

THE CITY OF NEWPORT

**RESOLUTION  
OF THE  
COUNCIL  
No.2021-74**

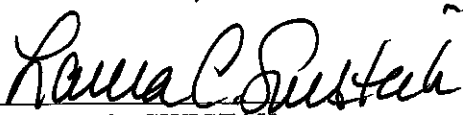
WHEREAS: on December 11, 2019, the Newport City Council passed Resolution 2019-105 directing that City staff work together with certain City commissions and civic groups to prepare an ordinance that would incorporate the latest standards for “green and complete streets”; AND

WHEREAS: a working group consisting of City staff, City commission members and representatives of civic groups was formed and did develop a Green and Complete Streets Policy dated June 17, 2021 with a proposed effective date of July 1, 2022, a copy of which is attached hereto; NOW THEREFORE BE IT

RESOLVED: the City Council does hereby adopt the Green and Complete Streets Policy dated June 17, 2021 which shall become effective as of July 1, 2022, to be known as “the Green and Complete Streets Policy; AND BE IT FURTHER

RESOLVED: an amendment to Chapter 12.04 shall be adopted by the Council to include a new ordinance section requiring that all street and public right of way projects to be constructed by the City of Newport involving the creation of new streets or public rights of way or improvements to existing streets and public rights of way shall conform to the Green and Complete Streets Policy, as the same may be amended from time to time.

IN COUNCIL  
READ AND PASSED  
**OCTOBER 13, 2021**

  
LAURA C. SWISTAK  
CITY CLERK



# City of Newport, Rhode Island

## Green and Complete Streets Policy

Effective July 1, 2022

### 1. Definitions.

*All modes of transportation:* Including but not limited to, walking, bicycles, wheelchairs, motorcycles, cars, trucks, buses, emergency vehicles, freight vehicles, and water-based vehicles.

*All street users* – interchangeable with *all road users* and *all transportation users*: Including, but not limited to, motorists, pedestrians, cyclists, transit riders, delivery and service personnel, and emergency responders.

*Americans with Disabilities Act (ADA)* – 42 U.S.C. § 12101 as administered by the United States Department of Justice

*Green and complete streets:* When not capitalized, this phrase is a description of streets designed and operated to safely and comfortably accommodate all street users, as defined above, of all ages and abilities, and to improve environmental quality, including reducing, accommodating, and slowing stormwater runoff as part of a comprehensive stormwater management system.

*Green and Complete Streets Policy:* When capitalized, this term refers to the entirety of this Green and Complete Streets Policy.

*Private Property Projects* – shall mean private development which is required by the Zoning or Planning Boards or other permitting requirements to construct streets in accordance with the Green and Complete Streets Policy.

*Street* – interchangeable with *Road*: For purposes of this Policy means the entire width between boundary lines of public rights of way held and maintained by the City of Newport including roadways for vehicular traffic, sidewalks and shoulders open to the public.

*Vision Zero* – a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

### 2. Vision and intent

Newport's Green and Complete Streets Policy ensures that every transportation project serves all road users, modes of transportation, and property abutters, and also enhances the natural environment. The goal is to create, through a public and open process, a connected network of

high-quality rights of way and open spaces providing public access to the water, accommodating all modes of travel and all transportation users, including people with mobility issues.

Our *green and complete streets* will be inviting and connecting, while ensuring that all parts of our city are safely accessible. Streets carry not only people and goods, but also essential utilities, including the collection and treatment of stormwater runoff. Additionally, green infrastructure treats air pollution and can beautify and enhance our streets with nature, encouraging people to actively use them. It is critical for the City to develop a safe, reliable, efficient, integrated, equitable, and connected multimodal transportation system that is easily navigable.

It is the policy of the City of Newport to develop a safe, comfortable, reliable, efficient, integrated and completely connected multimodal transportation network providing access, mobility, safety, and connections to all users consistent with *Vision Zero* initiatives.

