June 2025

North Kingstown

Safe Streets and Roads for All Safety Action Plan

SS4A
SAFE STREETS FOR ALL

NORTH KINGSTOWN 1674 2024 350 YEARS

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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BCA	Baseline Crash Analysis
BMP	Bicycle Mobility Plan
DOT	U.S. Department of Transportation
DPW	Department of Public Works
FHWA	Federal Highway Administration
FI	Fatal and All Injury Crash Severities
FSI	Fatal and Serious Injury Crash Severities
HIN	High-Injury Network
HRN	High-Risk Network
HSIP	Highway Safety Improvement Plan
MUTCD	Manual on Uniform Traffic Control Devices
PSCi	Proven Safety Countermeasures initiative
RIDOT	Rhode Island Department of Transportation
RRFB	Rectangular Rapid Flashing Beacon
SAP	Safety Action Plan
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads for All Program
STIP	Statewide Transportation Improvement Program
RIPTA	Rhode Island Public Transit Authority
SAP	Safety Action Plan
SS4A	Safe Streets and Roads for All Program
VRU	Vulnerable Road Users (i.e., Pedestrians and Bicyclists, etc.)

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Thank you to the municipal departments, committees, and statewide partners that helped guide this plan, and individual community members whose input helped shape this document.

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Executive Summary

SS4A & Project Overview

Safety has been a serious concern for all people travelling in Rhode Island. Through the Federal Highway Administration (FHWA) Safe Streets for All (SS4A) program, the Rhode Island Public Transit Authority (RIPTA) secured funding in 2023 to support the state and participating municipalities in planning for infrastructure improvements that will prevent injuries and save lives. With the SS4A grant award and other statewide efforts through the Division of Statewide Planning and the Rhode Island Department of Transportation, the state has been focusing on improving safety on all roadways.

The SS4A planning project is creating municipal Safety Action Plans (SAPs) for 31 participating communities, as well as a statewide SAP. The project establishes guidelines to effectively implement a tangible version of the Safe Streets for All mission, guided by the Safe Systems Approach. This encompasses shifting safety needs, known and emerging areas of safety improvement, identification of priority projects, and will help the State of Rhode Island and its municipalities position for further Federal implementation funding.

This project includes a three-tier safety analysis to understand the current state of road safety in each community, identify high risk areas, and develop a predictive view of potential crash sites. However, data doesn't always tell the full story. The project team also attended community events and hosted pop-ups across Rhode Island where the public could engage in deeper discussion and learn more about the project and were encouraged to participate in a Safety Survey pertaining to the SS4A.

Overview

Through the SS4A program, participating municipalities and agencies have the continued opportunity to make improvements to the transportation system that will prevent injuries and save lives. In 2022, the Rhode Island Public Transit Authority and 31 participating municipalities were awarded SS4A funding to develop comprehensive Safety Action Plans. In the end, each municipality will receive a tailored Safety Action Plan with comprehensive analysis, public engagement, high-risk area identification, safety improvement recommendations, and future funding guidance. A statewide plan is also being developed to understand broader safety concerns and goals across Rhode Island.

The overarching process for developing the municipal Safety Action Plans includes these general scope items and schedule:

- Discuss community goals (April-May 2024)
- Collect community input (June-September 2024)
- Develop community Safety Action Plans (July 2024-March 2025), including:
    - Safety analysis (baseline, high-risk network, high injury network)
    - Policy discussion
    - Identification of townwide actions and targeted locations/projects

Project Components

Safety Analysis
The safety analysis uses data to identify key crash patterns and trends and the contributing factors that have led to fatal and serious injury crashes in the project area. This analysis is based on five years of crash data (2019-2023), collected by enforcement agencies using the State of Rhode Island Uniform Crash Report form, and roadway and land use data. Together, this information identifies the types of infrastructure, behavior, and contexts that have the greatest impact on safety performance. Safety analyses will inform policy, infrastructure, and programming improvements for all modes of travel.

Engagement
Stakeholder engagement and collaboration ensure that the plan includes diverse perspectives and insights, identifies risks not apparent in the data, and provides concurrence for solutions. Engagement was held early and at key junctures throughout the project, including stakeholders and the public as part of the decision-making process. The aim of SS4A is to define a technically and locally appropriate framework for consultation as project implementation takes place.

Safety Action Plan
An action plan outlines the specific steps and strategies to address the safety challenges and goals in the project area explored throughout this plan. This SAP is structured around the standard SS4A Action Plan Components, listed below:

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

Proposal for Future Grant Opportunities
By prioritizing analysis, engagement, and the action planning, the project team can assist municipalities in creating proposals and guidelines for future funding opportunities. This will support ongoing implementation and construction efforts, enhancing community safety, addressing areas of concern, and establishing infrastructure for healthier, happier communities.

Introduction

Meeting the Challenge

From 2019 to 2023, 329 people died on Rhode Island roads and 1,401 people were seriously injured. Over 4,100 more people were injured less severely. The U.S. Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) program provides funding for communities to plan and implement improvements that will prevent injuries and save lives. In 2023, Rhode Island and 31 participating municipalities, including North Kingstown, were awarded SS4A funding to develop comprehensive Safety Action Plans (SAP).

This SAP provides strategies to enhance roadway safety, reduce fatalities, and prevent serious injuries for drivers, pedestrians, cyclists, and public transit users in North Kingstown. North Kingstown intends to use this SAP to apply for implementation grants under the SS4A Program and other grants available such as those through the Federal Highway Administration.

This SAP analyzes overall crash patterns utilizing a baseline crash analysis (BCA). The BCA assesses hot spots where crashes have occurred, and a systemic safety analysis (FHWA 2013) identifies common risk factors that contribute to crashes across the entire transportation network. This combined approach, based on recent crash history and systemic risk factors, allows North Kingstown to identify the high injury network, and develop effective context-specific solutions. Combining these two approaches also allows North Kingstown to balance reactive measures that address locations where crashes are occurring with proactive measures that address areas of risk during future project implementation. This SAP is structured around the standard SS4A Action Plan Components, listed below:

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

The SAP details strategies that complement SS4A goals to eliminate fatal and serious injury crashes. The SAP includes individual projects, safety countermeasure opportunities, and recommended policy changes to address safety and mobility challenges in an equitable and sustainable way.

Safe System Approach

The Safe System Approach has been adopted by the transportation community to identify and reduce risks found in the transportation system. This approach focuses on evaluating human mistakes and vulnerability in addition to crash analysis to create a comprehensive plan to improve safety.

All materials and project guidelines in this SAP prioritize the Safe System Approach (Figure 1). The Safe System Approach anticipates human mistakes and proactively designs infrastructure to reduce the risk of those mistakes occurring and to reduce the crash severity when a mistake does occur.

Source: U.S. Department of Transportation

Figure 1. Safe System Approach Infographic

Principles of a Safe System Approach

Death and Serious Injuries are Unacceptable. The approach focuses on elimination of crashes that result in serious injury or death.

Humans Make Mistakes. People will unfortunately make mistakes or choices that lead to crashes of all types. This approach tries to anticipate the mistakes/choices that may be made to limit the number of serious crashes.

Humans Are Vulnerable. Human bodies have a threshold of injury during a crash before it results in death. It is of paramount importance to create a transportation system that accounts for human vulnerabilities in its design.

Responsibility is Shared. All stakeholders are vital to mitigating crash fatalities and injuries.

Safety is Proactive. Utilizing proactive tools to address safety issues before crashes occur.

Redundancy is Crucial. Reducing risks requires that all aspects of transportation have an opportunity for improvement.

The Safe System Approach provides a framework for identifying and prioritizing projects. The safe system approach was used to ensure this SAP:

- Addresses the causes and context for fatal and serious injury crashes throughout the community
- Prioritizes systemic change over individual behavioral change
- Prioritizes system-wide risk mitigation over the causes of individual crashes

By integrating these factors into this SAP's recommendations and priorities, North Kingstown will achieve a balance between reactive strategies that tackle issues leading to fatal and serious injury crashes, and proactive strategies that address system risks before such crashes occur.

The balance between these strategies is addressed through the BCA, which identifies high-level patterns for fatal and serious injury crashes that have occurred, and the systemic safety analysis, which identifies risk factors that could lead to future fatal and serious injury crashes if left unaddressed.

Municipal Background

North Kingstown is a coastal town in Washington County, Rhode Island, within the Providence metropolitan area along Narragansett Bay. The town's roadway network is characterized by a mix of state and local roads, with Rhode Island Route 2 (South County Trail), Rhode Island Route 4 (Colonel Rodman Highway), and U.S. Route 1 (Post Road) running north-south through the community, Rhode Island Route 403 (Quonset Freeway) and Rhode Island Route 102 (Ten Rod Road) providing east-west connections between North Kingstown and East Greenwich, and Rhode Island Route 138 providing connections to Jamestown and points east via the Verrazzano bridge. Many of North Kingstown's major roadways are state-controlled, but the town also includes a network of local roads that provide access between and within North Kingstown's many neighborhoods and villages, including Wickford, Saunderstown, Slocum, Davisville, Lafayette, Quonset/Quidnessett, and Annaquatucket.

North Kingstown's roadway network provides access not just for those who drive, but also for people walking, biking, and taking the bus, particularly when accessing the village centers, beaches, and recreational opportunities throughout the town. The town has a wide range of land uses, from walkable business districts such as Wickford Village, to beaches and parks, to the Quonset Point National Guard Base, to quiet residential neighborhoods, to auto-oriented commercial developments. Given the town's diversity in land uses, there are a wide range of roadway users who travel by various means to reach their destinations in the town, underscoring the importance of ensuring the town's roadway network is safe and accessible for all.

Municipal-State Coordination

Coordination between municipalities and the state is an important part of successful implementation of road safety projects, particularly in areas where roadway networks include a mix of local and state jurisdiction. The singular focus of the municipality is contrasted with the need for the Rhode Island Department of Transportation (RIDOT) to consider systemwide improvements. RIDOT is aligned with the Safe Streets and Roads for All (SS4A) program in both its current participation in developing the parallel Statewide Safety Action Plan and its recent development of roadway safety plans that advance the SS4A underlying mission of Vision Zero.

The Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Plan (HSIP), Statewide Transportation Improvement Program (STIP), Bicycle Mobility Plan (BMP), and RI Vulnerable Road User Safety Assessment (VRU Safety Assessment), among other RIDOT plans, document the criteria and process involved in project prioritization, selection and funding determination. The following language from the VRU Safety Assessment is an example:

> RIDOT works with municipalities to identify and mitigate crash issues on locally maintained roadways. RIDOT has developed a process for local agencies to request a safety improvement with the intent for local agencies to perform the 'planning' step from the HSIP process. RIDOT will then determine if the improvement is eligible for HSIP funds and distribute the funds needed to the local agencies so they can administer the construction of the improvements.

In addition, the following language is included in the most recent SHSP:

> RIDOT is not eligible for (the SS4A) competitive grant program: however, RIDOT can support cities, towns, tribal government and the MPO which are eligible…The success of the SHSP is dependent on implementation at the local level. SS4A will fund a wide array of activities addressing the priority safety concerns in Rhode Island.

RIDOT's participation in the Statewide Safety Action Plan, as well as its acknowledgements in previous plans as noted above, show its commitment to work with municipalities to advance local and regional safety priorities across all roadway jurisdictions.

1. Leadership Commitment and Goal Setting

1.1 Leadership Commitment

North Kingstown leaders are committed to the goals set forth in this Safety Action Plan (SAP). A letter of support from the Town Council is provided in Appendix A, in addition to letters of support from local stakeholders.

1.2 Goal Setting

The Town of North Kingstown, as part of this effort, is committed to an eventual goal of zero roadway fatalities and serious injuries. The town's timeline for this goal is to achieve **50% reduction** of roadway fatalities and serious injuries **by 2035** with an eventual goal of eliminating roadway fatalities and serious injuries **by 2045**.

Safety Action Planning touches on many other areas of public interest. Other goals that North Kingstown would like to achieve through this effort include:

- Actively involving residents, local businesses, and relevant stakeholders
- Assessing crashes and risk on our roadways
- Prioritizing actionable steps to address these issues through infrastructure and policy
- Collaboration with law enforcement and emergency response agencies, including partnerships, training programs, and other tools and protocols

2. Planning Structure

This plan incorporates a rational, proven planning model for safety action planning. Every strategic plan, regardless of the goals, must seek to answer four fundamental questions:

- Where are we now?
- Where do we want to go?
- How do we get there?
- How do we measure our success?

To answer these questions, this Safety Action Plan (SAP) follows a structured process:

1. **Assessment and Data Collection**: Gather crash data and identify high-risk areas and trends
2. **Goal Setting and Prioritization**: Stakeholder engagement and development of data-driven priorities
3. **Risk Assessment and Countermeasure Application**: Identify contributing factors and select evidence-based countermeasures
4. **Action Plan Development:** Include projects, priorities, implementation guidelines, and evaluation strategies to monitor progress.

2.1 Current Planning Organizational Description

A Safe Streets Task Force, consisting of representatives from the town's Planning and Development Department, Police Department, Fire Department, Department of Public Works (DPW), Engineering Department, and School Department, was established as an advisory committee to oversee this SAP's development, implementation, and future updates. The Safe Streets Task Force actively participated in regular input sessions and offered valuable review and feedback on the final plan.

2.2 Recommended Organizational Changes Post-Safety Action Plan

The departments that composed the Safe Streets for All Task Force for this plan will continue their efforts in tracking progress towards the goals outlined in the plan and the implementation of its various recommendations. This will be a collective effort between all departments to ensure that roadway safety remains a priority in North Kingstown, and new safety concerns can be systematically identified and mitigated as crash patterns and travel behavior change in the future. It will be critical for town staff to continue to monitor crash trends and locations on a yearly basis to evaluate the effects of countermeasures as they are implemented throughout the town.

3. Safety Analysis

3.1 Analysis Overview

The safety analysis uses data to identify key crash patterns and trends and the contributing factors that have led to fatal and serious injury crashes in North Kingstown. This analysis is based on five years of crash data (2019 to 2023) collected by law enforcement agencies using the State of Rhode Island Uniform Crash Report form and roadway and land use data. Together, this information identifies the types of infrastructure, behavior, and contexts that impact safety performance most. Safety analyses inform policy, infrastructure, and programming improvements for all modes of travel, as described in Chapter 6.

All data analysis is only as accurate as the raw data itself. Unintentional errors in the crash location data provided for analysis could lead to imprecise recommendations.

The three safety analyses covered in this section include:

- **Baseline Crash Analysis (BCA)**: a series of charts, tables, and narratives describing recent crash trends, key factors, and overall patterns in serious and fatal injury crashes over the past five years.
- **High-Risk Network (HRN)**: an analysis that illustrates locations at higher risk for fatal and serious injury crashes based on a statewide systemic safety analysis. This analysis identifies combinations of design features, land use context, equity metrics, and more which correlate with greater risk for future crashes. This especially supports the systemic implementation of low-cost safety treatments.
- **High Injury Network (HIN)**: a map that identifies the roads in North Kingstown with the highest concentration of fatal and serious injury crashes during the study period, as well as those with the highest risk for future fatal and serious injury crashes.

Why focus on fatal and serious injury crashes?

The goal of the Safe System Approach is to eliminate fatal and serious injuries. To support that goal, the safety analysis focuses on crash patterns and factors for fatal and serious injury crashes where possible. For less common crash types (e.g., pedestrians), additional crash severities may be included to help reveal crash patterns.

Why look at five years of crash data?

Crashes can fluctuate naturally from year-to-year based on road conditions, community circumstances, and more. A five-year study period effectively balances changes in safety over time while capturing overall trends. The result is a safety analysis that is comprehensive and supports long-term decision making.

The key findings of the safety analysis for North Kingstown are:

- Townwide crash rates (per 10,000 population) largely follow statewide trends over the past five years of available data (2019-2023)
- North Kingstown's FSI (fatal and serious injuries) crash rate ranks 21st out of 39 municipalities, while its FI (fatal and any injury) ranks 14th out of 39

- Approximately 1 in 5 motorcycle crashes, 1 in 13 pedestrian crashes, and 1 in 20 bicycle crashes result in fatal or serious injuries in North Kingstown
- When analyzing crashes by time of day and day of the week across the town, fatal and serious injury crashes occur most frequently on Tuesday, Wednesday, and Friday afternoons from 3 PM to 6 PM

3.2 Baseline Crash Analysis

The Baseline Crash Analysis (BCA) is an overview of the state of safety within North Kingstown summarizing key trends in safety performance, helping to create a shared understanding of the greatest opportunities for safety improvement within the community. The BCA pinpoints the regional and local factors that contribute to frequent and severe crashes. It identifies road segments and intersections most affected by fatal and serious injury crashes.

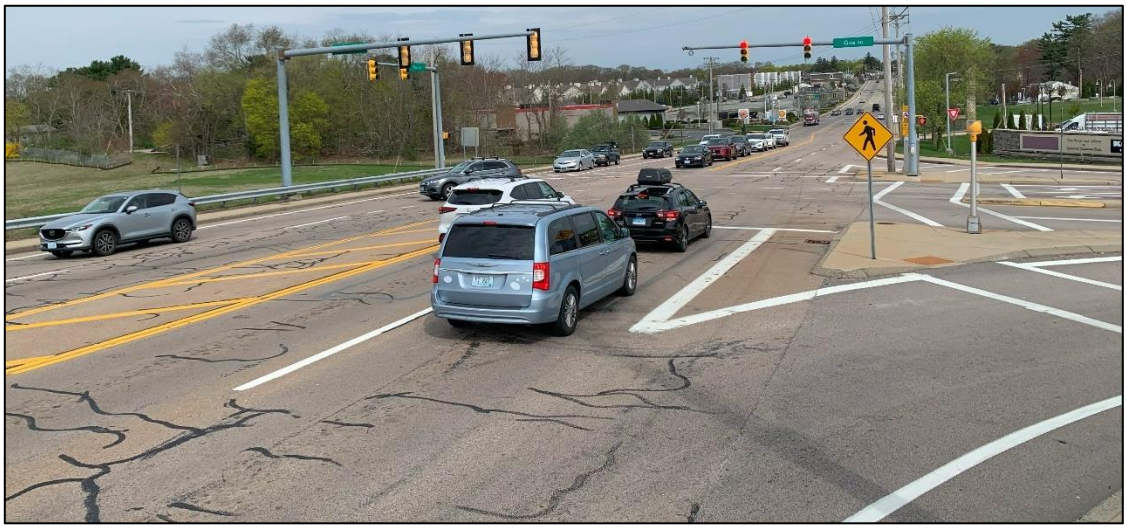
The BCA answers questions like:

- How has crash frequency changed in recent years?
- How do crash patterns vary by road users' modes of travel?
- What types of behaviors and environmental factors are most prevalent among severe crashes?
- How do safety outcomes correlate with equity factors such as poverty or transportation access?
- What roadway and environmental attributes influence safety outcomes?
- Which roadways and areas had the highest concentration of severe crashes over recent years?

3.2.1 Baseline Crash Analysis Findings

The BCA included an analysis of 4,455 total crashes from 2019-2023, resulting in varying levels of severity, as summarized in Figure 2. During this five-year timeframe, there were a total of 10 fatal crashes and 34 serious injury crashes in North Kingstown. Mitigating such fatal and serious injury crashes is the primary goal of the Safety Action Plan.

Findings from the BCA are discussed in this section through a series of charts, graphs, and maps.



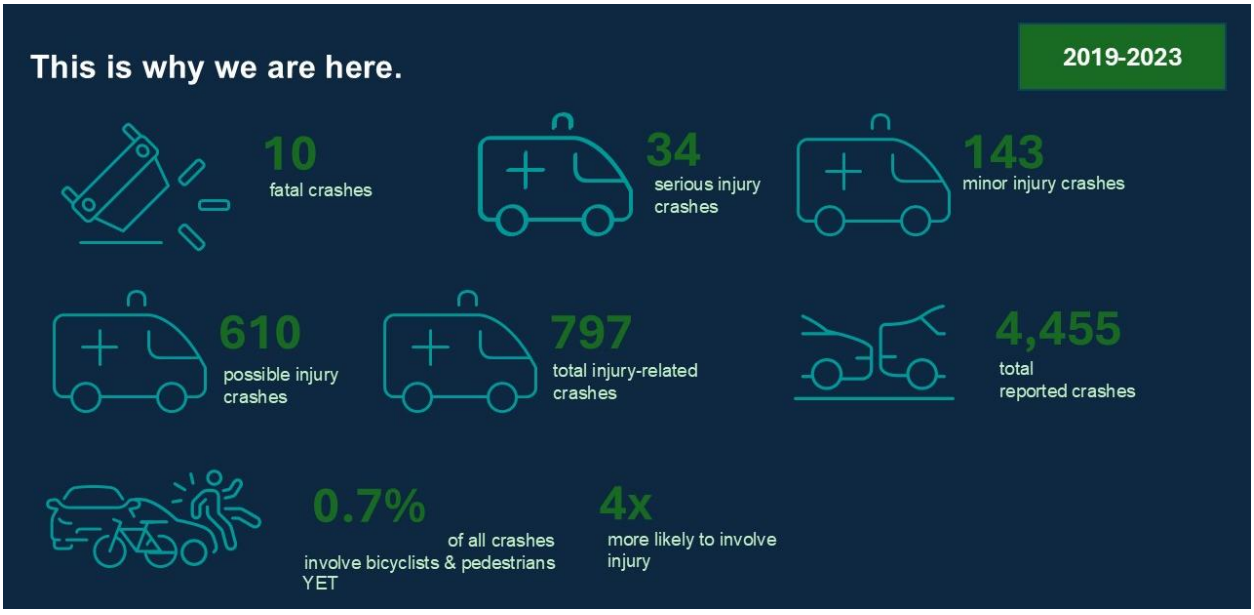


Figure 2. Baseline Crash Analysis Summary

Data Definitions

Crash data is displayed based on the KABCO scale of crash severity:

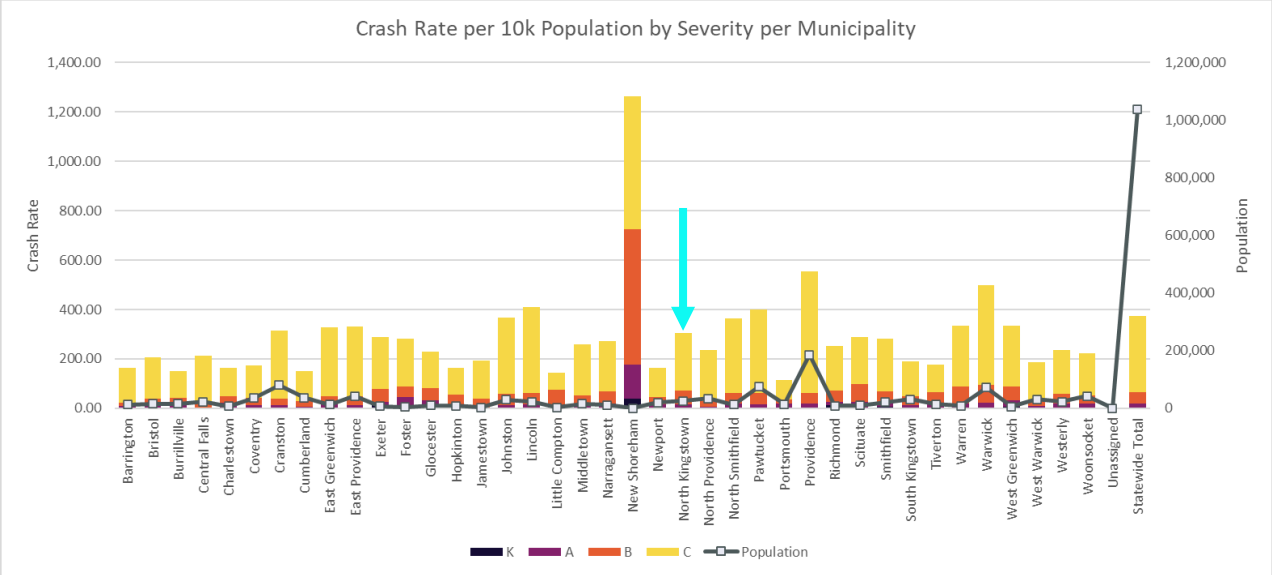
- **K** = Fatal injury
- **A** = Incapacitating (i.e., serious) injury
- **B** = Non-incapacitating injury
- **C** = Complaints of Pain
- **O** = Property damage only (PDO)

Additionally, fatal and serious injury crashes (K or A on the KABCO scale) are abbreviated "FSI" while fatal and all injury level crashes (K, A, B, or C on the KABCO scale) are abbreviated "FI."

