



## TOWN OF WARREN, RHODE ISLAND

514 Main Street  
Warren, RI 02885-4369  
Phone: (401) 245-7554

Office of Town Manager

August 11, 2017

State Planning Council  
c/o Michael D'Alessandro  
Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908

Re: FFY 18-27 STIP Application

Ladies and Gentlemen:

Enclosed you will find the Town of Warren's FFY 18-27 STIP application. We thank you for the opportunity to participate in the very important process of determining the State's priority items. We also welcome the opportunity to share information with you based on local knowledge and ongoing activities.

In this application, the Town has not identified any new activities. Instead, we have requested to amend one activity (**STIP 1406**: Birch Swamp Rd and Schoolhouse Rd) to improve the return on investment and increase the public benefit. Enclosed you will find a narrative and maps relating to this activity. In addition to the amended activity, I would like to offer the following comments on our other STIP activities.

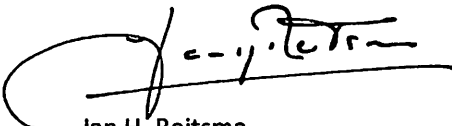
1. The Town of Warren respectfully requests that timeline for completion of important sidewalk improvement projects is accelerated.
  - **STIP 1300**: Route 114, Hope St and Main St (Washington St to Dyer Ave) – This project would create ADA accessible sidewalks. Work was originally programmed approximately 10 years ago in conjunction with a resurfacing project. This project is within an Aging Individuals and a Disability SPG Tract, and residents have been waiting patiently for safe and accessible sidewalks on this busy roadway. We request that the current year of implementation (2022) is reconsidered.
  - **STIP 1408**: Main St (Warren Bridge to Child St) – This project would create ADA accessible sidewalks. The project is within a Low Income, Disability, LEP and Carless Household SPG Tract and is also adjacent to the American Tourister Redevelopment Project, the Water Street Streetscape Project, the East Bay Bike Path and RIPTA's 60 Route. By accelerating project timeline, all area construction could be completed concurrently, minimizing disruption to commuters, businesses and residents.
  - **STIP 1409**: Rt. 136, Market St/Kickemuit St/Metacom Ave, also Market St from Rt 114 to Rt 136 – This project would include construction of ADA compliant sidewalks in a critical area of Town. The Town requests that the timeline on this project is accelerated and that the recommendations contained within the 2012 Metacom Avenue Corridor Study (prepared by Pare Corporation, Bradford Associates and Pamela Sherrill Planning, LLC with support through RI Statewide Planning) are considered and incorporated where possible.

2. The Town of Warren also requests that the three bridge projects on the list are evaluated for flood resilience, and that consideration is given to the design life of the bridge (typically 50 years) and the conditions that can be expected during that design life. Utilizing StormTools, two of these three bridges (**STIP 6620**: Belcher's Cove Bridge at Market St and **STIP 6621**: Kickemuit River Bridge at Rt 103 Child St) are predicted to flood with 1-foot of sea level rise and a 1-year storm event. The third bridge (**STIP 6622**: South Warren Bridge at South Main St at brook) is especially vulnerable to the increased precipitation events (both in intensity and duration) that we can expect.

If you have any further questions or wish to discuss any of these items, please do not hesitate to contact me or Director of Planning and Community Development Kate Michaud.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan H. Reitsma", written over a horizontal line.

Jan H. Reitsma  
Town Manager

C: Warren Town Council  
Senator Walter Felag  
Representative Kenneth Marshall  
Representative Jason Knight

# FFY 18-27 STIP Application Cover Sheet



**Warren**

Please complete this form and the project prioritization sheets on the following pages.

## Contact Information

CONTACT

Applicant Name: Town of Warren  
Contact Person (if different): Jan Reitsma Title: Town Manager  
Mailing Address: 514 Main Street  
City: Warren Zip Code: 02885  
Phone: 401-245-7554 Email: jreitsma@townofwarren-ri.gov

## Applicant Certification

CERTIFICATION

  
Contact Person Signature

8/8/17  
Date

## Submittal Checklist

CHECKLIST

- ☒ 3 collated copies of complete STIP submittal package, including:
  - ☒ Project Prioritization cover sheet
  - ☒ New Project Application Form for each new or updated project
    - ☒ 2-page narrative on evaluation criteria
    - ☒ 8.5" x 11" PDF map of project location
- ☒ Email a copy of complete STIP submittal package to [Michael.DAlessandro@doa.ri.gov](mailto:Michael.DAlessandro@doa.ri.gov) or provide on a CD
- ☒ Submit complete STIP submittal package to:

Rhode Island Statewide Planning Program  
ATTN: Michael D'Alessandro  
One Capitol Hill  
Providence, RI 02908