### **3. Diverse users**

Streets shall be designed and planned, to accommodate all transportation users of all ages and abilities, while respecting the access needs of adjacent land uses. Streets in Newport shall provide transportation choices that are safe, convenient, reliable, and accessible. Special attention in the design and planning of a project shall be given to addressing the needs of people with disabilities and the elderly so that proposed improvements make a measurable difference in ease of travel, comfort, and safety for these most vulnerable users.

### **4. Jurisdiction**

*Street* projects shall be constructed to Green and Complete Streets standards (as described in Section 5). They shall meet the needs of all transportation modes and all users of the space in all phases of construction and must capture all stormwater to the greatest extent practicable utilizing natural plantings to assist with that capture, to provide shade and heat reduction, and to provide additional landscaping for aesthetic purposes to protect and enhance the architectural character of Newport, integral to its economic and community wellbeing.

All transportation projects must serve current and future land uses. All *street* projects should provide accommodations for all road users to use the area safely and efficiently and sufficiently handle stormwater during any construction or repair work. Project phases include planning, design, construction, and maintenance.

The Planning Board, Zoning Board of Review, and other permitting entities shall consider and apply this Policy on private property projects, as applicable. Private property project owners subject to the provisions of this policy shall make it a priority to maintain green and complete features of improvements. The property owner shall also provide accommodations for all road users to continue to use the project area safely and efficiently during construction, maintenance, or repair work.

The City shall make good faith efforts to foster partnerships with the State of Rhode Island and neighboring communities to develop facilities and accommodations that further this Green and Complete Streets Policy and continue such infrastructure beyond the City's borders.

As utility infrastructure exists within *streets*, planning, construction, and maintenance involving such utilities can create both opportunities and barriers to *green and complete streets* improvements. The City shall coordinate with utility providers to ensure that these projects and *green and complete streets* improvements are coordinated and disruption is minimized.

## 5. Standards

The best, state-of-the-practice design guidance, standards, and recommendations shall be used in the implementation of *green and complete streets*, including, but not limited to:

- Newport's Comprehensive Plan
- Newport Parks, Trees, and Open Space Master Plan;
- Newport's Transportation Master Plan (when adopted)
- Newport's Subdivision Regulations;
- Newport's Engineering Technical Standards;
- Newport's Department of Utilities' Technical Standards;
- RIDEM's Stormwater Design and Installation Standards Manual;
- RIDEM's Low Impact Development Site Planning and Design Guidance Manual;
- RIDEM's Urban Environmental Design Manual;
- RIDOT's Standard Specifications for Road and Bridge Design;
- Rhode Island Bus Stop Design Guide;
- Rhode Island Long-Range Transportation Plan;
- Rhode Island Bicycle Mobility Plan;
- Rhode Island Transit Master Plan;
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO's A policy on Geometric Design of Highways and Streets
- AASHTO's Guide for the Planning, Design, and Operation of Pedestrian Facilities
- SUDAS: State Urban Design and Specifications Manual
- Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways
- Federal Highway Administration (FHWA) publications such as *Designing for Pedestrian Safety*;
- ITE Recommended Practice Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities
- Institute of Transportation Engineers (ITE) *Policy on Geometric Design of Highways and Streets*;
- City of Newport Zoning Code and
- The Rhode Island Fire Code.

All street projects within the City of Newport, shall include facilities for people walking, people biking, people taking transit, people using mobility devices, and people driving, while emphasizing healthy and accessible travel, as well as stormwater treatment with sufficient landscaping for aesthetic purposes.

Street projects should be sensitive to the surrounding context, including current and planned buildings, parks, trails, as well as the current and expected transportation needs. Land use policies and project approvals should support green and complete streets. All green and complete streets applications should be appropriate and sensitive to the context and intended

character of the area as proposed in the Comprehensive Plan.

Major design decisions regarding roadways, trails, bus stops, and sidewalks must include public outreach, including, at a minimum, a public meeting subject to the provisions of the Rhode Island Open Meetings Act the Rhode Island Secretary of State, and be sensitive to values of Newport as a walkable, vibrant, sustainable, and bicycle-friendly community. The public process for major design decisions shall incorporate input from the Tree and Open Space Commission, Energy and Environment Commission, and Bicycle-Pedestrian Advisory Commission, when relevant to the focus areas of the respective commissions.

