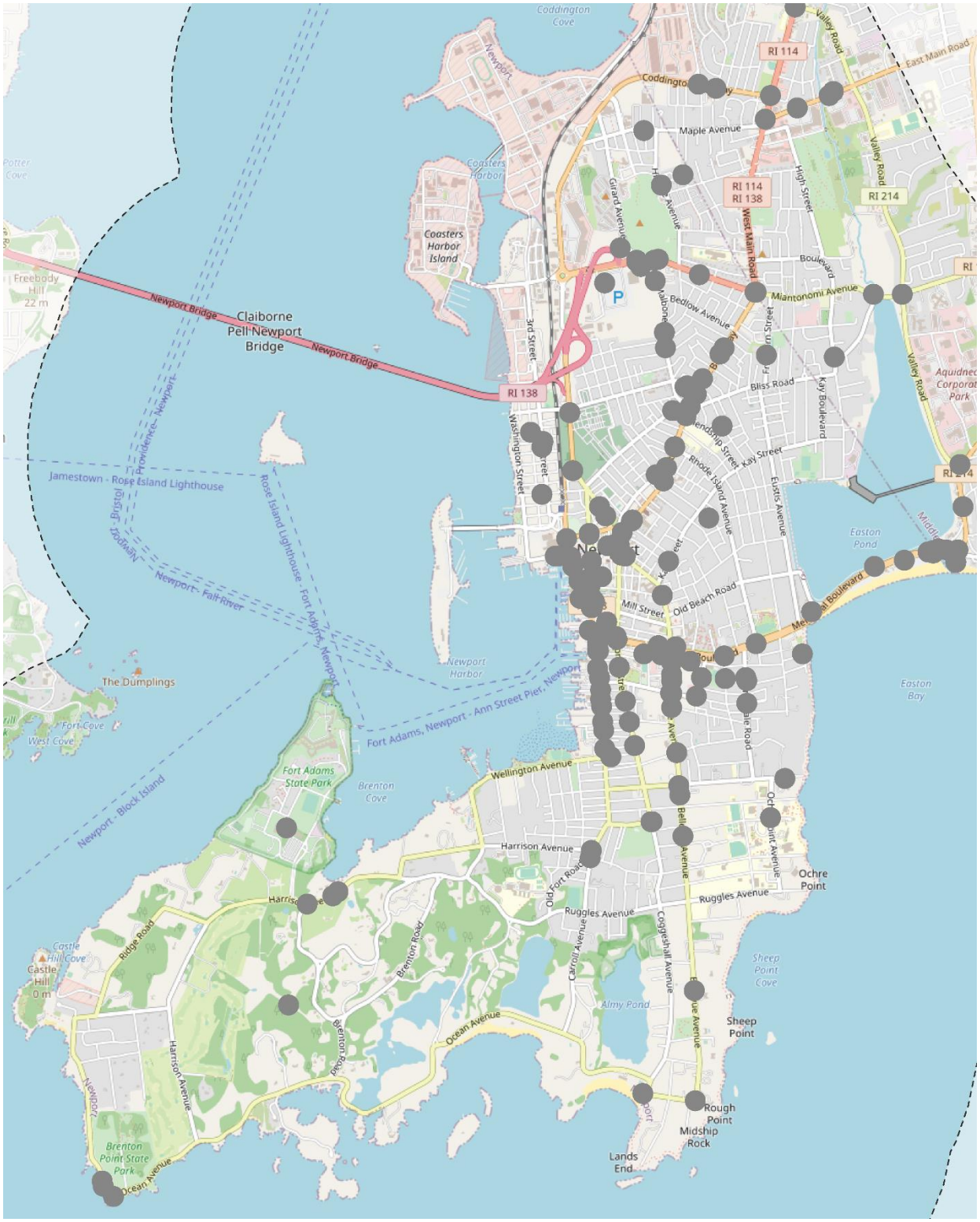
Biking Comments



Transit Comments



Driving Comments



Findings

Goals and Transportation Priorities

Out of the 184 survey respondents, 164 (89.1%) indicated that they agreed that the proposed goals match the needs of the community. The goals were to provide multimodal transportation options that:

- are safe, reliable, and enjoyable
- serve the needs of people of all ages, abilities, and backgrounds
- respond to Newport's unique seasonal transportation needs
- support economic opportunities and job access
- promote and enhance Newport's environmental resources while preparing for future impacts

However, 43 respondents (23.4%) provided suggestions on things that should be changed or added to the goals. The most-commonly suggested high-level goals include:

- Explicitly stating equity goals of inclusiveness, access, affordability, and accessibility, as well as that all geographic regions will be served
- Highlighting Newport's human scale and making Newport less car-centric
- Reducing traffic and congestion, especially seasonal traffic

Survey respondents were also asked to select up to five of their top transportation priorities from a list of 12 items. The below table shows the number and percent of respondents who selected each item. Three transportation priorities were selected by the vast majority of respondents:

1. Walking (85.3%)
2. Traffic congestion (83.7%)
3. Bicycling (67.4%)

Transportation Priority	Number	Percent
Walking	157	85.3%
Bicycling	124	67.4%
Public transit	78	42.4%
Pick-up and drop-off locations for ridehail services and delivery services	32	17.4%
Traffic congestion	154	83.7%
Parking downtown and in commercial areas	69	37.5%
Parking in residential areas	46	25.0%
Park and ride locations connecting to transit or carpooling	50	27.2%
Parking for people with disabilities	23	12.5%
Street trees and landscape plantings on our streets	75	40.8%
Public spaces to sit, gather, shop, and dine outside	88	47.8%
Other	27	14.7%

The most common transportation priorities that respondents additionally suggested were speeding and noise.

People also provided their ideas on more specific objectives through suggestions for goals and transportation priorities. The most-commonly suggested objectives include:

- Providing and supporting easy and attractive non-vehicular transportation options (such as more dedicated space for pedestrians and bicyclists and more transportation options that are better connected and more affordable)
- Use of more satellite parking
- Finding a way to get people to obey traffic laws
- Safer residential streets / Traffic calming in residential areas

Survey respondents were asked to select their top three priorities from seven ideas to better support Newport's tourist activity that add additional pressure to the transportation system. The below table shows the number and percent of respondents who selected each item. Two priorities were selected by nearly three-quarters of participants:

1. More satellite parking areas (73.9%)
2. Improved sidewalks and bicycling infrastructure (70.1%)

Ideas to Support Tourist Activity	Number	Percent
More marketing materials that highlight the ferry, bus, and other non-automobile ways of traveling to and around Newport	69	37.5%
More satellite parking areas	136	73.9%
More on-demand transportation options	38	20.7%
Demand-responsive parking near tourist attractions to maintain parking availability	35	19.0%
More signage and wayfinding to help tourists find available parking without circling and contributing to congestion	53	28.8%
Improved sidewalks and bicycling infrastructure	129	70.1%
Other	52	28.3%

The most common priorities that respondents additionally suggested for supporting tourist activity were providing better public transit (including shuttles and trolleys), providing more or better satellite parking, restricting traffic in busy areas, enforcement of traffic laws, and providing bikeshare.

Survey respondents were asked to prioritize whether they felt it was more important to spend resources on making streets safer with low-cost materials or completing fewer projects in the long-term with more expensive and permanent materials. Nearly half of respondents (45%) said that it depends on the location while more than double the number of respondents preferred fewer streets with more expensive and permanent materials over more streets with low-cost and temporary materials (28% vs 13%, respectively).

Materials/Method Priority	Number	Percent
More streets with low-cost and temporary materials	23	13%
Fewer streets with more expensive and permanent materials	52	28%
Depends on the location	82	45%
Other	12	7%
Did not respond	15	8%

Two common ideas that surfaced with respondents that selected "Other" include testing with temporary materials before developing a permanent design and designing with environmental impact and sustainability in mind.

General Themes

The following themes were the common, general (non-location-specific) suggestions provided by people for the TMP:

- Support walking through:
  - More or better sidewalks
  - Restricting the size of delivery vehicles entering Newport
- Support and encourage bicycling through:
  - Providing bikeshare
  - More bike racks
  - Safer infrastructure (bike lanes, bike paths, safe separation materials instead of hazardous landscape boulders, bike boxes) on major thoroughfares or throughout all of Newport with safe materials for separation
  - Signals that can be activated by bicyclists and allow people on bikes to travel through with pedestrian
- Provide transit amenities (shelter, bench, etc) and more transit options, such as:
  - Longer hours
  - To nearby airports
  - More trolleys and shuttles
  - Free shuttling through downtown, to waterfront, and through tourist areas in the summer season
  - Accessible and affordable transit
- Reduce congestion by providing satellite parking with incentives for use
- Improve parking
  - For businesses through dedicated loading zones
  - For people through increasing turnover with spaces limited to 10-15 min
  - More restrictive parking allowances, prioritizing year-round residents
  - Parking meters that allow people to park longer with premium rates beyond 3 hrs
- Provide more transportation options for children going to school
- Control speeding with more enforcement and reducing speed limits to 25 mph on all city streets
- Reduce the use of cut-through streets in residential neighborhoods and on smaller streets not intended as throughways
- Enhance and complement Newport's historic character and streets
- Concern that Pell Bridge project will bring more congestion
- Educational or information campaign to encourage multimodal transportation, and educate about driving and bicycling safety issues

Spatial Themes

A full list of spatial (locatin-specific) comments and suggestions, including suggestions from Bike Newport, is included in the attached spreadsheet ("Spatial Comments Log"). The spreadsheet contains 4 sections (or tabs):

- Streets
- Intersections
- Locations
- General locations

The following themes were the common, spatial (location-specific) suggestions provided by people for the TMP.

Streets / Corridors

- **Admiral Kalbfus Rd** - Dangerous driving with too much speeding and vehicular traffic and congestion. There is a lack of dedicated space to bike with poor surface conditions.
    - Traffic calming – road diet, speed bumps, “slow children” sign, speed radar sign, speed/acoustic cameras
    - Changes at intersection with Hillside Ave (crossing to elementary school and Miantonomi Park) to make right turns on red illegal
    - Separated bike lanes
- **America’s Cup** - Too much vehicular traffic and congestion, taking 35-40 min to travel through. There are also a lot of rideshare drop-offs.
    - Intersections and crossings needs attention
    - Traffic signal coordination
    - Restrict truck traffic
    - Keep vehicles out of bike lane
- **Annandale Rd** – a narrow two-way road with parking that is challenging to travel through for motorists who don’t know to pull to one side when passing. North of Faxon Green, sidewalks are narrow and unlevel.
    - Study potential for parking removal or creating one-way street
    - Sidewalk upgrades north of Faxon green
- **Bellevue Ave** – sidewalks in poor condition and unsafe crossings. A Priority Bike Route in need of attention with potholes.
    - Repaving and replacement of gravel sidewalk
    - Separated bike facilities
    - Traffic signal
    - Rideshare should drop off at Market Square circle
    - Better parking for local shops on North Bellevue
- **Broadway** – Highly traveled bike route and unsafe pedestrian crossings with multiple threat crash risk. Diagonal parking along west side makes it dangerous for bicyclists and sharrows are located in the door zone. Feels unsafe driving with pedestrians and bicyclists in the roadway, drivers ignoring signage and driving too fast, and hedges limiting visibility. There is also no place for commercial vehicles to park and unload. Traffic congestion causes backups at all times of day.
    - Traffic calming
    - Sharrows moved to center of lane and more communication where pedestrians and bicyclists interface or dedicated bike lane.
    - Widen roadway to accommodate traffic
- **Coggeshall Ave** – popular route to the beach, has too much vehicular traffic and speeding with no dedicated space to walk or bike
- **Eustis Ave**
    - Sidewalks
- **Farewell St** – Too many vehicles and traffic is too fast through residential street. people travel the wrong way up the one-way road near Liberty Park
    - Traffic calming
    - Priority bike route needs attention
    - Better signage about one-way

- **Halidon Ave**
    - Sharrows
- **Harrison Ave** has no dedicated space to walk or bike and pedestrians and bicyclists end up on roadway. The street is a hilly topography that makes sightlines short with excess speeding – and in residential neighborhoods. There is a lot of vehicular traffic at Fort Adams Dr.
    - Speed control measures
    - Traffic calming study (approved by City Council on 9/16/20)
- **Kay Street** is too narrow for both parked and traveling vehicles and pedestrians and cyclists travel in the roadway.
    - Study potential for parking removal
    - Study potential for 2-way bike lane
    - Require developers to create and repair sidewalks
- **Malbone Rd** is a narrow, dangerous road with too much vehicular traffic with high speeds and is used as a cut-through for people to get to Broadway. The speeding concerns also affect biking to Pell Elementary. It lacks dedicated space for people to walk and bike.
    - Sidewalks
    - Bike lanes
    - Traffic calming – speed bumps, cones, LED speed cautioning signs
- **Memorial Blvd** – Too much vehicular traffic with difficult crossings and not enough crosswalks and street lights. Feels unsafe driving because people drive too fast and run stop signs and lights. Bicycling feels unsafe next to parallel parking and going from westbound on the downhill side
    - Needs separated bike lane and bike facilities on the downhill side. The intersection with Purgatory Rd to Aquidneck Ave is congested due to a lane merge and the traffic light takes a long time.
- **Narragansett Ave** – Too much vehicular traffic with no dedicated space to walk or poor surface conditions
    - Separated path
- **Ocean Ave** – There is no dedicated space to walk on the water side and too much vehicular traffic with poor surface conditions and rampant speeding otherwise**.** There's also a lack of dedicated space for bikes and pedestrians and bicyclists often end up in the roadway.
    - Dedicated space to walk on water side
    - Bike path or separated bike lane
    - Speed control measures
    - Crossing guard
    - Improved signal timing
    - Roundabout?
- **Ocean Loop** (includes Wellington, Halidon, Brenton, Harrison, Ridge, Castle Hill, Ocean, Bellevue, Ruggles, Wickham) – one of the most popular destinations for bicyclists living on/visiting Aquidneck Island
    - Mark, name, protect bike loop
- **Railroad tracks**
    - Bike path
    - Monorail from planned satellite parking at Gateway Center
- **Rhode Island Ave** provides no dedicated space to walk
- **Spring St** has too much vehicular traffic with narrow sidewalks and no dedicated space to bike
- **Summer St**, with parking on both sides, causes cars to have to pull over when passing.
    - Restrict parking to one side or make street one-way

- **Thames St** has poor surface conditions and uneven, deteriorating sidewalks. There is also no dedicated space to bike or protection from parked or turning vehicles. Biking northbound causes bicyclists to discount when busy and they are too close to cars at times. The sidewalk is too narrow and pedestrians to walk on the road. Pedestrians also cross **Lower Thames** whenever they want and move between the diagonally parked cars on **Upper Thames** without looking.
    - Remove parking
    - Pedestrian-only zones
    - Expand sidewalks
    - Dedicated bike lanes
    - Northbound biking solution
- **Van Zandt Ave** – No sidewalk on south side and the sidewalk on north side doesn't connect to crosswalks. Too much vehicular traffic and difficult to cross from north to south side.
- **Wellington Ave** – Popular biking route feels dangerous with angled parking by King Park and a significant number of cars in the summer.
    - Replace sidewalk with multi-use path

Intersections

- **Admiral Kalbfus Rd and Connell Hwy** – too much vehicular traffic with no dedicated space to walk (no sidewalks, crosswalks. No way to safely navigate as a pedestrian.
- **Admiral Kalbfus Rd and West Main Rd** – traffic light takes too long and is not designed to handle the amount of traffic
    - Widen to include turn lanes and dedicated lights
    - Smarter signals that change depending on traffic
- **America's Cup Ave and Farewell St** – Surface condition is poor and there is no dedicated space to walk. There is too much vehicular traffic and congestion
    - Limit number of cars
    - Roundabout?
- **America's Cup Ave and Thames St (near Memorial Blvd)** - Traffic congestion and bike lanes not consistent on turn from America's Cup to Thames.
- **Broadway and Gould St** – traffic congestion caused by speed bumps, which is dangerous and not up to engineering standards with cars having to come to complete stop
- **Farewell St and Van Zandt Ave** – too much vehicular traffic with cars frequently running light and exceeding traffic limit. Missing crossing signal on East side with most foot traffic on that side and lacking a safe way to cross.
    - Need short term fix while new construction occurs
- **Fort Adams Dr and Harrison Ave** – a lot of traffic with speeding and multiple modes using a vary narrow space. Topography causes short sightlines and dangerous for pedestrians.
    - Crosswalks
    - Traffic calming – stop sign, speed humps
- **Malbone St and Garfield St** - Challenging to pull onto Malbone from Garfield due to blind corner and cars going too fast
    - Add stop sign
- **Memorial Blvd and Bellevue Ave** – too much vehicle traffic and lacks dedicated space to walk and bike, with pedestrians/cyclists in the roadway. Takes too long to cross and signal not long enough to cross safely. Dangerous for bicyclists and lacks protection from turning vehicles. Also challenging for drivers with pedestrians jaywalking and because of concurrent signal. Surface is also not cleared of snow.

    - Bike lanes – though there is concern about congestion resulting from narrowing the road to one lane
    - Separated bike lanes instead of parallel parking
    - Roundabout
    - Ped scramble or improved signal timing
    - Crossing guard
    - Fines for jaywalking + signage
    - Limit number of cars
- **Memorial Blvd and Old Beach Rd** – too much vehicular traffic and takes too long to cross. Is a choke point for bicyclists. Not enough streetlights at night.
- **Memorial Blvd and Purgatory Rd** – Always congested and not just in the summer. Merge from 2 lanes to 1 doesn't work. The new redesign doesn't work and has caused drivers to use Eustis Ave instead. Traffic light takes too long and it's a choke point. The speed hump also causes more traffic.
    - More travel lanes
    - Replace speed bump with crosswalk and signals
    - Get rid of speed hump – perhaps use crosswalk and signals
- **Memorial Blvd and Thames St** - dangerous for bicyclists and lacks protection from turning vehicles.
-
- **Spring St and Touro St** – too much vehicular traffic. Dangerous intersection and no dedicated space to bike. Traffic sensor doesn't work.
    - Turning signals for bicyclists

Areas

- **Bellevue Ave near Salve Regina University** – unsafe for drivers who often find pedestrians in the roadway.
- **Bellevue Ave at Bowery St, Casino Terrace, and Jones Avenue near the shopping center** – congested from people exiting the shopping center and it is difficult to turn onto or from Bellevue.
- **Broadway at Innovate Newport** – Unsafe crossing with multiple threat crash risk. Many drivers don't stop. Sidewalks get blocked by parking on curbs, especially a problem for accessibility and to access crossing
    - Need bus shelter
- **Easton's Beach** – surface condition is poor with boardwalk full of cracks / broken concrete. Surface is dirty and not cleared of snow. There aren't enough street lights.
    - Sidewalks from 1st to 2nd beach
- **Freebody Park**
- **Miantonomi Park** – area around the park, there is personal safety issues and fear of crime.
- **Washington Square**
    - Two travel lanes along Eisenhower Park, one for left turn
- **Waterfront wharfs** – a lot of traffic congestion, including that caused by ride share drop offs and delivery vehicles

General (Unspecified) Routes

- **North End**
    - Connected by bike and pedestrian infrastructure
    - Open parking
- **Brenton Point**

    - Connection to here + Ledge Rd
    - Transit service to Ocen Dr and Fort Adams
- **Between Easton's Beach to town**
    - Bus access or shuttle route
- **Between Library and town**
    - Shuttle route
- **Downtown**
    - Transit
        - Circling downtown
        - Connecting to Fort Adams
        - Connecting to parking areas
        - Connecting to Broadway
        - Down Thames to Fort Adams
    - Bike
        - Connecting to Ocean Dr
- **Newport and other municipalities**
    - Bike path
        - Providence
        - Portsmouth
    - Amtrak or MBTA service
        - Boston
- **Schools**
    - Bicycle SRTS to Thompson Middle School – need multiple routes
    - Transit to Rogers High School, especially students from Middletown and Tiverton

APPENDIX A:
PAPER SURVEY

City of Newport
TRANSPORTATION
MASTER PLAN
Keep Newport Moving

NEWPORT TRANSPORTATION PLAN SURVEY #1

This is a **5 minute** survey about your transportation experiences in Newport. Your responses will be used to help the City prepare a citywide transportation plan. For more information and to stay involved, visit: **www.keepnewportmoving.com**

Confirming Newport's Transportation Goals

Newport's goal is to provide multimodal transportation options that:

- are safe, reliable, and enjoyable
- serve the needs of people of all ages, abilities, and backgrounds
- respond to Newport's unique seasonal transportation needs
- support economic opportunities and job access
- promote and enhance Newport's environmental resources while preparing for future impacts

Do you feel these goals match the needs of the community? YES NO

Is there anything you feel should be changed or added to these goals?

Your Transportation Priorities

Select the top 5 priorities that are most important to you (select 5 maximum).

- ☐ Walking
- ☐ Bicycling
- ☐ Public transit
- ☐ Pick-up and drop-off locations for ridehail services (Lyft, Uber, taxis) and delivery services
- ☐ Traffic congestion
- ☐ Parking downtown and in commercial areas
- ☐ Parking in residential areas
- ☐ Park and ride locations connecting to transit or carpooling
- ☐ Parking for people with disabilities
- ☐ Street trees and landscape plantings on our streets
- ☐ Public spaces to sit, gather, shop, and dine outside
- ☐ Other

Newport summer tourist activity contributes to additional pressures on our transportation system. Choose three of the following ideas that you think should be prioritized to better support Newport's tourist activity (<u>select 3 maximum</u>).

- ☐ More marketing materials that highlight the ferry, bus, and other non-automobile ways of traveling to and around Newport
- ☐ More satellite parking areas
- ☐ More on-demand transportation options
- ☐ Demand-responsive parking near tourist attractions to maintain parking availability
- ☐ More signage and wayfinding to help tourists find available parking without circling and contributing to congestion
- ☐ Improved sidewalks and bicycling infrastructure
- ☐ Other

Transportation projects can be completed using a range of materials and methods. Do you think it is more important to spend resources on making safer streets quickly with low-cost materials (like paving, paint, and plastic) or to complete fewer projects in the long-term with more expensive and permanent materials (like brick and concrete)?

More streets with lower-cost and more temporary materials

Fewer streets with more expensive and permanent materials

- ☐ More streets with low-cost and temporary materials
- ☐ Fewer streets with more expensive and permanent materials
- ☐ Depends on the location _____
- ☐ Other _____

APPENDIX B:
MAP PROMPTS

About You

The questions in this section are optional. The demographic information will be used to evaluate whether respondents are representative of Newport and help us improve future outreach efforts. Any demographic information you provide will remain anonymous and will not be used to identify you or the feedback you share.

Do you own an automobile or have convenient access to an automobile? YES NO

How often do you use the following transportation options when traveling to, from, or in Newport?

	Never	A few times a year	A few times a month	Weekly	Daily
Walking					
Biking					
Bus					
Ferry					
Ridehail (Uber/Lyft/Taxi)					
Carpool with friends/family					
Drive alone					

What is your age?

- ☐ Less than 18 years
- ☐ 18 to 24 years
- ☐ 25 to 34 years
- ☐ 35 to 44 years
- ☐ 45 to 54 years
- ☐ 55 to 64 years
- ☐ 65 to 74 years
- ☐ 75 years or more

What is your gender?

- ☐ Female
- ☐ Male
- ☐ Gender non-conforming or non-binary
- ☐ Other

_____

What is your race and/or ethnicity? Select all that apply.

- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black
- ☐ Latino/a/x
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or other pacific islander
- ☐ White
- ☐ Other

_____

What is your relationship with Newport?

- ☐ Year-round resident
- ☐ Part-time resident
- ☐ Student
- ☐ Employee
- ☐ Business owner
- ☐ Frequent visitor / tourist (more than a few times a year)
- ☐ Infrequent visitor / tourist (a few times or less a year)

What neighborhood do you live in?

- ○ Bellevue Avenue and Estates
- ○ Broadway
- ○ Downtown
- ○ Eustis / Easton's Pond
- ○ Fifth Ward
- ○ Goat Island, Harbor / Lower Thames
- ○ Historic Hill, Kay / Catherine
- ○ Kerry Hill / Van Zandt
- ○ Lily / Almy Pond
- ○ Long Wharf
- ○ Memorial Boulevard
- ○ North End Commercial
- ○ North End Residential
- ○ Ocean Drive
- ○ Old Beach
- ○ Rose Island
- ○ The Point
- ○ I do not live in Newport
  (fill in zip code) _____

For more information on the project, please visit **www.keepnewportmoving.com**

Questions or comments? **keepnewportmoving@cityofnewport.com**

APPENDIX C:
STORY PROMPTS

Share your experiences
Comparte sus experiencias

walking | caminando

PLACE COLORED STICKY HERE

What streets do you walk on most frequently?

¿Por qué calles caminas con más frecuencia?

Where do you feel unsafe/ uncomfortable walking?

¿Dónde te sientes inseguro/ incómodo caminando?

biking | andando en bici

PLACE COLORED STICKY HERE

What streets do you bike on most frequently?

¿En qué calles andas en bicicleta con más frecuencia?

Where do you feel unsafe/ uncomfortable biking?

¿Dónde te sientes inseguro/ incómodo andando en bicicleta?

Where should biking be improved?

¿Dónde debería mejorarse el ciclismo?

taking transit | tomando tránsito

PLACE COLORED STICKY HERE

Where would you like to go on the bus/ferry?

¿A dónde le gustaría ir en el autobús / ferry?

Where do you encounter transit issues?

¿Dónde encuentra problemas de tránsito?

driving | conduciendo

PLACE COLORED STICKY HERE

Where do you feel unsafe while driving?

¿Dónde te sientes inseguro mientras conduces?

Where do you frequently encounter traffic congestion?

¿Dónde encuentras la congestión de trafico con más frequencia?

Where is it difficult to park?

¿Dónde es difícil estacionarse?

City of Newport
TRANSPORTATION MASTER PLAN
Keep Newport Moving

We're planning to **#KeepNewportMoving**

SHARE YOUR STORY ABOUT TRANSPORTATION IN NEWPORT

Here are some ideas for stories you can share (but please feel free to share any story you would like):

- **Why do you walk, bike, take transit, boat, or drive?**
- **What do you like or dislike about walking, biking, take transit, boating, or driving?**
- **Is there a particular memory or experience (favorite moment or challenging moment) that stands out to you about walking, biking, taking transit, boating, or driving ?**
- **What would make walking, biking, transit, boating, or driving better in Newport?**

COMPARTA SU HISTORIA SOBRE EL TRANSPORTE EN NEWPORT

Aquí hay algunas ideas de historias que puede compartir (pero por favor no dude en compartir cualquier historia que quiera):

- **¿Por qué usted camina, anda en bici, toma el tránsito, navega en bote o conduce?**
- **¿Qué le gusta o no le gusta de caminar, andar en bici, tomar el tránsito, navegar en bote o conducir?**
- **¿Hay algun recuerdo o experiencia en particular (momento favorito o momento difícil) que le llame la atención acerca de caminar, andar en bici, tomar el tránsito, navegar en bote o conducir?**
- **¿Qué haría que caminar, andar en bici, tomar el tránsito, navegar en bote o conducir sea mejor en Newport?**

City of Newport
TRANSPORTATION MASTER PLAN
Keep Newport Moving

We're planning to **#KeepNewportMoving**

TOOLE DESIGN

APPENDIX B STAKEHOLDER INTERVIEW REPORT

TECHNICAL MEMORANDUM

TO: Kristin Saunders, Project Manager, Toole Design Group

FROM: Valerie J. Southern, Project Manager, VJS-TC

DATE: July 29, 2021

SUBJ: **Newport Transportation Master Plan 2022 - Stakeholder Engagement Report**

==========

EXECUTIVE SUMMARY

This report presents the findings of a two-month conversation with Newport government, business, industry, and community leaders to determine what they believe are the critical transportation issues to be addressed in the Newport Transportation Master Plan, 2022. The striking aspect of the discussion is that many of the needs expressed by the Stakeholders are similar to those expressed over the course of 108 years beginning with the 1913 Olmsted Plan. Of the many studies, the *1997 Newport Harborfront Plan* by Warner, Todd, and Gaffney is prescient. Citing the juxtaposition of its colonial street network to its commercial waterfront, the study warns Newport's attraction as a coveted coastal destination will diminish if traffic management is not addressed. Most of the Stakeholders, some unknowingly, channeled the concerns of the previous studies. Others identified contemporary issues such as the need for equity and inclusion. Summarized, their concerns are:

- *Traffic Congestion and Operations* - described as an unruly mix of uses on narrow streets; traffic saturation in peak season; and the absence of a management plan.
- *Failing Infrastructure and Public Transit* - described as unsafe and deteriorating conditions in the public realm and unresponsive public transit.
- *Deficient Parking* - described as repeated circling in search of parking, aberrant parking behaviors, and ineffective enforcement.
- *Insufficient Funding and Capacity* - described as an inability to move forward.
- *Limited Vision* – described as slow progress in addressing the needs of core populations such as long term residents, seniors, the mobility challenged, pedestrians, and bicyclists.

When asked how to resolve these issues most Stakeholders cite the *Pell Bridge Ramp Re-Alignment Project* which, as envisioned in the 1997 Plan, they believe will enable:

- Peripheral intercept parking with visitors parking on-site and taking shuttles to their destinations; thereby reducing vehicle trips citywide, and
- Modern State arterials seamlessly connecting the north end to the rest of the city and optimizing the safety, circulation and flow of all modes of travel.

They also believe *Complete Streets Program*, *RIPTA Service Redesign, Parking Management, New Technologies,* and judicious *City Partnerships* with local residents and government agencies will make transportation improvements possible. The Stakeholders appear to have high expectations for the 2022 Plan; believing it will end the inertia of the past and address today's issues with reality-based solutions.

City of Newport Transportation Master Plan 2022
Stakeholder Engagement Report

TABLE OF CONTENTS

I. INTRODUCTION

In its preparation of the Newport Transportation Master Plan, the City determined key Stakeholders, representing a cross section of elected and appointed government officials and business, industry, education, health, human services, and transportation leaders, should be invited early in the process to express their opinions and perspectives on issues, priorities, and opportunities. The engagement, from May 10, 2021 to July 9, 2021, involved 20 Stakeholder interviews and one City staff meeting. The process for identifying candidates was collaborative. A representative from the Newport Department of Planning and Economic Development, the Rhode Island Department of Administration - Statewide Planning Division, and the Consultant selected candidates in six categories: City Governance, Special Transportation Needs, Transportation Advocacy, Business and Tourism, and Trucking and Freight. The selected Stakeholders are listed in Table 1.

City of Newport Transportation Master Plan 2022 Table 1: Selected Stakeholders	
City Governance	
1	Mayor, City Council Chair – Jeanne Marie Napolitano
2	City Council Vice Chair – Lynn Underwood Ceglie
3	At Large City Councilor – Jamie Bova
4	At Large City Councilor – Elizabeth Fuerte
5	1st Ward City Councilor – Angela McCalla
6	2nd Ward City Councilor – Charles M Holder
7	3rd Ward City Councilor – Kathryn E. Leonard
8	City Planning, Economic Development, Parking, and Public Services: ▪ Director, Planning and Economic Development – Trish Reynolds ▪ Planner, Planning and Economic Development – Peter Friedrichs ▪ Intern, Planning and Economic Development – Becky Trefethen ▪ Director, Public Services – Bill Riccio, PE ▪ Superintendent, Public Services, Parks, Grounds & Forestry – Scott Wheeler ▪ Public Services – Steven Bollett ▪ Public Services – Corey Dexter ▪ Parking Manager, Police – Pat Segerson ▪ Traffic Sergeant, Police – Michael Naylor
Special Transportation Interests	
9	Aquidneck Island Planning Commission – Allison McNally, Program Manager
10	Newport Housing Authority – Pauline Perkins-Moye, Program Manager
11	Naval Station Newport – Cornelia Mueller, Community Planning Liaison Officer
12	Newport Hospital – Crista Durand, President
13	Newport School District – Colleen Burns Jermain, Superintendent
14	Martin Luther King Community Center – Heather Hole Strout, Executive Director
Transportation Advocacy	
15	Newport Bicycle and Pedestrian Advisory Commission and Bike Newport – Bari Freeman,

	Member / Executive Director
16	Newport for All Ages – Mary Alice Smith, Coordinator
Business and Tourism	
17	Discover Newport – Evan Smith, Executive Director
18	Greater Newport Chamber of Commerce – Erin Donovan-Boyle, Executive Director
19	Newport Festivals Foundation – Kira Favro, Chief Operating Officer
20	Preservation Society of Newport – Trudy Coxe, Chief Executive Officer
Trucking and Freight	
21	Rhode Island Trucking Association: ▪ President and Chief Executive Officer – Chris Maxwell ▪ Centrex Distributors – John Clogher and David D'Onofrio ▪ United Parcel Service, RI Division – Steve Clarke ▪ United Parcel Service – Zachary Reay

Engagement Process. Each Stakeholder received an invitation from the Director of the City Department of Planning and Economic Development (Step 1). A copy of the invitation is provided in Report Appendix A-1, page 22. This was followed by communications from the Consultant who explained the interview process and requested an appointment (Step 2). The interview instrument, with 20 questions in six sections, was forwarded to the Stakeholder in advance of the appointment (Step 3). The instrument is shown in Report Appendix B-1, page 24. One hour appointments were conducted; 76 percent were virtual and 24 percent were on-site (Step 4). After interview, the Stakeholder received an electronic summary and encouraged to edit the text to ensure accuracy (Step 5). Once the draft with any Stakeholder adjustments was received, the Consultant incorporated the changes and forwarded a final summary to the Stakeholder (Step 6). After review, the Stakeholder provided written approval and sign off (Step 7).

City Staff Process. The process began with an invitation from the City Planning and Economic Development Director. A copy is shown in Report Appendix A-2, page 23. The one-hour session, moderated by the Consultant, was held in the Newport City Hall Council Chambers covering six interview questions from the instrument shown in Report Appendix B-2, page 27.

It should be noted:

- Summaries of each Stakeholder interview are provided in the separate Report Appendix D.
- When asked if their organizations provide transportation services, three Stakeholders responded affirmatively. Their services are described in the Martin Luther King Community Center, the Newport Hospital, and the Newport School District interview summaries in Report Appendix D, pages 50 -64.
- Due to the small sample size and questions prompting more than one response, absolute numbers rather than percentages were used for analysis. The Stakeholder comments are strikingly similar regardless of the question. For this reason, materially different responses expressed by less than the majority yet worthy of consideration are also listed in the tables.

- The names and descriptions of the roadways identified as deficient by Stakeholders are listed in Report Appendix C, page 28 along with related information such as flood-prone locations and recommended reference documents.
- Two members of the Newport Bicycle and Pedestrian Advisory Commission submitted written responses which supplemented the interview of the Commission's assigned representative. These are provided in Report Appendix D, pages 65 - 73.

II. STAKEHOLDER RESPONSES

This section has two parts. Section II.A summarizes the most critical issues and needs expressed by Stakeholders and how they should be addressed. It also summarizes what Stakeholders believe are the best and worse transportation services in the City. Section II.B offers Stakeholder thoughts on the role of State and local government and their organizations in addressing the transportation issues.

SECTION II.A: CRITICAL ISSUES AND NEEDS

Interview Part A. Awareness

A-1. Are you aware the City is preparing a 20-Year Transportation Master Plan? All of the respondents except one stated they were aware.

A-2. What, in your opinion, are the three most important issues to be addressed in the Plan? Most Stakeholders believe the important issues are a) congestion and traffic operations; b) deterioration of the pedestrian and bicycle infrastructure; c) outdated public transit services and d) the absence of alternative travel options.

City of Newport Transportation Master Plan 2022
Table 2: Most Important Issues to be Addressed in Plan

Most frequently cited responses	#	*Description*
Traffic Congestion, Operations, Circulation, Speeding and Enforcement	20	▪ High traffic volumes on limited capacity streets ▪ Incompatible mix of autos, trucks, bicycles, pedestrians, pedi-cabs, 2 - 3 wheel rentals, scooters, trolleys, and public buses on downtown streets ▪ Ineffective, uncoordinated State and City traffic control and calming policies and measures ▪ Sporadic City Police presence/enforcement for traffic management – throughout city ▪ Traffic infiltration within neighborhoods ▪ Uneven traffic flow due in part to uncoordinated signal timing
Public Realm Maintenance and Safety	14	▪ Poorly maintained, uneven, narrow, and obstructed sidewalks, walkways, and crosswalks ▪ Dysfunctional bicycle services and facilities ▪ Non-compliance with the Americans with Disabilities Act (ADA)
Local Bus Service and Alternative Mobility Options	11	▪ Difficulty connecting to regional transportation such as Amtrak ▪ Low frequency and limited RIPTA bus service ▪ Absence of mobility options for visitors and for residents that do not own cars
Parking Management	8	▪ Exorbitant private parking fees

		▪ Inadequate City Police enforcement of parking regulations ▪ Insufficient supply of parking spaces and designated spaces or zones for shared ride services, tour buses and truck deliveries
Pell Bridge Ramp Realignment Project	5	Anticipation that the project will: ▪ Connect North End to rest of city ▪ Enable space for horizontal and/or vertical parking facilities ▪ Influence how travelers enter and safely circulate to and through the North End ▪ Offer staging and parking for trucks ▪ Open opportunity for mixed use development
Other responses		
Best Practices	Absence of research on practices that may be applicable	
Communications	Absence of consistent City messaging on safety and the rules of the road	
Snow and Ice Removal	Sidewalks routinely blocked with little or no City maintenance or enforcement	

A-3. How should the City address these issues? Most Stakeholders believe the City should a) build peripheral parking facilities served by shuttles; b) strengthen traffic management and enforcement efforts; c) repair and modernize City infrastructure and services; and d) adopt a Complete Streets Ordinance and Program.

City of Newport Transportation Master Plan 2022 Table 3: How Should City Address Transportation Issues?		
Most Frequently Cited Responses	*#*	*Description*
Create Transportation Hub within Pell Bridge Ramp Realignment Area and within Other Areas of City	11	▪ Establish parking facility with coordinated shuttle services to and from downtown and other high demand locations ▪ Designate a truck staging location
Calm and Control Traffic	9	▪ Increase City Police monitoring of speeds and erratic traffic behavior ▪ Install lane delineators and speed bumps; physically alter streets; coordinate the timing of traffic signals
Modernize, Upgrade Active Transportation Facilities; Educate on Rules of the Road	8	▪ Designate pedestrian and bicycle emphasis or only streets in the downtown with amenities such as way-finding signage ▪ Launch City campaign on safety and the rules of the road ▪ Refresh/paint bicycle roadway markings; install

		instructive bike rules and route signage ▪ Upgrade pedestrian facilities in compliance with ADA ▪ When possible, include bike lane in every future street improvement project ▪ Where possible, fully separate bicycle traffic from automobile traffic ▪ Where possible, fully separate pedestrians from automobile traffic
Adopt Complete Streets Concepts; Ordinance	7	▪ Research complete streets best practices; apply successful policies and programs ▪ Research and deploy smart technologies such as Smart Park apps, EV stations, HAWK signalization, timed signalization, pedestrian actuated signalization
Frequently Cited Responses		
Overhaul Public Bus Service	6	Redesign RIPTA service with smaller vehicles, higher frequencies, and more stops at desired locations
Engage Community and Educate Traveling Public	6	▪ Dialogue with all City residents including the Hispanic community on future transportation objectives; incorporate their needs and priorities in policies and programs ▪ With neighborhoods and partners, launch City public transportation safety campaign with consistent messaging and on-line communications
Collaborate with State on Traffic Operations-Safety-Funding	4	▪ Coordinate traffic operations and safety efforts with State; define implementation steps and strategy ▪ Partner to achieve sustainable flow of Federal transportation funds
Other Responses		
▪ Add to City tax fees for purchase of snow blower and ice removal equipment		
▪ Consider Aquidneck Island Commuter Bus with stops at employment and peripheral parking sites		
▪ Consider bus system owned and operated by City or Aquidneck Island communities		
▪ Consider higher use of island railroad tracks [1]		

[1] Operational railroad tracks run north and south along the west shoreline of Aquidneck Island from Portsmouth to Newport, ending at America's Cup Avenue. The State-owned tracks are leased by the Newport & Narragansett Bay Railroad Company, formed in 2014 from the merger of the Newport Dinner Train and Old Colony & Newport Scenic Railway. While there are occasional freight operations, most activity is for seasonal dinner train excursions on the Newport and Middletown track sections. On the Portsmouth track section, seasonal pedal-powered rail bike tours are offered by a vendor, Rail Explorers. One element of the Pell Bridge Ramp Realignment Project is a "First Mile" bicycle shared-use path. Still in design and with funding pending, one possible alignment would run along a portion of track right-of-way from America's Cup Avenue-Farewell to the ramp area and then continue along Connell Highway to the Community College of Rhode Island.