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY AUGUST 11, 2017**

# Project Prioritization

## Warren



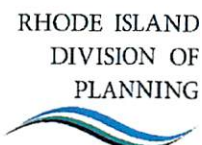
|  | Priority | Earliest Funded<br>Year RIDOT/RIPTA<br>18-27 Ten Year Plan | Project Name  | STIP ID | Bridge Group    |
|--|----------|--|---|---------|-----------------|
|  | 2        | 2022   | Rt 114, Hope St and Main St (Washington St to Dyer Ave)   | 1300    | Non-Bridge      |
|  | 8        | 2024   | Birch Swamp Rd and Schoolhouse Rd (Market St to Long Ln)  | 1406    | Non-Bridge      |
|  | 9        | 2024   | Vernon St (Rt 114 to Rt 136)  | 1407    | Non-Bridge      |
|  | 1        | 2021   | Rt 114, Main St (Warren Bridge to Child St)   | 1408    | Non-Bridge      |
|  | 6        | 2023   | Rt 136, Market St/Kickemoit St/Metacom Ave (Bristol T/L to Massachusetts S/L). Also, Market St from Rt 114 to Rt 136. | 1409    | Non-Bridge      |
|  | 7        | 2018   | Intersection Safety Improvements to Metacom Avenue (RI 136) - Signal Upgrades and Left Turn Lanes                     | 1458    | Non-Bridge      |
|  | 4        | 2018   | Intersection Safety Improvements to Main Street (RI 114) at Market Street/Miller Street.                              | 1466    | Non-Bridge      |
|  | 3        | 2018   | Safe Routes to School Infrastructure Improvements for Hugh Cole Elementary School and Kickemuit Middle School         | 5267    | Non-Bridge      |
|  | 5        | 2022   | East Bay Bike Path Extension (Warren Bike Path)   | 5271    | Non-Bridge      |
|  | 10*      | 2018   | Belchers Cove Bridge at Market St   | 6620    | Bridge Group 15 |
|  | 11*      | 2018   | Kickamuit River Bridge at RI 103 Child St   | 6621    | Bridge Group 15 |
|  | 12*      | 2018   | South Warren Bridge at South Main St at brook   | 6622    | Bridge Group 15 |

\*Without additional information we are unable to comment on priority.



# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name Town of Warren

Contact Person (if different) Jan Reitsma

Title Town Manager

Mailing Address 514 Main Street

City Warren

Zip Code 02885

Phone 401-245-7554

Email jreitsma@townofwarren-ri.gov

PROJECT INFORMATION

### Type of Project *select all that apply*



Bridge



Pavement



Drainage



Planning



Traffic



Transit



Bicycle



Pedestrian



Transportation Enhancement



Other Enter Other Project Type

### Project Description

Was this project previously submitted during the FFY17-25 STIP development process? ☒ Yes / ☐ No

*If you selected no, please continue to the "Current Project Title" Section*

*If you selected yes, please answer the following:*

What was the Project Title? Birch Swamp Rd and Schoolhouse Rd (Market St to Long Lane)

What was the TIP ID# assigned to the project at that time (4-digit number)? 1406

Current Project Title Birch Swamp Rd and Schoolhouse Rd (Market St to Long Lane)

Location by Street Name Amended Portion of Project: Schoolhouse Rd

Project Limits - From Market St To Long Lane

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:

The existing STIP proposes to only complete a resurfacing project.

The Town of Warren respectfully requests the inclusion of:

1. The repair and upsizing of existing drainage culverts under Schoolhouse Road in the area of the Kickemuit Reservoir upper impoundment, and
2. The elevation of the portion of the Schoolhouse Road that is subject to flooding.

## Describe need for proposed project:

Schoolhouse Road is currently subject to flooding; a condition that will worsen with sea level rise and increased precipitation events. The existing culverts in the area of the upper Kickemuit Reservoir impoundment are undersized and in poor condition, resulting in a negative environmental impact and increased flood vulnerability. The roadway itself is also at a low elevation, with a 700 +/- foot segment particularly vulnerable to flood waters. The Town of Warren is working with the Bristol County Water Authority and Save the Bay to study the potential removal of the upper impoundment, located to the north of the roadway. This removal would reunite the upper and lower Kickemuit Reservoir thereby increasing flushing and improving water quality and habitat. The Kickemuit Reservoir is a traditional spawning ground for river herring. Recently a fish ladder was constructed and efforts are ongoing to reestablish the population.

With or without removal of the impoundment, the culvert repair work and roadway elevation are critical to the future viability of Schoolhouse Road as a through way. The existing roadway is predicted to flood with 1-foot of sea level rise and a 1-year nuisance storm. This is a very predictable condition, and mitigation actions should be taken now to avoid unnecessary work in the future.

## Describe anticipated municipal or state transportation network or economic development benefits:

Schoolhouse Road is a major collector road, connecting the busy Route 136 and Route 114 corridors to nearby Massachusetts. Maintenance of this connection is critical for both emergency services and regular through traffic. In the event that Route 103 is not passable, Schoolhouse Road represents one of the only other outlets for east/west travel.

Economic development requires a reliable and adequate transportation network, and Schoolhouse Road is an important part of that network. By proactively using the tools available (StormTools, Statewide Planning's Technical Paper 164 and 167) this project can demonstrate the State's ability to ensure cost effective investment in a resilient network. In addition, this project offers an opportunity to partner with the Bristol County Water Authority and Save the Bay. This partnership can be fruitful in many ways and through many project opportunities in the East Bay.