Key findings from the BCA include:

The crash rate in North Kingstown is near the state median. The overall crash rate in North Kingstown (the number of crashes per 10,000 residents) ranks 21st out of 39 total municipalities, as shown in Figure 3. The town's crash rate is near the median when comparing crash rates for all cities and towns in the state.

Figure 3. Crash Rate per 10k Population by Severity by Municipality



Crash trends in North Kingstown largely follow statewide trends.
The total number of FI (fatality and all injury) crashes in North Kingstown saw a slight downward trend from 2019 to 2023, largely following statewide trends, as shown in Figure 4. For FI crashes involving Vulnerable Road Users (VRUs – people walking and cycling), there was a slight uptick in in the latter part of the five-year study period. However, the total number of crashes was relatively small and thus it was difficult to establish a notable trendline, as shown in Figure 5.

Figure 4. Fatality and All Injury Crash Trends in North Kingstown (All Modes)

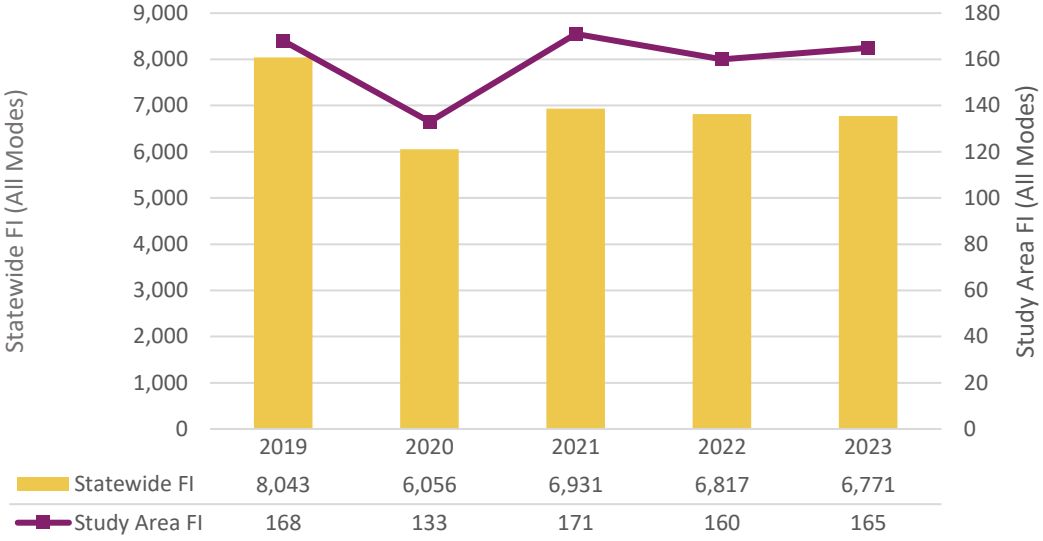
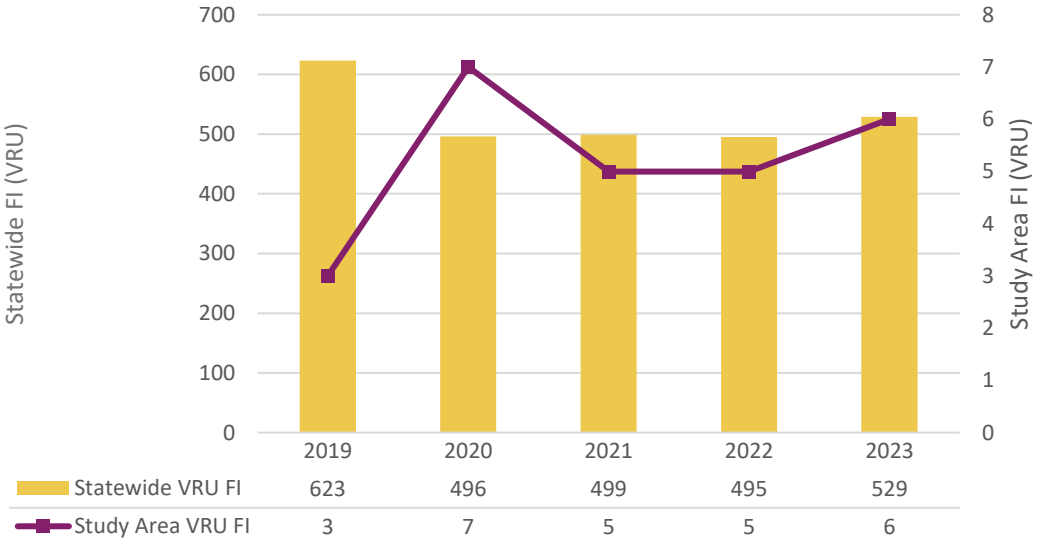


Figure 5. Fatality and All Injury Crash Trends in North Kingstown (Vulnerable Road Users)



Crashes involving motorcycles, bicycles, and pedestrians are more often more severe.
Crashes involving motorcycles and VRUs have historically had more harmful results, highlighted by the fact that nearly 60% of motorcycle, bicycle, and pedestrian injuries are within the highest three categories of severity (K, A, and B) compared to 20% of motor vehicle injuries, as shown in Figure 6. Additionally, crashes involving someone not in a motor vehicle are 6 to 23 times more likely to result in a fatal or serious injury depending on the mode, as shown in Figure 7.

Figure 6. Crash Severity by Mode

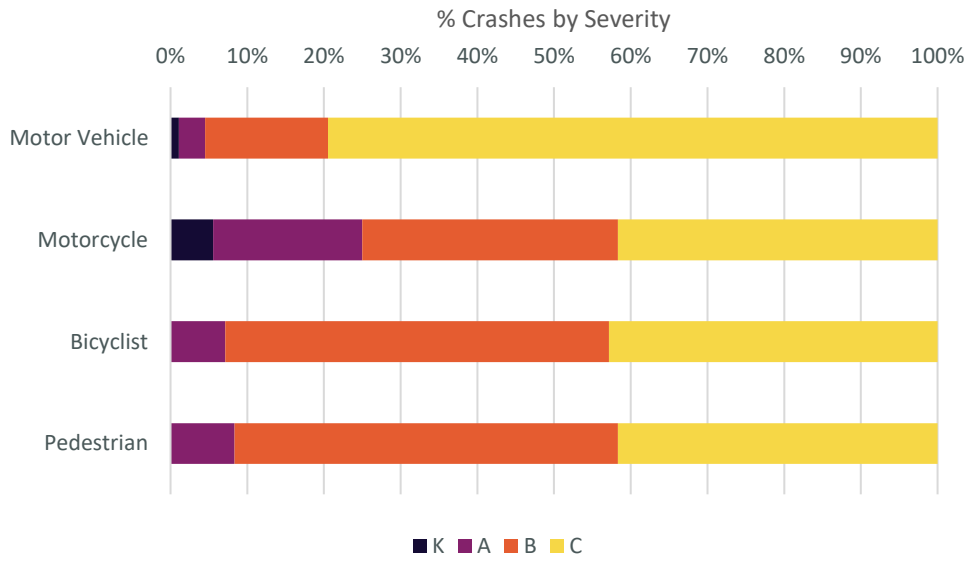
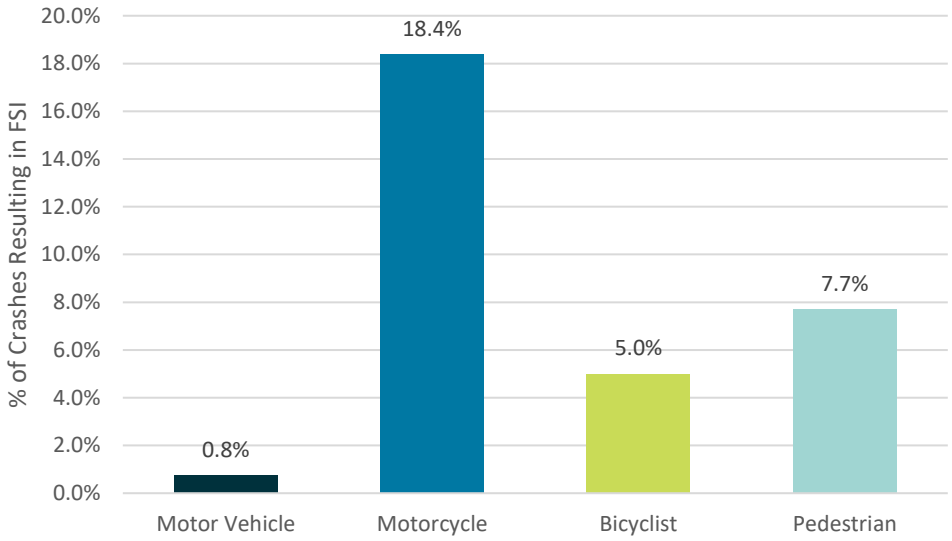


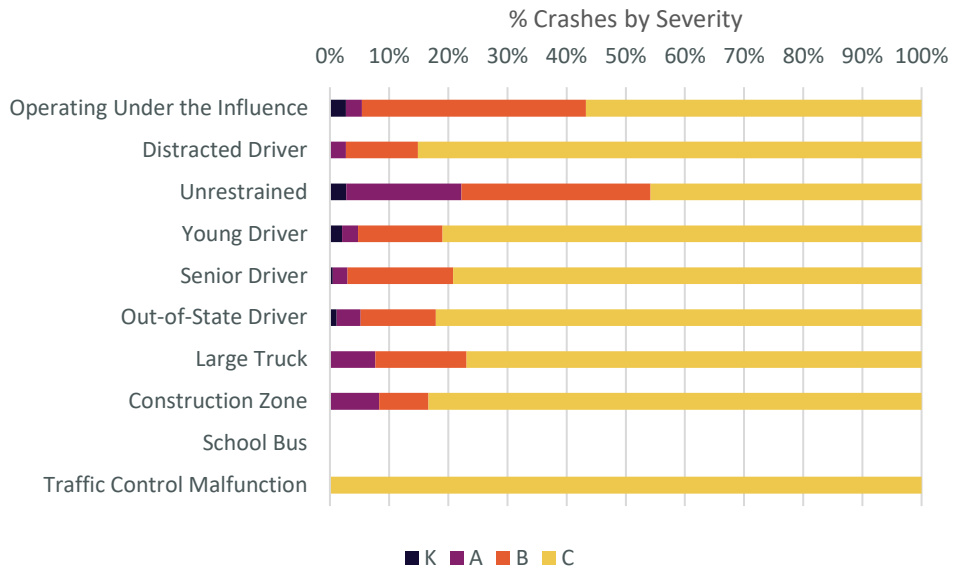
Figure 7. Percent of Fatal or Serious Injury Crashes, by Mode



Crash severity varies based on contributing factor, with seatbelt usage being a top contributor to fatal and serious injuries.

Several different factors can contribute to injuries in a crash, but seatbelt usage (i.e., "unrestrained" drivers) are the biggest contributor to fatal and serious injuries of all factors documented in the data, as shown in Figure 8.

Figure 8. Crash Severity by Contributing Factor



Crashes involving injuries occur most frequently during mid-afternoon hours on weekdays

The peak period for crashes involving injuries is Tuesday from 3 PM to 6 PM, as shown in Figure 9.

Figure 9. Fatality and All Injury Crashes by Time of Day and Day of Week – All Modes

		Time of Day							
	From	*12 AM*	*3 AM*	*6 AM*	*9 AM*	*12 PM*	*3 PM*	*6 PM*	*9 PM*
	To	*3 AM*	*6 AM*	*9 AM*	*12 PM*	*3 PM*	*6 PM*	*9 PM*	*12 AM*
Day of Week	*Mon*	5	4	10	21	22	20	14	9
	Tues	3	2	16	23	26	**45**	14	9
	Wed	3	3	17	20	22	**37**	12	6
	Thu	4	4	10	18	18	27	12	7
	Fri	5	1	9	19	**28**	**36**	16	8
	Sat	6	5	5	17	**34**	22	21	6
	Sun	9	4	8	15	18	27	13	2
		Dark Conditions		AM Peak	Light Conditions		PM Peak	Dark Conditions	

3.3 High-Risk Network (HRN)

The HRN identifies opportunities to proactively improve traffic safety. The HRN identifies the types of roads and land use contexts that correlate with more frequent crashes. Combinations of risk factors, such as community context, traffic volume, and vehicle lane configurations, vary between communities and across roadway networks, relating to different safety outcomes. The risk analysis is used as a method to

link similar facilities with segments that have been identified in the baseline crash analysis as having high concentrations of historical fatal and serious injury crashes.

Identifying statewide risk factors helps to highlight where crashes may be expected in the future, even if recent crashes have not occurred. By identifying roadways featuring these risk factors, North Kingstown will be better equipped to implement context-appropriate solutions, such as safe crosswalks, signage, and improved lighting. Table 1 illustrates the common risk factors considered in assessing risk for future crashes.

Table 1. Potential Risk Factors

Screening Factor	Description
Roadway Jurisdiction	State, Local, or Other (Unknown or Private)
Lane Configuration	Two-lane, Multilane
Traffic Volume Range (Average Annual Daily Traffic)	0 – 1,000, 1,000 – 10,000, 10,000+
Proximity to a School	Within ¼ Mile, Not Within ¼ Mile
Proximity to a Public Park	Within ¼ Mile, Not Within ¼ Mile
Percent of Population with Income Below 2x of the Poverty Level	Under 20%, 20-40%, Over 40%
Percent of Households with Zero Vehicles	Below 10%, 10-20%, Over 20%
Percent of Population Aged 65 or Older	Below 10%, 10-20%, Over 20%
Percent of Population Aged Below 18	Below 10%, 10-20%, Over 20%

To identify statewide network safety patterns that can be applied at the municipal level, the team analyzed statewide crash, roadway, and demographic data. Separate analyses were conducted for urban, suburban, and rural areas, as well as for both all modes and Vulnerable Road User (VRU) modes (note that VRU modes were not modeled for rural areas due to a small sample size of crashes). For each land use context and mode, risk models distinguish between relatively high and low risk facilities, assigning each segment a risk tier of Critical, High, Medium, Low, or Minimal. Higher risk tiers reflect a greater average risk for future crashes on roads.

The HRN uses a Facility Profile Analysis method. This decision tree identifies high-risk areas using combinations of risk factors. To identify network safety patterns, the team analyzed statewide data, separating urban, suburban, and rural areas based on land use and modes. It assessed all modes with a focus on vulnerable road user modes. For each land use context and mode, models of risk factors identify high and low risk facilities. Roadway assignments are Critical, High, Medium, Low, or Minimal. This designated risk level reflects the average likelihood of fatal and serious injury crashes per mile.

The HRN is especially valuable in communities with infrequent crashes or crashes that do not concentrate in specific locations. The HRN is also useful when studying crashes involving pedestrians or bicyclists and in rural areas with less vehicle traffic. This is because the HRN analysis isolates areas with a high risk for crashes because of their risk factors. Both the baseline crash analysis (BCA) and the HRN are important tools and can influence the overall strategy for choosing priorities and making investments.

3.3.1 Analysis Findings

Several key risk factors identified within the study area, broken out by mode and land use area, are listed below, listed in order of importance in evaluating risk.

All Modes

- ***Urban***
  - Traffic Volume Range (Annual Average Daily Traffic - AADT)
  - % Zero Vehicle Households
  - Roadway Jurisdiction
  - % Population Below 2x Poverty Level
  - Within 1/4 Mile of School
- ***Suburban***
  - Roadway Jurisdiction
  - Traffic Volume Range (AADT)
  - Within 1/4 Mile of School
  - Lane Configuration
  - % Zero Vehicle Households
  - % Population Below 18
- ***Rural***
  - Traffic Volume Range (AADT)
  - Roadway Jurisdiction
  - % Population Below 2x Poverty Level

Vulnerable Road Users

- ***Urban***
  - % Zero Vehicle Households
  - Traffic Volume Range (AADT)
  - % Population Below 18
  - Within 1/4 Mile of School
  - % Population Below 2x Poverty Level
  - Within 1/4 Mile of Public Park
- ***Suburban***
  - Traffic Volume Range (AADT)
  - % Zero Vehicle Households

- Within 1/4 Mile of School
- Roadway Jurisdiction
- Within 1/4 Mile of Public Park
- % Population Below 18
- % Population Below 2x Poverty Level

3.4 High-Injury Network

The final component of the safety analysis is the creation of the High Injury Network (HIN), which evaluates roadways in terms of both a crash density analysis and the High Risk Network (HRN) analysis. By combining these two analyses into one final network, the HIN communicates a holistic assessment of the need for intervention, based on both a reactive, crash-based scoring system and a proactive, risk-based scoring system. Each roadway segment falls into one of four categories:

- **Reactive**: Segments which appear on the baseline crash analysis maps based on a top 15% crash score for the given mode and municipality.
- **Proactive**: Segments which appear in the top risk tiers for the given mode and municipality. This includes Critical, High, and Medium tiers for the all modes analysis and Critical, High, and Medium for the Vulnerable Road Users (VRU) modes analysis.
- **Reactive & Proactive**: Segments which satisfy both the reactive and proactive categories.
- **None**: Segments which satisfy neither the reactive nor proactive categories.

These designations were made for both the all-modes and VRU modes analyses, resulting in a set of High Injury Network maps for each municipality: there are mode group maps as well as a combined map that visualizes roads that fall within the High Injury Network for either or both mode groups.

The HIN is a powerful tool that mapped the locations of fatal and injury crashes between 2019 and 2023 and identified the road segments with the highest concentration of severe crashes. Separate HINs have been developed for both all modes as well as vulnerable road user modes. Locations highlighted on these HINs can help guide safety investments and improve safety outcomes by identifying the locations with the greatest potential for safety improvement based on crash history. Segments identified in the baseline crash analysis and the subsequent risk analysis are used to complete the high injury network.

3.4.1 Analysis Findings

HIN segments were identified using crash data from 2019 to 2023, focusing primarily on fatal and serious injury crashes. The HIN segments, identified in the maps below (Figure 10, Figure 11, Figure 12), represent the roadways in North Kingstown with the highest concentrations of all mode or vulnerable road user mode crashes or with the highest risk for future crashes. The HIN only accounts for 81 miles, or about 28% of North Kingstown's 289 total miles of roadway but represents 89% of fatal and serious injury crashes (39 crashes). The VRU HIN represents 43 miles (15%) of roadways, capturing 1 fatality and serious injury VRU crash (50% of total) and 14 fatality and all injury (54% of total) VRU crashes.

