

# Bowman

## ROAD SAFETY ASSESSMENT

ANNAQUATUCKET ROAD  
NORTH KINGSTOWN, RI

Prepared by  
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Lincoln, RI 02865

Prepared for  
**North Kingstown, RI**

In partnership with  
  
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

SEPTEMBER 2025

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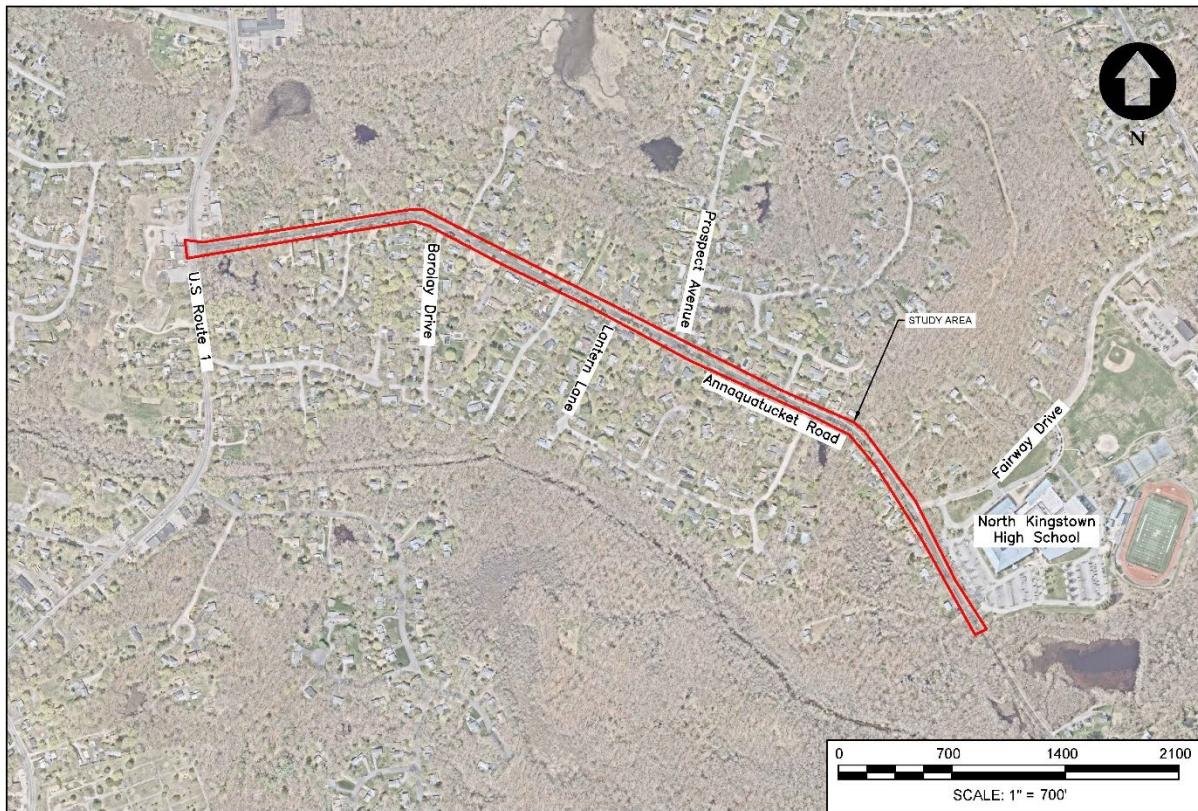
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## Background

The Federal Highway Administration (FHWA) defines a Road Safety Assessment (RSA) – also known as a Road Safety Audit – as the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements considering all roadway users.

This RSA evaluates Annaquaticket Road, including its intersection with Tower Hill Road (U.S. Route 1), in North Kingstown, Rhode Island, as shown in **Figure 1**. The Town's Safe Streets and Roads for All (SS4A) Safety Action Plan (SAP) included Annaquaticket Road as a targeted location for safety improvements. It was also designated as part of the Town's High Injury Network (HIN) based on its crash history and its risk for future fatal and serious injury crashes. Safety concerns within the study area have been documented through the SAP, and expressed by the North Kingstown community, particularly during school drop-off and pick-up hours. A key objective of the RSA is to identify short-term, mid-term, and long-term safety improvements that can be made in the study area and incorporated in potential projects.

**Figure 1: Study Area Map**



## RSA Process

The RSA occurred on Thursday, August 14, 2025, with pre-assessment and post-assessment meetings held at North Kingstown Town Hall. See Appendix A for the RSA agenda. As shown in **Table 1**, the assessment team consisted of members from multiple disciplines, providing expertise in engineering, planning, school transportation operations, transit, maintenance, and emergency response.