Is the project consistent with the local Comprehensive Plan? ☒ Yes ☐ No Existing Project

Has the project been the subject of a properly conducted municipal public hearing? ☒ Yes ☐ No

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No



**Evaluation Criteria**

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits    | 5. Supports Local and State Goals |
| 2. Cost Effectiveness   | 6. Safety and Security            |
| 3. Economic Development | 7. Equity                         |
| 4. Environmental Impact |                                   |

**Project Estimates**

Estimated Project Costs

| ROW     |  |
|---------|--|
| \$ 0.00 |  |

Current funding is \$1.2 million.  
Current program year is 2024.  
The Town requests assistance in cost estimating.

| Total   |
|---------|
| \$ 0.00 |

Amount Requested through TIP Process **\$ 0.00**Is there funding from other sources committed to this project? ☐ Yes ☒ No

| Source | Amount  |
|--------|---------|
|        |         |
|        |         |
| Total  | \$ 0.00 |

Estimated date of construction \_\_\_\_\_

**Municipal Applications**

I attest that the information provided on this application is true and accurate.

  
Chief Executive or Elected Municipal Official Signature

8/11/2017  
Date

**Non-Municipal Applications**

I attest that the municipality in which the project is located has been notified of the proposed project.

\_\_\_\_\_  
Chief Executive or Elected Municipal Official Signature

\_\_\_\_\_  
Date

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017**



STIP ID 1406

## BIRCH SWAMP ROAD AND SCHOOLHOUSE ROAD REQUEST TO AMEND THE SCOPE OF THE PROJECT

### **SUMMARY OF PROPOSED CHANGE TO THE TIP PROJECT**

This TIP item currently proposes a resurfacing project for Birch Swamp and Schoolhouse Road. The Town of Warren proposes to expand the scope to consider flood resilience and to prioritize preservation of the asset. The Town of Warren, the Bristol County Water Authority and Save the Bay have been working collaboratively to study the future of the Kickemuit Reservoir, including the upper impoundment adjacent to the Schoolhouse Road crossing. It has been identified that the cross culverts under the road are undersized and in poor condition, and that the road is subject to routine flooding. Therefore, the Town proposed to expand the project scope to include culvert repair/upsizing and elevation of the roadway in the vicinity of the Upper Kickemuit Reservoir.

### **MOBILITY BENEFITS**

The proposed project would improve mobility within the Town. Regional mobility, especially with nearby Swansea, MA would be improved and protected. If Schoolhouse Road is improved to be resilient to weather events it could potentially be designated as an evacuation route, reducing congestion on other roadways.

### **COST EFFECTIVENESS**

The attached map depicts the conditions expected during a 1-year flood event with 1-foot of sea level rise. As indicated in Statewide Planning's Technical Paper 167, 1-foot of sea level rise can be expected within the next 25 years. During this timeframe precipitation events are expected to increase both in severity and in duration. As also indicated within TP 167, the design life of a standard roadway is 30 years. The cost effective approach to resurfacing Schoolhouse Road would be to 1.) Rebuild the existing culverts the roadway to accommodate storm water and, 2.) Elevate the roadway in the area of the Upper Kickemuit Reservoir to ensure that the asset is not destroyed by predictable weather events.

### **ECONOMIC DEVELOPMENT**

Economic development requires reliable and adequate transportation networks. As a major collector road, Schoolhouse Road is an important linkage between the busy Route 136 and Route 114 corridors and nearby Massachusetts. Additionally, businesses locating in or relocating to Rhode Island look for a government that invests funds wisely and uses forethought to avoid future problems. Projects such as the Schoolhouse Road culvert and elevation project help to set the tone for the transportation needs of tomorrow and inspire confidence in the abilities of government.



**ENVIRONMENTAL IMPACT**

The existing culverts located under Schoolhouse Road are both undersized and in poor condition. As a result, there is minimal flushing of the water body. The Town, BCWA and Save the Bay are studying the potential to remove the upper impoundment of the reservoir, but the environmental benefits would be limited without the improvements / repair of the culverts. Culverts should be adequately sized for not only current conditions, but also in anticipation of future conditions, both with and without the impoundment. Elevation of the roadway itself would increase the environmental benefits by reducing the chance that the road will wash out altogether in a significant storm event. The Kickemuit Reservoir and River are impaired water bodies and historically provided important habitat for river herring.

**SUPPORTS LOCAL AND STATE GOALS**

Local and State Plans require that budget funds are spent in a cost effective way, with an eye towards long term viability and reduced annual maintenance. In addition, an overarching goal is to create a resilient transportation system by anticipating future needs and conditions. The proposed project utilizes the information contained within Statewide Planning's technical papers as a guide for sea level rise and vulnerability of transportation assets. These technical papers were created to guide investment, and we ask for the State's investment to be directed in accordance with this information.