▪ Consider island-wide north-south bike path
▪ Consider mixed development with job centers, workforce and affordable housing, retail services, and public transit connections
▪ Consider surplus Naval property for additional parking sites
▪ Sponsor City bike share program
▪ Develop freight strategy with designated ingress-egress, truck routes, staging areas, and parking locations
▪ Develop creative transportation strategies with architectural and infrastructure design concepts such as elevated or subterranean walkways; city circulation concepts such as intercept parking-shuttles; and alternative transportation concepts such as water transportation, tram system
▪ Eliminate block-long painted parking lines in downtown; delineate each parking space
▪ Meaningfully enforce snow and ice removal regulations
▪ Partner with Uber/Lyft for affordable, easy access shared ride services for residents
▪ Pronounce, through City ordinance and policy, transportation investment priorities
▪ Provide free bus passes for social and human service agency clients with a central locale for obtaining the passes
▪ Restrict vehicles, especially 2 and 3 wheelers, from the downtown

Interview Part B. Transportation Needs

B-1. What, in your opinion, are the City's three critical transportation needs? Why are they critical? Most Stakeholders believe the critical needs are a) responsive public bus service; b) modal diversity; c) designated downtown street use; and d) enforcement of the rules of the road.

City of Newport Transportation Master Plan 2022 Table 4: What are Critical Transportation Needs?		
Most frequently cited responses	*#*	*Description*
Responsive Public Transportation	8	Public transit vehicles too large, service too infrequent; routes do not go where residents go
More Travel Options	5	▪ Too much acceptance and tolerance of autos and diesel buses ▪ No or limited support for environmentally friendly options such as walking, biking, and shared transportation ▪ No or limited commute options for workers with jobs in the City but live outside of it
Enforcement and Education on Rules of the Road	4	▪ Inadequate, inconsistent City Police response to parking, speeding, traffic violations, vehicle intrusions in neighborhoods ▪ No or little public education on safety and road use rules

Incompatible Traffic Mix on Downtown Streets	4	Limited safety, protection, or amenities for pedestrians, bicyclists, and alternative mode users
Infrequent Ferry Service and Under Utilized Water Shuttles	3	▪ Limited operating hours of Newport-Providence ferry service ▪ Water shuttles operate at 25% capacity most of year; establish public-private partnership for higher use
Other responses:		
▪ Absence of direct, time-efficient public transportation connections to TF Green Airport, Amtrak stations (Kingston, Wickford) and Boston MBTA		
▪ Absence of pre-emptive strategy by City Leadership on transportation solutions		
▪ Limited City staffing and project management capability; high staff turnovers		
▪ Not enough Federal and State funding to invest and implement improvements		
▪ Outdated City ordinances, i.e. electric bicycle regulations		
▪ Underutilized Middletown Airport		
▪ Underutilized railroad tracks that could be used for people movement (See Footnote #1, page 8)		
▪ Urgent need for mixed use development with housing, employment, retail, human services, and public transit		
▪ Urgent need to calm traffic – test pilot programs and technologies		
▪ Urgent need to modernize, maintain public walkways and crosswalks; ADA compliance		

B-2. What, in your opinion, are the City's three critical transportation safety concerns? Why are they critical? Most Stakeholders believe the safety concerns are a) sidewalk and walkway obstructions and disrepair; b) incompatible mix of modes on narrow streets; c) disregard and/or lack of knowledge on rules-of-the-road; d) distracted walking and driving; and e) traffic infiltration through neighborhoods.

City of Newport Transportation Master Plan 2022
Table 5: What are Critical Transportation Safety Concerns?

Most Frequently Cited Responses	*#*	*Description*
Narrow Streets and Deteriorating Sidewalks	14	▪ Narrow streets carrying high volumes resulting in congestion and unsafe conditions ▪ Sidewalks and walkways in disrepair with impassable obstacles; forcing users into street ▪ Non-compliance with ADA regulations
Incompatible Mix of Modes – large transit and tour buses, pedi-cabs, scooters, bicycles, pedestrians, 2 and 3 wheel rentals, and automobiles of various sizes	7	Increasing mix of incompatible uses on City streets disrupting traffic flow; resulting in chaos in peak season; diminishing City's appeal
Bicycle Education	6	▪ Undisciplined bicycle behavior, i.e. running red lights; darting in and out of traffic

		▪ No or limited bicycle safety education program
Neighborhood Infiltration and Speeding	5	▪ Increasing number of vehicles and 2-wheelers on neighborhood streets ▪ Higher incidence of speeding and cutting through
Jay Walking and Distracted Driving	4	Increasing incidence of distracted driving and jaywalking in peak tourist season
Other responses		
▪ Aberrant parking behaviors, i.e. parking on sidewalks, blocking passage		
▪ Dimly lit pedestrian walk, crossing, and recreational areas		
▪ Lax City enforcement of hedge maintenance resulting in obstruction of sight lines		
▪ Limited or no traffic calming measures and coordinated traffic signals; confusing array of street signs; no speed detection cameras		
▪ No Emergency Medical Airlift Service		
▪ Random but severe traffic back-ups on State arterials caused by unexpected closures of Newport Navy Station Gates 1, 17, and 23		

B-3. What steps should the City take to resolve or address these issues? Most Stakeholders believe the City should a) immediately invest in transportation infrastructure, services, and technologies and b) develop strong partnerships to accomplish this objective.

City of Newport Transportation Master Plan 2022
Table 6: What Steps should the City take to Resolve or Address these Issues?

Most Frequently Cited Responses	*#*	*Description*
With State, Invest in Infrastructure and Technologies	16	▪ At Pell Bridge ramp area: — Provide coordinated and connected bicycle, pedestrian, public transit, and parking services — Install EV charging stations — Design safe connections and access for North End residents ▪ Develop Sidewalk Improvement Plan – identify priority locations for widened sidewalks; elevated crosswalks; well-lit crossings; narrower medians; and ADA compliance ▪ Install rapid flashing beacons at crosswalks ▪ Install variable or dynamic traffic message signage on State arterials serving Newport Naval Station gates ▪ Introduce Traffic App and Smart Park App that inform on traffic conditions and parking availability ▪ Work with National Grid for better public realm

		lighting
Establish Productive Partnerships with Federal and State, Police, and Transportation Providers	11	▪ Aggressively pursue Federal and State funding and grants for infrastructure investments, police enforcement, and public safety education ▪ Develop safety campaign with partners. Educate on rules of the road with billboards, signage, social media and visible reminders such as white bike memorials
Designate Use of Roadways and Physically Re-Engineer Roadways	4	▪ For traffic calming: • Install speed bumps, instructive signage, and warning lights • Modify street curvatures and alignments where appropriate ▪ Where appropriate, designate downtown streets as pedestrian and bicycle emphasis or only corridors with user amenities, i.e. way finding signage, pedi-cabs
Shared Transportation	3	▪ Forge public-private partnerships to increase frequency of water shuttles and ferry operations ▪ For visitors, provide shuttles at intercept locations ▪ For workers, consider Coastal Communities Commuter Bus and/or Workforce Shuttles to reduce worker auto trips
Other responses		
▪ Advocate for City Emergency Life Flight System		
▪ Conduct best practices research		
▪ Determine where vehicles should and should not be permitted, i.e. large trucks		
▪ Enact Complete Streets and Green Ordinances		
▪ Establish on-line City site for residents to report infrastructure maintenance issues		
▪ Install bike lane along all or a portion of railroad tracks (See Footnote #1, page 8)		
▪ Perform walk audits where seniors and human services target populations gather. Ensure areas have wide, well-lit sidewalks and close-by amenities such as bus stops and shelters		
▪ Reassess and strengthen City government operations including benefits of creating a traffic engineering division		
▪ Talk directly with local residents with special needs, i.e. motorized wheelchair users, seniors		

Interview Part C. Land Use and Growth

C-1. What, in your opinion, are the three most important land use, growth and development issues facing the City in the next 20 years? Why are these issues important? Most Stakeholders believe there is a rapidly diminishing supply of workforce housing and affordable housing resulting in resident and worker displacement.

City of Newport Transportation Master Plan 2022 Table 7: What are most Important Land Use, Growth, and Development Issues?		
Most frequently cited responses	*#*	*Description*
Availability of Affordable Housing, Workforce Housing, and Long-Term Rentals	10	▪ Supply of owner-occupied housing and long-term rentals overwhelmed by increasing number of short-term and BnB rentals ▪ Exorbitant housing prices and rental rates - out of reach for local residents, area workers
Innovative Land Use and Zoning Regulations	9	Absence of forward thinking zoning regulations that enable concentrated mix of housing, jobs, commercial services, recreation, and open space
Equitable Access to Transportation and Waterfront-Shoreline	5	▪ Need for community-oriented transportation services for residents – not just tourists ▪ More designated points of access at waterfront and along shoreline – for residents
Other responses		
▪ Economic resiliency strategies for capacity building and diversifying economy		
▪ Environmental resiliency programs to mitigate flooding		
▪ North End Development with community oriented transportation services and amenities		
▪ Partnership with RI Airport Corporation to study higher use of Middletown Airport		
▪ Preservation of City architectural, environmental, and aesthetic assets; better grooming and maintenance of City entry points		
▪ Staging area for trucks at bridge ramp development areas; identify ingress and egress		
▪ Traffic impact Analysis for new development such as hotels; consistent review of ingress, egress, capacity, and access management components		

C-2. What steps do you believe the City should take in resolving these issues? Most Stakeholders believe mixed use development will address many of their concerns. Given that the City is nearly fully developed, they believe mixed use should or will occur within the Pell Bridge Ramp Realignment project area.

City of Newport Transportation Master Plan 2022 Table 8: How to Resolve Land Use, Growth, and Development Issues?		
Most frequently cited responses	*#*	*Description*
Encourage Mixed Use Development with elements of Affordable Housing, Workforce Housing, Commercial Services, Jobs, and Public Transit	19	▪ Consider policy and tax strategies incentivizing long term home ownership, i.e. homestead exemptions, tax breaks and rebates ▪ Craft Community Benefits Agreement pledging equitable and sustainable growth that benefits all residents ▪ Envision Innovate Districts with concentrated high tech companies and jobs ▪ Link new development to frequent bus service

		▪ Monitor, control, and restrict BnBs, short term rentals, and hotels ▪ Offer a land development vision, plan and implementation strategy ▪ When implementing strategy, prioritize use of local business services and local tradesperson skills
Engage Residents and the Public	4	Seek consensus from residents on development strategies; utilize social media, radio and other forums for engaging public
Combined Sewer Outflow (CSO) projects and Flood Control Regulations	2	Continue progress
Recreational Open Space and Green Space Initiatives	2	Continue progress
Increase Waterfront, Shoreline Access	2	▪ Gain control of Navy surplus property for planning future access to the shoreline – for residents ▪ Require unobstructed public access points along waterfront ▪ Use eminent domain and zoning powers
Other responses		
▪ Conduct parking fee analysis; develop equitable fee structure		
▪ Consider higher use of Middletown Airport		
▪ Educate City Leadership and engage residents on urgency and benefits of sustainable and renewable energy and new technologies		
▪ Ensure traffic circulation strategies in North End Development Plan enable easy access to downtown		
▪ Expand City technology capacity, i.e. 5C broad band		
▪ Increase number of City gas stations (3) to more stations in neighborhoods thus reducing local trip making		
▪ Place moratorium on development of Grand Casino site – study all possibilities first		
▪ Redistribute public resources with less for police and public safety and more for quality of life issues		
▪ Stop being reactive; apply best practices; identify funding that supports solutions		
▪ Study utilization of railroad tracks (see Footnote #1 – page 8)		

Interview Part D. Transportation Services

D-1. What do you believe are the best transportation services offered by the City? Why?
Most Stakeholders believe none of the services have merit. Others appreciate the water shuttles, the RIPTA beach route, and off-season walking and biking.

City of Newport Transportation Master Plan 2022 Table 9: Best Transportation Services in the City of Newport?		
Most frequently cited responses	*#*	*Description*
None	5	None
Water Shuttles/Newport to Providence Ferry	4	Enjoyable alternative to driving but not unrealized year round potential
Biking and Walking	3	In off season, pleasant experience
Bus to Beach	3	"RIPTA #67 – Bellevue / Salve Regina University" – responsive to local needs and used by many
Other responses		
▪ Pedi-cabs, Zip Cars, Lyft, Uber, Trolley at Visitor's Center		
▪ RIPTA Flex Bus service		

D-2. What do you believe are the worst transportation services offered by the City? Why?
Most Stakeholders believe RIPTA trolley and bus service are the worse.

City of Newport Transportation Master Plan 2022 Table 10: Worst Transportation Services in the City of Newport?		
Most frequently cited responses	*#*	*Description*
RIPTA Trolley and Buses	8	▪ RIPTA not frequent; does not go where residents or visitors want to go; vehicles too large ▪ Too many diesel-belching tour buses
Sidewalks	4	In disrepair; safety hazards
Congested Roadways, Speeding	3	▪ In peak season, unchecked speeding through neighborhoods ▪ Traffic volumes exceed roadway carrying capacity resulting in congestion
Snow and Ice Removal	2	Lax City enforcement of regulations
Other Responses		
▪ Deficient City leadership and management; limited staffing, planning, prioritization, and testing of alternative methods and techniques; no or minimal use of management tools and data		
▪ Private scooters/novelty vehicle rentals – travel at same speed as automobiles – and contribute to mayhem, safety, air quality concerns		

SECTION II.B: ROLES

Interview Parts B-4 and C-3: What role do you believe other jurisdictions and the State have in resolving these (transportation, safety, land use and growth) issues? Most Stakeholders believe the State's role is to work with City Leadership to improve operations and safety and increase funding for transportation investments. Most believe the role of the island towns is to implement best practices where practicable.

City of Newport Transportation Master Plan 2022 Table 11: State and Other Jurisdictions' Role		
STATE ROLE		
Most frequently cited responses	*#*	*Description*
Collaborate and Facilitate	13	▪ Accelerate, increase stream of infrastructure investment and safety funds to Newport (given its contribution to the State economy) ▪ Assist with designing local access roadways through surplus Navy properties ▪ Assist with public safety messaging specific to Newport ▪ Collaborate with island towns on traffic and safety strategies for: — Pell Bridge ramp realignment area — State arterials and local roadways
Re-imagine RIPTA	4	▪ Conduct cost and efficiency analysis of RIPTA services; implement study recommendations ▪ Develop RIPTA small van shuttle system
Other responses		
▪ Address environmental impacts of traffic congestion; follow recommendations of the RI Transportation and Climate Initiative		
▪ Continue leadership in implementing State safety programs, i.e. DUI, texting, and driver education		
▪ Coordinate with RI Airport Corporation in assessing higher use of Middletown Airport		
▪ Forge relationships and educate State legislators on behalf of Newport needs		
▪ Lessen State-aid to communities that fall short of affordable housing mandates		
▪ Open Portsmouth State Police Barracks for reinforcement when needed for Newport traffic control		
JURISDICTIONS' ROLE (Middletown and Portsmouth)		
Most frequently cited response	*#*	*Description*
Collaborate on Best Practices	20	▪ Assist with traffic management solutions on State arterials – East Main (SR138) and West Main (SR114) – often congested in peak season ▪ Partner with Newport and State on parking management ▪ Study best practices of similar cities; adopt Complete Streets concepts such as widened sidewalks and more pedestrian crossings ▪ Think regionally
Other responses		
▪ Create satellite parking; step up parking enforcement (Middletown)		
▪ Develop continuous island bicycle path		

▪ No Role
▪ Not Sure
▪ Utilize rail road tracks

Interview Parts B-5 and C-4: What role do you believe your organization, agency or business has in resolving these (transportation, safety, and growth) issues, if any? Because they describe only their organization's role, Stakeholder responses vary however most believe partnership is essential.

City of Newport Transportation Master Plan 2022 Table 12: Organization's Role		
CITY COUNCIL ROLE		
Most frequently cited responses	*#*	*Description*
Partner and Collaborate	7	▪ Exercise leadership and political will ▪ Pursue grants and funding ▪ Work with all partners when addressing transportation - Federal, State (RIDOT, RIPTA, RITBA, RIAC), local towns, utilities, businesses, stakeholders, and residents
Update Transportation Regulations and Policies	5	▪ Update City transportation safety and investment policies and programs based on community feedback and priorities ▪ Update transportation ordinances where appropriate, i.e. electric bicycles
Other responses		
▪ Engage the public through meetings, focus groups and workshops		
▪ Hire consultants and lobbyists to help with messaging, funding, strategy		
STAKEHOLDER ROLE		
Most frequently cited responses	*#*	*Description*
Support and Promote City Transportation Agenda	9	▪ Advocate for and help design and implement transportation safety education programs ▪ Assist with: — Conducting data surveys and impact studies, — Obtaining funding to mitigate transportation impacts, — Program implementation, — Project prioritizations, — Providing and training volunteers, and — Reviewing best practices ▪ Oversee tour bus services to ensure proper operations that protect neighborhoods; terminate if not compliant

		▪ Promote alternative modes; discourage proliferation of vehicles; denounce unsafe roadway behavior
Partner and Participate	6	▪ Be involved in the discussion and the solution ▪ Listen, learn, and lead
Voice for the Client	4	▪ Keep clients informed, involved, and part of the process ▪ Serve as advocate for seniors and human services communities ▪ Report infrastructure maintenance and safety issues that impact clients
Other responses		
▪ Amenable to discussing new garage partnership with City		
▪ Invest in small passenger vans for clients and provide Uber/Lyft services for clients		
▪ Offer expertise on redevelopment and technology		
▪ Sponsor safety and rules-of-the-road education programs		
▪ Work with Land Trust, Tree Conservancy to protect and grow City green spaces		

SECTION III. CITY STAFF RESPONSES

This section is a summary of the responses from the June 16, 2021 meeting with nine (9) City staff responsible for economic development, planning, public services, and policing.

Interview Part A – Transportation Needs and Concerns.

A.1 – What in your opinion are the City's three critical transportation needs? Why are they critical? Most of the interviewed City staff believe parking and traffic congestion have reached a critical level.

City of Newport Transportation Master Plan 2022 Table 13: City Staff – Critical Transportation Needs		
Most frequently cited responses	*#*	*Description*
Parking Supply	7	▪ No or limited designated spots for RVs, tour buses, or Uber/Lyft ▪ Not enough parking supply to satisfy demand in peak season ▪ Out-of-towners ignore parking tickets ▪ When can't find parking spot, visitors block sidewalks and driveways with their cars
Traffic Congestion	2	▪ In peak season, traffic volumes high on narrow streets ▪ Friday through Sunday – congested conditions on Aquidneck Island north-south arterials
Other responses		

▪ Cliff Walk – Not well marked, no orientation for tourists; sometimes confusing for them
▪ Improperly maintained resident hedges obscure sight lines; difficult to enforce
▪ Safe pedestrian and bicycle travel difficult to achieve in downtown and neighborhoods
▪ Sidewalks obstructed with obstacles; users forced to walk in streets

A – Transportation Needs and Concerns

A.2 – What in your opinion are the City's three critical transportation safety concerns? Why are they critical? Most of the interviewed City staff believe disregard for the rules of the road and recent traffic – pedestrian fatalities are critical safety issues.

City of Newport Transportation Master Plan 2022 Table 14: City Staff – Critical Transportation Safety Concerns		
Most frequently cited responses	*#*	*Description*
Lack of Adherence to Rules of the Road	4	▪ Ignoring stop signs ▪ Speeding and cutting through neighborhoods ▪ Speeding at locations where there are pedestrian gatherings
Fatalities	2	▪ Pedestrian fatalities on Memorial Boulevard ▪ Traffic fatalities caused by tourists unfamiliar with street network
Other responses		
▪ Ocean Drive – narrow, no sidewalks, no breakdown lanes, distracted driving, roller bladers		
▪ Improperly maintained hedges obscure sight lines and street signs		
▪ Uber drivers using resident driveways as wait and turnaround areas; upsetting residents		

A.3 – What steps should the City take to resolve or address these issues? Most interviewed City staff believe smarter parking strategies and a higher level of public realm maintenance are necessary.

City of Newport Transportation Master Plan 2022 Table 15: City Staff – Steps City should take to Address Issues		
Most frequently cited responses	*#*	*Description*
Parking Management Strategies	5	▪ Designate shared ride pick-up/drop off locations , i.e. Lyft/Uber ▪ Develop parking management program with strategies by zone ▪ Establish intercept parking and loop shuttle system serving tourist sites, i.e. Cliff Walk, Fort Adams ▪ Introduce Parking App to inform public on available park locations
Infrastructure Maintenance and	4	▪ Improve public realm maintenance and upkeep

Enforcement	▪ Increase staff for zoning inspections, i.e. hedge maintenance violations ▪ Repaint/restore traffic lane markings on City streets ▪ Upgrade City pedestrian facilities
Other responses	
▪ In North End – resolve pedestrian and car conflicts through the traffic management plans of the Pell Bridge Ramp Realignment Project	

B – Transportation Roles and Responsibilities

B.1 – What role do you believe other municipalities and the State have in resolving these issues? City staff responses focused on parking, traffic control, and funding.

City of Newport Transportation Master Plan 2022
Table 16: City Staff – Role of Other Municipalities and State

MUNICIPALITIES ROLE		
Responses	*#*	*Description*
Parking - Shuttle Service	2	▪ Middletown: develop shuttle services for access to beaches and Newport tourist sites ▪ Wickford - North Kingstown: Consider partnership for shuttle service to and from Amtrak station
	STATE ROLE	
Traffic Control	1	Better manage traffic on State arterials
Partner - Funding	1	Continue funding City programs as done with Broadway Complete Streets and Safe Routes to School funding

B.2 – What role do you believe your department and/or division has in resolving these issues, if any? City staff responses varied based on their government responsibilities.

City of Newport Transportation Master Plan 2022
Table 17: City Staff – Role of Department / Division

Responses
▪ Assist with implementation of Open Space Master Plan; improve public connectivity and amenities
▪ Consider Traffic Impact Fee program with City Development Committee and City Planning Board
▪ Help with development of Transportation Master Plan
▪ Replace current piecemeal system of recording traffic complaints with official list
▪ Work with City Engineer to move trees out of sidewalk

City of Newport Transportation Master Plan 2022
Technical Memorandum: Stakeholder Engagement Report

Page

APPENDIX A-1: STAKEHOLDER INVITATION

Dear:

I am writing to inform you that the Transportation Master Plan is picking up speed. Please provide me with the name and contact information (phone and email) for your appointment to the Resident Advisory Committee by the second week of June, so that this group may begin meeting later in the month. The project website has gone live and will be translated into Spanish before being publicized next week. It will shortly be followed with a digital map for Newporters to submit their transportation concerns. In-person outreach will commence this summer.

As a part of the initial outreach, the consultants would like to interview each of the Councilors to get your perspectives on transportation in Newport in developing the Transportation Master Plan. These interviews are being led by Ms. Valerie J. Southern, a Newport County based professional transportation planner. Her work will inform the final document being prepared by Toole Design Group. Because your perspective is invaluable to the project team drafting the plan, I ask that you please accommodate the requested interview with Ms. Southern in the coming weeks, so that we may keep the project on schedule and develop a plan that is implementable and improves upon current conditions. In your interview, Ms. Southern will ask a series of pre-determined questions to obtain your perspective and opinion on current transportation issues and future opportunities. The session should take no longer than one hour and the appointment can be conducted via Zoom.

Ms. Southern will contact you to schedule an interview. She is additionally available via telephone at 401-560-7930 and email at valerie.southern@vjs-consultant.com.

Please do not hesitate to contact me with any questions or concerns as the development of the Transportation Master Plan proceeds.

Thank you,

Trish

Patricia Reynolds, MA Arch
Director
Planning and Economic Development
City of Newport
401 845 5450

APPENDIX A-2: CITY STAFF INVITATION

We are in the process of kicking off the city's Transportation Master Plan. In this initial phase, we are seeking input from city staff. It's really important that you take advantage of this one time opportunity to meet with the city's consultant, Valerie J. Southern. If you are unable to attend, it would be greatly appreciated if you could designate a representative.

This meeting will be held in person, in the Council Chambers. Please complete the doodle poll below with the times you are available, and feel free to contact either me or Peter Friedrichs with any questions.

Here's the link to the doodle:
https://doodle.com/poll/brk5de6uuh2a8qpc?utm_source=poll&utm_medium=link

We look forward to hearing what you have to say.

Trish

Patricia Reynolds, MA Arch
Director
Planning and Economic Development
City of Newport
401 845 5450

APPENDIX B-1: STAKEHOLDER INTERVIEW INSTRUMENT

Newport, Rhode Island Transportation Master Plan 2022
Stakeholder Interview

The City of Newport is preparing a 20-Year Transportation Master Plan that will provide a vision for its future transportation services and systems. It is very important that we know your opinions, perspectives and recommendations as the master plan is developed. We appreciate your time and interest in responding to the following questions.

A. Awareness

1. Are you aware the City is preparing a 20-Year Transportation Master Plan? __Yes __No
2. What, in your opinion, are the three most important issues to be addressed in the Plan? Please explain why they are important.

   Issue #1: _____

   Issue #2: _____

   Issue #3: _____
3. How should the City address these issues?

   Issue #1: _____

   Issue #2: _____

   Issue #3: _____

B. Transportation Needs

1. What, in your opinion, are the City's three critical transportation needs? Why are they critical?

   Need #1: _____

   Need #2: _____

   Need #3: _____
2. What, in your opinion, are the City's three critical transportation safety concerns? Why are they critical?

   Safety Concern #1: _____

   Safety Concern #2: _____

   Safety Concern #3: _____
3. What steps should the City take to resolve or address these issues?

   _____

   _____

   _____
4. What role do you believe other municipalities and the State have in resolving these issues?

   _____

   _____
5. What role do you believe your organization, agency or business has in resolving these issues, if any?

_____

_____

C. Land Use and Growth

1. What, in your opinion, are the three most important land use, growth and development issues facing the City in the next 20 years? Why are these issues important?

   Issue #1: _____

   Issue #2: _____

   Issue #3: _____

2. What steps do you believe the City should take in resolving these issues?

   _____

   _____

3. What role do you believe other jurisdictions and the State have in resolving these issues?

   _____

   _____

4. What role do you believe your organization, business or agency has in resolving these issues, if any?

   _____

   _____

D. Transportation Services

1. What do you believe are the best transportation services offered by the City? Why?

   _____

   _____

2. What do you believe are the worst transportation services offered by the City? Why?

   _____

   _____

E. For Providers of Transportation Services Only

1. What are the transportation services you provide? Please describe.

   _____

   _____

2. How are these services funded? Please identify funding sources and your FY20 budget.

Funding Source	Purpose	FY20 Budget

3. Who are the users of these services? How many do you serve annually?

User Type/Category	Numbers Annually

4. Do you plan to continue providing these services? ____ Yes ____ No

   Why or Why Not:

   _____

   _____

F. Information Collection

1. Are there documents and plans that you believe will assist this City transportation planning effort? Please identify their sources or provide.
2. Are there maps or graphics that you believe will assist this City transportation planning effort? Please identify their sources or provide.

Thank you for participating in this important survey.

APPENDIX B-2: CITY STAFF INTERVIEW INSTRUMENT

Newport, Rhode Island Transportation Master Plan 2022
Stakeholder Interview

The City of Newport is preparing a 20-Year Transportation Master Plan that will provide a vision for its future transportation services and systems. It is very important that we know your opinions, perspectives and recommendations as the master plan is developed. We appreciate your time and interest in responding to the following questions.

A. Transportation Needs and Concerns

1. What, in your opinion, are the City's three critical transportation needs? Why are they critical?

   Need #1: _____

   Need #2: _____

   Need #3: _____

2. What, in your opinion, are the City's three critical transportation safety concerns? Why are they critical?

   Safety Concern #1: _____

   Safety Concern #2: _____

   Safety Concern #3: _____

3. What steps should the City take to resolve or address these issues?

   _____

   _____

   _____

B. Transportation Roles and Responsibilities

1. What role do you believe other municipalities and the State have in resolving these issues?

   _____

   _____

   _____

   _____

2. What role do you believe your department and/or division has in resolving these issues, if any?

   _____

   _____

   _____

   _____

C. Information Collection: Are there documents, plans, maps, photographs or graphics that you believe will assist this City transportation planning effort? Please identify their sources or provide.

Thank you for participating in this important survey.

APPENDIX C: STAKEHOLDER LIST - DEFICIT LOCATIONS and SERVICES, PARTNERSHIP OPPORTUNITIES, AND RECOMMENDED DOCUMENTS

DEFICIT ROADWAYS		
1	Admiral Kalfbus Road	▪ Car and pedestrian conflicts ▪ No safe, protected pedestrian facilities ▪ When Navy Gate 1 randomly closes, traffic backs-up along roadway past Grand Casino site
2	America's Cup Avenue	▪ State roadway controlled by RIDOT ▪ Example of high mix of incompatible vehicle types ▪ At Farewell, need for pedestrian crossings with signals ▪ At Thames, in peak season, severe congestion and back-ups. Traffic Police support sporadic. ▪ At Thames, lane dividers were installed for controlled turns to Memorial Boulevard and Thames (east). They were removed but should be returned ▪ Pedestrian and bicycle travel difficult ▪ At Farmer's Market, traffic safety issues
3	Annandale Road	▪ Old, uneven sidewalks. Stakeholder recently slipped, fell. ▪ (Between America's Cup and Narragansett Avenue) Large trucks intrusive; cut through neighborhood. Community and City rethinking, seeking consensus on solution
4	Aquidneck Avenue	If have no car, difficult to access services on roadway - Department of Human Services, Newport Mental Health, Children and Families, YMCA, medical offices
5	Barney Street	Side street parallel to Touro Street – in poor condition and not designed to accommodate large vehicles, high volumes
6	Bedlow Avenue (between Broadway and Malbone Road)	Used as cut through after bridge ramps. Experiencing speeding. Request to City for speed bumps
7	Bellevue Avenue	▪ Wide. Good candidate for bicycle travel. If number of cars reduced, safe biking might be possible ▪ Across from Tennis Hall of Fame, difficult to see crossing pedestrians. City grant for sidewalk bump-out did not go through ▪ Signal ped cycle is five seconds. Inadequate for seniors, mobility challenged ▪ Corridor is example of roadway carrying high mix of incompatible vehicle types ▪ At Memorial Boulevard signal, in high season traffic backs up from Bellevue down Memorial to Thames. Signal does not allow right turn on red and pedestrians permitted to cross during right turn green cycle delaying those wanting to turn ▪ Large delivery trucks park or block limited street curb space ▪ Side streets running west to east from Bellevue Avenue through Eustis Avenue/ Catherine Street area - examples of narrow streets with narrow sidewalks making it difficult for the

		mobility challenged
8	Broadway	▪ Crosswalk at City Hall needs improvement ▪ Car and pedestrian conflicts ▪ Uneven sidewalks with obstructions forcing users into street ▪ Example of a corridor with high mix of incompatible vehicle types ▪ Large delivery trucks park on and in roadway ▪ Rapid Flashing Beacons needed at intersection with Powell Avenue
9	Bull Street	One way street with bicycles traveling fast in opposite direction
10	Burma Road	Good candidate for installing pathways for peds and bikes
11	Coddington Highway / JT Connell Highway	▪ State roadway controlled by RIDOT ▪ Provides access to Newport Naval Station gates and enables circulation without cutting through installation ▪ No or limited safe protected pedestrian facilities (JT Connell HW) ▪ Abrupt end of new bike lane unsafe ▪ State doing good job installing sidewalks along arterials and at rotary
12	Eustis Avenue	▪ Used as cut through to avoid Broadway ▪ At Memorial Boulevard, poor sight distance
13	Farewell Avenue	At America's Cup, need for pedestrian crossing with signal
14	Girard Avenue	Car and pedestrian conflicts
15	Hillside Avenue	▪ High incidence of traffic infiltration and speeding ▪ Roadway enables entry to Newport Housing Authority housing and school ▪ Public park and recreational areas dimly lit ▪ Traffic calming measures being installed/considered by City ▪ Walking and biking extremely unsafe
16	Kay Street	▪ Used as cut through to avoid Broadway ▪ (near Middletown line) Example of narrow street with narrow sidewalks making it difficult for mobility challenged
17	Malbone Road	High incidence of traffic infiltration and speeding
18	Marlborough Street	At Thames and Farewell – dangerous intersection for pedestrian crossing
19	Memorial Boulevard	▪ State roadway controlled by RIDOT ▪ Has pedestrian fatality history ▪ Pedestrian crossings hazardous ▪ Consider speed bumps. ▪ After 6 years, crosswalks with signals are being installed ▪ At Bellevue Avenue signal, in high season traffic backs up from Bellevue down Memorial to Thames. Signal does not allow right turn on red and pedestrians permitted to cross in right turn green cycle delaying those wanting to turn. ▪ At intersection with Aquidneck Avenue/Paradise Avenue, RIDOT improvements made area safer for pedestrians but also resulted in "breath taking" traffic back ups

		▪ At Easton's Beach and Cliff Walk entry – speeding where pedestrians/tourists gather in groups ▪ At Eustis Avenue, poor sight distance ▪ #1 location for vehicles leaving the road ▪ Pedestrian and bicycle travel difficult but pleased to see lit crosswalk on way to 1st Beach ▪ At 1st Beach, issues with parked cars pulling out in front of bikes ▪ Restriping from two lanes to one is good (an improvement) ▪ New bike lane markings by 1st Beach work well
20	Ocean Drive	Narrow, no sidewalks, no breakdown lanes, distracted driving, roller bladers
21	Popular Street	At Farewell – dangerous intersection for pedestrian crossing
22	Powell Avenue	Public park and recreational areas dimly lit
23	Railroad Tracks from Narragansett Boulevard in Portsmouth to America's Cup Avenue in Newport	▪ People mover opportunity and opportunity to install bike path parallel to alignment ▪ Residents walk along tracks at night – unsafe behavior ▪ See Footnote #1 – page 8
24	Rhode Island Avenue	High incidence of traffic infiltration and speeding
25	Thames Street	▪ Bicyclists travel wrong way on one-way street; don't stop at lights or stop signs ▪ Example of narrow street with narrow sidewalks; difficult for able-bodied and mobility challenged ▪ Example of high mix of incompatible vehicle types ▪ East end – example of parking white line running length of block; no delineation of individual parking spaces ▪ At America's Cup Avenue, lane dividers once installed for turns to Memorial Boulevard and Thames (east). They were removed but should be returned. ▪ At America's Cup Avenue, in peak season, severe congestion and back- ups. Traffic cop support sporadic. ▪ Large delivery trucks idling in roadway block street curb parking
26	Van Zandt Avenue	Bicyclists crossing at Farewell require motorists to move closer to signal to trigger pavement pressure sensor and change traffic light
27	Warner Street	Example of narrow street with narrow sidewalks making it difficult for mobility challenged
28	West Main Road (SR114)	▪ State roadway controlled by RIDOT ▪ Provides access to Newport Naval Station gates and enables circulation without cutting through installation ▪ Highly congested with vehicles in peak periods ▪ When Navy Gates 17 and 23 randomly closed due to security breach, unexpected and severe traffic back-ups ▪ Newport Navy Station anticipating more tenants in immediate future; need to increase capacity and better manage roadway operations now ▪ Flooding mitigation at Pell School

		▪ Difficult car and pedestrian interactions
29	Wheatland Boulevard	▪ Cars park on sidewalks making use impossible ▪ Little or no sidewalk ice and snow removal
TRANSIT		
1	Rogers High School	No RIPTA bus service to the school
2	Salve Regina University free shuttle service	An example of shuttle service that could be considered by City
PARKING		
1	Downtown Mooring Parking Lot	Exorbitant fees
2	Newport Hospital Visitor Parking Lot	Filled during week and weekends with visitor and resident parking
FLOOD LOCATIONS		
1	Bliss Road	High incidence of flooding
2	Dexter Street	High incidence of flooding at Pell School
3	Wellington Avenue	Flooding at and around Spencer Park
4	First Beach	Flooding around beach
5	3rd Street	Flooding on northern end of street and in Point area
6	Downtown Area	Flooding "a few years ago" – could not drive in downtown
PARTNERS FOR SAFETY MESSAGING		
1	Discover Newport; Festivals	Transportation safety and bicycle safety messaging
2	Bike Newport	Stop-Look-Wave campaign
OTHER		
1	Waterfront, West Main Road, Broadway, Atlantic Beach District and Defense Highway area - Middletown	Commercial Districts negatively impacted by traffic
2	Ambulance Services and Medical Airlift Services	▪ State has begun consolidating ambulance services; negatively impacting Newport Hospital ▪ No helipad for emergency air transport. Newport Hospital uses Kay Street field – but not time efficient

RECOMMENDED DOCUMENTS		
	Title	**Where to Find**
1	2020 Rhode Island Healthy Aging Community Profile –Newport, Tufts Health Care Foundation	Newport Department of Planning and Economic Development
2	Age-Friendliness and the Newport Comprehensive Land Use Plan, Maureen Maigre	
3	Bike Mobility Plan	
4	Crosswalk Surveys performed by the Newport Bicycle and Pedestrian Advisory Commission	
5	Final Report of Focus Group Study: Toward an Age-Friendly Newport, Newport Partnership for Families	
6	Health Equity Zone Maps	
7	Maps of prioritized bike routes based on the RI Bicycle Mobility Plan and surveys of local bicyclists	

8	Newport Comprehensive Land Use Plan	
9	*Newport Waves* – road safety campaign	
10	North End Urban Plan	
11	Open Space Plan	
12	Path to Progress Survey and Executive Summary	
13	RIPTA #67: Bellevue/Salve Regina University route schedule	
14	The Newport, Rhode Island AARP Survey of Adults Aged 45 and Over, Newport Partnership for Families, 2020 and Executive Summary	
15	1997 Foundation for Newport Plan, Bill Warner, Tom Todd, Jim Gaffney	▪ Newport Planning and Economic Development ▪ Frank Ray, Attorney
16	City of Saratoga Springs, New York: 2016 Complete Streets Plan, Chapter 3 - Designated Bicycle Network and Program	https://www.saratoga-springs.org/2260/Complete-Streets-Plan
17	Newport School District: Student Location Maps	Newport School District
18	Rhode Island 2020 Bicycle Mobility Plan	http://planri.com/documents.asp
19	▪ West Side Master Plan, 2005 ▪ West Side Master Plan Summit 2019	Aquidneck Island Planning Commission

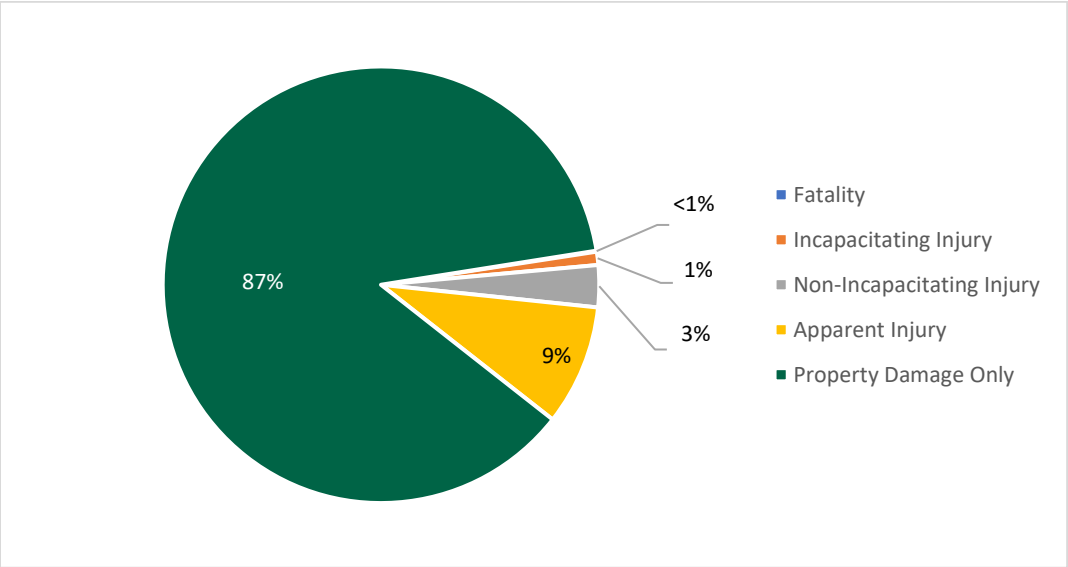
TOOLE DESIGN

APPENDIX C SAFETY ANALYSIS

SAFETY

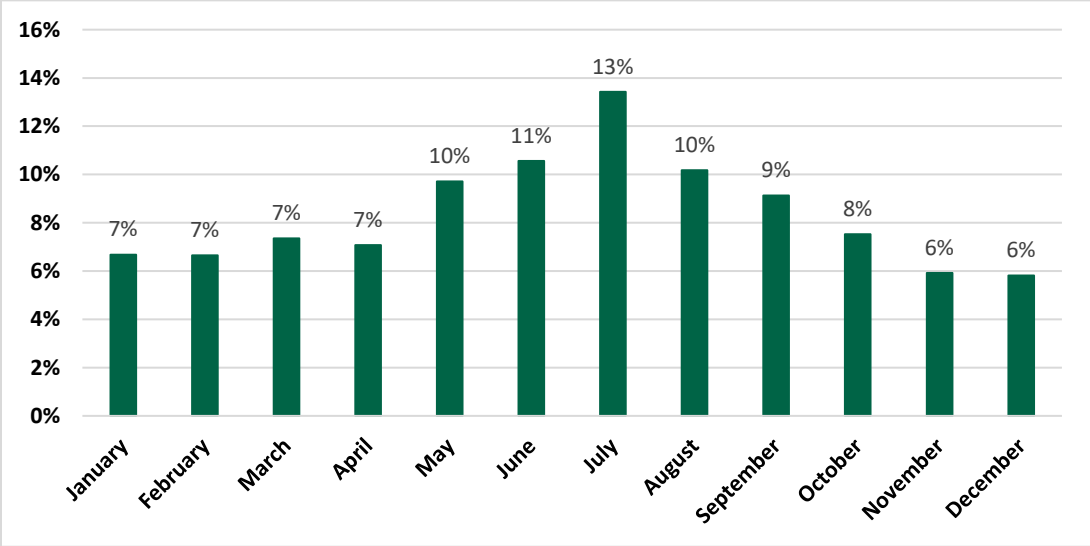
To identify existing safety issues in Newport, crash data for the most recently available 5-year period (2016-2020) was reviewed and evaluated. The crash records show that the total number of crashes has steadily decreased from 2017 to 2020. In that time, eighty-seven percent (87%) of crashes resulted in property damage only and three crashes resulted in fatalities.