North Kingstown High Injury Network – All Modes

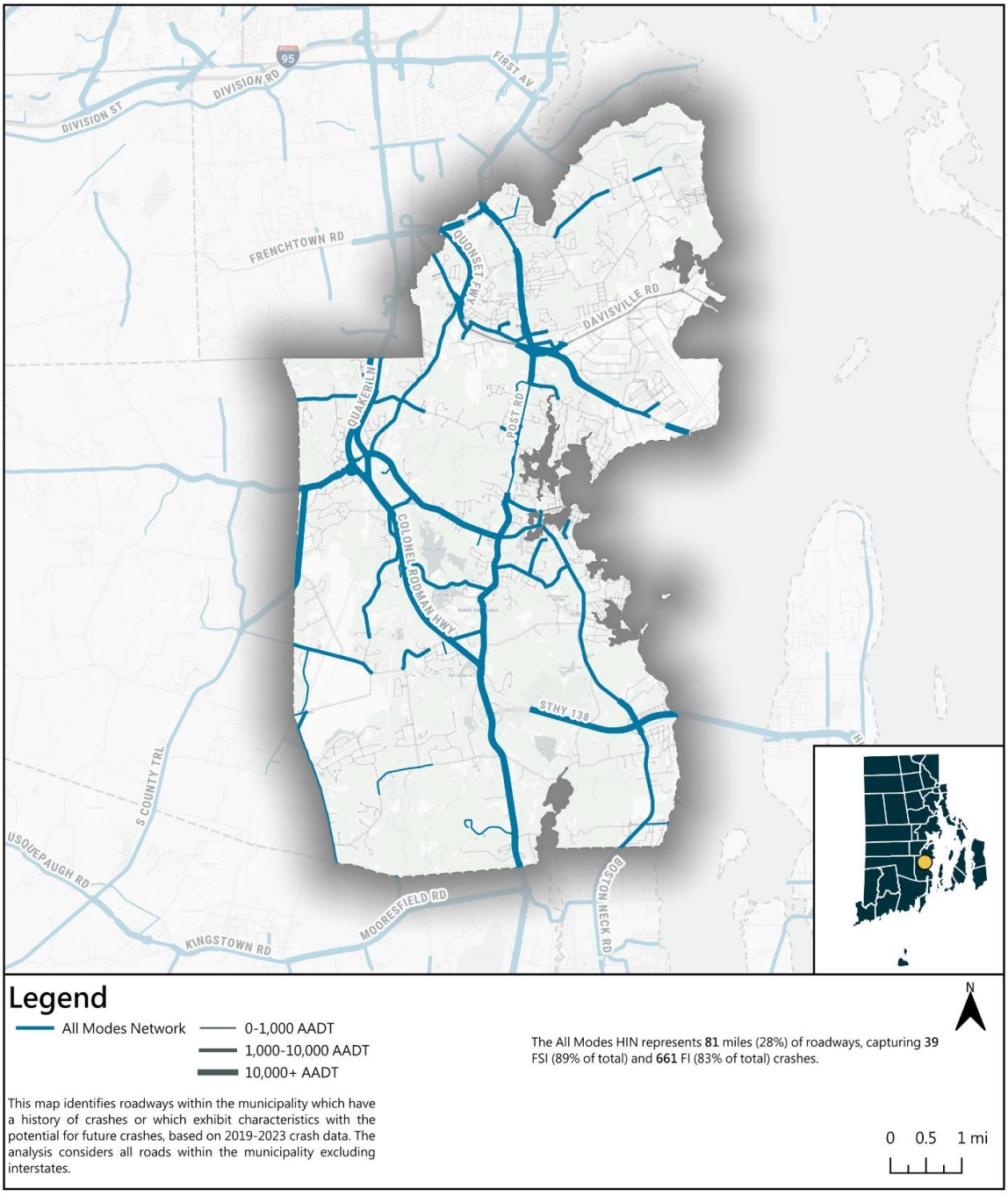


Figure 10: High-Injury Network (HIN) Map – All Modes

N. Kingstown High Injury Network – Vulnerable Road Users

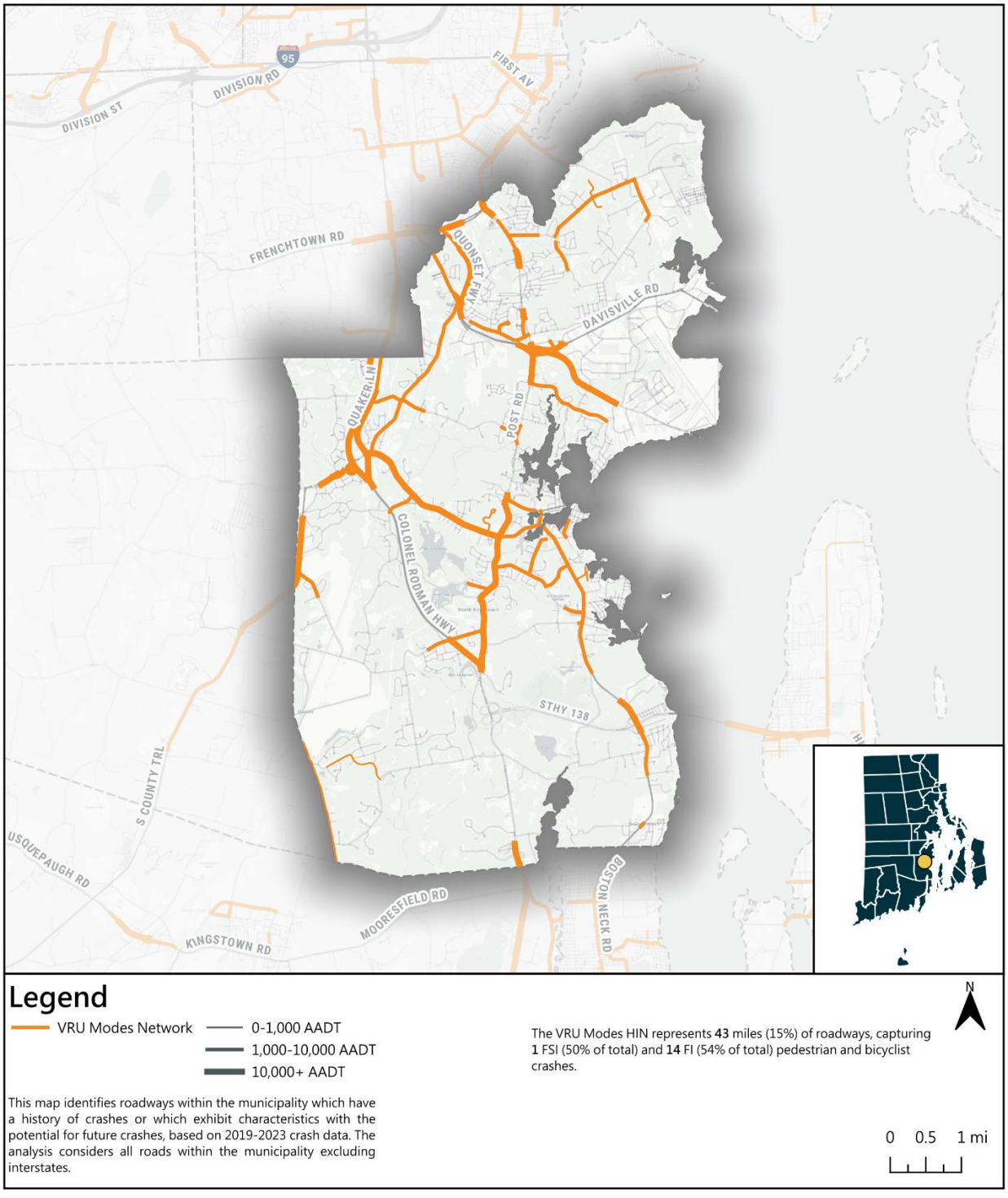


Figure 11: High-Injury Network (HIN) Map – Vulnerable Road Users

North Kingstown Combined High Injury Network

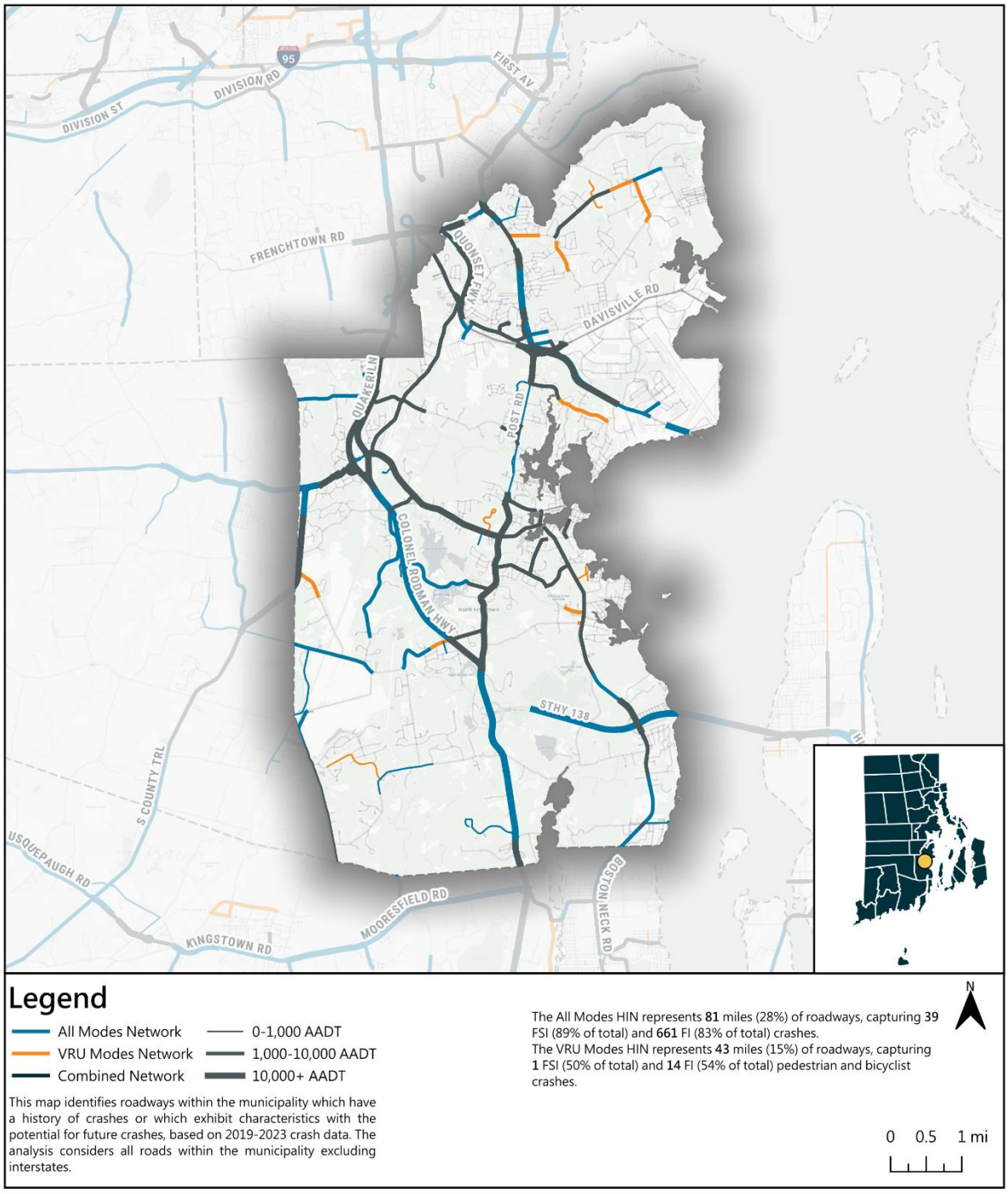


Figure 12. High-Injury Network (HIN) Map – Combined Network

4. Engagement and Collaboration

Stakeholder engagement and collaboration ensure that this Safety Action Plan (SAP) includes diverse perspectives and insights, identifies risks not apparent in the data, and provides local support for solutions. The team conducted engagement early and at key junctures throughout the plan development, including stakeholders and the public as part of the decision-making process. The aim of the Safe Streets and Roads for All program (SS4A) is to define a technically and culturally appropriate framework as project implementation takes place.

4.1 Stakeholders

Many stakeholders contributed to the creation of this SAP, including town stakeholders through the Safe Streets for All Task Force, and outside stakeholders engaged through a series of stakeholder interviews. North Kingstown established an early network of key stakeholders to be included in the engagement process. These individuals and organizations helped facilitate public engagement and encourage feedback from a community level. They may also contribute in an ongoing manner to an advisory committee that will advise the municipality and advance safety solutions and investments during implementation.

When identifying key stakeholders for the SAP, various organizations and individuals were considered, including those representing the following groups:

- Members of North Kingstown Town Council
- Public Works department staff
- Local or regional transportation authorities
- Emergency response services
- Local law enforcement agencies
- Schools and universities
- Hospitals and clinics
- Neighborhood association groups
- Business owners
- Pedestrian and bicycle advocacy organizations

While not all these groups ultimately participated in stakeholder interviews, starting with this comprehensive list allowed North Kingstown to consider the various needs and priorities that should be considered during the development of the Safety Action Plan.

4.1.1 Stakeholder Feedback Summary

The stakeholder group convened for this plan included six individuals, representing five North Kingstown town departments. The stakeholder group was consulted during strategic junctures throughout plan development, including during the safety analysis, goal setting, community outreach, action plan development, and implementation strategy development. Additionally, school bus drivers were consulted to provide written feedback on areas within the town with safety concerns, while three stakeholder interviews helped supplement other means of feedback to provide additional nuance on roadway safety concerns in the town, including a representative from the North Kingstown Food Pantry. The following is a summary of key information provided from these stakeholder gatherings and interviews:

- The Town Council recently approved the use of speed cameras for traffic enforcement in school zones during school hours only at Davisville Middle School on School Street and at North Kingstown High School on Annaquatucket Road. The Town Council also approved use of a red light camera on Roger Williams Way. State legislation currently limits speed cameras to school zones only; if legislation could expand to other areas, such as industrial zones, there could be additional potential use cases in North Kingstown.
- School bus drivers provided valuable written feedback highlighting areas within the town that are in need of safety enhancement, including problematic intersections and areas where they often observe unsafe driver behavior, helping to provide insight on locations for further research.
- The Safe Streets Task Force provided input on the prioritization criteria for ranking potential projects, and potential criteria that could be applied, as well as specific locations that did not stand out in the crash data but warranted further review

4.2 Public Engagement

Public engagement can transform any planning study into a collaborative effort, resulting in a more practical and responsive plan. This SAP is no different, and North Kingstown set out early on to identify junctures in the process to engage the public and gather feedback to guide findings and recommendations.

Public engagement opportunities during the development of the SAP included:

- Community-wide survey, available both in paper and online
- Regular stakeholder calls and meetings
- Tabling and participation at the Wickford Harbor Fire event and the Casey Farm Market
- Input from North Kingstown School Department bus drivers

Through these engagement touchpoints, North Kingstown identified safety concerns broadly within the community, educated the public on transportation safety challenges, evaluated support for proposed safety improvements, and established partnerships for long-term improvements.

4.3 Public Engagement Summary

The public was engaged during the development of the SAP to provide information on the process, findings, recommendations, proposed projects, and timelines. Through surveys and tabling at community events, North Kingstown gained insights from the public to inform this SAP and its implementation.

Paper and online surveys were developed to solicit input from the public during the public engagement process. The surveys included questions about travel patterns, important destinations in the community, safety concerns, infrastructure improvement strategies, and asked how the respondents would weigh various tradeoffs. Open-ended questions allowed respondents to provide thoughts, comments, or questions for North Kingstown's consideration and inclusion in the SAP.

In total, North Kingstown collected 59 completed surveys between July 2024 and October 2024. The following bullets list the key findings from these surveys:

- **Drivers** would like to see better pavement conditions, better lighting, more visible pavement markings, safety enhancements such as rumble strips, better drainage, and fewer curb cuts or driveways to businesses and homes

- **Vulnerable Road Users** (pedestrians and bicyclists) would like to see a more complete sidewalk network, better maintenance of sidewalks and bikeways, a more complete low-stress bikeway network separate from cars, and safer ways to cross the street, including better crosswalks and pedestrian traffic signals
- **Bus riders** would like to see more shelters and seating at bus stops, bus service at more times of the day, more frequent service, and better signage, maps, and schedule information at stops
- In terms of programs to improve safety, respondents would most like to see enforcement of existing traffic laws, education to reduce distracted driving, education to address behaviors to increase safety for roadway users, and more speed management (e.g., appropriate speed limits).

Public input was also gathered by tabling at local community events. At each of these events, North Kingstown residents were provided with posters, maps, and informational flyers describing the process and goals of the SAP. The following bullets list key findings from these public engagement efforts:

- **Traffic and safety concerns**: Speeding is a major issue, along with dangerous intersections and problematic crosswalks (e.g., Brown/Philips/Boston Neck)
- **Bus service**: Inconvenient bus routes and schedules (RIPTA routes 14 and 64), need for more buses and later hours, and more bus shelters
- **Vulnerable Road User safety**: Lack of safe crossings, need for better bike lanes, and protection for bicyclists and walkers
- **General Improvements**: Need for more sidewalks and crosswalks, better snow clearance, improved visibility of street signs, and addressing bright headlights on modern vehicles

Through these surveys and public meetings, the community provided valuable input that was incorporated into the safety analysis, policy changes, safety project priorities, and implementation activities. The project's Plan Engage website provided a single resource that incorporated information and feedback from all participating communities in a single statewide platform (https://us.planengage.com/ri_safestreets/page/home). Additional details and records from the public engagement process are included in Appendix B.

5. Equity Considerations

Defining Equity

Equity was a key consideration during every aspect of this plan development. In line with best practices, equity is defined as meeting the needs of rural areas, economically disadvantaged communities, historically underserved residents, and vulnerable roadway users – including pedestrians and bicyclists. Acknowledging the needs of these diverse groups, North Kingstown evaluated strategies that encourage the fair sharing of resources, address external costs, promote equitable pricing, serve mobility-disadvantaged travelers, and enhance overall affordability and economic opportunity while protecting the safety of all travelers.

Equity Issues in North Kingstown

This Safety Action Plan (SAP) includes an evaluation of how vulnerable and historically disadvantaged groups travel within the boundaries of North Kingstown and seeks, through engagement and data evaluation efforts, to understand the greatest barriers and safety challenges they face. Special efforts were made to reach out to stakeholders and members of the public with diverse perspectives from disadvantaged groups to better understand their needs and priorities. Policies and project priorities were evaluated against those needs and priorities to appropriately balance recommendations in this SAP.

Key Equity Findings in North Kingstown

The following are key points from the planning process that impact equity:

- The percentage of low wage workers varies based on Census Block Group, with several Block Groups in the northwest part of the town having higher concentrations of low wage workers, as shown in Figure 13.
- Bus riders, who are pedestrians at the start and end of their trips, face challenges when navigating North Kingstown's streets and sidewalks to access destinations from their bus stops.
- Long crosswalks and accessibility issues can create safety hazards for pedestrians, especially for people with disabilities.
- 5.4% of households in North Kingstown do not have access to a vehicle, with higher percentages (as high as 17%) of no vehicle households in Census Block Groups in the northern part of the town (as shown in Figure 14), underscoring the importance of providing safe and accessible facilities for Vulnerable Road Users (VRU) and transit riders.
- Approximately 3.5% of families in North Kingstown are below the federal poverty level townwide, with some Census Block Groups as high as 17% (as shown in Figure 15), highlighting the importance of targeting investments in VRU infrastructure in areas that may have lower income and access to vehicles.

How Equity will Impact Planning in North Kingstown

Equity was also a consideration used to develop the project selection matrix described in Chapter 7, as percent of zero vehicle households was included as an evaluation criterion to prioritize projects.

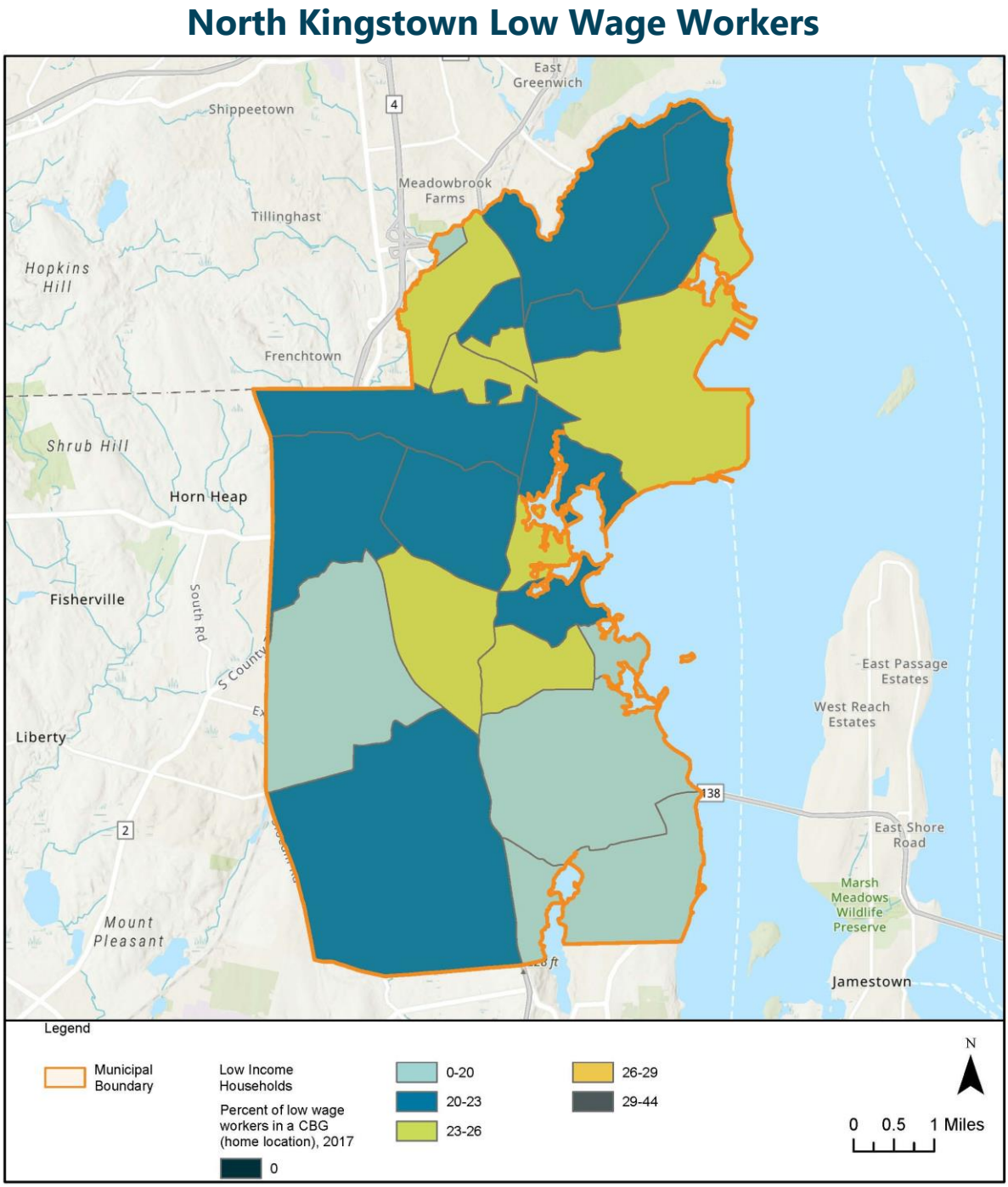


Figure 13. Percentage of Low Wage Workers in North Kingstown by Census Block Group