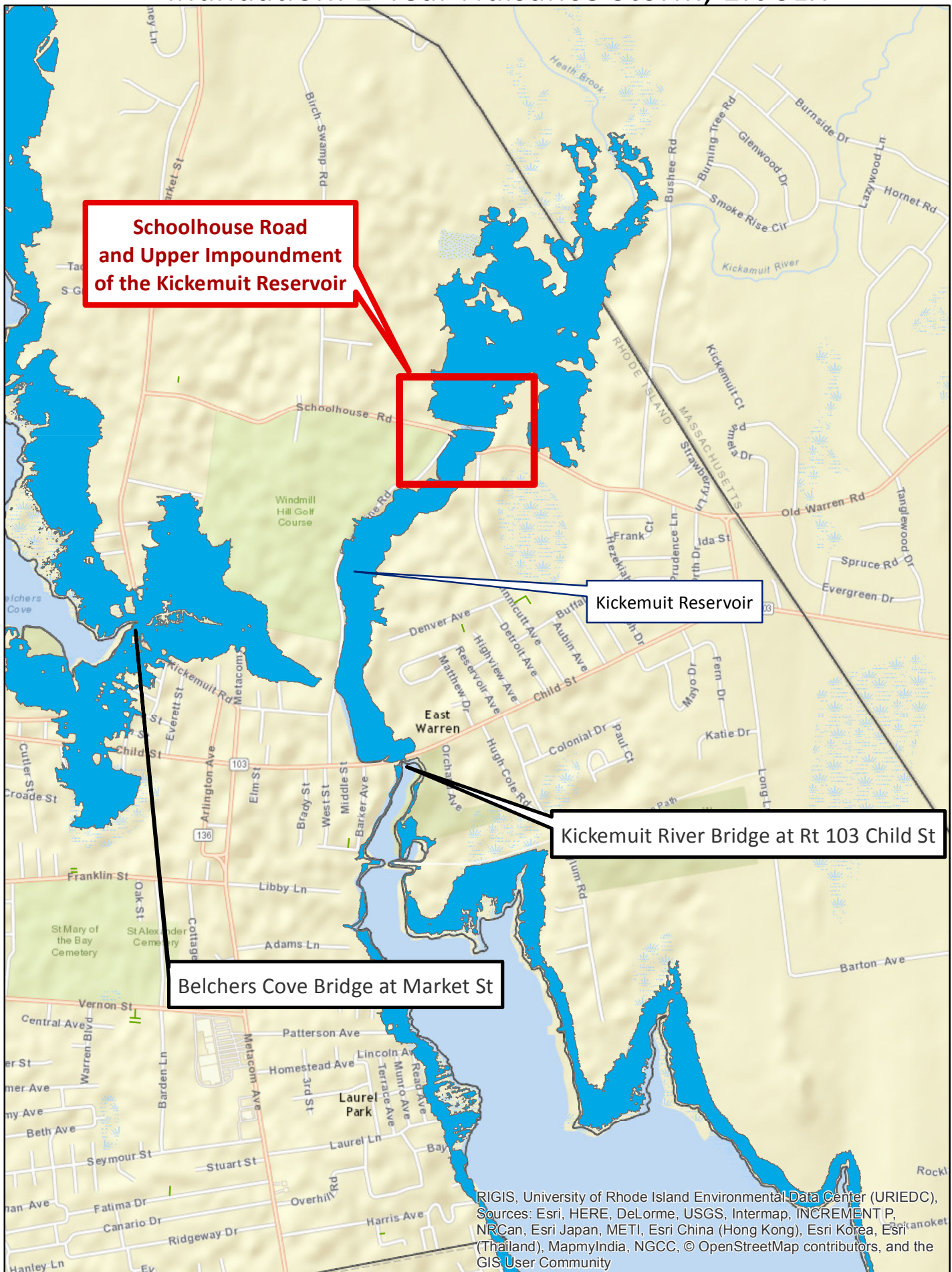
**SAFETY AND SECURITY**

Schoolhouse Road serves as one (of two) roads connecting eastern Warren and Touisset to downtown Warren / Route 114, the Market Street / Route 136 area and points north and south. Due to the current risk of flooding this roadway is not a viable evacuation route in an emergency. Likewise, during storm events, the Town's emergency services and Department of Public Works must plan alternate routes and stage crews proactively to anticipate the loss of connectivity. The attached map depicts the flood inundation conditions that were experienced in 1991 with Hurricane Bob. The existing roadway was not passable. Also attached you will find a map depicting the inundation with 1-foot of sea level rise and a 1 year nuisance storm. This map predicts that the roadway will flood under absolutely predictable circumstances in a very short period of time.

**EQUITY**

The Birch Swamp Road project is within the Aging Individuals SPG tract. Other Special Population Groups utilize this roadway and would benefit from the project as proposed.