Projects shall be designed for the needs and comfort of all people, with due consideration of green and complete streets issues, such as street design and width, lane width, appropriate speed, hierarchy of streets, mode balance, and connectivity. Through corridors should be designed for smooth traffic flow consistent with green and complete streets standards and *Vision Zero* strategies.

Design criteria shall be based on the thoughtful application of engineering, architectural and urban design principles such that all projects shall make the City a more appealing, enjoyable, and sustainable place in which to live and work.

Street projects in historic zoning districts should be designed to enhance the district's historic character. Examples of contributing design elements include stone curbs, signage, street furniture, trees, and streetlights. Historic street features already existing shall be preserved wherever possible.

## 6. Exceptions

Exceptions from the above standards for street projects may apply under the following conditions:

- a. Full *green and complete streets* accommodation is not necessary on streets where specific users are prohibited, such as limited-access expressways or pedestrian paths.
- b. Where limited right-of-way or topographic or natural conditions of streets prevents applying *green and complete street* standards and establishing *green and complete streets* facilities.
- c. The cost of establishing *green and complete street* facilities would be excessively disproportionate to the need.

The decision shall be supported by data/evidence showing the need for exception.

A formal exception process is needed to ensure adherence to the Green and Complete Streets Policy to the greatest extent possible.

Exception requests for *Private Property Projects* shall be submitted to the permitting authority for final decision.

## 7. Street Selection Criteria

*Green and complete streets* projects shall be selected based on greatest need in terms of existing and future use, stormwater mitigation potential, and effect of beautification. Completion of transportation networks throughout the city shall be prioritized. Corridors frequented by vulnerable road users, such as active transportation routes to schools and senior centers or those with physical disabilities in accordance with the *Americans with Disabilities Act*, shall be given priority. Infrastructure investments shall be mapped, quantified, and evaluated to ensure alignment with *green and complete streets* standards (as described in Section 5) in all neighborhoods, and avoiding pockets of disinvestment or underinvestment.

## 8. Implementation steps

The City of Newport Departments of Planning and Economic Development, Public Services, Utilities, and Zoning and Inspections, shall incorporate green and complete streets principles into appropriate plans, manuals, checklists, rules, regulations, and programs within three years, and will specify how they will support and be supported by the City's Green and Complete Streets Policy.

City staff shall identify all current and potential future sources of funding for *street* improvements and recommend improvements to the project selection criteria to support green and complete streets projects.

Community engagement in the project selection, design, and implementation process will include input from the City of Newport Tree and Open Space Commission, Energy and Environment Commission, and Bicycle-Pedestrian Advisory Commission, and other relevant commissions and local resident groups, as appropriate.

Green and Complete Streets Policy training and workshops, for staff shall be held biannually by the Department of Planning and Economic Development.

The selection process for transportation planning and engineering consultants should emphasize those who are leaders in implementation of cost-effective, practical projects that create *green and complete streets* consistent with this policy.

City staff shall actively share and promote best practices and continuation of *green and complete streets* in neighboring towns to improve Newport residents' access to destinations beyond our borders.

As needed, *green and complete streets* projects should include an educational component to ensure that users of the transportation system understand and can safely use a project's elements.

### 1. Annual Report

Departments shall report to the City Manager on the progress made in implementing this Policy once per year and shall be forwarded to the Planning Board, Tree and Open Space

Commission, Energy and Environment Commission, and Bicycle-Pedestrian Advisory Commission, and Zoning Board of Review. During the annual report process, the policy will be reviewed for relevant updates and to incorporate new best practices. The annual report shall include:

- Total miles of on-street bicycle facilities striped/constructed
- Total miles of off-street bicycle facilities constructed
- Number and location of bicycle parking facilities
- Number and location of ADA-compliant curb ramps installed
- Number and location of crosswalks installed
- Number and location of trees greater than 1.5” caliper installed
- Number of exceptions issued
- Green and complete streets community engagement activities
- Number and location of traffic crashes, injuries, fatalities, and violations
- Total dollar amount spent on green and complete streets activities
- Discussion of trends and best practices in green and complete streets