Figure 4: Crash Severity



Due to the increase in traffic in Newport during the summer, June and July were the months in which the highest number of crashes occurred.

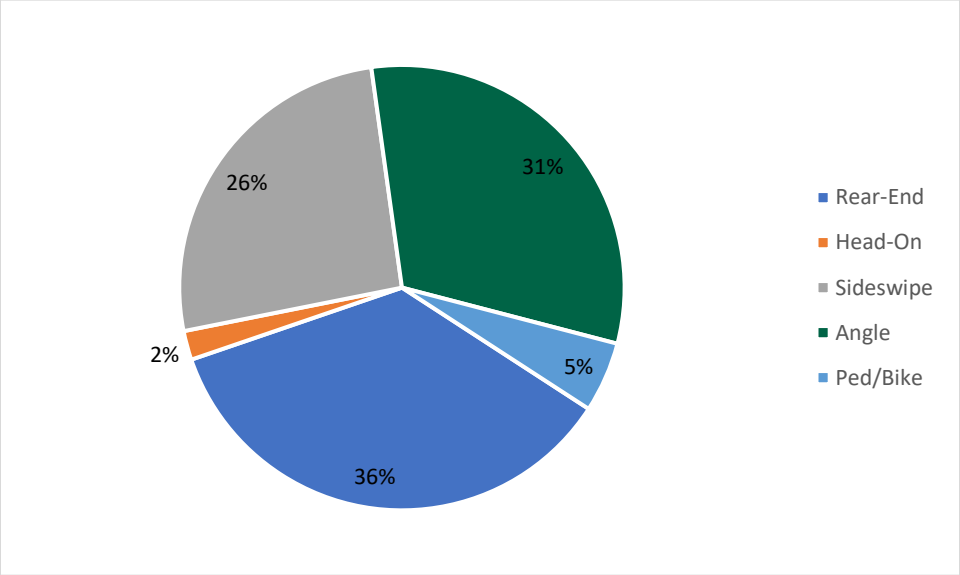
Figure 5: Crash Month of Year



Most crashes occurred during daylight with clear weather and dry pavement, indicating that street lighting and drainage are unlikely to be significant factors. Two to five crashes per year involved impaired drivers, however crashes involving distracted drivers has decreased consistently from 50 crashes in 2016 and 24

crashes in 2020. This reduction corresponds to a statewide campaign by RIDOT to reduce distracted driving, which may be paying dividends. The number of crashes involving pedestrians or bicycles has also steadily decreased from 2016 to 2020. In 2016, 20 crashes involved bicycles and 18 crashes involved pedestrians. In 2020, 5 crashes involved bicycles and 10 crashes involved pedestrians. While COVID may be a factor in the reduction of crashes in recent years, the downward trend appears in 2019, before restrictions were in place.

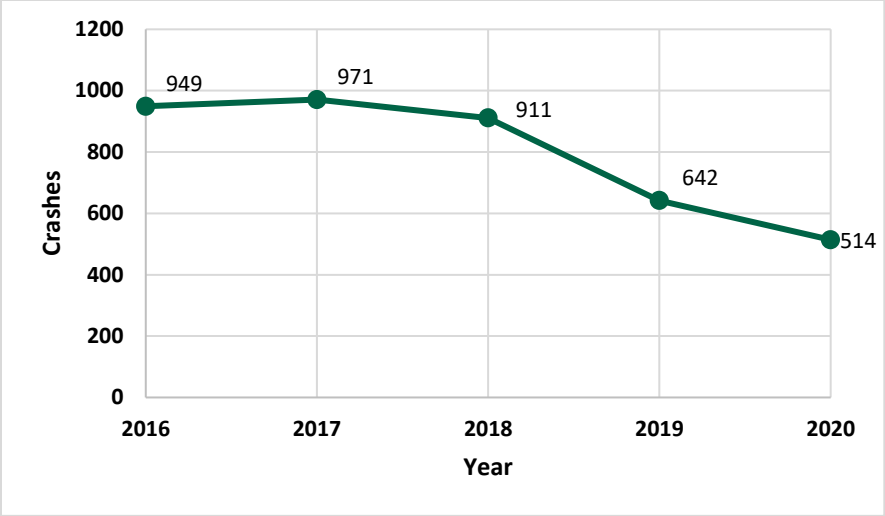
Figure 8: Manner of Collision



Corridors with the highest densities of crash locations were Broadway, Thames Street, and Spring Street. Crashes involving pedestrians and bicycles were most common on Broadway, Thames Street, Spring Street, and Memorial Boulevard. In general, most of the crashes occur during off-peak times when the vehicles on the road are less likely to be commuter trips and more likely to be drivers who are less familiar with the roadway network.

As shown in Figure 1, the total number of crashes increased slightly between the years of 2016 and 2017 and has steadily decreased since. The most significant decrease in crashes (30%) occurred between 2018 and 2019, which coincides with a statewide decrease during that period. As expected due to lower traffic volumes resulting from the COVID-19 pandemic, a large decrease in crashes (20%) occurred between 2019 and 2020. This section discusses the crashes that occurred during the study period in detail. Crash details are also shown in Figures 3 through 15 at the end of this section.

Figure 1: Total Crashes Per Year



Crash Severity

Crash severity is determined based on the most serious injury resulting from the crash. Each crash is assigned classified as resulting in either fatality, incapacitating injury, non-incapacitating injury, apparent injury, or property damage only (no injury). From 2016 to 2020, 87% of all crashes resulted in property damage only. Nine percent of crashes resulted in apparent injuries, 3% resulted in non-incapacitating injuries, and 1% resulted in incapacitating injuries. Three crashes resulted in fatalities. One of the fatal crashes involving a pedestrian occurred in February 2017 at the intersection of Broadway and Caleb Earl Street, when a vehicle struck a pedestrian in the crosswalk. Safety improvements have been implemented at this location in the interim, including the introduction of a high-visibility crossing. The second fatal crash occurred on Girard Ave near the Met High School in September 2017. The third fatal crash occurred near the intersection of Brenton Road and Wickham Road in December 2020 when a driver struck a stationary object off the road.

Figure 4: Crash Severity

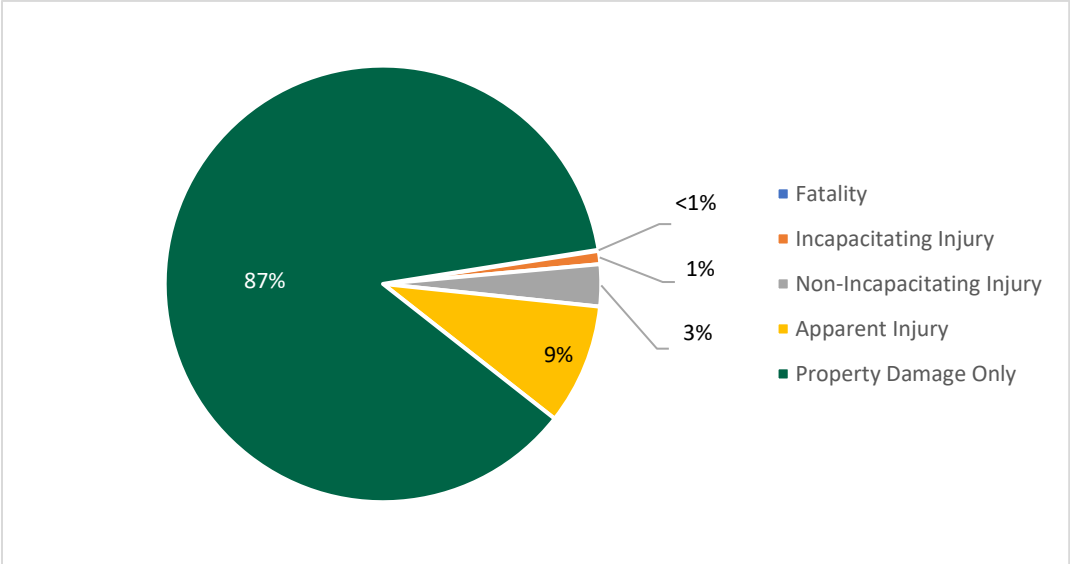
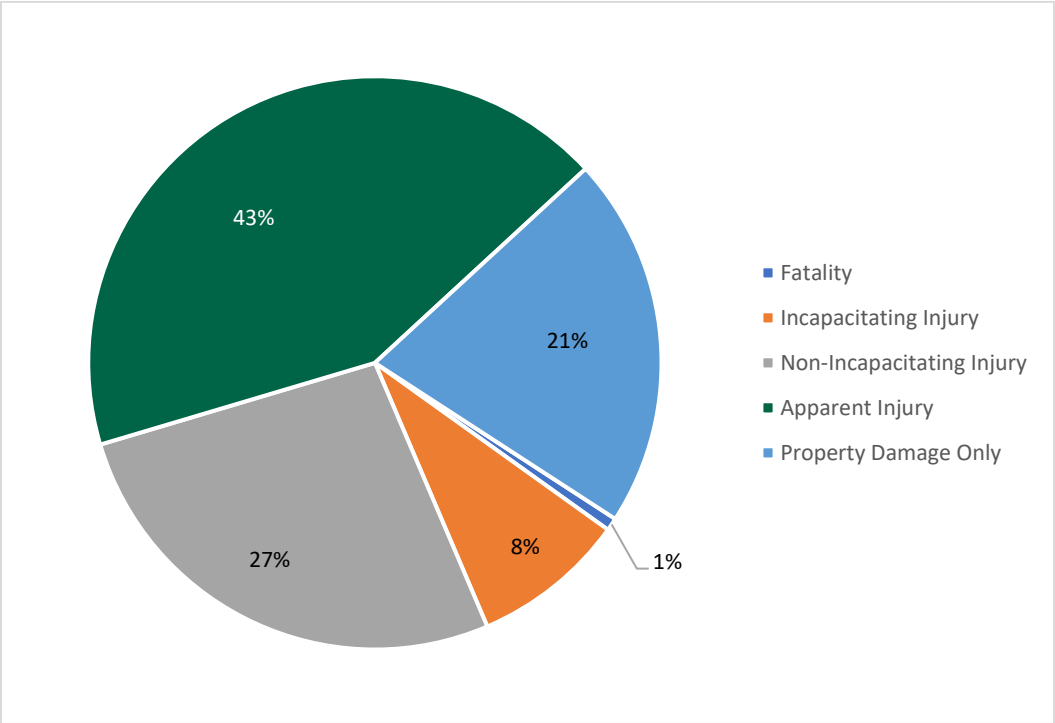


Figure 15: Severity of Pedestrian and Bicycle Crashes



Crash Occurrence

Month of Year

Traffic volumes in Newport are significantly higher during summer months; therefore, more crashes are expected to occur during that time. Tourists visiting Newport during the summer are less familiar with the roads, which makes them more susceptible to being involved in crashes. Forty-four percent (44%) of all crashes occurred during the months of May through August. The month during which the highest percentage of crashes (13%) occurred was July. Eleven percent (11%) of crashes occurred in June and ten percent (10%) occurred in both May and August.

Day of Week

The days of the week on which the highest percentage of crashes (16%) occurred were Friday and Saturday. Fourteen percent (14%) of crashes occurred on Tuesday, Wednesday, and Thursday. Thirteen percent (13%) of crashes occurred on both Sunday and Monday. The relatively even distribution of crashes demonstrates that day of week is not a large factor in the occurrence of crashes, however the higher crash rates on Friday and Saturday are less likely to be commuter trips and correlates with higher crashes during the summer months when drivers are less familiar with the roads.

Time of Day

The highest percentage of crashes (17%) occurred between 2:00 PM and 4:00 PM. Nine percent of crashes occurred during the morning peak period of 7:00 AM to 9:00 AM. Fourteen percent of crashes occurred during the evening peak period of 4:00 PM to 6:00 PM. The lowest percentage of crashes (1%) occurred between 4:00 AM and 6:00 PM. The high volume of crashes occurring at off-peak times is consistent with the previous findings that these are not traditional commuter trips.

Crash Characteristics

Manner of Collision

The manner of collision for each crash was identified. Thirty-six percent (36%) of all crashes were rear-ends, 31% were angle crashes, 26% were sideswipes, 5% involved bicycles or pedestrians, and 2% were head-on crashes. Rear-end and angle crashes typically occur at intersections and driveways. Sideswipe crashes generally occur on roadway corridors. Rear-end crashes can occur when vehicles make unexpected stops and could be a function of drivers that are not accustomed to the roadway network. Sideswipes can also be caused by last-minute lane changes for similar situations.

Roadway Functional Classification

The functional classification of the roadway upon which each crash occurred was documented. Thirty-nine (37%) of all crashes occurred on principal arterials, while 42% of crashes resulting in injuries or fatalities occurred on principal arterials. Despite making up most of the roadway network, local roadways accounted for just 14% of all crashes and 11% of crashes resulting in injuries or fatalities. This demonstrates that crashes are more likely to occur on arterials, where traffic speeds and volumes are generally higher. Additionally, crashes on arterials are more likely to result in injuries. Drivers on local roads are also more likely to be familiar with the area.

Lighting Condition

The majority of crashes (74%) occurred during daylight conditions. Seventeen percent (18%) occurred during dark conditions where street lighting was present. Four percent (4%) occurred during unlit conditions and 4% of crashes occurred during either dawn or dusk. This demonstrates that darkness is not a major contributing factor in the occurrence of crashes.

Weather Condition

Most crashes (80%) occurred during clear conditions. Nine percent (9%) of crashes occurred during cloudy conditions and 8% occurred during rain. The remaining crashes occurred during snow, sleet, or fog. This indicates that weather condition and drainage is not a major contributing factor to crashes.

Road Surface Condition

Most crashes (84%) occurred on dry pavement and 13% of crashes occurred on wet pavement. Three percent (3%) of crashes occurred with snow, slush, ice, or frost on the pavement. Pavement condition does not appear to be a large contributing factor to crashes.

Driver Contributing Factors

Impaired Driving

The State of Rhode Island ranks in the top third of states with the highest percentage of fatalities involving impaired drivers. In recent years, the Rhode Island Department of Transportation (RIDOT) has taken steps to discourage impaired driving through a series of statewide advertising campaigns. Five alcohol-related crashes occurred in Newport in 2016, 2 in 2017, 4 in 2018, 3 in 2019, and 4 in 2020. This shows that alcohol-related crashes have remained steady and not significantly increased or decreased from 2016 to 2020.

Distracted Driving

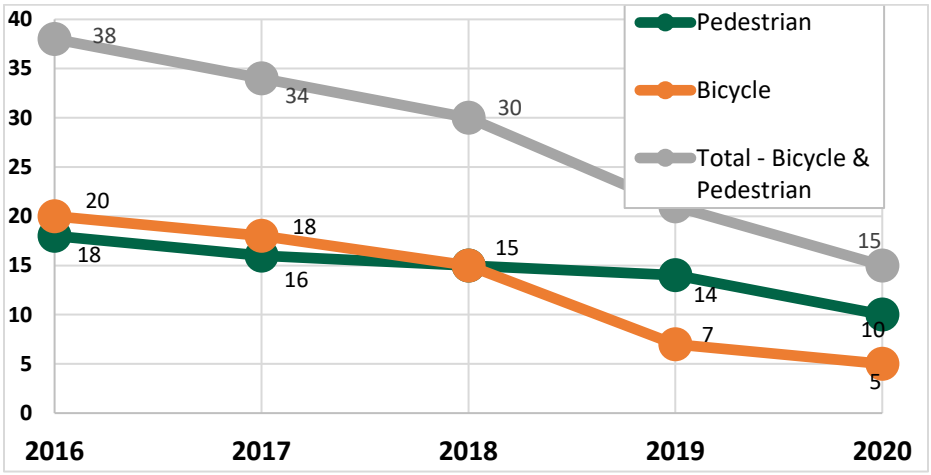
Distracted driving is another safety issue that RIDOT has been working to address in recent years. Distracted drivers were involved in 50 crashes in 2016, 39 in 2017, 47 in 2018, 24 in 2019, and 24 in 2020. This shows that distracted driving resulting in crashes has decreased consistently.

Pedestrian and Bicycle Crashes

Pedestrians and bicyclists are the most vulnerable road users and are the most likely to be injured in a crash. Only 21% of crashes involving bicycles or pedestrians did not result in injuries, whereas 87% of all crashes did not result in injuries. Eight percent of crashes involving bicycles or pedestrians resulted in incapacitating injuries; less than 1% of all crashes led to incapacitating injuries. Forty-three percent (43%) of crashes resulted in apparent injuries and 27% resulted in non-incapacitating injuries. One crash in February 2017 resulted in a pedestrian fatality at the intersection of Broadway and Caleb Earl Street.

The number of crashes involving pedestrians or bicycles has steadily decreased from 2016 to 2020. In 2016, 20 crashes involved bicycles and 18 crashes involved pedestrians. In 2020, 5 crashes involved bicycles and 10 crashes involved pedestrians. This may indicate a growing awareness of pedestrian and bicycle facilities and need to share the roadway. As seen in Figure 2, the crash reduction begins prior to 2020 and does not appear to be a result of COVID restrictions.

Figure 2: Crashes Involving Pedestrians or Bicycles per Year



Crash Locations

High Crash Locations

Table 1 shows the intersections that were found to have experienced the highest number of crashes between the years of 2016 and 2020:

Table 1: High Crash Locations

Intersection	2016	2017	2018	2019	2020	Average
Coddington Highway at Maple Ave.	9	8	14	7	2	**8**
JT Connell Highway at Rotary (north)	20	7	9	2	2	**8**
Admiral Kalbfus Rd. at Rotary (east)	14	17	6	0	2	**8**
Farwell Street at Americas Cup	12	13	15	2	5	**7**
Bellevue Ave. at Memorial Blvd.	15	13	15	7	7	**11**
Bellevue Ave. at Casino Ter.	9	12	6	10	4	**8**

As shown, the high crash locations include Coddington Highway at Maple Avenue, JT Connell Highway at the northern leg of the rotary, Admiral Kalbfus Road to the eastern leg of the rotary, Farwell Street at Americas Cup, Bellevue Avenue at Memorial Boulevard and Bellevue Avenue at Casino Terrace.

Intersection	Type	Posted Speed
Coddington Highway at Maple Ave.	Unsignalized	25
JT Connell Highway at Rotary (north)		
Admiral Kalbfus Rd. at Rotary (east)		
Farwell Street at Americas Cup		
Bellevue Ave. at Memorial Blvd.		
Bellevue Ave. at Casino Ter.		

Crash Mapping

Crash data for the study period of 2016-2020 was compiled into a series of maps, which are included at the end of this section:

- Map 1: All crashes
- Map 2: Heat map of all crashes
- Map 3: Crashes in downtown Newport
- Map 4: Crashes that resulted in injury or fatality
- Map 5: Crashes involving pedestrians or bicycles

The maps show that corridors with the highest densities of crash locations were Broadway, Thames Street, and Spring Street. Crashes resulting in injuries or fatalities were prevalent on these roadways as well as Bellevue Avenue from Kay Street to Bowery Street. Crashes involving pedestrians and bicycles were most common on Broadway, Thames Street, Spring Street, and Memorial Boulevard.

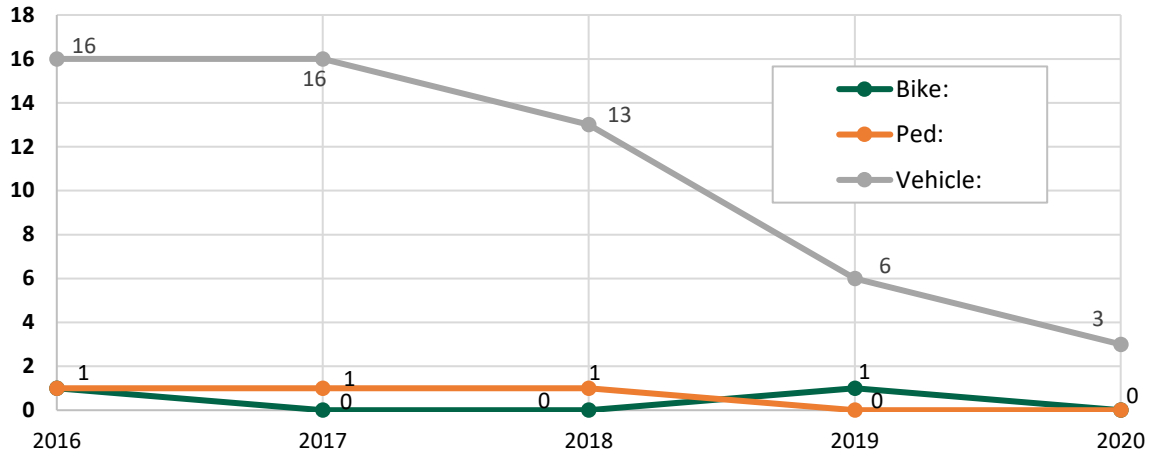
Broadway Safety Improvement Project

A streetscape and safety improvement project on Broadway was completed in 2018. Safety and traffic calming improvements included:

- Roadway narrowing to create wider sidewalks
- Converting two-way traffic to one-way
- Curb extensions paired with decorative paver raised crosswalks
- Cohesive and conspicuous signage, and pedestrian scale decorative lighting

The project also improved placemaking by providing an array of different sidewalk amenities such as parklets, benches, outdoor seating areas, public transit shelters, and bicycle infrastructure. Figure 2 shows the number of crashes that occurred on Broadway between Friendship Street and Bliss Road from 2016 to 2020.

Figure 3: Crashes on Broadway Between Friendship Street and Bliss Road



As seen in the figure, vehicle crashes after 2017 decrease from 16 in 2016 and 2017 to 13 in 2018. The following years, after construction is completed, the vehicle crashes drop to six (6) in 2019 and three (3) in 2020. There were no bicycle or pedestrian crashes recorded in 2020. This decrease in crashes indicates that the roadway improvement project had a positive effect on safety.