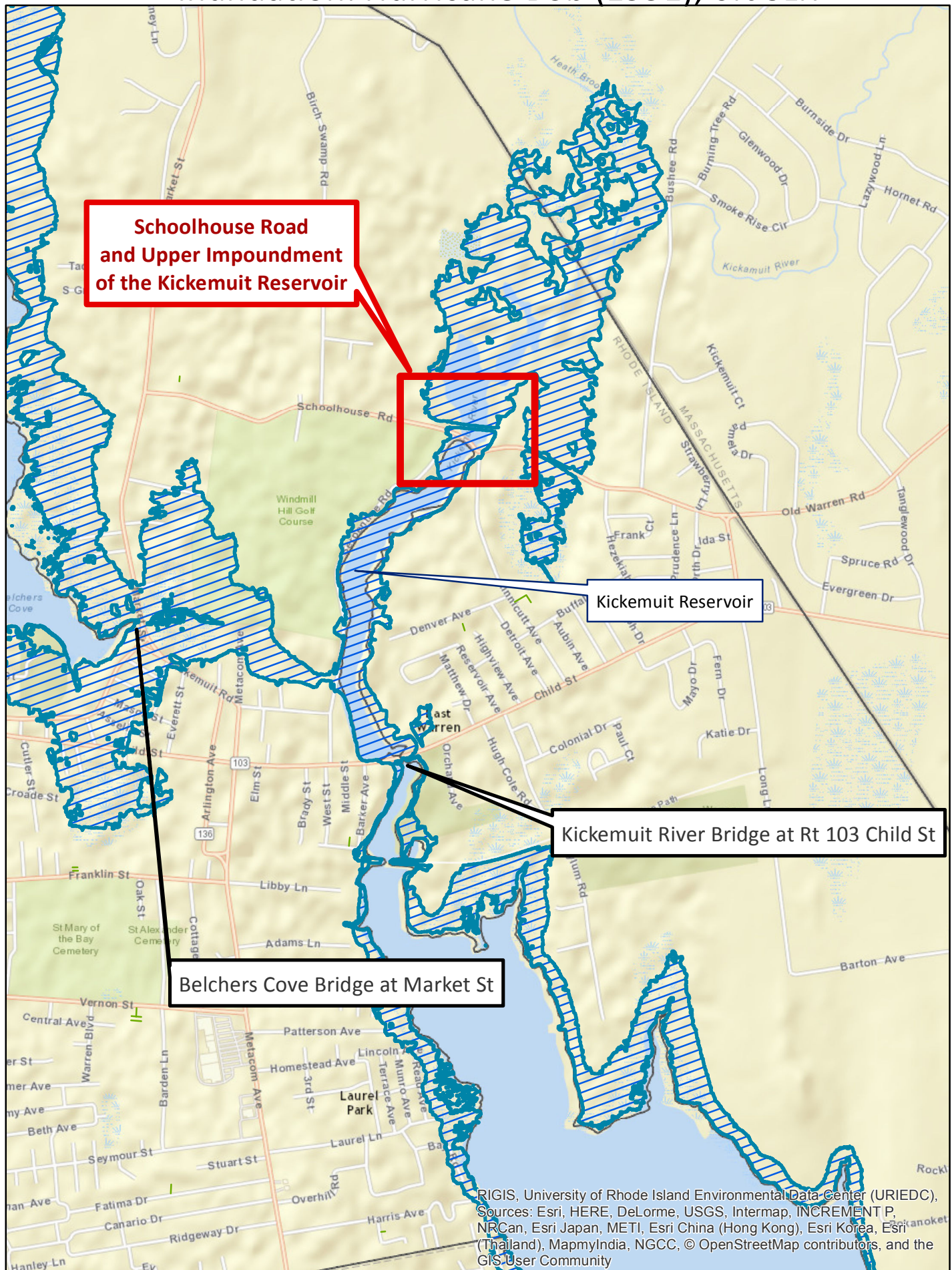
# Inundation: 1-Year Nuisance Storm, 1ft SLR



