

School Bus Stop Arm Implementation Project

Town of North Kingstown, Rhode Island

Safe Streets and Roads for All (SS4A)

Implementation Grant Application

June 26, 2025



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I. Overview

A. About North Kingstown

North Kingstown is a coastal community in Washington County, Rhode Island, within the Providence metropolitan area along the western shore of Narragansett Bay. The community's roots can be traced back to 1637, when Roger Williams was banished from Massachusetts and set up a trading post at the intersection of two major Native American thoroughfares, which are now known as Post Road and Stony Lane. In 1674, Kings Towne was founded by the colonial government, which became to be known as North Kingstown by the 18th century. Around the same time, Wickford seaport was established. By the 19th century, North Kingstown established itself as a dominant player in the textile revolution, a way of life that would ebb by the first quarter of the 20th century as it did across southern New England. Subsequently, North Kingstown headed off in a new direction, driven by two very different factors. First was the rapid establishment of the Quonset/Davisville military complex in 1938, designed and constructed at breakneck speed as the nation anticipated its imminent role in World War II. The corresponding massive influx of personnel to construct and staff the large base forever changed the fabric of the community. The second factor impacting the community's development was the growing purpose of North Kingstown as a summer resort community. The age of the automobile and the increased mobility that this afforded people allowed numerous summer cottage colonies to spring up where farms once stood. By the middle of the 20th century, North Kingstown had become largely residential in nature. It has remained that way throughout the 20th century, into the modern day.

Per the United States Census Bureau 2020 ACS data, the population of North Kingstown is 26,289 which represents a 4.7% increase since the year 2000. The total area of North Kingstown is about 43.5 square miles of land area. The town's 289-mile roadway network is characterized by a mix of state and local roads, which includes 70 miles of State roads, 162 miles of Town roads, and 57 miles of private/other roads. Rhode Island Route 2 (South County Trail), Rhode Island Route 4 (Colonel Rodman Highway), and U.S. Route 1 (Post Road) run north-south through the community; Rhode Island Route 403 (Quonset Freeway) and Rhode Island Route 102 (Ten Rod Road) provides east-west connections between North Kingstown and East Greenwich; Rhode Island Route 138 provides connections due west to Connecticut and 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.

B. Transportation Safety Challenges in North Kingstown

North Kingstown's roadway network provides access not just for vehicle drivers, but also for people walking, biking, and riding buses; particularly when accessing the employers, village centers, beaches, and recreational opportunities throughout the town. Besides the primary residential uses, the town has a wide range of land uses, from walkable business districts to beaches and parks, to the Quonset Point National Guard Base, 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.

Due to the high percentage of residential areas, there are 3,800 school children across nine schools in North Kingstown. This figure includes children from communities in the surrounding area who attend North Kingstown district schools. Of those school children, approximately 3,646 ride the thirty-three school buses on a daily basis during the school year, and approximately 210 children ride on sixteen buses for summer programming. The North Kingstown School Department Transportation Supervisor and the employees under her direction have identified a serious problem with drivers illegally passing school buses. The North Kingstown Police Department has a dedicated Traffic Officer who works closely with the school department in regard to this issue. The school department acquired five stop-arm cameras to run a pilot program, and between the cameras and bus driver reports, over 100 stop-arm violations were captured from November 2024 through June 2025, most of which resulted in citations. During the 2024-2025 school year through mid-June, the NK Police Department issued 77 total citations under RIGL 31-20-12-Stopping for School Bus Required & 31-51-2.2-Stopping for School Bus Required-Digital Video; 97 total citations were issued under RIGL 31-13-4-Obedience to Devices. These citations include vehicles running red lights. The violations occurred town-wide, including on school grounds or in the immediate vicinity of a school.

This widespread issue of illegal driver behavior puts our most vulnerable road users – child pedestrians – at risk of injury or death. Also at risk are bus monitors, school staff, family members or caretakers at bus stops, and other drivers who may be at risk for collision with an illegally passing vehicle. While we are grateful that no collisions have occurred to date due to illegally passing a school bus, we do not want to wait for a tragedy to happen before taking action to prevent a serious incident.

C. Recent and Ongoing Transportation Safety Work

The North Kingstown Town Council sent a letter of support for Safety Action Planning on March 25, 2025, including setting goals to eventually reach zero roadway fatalities and serious injuries by 2045. The Town Council approved the North Kingstown Safety Action Plan on June 23, 2025, creating an interdepartmental guide for reaching the municipality's goals.

The town and state partners have already begun initiatives and projects to progress safety in transportation, some outlined in the North Kingstown Safety Action Plan on page 6-1, including:

- Complete Streets Resolution—the Town passed a Complete Streets Resolution on March 26, 2012, which mandates that public town roads be designed for safety for all road users.
- Adopted Healthy Places by Design Action Plan in May 2012.
- Villages Planning Study – studied the town's various village centers for the ability to support growth and development and in the process determined infrastructure needs.
- Audited regulations and revised them based on the Wickford Junction Multimodal Transportation Safety and Efficiency Assessment (MTSEA).
- Ensured new mixed use development zones (Post Road Corridor, Wickford Junction, Compact Village Development ordinances) were created with an emphasis on transportation safety and attention to alternative modes.