Figure 4: Crash Severity

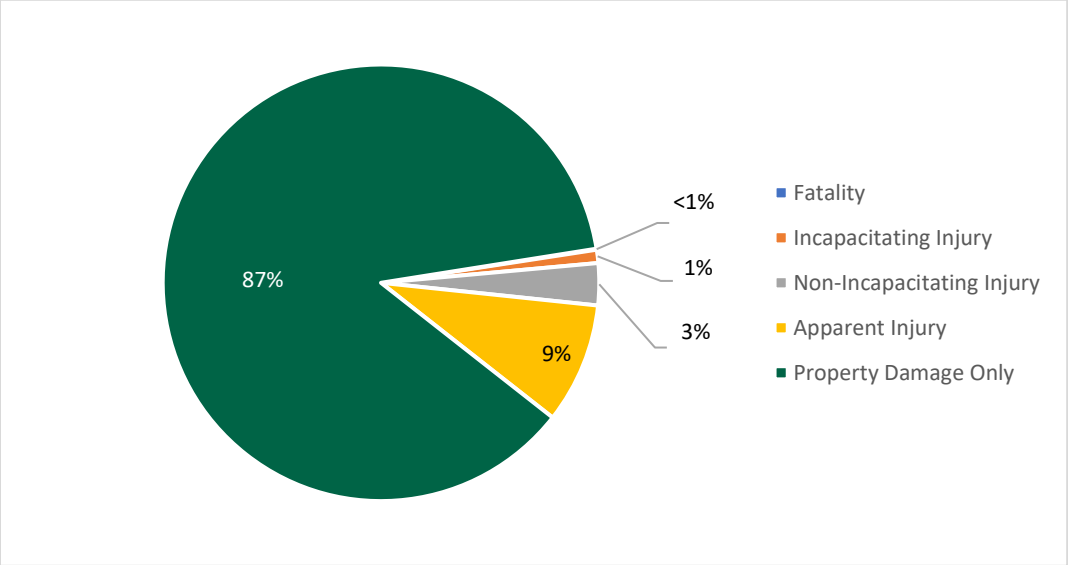


Figure 5: Crash Month of Year

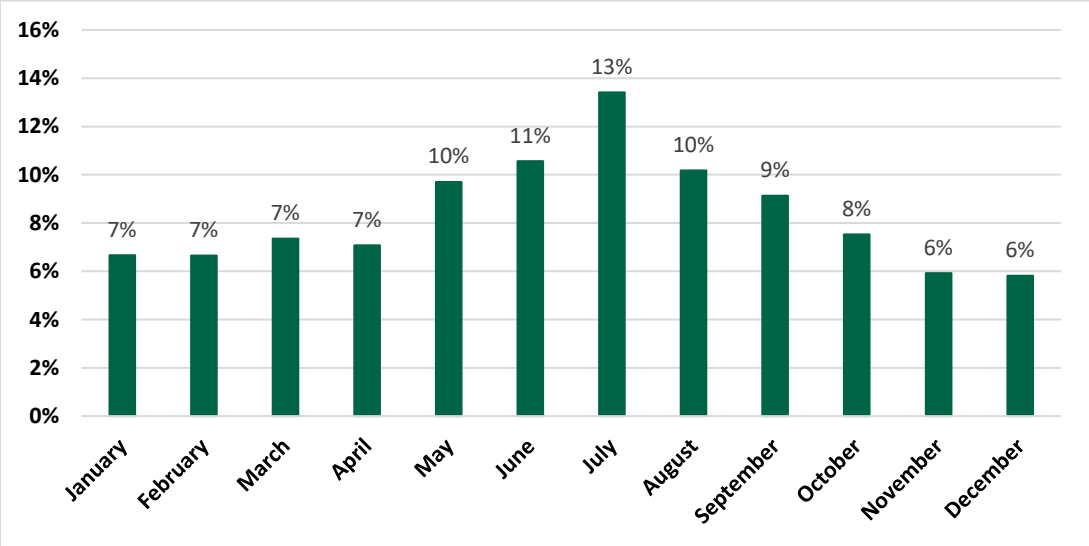


Figure 6: Crash Day of Week

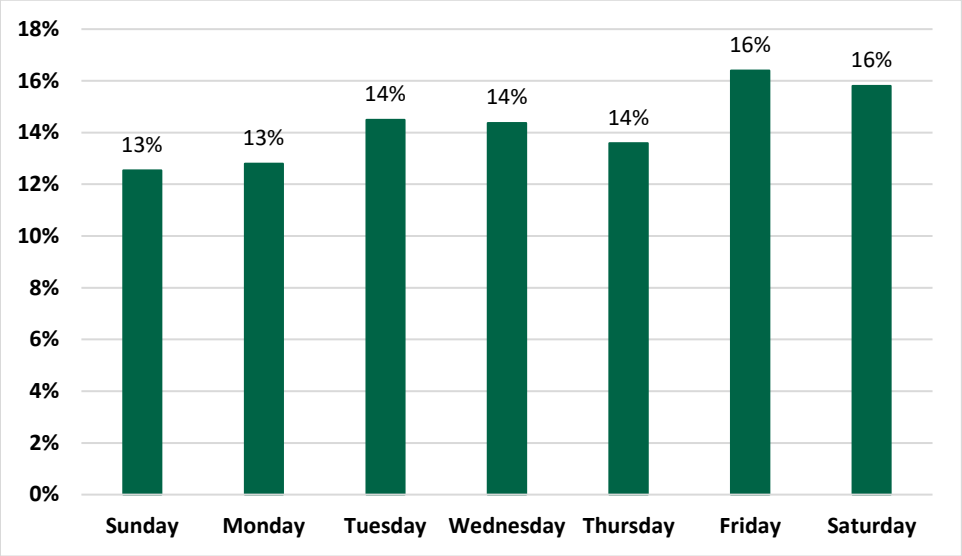


Figure 7: Time of Day of Crashes from 2016-2020

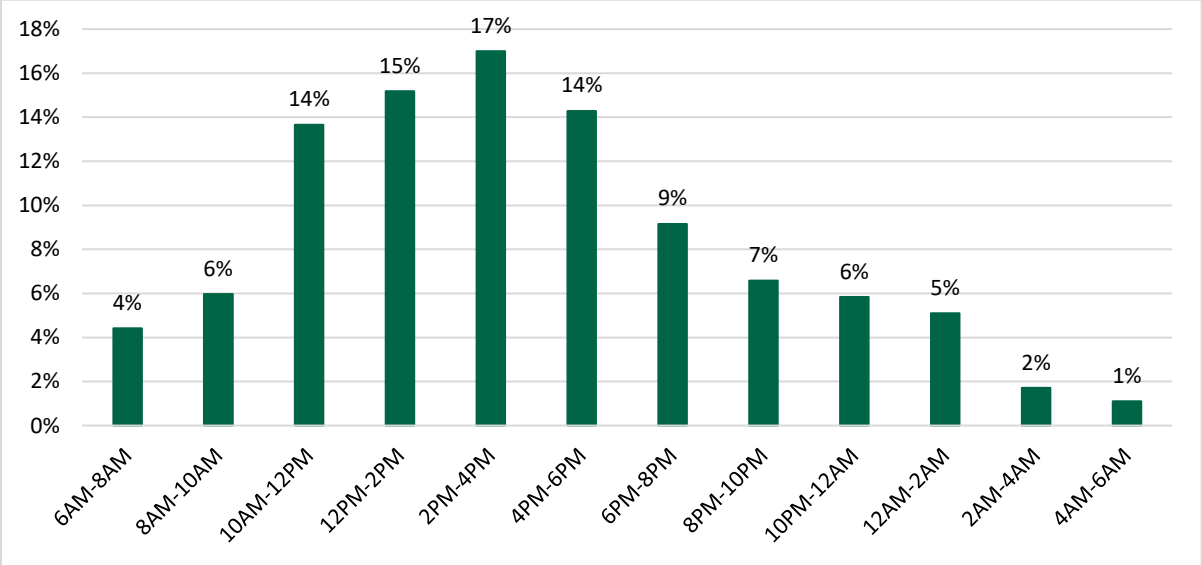


Figure 8: Manner of Collision

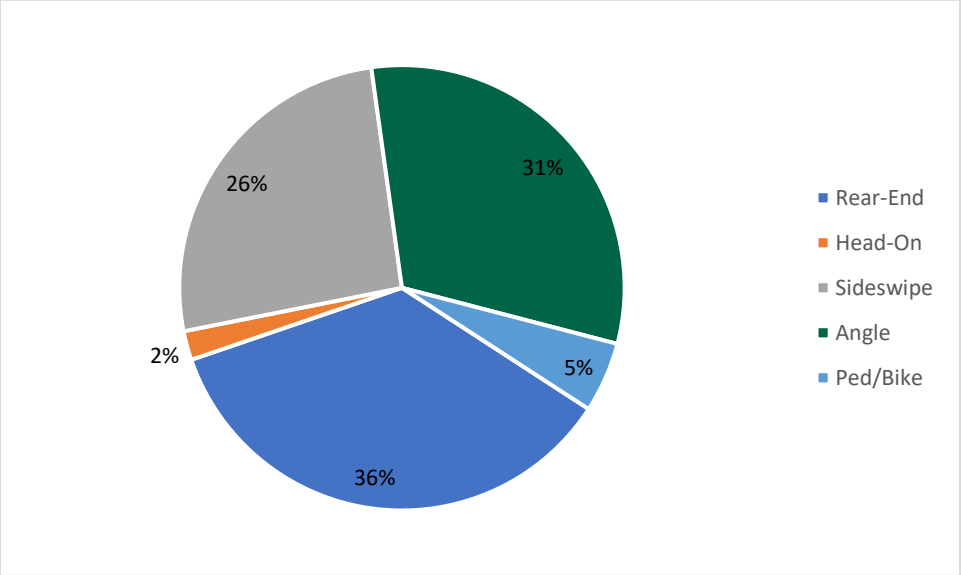


Figure 9: Roadway Functional Classification

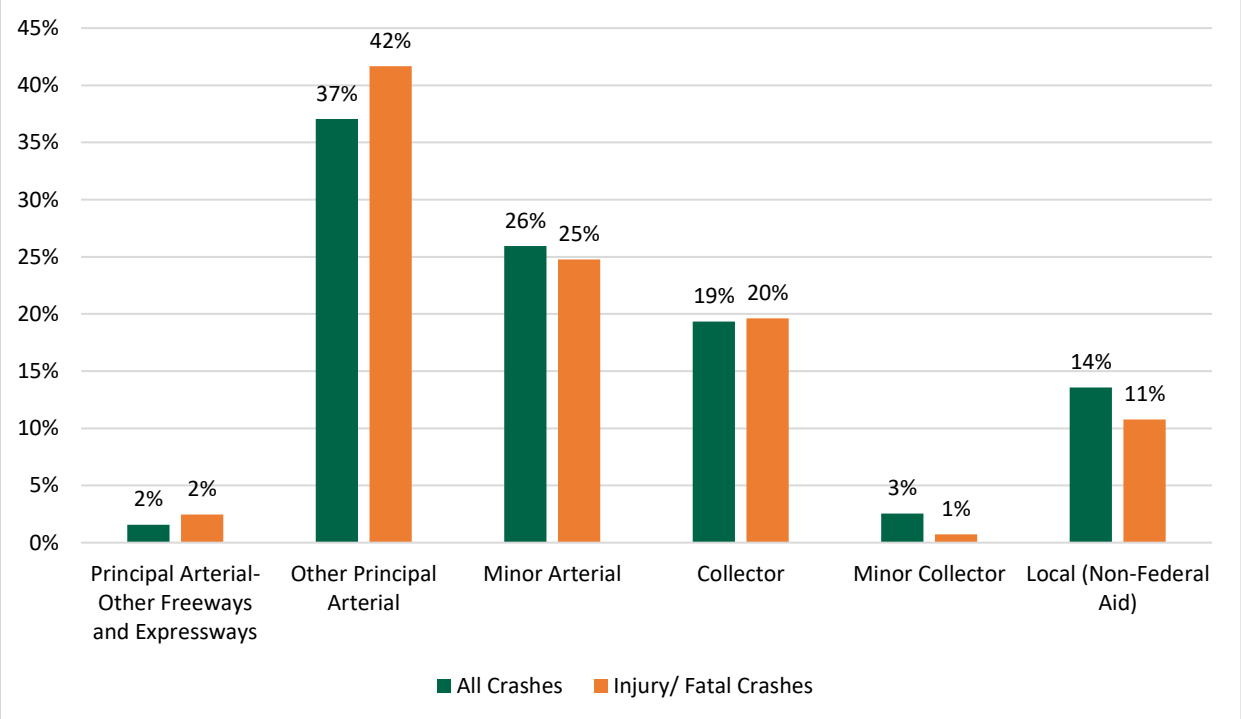


Figure 10: Lighting Condition

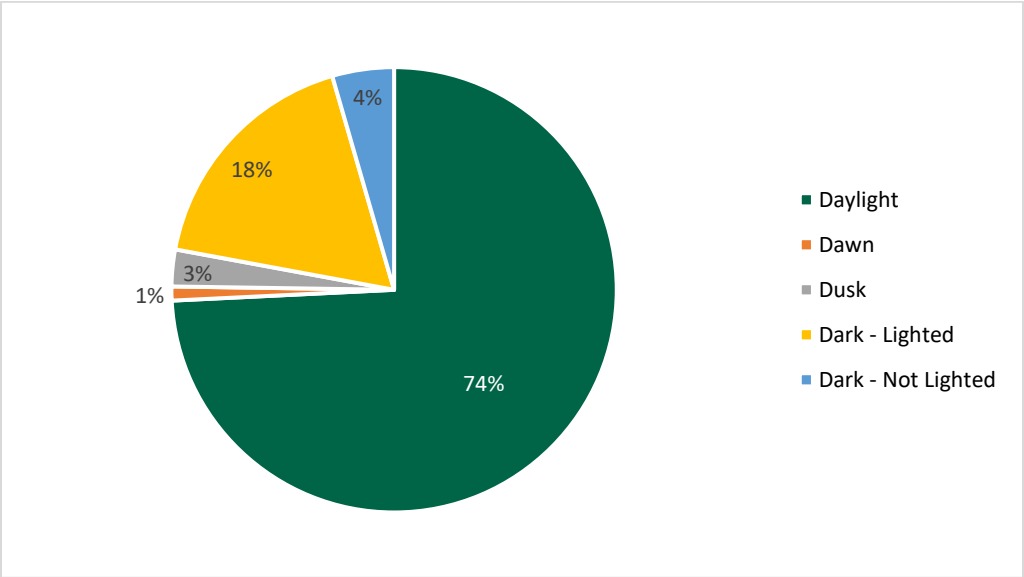


Figure 11: Weather Condition

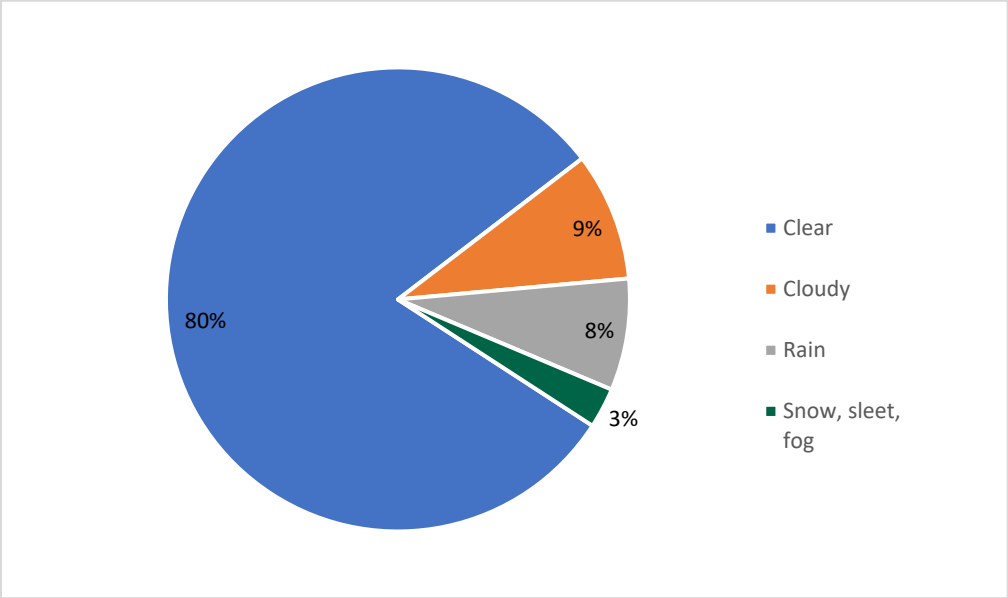


Figure 12: Road Surface Condition

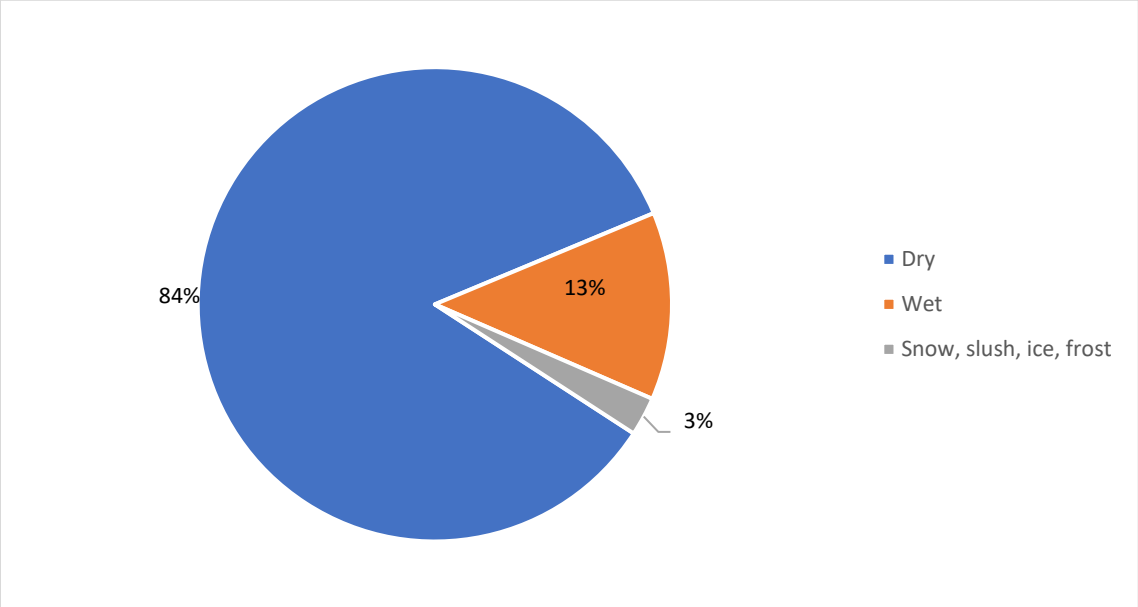


Figure 13: Alcohol-Related Crashes 2016-2020

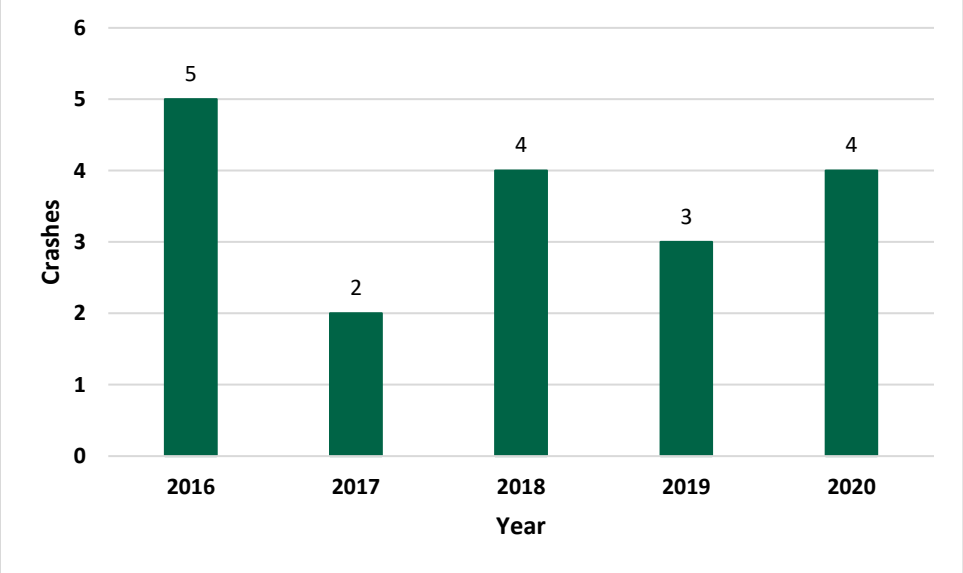


Figure 14: Distracted Driving Crashes

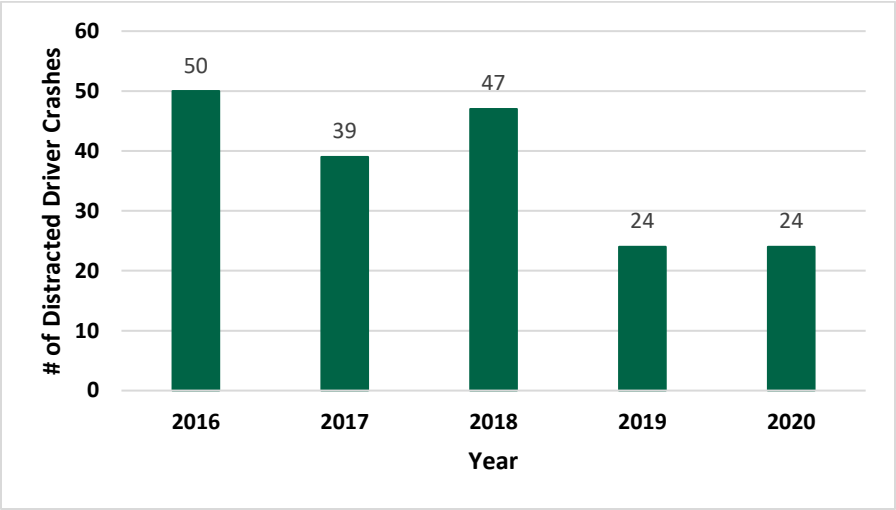
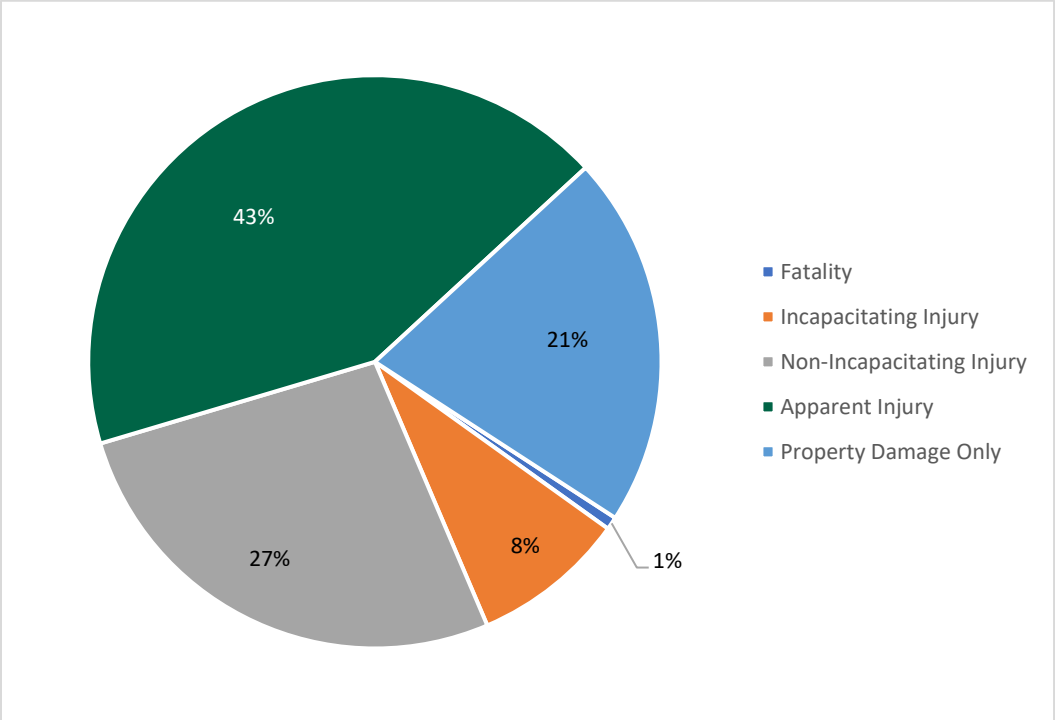
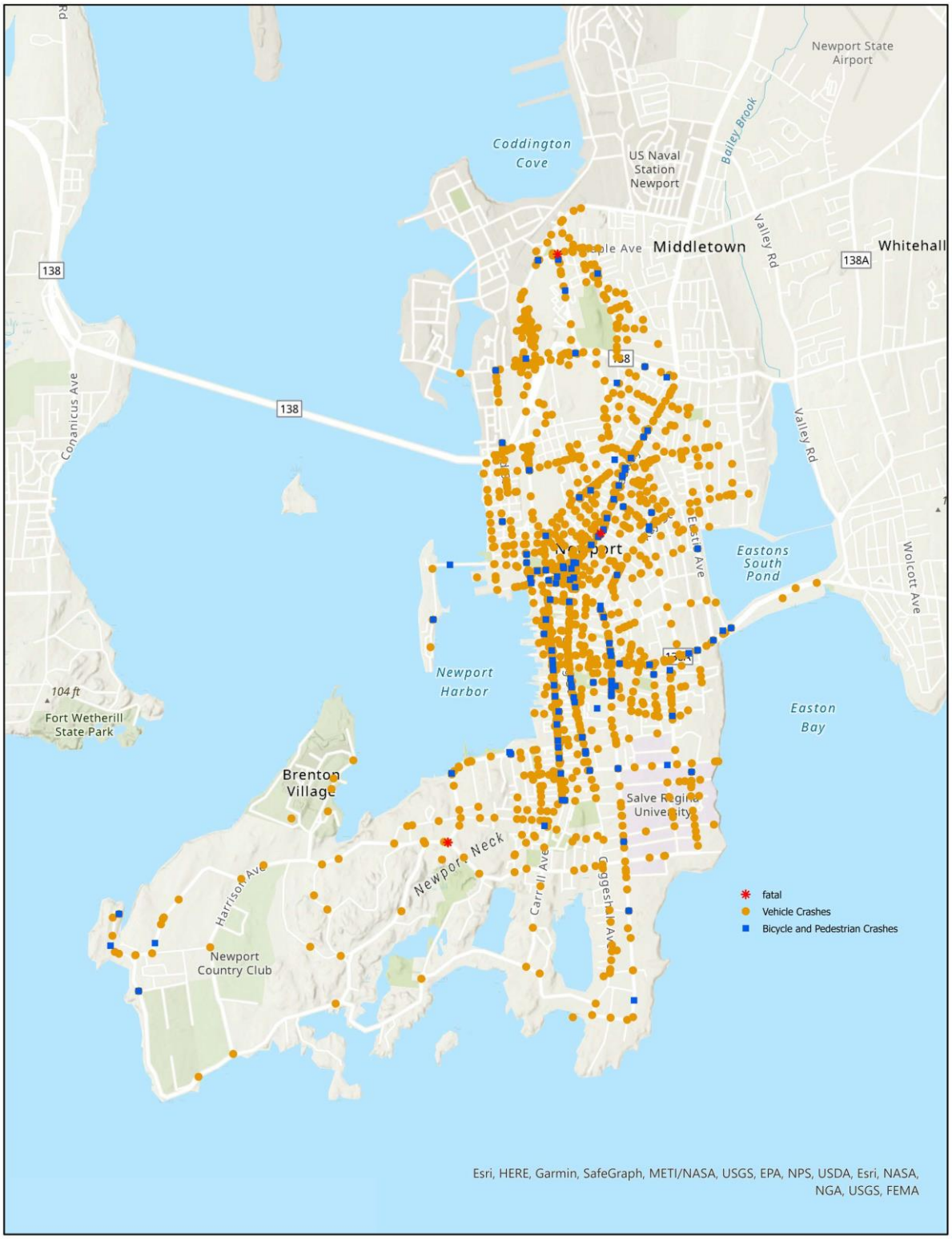


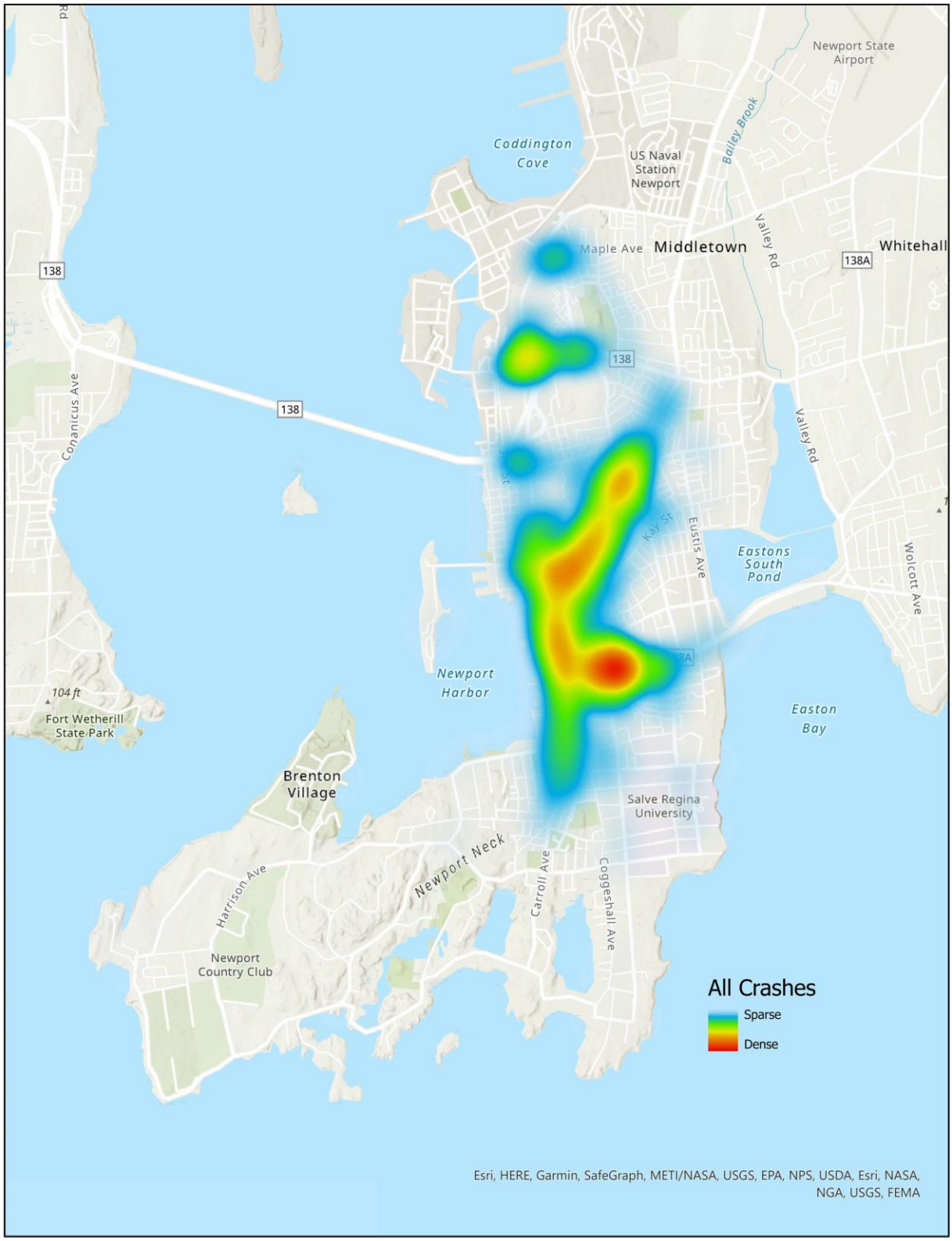
Figure 15: Severity of Pedestrian and Bicycle Crashes



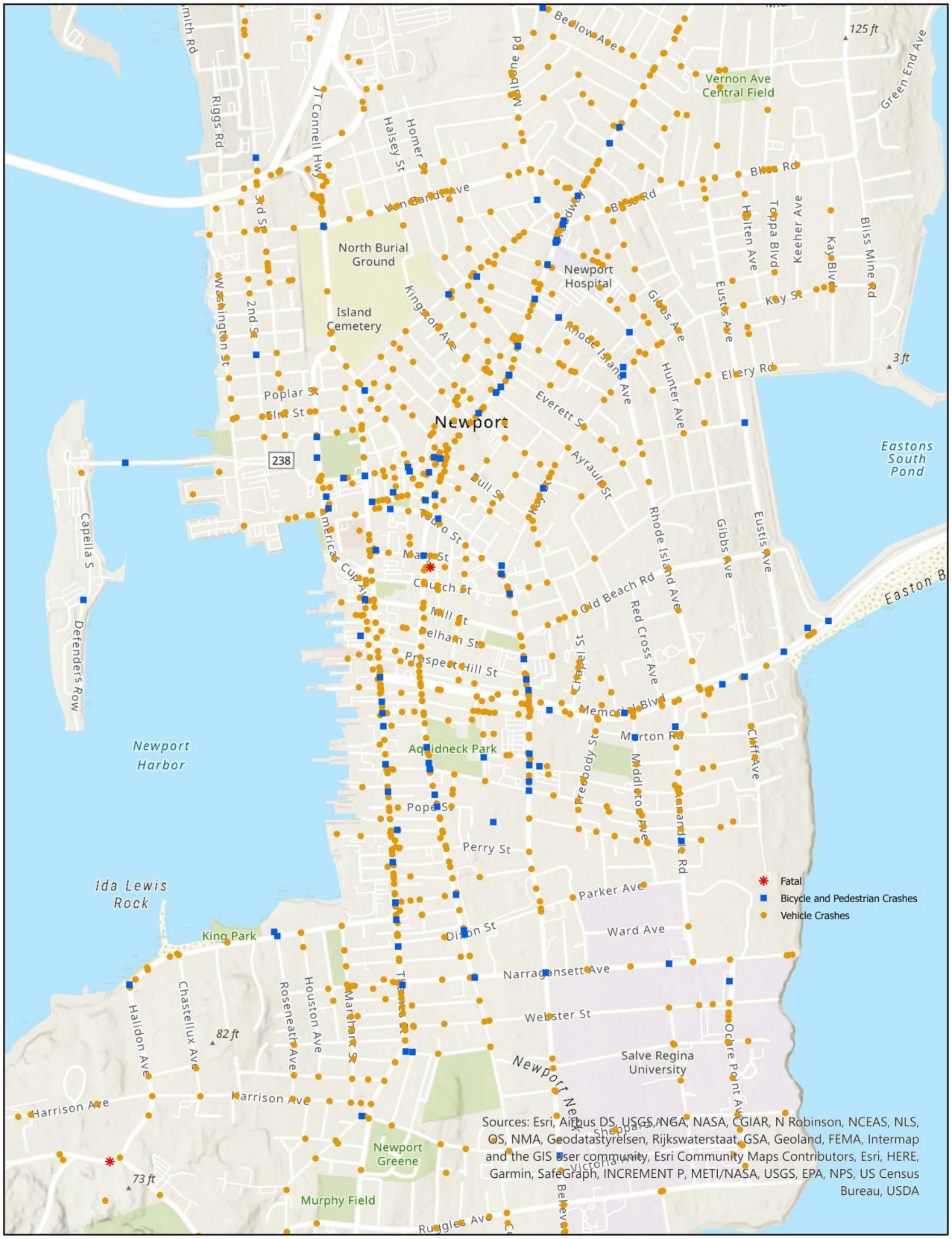
Map 1: All Crashes 2016-2020



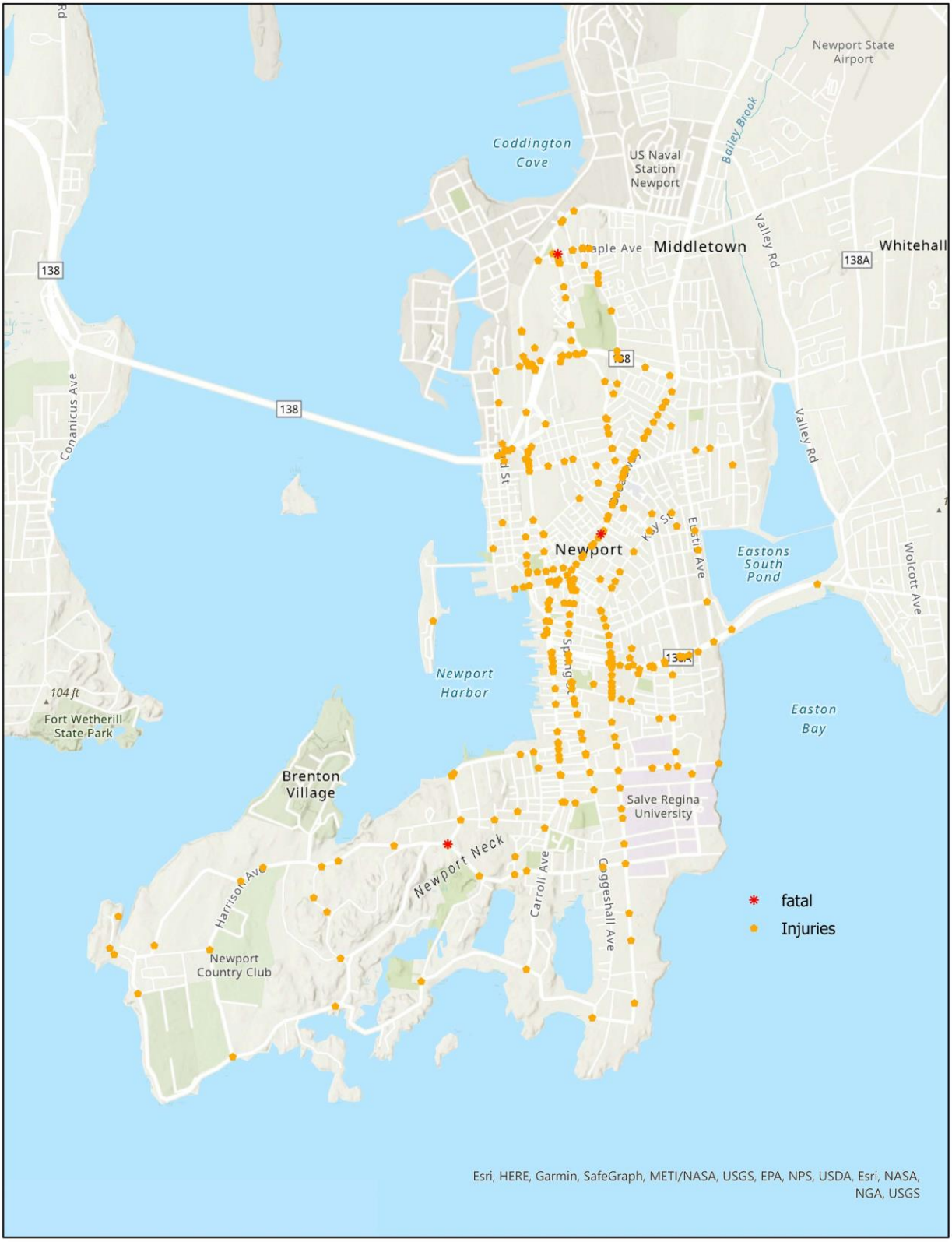
Map 2: Heat Map of All Crashes 2016-2020



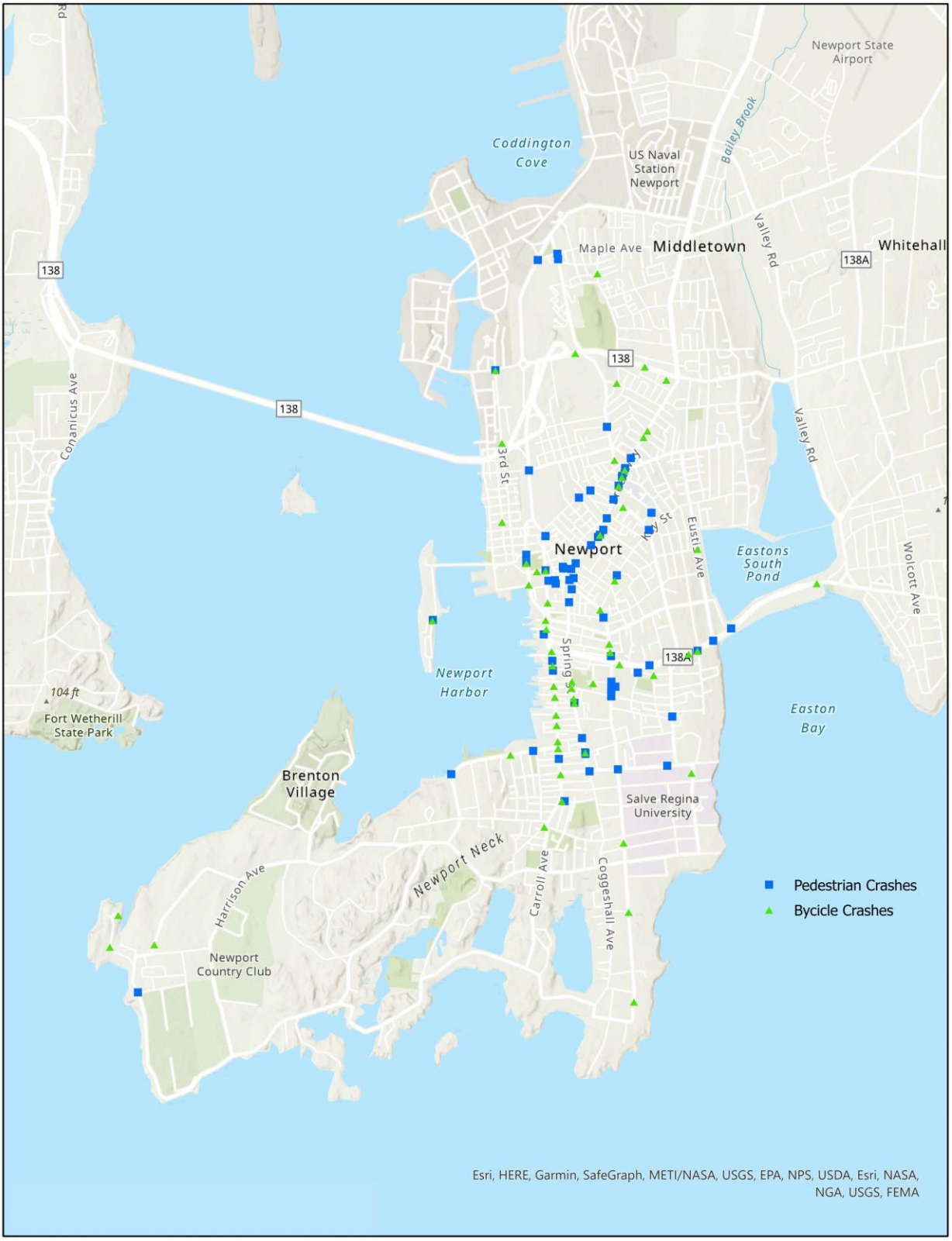
Map 3: All Crashes in Downtown Newport 2016-2020



Map 4: Crashes Resulting in Injury or Fatality 2016-2020



Map 5: Pedestrian and Bicycle Crashes 2016-2020



TOOLE DESIGN

APPENDIX D TRAFFIC DATA ANALYSIS

Newport Transportation Master Plan
Traffic Data Analysis

Prepared by Norman Marshall, President, Smart Mobility, Inc.

November 2020

Components of Travel

Most transportation data lump together a wide range of different types of travel. However, it is helpful to keep the separate travel components in mind while trying to understand the aggregate data. Travel varies by:

- traveler population,
- trip type,
- trip length,
- travel mode,
- time of travel.

Traveler Populations

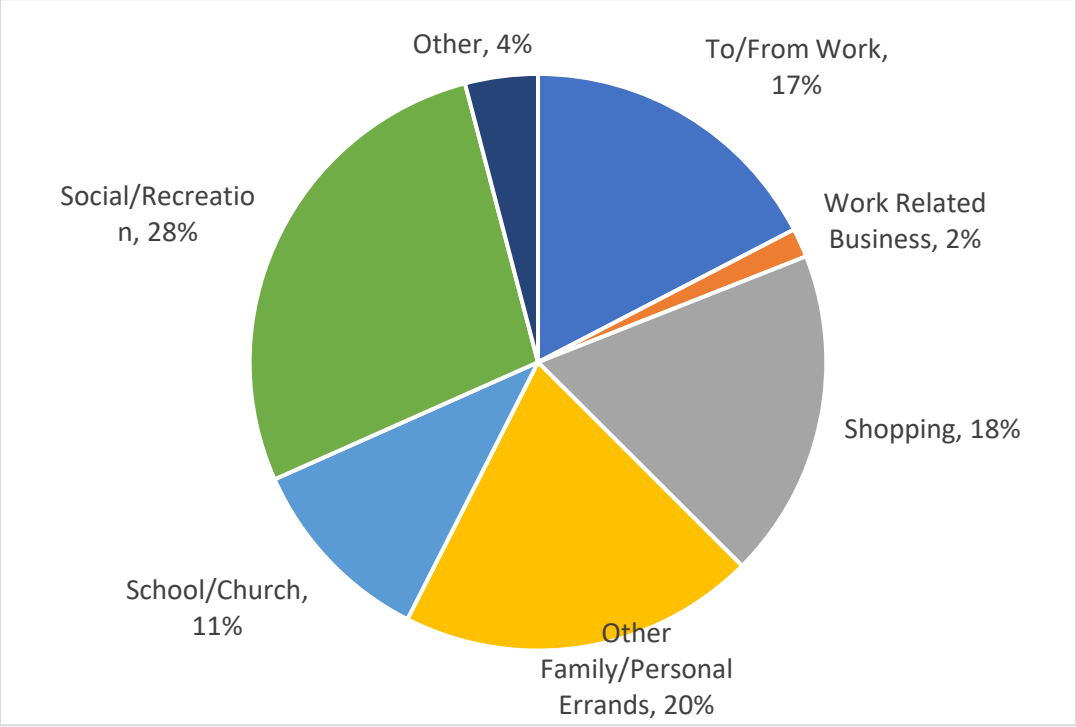
Travel and traffic within Newport are comprised of trips made by different populations including:

- residents,
- commuters,
- day visitors, and
- seasonal residents – includes visitors who stay overnight.

Trip Type

As shown in Figure 1, only about 1/6 of all trips nationally are commute trips – although the share is higher on weekdays and especially during weekday peak hours. About two thirds of trips are within the three categories "social/recreation", "other family/personal errands" and "shopping".

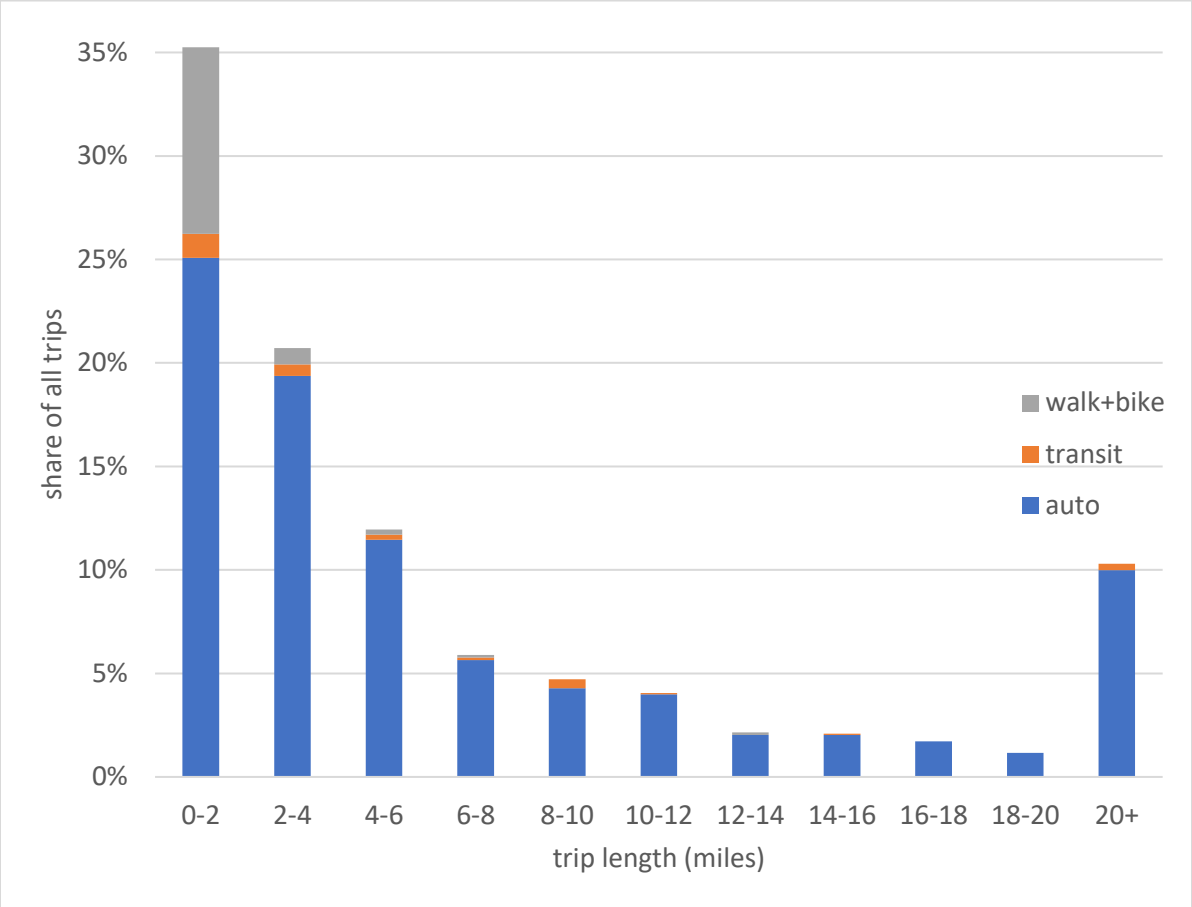
Figure 1: 2017 National Household Travel Survey Trip Shares by Purpose



Trip Length

Most trips are short. Figure 2 shows trip length data from the 2017 National Household Travel Survey for the portion of the sample in Rhode Island (239 households making 1637 trips). As shown in figure 2, 35% of all trips 2 miles or less, and 55% are 4 miles or less. Only 10% of the trips are greater than 20 miles in length. About a quarter of the trips 2 miles or less in length were completed by walking or biking.

Figure 2: 2017 National Household Travel Survey Rhode Island Sample Trip Length Data



Travel Mode

Most transportation data focus on car and truck traffic. However, it is important to remember that other transportation modes also are important – including walking, biking, and using transit. Walk mode share is very significant in both rural areas (13.6% of trips) and urban areas (21.2% of trips) as shown in Figure 3. As is discussed below, walk mode also is very important in Newport.

Figure 3: Mode Share Rural vs. Urban

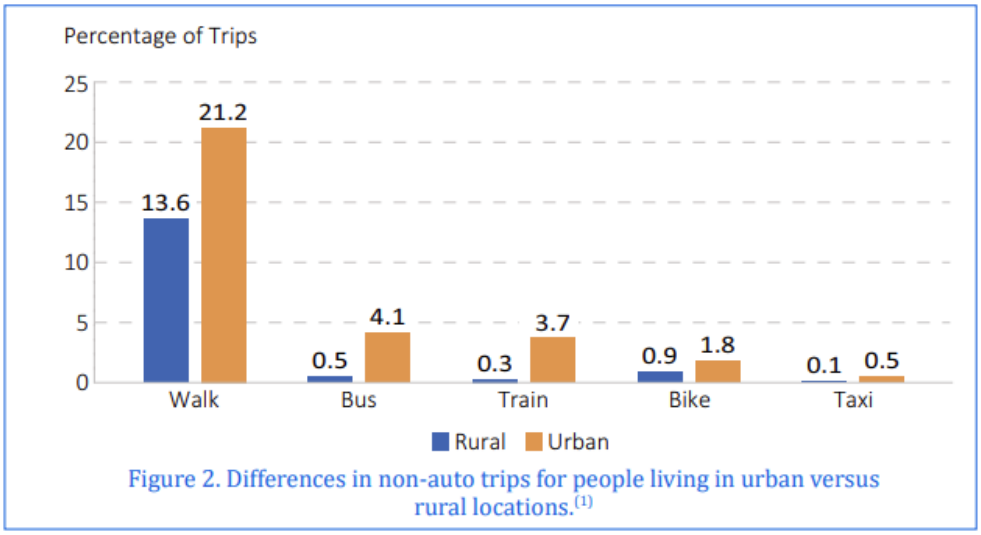


Figure 2. Differences in non-auto trips for people living in urban versus rural locations.[1]

Source: Federal Highway Administration, Changing Attitudes and Transportation Choices: 2017 National Household Travel Survey, February 2019.
https://nhts.ornl.gov/assets/FHWA_NHTS_Report_3E_Final_021119.pdf , accessed 10/18/2021.

Time of Travel

Weekday peak "rush hour" traffic often is a primary focus of transportation planners. An especially large component of this peak hour traffic is from those commuting into an area by car in the morning and returning home in the evening. The composition of traffic during off-peak times is quite different. The composition of travel, including non-auto traffic, is different yet.

Newport Travel Data

There are four types of travel data available for Newport:

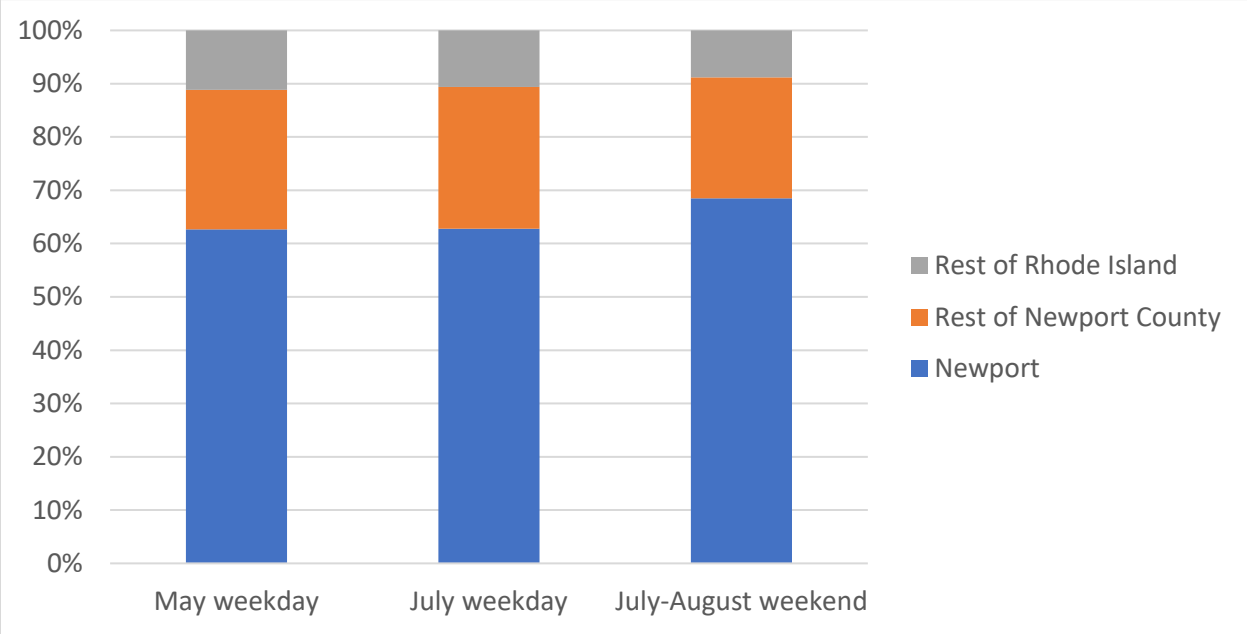
1) origin-destination data,
2) travel mode data,
3) traffic speed data, and
4) and traffic count data.