0 0.125 0.25 0.5 0.75 1 Miles

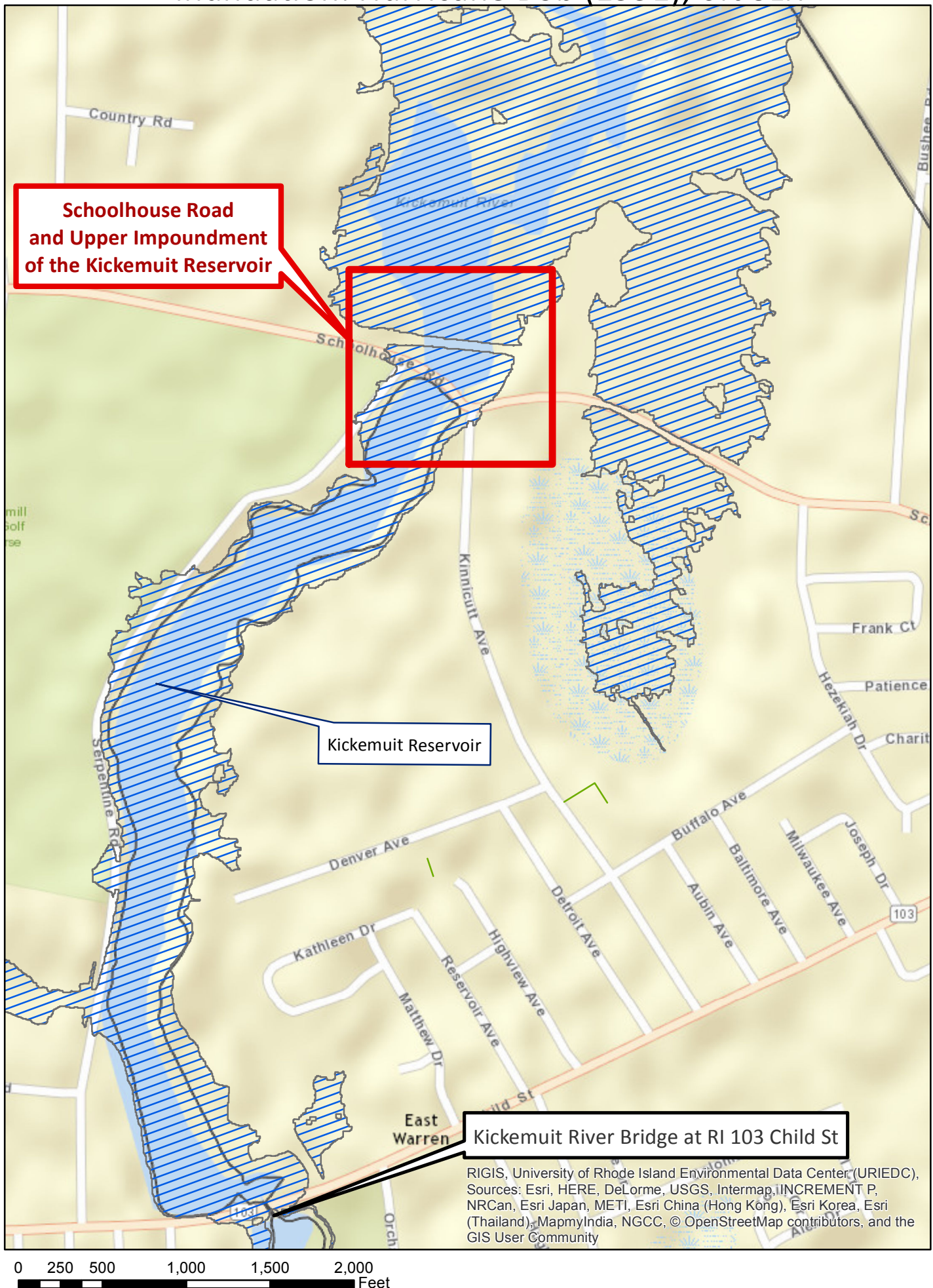


# Inundation: Hurricane Bob (1991), 0ft SLR





# Inundation: Hurricane Bob (1991), 0ft SLR





## TOWN OF WARREN, RHODE ISLAND

514 Main Street  
Warren, RI 02885-4369  
Phone: (401) 245-7554

Office of Town Manager

August 11, 2017

State Planning Council  
c/o Michael D'Alessandro  
Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908

*Re: Application for Supplemental STIP funding – Water Street Streetscape Project, Warren*

Dear Mr. D'Alessandro:

Enclosed you will find an application from the Town of Warren for supplemental STIP funding. The Town was advised to submit this application based on discussions between RIDOT and the Town in which it was acknowledged that the current construction budget for this project is inadequate. The project is already in the current STIP and has advanced to the point where the Town is hopeful construction can start in the near future.

It is not clear to me whether this should be treated as part of the annual update, and hope you will be able to route this in the appropriate manner. If you have any further questions regarding this request, please do not hesitate to contact me or Director of Planning and Community Development Kate Michaud.

Thank you for your consideration in this matter.

Sincerely,

Jan H. Reitsma  
Town Manager

C: Warren Town Council  
Senator Walter Felag  
Representative Kenneth Marshall  
Representative Jason Knight

# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name \_\_\_\_\_  
Contact Person (if different) **Jan Reitsma** Title \_\_\_\_\_  
Mailing Address \_\_\_\_\_  
City \_\_\_\_\_ Zip Code \_\_\_\_\_  
Phone \_\_\_\_\_ Email \_\_\_\_\_

PROJECT INFORMATION

### Type of Project *select all that apply*

- |   |                                      |                                   |                                     |
|---|--------------------------------------|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge                     | <input type="checkbox"/> Pavement    | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning   |
| <input type="checkbox"/> Traffic                    | <input type="checkbox"/> Transit     | <input type="checkbox"/> Bicycle  | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ |                                   |                                     |

### Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

*If you selected no, please continue to the "Current Project Title" Section*

*If you selected yes, please answer the following:*

What was the Project Title? \_\_\_\_\_

What was the TIP ID# assigned to the project at that time (4-digit number)? \_\_\_\_\_

Current Project Title \_\_\_\_\_

Location by Street Name \_\_\_\_\_

Project Limits - From \_\_\_\_\_ To \_\_\_\_\_

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:



Describe need for proposed project:

Describe anticipated municipal or state transportation network or economic development benefits:

Is the project consistent with the local Comprehensive Plan? ☐ Yes ☐ No

Has the project been the subject of a properly conducted municipal public hearing? ☐ Yes ☐ No

Is the project on the Federal Aid System? ☐ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☐ No

## Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits    | 5. Supports Local and State Goals |
| 2. Cost Effectiveness   | 6. Safety and Security            |
| 3. Economic Development | 7. Equity                         |
| 4. Environmental Impact |                                   |