North Kingstown No Vehicle Households

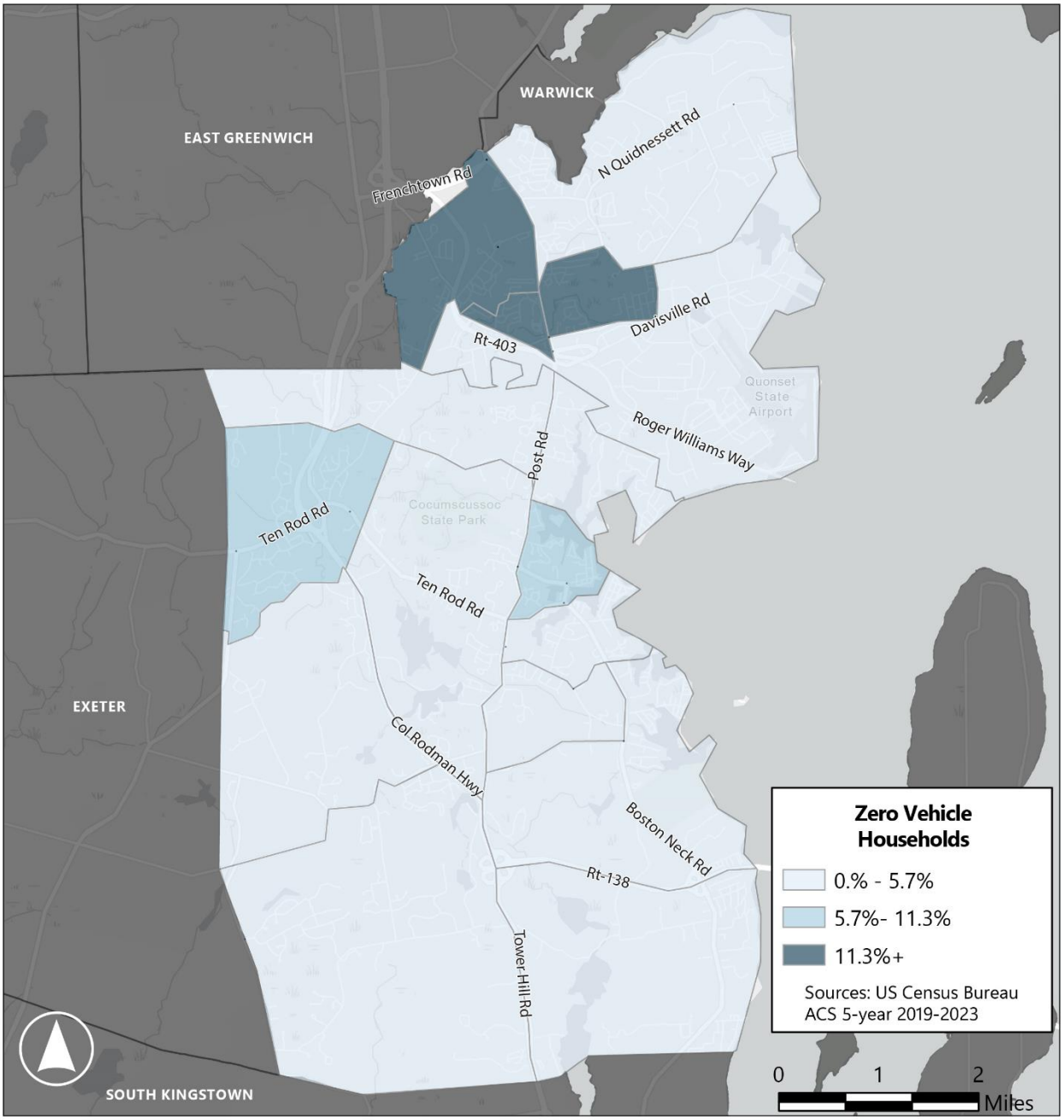


Figure 14. Percent of Households with No Vehicles Available

North Kingstown Poverty Levels

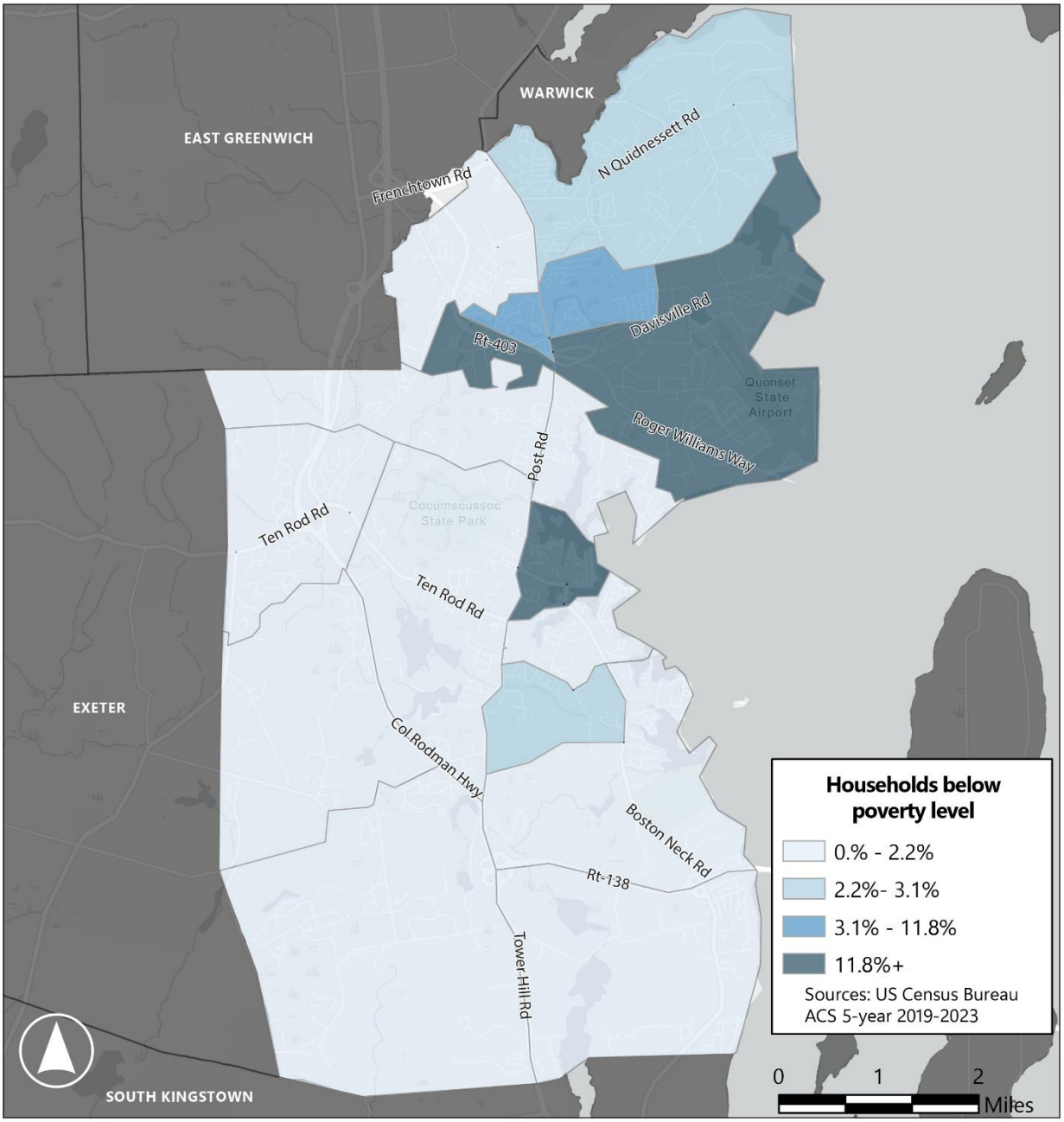


Figure 15. Percent of Families Below the Federal Poverty Line

6. Policy and Process Changes

Defining Policy and Process in Safety Action Planning

Eliminating fatal and serious injury crashes while improving the safety of roads in North Kingstown will require political will and public support for ambitious and transformative policies. The project team explored evidence-based and high-impact policies to reduce fatal and serious injury crashes within North Kingstown. In accordance with the Federal Highway Administration's priorities under the Safe Streets and Roads for All (SS4A) program, policy recommendations were geared towards providing redundancies to protect human life and address the following areas:

- Leadership commitment to safety
- Community engagement
- Safe infrastructure and safe speeds
- Data-driven transparency and accountability

Key Policy and Process Findings in North Kingstown

- The North Kingstown 2019 Comprehensive Plan Re-Write has guided the implementation of many safety improvements across the town, including planned safety improvements along Post Road.
- Town staff have open lines of communication between departments and work together efficiently to resolve safety concerns as they arise, without the need for a formal citizen request platform (i.e. 311).
- The town's Technical Review Committee (TRC) is a subcommittee of the Planning Commission. It includes representatives from various town departments and is tasked with performing technical reviews of development applications to make recommendations to the commission, including recommendations pertaining to roadway safety.

Key Policy and Process Recommendations in North Kingstown

Following are descriptions of each of the policy and process changes recommended in North Kingstown, categorized by policy area.

Leadership

- Adopt a formal Vision Zero statement to set clear safety goals for the town and to be eligible for future SS4A funding
- Revisit this plan at least every ten years to reexamine recommendations, goals, and progress on achieving zero deaths
- When adopting the Safety Action Plan (SAP), the Town Council should identify elements of the plan that municipal departments can implement without additional Town Council approval, elements that may require a minor notification and elements that the Town Council should approve individually once funding is identified and design complete, if applicable
- Pursue implementation funds from SS4A or other state/federal sources

- Create a quick-build pilot program so municipal departments can conduct their own safety-related pilot programs with minimal cost or disruption, potentially three per year per department depending on the length of the trial (1, 3, 6, or 12 months). Ongoing, identified safety issues backed up by data should be prioritized over potential areas of concern
- Establish a process to periodically review crash data in collaboration between the Police Department and the Department of Public Works to identify crash hot spots and implement safety enhancements

Public Works

- In coordination with the Police Department and Town Manager's office, identify potential locations in school zones to implement speed cameras
- Develop a policy to determine when the town should add vertical or granite curbing to sidewalks when repairing or replacing a sidewalk
- Consider removing centerlines from roads when Annual Average Daily Traffic is lower than 4,000 vehicles per day and the road width is 20 ft. or less to reduce speeding
- Consider implementing a townwide policy for adding edge lines (a.k.a. "fog lines") to town roadways, following Manual on Uniform Traffic Control Devices (MUTCD) standards outlined in Section 3B.10; incorporate considerations from the Federal Highway Administration's Proven Safety Countermeasure "Wider Edge Lines" to maximize potential safety benefits[1]
- Consider installing side guards and adopting hands-free phone technology on municipal vehicles, such as DPW trucks; ask local businesses who operate trucks if they would consider adopting similar policies; and coordinate with the Quonset Development Corporation to see if they can ask businesses in the Park to adopt similar policies. Refer to the Massachusetts Department of Transportation's guidance on truck safety devices[2]
- Develop a policy for narrower lane widths when town roads are repaved or re-striped where feasible to encourage slower speeds[3]
- Create a formal policy for the town's responsibility for snow clearance on sidewalks, prioritizing connections to schools what about better education/marketing regarding policy

Public Safety

- Install stop-arm cameras on all Town school buses. These cameras activate when the bus driver deploys the stop arm, capturing video footage of the area around the bus, including vehicles that may be illegally passing. Law enforcement can use the video footage to issue citations. When combined with a public awareness campaign, this can be a deterrent to illegal passing, improving safety for Town school students.
- Share data and observations obtained through the Police Traffic Safety Form with RIDOT when requests are on state-owned roads

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[1] https://highways.dot.gov/sites/fhwa.dot.gov/files/Wider%20Edge%20Lines_508_0.pdf
[2] https://www.mass.gov/info-details/truck-safety-devices
[3] The American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design of Highways and Streets* (i.e. the "Green Book") supports 10-foot lanes, with Section 4.3 of AASHTO's Green Book including 9-foot lanes among the "generally used" lane widths. 9-foot lanes may be considered on some low-speed, low-volume local streets.

- Encourage officers to include where speed may have been a factor in crash reports
- Track citation categories by location or corridor to help identify hot spots for driving safety issues
- Ensure crash reports provide sufficient detail to help the department fully understand the factors behind the crash
- Ensure emergency preemption systems at traffic signals are functional at all signals within the existing emergency response route network; make sure on vehicle equipment is functional
- Consider the feasibility of enacting a progressive ticketing campaign to reduce unsafe driving behavior. Due to the transient nature of North Kingstown's summer tourist population, a progressive ticketing campaign may be more effective in the off-season. Progressive ticketing has three steps:
    - Educating – change some behavior and improve public understanding of the problem and future enforcement
    - Warning – can be official warnings from police officers, media, flyers, and other outreach that indicates what enforcement will be happening and why
    - Enforcement – the final step. Announce when enforcement starts and tickets may be issued instead of warnings. Enforcement could include strict school zone enforcement and "saturation patrols" such as DUI checkpoints

Education

- Pursue grassroots educational campaigns with local community groups and integrate street safety education into the K-12 curriculum to reach young people in town following a similar format as MassDOT and the City of Brockton's "Buckle Up, Brockton" seatbelt initiative[4]. Philadelphia's Bicycle and Pedestrian Safety Activity Book[5] may be a useful resource for this effort
- Develop an education program on roadway safety for board members with jurisdiction over safety to ensure everyone is aware of the latest guidance on roadway safety, including the Town Council
- Identify a single point of contact for communications/education of roadway safety; who is responsible for content creation, collection, and dissemination

Planning

- Continue to implement elements of the comprehensive plan, prioritizing transportation recommendations that improve safety, including but not limited to:
    - Adopting Complete Streets design standards (action 3.1.b)
    - Implementing pedestrian safety improvements at key locations (action 3.1.c)
    - Expanding the bike network (action 3.2.c)
    - Participate in Bike to Work Day and Safe Routes to School activities (action 3.3.a)
- Revisit the 2020 Statewide Bicycle Mobility Plan to incorporate recommendations to improve bicycle safety and comfort in the town

[4] https://www.mass.gov/news/massdot-partners-with-city-of-brockton-to-remind-drivers-to-buckle-up
[5] https://www.phila.gov/media/20210212122740/SRP-Bicycle-and- Pedestrian-Safety-Activity-Book.pdf

7. Action Plan

The Action Plan consists of a combination of townwide actions, which are categories of safety solutions that can apply to locations across the town, and Targeted Locations, which are specific roadway segments and intersections with recommended improvements. While the Targeted Location recommendations include many of the Townwide Actions, the town can consider implementing these actions at other locations not addressed in the Action Plan.

7.1 Proven Safety Countermeasures

The Federal Highway Administration's (FHWA) Proven Safety Countermeasures Initiative (PSCi), a series of 28 countermeasures and strategies to effectively reduce fatal and serious injury crashes was introduced (FHWA 2024) to stakeholders and the public during plan development. Each countermeasure provides a focused way to address at least one of the following safety areas:

- Speed management
- Intersection safety
- Roadway departures
- Pedestrians and bicyclists

Some of the countermeasures are also crosscutting, addressing several safety areas. The safety countermeasures are applicable across a wide spectrum of road types with applications for dense urban road networks, rural roads, less traveled two-lane state and county roads, signalized and unsignalized crossings, and horizontal curves, just to name a few. Considerations, applications, and expected safety benefits are provided for each countermeasure.

North Kingstown used these FHWA Proven Safety Countermeasures (see link under References at the end of this plan) as a starting point to generate the recommendations provided in this Safety Action Plan (SAP).

7.2 Townwide Actions

The Townwide Actions listed below apply generally across North Kingstown. Specific locations where these countermeasures apply are described in further detail in Section 7.3 (Targeted Locations).

- Install stop-arm cameras on all Town school buses (cost= $75k, time= less than 5 years)
- Upgrade sidewalks and curb ramps to be Americans with Disabilities Act (ADA)-compliant
- Mitigate sight distance obstructions at intersections and mid-block crosswalks
- Upgrade signage and pavement markings
- Add lighting where appropriate for safety and visibility, prioritizing locations with high foot traffic. For health and environmental considerations, consider using dark-sky friendly designs and moderating intensity
- Improve safety and visibility for people crossing the street
- Improve the safety, visibility, and comfort of people cycling
- Reduce speeding through road design modifications
- Ensure there are crosswalks connecting bus stop pairs to improve safety for bus riders
- Identify locations for improved bus stop amenities, including bus shelters
- Enact policy recommendations discussed in Chapter 6

7.3 Targeted Locations

The Targeted Locations listed in this section propose potential improvements at locations across North Kingstown. Some locations (noted with asterisks) are part of planned state projects. For those locations, countermeasures presented in this Plan represent short-term improvements or elements that the town should advocate for inclusion in the long-term design.

The Targeted Locations were identified through a review of crash data and input from the public and stakeholders, including the Task Force. A field review of each site was performed to better understand current conditions that may be contributing to safety issues, and to determine applicable safety countermeasures. A map of the Targeted Locations is included in Figure 16. Further details can be found in Appendix D.

The Targeted Locations Matrix below lists potential safety countermeasures and the approximate cost and timeframe of implementation based on the following thresholds:

Cost	Approximate Range	Icon
Low	Less than $50,000	$
Medium	$50,000-$250,000	$$
High	$250,000-$1,000,000	$$$
Significant	Over $1,000,000	$$$$

Time Frame	Range	Icon
Short-term	Less than 5 years	
Mid-term	5 to 10 years	
Long-term	More than 10 years	

Cost estimates are for design, physical improvements, and a construction contingency (where applicable). They are planning-level order of magnitude estimates and will need to be updated as design progresses. Please note that all infrastructure improvements with pedestrian facilities will require appropriate ADA (Americans with Disabilities Act) accommodations, whether or not it is explicitly stated in the project descriptions herein. It is likely that drainage/stormwater impacts will need to be addressed for any improvements that include changes to the curbline. All projects on state roadways require coordination with RIDOT, and all changes to traffic control devices on state roadways need to be approved by the State Traffic Commission (STC). All projects should be compared against the State Transportation Improvement Program (STIP) to review opportunities for efficiency or to evaluate potential conflicts with other planned projects.

Targeted Locations Matrix

Location	Potential Countermeasures (approximate cost for each countermeasure in parentheses)	Cost/ Time
Brown Street / Phillips Street / Boston Neck Road (*see note below) Map label: A	▪ Add no parking signage, striping, and/or flexible delineator posts at the corner of the intersection on the west side of Brown Street to improve sight lines by deterring parking near the intersection ($) ▪ Replace broken and missing detectable warning panels and ensure ADA-compliant curb ramps and landing areas ($)	$
W Main Street / Main Street / Brown Street (*see note below) Map label: B	▪ Improve signage for eastbound drivers, where currently only a "Yield to Pedestrians When Turning" sign exists ($) ▪ Install cast iron detectable warning panels ($) ▪ Ensure ADA-compliant curb ramps and landing areas ($)	$
Post Road / W Main Street (*see note below) Map label: C	▪ Adjust signal timing ($) ▪ Install continental-style crosswalks to improve visibility ($) ▪ Install cast iron detectable warning panels ($) ▪ Ensure ADA-compliant curb ramps and landing areas ($) ▪ Add backplates with retroreflective borders to the signal heads, if feasible ($) ▪ Consider removing one lane on W Main Street westbound, as there is only one receiving lane on Tower Hill Road for left turns from W Main Street, installing bump outs or widening the pedestrian median island ($$); in the short-term, consider updating striping with a straight arrow in the right lane for the through movement to Standpipe Lane, and a left arrow in the left lane for left turns onto Tower Hill Road ($) ▪ Ensure landscaped areas do not affect sight lines ($)	$$
Post Road / Gate Road (**see note below) Map label: D	▪ Adjust signal timing ($) ▪ Install continental-style crosswalks to improve visibility ($) ▪ Install cast iron detectable warning panels ($) ▪ Add pedestrian warning signage ($) ▪ Add retroreflective tape on existing signal head backplates; for signals without backplates, add backplates with retroreflective borders to the signal heads, if feasible ($)	$

Location	Potential Countermeasures (approximate cost for each countermeasure in parentheses)	Cost/ Time
Post Road / Devils Foot Road / Newcomb Road Map label: E	▪ Adjust signal timing ($) ▪ Install individual ADA-compliant curb ramps for each crosswalk, replacing "apex" curb ramps that serve multiple crosswalks ($) ▪ Add backplates with retroreflective borders to the signal heads, if feasible ($) ▪ Evaluate the potential for a protected left turn from Newcomb Road to mitigate turning conflicts ($)	$$ 
Post Road / Frenchtown Road Map label: F	▪ Install sidewalks and a new crosswalk to connect between RIPTA bus stops ($$) ▪ Modify signal phasing to restrict right turns when the pedestrian signal is active ($) ▪ Install continental-style crosswalks to improve visibility ($) ▪ Add backplates with retroreflective borders to the signal heads, if feasible ($)	$$ 
Tower Hill Road (between Haverhill Ave and Wickford Lumber) Map label: G	▪ Install chevron signs to enhance safety on the curve in the road ($) ▪ Consider establishing a school zone and installing speed cameras should a school open at the Tri County Community Action Agency property ($)	$ 
Boston Neck Road / Hamilton Allenton Road / Salisbury Ave Map label: H	▪ Adjust signal timing to allow more time for pedestrians to cross ($) ▪ Fix signal detection loop to ensure it functions properly ($)	$ 
Wickford Junction Map label: I	▪ Install pedestrian signals ($) ▪ Install continental-style crosswalks to improve visibility ($) ▪ Add backplates with retroreflective borders to the signal heads, if feasible ($)	$ 

Location	Potential Countermeasures (approximate cost for each countermeasure in parentheses)	Cost/ Time
Ten Rod Road (Rt 102) / Rt 2* ** Map label: J	▪ Install pedestrian signals ($) ▪ Install continental-style crosswalks at the intersection ($) ▪ Install sidewalks on Ten Rod Road, with sufficient space for a bus stop ($$$)	$$$
School Street corridor (near Davisville Middle School) Map label: K	▪ Upgrade existing crosswalks with continental-style crosswalks ($) ▪ Add new high-visibility crosswalks in the vicinity of the school, including a Rectangular Rapid Flashing Beacon (RRFB) and/or a raised crossing ($$) ▪ Consider adding yield lines to supplement pedestrian signage ($) ▪ Add advance pedestrian signage ($)	$$
Annaquatucket Road corridor (near High School) Map label: L	▪ Replace current crosswalks with high-visibility crosswalks in the vicinity of the school; include a RRFB and/or a raised crossing ($) ▪ Install improved lighting at the intersection of Fairway Drive and Annaquatucket Road ($) ▪ Upgrade stop signs and add stop ahead signage from all directions ($) ▪ Install more high-visibility curve warnings in both directions, such as oversized chevron signs ($) ▪ Update existing guardrails and add new guardrails as needed at drop-offs ($$)	$$
Slocum Road / Glen Hill Drive Map label: M	▪ Install street lighting on the corner of the intersection to increase visibility at night ($) ▪ Review signing practices to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) to ensure hidden driveway signage and high-visibility curve signs are added as needed ($) ▪ Add flexible delineator posts with reflective tape at curves near the stop to make the roadway more visible ($) ▪ Update existing guardrails and add new guardrails as needed at drop-offs, including replacing guardrails on the east side of Slocum Road ($$)	$$

* Within scope of Post Road / West Main Street project currently in design (RIDOT STIP ID 5120). RIDOT is designing a mini-roundabout at this location