All the data presented are for 2019 because 2020 and 2021 data are greatly affected by the pandemic and may not provide a good basis for planning

Origin-Destination Data

Origin-destination data are collected from cell phones and other electronic devices. Given that most trips are short in length (as documented above), most trips ending in Newport originate in Newport or in neighboring towns. The Regional Integrated Transportation System (RITIS) Rhode Island trips database is limited to trips that originate in the state of Rhode Island (with some made by nonresidents), but of those, over 60% originate within the City of Newport, and 90% originate in Newport County (Figure 4).

Figure 4: Origins of Newport Trips



The share of Newport trips originating in Newport is slightly higher in summer weekends than on weekdays. This may be counter-intuitive but is reasonable when considering that many trips originating within Newport are made by travelers who live outside Newport. These include trips by seasonal residents and short trips made by commuters and day visitors.

Figures 5, 6 and 7 show the locations of trips ending in Newport for May 2018 weekdays, July 2018 weekdays and July-August 2018 weekends, respectively. The three figures are similar. The number of trips is higher in July than in May. There are more trips originating at the southern part of the island on summer weekends.

Figure 5: Trip Origins of Trips Ending in Newport May 2018 Weekdays

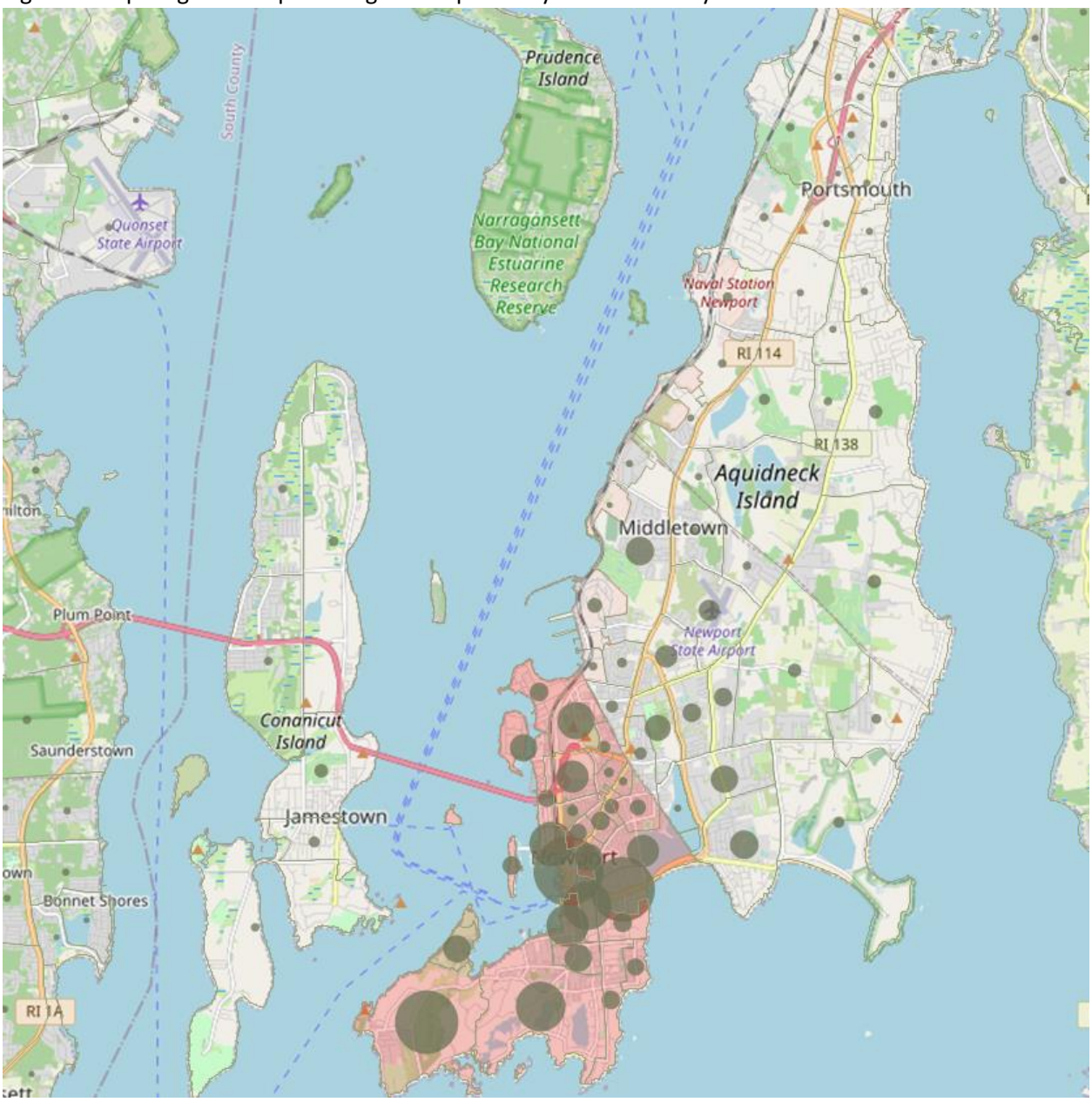


Figure 6: Trip Origins of Trips Ending in Newport July 2018 Weekdays

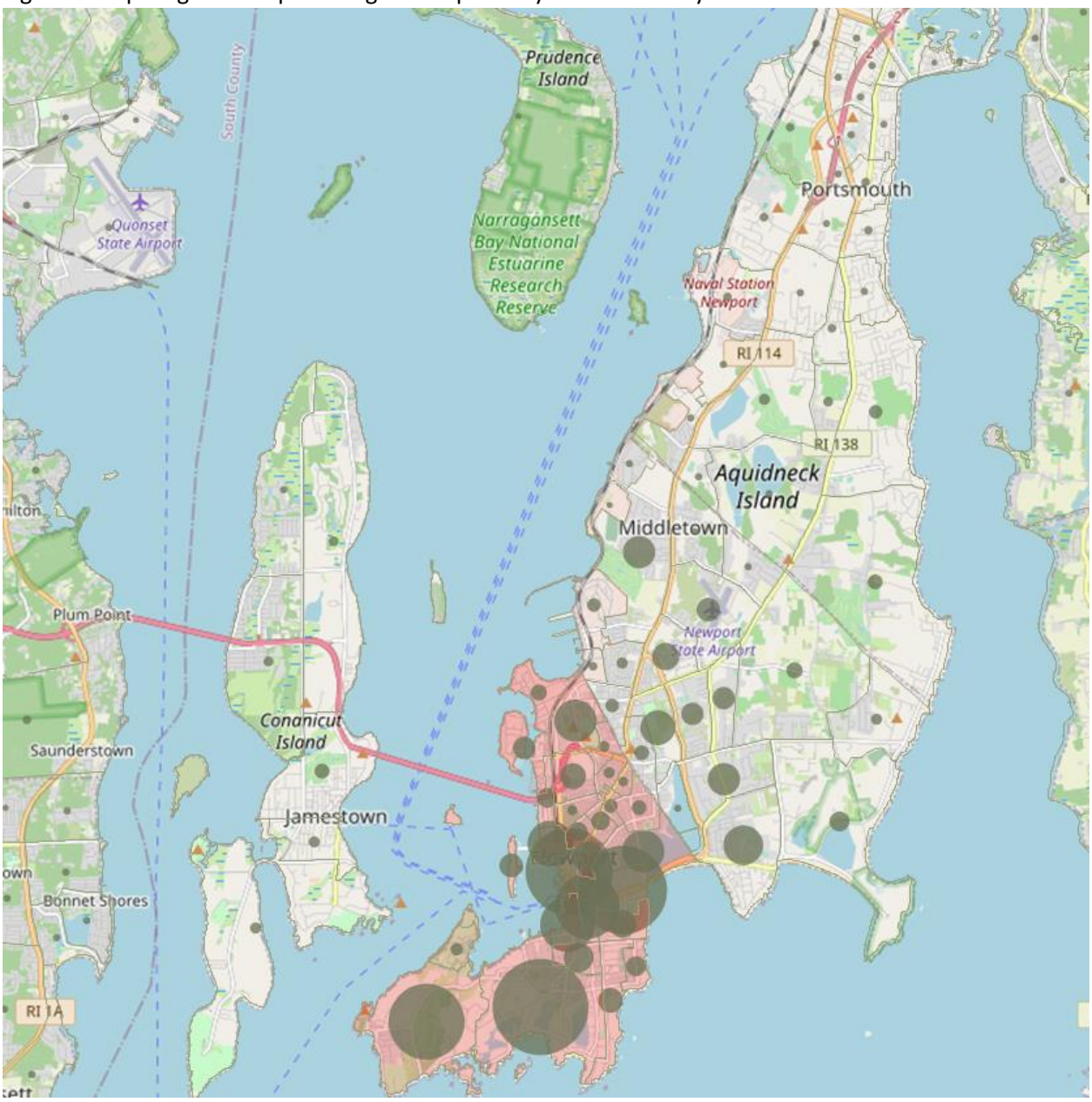
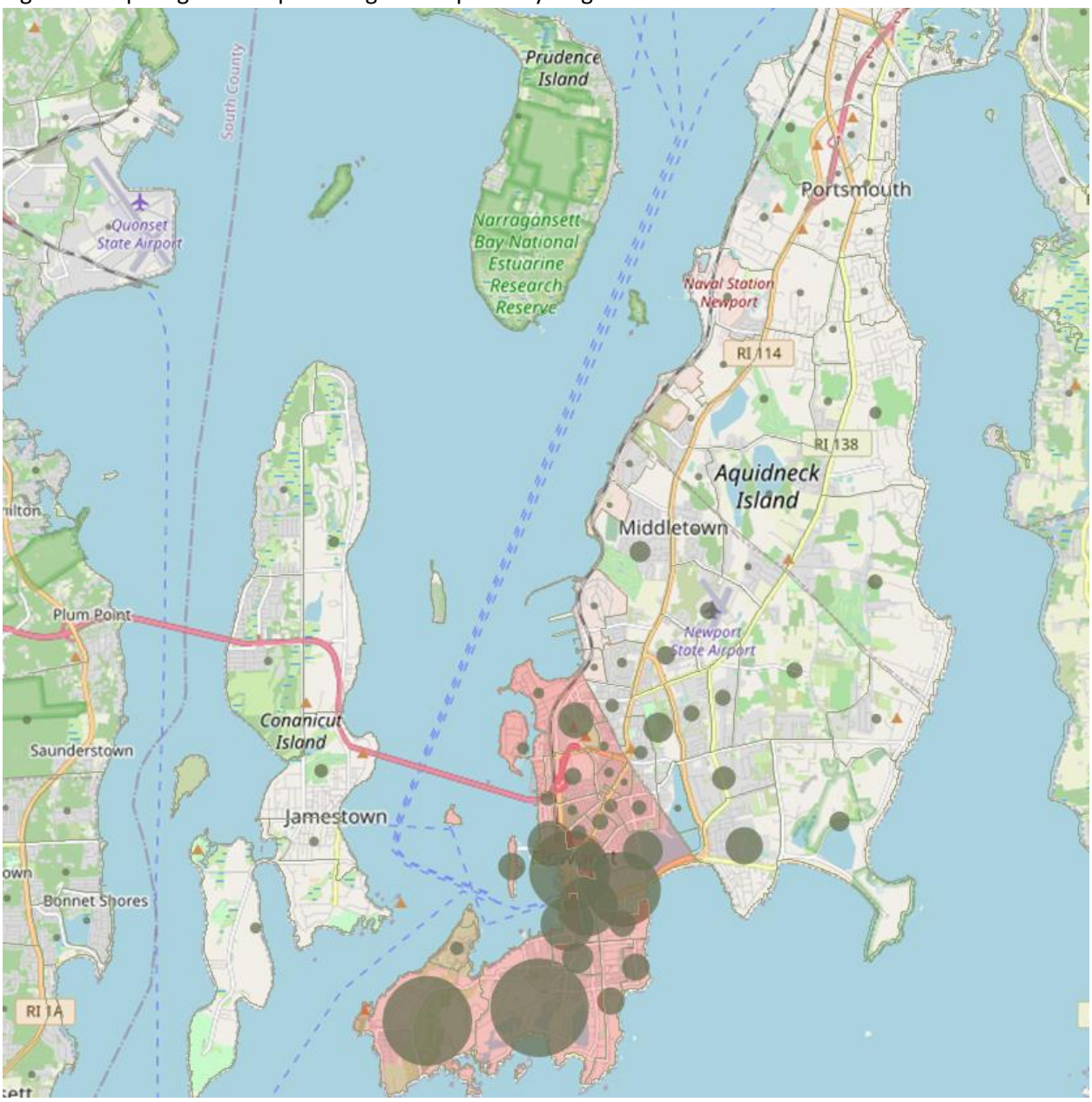


Figure 7: Trip Origins of Trips Ending in Newport July-August 2018 Weekends



The trip origins figures presented above include both cars and trucks. It also is possible to segment out trucks only and to select only trips that use a particular roadway. Figures 8 and 9 show truck destinations in Newport in May and July, respectively. Figure 10 shows Newport destinations for a full year but only for trucks crossing the Pell/Newport Bridge.

Figure 8: Truck Trip Destinations in Newport in May

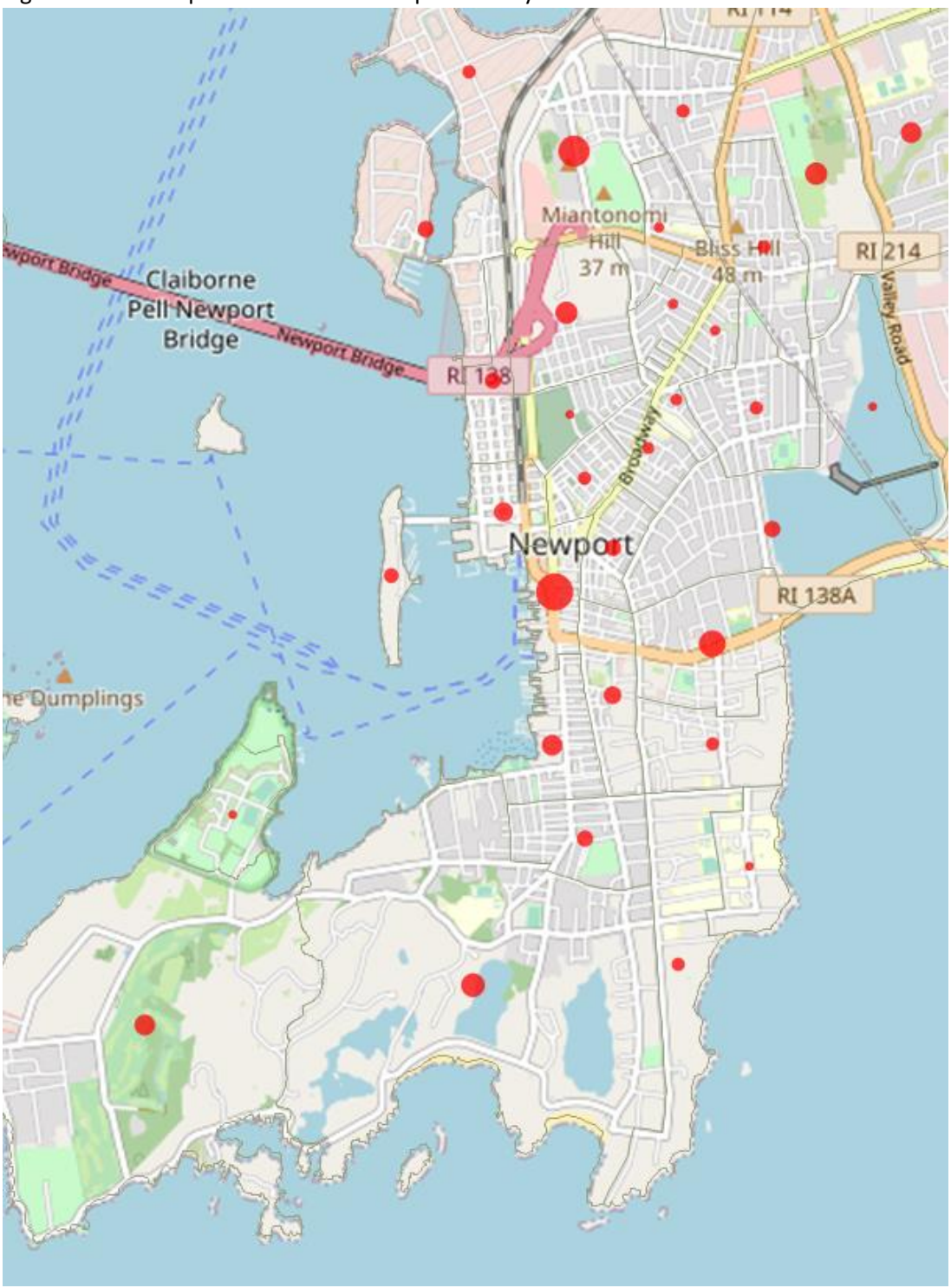
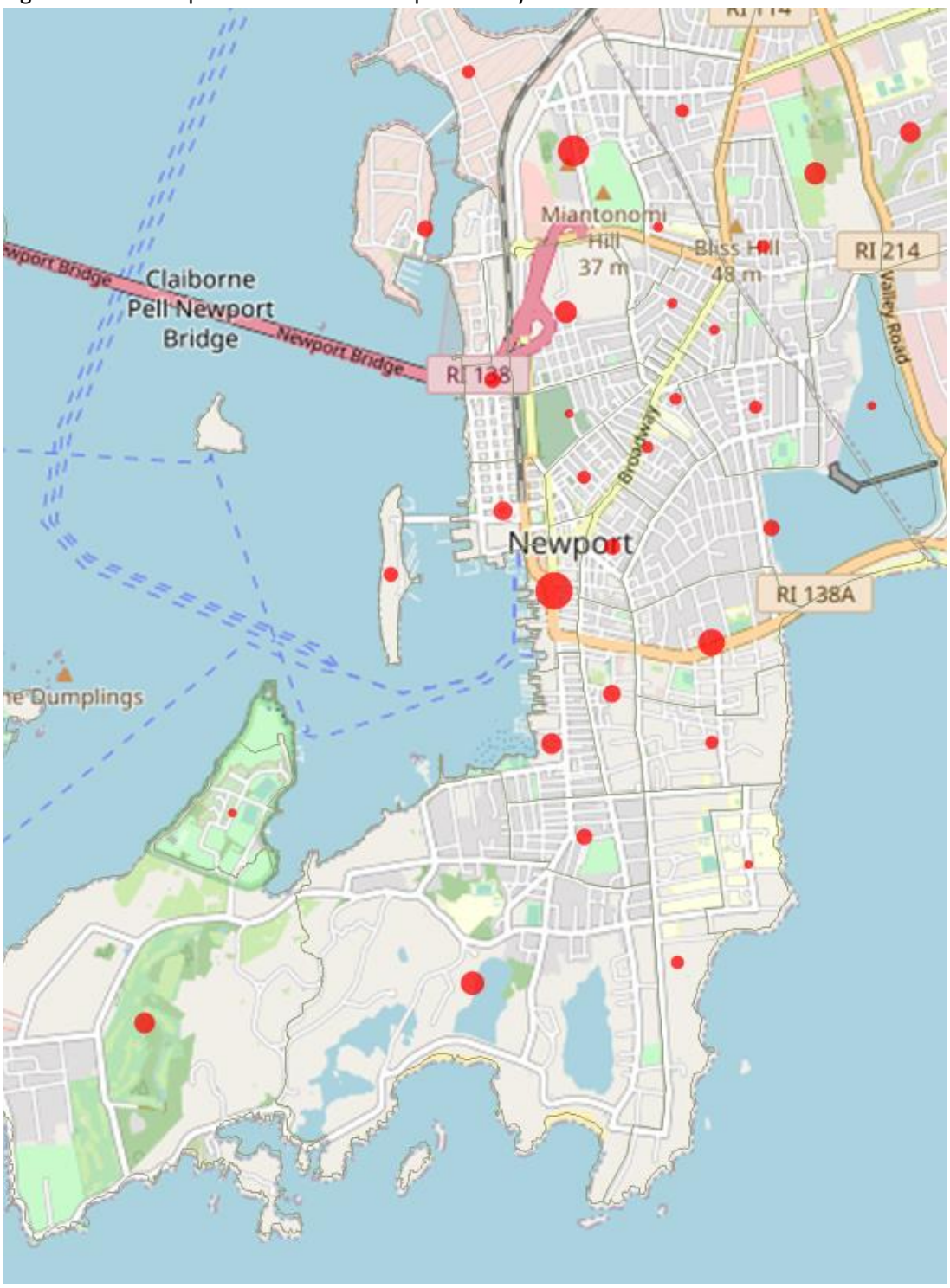
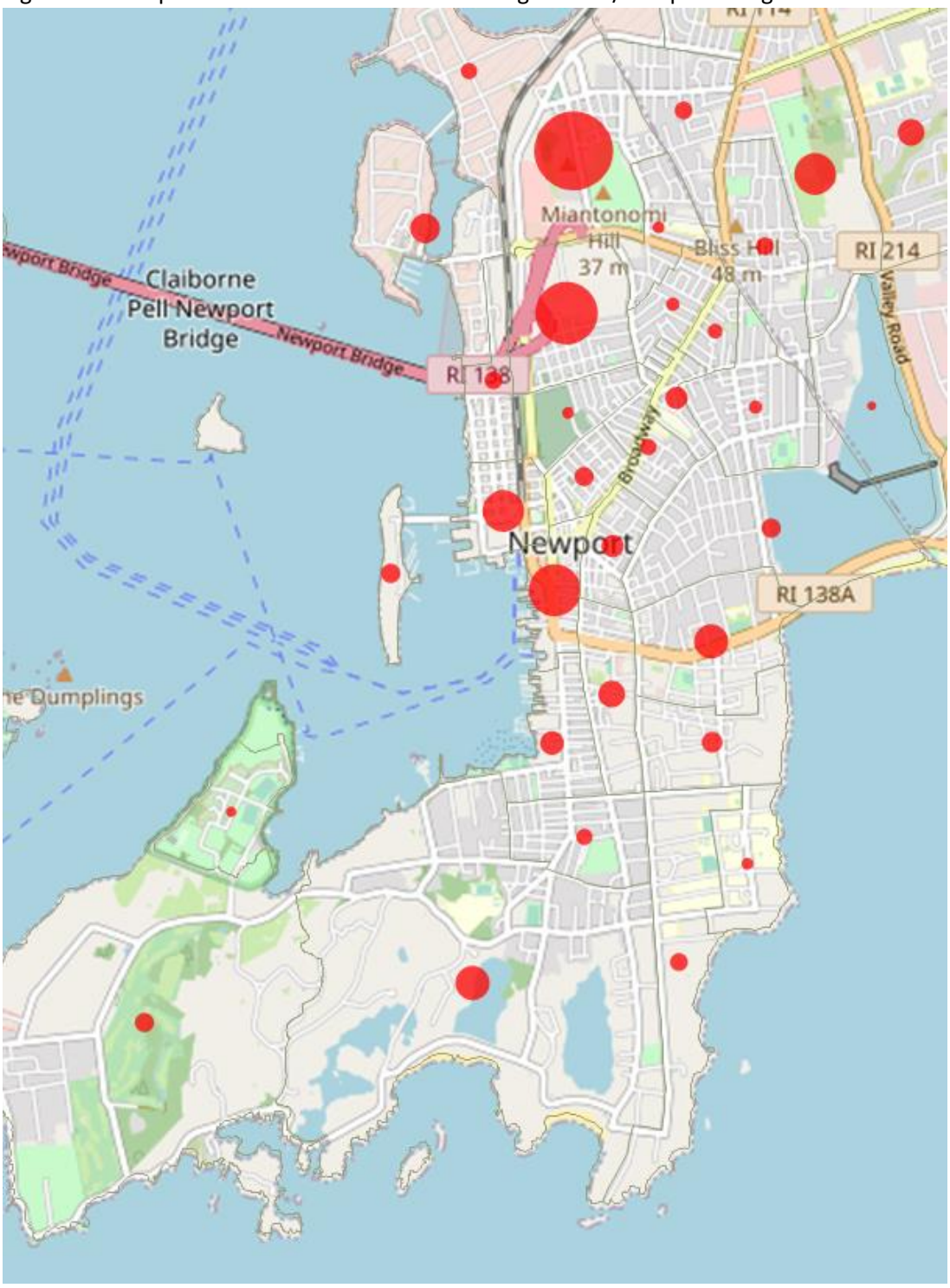


Figure 9: Truck Trip Destinations in Newport in July



There is little difference between May and July.

Figure 10: Newport Destinations of Trucks Crossing the Pell/Newport Bridge



Travel Mode Data

Most travel in Newport is by car. However, walk and bike trips are very important in the more compact part of the City. Data from the U.S. Census Bureau's American Community Survey (ACS) show that in the urban core, 76.7% of commutes are made by walking or biking. Other parts of the city also have high walk/bike commute shares, including 43.1% at the southern end of the island, and 22.1% and 24% in the central part of Newport.

Figure 11: American Community Survey Walk + Bike Commute Mode Share

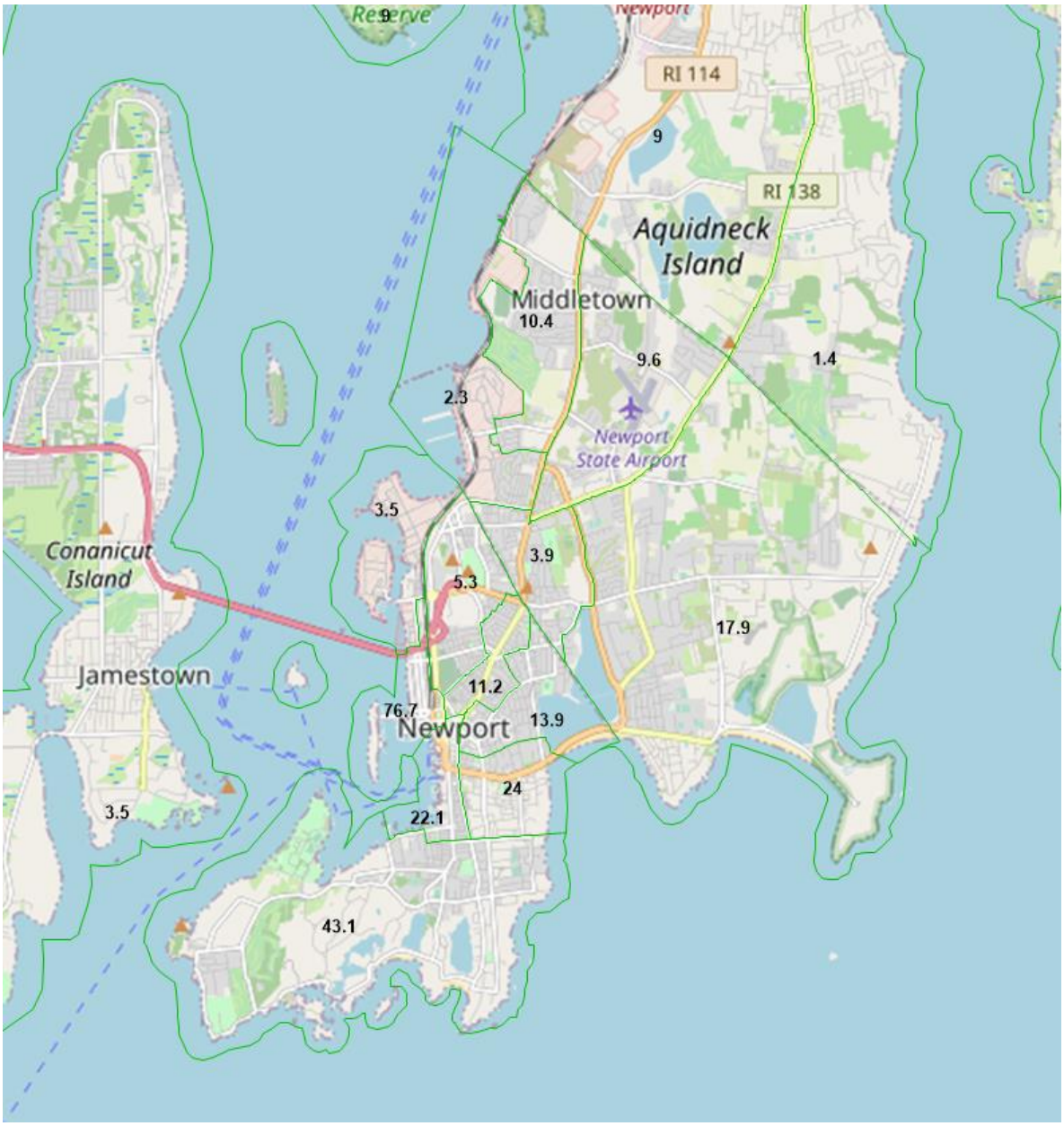
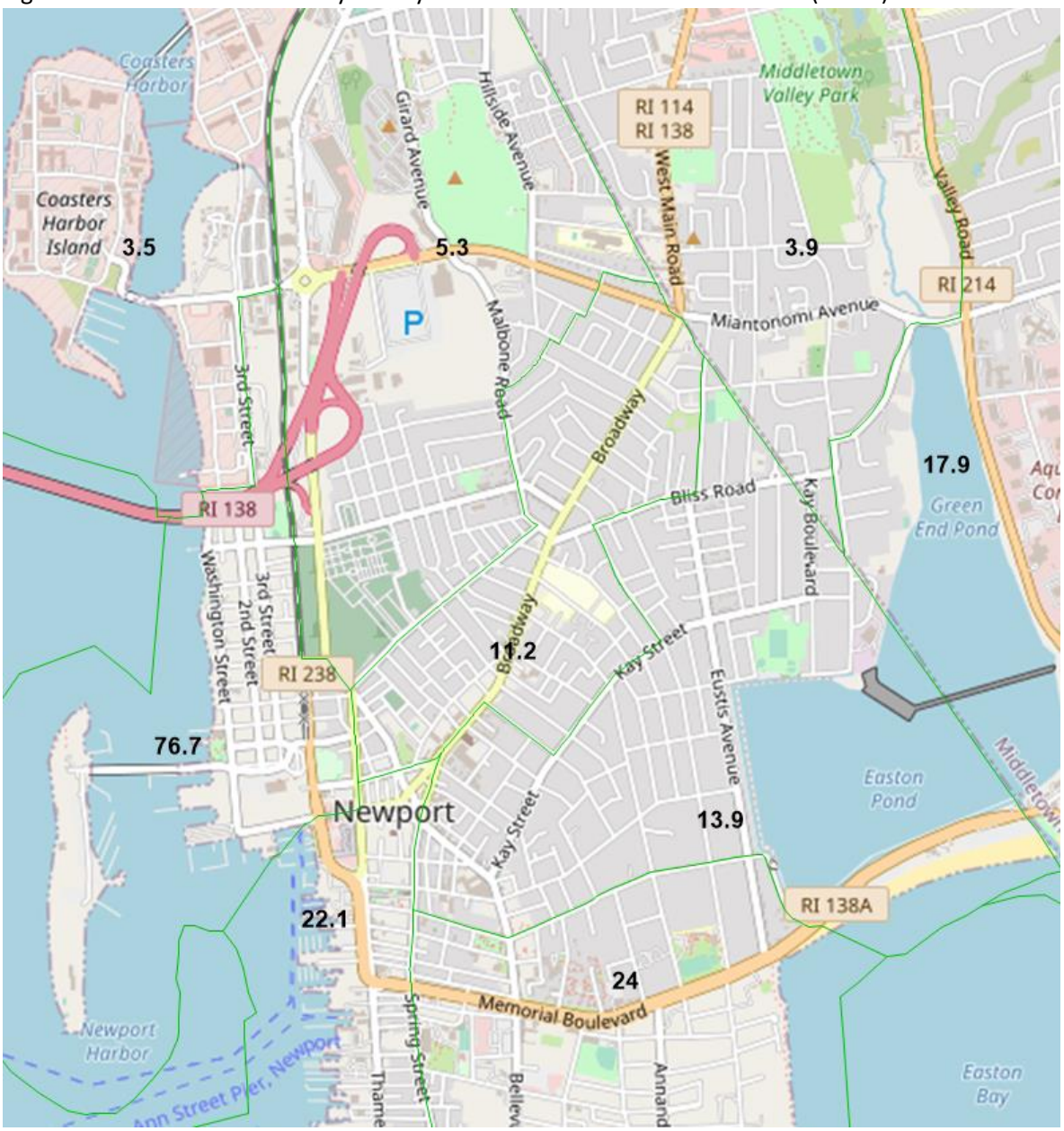


Figure 12: American Community Survey Walk + Bike Commute Mode Share (Detail)

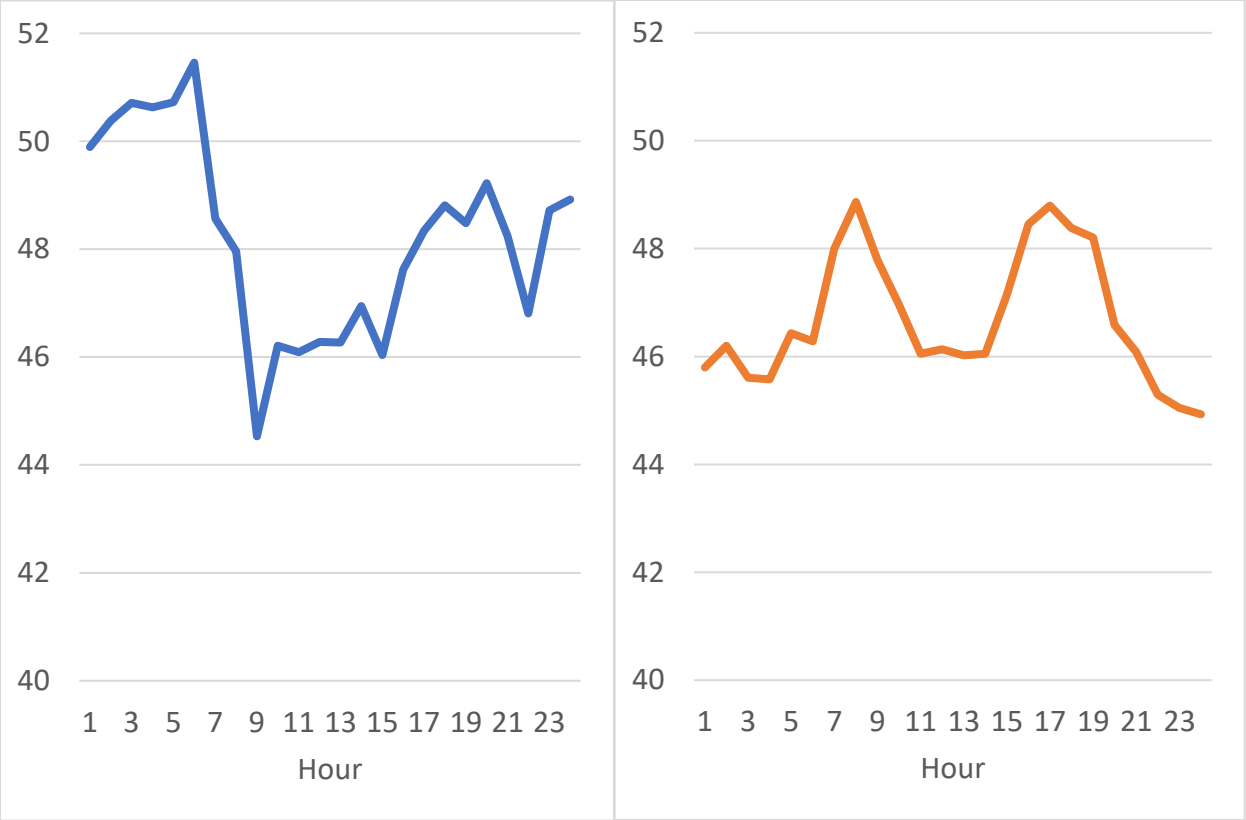


Mode data are available only for commuting trips, but these high numbers in the City's core are indicative of high walk/bike mode shares for other trip types as well because they demonstrate walkable areas with nearby services.

Travel Speed Data

Travel speed data area collected from cell phones and other electronic devices. These data (RITIS) are only available for major streets and roads that are part of the National Highway System. Low speeds can indicate congestion, but speed also is affected by the composition of traffic. Even with higher traffic volumes, speeds can be high during peak commuting periods, because the commuters are in a hurry and know the roadways well. Visitors may drive more slowly than residents, on average, because of a combination of less familiarity, wayfinding issues, and sight-seeing. Figure 13 shows weekday average speeds on the Pell/Newport Bridge. In the eastbound direction (into Newport) the average speed is highest overnight, slows down in the morning peak hour before gradually climbing during the day. In the westbound direction (out of Newport), the speeds are highest in the morning and afternoon peak periods when traffic volumes are highest. Notably, the average speeds vary little throughout the day and always exceed the posted speed limit of 40 mph.

Figure 13: Weekday Average Speeds on the Pell/Newport Bridge (Eastbound on left, westbound on right)



High speeds can represent unsafe conditions, particularly for pedestrians and cyclists. Figure 14 shows how fatality and severe injury are related to travel speed.