## Project Estimates

|                         | ROW | Study | Design | Construction | Total |
|-------------------------|-----|-------|--------|--------------|-------|
| Estimated Project Costs |     |       |        |              |       |

Amount Requested through TIP Process

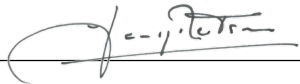
Is there funding from other sources committed to this project? ☐ Yes ☐ No

| Source | Amount |
|--------|--------|
|        |        |
|        |        |
| Total  |        |

Estimated date of construction \_\_\_\_\_

## Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature \_\_\_\_\_ Date \_\_\_\_\_

## Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature \_\_\_\_\_ Date \_\_\_\_\_

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017**



## TEA3-018 – WATER STREET STREETSCAPE TRANSPORTATION ENHANCEMENT PROGRAM WITH A FOCUS ON ADA COMPLIANCE

### **MOBILITY BENEFITS**

Water Street is classified as an urban minor arterial road, but is the primary parallel route of travel to heavily congested urban principal arterial Route 114, which carries an AADT of 17,500. The Water Street project area is within Census Tract 305, a low and moderate income tract home to approximately 3,224 people and many commercial enterprises including manufacturing, retail, restaurant and professional and marine related services. According to 2011-2015 ACS data, approximately 13.3% of households, including 18.6% of renter households, within this tract have no access to a vehicle. 1.2% of tract residents report utilizing a bicycle to commute to work and 2.0% report utilizing public transportation. RIPTA's 60 route maintains 10 stops on Route 114, within very close proximity to the project area. The East Bay Bike Path is located a very short distance from Water Street (450 feet from the northern end) and serves to connect bicyclists and pedestrians all points from Bristol to Providence. Reconstruction of sidewalks and installation of ADA compliant ramps will improve mobility for pedestrians and create important linkages to these different modes of travel. Connectivity will be improved for visitors and employees of commercial enterprises. With improved pedestrian access, public parking areas will be able to safely supplement limited on-street parking opportunities. Access to the street's two public parks (Burr's Hill and Baker Street) and the town wharf will also be improved. With the inclusion of pedestrian scale historically accurate lighting and appropriate street trees, walkability will be greatly improved.

### **COST EFFECTIVENESS**

The design process for this project was completed with an emphasis on cost control and maximizing benefits within a limited budget. Existing granite and bluestone curbing will be reused within the project. Street trees were preserved where possible. The streetscape project is being coordinated with a water line installation (by BCWA) and a sewer force main installation being completed by Brady Sullivan – the developer of a 290 unit mixed-use mill redevelopment with frontage on Water Street. Project management and planning has been a joint effort, with more than a year of coordination meetings in preparation for construction. Brady Sullivan will also repave the street after the completion of the streetscape project. Overall, the cost of the project will be far outweighed by the benefits of having safe and accessible pedestrian access in this densely populated mixed-use neighborhood.

### **ECONOMIC DEVELOPMENT**

Water Street is home to a growing number of businesses, including restaurants, retail, services and manufacturers. The streetscape project is within the State's Urban Services Boundary within an "urbanized area" and is within Warren's downtown. The proposed project would improve access to the waterfront and the surrounding businesses, which serve as a major tourism destination, through the installation of ADA compliant sidewalks and ramps. These improvements would also improve access for strollers and create crosswalks, encouraging families to visit multiple stops along the corridor. The proposed project will leverage local and private investment by building on the public private partnership with Brady Sullivan: the developers of a large scale adaptive reuse / redevelopment project (Tourister Mill). Brady Sullivan has pledged at least \$1.7 million in wastewater infrastructure improvements, which the town is matching with \$350,000 in tax credits. The Town has also allocated an additional \$150,000 in budget funds for the



streetscape improvements. This work is being done in concert with a \$2 million Bristol County Water Authority water main replacement project. Because of Water Street's proximity to RIPTA's bus service and the East Bay Bike Path, the streetscape improvements will facilitate the connection of the workforce to employment opportunities. Water Street is within Census Tract 305, which is an SPG tract for carless households.

## **ENVIRONMENTAL IMPACT**

The Water Street streetscape project will improve air quality and promote energy conservation both through the planting of trees and by reducing reliance on automobile travel. Impervious surface area will be reduced through the increased number of tree wells, creating a water quality benefit. The entire project is located within a National Historic Register Historic District. The historic and scenic qualities of the area will be enhanced through the use of historic materials, such as cobblestone and historically accurate lighting fixtures, and through the reuse of materials such as granite and bluestone curbing.

## **SUPPORTS LOCAL AND STATE GOALS**

This project was the #1 ranking on the Town's 2016 TIP priority list. Public meetings held to discuss this project have been very well attended, and approximately 100 unique users have subscribed to an email update list. Many Comprehensive Community Plan and State Guide Plan actions identify the need to create accessible and safe pedestrian facilities, especially in dense downtown areas. Specific actions in the Circulation element of the local Comp Plan refer to developing traffic calming measures on Water Street and implementing streetscape related improvements. Economic Development speaks to encouraging diverse activity, expanding public access and encouraging marine industry and commerce on Water Street. Maintaining adequate public access to the water is a recurring theme in the Plan, which would be furthered through the implementation of the streetscape project. ADA compliance and increased accessibility is also a recurring theme in both the local Plan and State Guide Plans.