- Rhode Island Division of Statewide Planning created the State Transportation Improvement Plan in collaboration with RIDOT, RIPTA, and USDOT. The Town of North Kingstown collaborates with these groups to improve transportation infrastructure.
 - STIP ID #5120 – Installing sidewalks on both sides of Post Road and West Main Street, and construct a roundabout at the Wickford Village intersection of Brown Street/Phillips Street/Boston Neck Road, out to bid and scheduled for construction in Fall 2025.
 - STIP ID #3350 – Address the “missing move” between Interstate 95 and RI-4 and construct three deferred ramps linking US-1 and West Davisville Rd to RI-403.
 - STIP ID #5127 – Install and extend sidewalks along Route 102, currently being engineered.
- Road diets for Post Road and South County Trail.
- Coordinating with RIDOT on bike lanes on Boston Neck Road (in process) and Ten Rod Road (under study).
- Proposed and installed crosswalks at various intersections throughout the community including Boston Neck Road at Casey Farm and in front of 80 Boston Neck Road.
- Staff participation as a member of the Rhode Island State Freight Advisory Committee and the Rhode Island Technical Committee.
- Collaborating with RIPTA for Quonset/Wickford Flex Zone options and last mile transportation along Post Road (in conjunction with Quonset work force/housing).

These ongoing efforts highlight North Kingstown’s commitment to transportation safety in partnership with a diverse group of stakeholders. As the town has already committed to construction projects that will address recommendations in the Safety Action Plan, the pursuit of funding for stop-arm cameras was conceived through analytical contemplations for an innovative solution to a safety problem which would be relatively low cost and make the greatest impact on local roads and vulnerable users, over the greatest geographic area.

D. The Role of Proposed SS4A Grant Projects

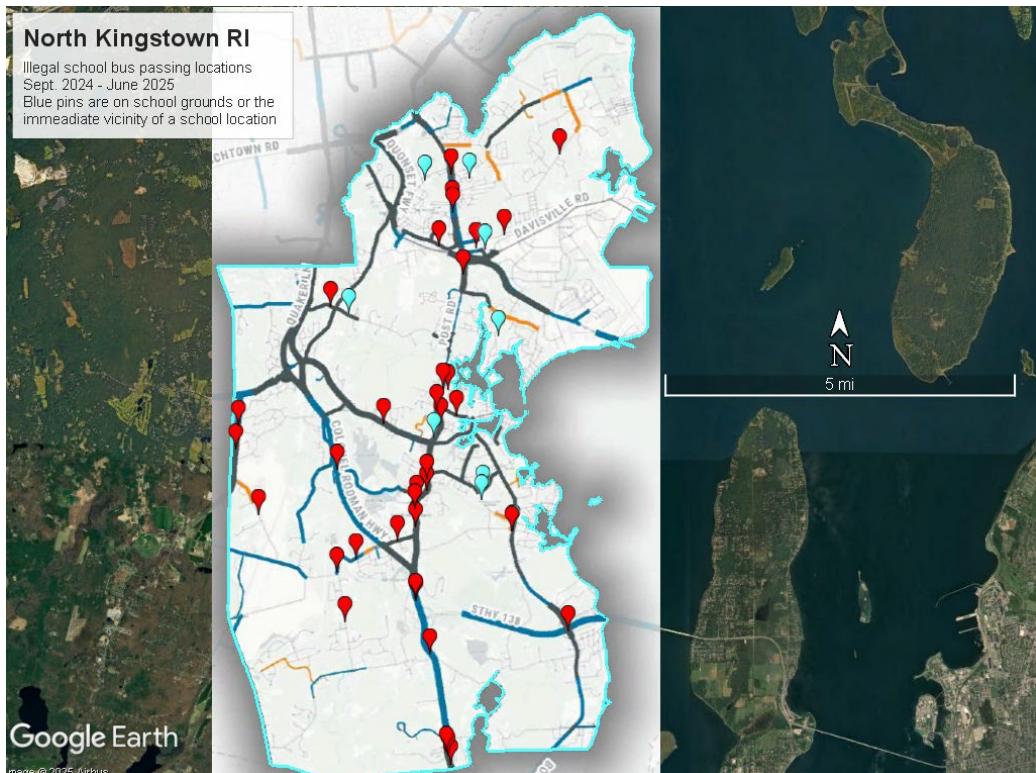
This SS4A grant will implement low-cost technology throughout the entire municipality, encompassing the entire High-Injury Network to proactively address crash risks, and produce behavioral changes towards safer behavior around school buses and the most vulnerable road users. The School Transportation Director has been seeking a solution for years; funding has been an obstacle, and the company used by other districts in Rhode Island will not engage with a district of this small size because the return on investment is not viable for their business model. The style of camera proposed to purchase is a one-time cost, there are no subscription or cloud-storage fees, and no payments to outside companies.

II. Location

A. North Kingstown's High-Injury Network

North Kingstown's High-Injury Network (HIN) combines crash-based scoring and risk-based scoring to relay which roadways have the highest concentrations of all mode or vulnerable road user mode crashes or with the highest risk for future crashes. **This network represents 28% of town roadways but accounts for 89% of fatal and serious injury (FSI) crashes. Adjusted for Vulnerable Road Users (VRU) this network represents 15% of roadways in town but 50% of total FSI VRU crashes and 54% of total fatalities and all injuries (FI) VRU crashes.**

Alarmingly, the data from the stop-arm pilot program shows many of the school bus passing violations occurred along the HIN. School buses reach the entire municipality, as does the HIN, revealing this as a town-wide safety issue. Although the stop-arm camera pilot program was limited in scope to 15% of the school bus fleet, several identified roadways and locations also align with the Targeted Locations identified in the SAP.



This map displays the 2024-2025 passing violations overlayed with the combined High-Injury Network (HIN) for all road users.