Figure 14: Speed and Pedestrian Safety

Source: Tefft, B. C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

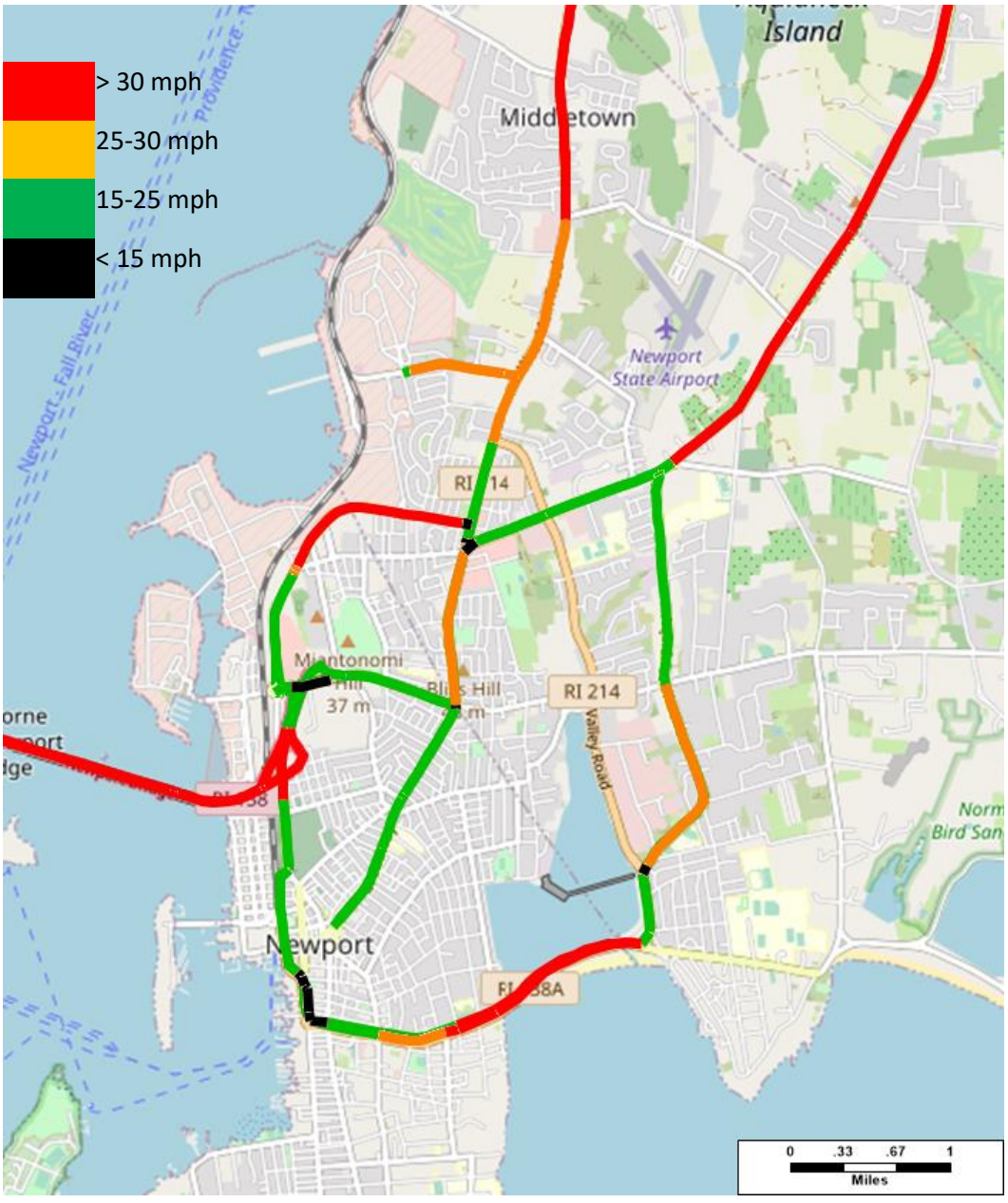
In a walkable area, like much of Newport, very low travel speeds are undesirable because of delay, but high travel speeds also are undesirable because of safety. Therefore, the speed maps on the following pages use the scale shown in Figure 15. Black shows undesirably low average speed. Red shows undesirably high average speed. Green represents the sweet spot of 15-25 mph. The mustard color shows areas where the average speeds are approaching undesirably high speeds and some vehicles likely are traveling over 30 mph.

Figure 15: Speed Map Key

Figures 16 - 20 show:

- May weekday average speed during the morning and afternoon peak periods,
- July weekday average speed during the morning and afternoon peak periods, and
- Summer weekday average speed during the mid-day peak period.

Figure 16: May weekday morning peak period average speed



In May, morning peak period congestion is mostly limited to areas immediately around signalized intersections. In the afternoon this congestion extends to other areas including Farewell Street, Broadway, America's Cup Avenue, the adjacent part of Memorial Boulevard and Admiral Kalbfus Road. There are undesirably high speeds on West Main Road, East Main Road, Coddington Highway, and much of Memorial Highway.

Figure 17: May weekday afternoon peak period average speed

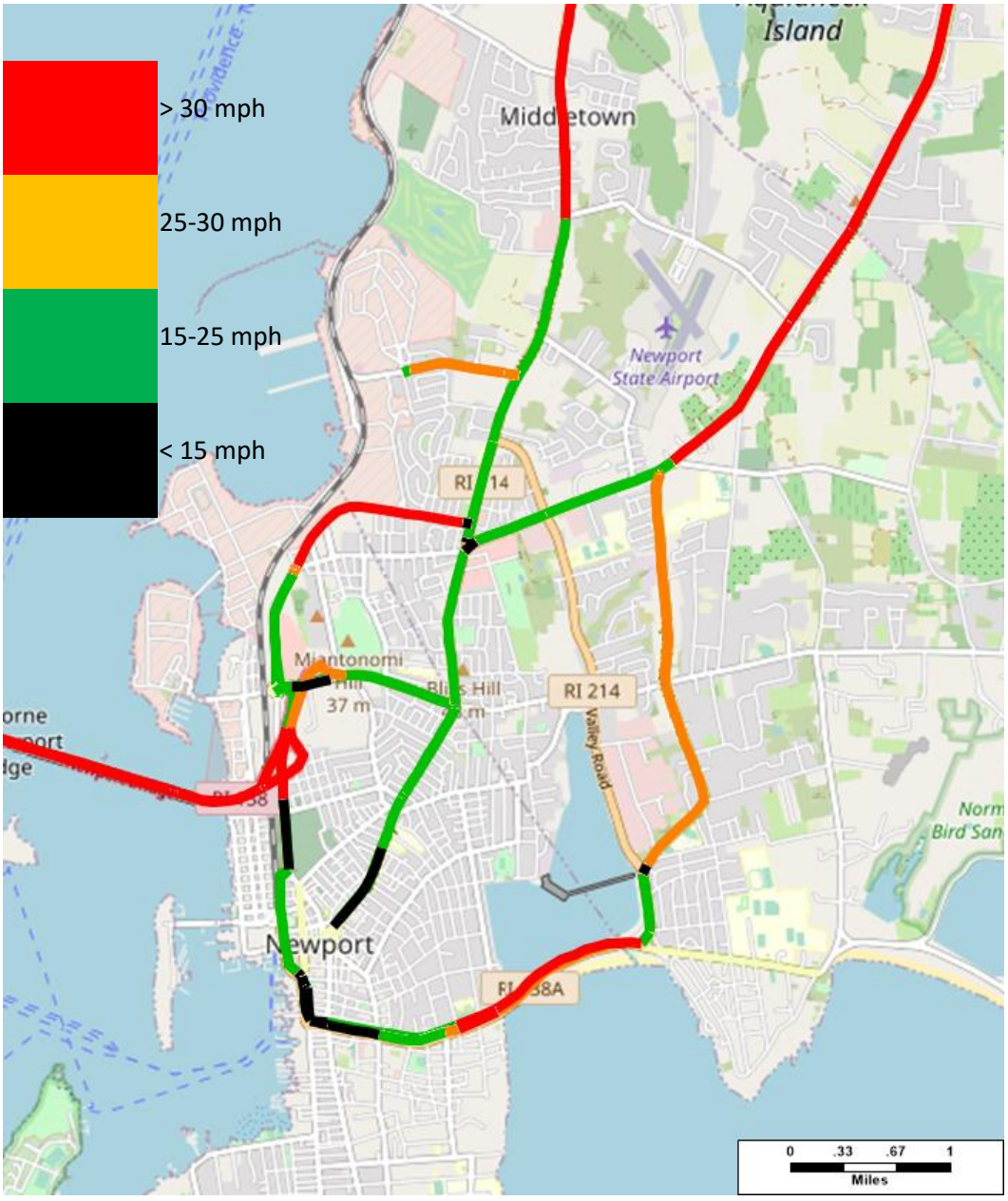
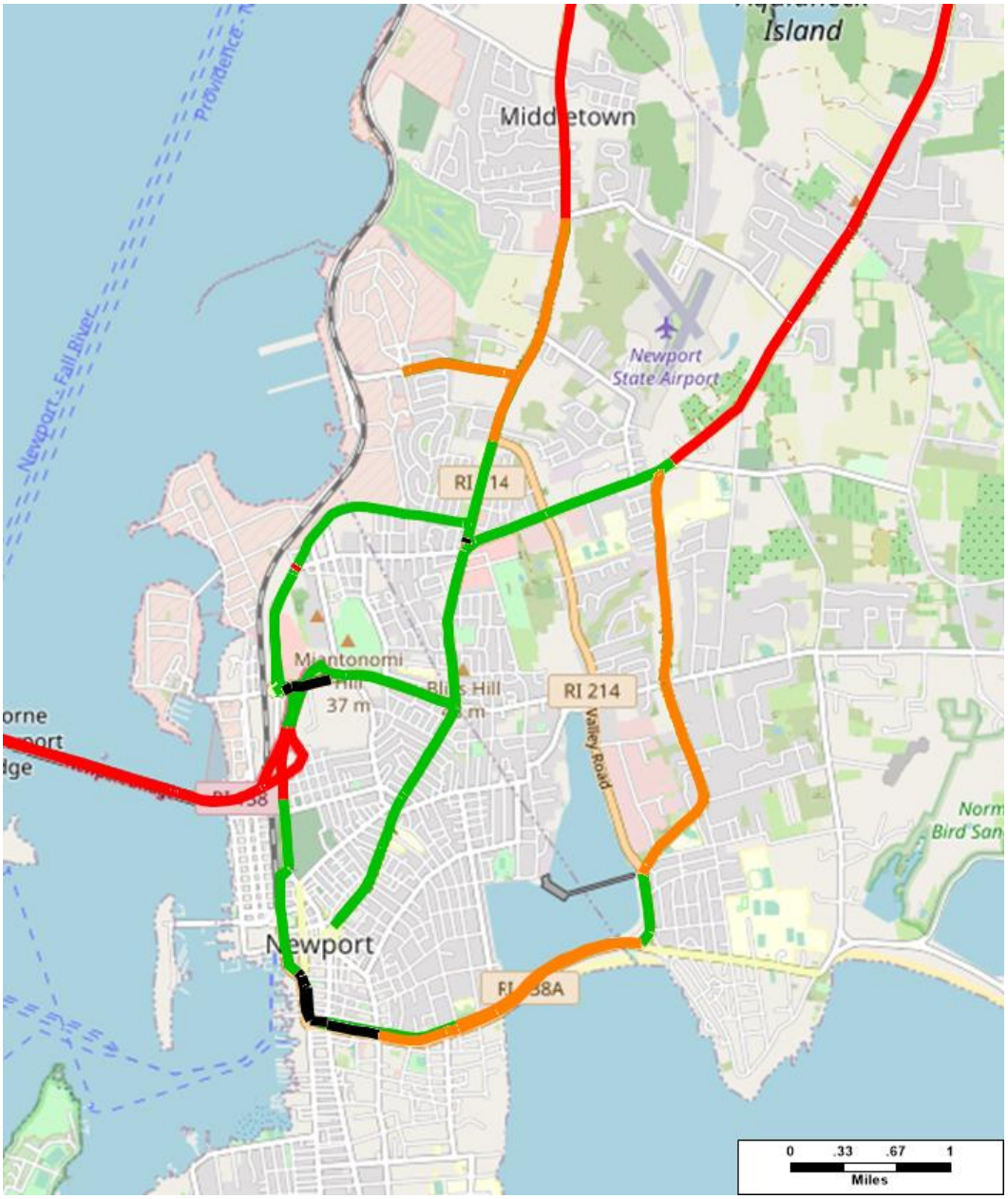
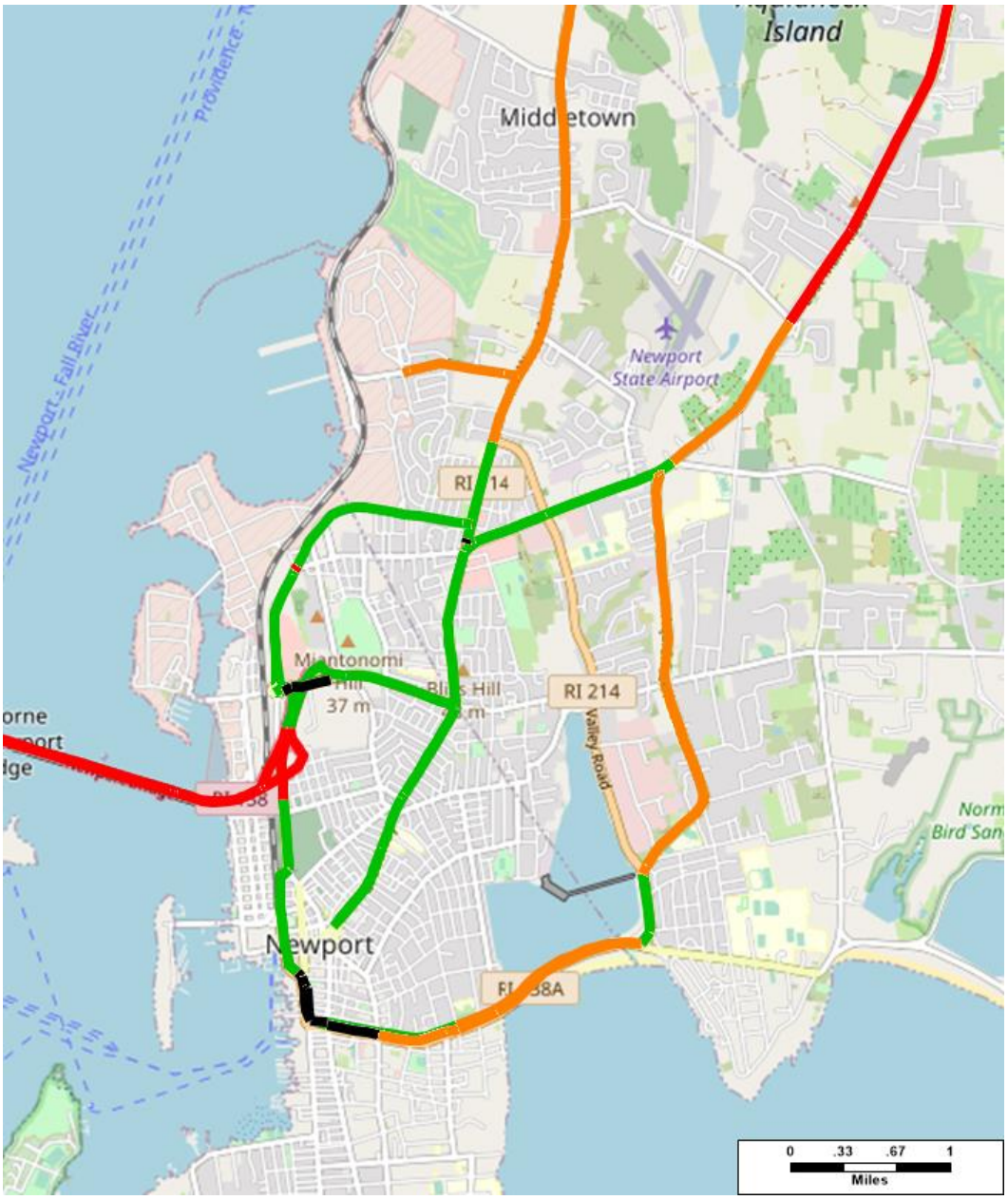


Figure 18: Summer weekday morning peak period average speed



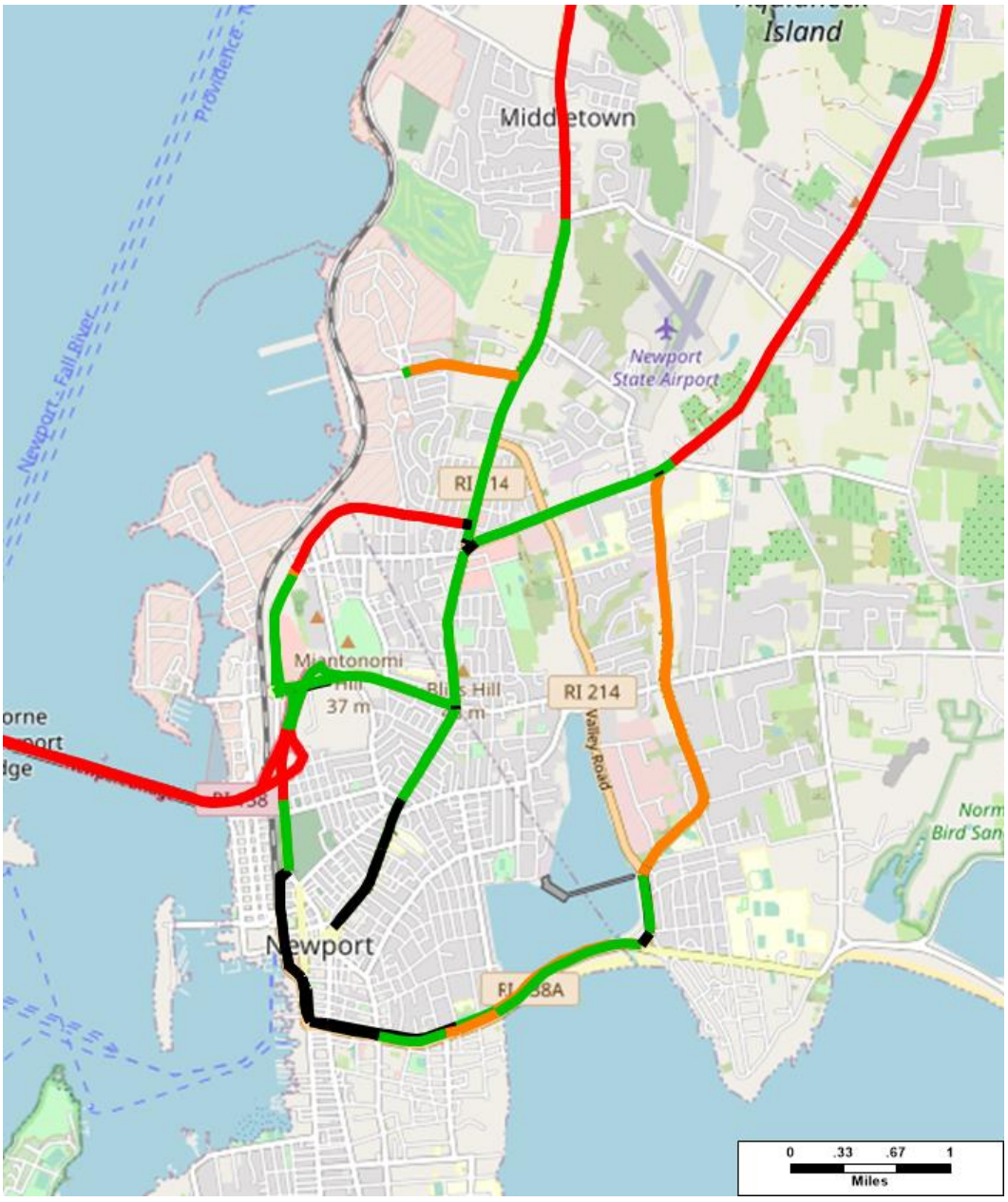
There is somewhat less congestion in the summer weekday afternoon map than in the May weekday afternoon map. On summer weekdays, average speeds are significantly lower, and safer, on Memorial Boulevard and Coddington Highway. This likely reflects the presence of slower-driving visitors.

Figure 19: Summer weekday afternoon peak period average speed



On summer weekends, congestion is more like in the May afternoon peak period with congestion on Broadway, America's Cup Highway and Memorial Boulevard. As noted above, speed data are published only for the American Highway System (AHS) streets and roads; there is undoubtably congestion on other streets. Throughout the summer, and especially during summer weekends.

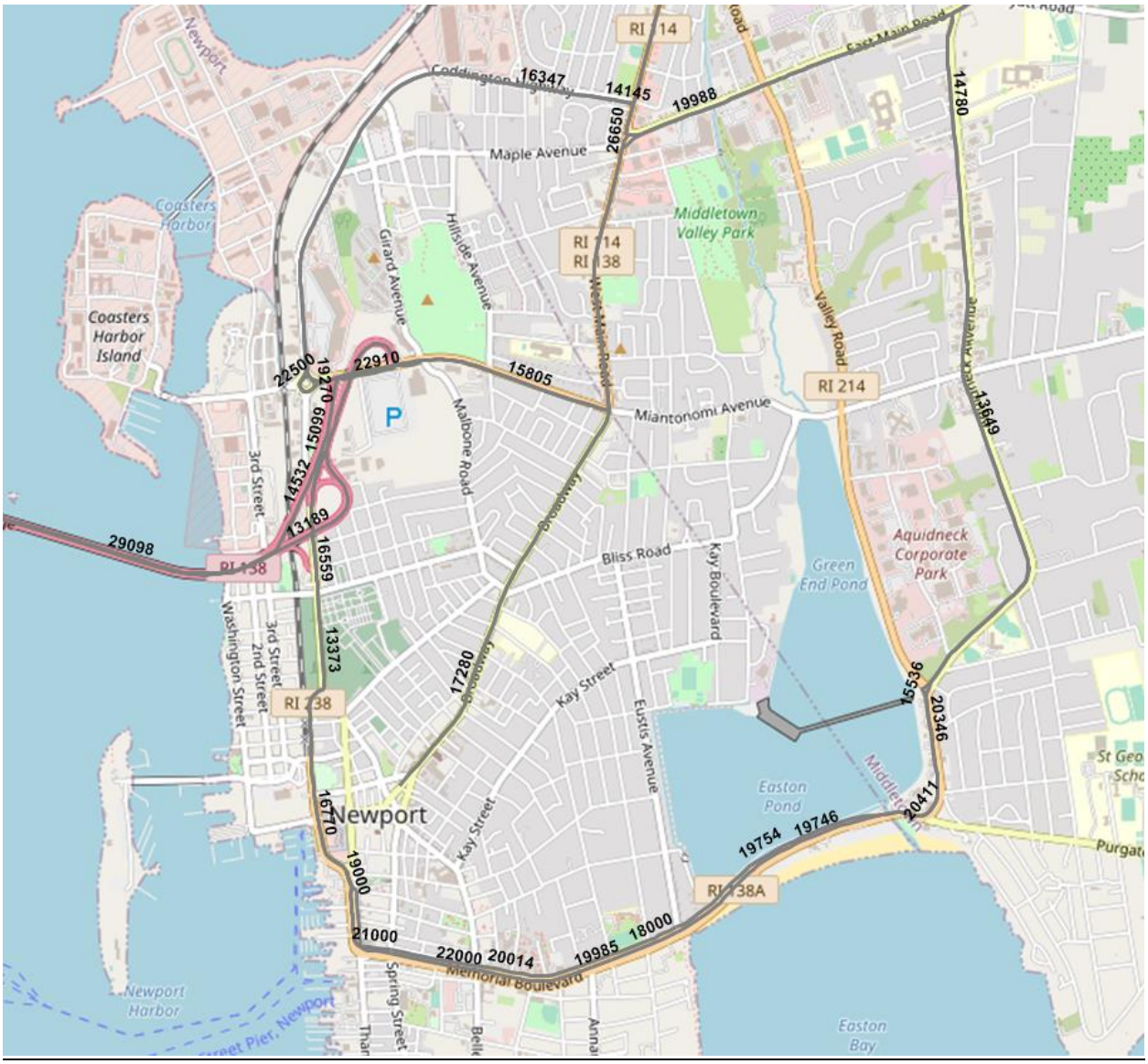
Figure 20: Summer weekend mid-day peak period average speed



Traffic Count Data

The RITIS speed data set also includes estimated Annual Average Daily Traffic (AADT) volumes for the National Highway System road segments. These AADTs are shown in Figure 21.

Figure 21: Estimated Annual Average Daily Traffic (AADT)



The AADTs for the four-lane streets America's Cup Highway (17,000 - 19,000) and Memorial Boulevard (18,000 – 22,000) indicate that downsizing may be possible. The Federal Highway Administration suggests that four-lane streets with less than 20,000 AADT be evaluated for potential road diets, and notes that thresholds are higher in certain cities, e.g., 25,000 in Seattle.[1]

[1] Federal Highway Administration. Road Diet Information Guide, November 2014. https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/index.cfm

There also are limited traffic count data available from 24-hour tube counts that were done in May 2019. Figures 22 and 23 show the locations and relative traffic volumes during the morning and afternoon weekday peak periods. Figures 24 and 25 show count volumes for an inset area.

Figure 22: May 2019 morning peak traffic volume (average of two hours 7-9 a.m. -width proportional to volume)

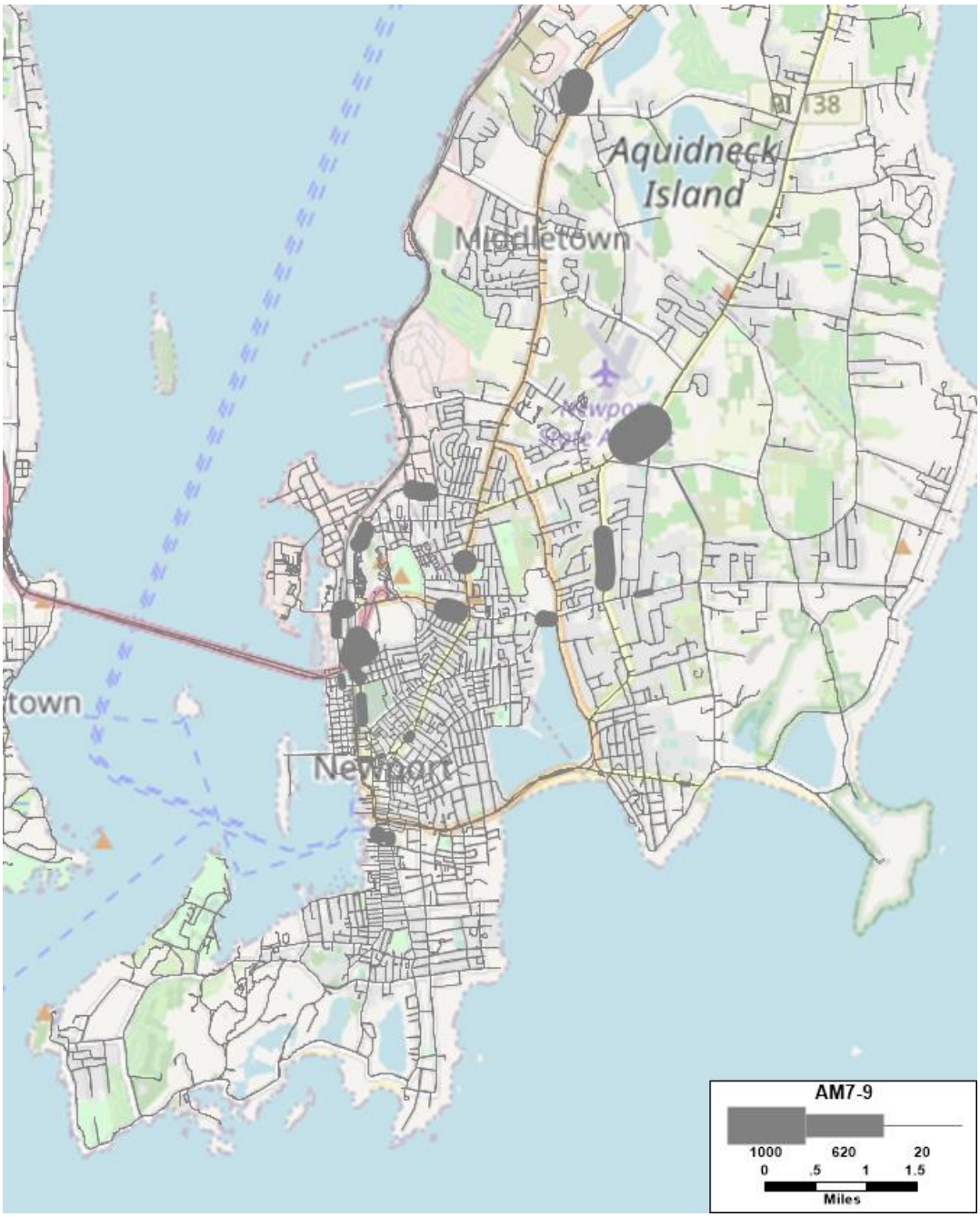
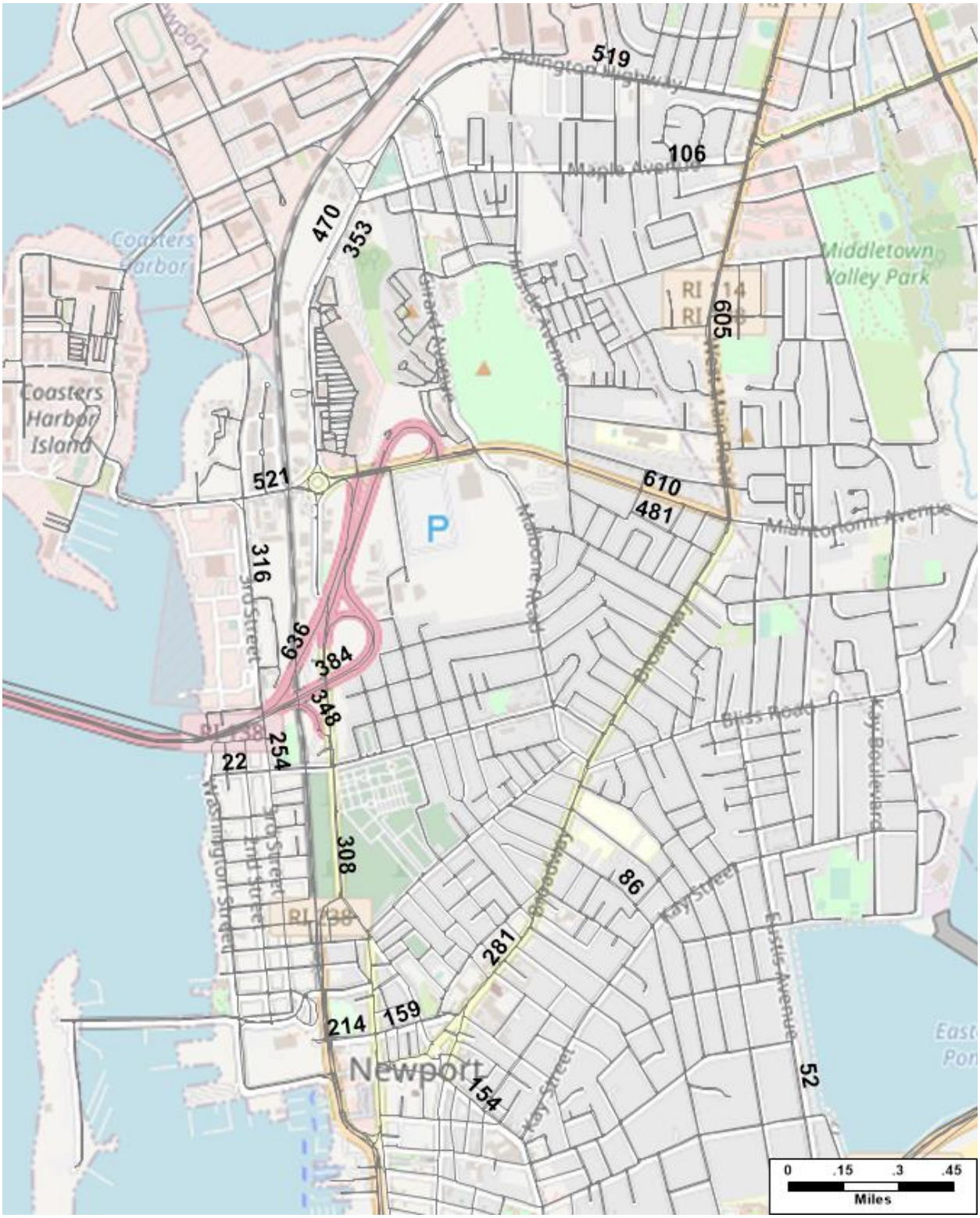


Figure 23: May 2019 morning peak traffic volume (average of two hours 7-9 a.m.)



Note: Directional counts were done in two locations and shown as separate values: JT Connell Highway and Admiral Kalbfus Road..

Figure 24: May 2019 afternoon peak period traffic volume (average of 3 hours 3-6 p.m. width - proportional to volume)

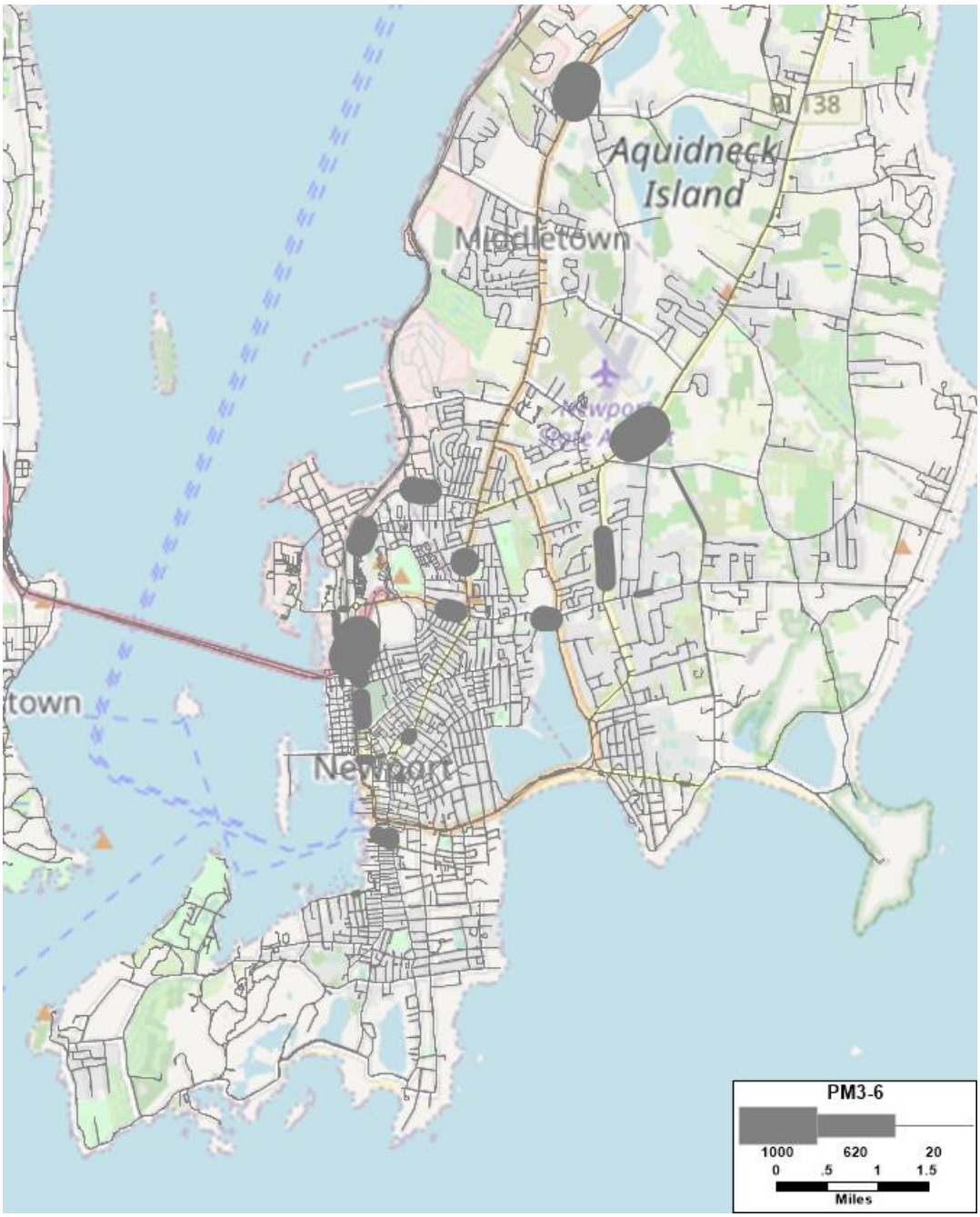
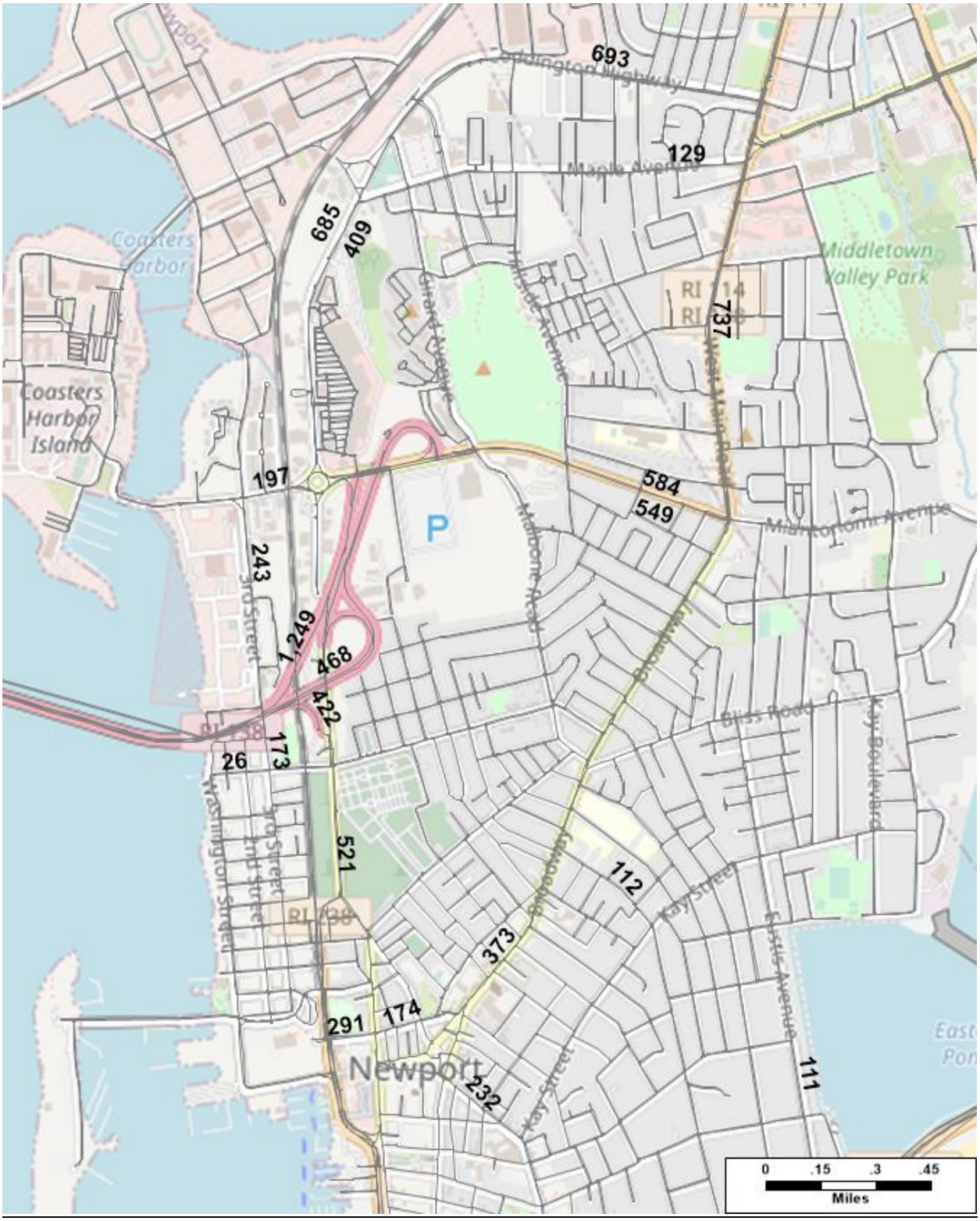


Figure 25: May 2019 afternoon peak period traffic volume (average of 3 hours 3-6 p.m.)

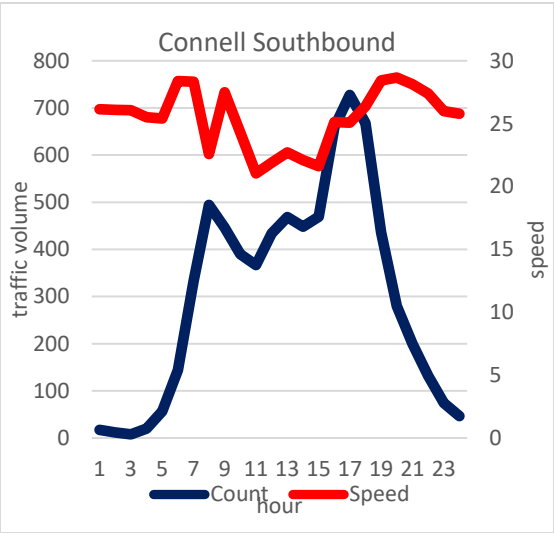


Note: Directional counts were done in two locations and shown as separate values: JT Connell Highway and Admiral Kalbfus Road.