## **SAFETY AND SECURITY**

Increased pedestrian safety will improve overall circulation along the Water Street corridor. Well marked crosswalks with corresponding ramps will encourage predictable pedestrian patterns. The visual interest associated with the increased number of street trees and the installation of pedestrian scale lighting will create a traffic calming effect. The increased lighting will also improve pedestrian safety and improve the overall safety and security of the area's transportation system.

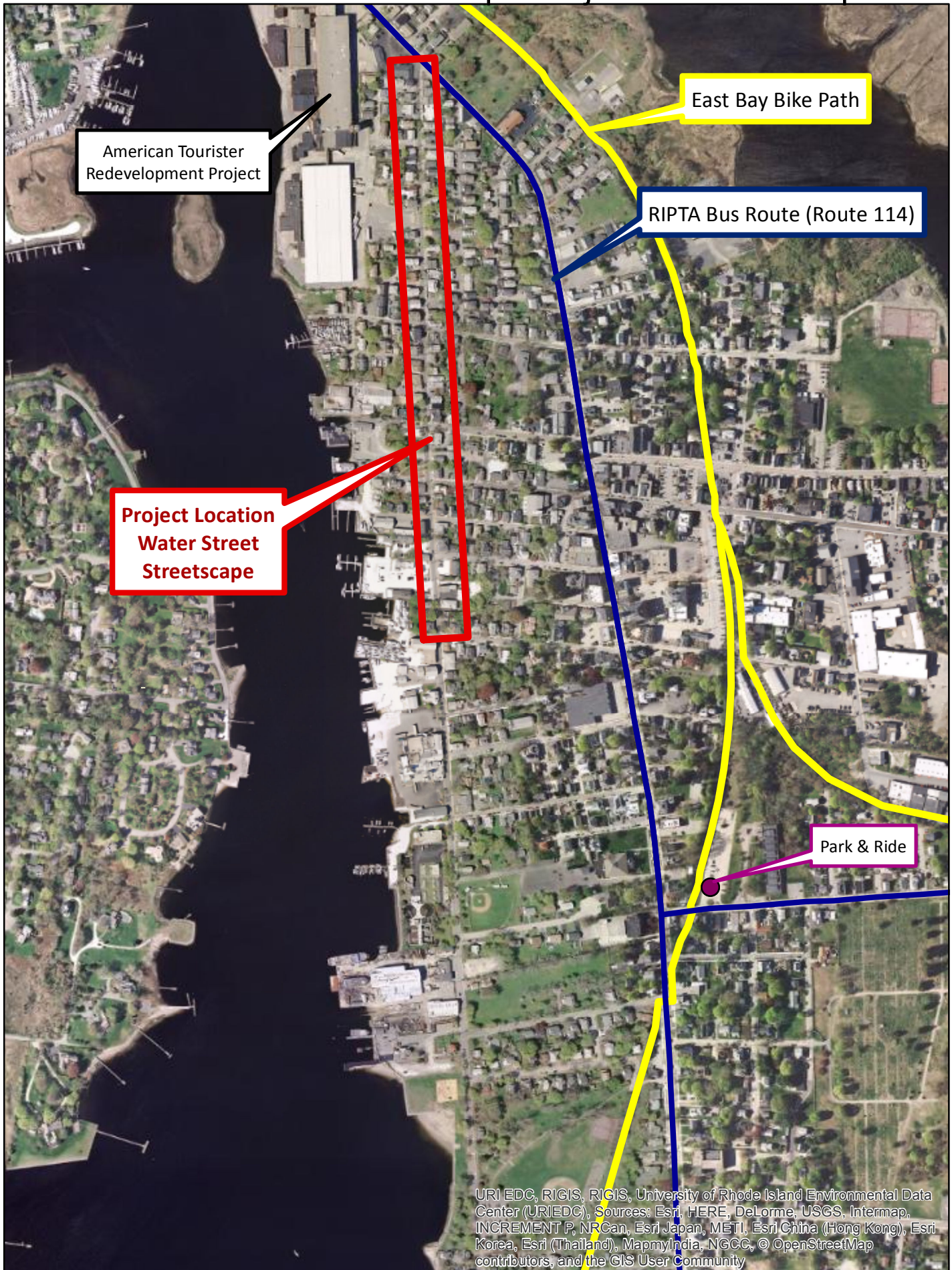
## **EQUITY**

The Water Street streetscape project falls within an SPG tract in several categories, including

- Percentage of individuals in poverty or with a low income,
- Percentage of individuals with a disability,
- Percentage of Low English Proficiency (LEP) individuals, and
- Percentage of carless households.

As an SPG tract for individuals with disabilities, Water Street demonstrates a particular need to accommodate pedestrians with physical challenges. Likewise, safe, adequate and accessible pedestrian facilities are vital to carless households and low income households who may have limited access to a vehicle.

# Water Street Streetscape Project Location Map



0 250 500 1,000 1,500 2,000 Feet