III. Response to Selection Criteria

A. Safety Need

In North Kingstown, 1 in 13 pedestrian crashes result in fatal or serious injuries. There has been

a slight uptick in fatal and all injury (FI) crashes involving Vulnerable Road Users (VRUs – pedestrians and cyclists) since 2019. Crashes involving pedestrians are approximately 9.6% more likely to result in a fatal or serious injury than someone in a motor vehicle. However, the total number of crashes was relatively small and thus it was difficult to establish a notable trendline. 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 on the KABCO scale) compared to 20% of motor vehicle injuries. Crashes involving a person not in a motor vehicle are 6 to 23 times more likely to result in a fatal or serious injury depending on the mode. Additionally, for all transportation modes and vulnerable road users (VRUs) in urban and suburban land use areas, location within $\frac{1}{4}$ mile of a school is a key risk factor. 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. This timeframe aligns with the afternoon school bus runs.

The above data and trends, revealed by the analysis in the North Kingstown Safety Action Plan, support the real-world experience and safety need assessment by the school district's transportation team. It is difficult to quantify the near misses that have occurred; the ongoing vigilance of both bus drivers and monitors have prevented tragedy to date, but that is entirely reliant on human involvement and doesn't always result in consequences for offenders. The number of citations issued in one school year is staggering, but it only represents the offenders who were caught. Bus drivers and monitors are responsible for the safety of the children on the bus, the children entering or exiting the bus, the bystanders on the roadway, traffic around them, and general safe driving practices – it can be difficult and in some cases impossible for the responsible parties to catch every license plate or vehicle description of an offender while juggling the many other safety factors under their supervision.

The Safety Action Plan recognizes this project as a key policy and process recommendation on page 6-2 under *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 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." Page 7-4 Lists this project as a Townwide Action, "Install stop-arm cameras on all Town school buses (cost = \$75k, time = less than 5 years)".

B. Safety Impact

This proposal is unique in that it is a proactive project, to *prevent* roadway fatalities and serious injuries resulting from stop-arm violations. One person injured or killed is too many, and child pedestrians are the most vulnerable road users due to their immature cognitive abilities, inexperience around traffic and small body size. According to NHTSA, between 2000-2023 there was an average of 2.5 fatalities per year from drivers illegally passing stopped school buses, almost half of those were pedestrians under age 18.

Stop-arm cameras are a relatively low, one-time cost that covers the entirety of the municipality, to be deployed along the majority of the High-Injury Network and beyond. The critical need for the entire school bus fleet to be armed with stop-arm cameras is evidenced by the number of

citations produced from outfitting just 15% of the fleet with this technology.

How this project addresses the identified safety problem using the Safe System Approach:

1. Illegal school bus passing is unacceptable; raising awareness and initiating consequences for violations are going to increase the number of road users who understand it is unacceptable and reductions in violations should follow
2. People make mistakes, but they can have serious consequences. The North Kingstown School Department carefully selects bus stops for maximum safety by evaluating road conditions like blind spots, traffic volume, feedback from drivers, pedestrian infrastructure; all to remove human involvement from the equation. Likewise, adding cameras to stop-arms to automatically register violations and collect evidence, reduces the human decisions or actions required of participants. Some staff without stop-arm cameras do not make reports because they do not want to miss out on work and wages to appear in court. When they do go to court, the transportation system must find a substitute employee and pay wages to both. Some staff are unable to make reports because of the many other safety factors their attention needs to be prioritized towards. Camera technology alleviates the burden on human participation.
3. School bus riders, particularly young children, are some of the most vulnerable roadway users. Small fragile pedestrians stand little chance against heavy and swiftly moving vehicles. Approaching or leaving a school bus is the time of greatest risk, not riding the bus.
4. Many stakeholders make up the school transportation system. By including outreach, awareness, and education as part of the project to address illegal school bus passing, the entire community recognizes their role in keeping bus riders safe.
5. The stop-arm project is inherently proactive. We are fortunate to not have any incidents in North Kingstown besides close calls, but figures from the pilot program show it is a persistent problem, even in school zones. Data shows very few drivers are repeat offenders after receiving a violation.
6. Stop-arm cameras are a redundancy measure to existing methods to reduce violations – bus monitors, flashing stop-arms, and police presence.
7. By arming the school bus fleet with stop-arm cameras, safety is prioritized, and it is anticipated that the number of violations will decrease over time. School districts already using the technology assert that nine out of ten people who receive a citation do not re-offend. By collecting data tied to location, we can reveal areas prone to a high volume of violations and allow the school and town leadership to focus resources and solutions on the problem areas. Quarterly reports will be produced and analyzed until the end of Q2 2030, at which time the data will inform any necessary updates to the Safety Action Plan

C. Engagement and Collaboration

The North Kingstown Safety Action Plan was composed thanks to the efforts of state agencies such as Rhode Island Public Transit Authority (RIPTA) being awarded a Planning and

Demonstration Grant from USDOT / SS4A, and support from the Rhode Island Department of Transportation (RIDOT) and Rhode Island Division of Statewide Planning.

The school bus stop-arm camera project proposal was produced by a highly collaborative team of professionals within the Town of North Kingstown Department of Public Works and Department of Planning & Development, North Kingstown School District, and North Kingstown Police Department during the Safety Action Plan writing process. The School Transportation Director received accolades during the planning process for the thorough documentation and reporting from the bus drivers under her supervision. The North Kingstown Town Council and School Committee both unanimously authorized this SS4A Implementation Grant application, showing strong support for this initiative. Letters of Support were submitted from RIPTA, RI Division of Statewide Planning, and the RI Department of Health.