** Within scope of I-95 / RI-4 Missing Move project (RIDOT STIP ID 3350)

*** Within scope of Sidewalks on Route 102 (Home Depot - Wickford Junction) project (RIDOT STIP ID 5127)

North Kingstown Targeted Locations

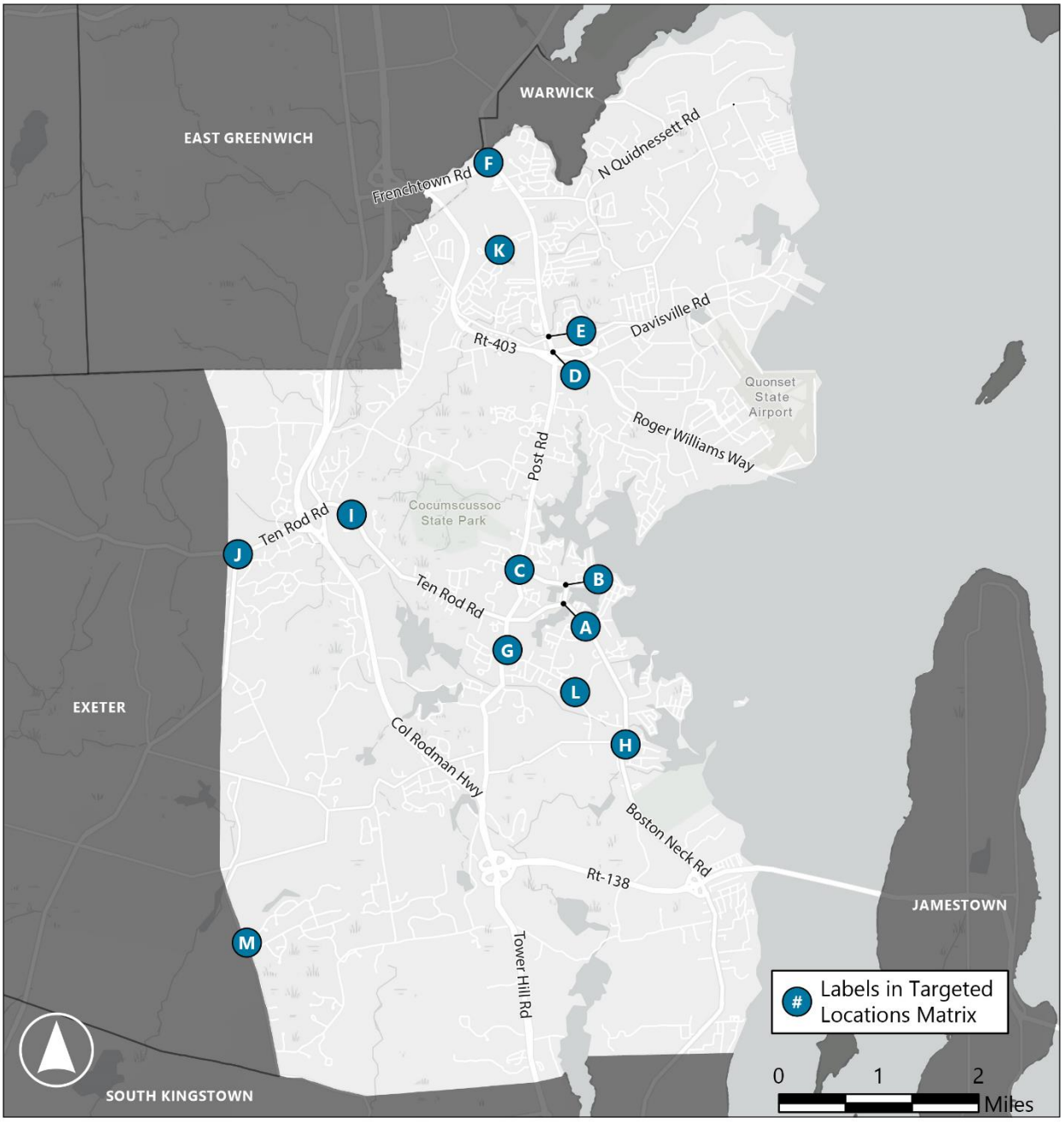

Figure 16. North Kingstown Targeted Locations Map

7.4 Strategy and Project Selection

During the development of this Safety Action Plan (SAP), projects were prioritized to provide a measurable and transparent approach to improving roadway safety.

The North Kingstown Safe Streets for All Task Force scored nine criteria based on relative level of importance, on a scale of 1 to 5, with 5 being the most important. Average scores for each category are included below. These average scores were used as the weighting in the project prioritization process, as shown in Table 2.

CRITERIA	WEIGHT (average score)
Roadway is under municipal control	4.2
Proximity to schools, public housing, or senior housing (within 0.5 mi)	4
High Injury Network – Vulnerable Road Users	3.8
Near-miss location identified by the town*	3.6
High Injury Network - all modes	3.4
Proximity to notable commercial areas (within 0.25 mi)	3
High % of zero-car households	2
Proximity to a RIPTA bus stop (within 0.25 mi)	1.8

*Ultimately not included in scoring to avoid double-counting, as all "near-miss" locations were identified on the HIN

Prioritization calculation methodology

- **High Injury Network (HIN) – all modes: 100%** of weight if the location is on both the "reactive" and "proactive" High Injury Network (HIN); **50%** if it is on one or the other; and **0%** if it is not on the HIN
- **High Injury Network (HIN) – Vulnerable Road Users (VRUs): 100%** if the location is on both the "reactive" and "proactive" *VRU* HIN; **50%** if it is on one of the two; and **0%** if it is not on the VRU HIN
- **Roadway is under municipal control (yes/no): 100%** if yes; **0%** if no
- **Proximity (within 0.25 mi) to notable commercial areas[6] (yes/no): 100%** if yes**; 0%** if no
- **Proximity (within 0.25 mi) to a RIPTA bus stop (yes/no): 100%** if yes**; 0%** if no
- **High % of zero-car households: 100%** if located in a Census Block Group with >10% zero vehicle households (based on American Community Survey data; **0%** if <10% zero-vehicle households

[6] Based on observed clusters of commercial activity that would likely generate foot traffic

Table 2. North Kingstown Safety Action Plan Project Prioritization Matrix

			PRIORITIZATION CRITERIA								
Rank	**Map Label**	**Location**	**High Injury Network (all modes)**	**High Injury Network (Vulnerable Road Users)**	**Under municipal control**	**Proximity to schools, public housing, or senior housing (within 0.5 mi)**	**Proximity to notable commercial areas (within 0.25 mi)**	**Proximity to notable future development (within 0.25 mi)**	**High % of zero-car households**	**Proximity to a RIPTA bus stop**	**Total Score**
			Weight 3.7	*Weight 3.5*	*Weight 3.5*	*Weight 4*	*Weight 3.2*	*Weight 2.8*	*Weight 1.5*	*Weight 1.8*	
1	A	Brown Street / Phillips Street / Boston Neck Road*	3.4	3.8	0	4	3	N/A	2	1.8	18.0
3	C	Post Road / W Main Street*	3.4	2.85	0	4	3	N/A	2	1.8	17.1
3	D	Post Road / Gate Road**	3.4	2.85	0	4	3	N/A	2	1.8	17.1
3	E	Post Road / Devils Foot Road / Newcomb Road	3.4	2.85	0	4	3	N/A	2	1.8	17.1
5	B	W Main Street / Main Street / Brown Street	1.7	2.85	0	4	3	N/A	2	1.8	15.4
6	F	Post Road / Frenchtown Road	3.4	2.85	0	0	3	N/A	2	1.8	13.1
7	L	Annaquatucket Road corridor (near High School)	1.7	2.85	4.2	4	0	N/A	0	0	12.8
8	I	Wickford Junction	3.4	2.85	0	0	3	N/A	0	1.8	11.1
9	G	Tower Hill Road (between Haverhill Ave and Wickford Lumber)	3.4	2.85	0	4	0	N/A	0	0	10.3
10	K	School Street corridor (near Davisville Middle School)	0	0	4.2	4	0	N/A	2	0	10.2
11	H	Boston Neck Road / Hamilton Allenton Road / Salisbury Ave	1.7	2.85	0	4	0	N/A	0	0	8.6

12	M	Slocum Road / Glen Hill Drive	3.4	2.85	0	0	0	N/A	0	0	6.3
13	J	Ten Rod Road (Rt 102) / Rt 2***	3.4	0	0	0	0	N/A	0	1.8	5.2

* Within scope of Post Road / West Main Street project (RIDOT STIP ID 5120)

** Within scope of I-95 / RI-4 Missing Move project (RIDOT STIP ID 3350)

*** Within scope of Sidewalks on Route 102 (Home Depot - Wickford Junction) project (RIDOT STIP ID 5127)

8. Progress and Transparency

A process and tools for measuring progress and providing transparency were established with residents and other relevant stakeholders. Progress and transparency methods were developed for both the Safety Action Plan (SAP) and for future use during implementation.

Recurring Task Force meetings held approximately every one to two months allowed progress to be tracked and reported to the broader group of stakeholders. Regular touchpoints were established with community leadership, who were invited to be involved in all major decisions. The project team also maintained quarterly and annual reporting on project progress throughout plan development in accordance with Federal Highway Administration requirements for the Safe Streets and Roads for All grant.

To deliver on progress and transparency goals during implementation, North Kingstown is committed to providing the following on an ongoing basis:

Progress Measures

- **Annual Reporting**: Regularly assess the progress made toward reducing roadway fatalities and serious injuries. This involves annual public and accessible reporting on the outcomes achieved through the action plan.
- **Outcome Data**: Provide relevant data or information measuring the impact of implemented strategies. This data-driven approach helps track improvements over time.

Transparency Measures

- **Public Posting**: Make the action plan available to the public by posting it online. Transparency ensures that residents, stakeholders, and interested parties can access this SAP's details, including all regular updates.
- **Ongoing Communication**: Maintain an open line of communication with the community and stakeholders during updates, town hall meetings, and engagement sessions to foster transparency and build trust.
- **Regular Town Council Updates**: Regular updates will keep the Town Council current on activities and progress to share at public meetings.

These progress and transparency measures provide a platform for ongoing accountability as this SAP is implemented. These reports should capture the activities and progress since the previous reporting period. They should also be related directly to the recommendations, priority projects, and strategies provided in Chapter 7. Progress under each of these recommendations should be addressed in these reports, ensuring that project success builds on previous activities and reporting.

Summary of Key Timeline and Actions

May 2024: Task Force kick-off meeting
Summer 2024: Public engagement with input from Task Force
September 2024: Task Force review of crash data, engagement, and next steps
November 2024: Task Force review of safety analysis and potential countermeasures
December 2024: Field visits to targeted locations
January 2025: Task Force review of field visit findings (meeting 1) and review of draft plan outline (meeting 2)
March 2025: Town Council presentation

References

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FHWA. 2013. *Systemic Safety Project Selection Tool*. Federal Highway Administration. July 2013. https://safety.fhwa.dot.gov/systemic/fhwasa13019/.

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NHTSA. 2007. State of Rhode Island Uniform Crash Report. National Highway Traffic Safety Administration. https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/ri_par_rev_12_06_sub_02_08_07.pdf.

RIDOT. 2023. *Rhode Island Strategic Highway Safety Plan 2023-2027*. Rhode Island Department of Transportation. https://www.dot.ri.gov/Safety/reports/docs/Strategic_Highway_Safety_Plan.pdf.

Appendix A: Letters of Support

Town of North Kingstown, Rhode Island

100 Fairway Drive
North Kingstown, RI 02852
Phone: (401) 294-3331
www.northkingstownri.gov

March 25, 2025

Ms. Julia Evelyn, Long-Range Planner
RIPTA
705 Elmwood Ave
Providence, RI 02907

RE: Letter of Support for Safe Streets and Roads for All (SS4A) Safety Action Planning

Dear Ms. Evelyn:

The Town of North Kingstown opted into a statewide project with RIPTA, using USDOT grant funding, administered by the Federal Highway Administration. This funding facilitated the planning process to develop a safety action plan for our community. The development of this plan took a data-driven approach with strong community engagement, prioritization of policies, and examination of opportunities to improve transportation safety.

Over the course of 2024, the "NK Safe Streets Task Force" including planning staff, school transportation, police, fire, and engineering, met with Bowman consultants on several occasions to review community goals, discuss policy, safety analysis, and identification of priority locations/projects.

The Town of North Kingstown Town Council is in support of the efforts made by the NK Safe Streets Task Force, Bowman Consulting, and RIPTA. The Safety Action Plan will result in the framework to move forward with the recommendations and pursue additional funding sources to implement the plan, resulting in lower rates of crashes, injury, and death. This aligns with the municipality's goals of promoting the health, safety, and wellbeing of all our residents, and we recognize that healthy streets lead to a healthier community.

The North Kingstown safety action plan addresses safety by:

- Actively involving residents, local businesses, and relevant stakeholders
- Assessing crashes and risk on our roadways
- Prioritizing actionable steps to address these issues through infrastructure and policy

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*North Kingstown is honored to be **Rhode Island's only and official American World War II Heritage City**, a designation bestowed by the U.S. National Park Service in 2024, recognizing the significant transformation within our community in support our country's historic role in World War II and our ongoing commitment to preserve that history.*

- Collaboration with law enforcement and emergency response agencies, including partnerships, training programs, and other tools and protocols

The Town of North Kingstown, as part of this effort, is committed to an eventual goal of zero roadway fatalities and serious injuries. Our timeline for this goal is to achieve 50% reduction of roadway fatalities and serious injuries by 2035 with an eventual goal of eliminating roadway fatalities and serious injuries by 2045.

We look forward to collaborating closely with the state and other stakeholders to implement effective safety measures. Thank you for your dedication to our community's safety.

Respectfully,

Gregory A. Mancini

Gregory Mancini, President
North Kingstown Town Council

Cc: Ralph Mollis, Town Manager
Nicole LaFontaine, Director of Planning and Development
John Urban, Chief of Police
Eric Weis, Bowman Engineering

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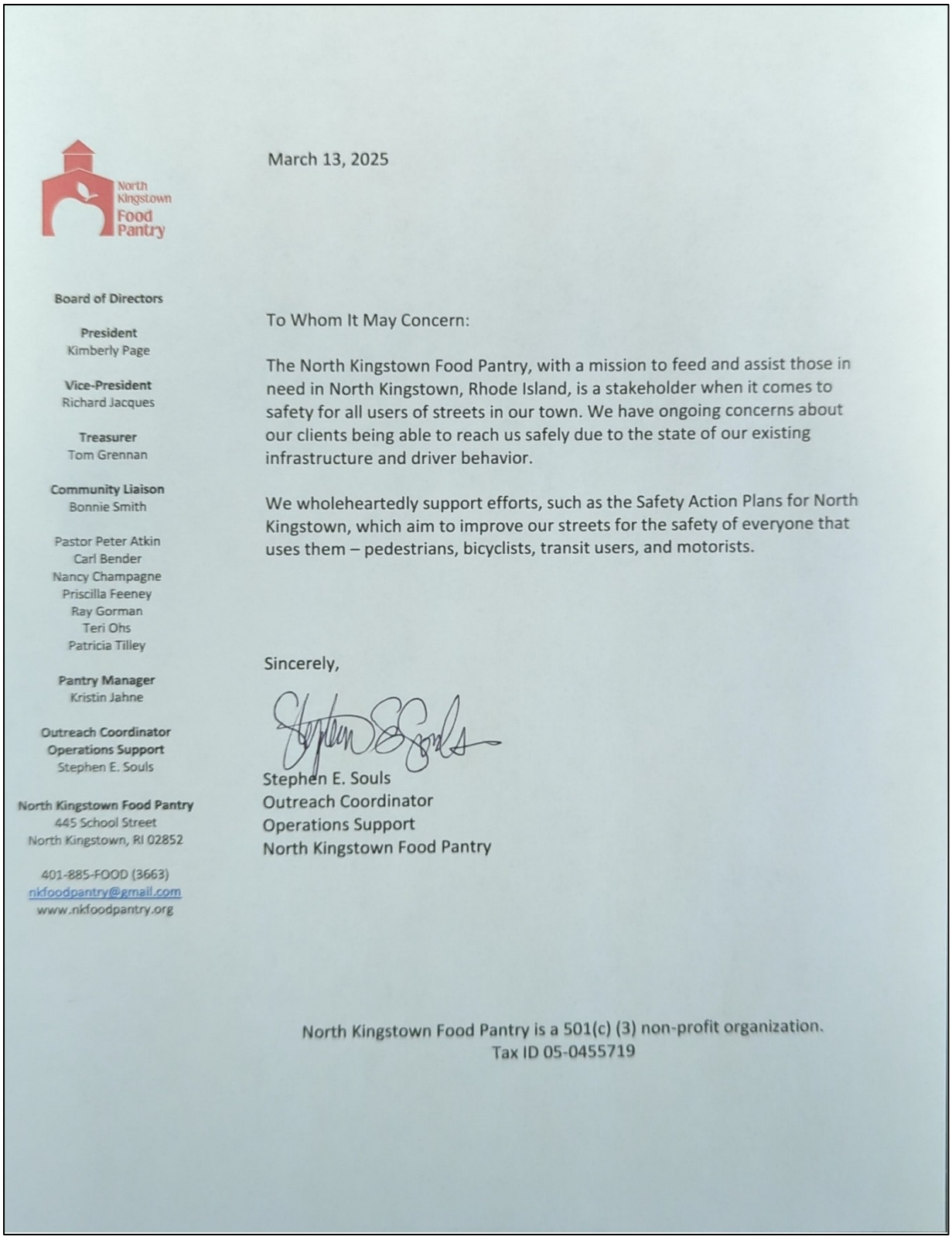
*North Kingstown is honored to be **Rhode Island's only and official American World War II Heritage City**, a designation bestowed by the U.S. National Park Service in 2024, recognizing the significant transformation within our community in support our country's historic role in World War II and our ongoing commitment to preserve that history.*



North Kingstown Food Pantry

March 13, 2025

North Kingstown Food Pantry
445 School Street
North Kingstown, RI 02852

401-885-FOOD (3663)
nkfoodpantry@gmail.com
www.nkfoodpantry.org

To Whom It May Concern:

The North Kingstown Food Pantry, with a mission to feed and assist those in need in North Kingstown, Rhode Island, is a stakeholder when it comes to safety for all users of streets in our town. We have ongoing concerns about our clients being able to reach us safely due to the state of our existing infrastructure and driver behavior.

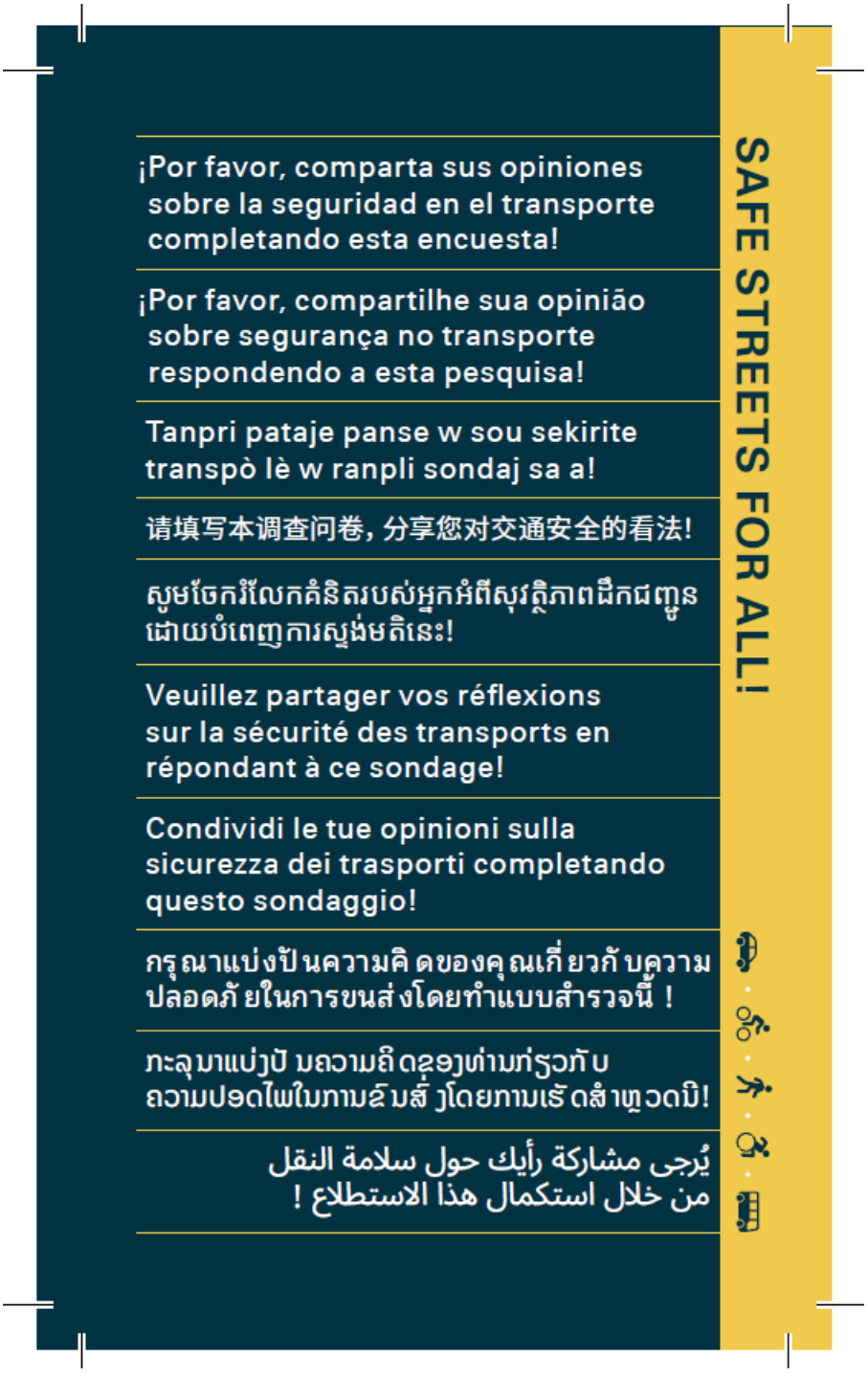
We wholeheartedly support efforts, such as the Safety Action Plans for North Kingstown, which aim to improve our streets for the safety of everyone that uses them – pedestrians, bicyclists, transit users, and motorists.

