



ORDINANCE

CREATING THE CENTRAL FALLS GREEN AND COMPLETE STREETS INITIATIVE

Introduced by City Councilman Jonathon Acosta, by request

Be it ordained that Chapter 32, "Streets, Sidewalks and Other Public Places," is hereby amended by adding Article IX, "Green and Complete Streets," as follows.

SECTION ONE: Chapter 32, "Streets, Sidewalks and Other Public Places," is hereby amended by adding Article IX, "Green and Complete Streets," as follows:

Article IX. Green and Complete Streets

Sec. 32-310. Vision and Purpose. Streets in Central Falls carry not only people and goods, but also various utilities, including stormwater runoff. City streets are also a plurality of City land use and the windows into the City for visitors and residents alike. The City shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health of all kinds for all users and abutters, including people with mobility aids, and that will improve environmental quality and reduce polluted stormwater runoff. The goal of the City is to create a connected network of right-of-way facilities accommodating all modes of travel to the maximum practical extent and to promote the walkability and bikability of the City's streets, along with good access to public transportation, beautification and shade, and responsible reduction and treatment of polluted stormwater.

Sec. 32-311. Definition. "Green and Complete Streets" means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street, provide for visual pleasure, including exposure to natural elements, and improve environmental quality by providing for reduction and on-site pretreatment of stormwater prior to eventual release into local waterways and the Narragansett Bay.

Sec. 32-312. Scope of Applicability.

(a) All City-owned transportation facilities in the public right-of-way including, but not limited to, streets and all other connecting pathways, as well as parking lots on city-owned land, shall be designed and constructed in conformance with the policy that users of all ages and abilities can travel safely and independently, residents and visitors experience pleasantly-designed urban

streetscapes that feature greenery, and stormwater is both reduced and treated on-site prior to entering the city's combined stormwater and wastewater conveyance system.

(b) Privately constructed streets and parking lots shall adhere to this ordinance.

(c) The City shall make good faith efforts to foster partnerships with the State of Rhode Island and Providence Plantations and neighboring communities to develop facilities and accommodations that further the City's Green and Complete Streets policy as set forth in section 4-601 above and continue such infrastructure beyond the City's borders.

(d) The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users that are more attractive and better manage stormwater. The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit, and motorist use, beautification elements, and stormwater runoff and should not preclude the provision of future improvements. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.

(e) The City shall utilize the performance measures as described in Sec. 32-315 to identify improvement projects to be included in the city's capital improvement plan and/or street pavement plan, pursuant to section 2-304 of the city's home rule charter and sections 32-35 and 2-330 of the code of ordinances, respectively. The projects shall be identified based on their ability to address design issues on city-owned transportation facilities, such as improved safety and ease of use.

(f) All transportation infrastructure and street design projects in Central Falls (including those completed by the State of Rhode Island or other public companies, including utilities) shall adhere to this Green and Complete Streets Ordinance.

Sec. 32-313. Exceptions.

(a) Applications for waivers or exceptions shall be reviewed and approved by the city council, with a recommendation from the planning board. All documentation regarding any waiver or exception application shall be publicly available.

(b) The city council shall weigh the following when considering applications for waivers or exceptions:

(1) An affected roadway prohibits, by law, use by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

(2) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (including, but not limited to, mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal or interim measures);

(3) The director of the department of public works issues a recommendation that the application of the Green and Complete Streets ordinance is unnecessary or unduly cost prohibitive.

(4) Other available means or factors indicate an absence of need, including future need.

(c) Notwithstanding the provisions of sub-section (a), the Director of Public Safety may issue a waiver or an exception in the form of an executive order if application of the Green and Complete Streets ordinance would be contrary to public safety, with notice given to the City Council within two business days.

Sec. 32-314. Design Standards. The City shall follow accepted or adopted design standards and use the best and latest design standards available. These standards include, but are not limited to Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, NACTO's Urban Street Design Guide, and DEM's LID standards as reflected in its Stormwater Design Manual (2015) and LID Guide (2011). In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Sec. 32-315. Performance Measures and Reporting. An annual report shall be annually submitted to the City Council and placed on the city's website by the directors of public works and planning. The annual report shall document the annual increase or decrease for each of the following performance measures.