This project will serve the entirety of the town, including both rural and underserved communities. Every demographic represented in North Kingstown will benefit from greater awareness on the roads. While the cameras are specific to school buses, the public outreach will reach a diverse range of road users in North Kingstown. Press releases, social media postings, flyers and brochures, digital newsletters, email listservs, local media, and town and school district websites will all spread awareness about the problem of illegally passing stopped school buses and the consequences that come from those actions.

IV. Project Readiness

This project is ready to be implemented immediately upon the release of funds should this application be awarded the requested grant. The proposed cameras will be installed on school buses; therefore, no permitting, construction, acquisition, or other approvals and review are required. Upon notice of award, the NEPA review will be initiated. This project has no environmental impacts, therefore the NEPA class of action is FHWA Categorical Exclusions under 23 CFR § 771.117(c)(21). Rhode Island General Laws § 31-51-2. *Live digital video school bus violation detection monitoring systems (2011)* authorizes the installation and operation of the cameras. Additionally, the Rhode Island State Senate passed Senate Bill 0568 Sub A and the Rhode Island House of Representatives passed the companion House Bill 5421 Sub A to amend this statute and other sections of Chapter 31-51 “School Bus Safety Enforcement”. The amendments will require the video monitoring systems on all new buses beginning July 1, 2027 and offer a grace period to have the video monitoring systems installed on all used buses by July 1, 2032. Both bills were transmitted to the RI Governor on June 23, 2025. Assuming the legislation does become state law, completing this project would put North Kingstown in compliance with state law well ahead of schedule.

Approval from the School Committee was granted on June 17, 2025 to pursue grant funding and subsequently install the cameras should the project be funded. Cameras can ship within a day or two via Ground, and installation will be scheduled at the time of shipping. Typical install wait times are around two weeks, but may be 3 or more weeks during busy times such as summer. The installation can take 3-7 days for 33 buses. The North Kingstown School Transportation Supervisor has used these cameras during the test program; therefore, she does not need training unless there are updates or the camera company offers a refresher course. At least one member of the North Kingstown Police Department will receive training to pull and review footage as well.

Public outreach will begin as soon as the cameras are ordered. The School Transportation Director has an abundance of outreach materials ready to be rolled out, and already tasks the Police Department will public outreach at the start of every school year.

There will be a standard one-month grace period, as other municipalities in Rhode Island have done, then ticketing will begin for offenders.

<u>Project Milestone</u>	<u>Date</u>
Grant application due	June 26, 2025
Anticipated award announcement	December 2025
NEPA Permitting	December 2025
Funds released from USDOT	December 2026
*Equipment purchase - outreach begins	January 2027
Equipment shipping and installation	January 2027
Grace period begins	February 2027
Ticketing and data collection begins	March 2027
End quarterly data collection	June 2030
5-year review and update to SAP	June 2030

*Milestone dates will follow the release of funds. If funding is released sooner, the project timeline will begin from that date. Quarterly data collection will continue until June 2030.