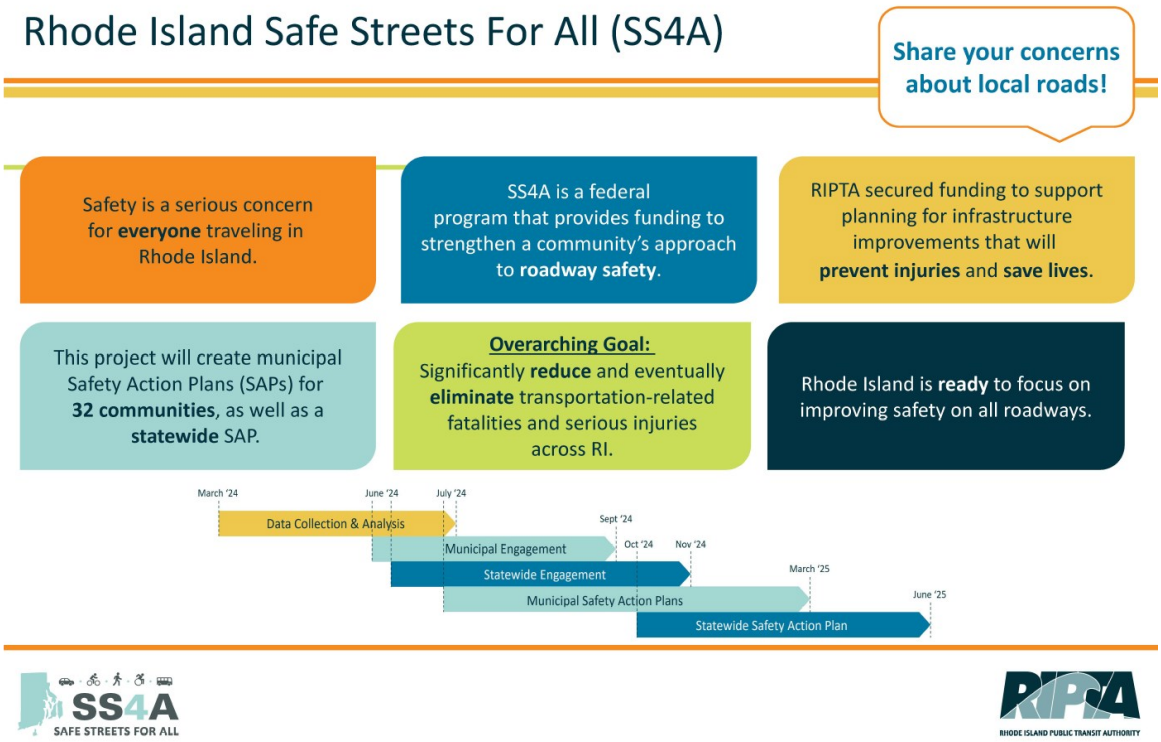
Sincerely,

Stephen E. Souls
Outreach Coordinator
Operations Support
North Kingstown Food Pantry

North Kingstown Food Pantry is a 501(c) (3) non-profit organization.
Tax ID 05-0455719

Appendix B: Public Engagement Materials


¡Por favor, comparta sus opiniones sobre la seguridad en el transporte completando esta encuesta!
¡Por favor, compartilhe sua opinião sobre segurança no transporte respondendo a esta pesquisa!
Tanpri pataje panse w sou sekirite transpò lè w ranpli sondaj sa a!
请填写本调查问卷，分享您对交通安全的看法!
សូមចែករំលែកគំនិតរបស់អ្នកអំពីសុវត្ថិភាពដឹកជញ្ជូន ដោយបំពេញការស្ទង់មតិនេះ!
Veuillez partager vos réflexions sur la sécurité des transports en répondant à ce sondage!
Condividi le tue opinioni sulla sicurezza dei trasporti completando questo sondaggio!
กรุณาแบ่งปันความคิดของคุณเกี่ยวกับความปลอดภัยในการขนส่งโดยทำแบบสำรวจนี้ !
ກະລຸນາແບ່ງປັນຄວາມຄິດຂອງທ່ານກ່ຽວກັບ ຄວາມປອດໄພໃນການຂົນສົ່ງໂດຍການເຮັດສໍາຫຼວດນີ!
يُرجى مشاركة رأيك حول سلامة النقل من خلال استكمال هذا الاستطلاع !
SAFE STREETS FOR ALL!


Rhode Island Safe Streets For All (SS4A)
Share your concerns about local roads!
Safety is a serious concern for everyone traveling in Rhode Island.
SS4A is a federal program that provides funding to strengthen a community's approach to roadway safety.
RIPTA secured funding to support planning for infrastructure improvements that will prevent injuries and save lives.
This project will create municipal Safety Action Plans (SAPs) for 32 communities, as well as a statewide SAP.
Overarching Goal:
Significantly reduce and eventually eliminate transportation-related fatalities and serious injuries across RI.
Rhode Island is ready to focus on improving safety on all roadways.
March '24
June '24
July '24
Sept '24
Oct '24
Nov '24
March '25
June '25
Data Collection & Analysis
Municipal Engagement
Statewide Engagement
Municipal Safety Action Plans
Statewide Safety Action Plan
SS4A
SAFE STREETS FOR ALL
RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY


SAFE STREETS FOR ALL!
Please share your thoughts about transportation safety by completing this survey!
https://tinyurl.com/4xtzk6ct
SS4A
SAFE STREETS FOR ALL
RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Rhode Island Public Transit Authority Safe Streets for All Survey (English)

Safety continues to be a concern for all travel modes in Rhode Island. Through the Federal Highway Administration (FHWA) Safe Streets for All (SS4A) program, the Rhode Island Public Transit Authority (RIPTA) secured funding to support the state and participating municipalities in planning for roadway infrastructure improvements that will prevent injuries and save lives. The SS4A planning project will be accomplished by creating municipal Safety Action Plans (SAPs) for 32 participating communities and a statewide Safety Action Plan. Please help the study team to identify areas of safety concern, where successful improvements have been made, and to understand the preferences of Rhode Islanders on effective safety improvement methods. The survey should take around 5-10 minutes to complete. Thank you for sharing your time and thoughts.

Please enter the zip code where you live.

The value must be a number

I am responding as... Select one.

- ◯ Rhode Island resident
- ◯ Municipal employee
- ◯ State employee
- ◯ Other type of employee
- ◯ Member or representative of a local or regional advocacy organization (please type in the organization)
- ◯ Member or representative of a statewide advocacy organization (please type in the organization)
- ◯ Student
- ◯ Visitor
- ◯ Other (please specify)
- ◯ Other

Do you feel that roadway safety is an important issue in Rhode Island?

- ◯ Yes
- ◯ No
- ◯ Maybe
- ◯ Other

On a scale of 1 (not important) to 5 (extremely important), how important do you think this roadway safety project is?

1	2	3	4	5

On the map, please share locations by dropping a marker where you have noticed or experienced transportation safety issues (for example, locations with no sidewalks or excessive vehicle speeds).
Click on the map to drop a marker (Then tap "OK" at the top if using a mobile device)
Scroll down to add your comment.
Scroll back up and click the + button above to continue adding locations.
What makes this location a safety concern?
Do you have any other comments or ideas about improving transportation safety here?
Please identify a recent (within the last 5 years) safety improvement.

What safety and comfort improvements would you like to see for drivers? Please select up to 3 responses.

Please select at most 3 options.

- [ ] More visible lane striping and other pavement markings
- [ ] More visible traffic signs
- [ ] Lower speed limits
- [ ] Reduced driving lane widths
- [ ] More guardrails or other roadway barriers
- [ ] Smoother pavement conditions and fewer potholes
- [ ] Fewer curb cuts / driveways to businesses and homes
- [ ] Better lighting
- [ ] Rumble strips
- [ ] Greater visibility
- [ ] Better drainage
- [ ] Other (please specify)
- [ ] Other

What safety and comfort improvements would you like to see for pedestrians and bicyclists? Please select up to 3 responses.

Please select at most 3 options.

- [ ] A more complete sidewalk network
- [ ] Wider sidewalks
- [ ] Safer ways to cross the street (e.g. crosswalks, pedestrian traffic lights, etc.)
- [ ] Longer crossing times at signalized intersections
- [ ] Better maintenance of sidewalks and bikeways
- [ ] A more complete, low-stress bikeway network separate from cars
- [ ] Bicycle parking
- [ ] Slower-moving car traffic
- [ ] Better lighting
- [ ] Accessibility improvements
- [ ] Landscape and greenspace elements to aid with shade, cooler road temperatures, stormwater drainage, and/or barriers from traffic
- [ ] Other (please specify)
- [ ] Other

What safety and comfort improvements would you like to see for transit and paratransit riders? Please select up to 3 responses.

Please select at most 3 options.

- [ ] Better and more available maps, signage, and schedule information at bus stops and train stations
- [ ] More shelters and/or seating at transit stops
- [ ] Better lighting at transit stops
- [ ] More staff at bus stops or train stations
- [ ] Better routine maintenance at transit stops such as garbage removal and cleaning
- [ ] More and/or better bike racks, with increased protection from inclement weather
- [ ] More frequent service
- [ ] Service at more times of day than currently runs (earlier, later, on weekends)
- [ ] Faster trip times (e.g. bus-only lanes, transit signal priority)
- [ ] Other (please specify)
- [ ] Other

Which of the following behavioral programs do you think would have the greatest impact on improving road safety? Select all that apply.

- [ ] Education to reduce impaired roadway users
- [ ] Education to reduce distracted driving
- [ ] Education to increase address behaviors to increase safety for roadway users
- [ ] More speed management (e.g. appropriate speed limits)
- [ ] More enforcement of traffic laws
- [ ] Other (please specify)
- [ ] Other

Do you own or regularly have access to a personal vehicle?

- ◯ Yes
- ◯ No

Why don't you have access to a personal vehicle? Select all that apply.

- ◯ Cars are too expensive.
- ◯ Cars are a hassle.
- ◯ I enjoy walking, bicycling, and/or taking transit and can get where I need to go with those modes.
- ◯ I choose not to own a personal vehicle for environmental reasons.
- ◯ I do not have a driver's license
- ◯ Other (please specify)
- ◯ Other

Please check all the ways you travel and the frequency that you travel by that mode (Please select all that apply).

	Daily or almost daily	A few times per week	A few times per month	Once a month or less	Never
Drive	○	○	○	○	○
Carpool, vanpool, or get a ride	○	○	○	○	○
Bike / Scooter (including e-bike / e-scooter)	○	○	○	○	○
Walk / Use personal mobility device	○	○	○	○	○
Ridesharing services (cab or Uber for example)	○	○	○	○	○
Transit or Paratransit	○	○	○	○	○
Other (please specify)	○	○	○	○	○

What are some reasons you currently choose to take walk or bike? Select all that apply.

- [ ] It is faster than other transportation options
- [ ] It is more convenient
- [ ] It is less expensive than other options
- [ ] It is good exercise / for health reasons
- [ ] I walk or bike for environmental reasons
- [ ] I do not have access to a car
- [ ] I enjoy it
- [ ] Other (please specify)
- [ ] Other

What are some reasons you currently choose to take transit? Select all that apply.

- [ ] It is faster than other transportation options
- [ ] It is more convenient
- [ ] It is less expensive than other options
- [ ] I take transit for environmental reasons
- [ ] I do not have access to a car
- [ ] I enjoy it
- [ ] Other (please specify)
- [ ] Other

Do you have any other comments or concerns about transportation safety?

Please input your email if you are interested in receiving project updates.

Appendix C: Project Engagement Summary

Comment Source	Comment
Wickford Harbor Fire tabling	Speeding is a big problem - the fault of both driver behavior and lack of enforcement
Wickford Harbor Fire tabling	Interchange of I-295 and US Rt 6: always bad and seems dangerous, a design issue
Wickford Harbor Fire tabling	Too many roundabouts in RI, makes driving more difficult
Wickford Harbor Fire tabling	Too many people driving, esp large vehicles
Wickford Harbor Fire tabling	The crosswalk in Wickford at Brown/Philips/Boston Neck is troubling
Wickford Harbor Fire tabling	The crosswalk on West Main is also a problem
Wickford Harbor Fire tabling	Intrepid Dr @ Post Rd (at the police station): bus stop on the southbound side has no way for pedestrians to cross to the other side of Post Rd, a dangerous situation
Wickford Harbor Fire tabling	At NK Town Hall, the sidewalk just ends (on the W side of the street) and pedestrians must walk on the street
Wickford Harbor Fire tabling	northbound on BNR, drivers wanting to turn L onto Annaquatucket, and other drivers use the shoulder to pass them on the R, dangerous for VRUs
Wickford Harbor Fire tabling	RIPTA routes 14 and 64 don't intersect conveniently anymore; need more buses and later hours
Wickford Harbor Fire tabling	RIPTA 14 bus connection to Kingston RR Station not so helpful because the of the timing of the 66 bus; transfer may expire before 66 arrives
Wickford Harbor Fire tabling	At the Dave's in Wickford, the crosswalkleads to a retaining wall and a fire hydrant, but no entrance to the market
Wickford Harbor Fire tabling	Wickford library's W Main St crosswalk is a safety problem
Wickford Harbor Fire tabling	crosswalk at Wilson Park needs a caution sign because of poor sightlines on approach
Wickford Harbor Fire tabling	West Main needs new sidewalks and crosswalks, and to remove some trees to improve visibility
Wickford Harbor Fire tabling	bus stops are too close to the street and nned shelters, esp along Post Rd
Wickford Harbor Fire tabling	speeding is huge issue
Wickford Harbor Fire tabling	Brown St @ Philips St is a problem

Wickford Harbor Fire tabling	Brown St @ Philips St is a problem (intersection design)
Wickford Harbor Fire tabling	there should be some sort of training for how to load bikes onto the RIPTA bike rack. Intimidating
Casey Farmers Market tabling	Middlebridge Rd on the SK side is sketchy - drivers go too fast, walkers are put in danger
Casey Farmers Market tabling	Better enforcement is needed regarding clearing snow from sidewalks
Casey Farmers Market tabling	The RIPTA website needs a better route planning tool
Casey Farmers Market tabling	From Wickford to Narragansett, Boston Neck Road needs protection for bicyclists and walkers
Casey Farmers Market tabling	On Jamestown to access the Pell Bridge the merge is scary for drivers, more yield signs needed
Casey Farmers Market tabling	RI drivers need to use their turn signals
Casey Farmers Market tabling	better bike lanes are needed
Casey Farmers Market tabling	Stony Lane and Phillips St (both NK) need to be resurfaced
Casey Farmers Market tabling	From Wickford to Narragansett, Boston Neck Road needs protection for bicyclists and walkers
Casey Farmers Market tabling	High St @ Allen Ave in Wakefield: needs a crosswalk where the RIPTA stop is
Casey Farmers Market tabling	headlights on new cars are dangerously bright, and higher on modern tall trucks and SUVs
Casey Farmers Market tabling	speeding is the most important issue
Casey Farmers Market tabling	tailgating isn't being properly enforced - needs to be addressed more strongly
Casey Farmers Market tabling	more sidewalks are needed everywhere, and they shouldn't be used for snow storage in winter
Casey Farmers Market tabling	vegetation should be cleared better so that street signs can be seen better
Casey Farmers Market tabling	more bus routes are needed. To get from Narragansett to West Warwick I shouldn't have to go through Providence

Online survey	I would like to see more opportunities for safe walking and cycling. These activities should be provided for on the Jamestown Bridge. There should be a bike/walking path on the disused Seaview Railroad right-of-way (from East Greenwich to Narragansett). I'd like to see expanded reliable RIPTA bus service rather than a relocated Providence RIPTA hub. I'd like to see MBTA train service extended to Kingston. I'd like to see fewer private automobiles on the road. The Casey Farm crosswalk is the only safety improvement made recently in my immediate area. There have been traffic lights added a few intersections along Boston Neck Road. I see those as mainly aimed at improving traffic flow, i.e., making driving more convenient. Other forms of transportation besides private vehicles should be given higher priority.
Online survey	After YEARS of concerted effort, including by a paid staff member of Historic New England, Casey Farm has finally gotten a crosswalk from its main entrance to the other side of Route 1A.
Online survey	Added a few markers in and around Wickford: crosswalk at Dave's market is badly located, no crosswalk at Town Hall, intersection of Brown and Philips Street, bus stop at Intrepid Drive needs crosswalk, pavement condition on Philips St is terrible for bicycles.
Online survey	I wrote on the other page to answer this question. The addition of stoplights in the area has improved the problem but the speeding vehicles accelerate quickly after having to stop, making it still dangerous.
Online survey	Bike lane logos need to be painted on the road shoulder where appropriate, be visible, and be frequent in placement.
Online survey	The corner of South Ferry Rd and Boston Neck Rd is extremely hazardous to cross on a bicycle.
Online survey	I work on the RWU campus in Bristol. They need a light on Metacom Ave by college. People whip the corner of the campus heading north. You take your life in your hands exiting the north end of the campus.
Online survey	SPEED. Trying to get out of any side street in this area is horrible. Far too many times residents have to turn onto road, go turn around someplace else to get going in the proper direction. For example if you live on the north side of the road...you have to take a right, get turned around to go east.
Online survey	Annaquatucket Ave NK
Online survey	In North Kingstown where I live, rt 1 and annaqutucket which a lot of high school students use
Online survey	Add sidewalks on Essex road and north Quidnesset road down to the water and bike path access.
Online survey	Post road and school street intersection people blow through the red light. The walk signal takes too long
Online survey	you need overpasses on RT4 in southern beach routes
Online survey	Route 4 at West Allenton light timing!

Online survey	I contacted DOT highway maintenance about some overgrown weeds and low hanging tree branches that obstructed drivers view when turning onto busy thru ways. they came out and took care of the problem!! It was very much appreciated.
Online survey	RE: Brown St, Wickford, RI 02852. I live in, drive and walk throughout Wickford Village daily. I witness excessive speeding on Brown St and a lack of yielding to pedestrians in the cross walks everyday. Just a matter of time before there is a pedestrian/vehicle incident. An increased level of speed control and enforcement is needed.

Appendix D: Targeted Locations

Brown Street / Phillips Street / Boston Neck Rd

Key observations:

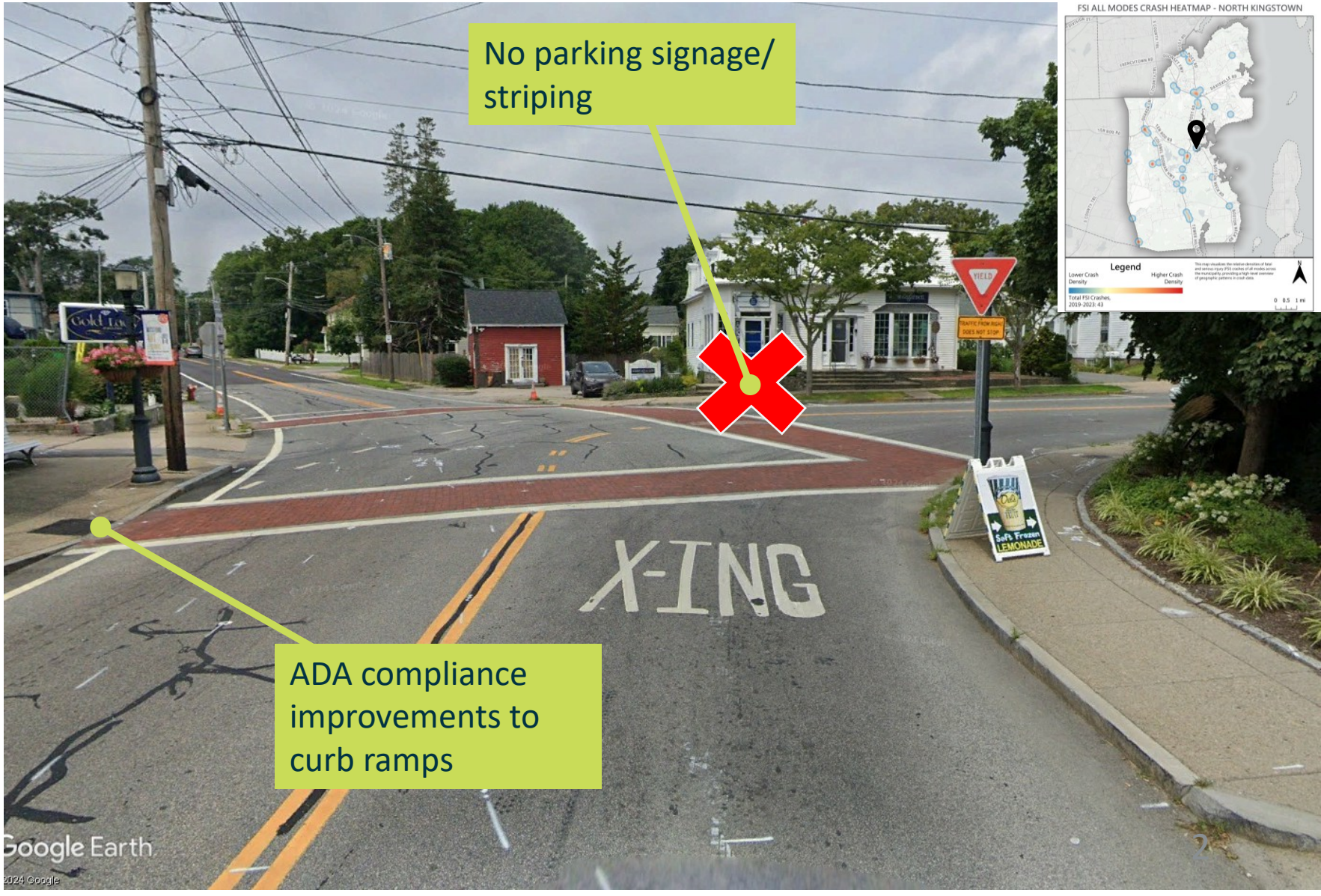
- Relatively low number of crashes, but general confusion on who has right of way
- Poor sight lines for vehicles on Phillips Street eastbound to view oncoming vehicles from Brown Street southbound
- Americans with Disabilities Act (ADA) compliance issues on curb ramps and landing areas

Brown Street / Phillips Street / Boston Neck Rd

Potential countermeasures*:

- No parking signage/striping at corner on Brown Street to improve sight lines
- Replace broken/missing detectable warning panels

*NOTE: these are proposed interim improvements prior to full reconstruction as a roundabout