- (a) Total miles of bike lanes
- (b) Number of bicycle parking facilities
- (c) Linear feet of sidewalk in need of repair or construction
- (d) Number of non-ADA-compliant curb ramps
- (e) Percent of intersection legs with crosswalks
- (f) Percent of public transportation facilities accessible via sidewalks and curb ramps
- (g) Number of street trees
- (h) Maintenance activities of existing Green and Complete Streets facilities
- (i) Average travel lane width
- (j) Average vehicle speed at measured intersections versus previous years by mode
- (k) Number of traffic complaints
- (l) Number and severity of traffic violations and accidents by mode
- (m) Total dollar amount spent on Green and Complete Streets activities
- (n) Percent of impervious surface area in the city
- (o) Water quality (bacteria and trace metal pollution) of each stormwater (non-sanitary) outfall located in the city

Sec. 32-316. Implementation.

(a) The department of public works and other relevant departments, agencies, or committees will incorporate Green and Complete Streets principles into all existing plans, manuals,

checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to any short-term, medium-term, and long-term capital plans).

(b) The department of public works and other relevant departments, agencies, or committees will review current design standards to ensure that they reflect the best available design standards and guidelines, and effectively implement Green and Complete Streets, where feasible.

(c) When available, the city shall make good faith efforts to encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.

(d) City staff shall make good faith efforts to 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.

(e) The city shall promote inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.

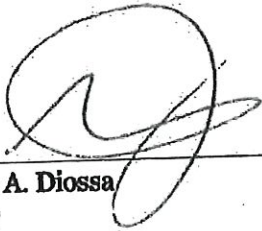
(f) The city shall make good faith efforts to include an educational component to ensure that all users of the transportation system understand and can safely utilize Green and Complete Streets project elements.


SECTION TWO: This ordinance shall take effect on July 1, 2018.

Introduced November 13, 2017

First Reading/First Passage: December 11, 2017

Second Reading/Second Passage: January 8, 2017


James A. Diossa
Mayor


Sonia Grace
City Clerk

Central Falls enacts 'Green and Complete Streets' ordinance

Pawtucket Times · 19 Jan 2018 · By JONATHAN BISSONNETTE jbissonnette@pawtuckettimes.com

CENTRAL FALLS – Mayor James A. Diossa this week signed into law an ordinance that will allow for a transportation system that minimizes environmental impact and creates streets that are safe for everyone – regardless of age, ability, or mode of transportation. The “Green and Complete Streets Ordinance,” was sponsored by Ward 1 City Councilor Jonathon Acosta and was twice approved unanimously by the entire seven-member council. City officials say it came as a collaboration between the city and numerous local organizations including Grow Smart RI, the Rhode Island Department of Health, Local Initiatives Support Corporation of Rhode Island, and the Rhode Island Bicycle Coalition.

“This ordinance is a huge win for pedestrians, bicyclists, motorists, public transportation, businesses, and the environment,” Diossa said. “Hopefully, Central Falls can be an example in Rhode Island and around the country. A city that fell to the bottom has officially come back and is thinking creatively, innovatively, and long term. A true model for new urbanism.”

“Green and Complete Streets” will be a natural complement to sustainability efforts, ensuring benefits for mobility, community, and the environment in Central Falls. The ordinance will take effect on July 1 and will add to the city’s ongoing work to repave roads and sidewalks, officials said.

Acosta, who sponsored the council ordinance, credited the city’s Planning Department and its Director of Planning and Economic Development Peter Friedrichs, saying they have been “doing a great job ... trying to learn what other cities are doing to improve lives.” The ordinance, Acosta said, came from a series of meetings the Planning Department held and after resident complaints about sidewalks with cracks or potholes.

“It really supports transportation for our most vulnerable populations...” Acosta said, referencing the city’s elderly, youth, and undocumented immigrant populations. “These are large groups in our city that rely on sidewalks, bikeways, buses. It sold me and it’s an easy sell.”

“There’s a requirement in the ordinance that we need to publish a list of streets that are highest priority. At a basic level, it’s the transparency. These are streets we want to prioritize and improve,” Acosta added. “Anytime we make a repair, we make streets safer and greener but also improve current conditions for runoff water or spillage.”

Scott Wolf, the executive director for Grow Smart RI, said: “We applaud Mayor Diossa’s leadership in advancing this bold initiative to give all Central Falls residents and visitors

more opportunities for walking, biking, economic development, and improved public health.”

“As the first ordinance of its kind in Rhode Island and New England, Mayor Diossa and the City Council have positioned Central Falls to be a model for building stronger and healthier neighborhoods for other communities throughout Rhode Island,” Wolf added.

In the long term future, Acosta said, seeing this ordinance into law could lead to more trees for shade and more bike lanes for riders or non-traditional commuters.

“Rhode Island is a place where there’s a growing biking community ... There’s a few bike lanes in the city, we’re hoping to create more and more around the city,” he said. “In the long run, it’ll mean better drainage, hopefully less flooding after heavy rains or snow melts, just better and safer sidewalks.”