

RESOLUTION OF THE CITY COUNCIL

No. 605

Approved November 24, 1986

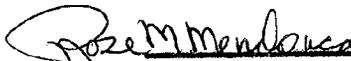
RESOLVED, That the Traffic Engineer is requested to cause crosswalks to be painted along all intersections of the newly paved area of Broadway.

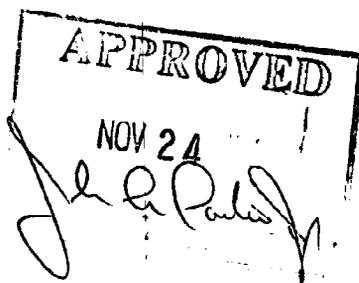
IN CITY COUNCIL

NOV 20 1986

READ AND PASSED

 PRES.

 CLERK



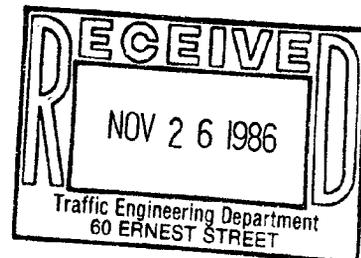
Councilman Lombardi (By Request)

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 605

Approved November 24, 1986



RESOLVED, That the Traffic Engineer is requested to cause crosswalks to be painted along all intersections of the newly paved area of Broadway.

A true copy,
Attest:

Rose M. Mendonca

Rose M. Mendonca,
City Clerk.

Disposition:

Most all crosswalks on Broadway were repainted after the roadway was resurfaced in fall, 1986. Also, additional crosswalks were repainted in winter (December, 1986). Due to a cut in this private contract in FY '87, it is anticipated that no more crosswalks can be painted until FY '88 (summer 1987)

W. James Sullivan
January 28, 1987



Department of Traffic Engineering

"Building Pride In Providence"

TO: Councilman John J. Lombardi, Thirteenth Ward
FROM: B. James Suzman, Traffic Engineer
RE: Crosswalks on Broadway
DATE: December 9, 1986

In reference to your letter dated December 4, 1986 requesting crosswalks on Broadway, please be advised as follows:

Crosswalks on Broadway were painted last spring prior to the repaving of several blocks of the street. Unfortunately, the Department of Public Works did not notify us in time and then, this past fall, the crosswalks were "erased" with the repaving of the roadway. Accordingly, we have already placed the city's private contractor on notice to repaint the missing crosswalks (prior to receipt of your letter). Due to weather this past month and the contractor's schedule, he has not yet repainted neither the crosswalks nor the double yellow centerline. I expect it to be done in the next week or so.

Concerning the four fatalities on Atwells Avenue this past year, please keep in mind that in the last case (December 3, 1986), it is my knowledge that the woman jay-walked and crossed or attempted to cross Atwells Avenue not at the corner. In the case earlier in the year at Marcello Street, the gentleman, Mr. Marcello was hit by a truck while in the crosswalk. Finally, in the case over a year ago, the elderly woman was hit while crossing at Dean Street while the truck driver made a left turn off Dean Street to head in-bound at 7:00 a.m. So, in that case, the rising sun in the easterly sky blinded him and hence the resultant and unfortunate fatality. In at least three of the four fatalities with which I am familiar, crosswalks played no part in the accident. I am not familiar with the fourth case.

I too am concerned for the safety of all pedestrians on Federal Hill but citywide as well- as I am sure are you. I would be remiss if I did not mention that last year, our crosswalk and linepainting contract was reduced by \$6,000 whereas I had asked for an increment. Currently, with budgeted funds, we paint about five hundred out of nine hundred crosswalks citywide and I feel we do a very good job with the limited funds with which we have for this contract. Of course, special attention is given to main avenues and streets such as Atwells Avenue and Broadway.

I will be requesting a major increase in this contract in the upcoming year because I to agree with you that "any cost that will be incurred is negligible compared to the loss of another life." We need to totally revamp our crosswalk painting AND line painting program to bring the city up to a grade-A and of course, this is a function of funds especially when you keep in mind the colored centerlines we do on the Hill and in other areas for various feasts at quite an expense.

Finally, as to the liability issue, technically, the crosswalk is defined to exist at an intersection whether painted or not. Painting merely supplements the crosswalk but of course is recommended. Regardless of paint or not, motorists are required to yield right-of-way to pedestrians whom have claimed the right-of-way not in an arbitrary and capricious manner such as jay-walking or stepping off the curb at the last minute.

I would be remiss if I did not state that speeding and illegal parking are as you know, the two biggest traffic problems on the Hill. I believe that we have made an excellent start in my tenure to making the Hill safer when you consider we have a.) reinstated the traffic signals at Broadway and Tobey for senior citizens to safely cross Broadway; b.) revamped the traffic signals at Broadway, Battey, and DePasquale by adding overhead signals; c.) revamped the traffic signals at Broadway and Dean by adding overhead signals; d.) revamped and fixed the pedestrian walk-don't walk lights at Atwells and Dean; e.) already started (prior to the last fatality) to reinstitute the traffic signals at Atwells and DePasquale; and f.) awarded a contract for the installation of an overhead pedestrian beacon at the Holy Ghost Church (Atwells and Knight).

Concerning the above mentioned projects, with the exception of the last one, all have been done by our personnel- two men- who maintain every traffic signal in the city's jurisdiction. I think you will agree that I am giving special attention to the Hill. We will continue to make improvements and again, please remember the three Es of Traffic Engineering: Engineering- Education- and Enforcement.

Please feel free to call upon me at any time as usual and as I said, the crosswalks should be painted in the next week. Given our limited manpower and funds, I think we have made an excellent start.

cc: Mayor Joseph R. Paolino, Jr.
Police Chief Anthony J. Mancuso
City Solicitor Edward C. Clifton, Esq.