West Main Street / Main Street / Brown Street

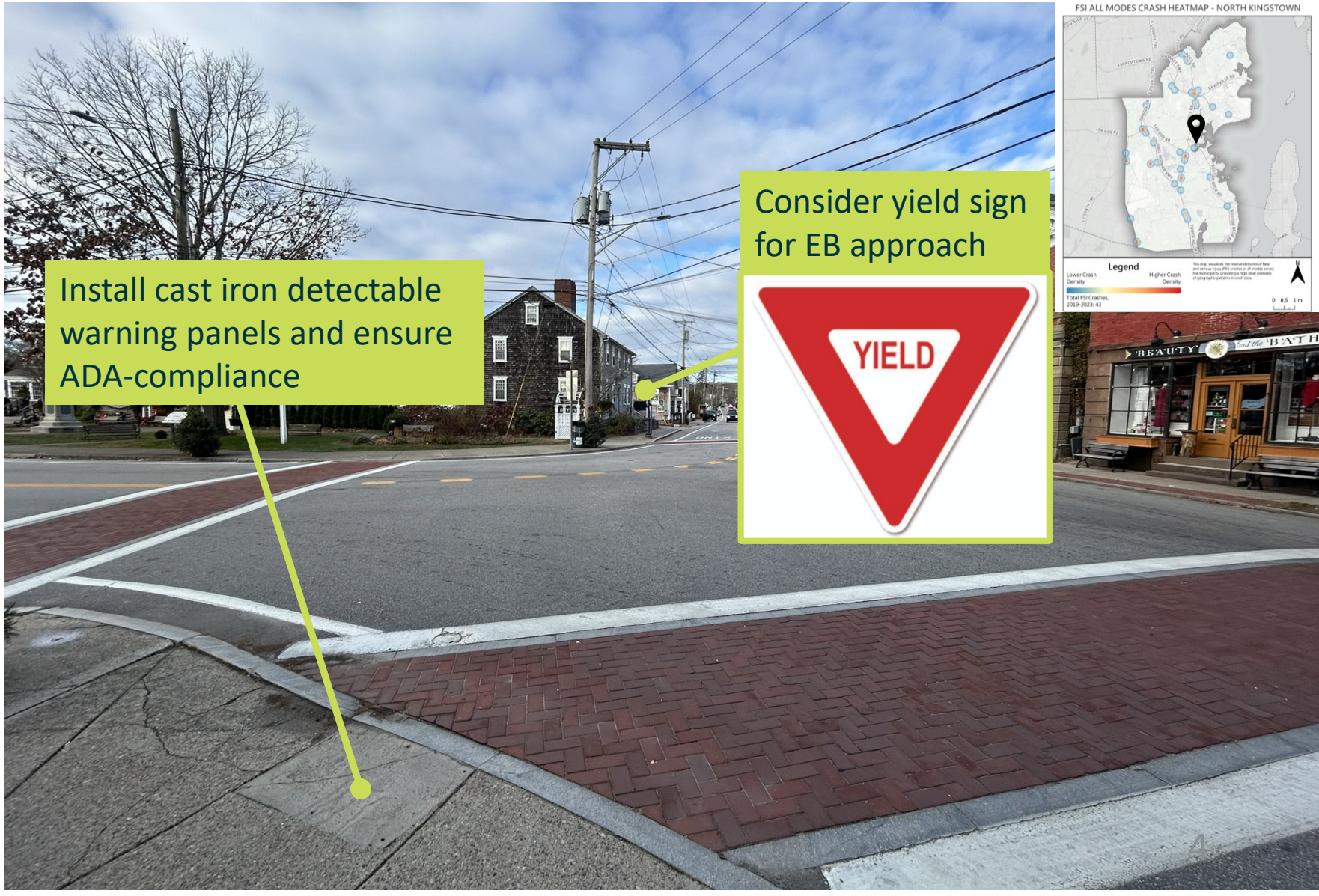
Key observations:

- No official yield sign creates confusion – “Yield to Pedestrians When Turning”
- ADA compliance issues on curb ramps and landing areas, including missing detectable warning panels

West Main Street / Main Street / Brown Street

Potential countermeasures*:

- Improve signage for eastbound drivers
- Cast iron detectable warning panels
- ADA-compliant curb ramps and landing areas

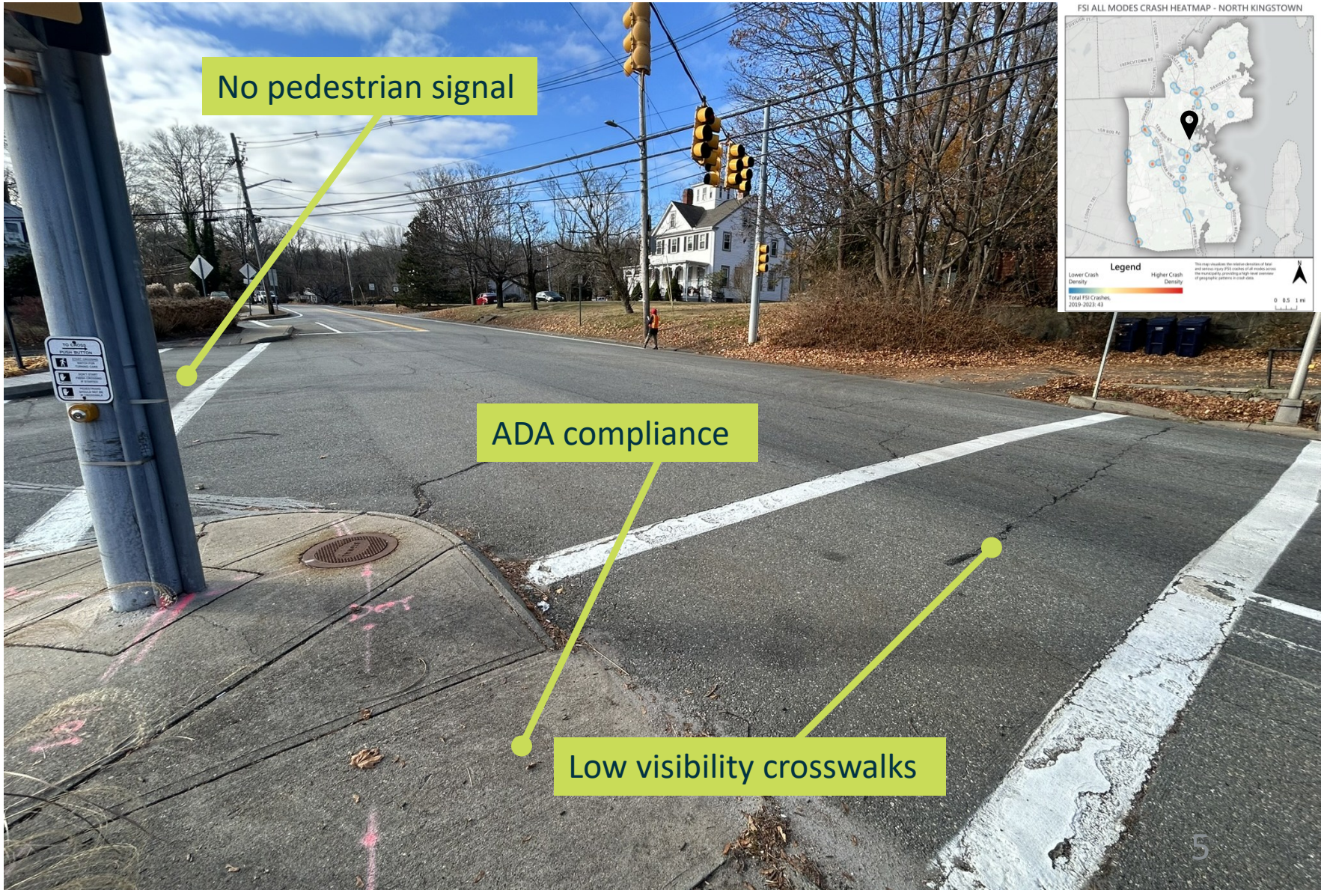


*NOTE: these are possible improvements to incorporate into ongoing Post Road / West Main Street project

Post Road / Tower Hill Road / West Main Street

Key observations:

- ADA compliance issues on curb ramps
- No pedestrian signal across W Main Street
- Outdated pedestrian signal crossing Post Road
- Low visibility crosswalks
- No backplates on signal heads
- Landscaping may restrict drivers' view of pedestrians

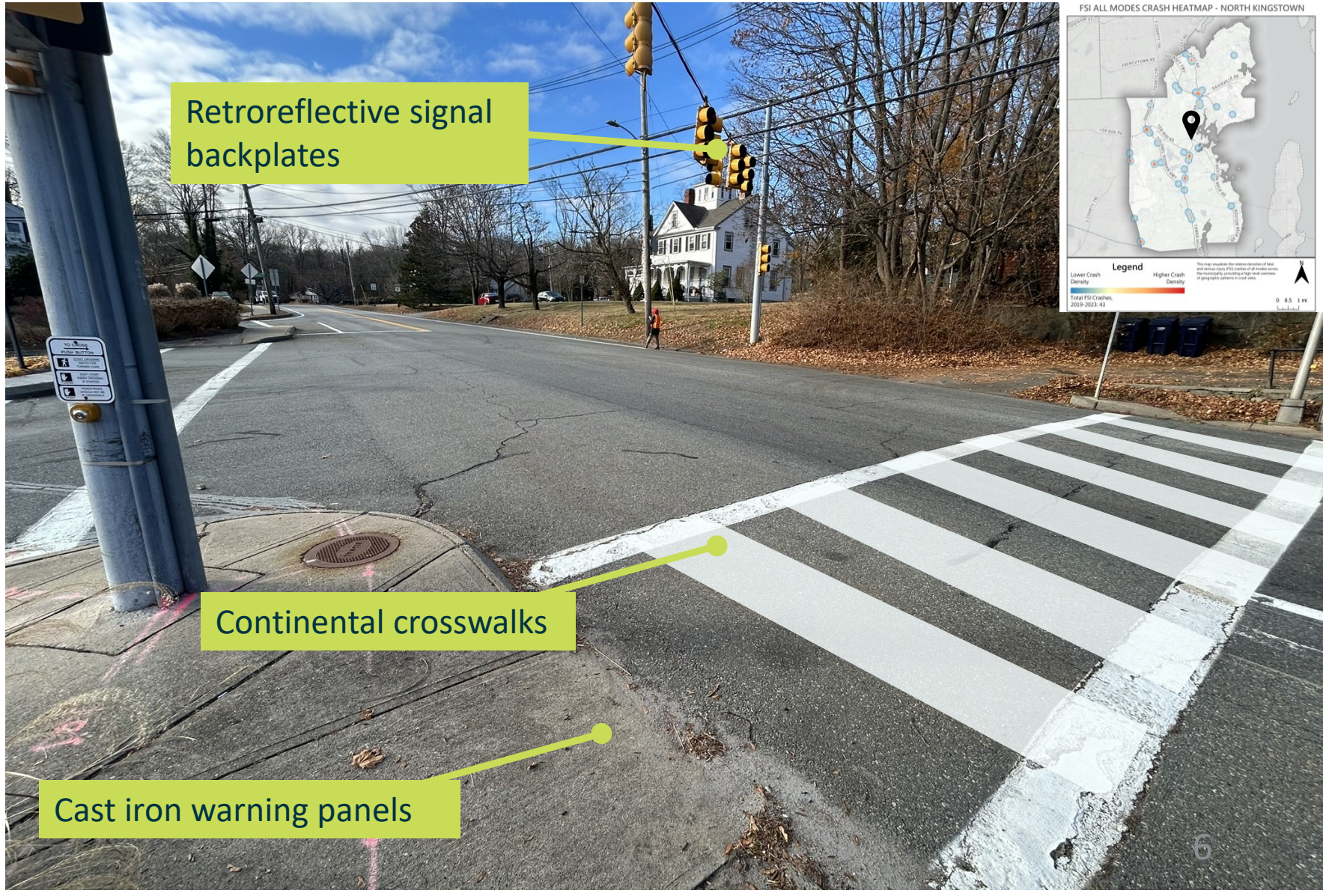


Post Road / Tower Hill Road / West Main Street

Potential countermeasures*:

- Signal timing adjustments
- Continental crosswalks
- Cast iron detectable warning panels
- ADA-compliant curb ramps and landing areas
- Backplates with retroreflective borders, if feasible
- Consider removing one lane on Main Street westbound
- Ensure landscaped areas do not affect sight lines

*NOTE: these are possible improvements to incorporate into ongoing Post Road / West Main Street project



Post Road / Tower Hill Road / West Main Street

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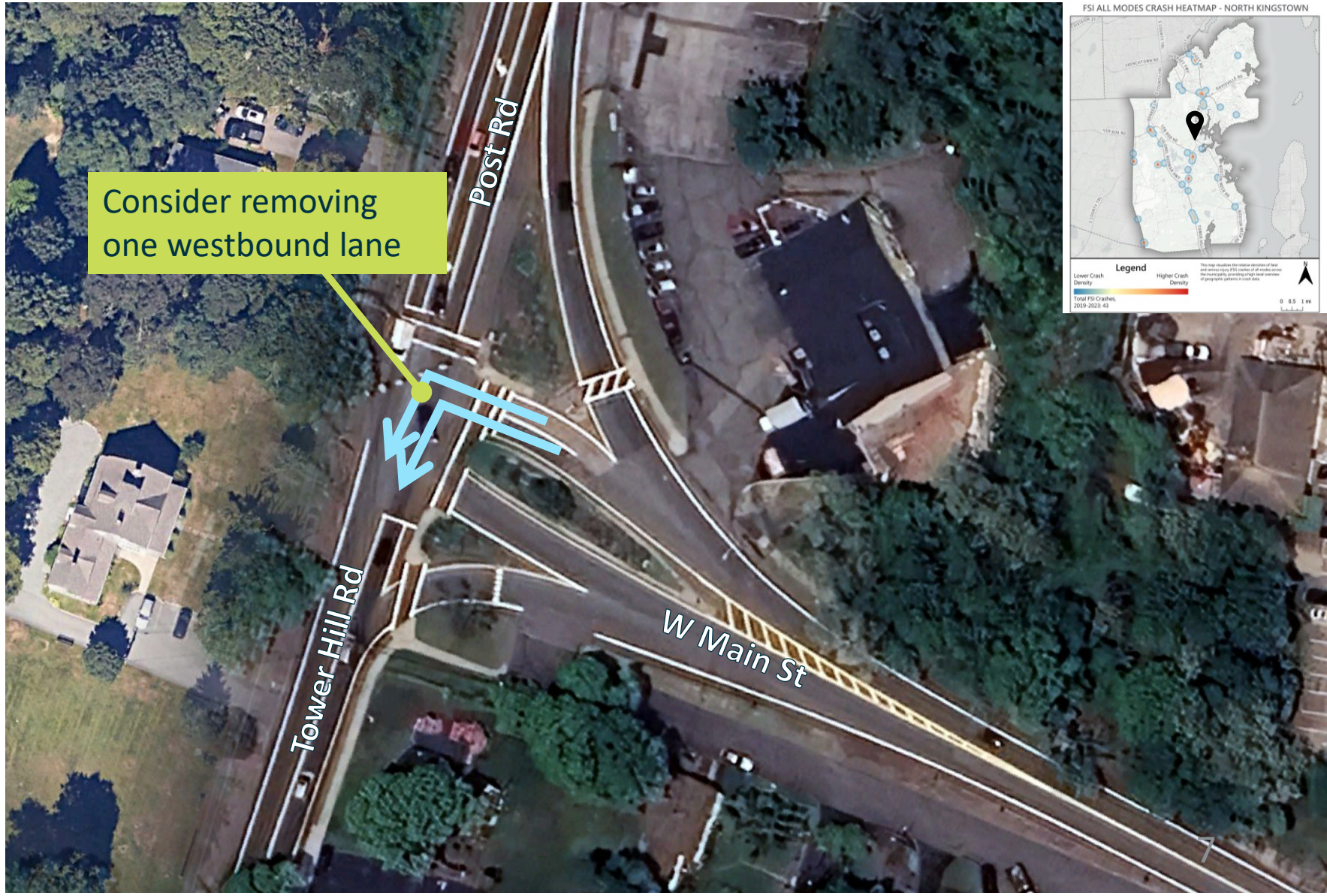


Post Road / Gate Road

Key observations:

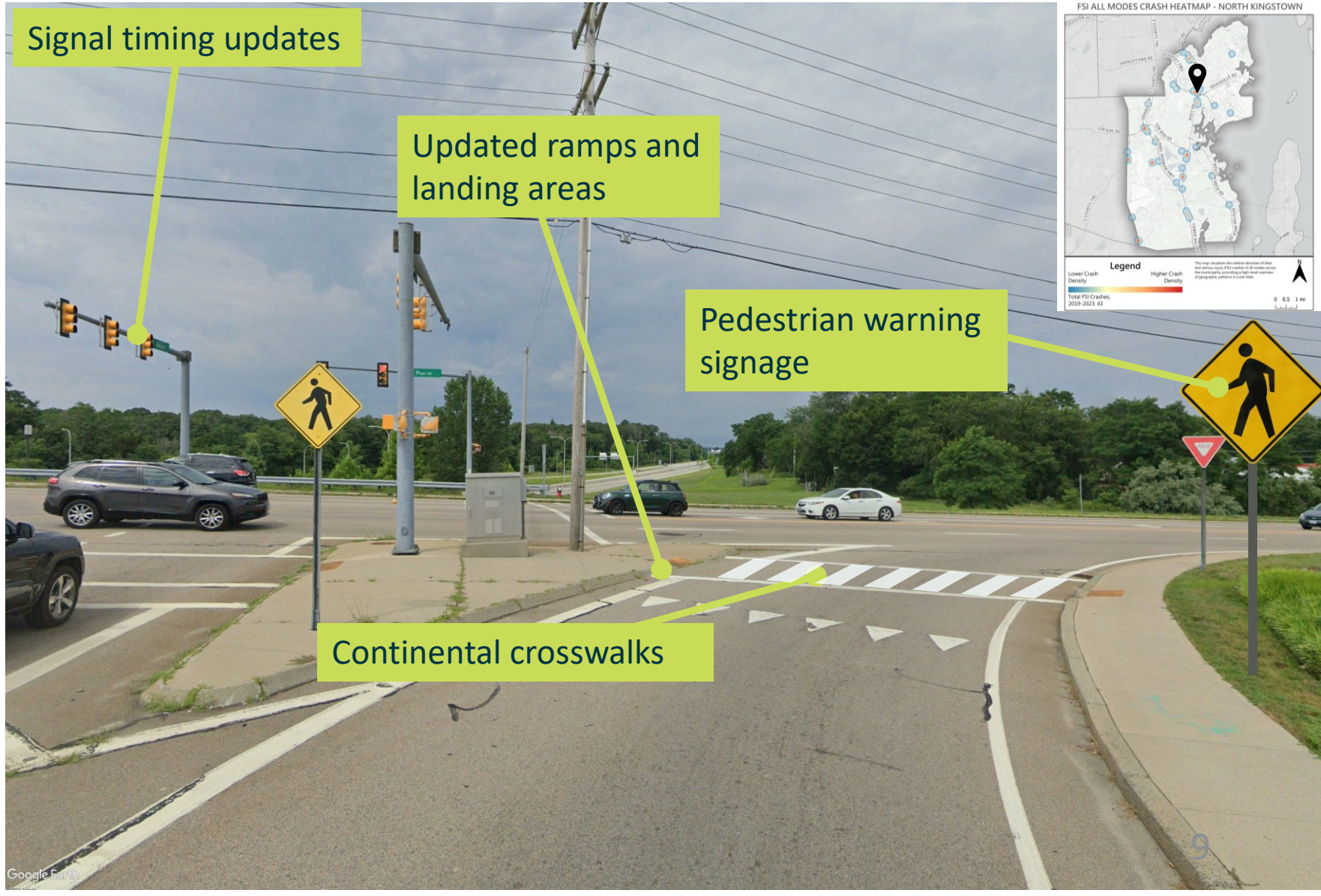
- ADA compliance issues on curb ramps and landing areas
- Pedestrian phase on recall
- Pedestrian push button is located on the island, requiring pedestrians to cross unsignalized slip lanes; push button is malfunctioning

Post Road / Gate Road

Potential countermeasures*:

- Signal timing adjustments
- Cast iron detectable warning panels
- ADA-compliant curb ramps and landing areas
- Pedestrian warning signs
- Retroreflective tape on existing backplates; add retroreflective backplates on other signal heads, if feasible

*NOTE: these are possible improvements to incorporate into ongoing I-95 / RI-4 Missing Move project



Post Road / Newcomb Road / Devils Foot Road

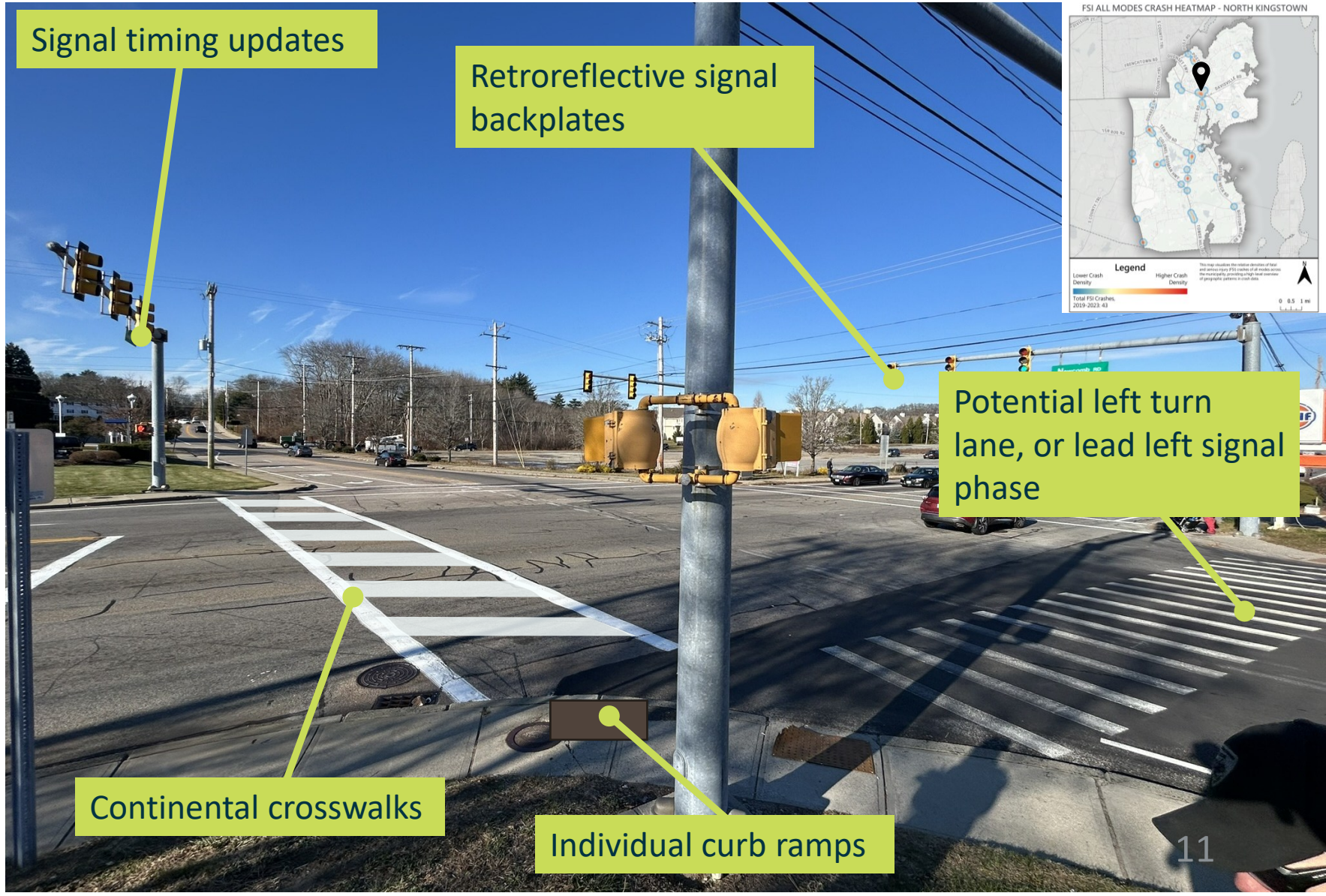
Key observations:

- Concerns with conflicts between left turns from Newcomb Rd westbound and right turns from Devils Foot Rd eastbound
- Exclusive pedestrian phase with short signal phase
- ADA compliance issues, including “apex” curb ramps serving multiple crosswalks
- 3 of 4 crosswalks have low visibility

Post Road / Newcomb Road / Devils Foot Road

Potential countermeasures:

- Signal timing adjustments
- Potential protected left turn from Newcomb Rd
- Individual curb ramps for each crosswalk
- Retroreflective backplates, if feasible



Post Road / Newcomb Road / Devils Foot Road

Potential countermeasures:

- Signal timing adjustments
- Potential protected left turn from Newcomb Rd
- Individual curb ramps for each crosswalk
- Retroreflective backplates, if feasible

Post Road / Frenchtown Road

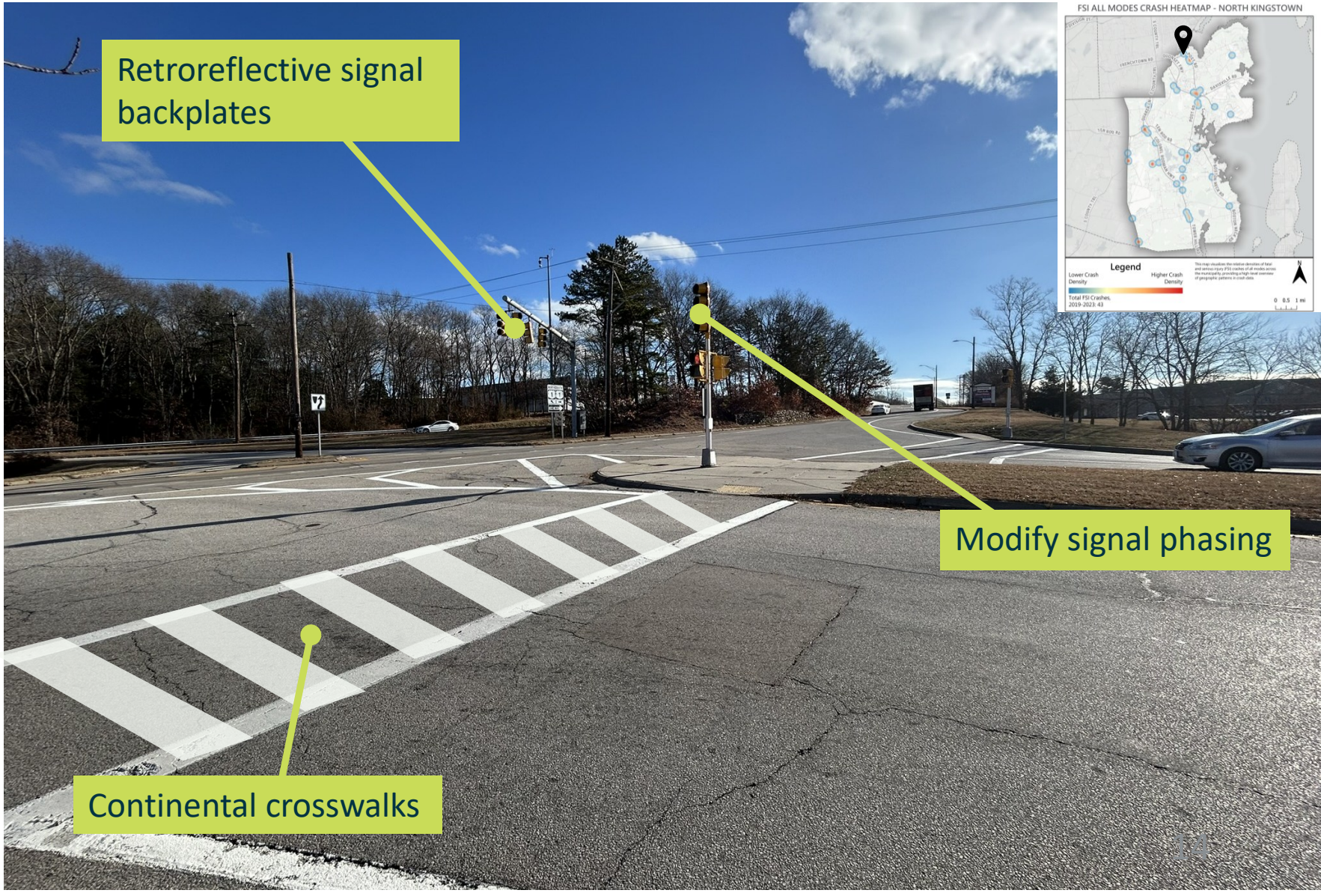
Key observations:

- Difficult to cross Frenchtown Rd as a pedestrian – drivers observed not yielding to walk signal
- Potential for wrong way left turns from Frenchtown Rd
- Poor bus stop access

Post Road / Frenchtown Road

Potential countermeasures:

- Improved sidewalks and a new crosswalk to connect bus stops
- Modify signal phasing to restrict right turns when pedestrian signal is active
- Continental crosswalks
- Retroreflective backplates, if feasible



Post Road / Frenchtown Road

Potential countermeasures:

- Improved sidewalks and a new crosswalk to connect bus stops
- Modify signal phasing to restrict right turns when pedestrian signal is active
- Continental crosswalks
- Retroreflective backplates, if feasible

*Will require coordination with the East Greenwich Safety Action Plan (will not be included in North Kingstown's plan)

Tower Hill Road (near Wickford Lumber)

Key observations:

- Crash hotspot along this segment of Tower Hill Road, including Phillips Street intersection
- Poor sight lines around bend approaching senior housing, future school at 415 Tower Hill Road, and pedestrian crossings (new flashing beacons)

Tower Hill Road (near Wickford Lumber)

Potential countermeasures:

- Chevron signs
- Potential for speed cameras if school zone implemented

Boston Neck Road / Hamilton Allenton / Salisbury

Key observations:

- Recently re-constructed intersection (closed off Weaver Road leg of intersection)
- New signal equipment
- Relatively quick pedestrian phase across Hamilton Allenton
- Traffic detection loop not functioning properly

Boston Neck Road / Hamilton Allenton / Salisbury

Potential countermeasures:

- Signal timing updates
- Ensure traffic loop detection is functioning

Wickford Junction (Ten Rod Road)

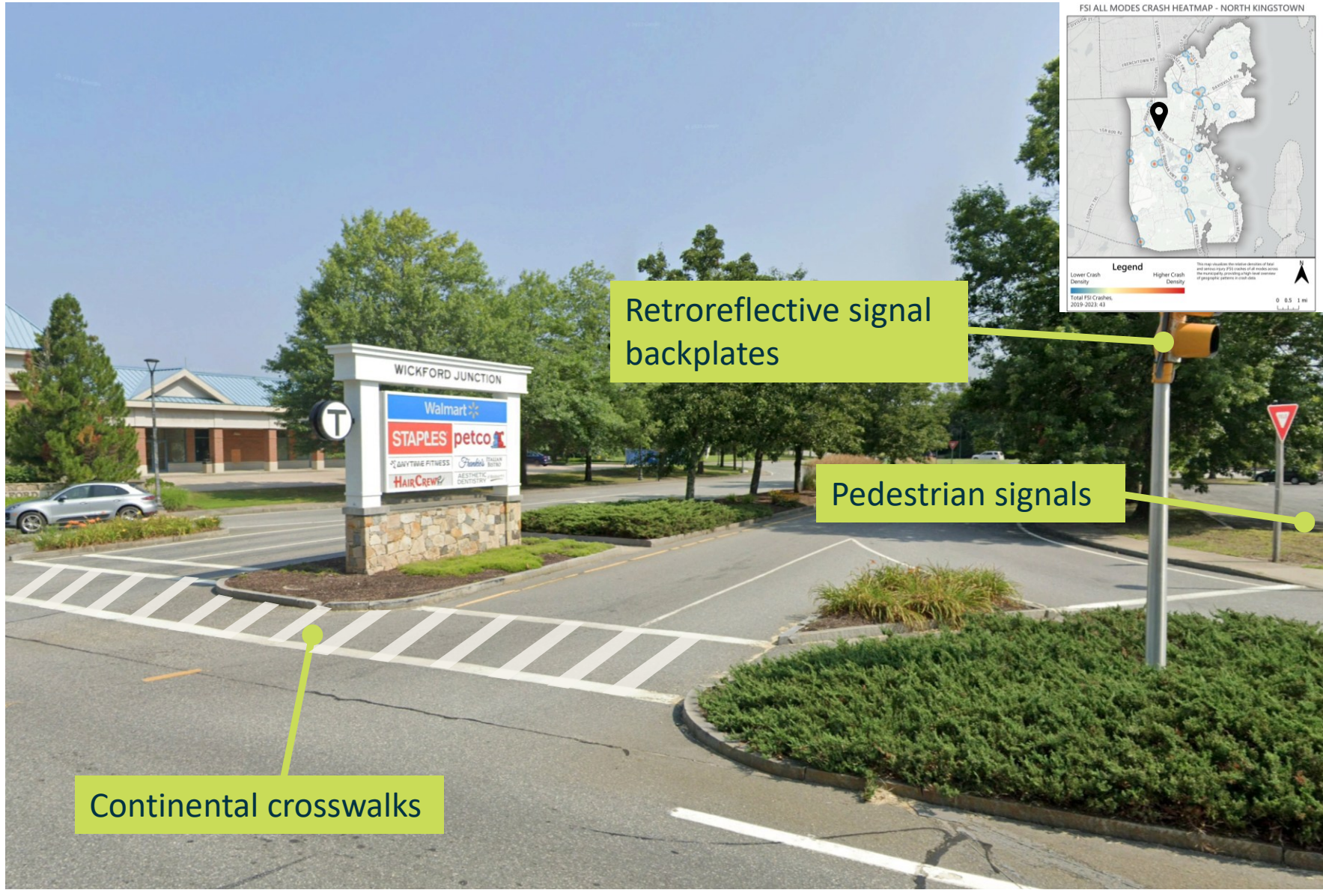
Key observations:

- Low visibility crosswalks
- No pedestrian signals

Wickford Junction (Ten Rod Road)

Potential countermeasures:

- Pedestrian signals
- Continental crosswalks
- Retroreflective backplates, if feasible



Ten Rod Road (Rt 102) / Rt 2

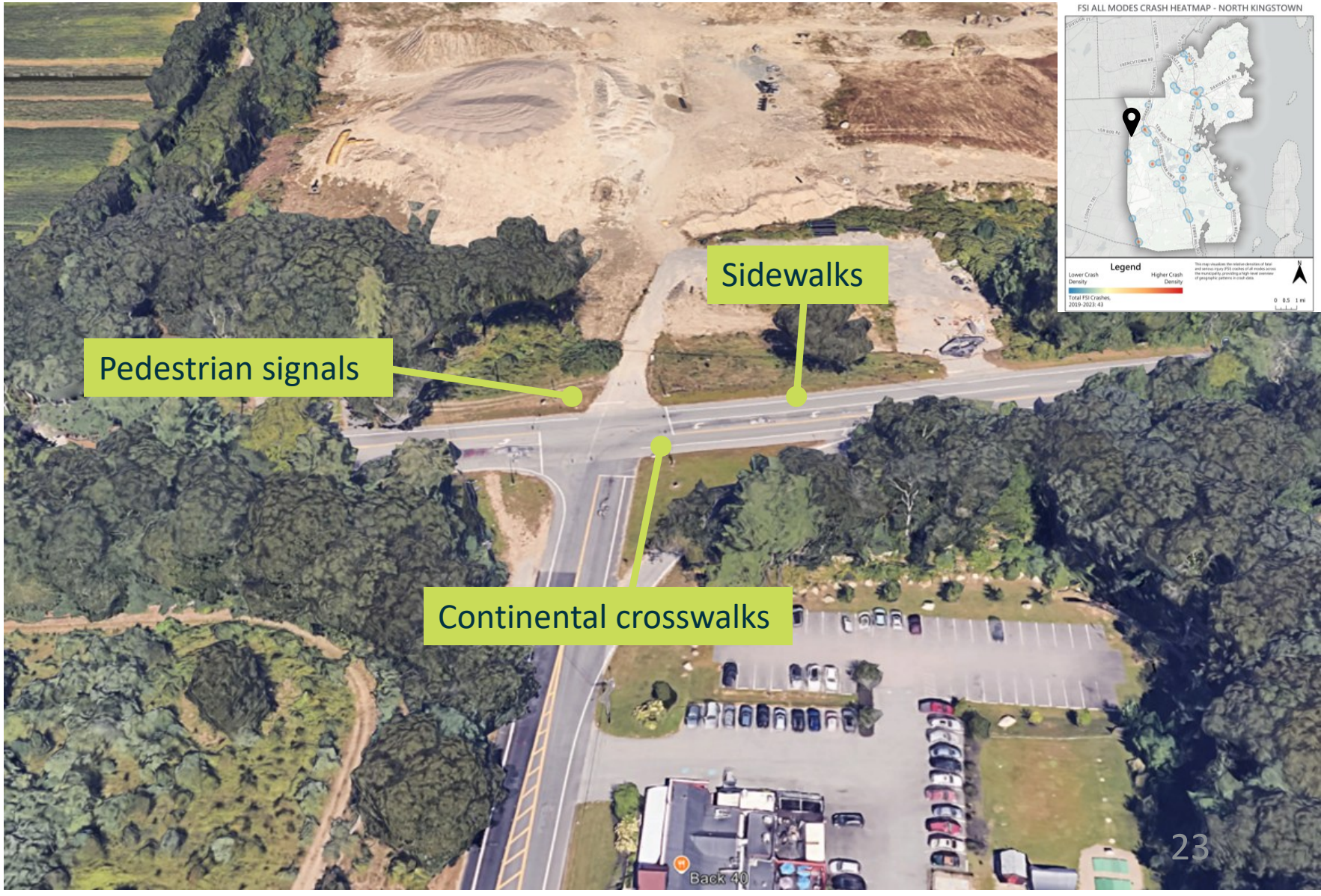
Key observations:

- New development under construction
- No pedestrian accommodations (signals, crosswalks, sidewalks)

Ten Rod Road (Rt 102) / Rt 2

Potential countermeasures:

- Pedestrian signals and crosswalks at intersection; sidewalks on Ten Rod Road
- Accommodations for bus service



North Quidnessett Road / Harrison Street

Key observations:

- Sharp bend in the road with all way stop control

North Quidnessett Road / Harrison Street

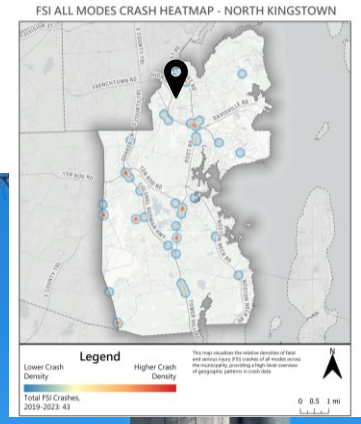
Potential countermeasures:

- Consider replacing all-way stop control with oversized chevron signs, sequential dynamic chevrons, or new fluorescent curve signs
- Install updated guardrails, possibly cable barriers

School Street corridor

Key observations:

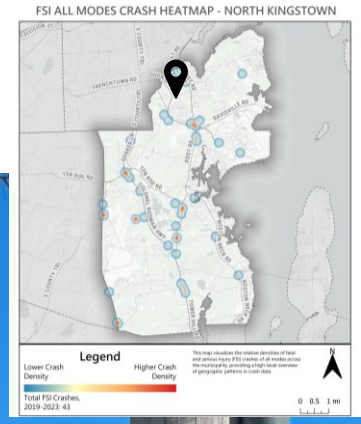
- Pedestrian warning signage posted on the utility pole, rather than within the crosswalk
- Need for higher visibility crosswalks and warning signage
- Need for updated pavement markings



School Street corridor

Potential countermeasures:

- Upgrade existing crosswalks with continental-style crosswalk
- Add new high-visibility crosswalks in the vicinity of the school, including a Rectangular Rapid Flashing Beacon (RRFB) and/or a raised crossing
- Consider adding yield stop bars to supplement pedestrian signage
- Add advance pedestrian signage



Annaquatucket Road corridor

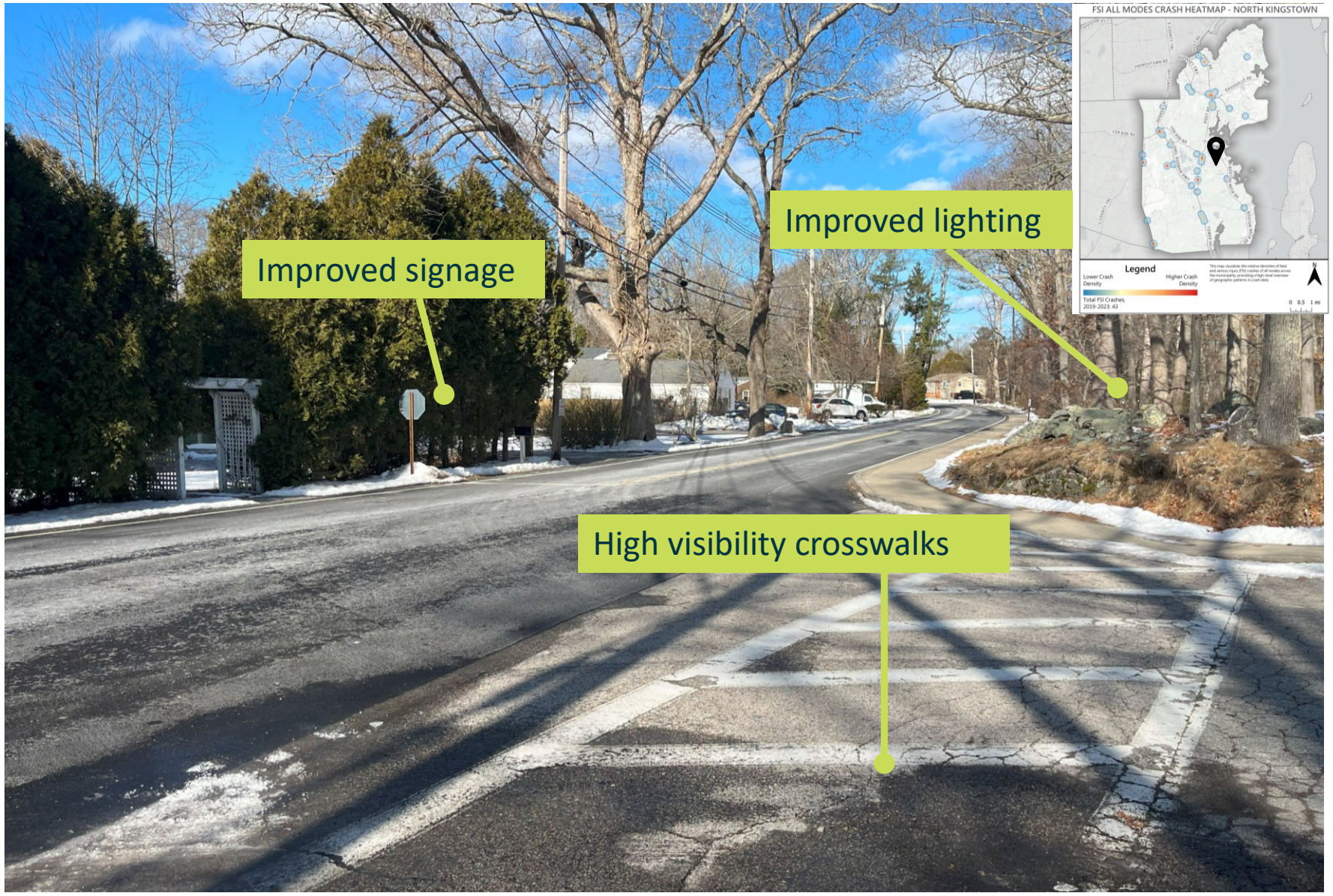
Key observations:

- Need for improved crosswalk across Fairway Drive
- Need for improved signage, including stop signs and advanced warning signage

Annaquatucket Road corridor

Potential countermeasures:

- Replace current crosswalks with high-visibility crosswalks in the vicinity of the school; include a RRFB and/or a raised crossing
- Install improved lighting at the intersection of Fairway Drive and Annaquatucket Road
- Upgrade stop signs and add stop ahead signage from all directions
- Install more high-visibility curve warnings in both directions, such as oversized chevron signs
- Update existing guardrails and add new guardrails as needed at drop-offs



Slocum Road / Glen Hill Drive

Key observations:

- Need for improved lighting
- Need for improved signage for hidden driveways and curves in the road
- Outdated guardrails

Slocum Road / Glen Hill Drive

Potential countermeasures:

- Install street lighting on the corner of the intersection to increase visibility at night
- Review signing practices to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) to ensure hidden driveway signage and high-visibility curve signs are added as needed
- Add flexible delineator posts with reflective tape at curves near the stop to make the roadway more visible
- Update existing guardrails and add new guardrails as needed at drop-offs, including on the east side of Slocum Road