Combining Traffic Count and Speed Data

There are two locations where traffic counts were collected separately by direction, and where there also are speed data: JT Connell Highway and Admiral Kalbfus Road. In both locations, average speeds are generally lower during the day than overnight, but there are not pronounced differences in the peak periods and would indicate significant peak period congestion. (Figures 26 and 27)

Figure 26: JT Connell Highway May 2019 24-hour weekday traffic counts and average speeds.



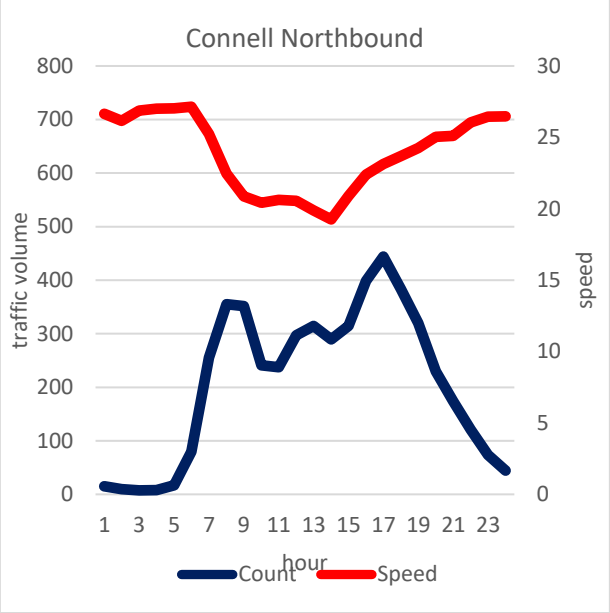
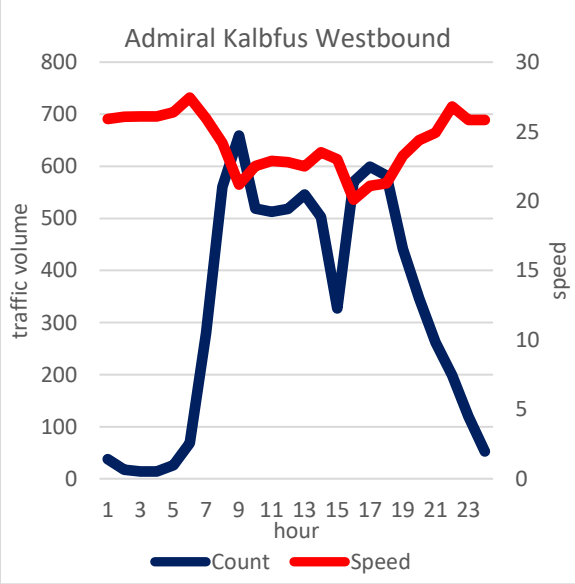
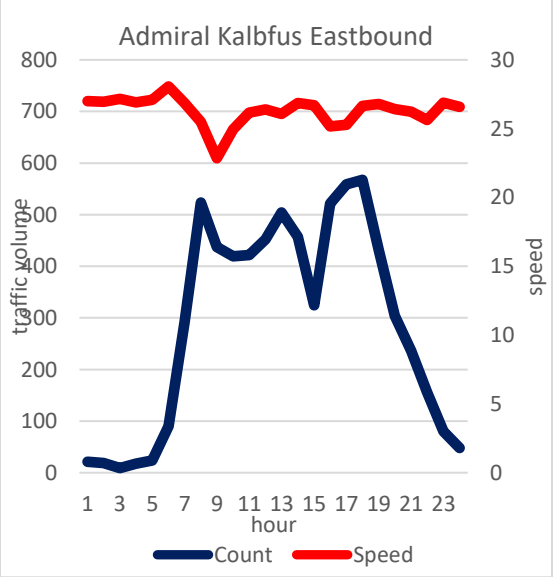


Figure 27: Admiral Kalbfus Road May 2019 24-hour weekday traffic counts and average speeds.





TOOLE DESIGN

APPENDIX E
PARKING AND FREIGHT

TECHNICAL MEMORANDUM

TO: Kristin Saunders, Project Manager, Toole Design Group

FROM: Valerie J. Southern, Project Manager, VJS-TC

DATE: October 22, 2021

SUBJ: **Newport Transportation Master Plan 2022**
EXISTING CONDITIONS: PARKING AND FREIGHT

==========

EXECUTIVE SUMMARY

This report examines parking and truck-freight services within the City of Newport. It provides a parking inventory; examines parking demand and City parking regulations; and offers insight into parking revenue generation. The City parking program is also examined. This report also provides data on truck-freight volumes on roadways within the study area and truck parking and delivery services. This analysis was conducted from August 2021 to October 2021 and is a result of field inventory, review of the City's overall parking program, and consultation with City and State personnel. It should be noted that recommendations and strategy for addressing issues identified in this document will be addressed in a separate report.

Key Findings

- The City has a diverse parking inventory encompassing on-street, off-street, handicapped, Uber, taxi, electric vehicle, recreational vehicle, boat trailer, scooter, and tour bus facilities and services. These services however are concentrated almost entirely in the downtown and not easily found in other parts of the city.
- The City appears to provide a sufficient supply of affordable public parking which generates sustainable revenues yet the demand for affordable and easily accessible parking particularly in the downtown grows. While these demands are seasonal and attributed to density and concentrated commercial and retail uses within a geographically constrained area, demand for parking in other parts of the City, with the exception of the Newport Hospital area and to a lesser extent within in the Bellevue commercial district, appears less acute but desired. An approach that expands the supply outside of the concentrated downtown and enables greater access for more users may be warranted.
- While comprehensive, the City parking ordinance appears dated and does not address future City parking needs or programs such as bicycle parking, electric vehicle parking, shared use parking, intercept parking, and emerging parking technologies. The City's new Parking App is not addressed nor is it recognized in the ordinance. Administrative mechanisms that tie compact land development to site specific parking services and parking policies that enable productive public private parking partnerships and smart growth are also not addressed.
- Most of the critical day-to-day City parking administrative functions appear to be located within the City Police Department's parking and parking enforcement divisions. Within the former, parking operations are monitored, administered, and managed. Monitoring of parking violations and ticketing is performed by the enforcement division. The method for tracking tickets, such as the number of violations, the types and locations of violations, and the disposition of tickets is unclear. Other elements of the City parking program appear to be decentralized. Discrete functions, such as the issuance of a parking permit, are handled by a variety of City personnel and are sometimes duplicated.

- The Residential Parking Program as currently administered appears to enable anyone – City and non-City residents alike - to obtain a residential parking permit.
- Truck and freight traffic on Aquidneck Island for the most part follows State designated truck routes with the Pell Bridge as a major entry and exit point. Average annual combination and single freight volumes range from 170 (Route 214 – Industrial Park) to 9,343 (East Main Road – Portsmouth).
- City regulations governing truck parking and loading appear to be largely ignored.

City of Newport Transportation Master Plan 2022
Existing Conditions Report: Parking and Freight

TABLE OF CONTENTS

1. PARKING INVENTORY

An inventory of City parking facilities was undertaken to estimate the total number of parking stalls, the type of parking facilities, and the level of revenue generated.

1. a Parking Facilities

Parking Inventory: There are approximately 17,036 total parking stalls in the City of Newport. Of the total, 16,000 stalls are off-street and approximately 1,036 stalls are on-street. Of the off-street parking stalls:

- 4,205 are public,
- 7,519 are private, and
- 4,254 are on Naval Station Newport property.

Of the approximate 1,036 on-street parking stalls:

- 420 are reserved for residential parking,
- 327 are metered parking, and
- 215 are "other" stalls which may include parking for handicapped, electric vehicle, taxis and miscellaneous uses.

This is illustrated in Map 1 – Off Street Parking Outside Harbor front, page 6 and Map 2 – Off Street Parking Inside Harbor Front, page 7 and documented in Table 1 – RV Parking - Field Verification, page 1.

No RV Parking Sign – Gateway Entry

Public Parking Lots: The City of Newport owns and operates five (5) parking lots.

1. The Gateway Parking Lot and Garage is a structured facility with 484 stalls. It is located on the southern edge of the downtown on America's Cup Avenue and is accessed via the avenue or Bolhouse Road. Gateway operates from May 1st through October 31st; Monday through Sunday, 8:00 AM to 12:00 AM. Parking rates are $2.00 - first half hour and $1.50 – each subsequent half hour with a maximum of $24.50 per day. Discount parking is available to workers in the downtown. The facility is intended to accommodate a limited number of recreational vehicles but current signage (observed September 9, 2021) prohibits RV parking. On its website, the City encourages visitors to use Gateway parking.

2. The Mary Street Lot contains 118 stalls. It is a surface lot with pay stations located in the heart of the downtown commercial district and accessed from Mary Street via Thames Street or from Church Street via Spring Street. It is open daily from May 1st through October 31st; 24 hours per day. The parking rate is $3.00/hour with a maximum of $20.00/day. Overnight parking is $30.00. City residents with a resident sticker park free for three hours per day. Delivery vehicles are permitted ½-hour free parking. Public restrooms are located on site.

Mary Street Lot

3. The Long Wharf Lot has 35 stalls. It is a self-pay lot located on Long Wharf adjacent to the Newport Yacht Club. Users may park up to nine hours per day. Hours of operation are from Monday through Sunday, 8:00 AM to 12:00 AM. The parking rate is $1.25/hour.

4. The Touro Court Lot contains 32 stalls. It is a surface parking lot with a self-pay station. It is entered on Clarke Street via Touro Street. Parking is limited to three (3) hours. There are several spaces reserved for Newport residents. It is open daily including Sundays and holidays from 9:00 AM to 9L00 PM. The parking rate is $1.25/hour.

5. The King Park Lot is permit parking only for motor vehicles and boat trailers. It is located east of the downtown on Wellington Avenue; with direct access to the Narragansett Bay shoreline. Hours of operation are from May 1st through October 15th. Users must display a parking permit on their vehicle or boat trailer. An auto park permit is $50/season. A boat trailer permit is $25/season for residents and $100/season for non-residents. Permits are purchased at the City Hall Collections Office.

King Parking Lot

Easton's Beach Parking: Though not listed as a City-owned facility on the City's web site, the Easton's Beach (First Beach) parking lot is located in the north east corner of the City near the Middletown line at 175 Memorial Boulevard. It is open from May 1st through October 31st from 8:00 AM to 9:00 PM, weekends and holidays, and from 9:00 AM to 9:00 PM, weekdays. Seasonal beach sticker decals are required for resident and non-resident vehicles. Generally there are two-hundred and forty-four (244) stalls and six (6) handicapped stalls in the western portion of the lot and four-hundred and seventy-five (475) stalls with eight (8) handicapped stalls in the eastern portion. According to City parking personnel, the number of stalls vary due to occasional partitioning of the area.[1] Revenue from the lot is deposited into an Easton's Beach Enterprise Fund.

[1] Parking Files, Jared W. Mitchell, GIS Coordinator, City of Newport, July 26, 2021.

Existing Conditions Report

Map 1: Off Street Parking Outside Harbor front

(This map identifies all off-street parking outside of the harbor front.)

Existing Conditions Report

Map 2: Off Street Parking Inside Harbor front

(This map identifies all off-street parking inside the harbor front area.)

Handicapped Parking: At the Gateway Parking facility there are eleven (11) designated handicapped spaces; at the Mary St. Parking Lot, there are five (5) designated spaces, and at the Touro Lot there are two (2) designated spaces. In metered zones, there are designated handicapped spaces at Market Square, two (2); at Long Wharf, two (2); on Thames Street at Brick Market, one (1); in Washington Square, two (2); and on Touro Street, one (1). The spaces are not metered.

Taxi Cab Stands: Taxi stands are located in the downtown:

- At the Newport Transportation and Visitor's Center - Gateway Center,
- Market Square on the north side, west of America's Cup Avenue and reserved from 9:00 PM to 2:00 AM, and
- Thames-East between Memorial Boulevard West and Franklin Street. Four (4) spaces are reserved from 9:00 PM to 2:00 AM.

Uber Drop Off- Pick Up: Uber drop-offs and pick-ups are accommodated at the Gateway Center.

Electric Vehicle (EV) Parking: There are six (6) charging stations at the Gateway Center. At the Newport Hospital visitor's parking lot on Powell Avenue there are EV charging stations on the north west side.

Gateway Charging Station

Scooter Parking:

- Two (2) scooter parking areas are located in the Mary Street Lot, one at each entrance.
- In the Market Square area, two (2) scooter park spots are on the south side of Market Square, off of America's Cup Avenue.
- On Thames Street, near its entrance to America's Cup Ave, scooter parking is located in the small triangle across from the Black Dog Clothing Store at 240 Thames.

This is illustrated in Map 3: Designated Parking Stalls, page 9.

Recreational Vehicles (RVs): According to City parking regulations, recreational vehicle parking is permitted at the Gateway Lot, Easton's Beach, and the WalMart Lot in the north end. Field observation did not verify this at the Gateway facility or at Easton's Beach where no signage was posted and no RV parking observed. An ample supply of unused parking stalls at the North End WalMart was verified in field review.

Newport Transportation Master Plan 2022
Table 1: Recreational Vehicle Parking – Field Verification

	Location	Street	# of Spaces	Restrictions	Verification/ Photo Log
1	Gateway Parking Lot	W. Marlborough Street / Gladys Carr Bolhouse Road	2	RV cannot exceed 24 feet	Could Not Verify – Signage Stating "No RV or Trucks" at Lot Entry – Photo #5
2	Easton Beach Park	Memorial Boulevard / Old Beach Road	-	Daytime Parking Only	Could Not Verify - No Signage/No RVs
3	Wal Mart Parking Lot	JT Connell Highway / Admiral Kalbfus Road	See Maps 1 & 3	None	Verified – No Signage but Large Lot with Multiple Empty Stalls on Periphery. One RV parked.

Existing Conditions Report

Map 3: Designated Parking Stalls

(This map identifies stalls with special designations including Loading Zone, RV parking, Tour Bus parking, Taxi cab parking, Handicapped stalls, and EV stations)

Tour Bus Parking: Regulations governing the operation and parking of tour buses is provided on the Preservation Society of Newport County website: https://www.newportmansions.org/plan-a-visit/group-tours/motorcoach-parking-directions. The site also cites City ordinance 10.52.010 which prohibits the boarding and disembarking of passenger on Bellevue Avenue. It also identifies streets where motor coach operations are prohibited. It also cites City ordinance 5.64.090 which prohibits the idling of motor coach engines. Guidance is provided where tour buses may park at eleven (11) locations serving the Bellevue Avenue area mansions and similar locations. As summarized in Table 2, the Consultant verified these locations and included an additional tour bus parking location at the historic Viking Hotel on Church Street via Google Aerial and on site documentation.

Hotel Viking Tour Bus Parking - Charles Street

Newport Transportation Master Plan 2022
Table 2: Tour Bus Parking - Field Verification

No	Name	Location	Parking Location	Parking Restrictions	Verification / Photo Log
1	The Breakers	Ochre Point Avenue – parking lot for motor coaches	Ochre Point Avenue / Victoria Avenue	Coaches park on left side of park lane in lot	Verified - Google Aerial Map – 9-13-21
2	The Breakers Stable & Cable House	Bateman & Coggeshall Avenues	Bellevue Avenue - Rosecliff	Coaches not permitted at Breakers Stable. Park at Rosecliff / return at designated time	Verified - Google Aerial Map – 9-13-21 (Closed Temporarily)
3	Chateau-Sur-Mer	Bellevue Avenue	Lawrence Avenue	Past house to parking lot. Coaches must leave through entrance	Verified - Google Aerial Map – 9-13-21
4	Chepstow	Narragansett Avenue	Bellevue Avenue / Preservation Society	Coaches must park at the Preservation Society Office	Verification - On-Site – 9-9-21
5	The Elms	Bellevue Avenue	Bellevue Court Parking Lot	Coaches prohibited at Isaac Bell House. Coaches. Must park at The Elms.	Verified - Google Aerial Map – 9-13-21
6	Hunter House	Washington Street	America's Cup Avenue / W Marlborough Street	Coaches are not permitted. Must park at Newport Visitors Center	Verified - 9-13-21
7	Isaac Bell House	Corner of Bellevue Avenue and Perry Street	Bellevue Court Parking Lot	Coaches prohibited at Isaac Bell House. Must park at The Elms	Verified - Google Aerial Map – 9-13-21
8	Kingscote	Bellevue Avenue / Bowery Street	Bowery Street		Verification - On-Site – 9-9-21
9	Marble House	Bellevue Avenue	West side of Bellevue opposite	Disembark/ cross Bellevue Avenue	Verified - Google Aerial Map – 9-13-21

			Marble House		
10	Rosecliff	Bellevue Avenue	Parking adjacent to house		Verified - Google Aerial Map – 9-13-21 (Closed Temporarily)
11	Downtown Newport	Newport Visitors Center	Parking not unlimited & not clear where	Free unlimited Motor Coach Parking	Verification – On – Site — 9-9-21
12	Viking Hotel *(Added by Consultant)*	Bellevue-Church	Viking Hotel Lot	Valet - Tour Bus Parking	Verification - 9-9-21 – Photo #22

Parking Meters: The City provides on-street metered parking on selected streets in the downtown, along Memorial Boulevard, and at Easton's Beach. The meters are operational from May 1st through October 31st and limited to three (3) hours. Parking is free between 9:00 PM and 9:00 AM otherwise the parking rate is $1.25/hour at increments of $0.25/12 minutes. Metered parking is also provided along Cliff Walk and Forty Steps where users may park up to four hours at $1.25/hour and along Memorial Boulevard at Easton's Beach with a parking rate of $2.00/hour at increments of $0.50/15 minutes. The parking revenue generated at this location is deposited in an Easton's Beach Enterprise Fund.

This information is provided in Map 4: Metered Parking, page 12.

Finding: The City has a diverse parking inventory encompassing on-street, off-street, handicapped, Uber, taxi, electric vehicle, recreational vehicle, boat trailer, scooter, and tour bus facilities and services. These services however are concentrated almost entirely in the downtown and not easily found in other parts of the city.

1. b Parking Demand

Parking demand in Newport fluctuates with peaks between May and October. A 2008 downtown parking survey taken by Youngken Associates indicates 50 percent of the stalls in the downtown were occupied during daytime hours and 42 percent were occupied during the evening.[2] The study also found peak seasonal parking demand in the downtown were within the following high-demand commercial locations:[3]

- Clarke Street – B&B Inn, Boutique Hotel
- Pelham/Green Street
- Bowen's Bannister Wharf
- Newport Yachting Center, Lower Thames Street
- Howard Street Apartments near Spring Street
- Lower Thames Street – Coddington Wharf to Goodwin Street

[2] *Newport Harborfront Parcel/Parking Utilization Study*; Newport Chamber of Commerce/Youngken Associates; 12/31/2008.
[3] Ibid.

Existing Conditions Report

Map 4: Metered Parking

(This map identifies where metered parking exists in the city.)

According to the study, parking congestion occurs at these locations because:

- Large retail restaurant and commercial establishments offer patron parking for a fee;
- Many of the establishments have no off-street parking for their patrons;
- On its east and west ends, Thames Street is a bar and restaurant entertainment center with little or no off-street parking; and
- Employees of the establishments park in stalls which should be reserved for patrons.

Peak parking demand also occurs at the Newport Hospital visitor-employee parking lot on Powell Avenue. This is a year-round concern.

1. c Parking Accumulation. Although the City was unable to provide parking accumulation data for all of its facilities, the Consultant was provided lot entries for its most popular and frequently used facility – the Gateway lot and garage - for the peak August 21 - 28, 2021 period[4] as follows:

- Peak parking lot entries occurred on Saturday with a total of 780 vehicles entering the lot between 6:00 AM and 6:00 PM. Peak entries occurred at 1:00 PM with a total of 120 vehicles entering the lot.
- During the week, the lot averaged 355 entries per day for the same time period of 6:00 AM to 6:00 PM.
- Approximately 100 vehicles remained overnight.

According to City parking personnel, both the Gateway and Mary Street lots are fully occupied by mid-morning and remain full on days with major tourism activity.

1. d Parking Revenue. Thought the Consultant did not receive a full accounting for all facilities as requested, City parking personnel provided data on the number of parking tickets sold by day and month at the Gateway facility.[5] Tickets sold by month in 2019 ranged from 547 in October to 873 in July and averaged 710. The greatest number of tickets sold (1,070) occurred on a Wednesday in July 2019. The cost of the tickets is provided in Report Section 1.a: Parking Supply – Parking Lots. Gross revenue information was also provided for the Gateway, the Mary Street Lot, and the on-street parking meters for years 2017 to 2019.[6] For these facilities, gross revenue totaled $1.8 million in 2017, $2.0 million in 2018, and $2.0 million in 2019 with the Gateway generating the most revenue of the three facilities. This is shown in Table 3.

Newport Transportation Master Plan
Table 3: Parking Revenue by Year – Select Facilities – 2017 - 2019

Year	Gateway Lot*	Mary Street Lot	Parking Meters
2017	$761,178	$325,963	$785,952
2018	$860,779	$348,373	$748,546
2019	$891,761	$343,296	$769,842

[4] Parking entries recorded for the Gateway Parking lot during the week of August 22 thru August 28, 2021; Pat Segerson, Parking Division Manager, Newport Police Department.
[5] Summary of Parking Tickets sold for the Gateway Lot in 2019; Pat Segerson, Parking Division, Newport Police Department.
[6] Gross Parking Revenue for 2017, 2018, and 2019, Pat Segerson, Parking Division, Newport, Police Department.

Finding: The City appears to provide a sufficient supply of affordable public parking which generates sustainable revenues yet the demand for affordable and easily accessible parking particularly in the downtown grows. While these demands are seasonal and attributed to density and the high concentration of commercial and retail uses within a geographically constrained area, demand for parking in other parts of the City, with the exception of the Newport Hospital area and to a lesser extent within in the Bellevue commercial district, appears less acute but desired. An approach that expands the supply outside of the concentrated downtown and enables greater access for more users may be warranted.

2 – PARKING PROGRAM REGULATIONS

The City parking policies and regulations are provided in its Title 10 - Parking Ordinance. The ordinance contains 77 sections from Sections 10.08.010 to 12.32.070 and may be accessed at: https://library.municode.com/ri/newport/codes/code_of_ordinances?nodeId=COOR_TIT10VETR. A summary of each ordinance section relative to parking with Consultant comments is provided in Appendix A, page 23.

Finding:

While comprehensive, the City parking ordinance appears dated and does not address future City parking needs or programs such as bicycle parking, electric vehicle parking, shared use parking, intercept parking, and emerging parking technologies. The City's new Parking App is not addressed nor is it recognized in the ordinance. Administrative mechanisms that tie compact land development to site specific parking services and policies that enable productive public private parking partnerships and smart growth are also not addressed.

Of particular concern is the Residential Parking Program defined in Section 10.32.010. The intent of the program is to enable parking for City residents near their homes. Current regulations however enable any person, including those who may live outside of the designated permit area or outside of the city, to obtain a residential parking permit and park within the area.

Other findings and comments are referenced in Table A in the Report Appendix: City Ordinance Title 10 – Vehicles and Traffic – Parking Element, page 23.

3 – PARKING PROGRAM MANAGEMENT

Most of the critical day-to-day City parking administrative functions appear to be located within the City Police Department's parking and parking enforcement divisions. Within the former, parking operations are monitored, administered, and managed. Monitoring of parking violations and ticketing is performed by the enforcement division. The method for tracking ticketing, such as the number of violations, the types and locations of violations, and the disposition of tickets is unclear. Other elements of the City parking program appear to be decentralized. Discrete functions, such as the issuance of a parking permit, are handled by a variety of City personnel and are sometimes duplicated. A sample of the various management and administrative functions is provided in Table 4.

Newport Transportation Master Plan Table 4: Parking Management Functions - Cross Section of Responsibilities		
	Parking Management Functions	**Responsibility**
1	Establish parking regulations; assign the location of on-street and angle parking, school parking signs, handicapped parking	Traffic Engineer
2	Designate land for public parking	Director of Public Safety
	Oversee-regulate parking – Goat Island Causeway	
	Determine and File Bus Stop Location Filing	
	Designate Bus Stop Locations	
	Establish Fees and Regulations for Public Parking	
	Ban parking on Roadways for snow removal	
	Identify and Designate Traffic Control Devices	
	Perform Engineering Analysis	
3	Monitor and Authorize Loading Dock and City Pier Use	Newport Harbor Master
4	Oversee Fishing Vehicle Parking Permits	Collections Office
5	Revoke Fish Parking Permits	City Manager
	Authorize Valet Parking Permit	
	Negotiate City Control of Private Property for Public Parking	
	Revoke Parking Permits	
	Waive Valet Parking Fees	
	Receive and Administer Petitions for Residential Parking	
6	Issue Loading Zone Permits	Chief of Police and/or Police Department Divisions
	Issue Permits for Furniture, Delivery of Coal and Fuel; Loading and Unloading in Restricted Area	
	Designate Locations for Erection of Parking Signs	
	File Bus Stop Locations	
	Received Notification and Approve Residential Street Events	
	Establish fees for Public Parking with Clerk, Director of Public safety	
	Enforce On-Street Parking Regulations; Issue Tickets	
7	Oversee and Issue Permits/Stickers for Boat Trailer Parking	Director of Economic Development
8	Approve or Withdraw Residential Parking Street or District Designations	City Council
9	Approve Valet Parking Applications	
10	Review requests for 24 Hour Residential Parking	Interdepartmental Traffic Committee

City Website: Within the City's website there is public parking information that is helpful to the general public: https://www.cityofnewport.com/en-us/living-in-newport/parking-transportation. The information includes the location of City public parking lots and metered parking locations and the Residential Parking Program process. There is a color-coded map showing parking locations throughout the City.

City Parking App: The City website announces a new parking application – *Passport Parking* – which was introduced in September 2020. The app enables users to pay for and monitor their parking directly from their smartphones: https://www.cityofnewport.com/news/2020/city-launching-new-mobile-parking-app.

4 – TRUCK-FREIGHT VOLUMES - LOADING FACILITIES

4a - Truck-Freight Volumes: In collaboration with the Rhode Island Statewide Planning Office, the Consultant obtained data on annual daily average truck volumes within travel corridors in the study area and on Aquidneck Island. The information was extrapolated from the 2015 Rhode Island Highway Performance Monitoring System (HPMS) Report and is displayed in Table 5 - Truck-Freight Volumes and illustrated in Map 5 – Annual Average Daily Average Truck Volumes, 2015. The routes generally match the designated truck routes in the RI Department of Transportation 2006 Truck Flow Map which designates five (5) truck routes for Aquidneck Island:

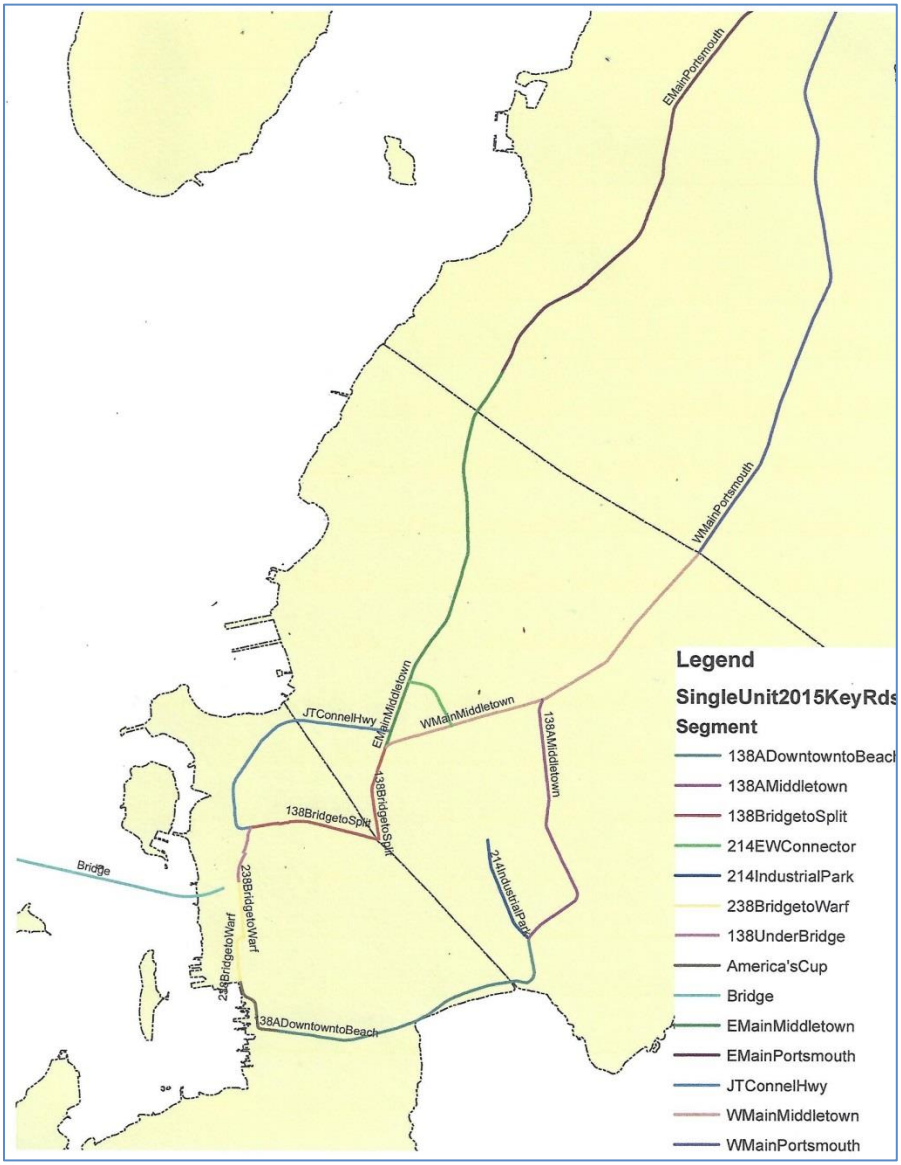
- SR 138: West end – Pell Bridge Entry / East end – East Main Road (Middletown and Portsmouth)
- SR 114: West Main Road (Middletown and Portsmouth)
- SR 214: Valley Road (Middletown)
- SR 138A: Memorial Boulevard / Aquidneck Avenue (Middletown)
- SR 238: America's Cup / Memorial Boulevard (Newport and Middletown)

The HPMS data shows the greatest concentration of 2015 annual average daily truck volumes is within the Route 138A corridor representing 8,060 combination and single trucks; within the Route 138 corridor representing 3, 618 combination and single units; and within the Route 238 corridor from the Pell Bridge to the downtown Newport waterfront representing 2,790 combination and single units. From the north, the greatest 2015 volumes are on West Main Road in Middletown and Portsmouth (8,528) and East Main Road in Middletown and Portsmouth (12,993).

Newport Transportation Master Plan 2022
Table 5: Truck-Freight Volumes 2015 – Select Corridors
Annual Average Daily Averages – Combination and Single Truck Units

Route Locations	Combination	Single Unit	Grand Total
138A – Downtown to Beach	2180	2980	5160
138A - Middletown	940	1960	2900
138 – Bridge to Split	887	1361	2248
138 – Under Bridge	575	795	1370
214 – EW Connector	30	150	180
214 – Industrial Park	40	130	170
238 – Bridge to Wharf	1180	1610	2790
America's Cup Avenue	300	400	700
Bridge	600	800	1400
E Main Road - Middletown	1157	2493	3650
E Main Road - Portsmouth	3872	5471	9343
JT Connell Highway	1338	2108	3446
W Main Road - Middletown	1252	2196	3448
W Main Road - Portsmouth	1737	3343	5080

Map 5: 2015 Average Annual Daily Truck Traffic Volume Corridors
Newport Study Area and Aquidneck Island



4b – Truck Loading Zones and Park Locations. According to City Ordinance Section 10-68-010, truck loading is permitted on designated streets between 4:30 AM and 11:30 AM on weekdays. No driver of a commercial vehicle may stand or park for the purpose of loading or unloading, picking up deliveries, or for any other purpose for a period longer than is necessary to load, unload and deliver materials. This activity is not to exceed thirty (30) minutes.

The Consultant conducted an in-field survey to determine if the thirty-four (34) designated truck parking areas identified in ordinance were properly signed and used in accordance with policy. The results of the survey, conducted from August 26, 2021 to September 13, 2021, are shown in Table 6, page 19.

Findings:

- The seven (7) truck loading zones identified in ordinance are not signed. Automobile and truck operators are unaware of the zones thus unable to comply.
- Most of the designated truck parking stalls were properly signed however it was observed that most truck deliveries were not in designated areas. Loading and unloading occurred directly at building sites with the truck often illegally parked in an general parking stall, on the sidewalk, within the roadway travel lane, or on the opposite side of the roadway. When this occurs, automobiles are required to stop, drive around or, if the street is narrow, inch past. This results in traffic delay, congestion, and unsafe conditions.


Truck Blocking on Wrong Side - Bellevue-East Bowery

- For roughly 30 - 35 percent of the designated truck parking spots, City signage designating the space could not be found.
- These findings reflect the concerns expressed by representatives of the RI Trucking Association interviewed in June 2021 for the stakeholder element of the Newport Transportation Master Plan. They indicated they often park close to buildings because designated truck parking spots are too infrequent, too far way, or simply not there. They also indicated the time-of-day load times (4:30 AM – 11:30 AM only) do not accommodate their delivery schedules.

Newport Transportation Master Plan 2022 Table 6: Loading Parking Locations and Loading Zones – Field Verification				
No	**Street**	**Restriction**	**Ordinance**	**Verification**
1	Bellevue Avenue east side - north of DeBlois Street, south of Downing Street, 20 feet in distance as designated	Non-loading parking allowed after 11;30 AM weekdays	10.68.020	Verification – 9-9-21 – Photo #18
2	Bellevue Avenue east side - north of Casino Terrace ad south of Memorial Boulevard 40 feet in distance as designated. DeBlois Street and south of Downing Street, 20 feet in distance as designated	Non-loading parking allowed after 11;30 AM weekdays	10.68.020	Verification – 9-9-21 – Photo #17
3	Broadway west side - 20 feet north of corner of Farewell Street, extending northerly for 50 feet	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Verification – 9-9-21 and 9-13-21
4	Coddington Street south side - 27 feet east of Thames Street	None noted	10.68.020	No Signs/No Verification – 9-13-21
5	Findley Place east side - 20 feet south of Bliss Road	None noted	10.68.020	Could not find.
6	Market Square south side - 20 feet west of America's Cup Avenue then westerly 50 feet	Non-loading parking allowed after 11:30 AM	10.68.020	Could not find.
7	**Reserved**		**10.68.020**	
8	Spring Street east side - north of Touro Street 20 feet as designated	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	No Signs/No Verification – 9-11-21
9	Thames Street east side - 25 feet south of intersection of Touro /Thames streets to 20 feet north of Mary Street	None noted	10.68.020	No Sign/No Verification but Truck Parked, Unloading – 9-13-21 – Photo #40
10	Thames Street east side - 20 feet south of intersection of Mary Street and Thames Street to 20 feet north of Cottens Court	None noted	10.68.020	Verification – 9-13-21 – Photo #41
11	Thames Street east side - 20 feet south of intersection of Cottens Court to 20 feet north of Church Street as designated	None noted	10.68.020	Verification – 9-13-21 – Photo #42
12	Thames Street east side - one 20 foot space at each location – in no event closer than 20 feet to intersection: a) North of Green Street and b) north of Pelham Street	None noted	10.68.020	9-13-21 – a) Green St - No Sign/No Verification; b) Pelham St – No Sign/No Verification but truck parked, unloading
13	Thames Street east side - one 20 foot space at each location as designated - in no event closer than 20 feet to intersection: a) south of Fair Street and b) south of Pope Street	None noted	10.68.020	Verification – 9/11/21 – a) Thames/Fair Street and b) Thames/Pope Street, Photo #33
14	Thames Street east side - one 20 foot space at each location as designated - in no event closer than 20 feet to intersection: a) south of Ann Street, b) south of Extension Street and c) south of Dearborn Street	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Verification – 9-11-21 – a) Thames/Ann, Photo #32 , b) Thames/Extension/S. Baptist, Photo #34 , and c) Thames/Dearborn, Photo #35

15	Thames Street east side - south of Newton Court as designated	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Could not find.
16	Washington Square north side - west of Colonial Street 40 feet as designated	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Could not find.
17	**Reserved**		**10.68.020**	
18	Anne Street Way north side - 155 feet west of Thames Street then westerly 40 feet	None noted	10.68.020	Could not find.
19	Bannister's Wharf - south side south of America's Cup Avenue	None noted	10.68.020	No Signage/No Verification – 9-13-21
20	Charles Street west side - 15 feet from Marlborough Street for 20 feet	None noted	10.68.020	Verification – 9-13-21 – Photo #44
21	Broadway east side – 30 feet south from intersection of Bliss Road as designated	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Verification – 9-11-21 – Photo #38
22	Franklin Street south side in front of #33 for 40 feet	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Could not find.
23	Prospect Hill Road south side- 40 feet west of Bellevue Avenue then westerly 20 feet as designated	None noted	10.68.020	Could not find.
24	Prospect Hill Road north – 45 feet west of #28 Prospect Hill Street	None noted	10.68.020	Could not find.
25	Washington Square west side opposite #5 Touro Street as designated	None noted	10.68.020	Could not find.
26	Redwood Street south side – 20 feet east of Bellevue Avenue then easterly 40 feet as designated	Non-loading parking shall be allowed after 3:30 PM weekdays	10.68.020	Verification – 9-9-21 – Photo #19
27	Broadway east side in front of #95 Broadway beginning 5 feet north of curb cut north for 40 feet	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Verification – 9-11-21 – Broadway #95/7Eleven/ Kilburn Court – Photos #36 and 37
28	Thames Street east side – one 40 foot space south of Dean Avenue	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Verification – 9-11-21
29	Market Square north side – 185 feet west of America's Cup Avenue then westerly for 40 feet	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Could not find.
30	Bridge Street south side – 48 feet west of Third Street then westerly 47 feet as designated	None noted	10.68.020	Could not find.
31	Colonial Street west side – 32 feet north of Washington Square then northerly 40 feet as designated	None noted	10.68.020	Could not find.
32	East Bower Street north side east of Bellevue Avenue 40 feet in length as designated	No parking shall be allowed before 8 AM or after 3 PM	10.68.020	Verification – 9-9-21 – Photos #15 and 16
33	Wellington Avenue north side – 110 feet west of Thames Street extending westerly 25 feet	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Verification – 9-9-21 – Photo #14
34	Church Street north side – 135 feet west of Bellevue Avenue then westerly 50 feet	Non-loading parking allowed after 11:30 AM weekdays	10.68.020	Verification – 9-9-21 – Photo #21
LOADING ZONES				

1	Thames Street – Farewell Street and Lee Avenue	Up to 30 minutes between 11:30 AM and 4:30 AM	10.68.010	No Displayed On-Street Signage Indicating Zone
2	Spring Street – Anne Street and Broadway	Up to 30 minutes between 11:30 AM and 4:30 AM	10.68.010	Same
3	All Streets running between Spring Street and Thames Street from and including Anne Street to and including Touro Street ; and including Hozier Street and Stone Street	Up to 30 minutes between 11:30 AM and 4:30 AM	10.68.010	Same
4	Broadway from Equality Park Place to Thames Street including Washington Square.	Up to 30 minutes between 11:30 AM and 4:30 AM	10.68.010	Same
5	All streets running between Broadway and Dr. Marcus F. Wheatland Boulevard from and including Equality Park Place to and including Branch Street	Up to 30 minutes between 11:30 AM and 4:30 AM	10.68.010	Same
6	All streets between Broadway and Marlborough Street and Washington Square and Marlborough Street	Up to 30 minutes between 11:30 AM and 4:30 AM	10.68.010	Same
7	Broadway from Bliss Road to Friendship Street and from Malbone Road to Pleasant Street	Up to 30 minutes between 11:30 AM and 4:30 AM	10.68.010	Same