North Kingstown Combined High Injury Network

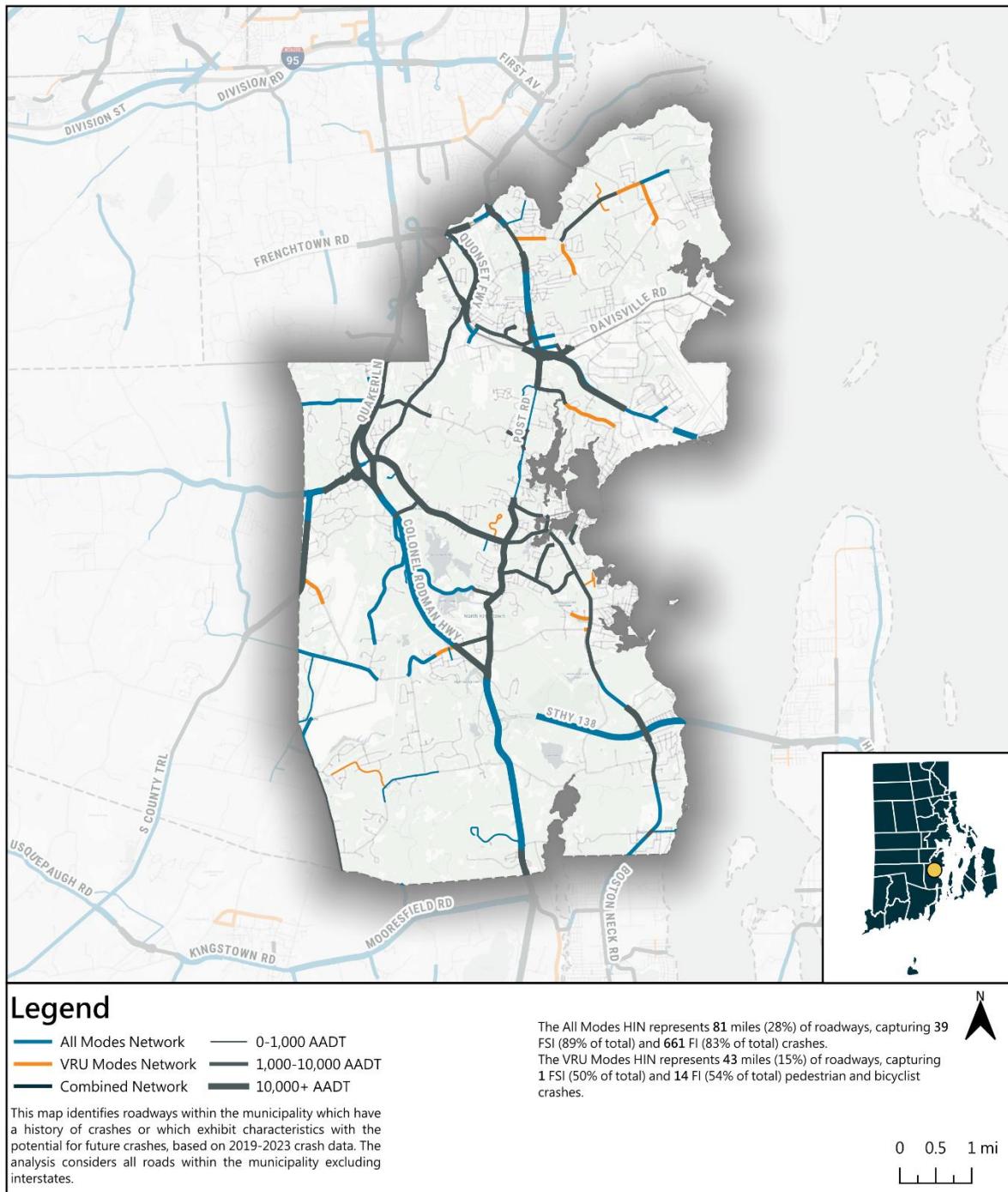
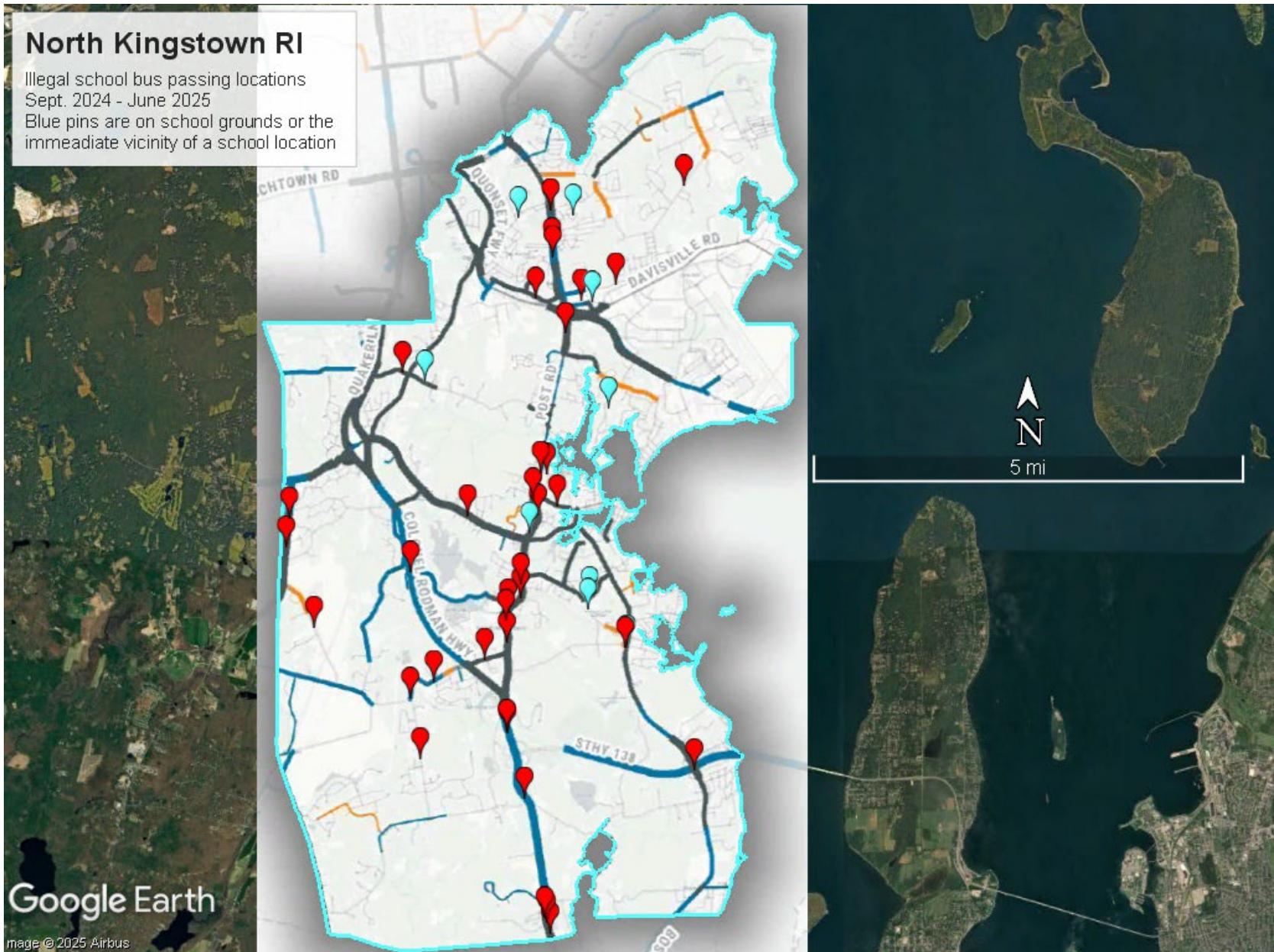


Figure 12. High-Injury Network (HIN) Map – Combined Network



Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____ UEI: _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included.** Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

YES

NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES

NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES

NO

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

YES

NO

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES

NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Action Plan Date

YES

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)



SS4A Implementation Grant Application - Supplemental Estimated Budget

This budget template should be submitted with an Implementation Grant application. This template is structured based on Table 5 of the FY25 NOFO and illustrates the appropriate level of detail for project-level budget estimation.

Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. Please only enter information into white cells; the gray shaded cells are calculated based on the inputs to the white cells. If you add or remove rows to meet your project needs, check that these calculations are correct before submitting.

Note: The "Other Federal Funds" column listed below may include funds directly received from a Federal agency or funds received through a pass through agency (e.g., state governmental agency) that originated as federal funds.

Supplemental Estimated Budget

Itemized Estimated Costs of the (C) Proposed Projects and Strategies

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Implementation - Location or Project #1	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	\$ -
<i>Equipment Purchase</i>	\$ 60,000.00	\$ 11,000.00	\$ -	\$ -
<i>Outreach funds</i>	\$ -	\$ 4,000.00	\$ -	\$ -
<i>Individual Component for Location or Project #1</i>	\$ -	\$ -	\$ -	\$ -
Implementation - Location or Project #2	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for (C) Carrying Out Projects and Strategies	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	\$ -
Total Budget for Activities (A), (B), and (C)	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	\$ -

Lead Applicant Name	Town of North Kingstown, RI
Lead Applicant Unique Entity Identifier (UEI)	LAADBUEJJKB3
Eligible Entity Type	A political subdivision of a State or territory.
Total Applicant Jurisdiction Population	27,732
Total Count Motor Vehicle- Involved Roadway Fatalities in the Applicant Jurisdiction that includes the last 5 years of data made available in the Fatality Analysis Reporting System (FARS) during the NOFO period	Nine (9) fatal crashes in the jurisdiction from 2018-2022, from the Fatality Analysis Reporting System (FARS).
Total Average Annual Fatality Rate (per 100,000 population) for the Applicant Jurisdiction	6.9
Inclusion of Underserved Communities in Jurisdiction(s)	No
Inclusion of Underserved Communities in Project Area(s)	No
Project Area Fatalities 2018-2022	Nine (9) fatal crashes in the project area from 2018-2022, from the Fatality Analysis Reporting System (FARS).
Project Area Serious Injuries 2018-2022 OR Project Area Injuries Severity Unknown 2018-2022	34 serious injury crashes in North Kingstown from 2019-2023 (Source: North Kingstown SAP, 3.2.1. Baseline Crash Analysis Findings, page 3-2).
Project Title	School Bus Stop Arm Implementation Project
Applicant roadway safety responsibility (may select multiple)	Safety responsibilities that affect roadways
Roadway users that this project will <u>significantly</u> benefit	Pedestrians, bus riders, vehicle drivers, school children
Does your project include Demonstration and/or Supplemental Planning Activities?	No

Would you consider accepting funding for only demonstration activities and/or supplemental planning?	Not applicable
Total SS4A Federal Funds Requested	\$60,000.00
Total SS4A Non-Federal Share	\$15,000.00
Total SS4A Project cost	\$75,000.00
Total Other Federal Funds Used (if applicable)	Not applicable
SS4A Funding Request for Supplemental Planning and/or Demonstration Activities (A)	Not applicable
SS4A Funding Request for Planning, Design, and Development Activities for Projects/Strategies (B)	Not applicable
SS4A Funding Request for Carrying Out Projects and Strategies (C)	\$60,000.00
Existing Comprehensive Safety Action Plan (or equivalent)	https://northkingstownri.gov/DocumentCenter/View/10774

September 2024		
Date	Time	Address
09-04-2024	8:42 AM	Lafayette Road
October 2024		
Date	Time	Address
10/16/2024	4:20 PM	@ Sunshine Daycare
November 2024		
Date	Time	Address
11-13-2024	11:35 AM	Dave's Marketplace (Quonset)
11-13-2024	11:35 AM	Dave's Marketplace (Quonset)
11-13-2024	11:35 AM	Dave's Marketplace (Quonset)
11-5-2025	1:55 PM	Daniel Drive
11-19-2025	2:08 PM	Vinyard @ Tower Hill
11-26-2024	7:00 AM	150 Fairway Drive (NKHS)
11-26-2024	7:55 AM	200 School Street (DMS)
11-27-2024	7:25 AM	Route 2 (Schartner Farm)
December 2024		
Date	Time	Address
12-02-2024	4:05 PM	Daniel Drive
12-03-2024	7:50 AM	200 School Street (DMS)
12-04-2024	8:30 AM	110 Wickford Point RD (FCES)
12-16-2024	7:45 AM	200 School Street (DMS)
January 2025		
Date	Time	Address
01-16-2025	1:55 PM	150 Fairway Drive (NKHS)
01-16-2025	7:30 AM	South Country Trl (By Schartner Farm)
01-17-2025	8:00 AM	200 School Street (DMS)
01-28-2025	7:45 AM	275 Tower Hill Road
01-28-2025	6:30 AM	Fletcher Road
February 2025		
Date	Time	Address
02-10-2025	7:45 AM	Drybridge Road
02-11-2025	7:45 AM	200 School Street (DMS)
02-12-2025	2:46 PM	2860 Tower Hill Road
02-13-2025	1:57 PM	135 West Allenton Road
02-13-2025	9:10 AM	
02-14-2025	6:35 AM	Butternut Drive
02-24-2025	2:52 PM	2860 Tower Hill Road
02-25-2025	3:02 PM	110 Wickford Point RD (FCES)
02-28-2025	3:54 PM	Boston Neck/ Near Fairway

