

*Rescinded by Reg. No. 27
Approved Jan. 21, 1986*

RESOLUTION OF THE CITY COUNCIL

No. 669

Approved December 12, 1985

RESOLVED, That Hayes Street be made One-Way westerly
from Francis Street to Park Street.

IN CITY COUNCIL
DEC 5 1985
READ AND PASSED

Walter W. E. ... PRES.
Robert M. ... CLERK

APPROVED
DEC 12 1985
[Signature]
MAYOR

IN CITY COUNCIL
NOV 7 1985
FIRST READING
REFERRED TO COMMITTEE ON PUBLIC WORKS

R. M. Mendonça

THE COMMITTEE ON
PUBLIC WORKS

Approves Passage of
The Within Resolution

R. M. Mendonça
Chairman

November 20, 1985

Councilman Slavin (By Request)

B. JAMES SUZMAN
TRAFFIC ENGINEER



JOSEPH R. PAOLINO, JR.
MAYOR

DEPARTMENT OF TRAFFIC ENGINEERING

M E M O R A N D U M

TO: Rose M. Mendonca
FROM: B. James Suzman
DATE: October 16, 1985
RE: Hayes Street
FOR: Transmittal to Committee on Public Works
Councilman James Petrosinelli, Chairman

Be advised that as part of the Capital Center Project, I recommend that Hayes Street be made one-way westerly from Francis Street to Park Street.

Also, NO THROUGH TRUCK signs will be required on Hayes Street and Brownell Street.

The attached letter to Mr. Norman Chopy, Special Project Director, at the Rhode Island Department of Transportation explains the reasons in detail.

Accordingly, I request the appropriate resolutions be passed on the aforesaid matters.

cc: Councilman Thomas Glavin



DEPARTMENT OF TRAFFIC ENGINEERING

October 16, 1985

Mr. Norman Chopy
Special Project Director
R.I. Department of Transportation
Division of Public Works
State Office Building - Smith Street
Providence, Rhode Island 02903

Dear Mr. Chopy:

As discussed this date, October 16, 1985, be advised that I recommend that Hayes Street be made one-way westbound from Francis Street to Park Street. It is my opinion that the one-way operation will benefit the local circulation pattern as follows:

1. Parking will be legalized on the northerly side of Hayes Street (currently No Parking Any Time on both sides). This will benefit the church and other area visitors.
2. One way flow will prevent Hayes Street from becoming a service road or short cut from Park Street to access the new Francis Street flyover. As a two-way street with parking (illegal) for funerals, the 20-foot wide street will be congested and breakdown. Trucks can not negotiiate the roadway, and in some cases, the Park Street radius.
3. Downtown oriented automobiles can access the flyover at Smith Street or Brownell Street. Trucks should not access the flyover at Hayes nor Brownell Streets. We will post both streets as No Thru Trucks. Tractor-trailer trucks from the produce area (Harris Avenue) and industrial area (Kinsley Avenue and Promenade Street) should access downtown from West Exchange Street by the new ramp at Pleasant Valley Parkway and Route 10. Forty-foot tractor-trailers do not present an aesthetc view in front of the State House on the new flyover. Small trucks can access the flyover at Smith Street.

Mr. Norman Chopy

October 18, 1985

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4. As discussed, we will also monitor the Park Street and Smith Street intersection level-of-service, and that of Brownell Street.

Please feel free to contact me if you have any questions concerning my recommendations.

Very truly yours,

B. James Suzman
Traffic Engineer

BJS/it

cc: Councilman Thomas Glavin
Pastor David Stacey
Mr. Ted Green
Mr. Stanley Bernstein
Mr. John D'Antuano