

**MINUTES**  
**Town Council**  
**Town of East Greenwich**  
**Special Session**  
**January 26, 2016 @ 7:00pm**  
**Police Community Room, 176 First Avenue, East Greenwich, RI 02818**

Town Council Present: M. Isaacs, M. Schwager, W. Stone, and S. Todd

Town Staff Present: T. Coyle, III, D. Potter, J. Duarte, L. Byrne, S. Brown

Others: A. Novo/Caputo and Wick, P. Masterson/KCWA and approximately 15 residents

Neighborhood Community Meeting with Hill and Harbor Residents to discuss a traffic study entitled "Harbor Hill Area Traffic Calming Program" presented by Ana Novo of Caputo and Wick LTD and other issues pertaining to neighborhood streets.

President Isaacs called the meeting to order and introduced members of the Council, Town Staff, Ms. Novo and Mr. Masterson.

Ms. Novo gave a power-point presentation on the results of a traffic study she was hired to perform. Seven locations were included in the count data consisting of Spring Street, Liberty Street, Union Street, Somerset Street, Greene Street, Friendship Street and Prospect Street. The boundaries were First Avenue, Main Street, Spring Street and Prospect Street. She noted that there are inconsistencies in sidewalks and parking signs. Traffic count data were explained for several streets within the study area. Speeding does not appear to be a problem and the total number of accidents over the past five years was not significant.

There were four areas of concern for which she suggested the following improvements:

- 1) Liberty Street and Greene Street - add a stop sign, new pedestrian crosswalk striping and a wheelchair ramp.
- 2) Liberty Street, Union Street and Somerset Street – new pedestrian crosswalk striping, new sidewalks, one-way access at the intersection of Union and Liberty and making a four-way stop with striping and signage. Local businesses should be contacted to address these changes.
- 3) Liberty Street, Spring Street and Peirce Street – make an all-way stop with new stop bar striping and signage, new pedestrian crosswalk striping and wheelchair ramps.
- 4) Spring Street and Prospect Street – relocate the stop sign, new pedestrian crosswalk striping, new stop bar striping and signage and wheelchair ramps.

A lengthy discussion followed on the impact of changing Union Street to one-way. Areas that can be addressed immediately such as new Stop signs would require Council to vote on an ordinance and could be heard on an emergency basis. These changes become effective upon passage and are repealed after 90 days, unless it is reenacted. Other items would require further discussion with local businesses that would be affected by changes and others would require scheduling with DPW and budgeting for.

Residents expressed concerns with drivers using neighborhood streets as thru-ways to avoid main roads. Ms. Novo explained that speeds usually increase when roads are changed to one-ways. The continuity of sidewalks, crosswalks and paving throughout the neighborhood was discussed at length. Allocation of bond money was discussed and the prioritizing of street paving projects. Mr. Coyle added another bond for road work will be presented in FY 2017. Councilors explained how the Town is managing its current bonds and what the plans are for the future. Road bond referendums are subject to a Town-wide vote. Discussion continued about speed calculations and traffic counts compared to 2009 numbers. Residents requested to be involved as projects move forward. Mr. Duarte explained how projects are prioritized or ranked based on emergency needs, etc. Major utility companies communicate with the Town and vice versa on an annual basis. Some work is weather dependent and cannot be done in the winter. Stop bars and crosswalks may not be installed until the weather breaks around March or April which will offer full effectiveness. Business owners will be contacted to discuss one-way streets. Residents remain very concerned about what the warehouse is being used for. The designation of an “ideal growth center” as well as retail and valet parking as it pertains to the Comprehensive Community Plan was explained by President Isaacs. The Historic District Commission is not involved in the laying down of sidewalks or paving. The term “thoroughfare” was defined and restrictions for heavy trucks were discussed which has to do with the stability of the pavement. It was agreed that the intersection at Greene and Prospect could be curbed better to prohibit heavy trucks from using the corner.

Mr. Duarte offered to speak to the commercial businesses, make recommendations to Council for specific changes to be addressed with an ordinance and begin to phase in some changes.

Peter Masterson with the Kent County Water Authority spoke to the residents in length about waterlines in the neighborhood. He offered to find out more information about the age of the pipes and water quality tests.

Councilor Schwager moved to adjourn at 8:45pm, seconded by Councilor Stone. Voted 4-0 all in favor, motion carried.

Leigh A. Botello, CMC  
Town Clerk

**APPROVED BY TOWN COUNCIL FEBRUARY 22, 2016**