March 2025		
Date	Time	Address
03-03-2025	7:48 AM	200 School Street (DMS)
03-03-2025	2:52 PM	2860 Tower Hill Road
03-03-2025	2:46 PM	2860 Tower Hill Road
03-04-2025	7:26 AM	2860 Tower Hill Road
03-07-2025	1:38 PM	150 Fairway Drive (NKHS)
03-11-2025	2:45 PM	2860 Tower Hill Road
03-12-2025	7:34 AM	880 Tower Hill Road
03-13-2025	7:36 PM	Long Lane
03-14-2025	1:40 PM	150 Fairway Drive (NKHS)
03-18-2025	7:36 AM	Long Lane
03-21-2025	7:45 AM	200 School Street (DMS)
03-21-2025	9:00 AM	Boston Neck
03-21-2025	2:45 PM	West Allenton/ Condon
03-24-2025	2:39 PM	1555 Tower Hill Road
03-24-2025	2:49 PM	Tower Hill/ Essex Manor
03-24-2025	8:00 AM	Towerhill/Shore/Oakhill Road
03-27-2025	3:38 PM	Ten Rod Rd/Warburton Ave
03-27-2025	2:49 PM	Tower Hill RD/ Essex Manor
03-27-2025	2:49 PM	Tower Hill RD/ Essex Manor
03-27-2025	3:30 PM	Tower Hill RD/ Thomas ST
03-31-2025	7:12 AM	1555 Tower Hill RD
April 2025		
Date	Time	Address
04-01-2025	4:15 PM	Newcomb Road
04-03-2025	2:36 PM	1555 Tower Hill RD
04-03-2025	1:53 PM	Daniel Drive
04-03-2025	1:47 PM	Fairway Drive (Exiting NKHS)
04-04-2025	3:35 PM	Intrepid/Dayton
04-04-2025	3:31 PM	Tower Hill/ Thomas ST
04-07-2025	2:47 PM	Tower Hill RD/ Essex Manor
04-07-2025	2:50 PM	Tower Hill RD/ Essex Manor
04-08-2025	2:40 PM	Congdon Hill Road
04-08-2025	2:49 PM	Tower Hill RD/ Essex Manor
04-11-2025	9:15 AM	Post Road / Intrepid
04/22/2025	8:31 AM	Fishing Cove Elementary
04-24-2025	9:16 AM	Forest Park Elementary
04-25-2025	3:00 PM	Tower Hill Road
04-25-2025	8:45 AM	Congon Hill Road

May 2025		
Date	Time	Address
05-02-2025	7:50 AM	@ Davisville Middle
5-2-2025	7:36 AM	Post Road/ Peach Tree
5-9-2025	2:45 PM	Tower Hill Road (1555)
5-9-2025	3:30 PM	Tower Hill Road @ Thomas Street
5-9-2025	3:30 PM	Tower Hill Road @ Thomas Street
5-9-2025	3:30 PM	Tower Hill Road @ Thomas Street
5-15-2025	4:50 PM	970 Stony Lane
05-20-2025	2:46 PM	Tower Hill @ Essex Manor
05/20/2025	2:50 PM	Post Road (Krzak/ Master Donuts)
05-20-2025	2:00 PM	West Main Street
05-21-2025	2:39 PM	Tower Hill Road (1555)
05-21-2025	1:40 PM	@ High School
05-22-2025	1:50 PM	Hamilton-Allenton @ Weaver Road
05-23-2025	Afternoon	Post Road (Krzak/ Master Donuts)
05-23-2025	Afternoon	Post Road (Krzak/ Master Donuts)
05-23-2025	Afternoon	Post Road (Krzak/ Master Donuts)
05-23-2025	Afternoon	7255 Post Road
05-23-2025	Afternoon	7255 Post Road
05-27-2025	7:23 AM	@ Stony Lane Elementary
05-28-2025	3:30 PM	Tower Hill Road @ Thomas Street
5-28-2025	7:45 AM	@ Davisville Middle
5-29-2025	7:13 AM	Tower Hill Road (1555)
5-29-2025	2:37 PM	Tower Hill Road (1555)
5-29-2025	2:37 PM	Tower Hill Road (1555)
5-29-2025	4:19 PM	Tower Hill Road @ Joseph Court
5-30-2025	2:40 PM	Tower Hill Road (1555)
05-30-2025	2:50 PM	Tower Hill Road @ Essex Manor
05-30-2025	2:50 PM	Tower Hill Road @ Essex Manor
05-30-2025	2:50 PM	Tower Hill Road @ Essex Manor

June 2025		
Date	Time	Address
06-02-2025	2:47 PM	Tower Hill @ Essex Manor
6-2-2025	4:00 PM	Tower Hill Road (1575)
06-04-2025	2:50 PM	Tower Hill @ Essex Manor
06-05-2025	2:50 PM	Tower Hill @ Essex Manor
06-05-2025	2:50 PM	Tower Hill @ Essex Manor
06-05-2025	2:55 PM	Tower Hill Road (26860)
06-05-2025	7:34 PM	Tower Hill Road (800)
06-06-2025	9:08 AM	King Phillip Drive
06-06-2025	2:50 PM	Tower Hill @ Essex Manor
06-06-2025	4:03 PM	Tower Hill Road (1575)
06-09-2025	3:27 PM	Tower Hill Road @ Summit View Lane
06-10-2025	2:58 PM	Tower Hill Road (2860)
06/11/2025	7:05 AM	Tower Hill Road (1011)
06-10-2025	4:05 PM	Tower Hill Road (1991)
06/10/2025	7:48 AM	@ Davisville Middle
06-10-2025	7:15 AM	@ High School
06-11-2025	2:51 PM	Sutton Lane
06-11-2025	2:40 PM	7255 Post Road (S.Bound)
06-12-2025	9:45 AM	Tower Hill Road (611)
06-13-2025	7:50 AM	@ Davisville Middle
06-13-2025	7:30 AM	Boston Neck @ Salisbury Avenue
06-13-2025	9:08 AM	@ Stony Lane Elementary



June 24, 2025

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for 2025 Safe Streets and Roads for All (SS4A) Grant Application

Dear Secretary Duffy,

The Rhode Island Public Transit Authority (RIPTA) wishes to express our strong support for safety action planning initiatives across the State of Rhode Island. Over the past year, we have guided the development of municipal and statewide Safety Action Plans to address safety concerns for all road users, and we believe that the proactive road safety measures in this plan are crucial to foster a secure and thriving environment for all residents.