Newport Transportation Master Plan APPENDIX A: City Ordinance Title 10 – Vehicles and Traffic – Parking Elements			
#	**Section Reference**	**Description**	**Consultant Comment**
1	10.08.010.	The term "park" defined as "the standing of a vehicle, whether occupied or not….for the purpose of and while actually engaged in loading or unloading." The "Truck" is also defined as any motor vehicle designed, used or maintained primarily for the transportation of property.	▪ Overly broad - does not categorically identify or define other types of parking such as shared or satellite. ▪ Truck definition does not categorize by weight or size.
2	10.08.020 10.08.030 10.08. 040 10.080.050	These sections require compliance with ordinance provision and with City police officer orders related to the provisions. Exemption is granted to drivers of emergency vehicles.	
3	Chap 10.12: Admin & Enforcement 10.12.010	*Administration and Enforcement* *Duties of director of public safety.* Director of Public Safety authorized to oversee traffic control devices, conduct engineering analyses of accident and traffic conditions and cooperate with other City officials to improve traffic conditions.	▪ Director of Public Safety does not appear to be an official position or title within City government. ▪ Does not state Director directly responsible for parking program planning, management, and administration.
4	10.12.060. 10.12.080	*Parking Regulations:* Describes Traffic Engineer's responsibilities relative to schools, angle parking, placement/installation of parking signs on narrow streets; and designation of handicapped parking spaces.	▪ City Traffic Engineer duties limited. ▪ Does not state TE directly responsible for parking program planning, management, and administration – who is?
5	10.12.080.	*One-way street and no parking signs.* Traffic Engineer provides signs and places markings that prohibit parking and advises on one-way street operations.	How is this TE work coordinated with other City parking program planning, management, and administration activities?
6	10.20.010.	*Responsibilities of owners.* Prohibits: a) standing/parking of vehicle in violation of ordinance, b) illegal use of handicapped parking spaces; fine $100.00 or more, and c) truck idling for 5+ minutes if tare weight greater than 5,500 pounds	▪ $100 fee for illegal use of handicapped space – not much of a deterrent ▪ Truck idling – what if less than 5,500 lbs.? What if turned off – not idling?
7	10.20.020	*Parking on Narrow Street:* When signs prohibiting parking erected on narrow streets, parking prohibited in any such designated place.	▪ Would be more helpful if "narrow" defined (width?) or offer list of streets determined narrow.
8	10.20.030	*Parking so as to leave less than ten (10) feet for traffic.*	▪ Not sure 10 feet enough for safe passage around

		If stopped in roadway, driver must leave 10 feet of roadway width for free movement of vehicular traffic, except driver may stop temporarily during loading or unloading of passengers or personal property – with the stop not to exceed 5 minutes and driver must move immediately if obstructing others from using roadway; except driver may stop in obedience to traffic regulations, traffic signs or signals of police officer.	especially on "narrow" streets (to be defined). Consider 20 feet clearance. ▪ Allowing temporary stop for loading/unloading - okay for school bus but uncertain about other modes. Negates 10.20.010 above; contradicts 10.20.080 below.
9	10.20.040.	*Stopping or parking near hazardous or congested places:* Prohibits parking, stopping or standing at locations signed as hazardous or congested.	▪ May or may not be effective; depending on the sign in relation to other signs, i.e. haz mat, pedestrian, etc. ▪ Hierarchy of City and State signs and how, where organized and posted should be discussed.
10	10.20.50	*Parking adjacent to schools.* No parking where not permitted by signage on street adjacent to school.	
11	10.20.060.	*Parallel and angle parking:* Parking permitted parallel with curb and within 12 inches, in direction of traffic except where angle parking.	▪ Locations of permitted angle parking should be listed in this or another section with reference to it in this section.
12	10.20.070	*Parking in marked or signed areas:* Parking on all streets must be within the area so marked and signed. No vehicle shall occupy more than one marked or signed space.	▪ Confusing as some City streets [i.e. Thames-East] have block-long white park lines. Individual spaces not marked.
13	10.20.080.	*Double parking prohibited.* No person shall double park a vehicle on any street at any time.	Contradicts 10.20.030 above.
14	10.20.090.	*Parking for longer than twenty-four hours prohibited:* No person shall park on any street longer than 24 hours on any day or night.	Contradicts residential permit parking program. See Residential Parking Program - 10.32.070.
15	10.20.100.	*Street sweeping streets:* Prohibits parking on any street between 12 midnight and 8:00 AM posted for street sweeping.	
16	10.20.110.	*Parking vehicles for sale or repair on streets.* No parking on street for vehicle sale, display or storage.	
17	10.20.120.	*Parking prohibited in specified places—Unauthorized moving in prohibited areas.* ▪ List of 17 locations where parking not allowed such as crosswalks, sidewalks, front of places of worship ▪ Unlawful to alter, deface, or change a City curb marking, traffic control sign, device.	▪ Excellent list of locations where parking prohibited. ▪ Given City's current parking issues - penalties not listed but should be; at prohibitive levels.
18	10.20.130	*Snow removal.* ▪ Director of Public Safety authorized to ban parking on certain streets for limited periods for snow removal. Non-compliance will result in vehicle	

		towed at the owner's expense. ▪ 24 emergency snow removal streets listed.	
19	10.20.140	*Parking boat trailers.* ▪ No boat trailer of any size may park on public highway in the city except at King Park lot or designated area on Wellington Avenue. Director of Public Services responsible for signage and utilization from May 1st - October 15th ▪ Users apply for parking permit/sticker with Department of Economic Development. ▪ Stickers – $25.00 – residents and $100.00 – everybody else.	▪ Add City Street with public highway. ▪ Department of Economic Development issues parking sticker; Director – Public Services oversees. Two different departments engaged in one function. ▪ Also – does a City Department of Economic Development exist?
20	10.20.150.	*Parking trailers for more than two hours prohibited.* No person shall park or leave a trailer, either alone or attached to another conveyance, on a street or public highway for longer than two hours in any 24 hour period.	▪ This allows trailers to be parked on any street for up to 2 hours; operator can then return after 24 hours. ▪ Does not appear effective in deterring repeat offenders or identifying best locations for trailer parking.
21	10.20.160.	*Unregistered and junk vehicles:* No junk, abandoned vehicles on public property Fine "not to exceed the maximum allowable in Newport municipal court and/or thirty (30) days in jail."	Fine should be stated and should be high as deterrent.
22	10.20.170.	*Towing by police division:* Identifies 21 locations such as residential permit streets where violators will be towed. (see ordinance for list of locations)	▪ Not clear why 20 roadways of 21 locations are designated. What is rationale for these and not others? ▪ Does not state Police will tow if on-street metered parking period exceeded. Why?
23	10.20.180	*Establishment of parking meter areas.* Identifies 19 locations with metered parking. (see ordinance for list of locations)	
24	10.20.190.	*Spaces with special provisions.* Acknowledges: ▪ Spaces designated by City for handicap usage not metered. ▪ Metered parking in designated loading zone not in effect weekdays until 11:30 AM. ▪ Metered parking on Thames at Post Office Street not in effect weekdays until 6:00 PM and Saturdays until 1:00 PM	▪ Are these special parking provisions part of broader parking policy and strategy?
25	10.20.200	*Regulation of parking in metered areas.* Explains rules for parking meters including one meter for one space.	▪ One Meter-One Space This is not the case in some areas, i.e. Thames – East where one white line runs

			length off block, no individual parking spaces. ▪ Block long spaces - not discussed in ordinance. Should be. ▪ No text on penalty or police ticketing if exceed meter time. Why?
26	10.20.210	*Meter charges.* ▪ Parking meters active May 1st through October 31st. No fee between 9:00 PM and 9:00 AM. ▪ Maximum fee - $1.25/hour, at increments $0.25/12 minutes. ▪ Maximum fee on Memorial Boulevard @ Easton's Beach - $2.00/ hour, at increments of $0.50/15 minutes. Revenue deposited Easton's Beach Enterprise Fund. ▪ For special event, construction work, or other - flat fee of $30.00/day for each metered space.	▪ How is $1.25 max parking fee determined? Does it cover City parking administrative costs?
27	10.20.220	*Parking permits for fishing vehicles—Purpose.* Provisions of 10.20.220 through 10.20.250 enacted to provide parking for legitimate fishermen in areas where parking has otherwise been prohibited in an effort to promote the peace, comfort, convenience and welfare of the residents and visitors to the city.	
28	10.20.230	*Designation of permitted parking for fishing vehicles:* City Council may allow parking for fishermen in areas otherwise restricted or prohibited. Streets listed and include Ledge Road, Ruggles Avenue, Webster Street and Wetmore Avenue. (see ordinance for full list of locations)	Do these areas work well in peak season?
29	10.20.240.	Fishing vehicle parking permits: ▪ City, through collection office, processes and issues "City of Newport Fishing Vehicle Parking Permits" upon presentation of valid vehicle registration ▪ $10.00 - property owners / $60.00 - all others.	As stated in 10.20.140 above, appears to be various offices involved in same tasks of parking permitting and fee collection (in this case “collection office”).
30	10.20.250.	*Revocation of permits.* City Manager authorized to revoke fishing vehicle parking permit.	Ditto.
31	Chapter 10.22 Valet Parking: 10.22.010.	*Purpose; permit and license required.* ▪ Affirms purpose of valet parking program: (1) Reduce disruption of vehicular/pedestrian traffic; (2) Minimize hazardous conditions; protect public health, safety and welfare; and (3) Promote safe and legal operation. ▪ City permit required – pay fee to City Clerk	▪ Ditto. ▪ Even if service on private property, use of public right of way necessary. Reconsider “do not apply.”

		▪ Regulations do not apply if on private property.	
32	10.22.020.	*Definitions.* Office, permit, permittee/operator, tandem parking and valet parking service area or ramping defined.	Per comment above, "parking service area or ramping" defined as needing public right-of-way – thus within public realm – thus should not be exempt.
33	10.22.030.	*Boundaries:* Valet parking only permitted within following zones: Waterfront business, general business, traditional maritime, commercial/industrial, and limited business.	
34	10.22.040	*Permit fee; exceptions.* ▪ Annual permit fee - $120.00 or $50.00 for a one-time event. ▪ Ramping Fee: If rental of metered spaces or area required - daily rate established by City and added to annual permit fee. ▪ City Manager may waive fees if service for city-owned/operated facility.	Fee structure seems modest at best.
35	10.22.050.	*Permit application.* ▪ Application filed with City Clerk - must include name, address, articles of incorporation; copy of liability insurance; site plan. ▪ Copy of the agreement/contract re: off-street spaces and location. ▪ Non-refundable application fee - $15.00. ▪ Applications forwarded by City Clerk to other departments - public works, building, planning and zoning, police, and fire. Comments to Clerk required within 10 business days. ▪ Within 30 calendar days, City Council approves or denies permit.	▪ Comprehensive (good) list of site plan requirements. ▪ As stated earlier, functions spread across several units/departments. ▪ Why no notice to abutting property owners? ▪ No field review required? ▪ Who – what unit – coordinates presentation to City Council?
36	10.22.060.	*Permit requirements, restrictions and when not permitted.* ▪ Permits issued only for pedestrian areas and public right-of-way ▪ Valet parking operated only by individuals, businesses, entities licensed by City. ▪ Permits issued only when applicant certifies sufficient accessible off-street parking spaces procured for valet services. On-street parking spaces not to be included in computation of sufficient # of spaces. ▪ No permit issued when another permit already issued for adjacent area or in same city block of another valet service, unless authorized by the City Manager. ▪ Permits displayed at all times. ▪ City has right to deny application if determined will create public safety risk or hazard, or unreasonably impedes pedestrian or vehicular traffic flow.	▪ Reasonable but no notice to abutters? ▪ How is "sufficient accessible off-street parking spaces" defined or determined?

37	10.22.070.	*Standards and criteria for application review:* ▪ If mobile stands, tables, chairs, umbrellas, key-boxes and any other objects necessary for the operation and located on sidewalk, must ensure 6-foot wide clear pedestrian path at all times. ▪ In areas of congested pedestrian activity, director authorized to require wider pedestrian path. ▪ No permanent structures or equipment permitted.	▪ Identify "director" - Public Services? If yes – should be stated. ▪ Safe ped walk space may be compromised or condensed. Consider minimum width of 20 feet [not 6 feet as stipulated] of unrestricted walk space. ▪ Consider best practices of other cities for design and operations of valet operations.
38	10.22.080	*Liability and insurance.* ▪ Statement by operator saying City held harmless if property or personal injury claims. ▪ Public liability - property damage insurance required. Insurance company best rating of not less than "A." Coverage of not less than $1,000,000 per occurrence. Policy cannot terminate or cancel prior to the completion of permit period without 45 day written notice. If "garage or lot keepers" legal liability insurance required - minimum of $500,000 per location with maximum self-insured retention/ deductible of $1,000.	
39	10.22.090	*Form and conditions of permit.* More provisions on liability and operations.	
	10.22.100.	*Valet permittees/operators code of conduct; required customer protection regulations.* More provisions on operations and conduct.	
40	10.22.110. 10.22.120.	*Operational regulations and restrictions for valet parking service.* *Department denial, revocation, or suspension of permit; removal of equipment or personal property of the permittee/operator and storage fees.* More provisions on operations.	
41	10.22.130.	*Special events and residential areas.* Requirements for special event valet services.	Notice to abutting property owners not required. Should be.
42	Chapter 10.24. Parking Restrictions on Specific Streets 10.24.010.	*Parking prohibited at all times in designated places.* List of roughly 200 streets where no parking at any time. (see ordinance list of streets)	
43	10.24.020	*Parking prohibited in certain places during certain hours.*	

		List of roughly 25 streets where parking prohibited at certain times of day.	
44	10.24.030	*Special parking limits during certain hours on certain streets.* List of roughly 15 streets where parking durations regulated. (see ordinance section for list)	
45	10.24.040	*One-hour parking limit*. Parking restricted to: ▪ 1 hour between 8:00 AM and 6:00 PM, Monday to Saturday - on east side of Spring Street from Prospect Hill Street to Memorial Boulevard Extension. ▪ 1 hour between 8:00 AM and 4:00 PM, Monday to Friday - on south side of Calvert Street, beginning at 20 feet east of the Broadway intersection extending easterly to distance of 40 feet. ▪ 1 hour on the west side of Broadway, starting at 20 feet south of Marlborough Street to 40 feet north of Farewell Street, from 7:00 AM to 6:00 PM, Monday through Saturday. ▪ 1 hour on the west side of Broadway between Malbone Road and Pleasant Street, 8:00 AM to 6:00 PM, Monday through Saturday. ▪ 1 hour at any time on Spring Street, beginning 60 feet south of Mill Street to Mary Street, between 9:00 AM and 6:00 PM, daily, except on Sundays, when 3-hour parking allowed from 9:00 AM to 1:00 PM between Mill Street and Church Street.	
46	10.24.050	*Two, three and four-hour parking limits.* (see ordinance section in Appendix A for list of streets) ▪ List of 16 roadways (or parts thereof) where parking restricted to 2 hours between 8:00 AM and 6:00 PM ▪ List of 14 roadways (or parts thereof) where parking restricted to 3 hours between 9:00 AM and 6:00 PM ▪ List of 3 roadways (or parts thereof) where motorcycle or motorbike parking permitted no longer than 3 hours between 9:00 AM and 6:00 PM in marked spaces/zones.	
47	Chapter 10.28. Public Parking Lots 10.28.010 Definitions.	*Definitions.* "public parking lot" defined as parcel owned or operated by City upon which the public is allowed to park motor vehicles for a specified period of time.	▪ Definition limited to City ownership; precludes public-private partnership or variations. Consider broader definitions. ▪ Definition of "parking garage' missing.
48	10.28.020	*Designation or acquisition of land for public parking.* Council may, upon request of Director of Public Safety, designate city-owned	Precludes public-private partnership – only assumes exclusive City ownership.

		land for public parking purposes and authorize City Manager to negotiate City control of private property for public parking purposes.	
49	10.28.030.	*Fees and regulation.* ▪ Council may, upon request of Director of Public Safety, establish fees and regulations for public parking. Prior to the effective date, statement must be filed with City Clerk and with Chief of Police setting forth fees and regulations and published in local newspaper. ▪ City administration may negotiate use of parking space at all city-owned parking lots and facilities for not-for-profit, religious, special-purpose organizations etc. at reduced or no-charge rate.	Indicates parking planning, management, and administration functions decentralized. In this section, Director of Public Safety, City Clerk, and Chief of Police involved.
50	10.28.040	*Unlawful parking.* No person may park in a public parking lot except in accordance with regulations.	Legal consequences and penalties of unlawful parking in public lots not stated; and should be steep.
51	10.28.050.	*Mary Street parking lot:* ▪ If parked in excess of 72 hours, vehicle removed at owner's expense. ▪ Fees - May 1st through October 31st - Daily - Sunday through Saturday: ➢ Hourly rate - $3.00 ➢ Daily rate - $24.00 until 2:00 AM following day; ➢ Overnight – $30.00 until 9:00 AM following day ▪ Delivery Vehicles. Permitted ½-hour free parking if delivering goods to stores fronting Thames Street and rear delivery area abutting lot; charged accordingly thereafter. ▪ City Residents. Allowed 3 hours of continuous free parking per day. Must have valid City-issued resident sticker. ▪ Hours of Operation. Open 24 hours each day. ▪ Seasonal passes- valid Monday through Friday, except weekday holidays- available for purchase to employers and employees working in the business district for $1,000 per pass, per season. Bulk rate for 10 +. Non-employee, visitor daily passes can be purchased in quantity - $16.00 per day. ▪ Regulations for Vehicles. — Entrance only through Mary Street and Church Street; exit on Mary Street only. — Vehicles in excess of 20 feet and construction equipment prohibited. — Vehicles parked at the owner's risk; parking fees must be paid; must be parked wholly within a parking space designated by markings.	▪ No discussion on capacity - # of spaces. Why? ▪ If residents park for free; on average how many spaces for paying customers? ▪ Consider parking rates. Could they be higher? ▪ How much does revenue cover parking operation? ▪ Reduce redundancy in text. ▪ Policy of ½ hour free parking for delivery vehicles – good.
52	10.28.060	*Edward Street parking lot.*	▪ Is lot free to all after 5:00 PM and on weekends? If

		No parking in lot between 7:00 AM and 5:00 PM, Monday - Friday unless vehicle has official City parking permit.	yes – should be stated. ▪ How many spaces in lot?
53	10.28.070	*King Park parking lot.* ▪ May 1st - October 15th for vehicle and boat trailer parking (10.20.140) ▪ Vehicle or boat trailer must display City parking permit ▪ Fee: Non-boating-related vehicles - $50.00/season	▪ How many spaces? ▪ Are spaces angled? Should be stated if yes.
54	10.28.080	*Easton's Beach parking lot.* ▪ Fee - May 1 through October 31 ▪ Hours - 8:00 AM to 9:00 PM, weekends and holidays; 9:00 AM – 9:00 PM, weekdays, May 1 - October 31. ▪ Seasonal beach sticker decals - valid daily - May 1 to October 31 for residents and non-residents. ▪ Regulations for Vehicles. — Entrance and exit through Memorial Blvd. — If park overnight, vehicles removed by City at owner's expense. — Unlawful to park unless parking fees paid. — Unlawful to park unless vehicle within marked, designated parking space.	▪ Not clear how much for beach stickers and how they may be obtained. ▪ How many lots – how many spaces? ▪ How is lot managed? ▪ What is violation frequency? How addressed?
55	Chapter 10.32 Residential Parking Program 10.32.010	*Statement of purpose.* ▪ Reduce high traffic volumes in certain congested residential districts; encourage use of public transportation and public and private parking facilities; ▪ Protect residential districts from polluted air, excessive noise and refuse; ▪ Protect residents in districts from unreasonable burdens in gaining access to their residences; ▪ Preserve character of predominately residential districts; ▪ Preserve value of the property in congested residential districts; ▪ Promote traffic safety and safety of children and other pedestrians in congested residential districts; ▪ Facilitate movement of traffic in the event of accidents or other disasters by virtue of reduced traffic volumes; ▪ Promote the peace, comfort, convenience and welfare of all residents, inhabitants and visitors ▪ Promote public involvement in the designation of specific residential parking streets	Not clear how purpose statements relevant or achieved using application criteria described in Section 10.32.070 below.
56	10.32.020.	*Definitions.* ▪ Designated commercial parking street (not to be considered residential	

		parking street); ▪ Dwelling unit (unit of living area for family or group of not more than 5 unrelated individuals as single housekeeping unit); ▪ Resident (with lease of six months' duration or longer); ▪ Residential parking district (contiguous or nearly contiguous area with public highways abutted by residential property or residential and nonbusiness property, such as schools, parks, churches); ▪ Residential parking street (street within residential parking district where curbside parking with vehicles displaying a residential parking permit)	
57	10.32.030.	*Designation of residential parking districts.* City Council, by a majority vote and with recommendation of City Manager if requested, designates a residential parking district	How does request for residential parking district come before Council? Any citizen involvement?
58	10.32.040	*Designation of residential parking streets.* ▪ City Council designates a street or portion thereof within a residential parking district as a residential parking street, provided petition to the City Clerk filed with City Manager - signed by residents representing 51 percent of resident households and commercial units on mixed-use residential/commercial street, with addresses on specific street within district requesting designation. ▪ Petitions requesting 24-hour residential parking must have representation of at least 65 percent of street residents and referred to the interdepartmental traffic committee (ITC) for recommendation prior to first reading of ordinance. ▪ After advertisement and notice to all landowners with property abutting proposed residential parking street, petition placed on City Council docket where decision rendered if there is sufficient information and petition reflect s concurrence of residents.	▪ Process adequate but undermined by 10.32.070 (application requirements for residential parking permit). ▪ Define ITC – membership, how supervised.
59	10.32.050	*Withdrawal of designations.* City Council may, at any time, withdraw designation effective 30 days after vote.	
60	10.32.060	*Erection of signs.* ▪ Following City Council approval of residential parking street, parking signs erected on street. ▪ Signs intended to inform that curbside parking restricted unless the vehicle displays residential parking permit or a general visitor pass or temporary residential parking permit.	

61	10.32.070.	*Residential parking permits—Visitor passes—Temporary permits* ▪ City resident over 16 years old may apply for permit for noncommercial vehicle; via application prescribed by City Manager containing: — Name and residential or commercial address of vehicle owner — Name, residential or commercial address and driver's license # of principal operator; — Make, model, color and registration # of vehicle; ▪ One residential parking permit issued as sticker. ▪ No annual fee for residential parking permits for property owners or owners of vehicles with RI registration with Newport address if 65 years of age or older. ▪ Fee for all others is $10.00/year. ▪ Period of the permit - May 1st through April 30th. ▪ Permit allows 3 hours free parking daily in Mary Street lot. ▪ Director of Finance may issue: — 1 general visitor pass per dwelling unit on residential parking street and per dwelling unit located at the corner of residential parking street but with different street name address. Visitor pass for 1 visitor vehicle. — temporary residential parking permit for use by visitor to a dwelling unit on a residential parking street. An application must be made by resident of dwelling on residential parking street. Fee - in 7-day period - $1.00 per permit for 2 days and $2.00 for each subsequent day. ▪ Guest houses on residential parking street issued 1 blank visitor pass for each rooming unit less # of off-street spaces on guest house parking lot. ▪ Passes eligible to dwelling unit or guest house located on street, or section of a street within a designated residential parking. ▪ Owners of service vehicles doing business within City qualifies for temporary parking permits ▪ Resident who would otherwise qualify for a residential parking permit but principal vehicle a vehicle registered to entity other than self qualifies for fleet pass. ▪ Director of Finance may issue one general visitor pass for each residential unit located on a commercial street where residential parking has been implemented on the surrounding streets. ▪ Resident who qualifies for residential parking permit but has leased	▪ Program does not appear to require street address on designated residential street or City residency thus may render program meaningless. ▪ Permits for residential permits issued by Director of Finance (decentralized). ▪ Program appears compromised with long list of exceptions and special considerations, i.e. fleet pass, visitor pass, leased vehicle, location on adjoining street.

		principal vehicle must provide proof vehicle leased in his/her name at the address on his/her driver's license or application for said permit. ▪ An applicant for a residential parking permit whose lease is for duration of between 6-9 months must show proof of rental dwelling registration	
62	10.32.080	*Effective period and hours of restriction—Renewal or transfer of permits.* ▪ Residential parking restrictions effective May 1st to October 1st – daily – 6:00 PM to 6:00 AM following day; for designated streets – 6:00 AM to 6:00 PM; or for designated streets 24 hours per day. ▪ Holder of a valid permit from a previous year entitled to a new residential parking permit for current year with payment of annual fee and evidence to Director of Finance that still qualified. ▪ Holder of valid residential parking permit may receive new permit to transfer same to another qualifying vehicle upon surrender of existing permit and completion of new application.	Hours of restrictions not clear – what is distinction of "designated streets" and why different parking times for each?
63	10.32.090	*Use of permits.* ▪ Permit does not guarantee or reserve a parking space. ▪ Permit not valid when holder no longer qualifies. ▪ No person shall display false permit or attempt to duplicate. ▪ Permit must be permanently affixed to front windshield. ▪ "Permit" defined as residential parking permit, visitor pass, guest pass, temporary residential parking permit, fleet pass or tenant pass. ▪ Violations subject to prosecution and fine up to $500.00. Each day permit or pass used in violation constitutes separate violation.	
64	10.32.100.	*Designated residential parking district.* Fourteen areas identified as residential parking districts. (see ordinance for list)	
65	10.32.110.	*Designated residential parking streets.* Over 100 streets designated as residential parking streets; with time of day parking restrictions. (see ordinance for list)	Number is large - not clear if time of day restrictions helpful; expectations met; and if enforceable.
66	10.32.120.	*Designated commercial parking streets.* Seven streets designated as commercial park streets. (see ordinance for list)	Definition and purpose of designation of commercial parking streets not clear; not stated.
67	10.32.130	*Special events.* Resident on residential parking street sponsoring event must limit to 5 hours in duration, notify police division at least 24 hours in advance with address of function, duration and estimated # of vehicles expected.	▪ Is this also requirement (or request) for other residents, businesses, event vendors, etc. city wide? Should be - may help with management of transportation system. ▪ How are such events coordinated internally within City government?
68	10.32.140.	*Revocation of permits.*	▪ How is abuse discovered?

		In addition to the penalties set forth in 10.32.150, City Manager has authority to revoke permit for the abuse or violation. May result in denial of future permit.	▪ There is no Section 10.32.150 (at least now shown in Ordinance).
69	Chapter 10.64. Taxicab Stands and Bus Stops 64.010.	*Locations for taxicab stands.* States taxi stands at: ▪ Newport Transportation and Visitor's Center; ▪ Market Square - north side185 feet west of America's Cup Avenue, westerly for distance of 40 feet – reserved – 9:00 PM to 2:00 AM; ▪ Thames-East between Memorial Boulevard West and Franklin Street - 4 spaces reserved from 9:00 PM to 2:00 AM	▪ Hours as stated for reserved spots at 3 locations not useful for daily needs of general public. ▪ Does not appear to be enough spaces to satisfy demand, especially in peak season.
70	10.64.020	*Parking in taxicab or express stands and bus stops.* ▪ Operator of a taxicab cannot stand or park on any street other than at a taxicab or express stand, except when temporarily stopping at any place while actually loading or unloading passengers or merchandise. ▪ Violation subject to citation and maximum penalties allowable as provided in Chapter 1.12, and/or revocation of operator's license. ▪ No vehicle stop, stand or park other than a bus in a bus stop, or taxicab in a taxicab stand, or other than an express in an express stand, when any such stop or stand has been officially designated and appropriately signed.	▪ Not accommodating for users of taxicabs and other shared ride services – especially in high demand times. ▪ No mention of Uber/Lyft locations. Do same provisions apply? ▪ What is "an express stand?"
71	10.64.030.	*Designation and marking of bus stops.* Director of Public Safety marks out and designates places where public buses stop to receive or discharge passengers; legibly marked "Bus Stop" by sign.	Parking planning, management, and administration functions appear decentralized; dispersed.
72	10.64.040	*Filing and publishing lists of locations of bus stops.* Director of Public Safety files with City Clerk, Chief of Police, and Traffic Engineer - list showing the locations of bus stops; published in newspaper once a week for three consecutive weeks.	Ditto.
73	Chapter 10.68. Loading Zones 10.68.010.	*Loading prohibited in certain areas at certain times:* Between 11:30 AM and 4:30 AM and 11:30 AM on weekdays, holidays except no driver of a commercial vehicle may stand or park for the purpose of loading or unloading, or making or pickup up deliveries, or for any other purpose, for a period of time longer than is necessary to load, unload and deliver materials - not to exceed thirty (30) minutes, on any of the following streets (7 listed).	▪ This regulates loading on roughly 7 listed streets. ▪ Number of designated streets seems inadequate to address need especially in business districts.

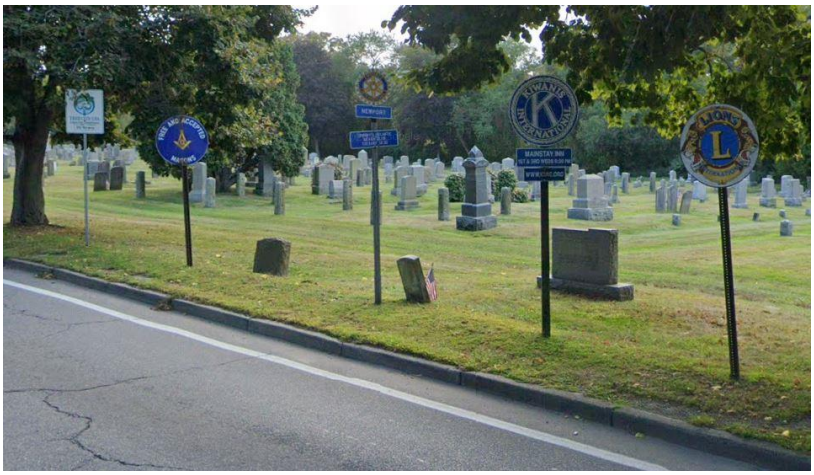
74	10.68.020.	*Restrictions on use.* ▪ Roughly 30 roadways listed where loading zones provided. ▪ Chief of Police erects signs or markings on pavement or curb, giving notice spaces reserved for loading or unloading between 4:30 AM and 11:30 AM weekdays, holidays excepted. ▪ Thirty-Minute Limit. No operator shall stop, stand or park in zone except for loading or unloading or for a period longer than thirty (30) minutes at any one time. ▪ Permit Display. Noncommercial vehicles prohibited unless permit secured from the Chief of Police displayed on windshield. ▪ Permit Issuance. Upon application, Chief of Police may issue 2 permits to each business using loading zones.	▪ Roughly 30 roadways listed where 30 minute or less designated loading zones. ▪ Hours appear to limit loading to AM hours. Why? Is this realistic? ▪ Permits to local businesses issued by Police Chief. Parking planning, management and administrative functions decentralized.
75	10.68.030	*Exceptions.* ▪ Chief of Police authorized to issue permits for moving of furniture and construction projects ▪ Delivery of coal and fuel oil exempt from provisions. ▪ Loading and unloading in the restricted areas permitted by commercial vehicles 28 feet or less in length between 4:30 AM and 3:30 PM on weekdays, holidays excepted.	▪ Does this mean coal and fuel oil trucks may park anywhere at any time? ▪ What if larger trucks (longer than 28 feet) require access? How is this addressed? Should be explained in ordinance. ▪ Parking planning, management and administrative functions decentralized.
76	12.28.100	*City piers and docks:* A- General rules: 3. Loading dock use is limited to the posted time restrictions and the vessel must be attended at all times. 4. A loading dock shall not be used as a dinghy dock. 5. A loading dock is not to be used by commercial vessels without prior authorization from the Newport Harbormaster.	
77	12.32.070.	*Fishing from Goat Island Causeway—Prohibited.* C. Temporary Restrictions. ▪ Intent. Each spring, for a period of time, large concentration of squid prevalent in waters off the Goat Island Causeway. The resulting numbers of people fishing from the Causeway often creates public safety hazards in terms of traffic and pedestrian safety, and health and sanitation. ▪ In response, the following temporary parking restriction in place on the Goat Island Causeway - April 24th to June 7th, annually: Parking in the paved area adjacent to the causeway limited to no more than 2 hours. ▪ Should public safety concerns not be present to a sufficient degree to warrant the implementation of temporary parking restriction, then it	City parking planning, management and administrative functions decentralized.

		shall not become effective. Director of Public Safety authorized to make determination and direct posting of necessary signage.	

APPENDIX F
SIGN INVENTORY

1.0 SIGN INVENTORY

A sign inventory was conducted to document the types and locations of existing traffic signs in Downtown Newport. The streets inventoried were America's Cup Avenue, Thames Street, Farwell Street, Spring Street, Memorial Boulevard, Broadway, and Marlborough Street. Special attention was given to wayfinding signs, as Newport hosts many tourists who are unfamiliar with the roadway network. In the past, the city has installed several different series of wayfinding signs, each with unique characteristics. As a result, there is no cohesive signing system that conveys clear, concise, and consistent messages to users of all modes of transportation. This may result in confusion for users that are unfamiliar with the area, who are most likely to need assistance with wayfinding. In addition to inconsistency, another aspect of the review was to identify locations with significant sign clutter. One instance of "sign clutter" was identified on Farewell Street during the sign inventory. Sign clutter refers to signs that are spaced close together, causing them to be distracting and difficult to comprehend. In this location, 5 signs are located within a span of 50 feet.



Instance of sign clutter on Farewell Street

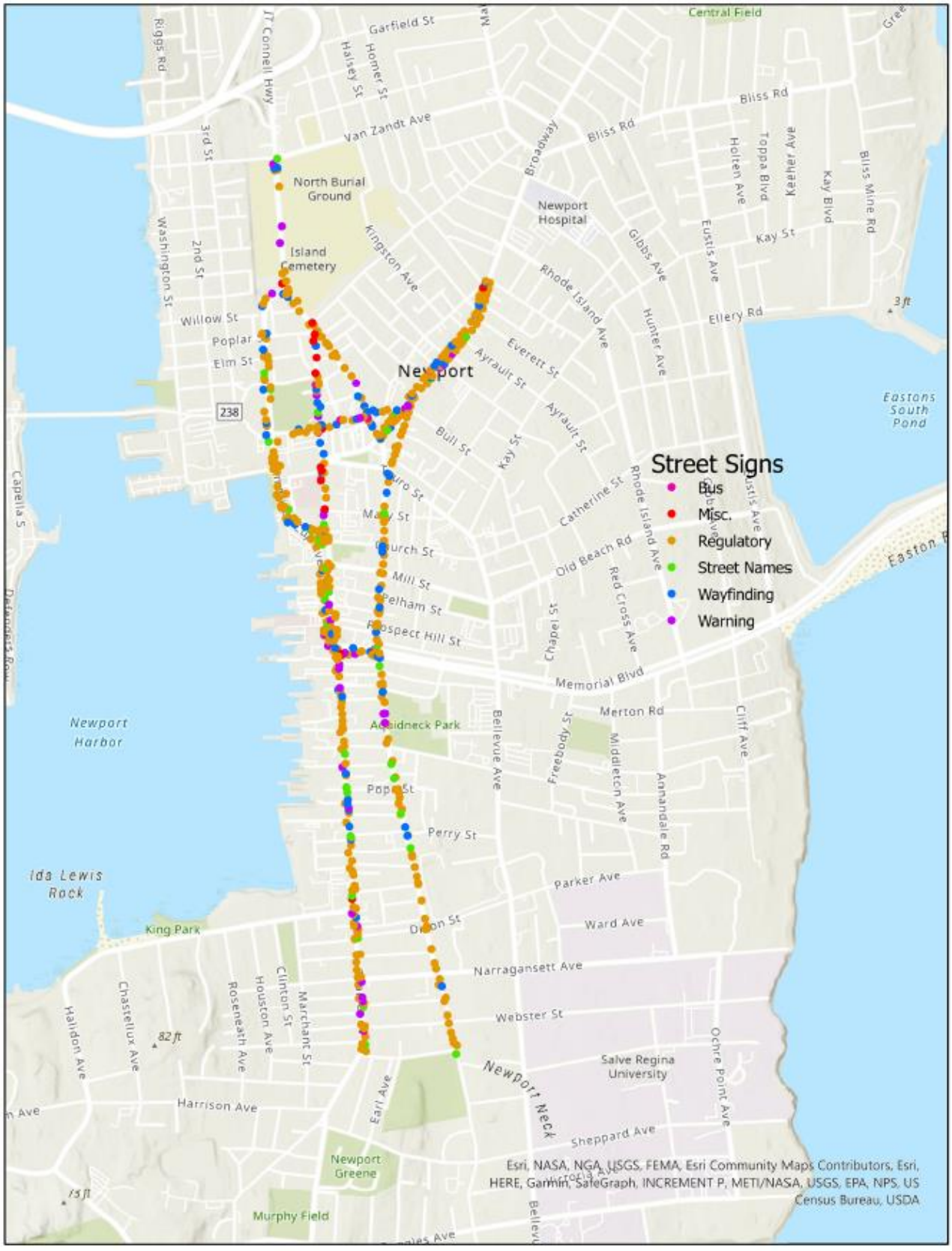
Each sign on the study roadways was geolocated in the field and then compiled into a map. Figure 1 shows the sign inventory that was collected in the field. Table 1 shows the number of signs logged along the study roadways.

Table 1 – Sign Inventory Results

SIGN TYPE							
	REGULATORY	STREET NAMES	BUS	WARNING	WAYFINDING	MISC.	TOTAL
Number of Signs	387	79	9	48	88	18	629

As shown in Table 1, a total of 629 signs were recorded along the study roadways. The most common type of sign was regulatory, followed by street name signs and wayfinding signs. Map 1 shows the location and type of each sign.

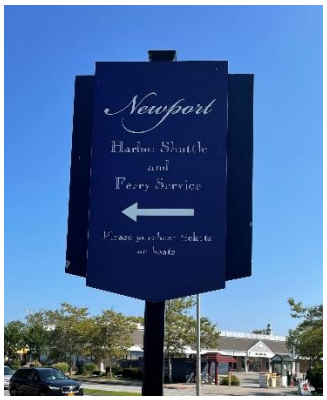
Figure 1 – Sign Inventory Map



Wayfinding signs were analyzed for consistency and type, and generally consist of destination signs for vehicles, parking signs, destination signs for pedestrians, and destination signs for bicyclists. Eleven distinct styles of wayfinding signs were documented on the study roadways, as well as miscellaneous wayfinding signs that did not fit into any series. The signs have varying shapes, colors, sizes, and fonts, which makes them difficult to follow. Consistency in wayfinding signs may reduce confusion for different users, improving safety, as well as improving the general ambiance and appearance of the streetscape. While it may be beneficial to have distinct styles for different user types, such as pedestrians, bicycles, and drivers, signs should be consistent within that group. In addition, in many cases it is not clearly visible which type of user group the sign is targeting. Signs that are for pedestrians and bicycles should be sized appropriately and clearly labeled for the proposed user type. A full summary table of the wayfinding signs identified on the study roadways and their characteristics can be found in the Appendix.

Table 1 – Wayfinding Signs

Series	Mode	Background color	Legend color	Number of Signs Observed	Example Photos
1a	All (destination)	Blue	White	14	 
1b	Vehicle (parking)	Blue	Blue/ White	8	 
1c	All (destination)	Blue	Red/ White	8	 

1d	Pedestrian (destination)	Black	White	3	 
Various	All (parking and destination)	Black	Varies	2	 
2	Pedestrian (restroom)	Blue	Blue/ White	4	 
3	Vehicle (Destination/ Route Marker)	White/ Blue	Black/ Red/ White/ Blue	3	 

4	Pedestrians (Harbor Walk)	White/ Blue	Blue	8	 
5	Bicycle (Route/ parking)	Blue	White	2	 
6	Vehicle (parking)	White	Green	5	 
7	Vehicle (Pell Bridge)	Blue	White/ Yellow	4	 

Various	Vehicle (Parking)	Varies	Varies	11	          

Various	All (destination)	Varies	Varies	8