Rhode Island reported 295 fatalities and thousands more serious injuries from 2018-2022. Reducing and eliminating fatal and serious injuries is a critical step to improving Rhode Islanders' health and the state's economic vitality. The Safety Action Plan addresses this effort by:

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

RIPTA is eager to support better connections to key destinations, such as improving bus stop access across the state or providing safer pedestrian crossings. We therefore put our full support behind this plan and our communities' efforts to improve the lives of all residents through these safe streets initiatives.

We look forward to collaborating closely with municipal and statewide partners to implement effective roadway safety measures.

Sincerely,

Christopher Durand
RIPTA Chief Executive Officer



Department of Administration
DIVISION OF STATEWIDE PLANNING
235 Promenade Street, Suite 230
Providence, RI 02908

Office: (401) 222-7901
Email: DOA.Planning@doa.ri.gov

June 25, 2025

Subject: Letter of Support for Safety Action Planning

Dear Review Committee:

We wish to express our strong support for safety action planning initiatives across the State of Rhode Island. With the 177,000 reported crashes from 2019-2023, and 20% resulting in injuries or fatalities, reducing and moving towards eliminating fatal and serious injuries is critical to Rhode Islander's health and well-being and the state's economic vitality. As a committed advocate for community well-being, we believe that proactive safety measures are crucial for fostering a secure and thriving environment for our residents.

Over the past year, we have served on the Technical Working Group in support the development of municipal and statewide Safety Action Plans. The Safety Action Plans address 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
- Collaborating with law enforcement and emergency response agencies, including partnerships, training programs, and other tools and protocols

Simultaneously Rhode Island Division of Statewide Planning has conducted complementary efforts to improve roadway safety for all users. We are currently working on creating a Rhode Island Complete Streets Plan & Design Guide that will help advance the incorporation of complete streets elements into transportation projects at the state and municipal level. Additionally, the long-range transportation plan update that is currently being drafted includes an increased focus on transportation safety after findings from community engagement highlighted this priority for our region.

Rhode Island Division of Statewide Planning is driven to promote the health, safety, and well-being of all Rhode Island residents, and we recognize that healthy streets lead to a healthier community. We therefore put our full support behind this plan and our communities' efforts to improve the lives of all residents by planning for and implementing solutions through safe streets initiatives.

We look forward to collaborating closely with municipal and statewide partners to implement effective roadway safety measures.

Sincerely,

A handwritten signature in blue ink, appearing to read "Meredith E. Brady".

Meredith E. Brady
Associate Director



Department of Health

Three Capitol Hill
Providence, RI 02908-5097

TTY: 711
www.health.ri.gov

Subject: Letter of Support for Safety Action Planning

Dear Review Committee:

We wish to express our strong support for safety action planning initiatives across the State of Rhode Island. With the 177,000 reported crashes from 2019-2023, and 20% resulting in injuries or fatalities, reducing and moving towards eliminating fatal and serious injuries is critical to Rhode Islander's health and well-being and the state's economic vitality. As a committed advocate for community well-being, we believe that proactive safety measures are crucial for fostering a secure and thriving environment for our residents.

Over the past year, we have served on the Technical Working Group in support the development of municipal and statewide Safety Action Plans. The Safety Action Plans address 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
- Collaborating with law enforcement and emergency response agencies, including partnerships, training programs, and other tools and protocols

Rhode Island Department of Health (RIDOH) consistently promotes public health initiatives that improve public safety and public health across Rhode Island. We therefore put our full support behind this plan and our communities' efforts to improve the lives of all residents by planning for and implementing solutions through safe streets initiatives.

We look forward to collaborating closely with municipal and statewide partners to implement effective roadway safety measures.

Sincerely,

A handwritten signature in black ink that reads 'Jerome M. Larkin'.

Dr. Jerome Larkin

Director of RI Department of Health



State of Rhode Island



Town of North Kingstown

Rhode Island

No. 23

TOWN COUNCIL

Gregory A. Mancini
Council President

Linnea Drew
Council Member

Elizabeth Hill Ross
Council Member

Matthew B. McCoy
Council Member

Dr. Kimberly Ann Page
Council Member

June 23, 2025

At the Regular Meeting of the Town Council of the Town of North Kingstown held on
June 23, 2025, it was

VOTED: To adopt the North Kingstown Safe Streets and Roads for All Safety Action Plan.

Jeannette Alyward
Town Clerk



Town of North Kingstown

Rhode Island

No. 24

TOWN COUNCIL

Gregory A. Mancini
Council President

Linnea Drew
Council Member

Elizabeth Hill Ross
Council Member

Matthew B. McCoy
Council Member

Dr. Kimberly Ann Page
Council Member

June 23, 2025

At the Regular Meeting of the Town Council of the Town of North Kingstown held on
June 23, 2025, it was

VOTED: To authorize the Planning Department to apply to the Safe Streets and Roads
for All Implementation Grant for Stop-Arm Cameras on School Buses.

Jeannette Alyward
Town Clerk