**Table 1. Participating Assessment Team Members**

Assessment Team Member	Agency/Affiliation
Nicole LaFontaine	Town of North Kingstown, Planning and Development Department
Elle Moore	Town of North Kingstown, Planning and Development Department
Aly Sparks	Town of North Kingstown, Department of Public Works
Nicholas Salois	Town of North Kingstown, Police Department
Donald Barrington	Town of North Kingstown, Police Department
Michelle Hulme	Town of North Kingstown, School Department
Julia Evelyn	RIPTA
Harry Vemmer	RIPTA
Megan Fay	RIPTA
Edward Kalunian	RIDOT
Eric Weis	Bowman
Tony Collins	Bowman
Dara Clough	Bowman
Dan Lamere	Bowman

Team members received background materials on August 12, 2025, including the RSA agenda, an RSA study area map, crash diagrams for the study area, a crash summary including figures, speed study data for Annaquabucket Road, key observations and potential countermeasures from the SAP, and FHWA RSA prompt lists. These materials were reviewed as a group prior to the field visit during a pre-assessment meeting. The pre-assessment meeting included a brief presentation explaining the RSA process and summarizing the crash data. Following this brief presentation, members of the assessment team were asked to discuss the existing issues that may affect safety within the study area. The assessment team then visited the study area as a group, at which time observations of various safety concerns and deficiencies were identified and documented. Upon completion of the field review, participants returned to the meeting space and a post-assessment meeting was held to discuss possible solutions to address the concerns observed during the RSA.

## Existing Conditions Summary

The following sections describe the existing roadway and intersection characteristics, traffic control devices, crash data, and speed data within the study area.

### ***Study Area Roadways***

#### **Annaquaticket Road**

Annaquaticket Road is classified as a major collector roadway running east-west from Boston Neck Road (Rhode Island State Route 1A) to Tower Hill Road (U.S. Route 1), and provides access to North Kingstown High School. The study area for this RSA includes the segment of Annaquaticket Road from the driveway of the High School parking lot through the intersection with Tower Hill Road. Annaquaticket is a two-way roadway marked with centerlines and edge lines, and travel lanes measuring approximately 10.5 feet wide. The posted speed limit is 25 miles per hour (mph). There is a sidewalk on the northern side of the road from Fairway Drive to Amy Street. RSA team members noted that very few students walk to school and they typically only see adults riding their bikes along the road.



Annaquaticket Road between Fairway Drive and Lantern Lane, looking west

Annaquaticket Road is a frequently traveled collector connecting Tower Hill Road and Boston Neck Road (Rhode Island State Route 1A), two principal arterials that provide north–south connections through the town. Annaquaticket Road carries significant local and regional traffic, serving both as a connector route and as access to homes and schools.

## ***Study Area Intersections***

### **Annaquaticket Road at Fairway Drive**

The three-way stop-controlled intersection of Annaquaticket Road and Fairway Drive is under Town of North Kingstown jurisdiction. It provides direct access to North Kingstown High School and North Kingstown Town Hall. There is a striped crosswalk across Fairway Drive, and striped stop bars, center lines, and edge lines on Annaquaticket Road.



Annaquaticket Road at Fairway Drive, looking northwest

## **Tower Hill Road (U.S. Route 1), at Annaquaticket Road**

The unsignalized intersection of Tower Hill Road (U.S. Route 1), and Annaquaticket Road is under state jurisdiction. There is a stop sign on the Annaquaticket Road westbound approach to Tower Hill Road. There are no sidewalks, crosswalks, or curbing at the intersection.



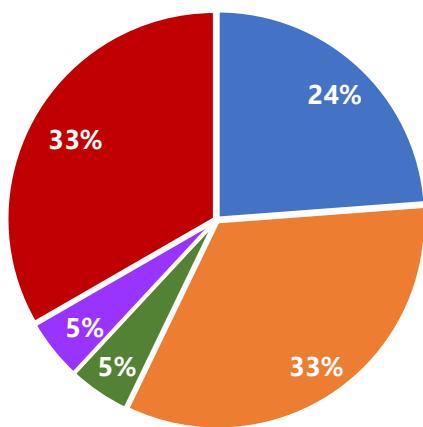
Tower Hill Road at Annaquaticket Road, looking south

## Crash Data

The Town of North Kingstown Police Department provided crash data for the study area. A total of 21 crashes were reported within the study area between 2019 and 2023, with **Figure 2** showing the various crash types. Rear-end and single vehicle collisions were the most common crash types (7 crashes each), followed by angle collisions (5 crashes), sideswipe collision (1 crash) and head-on collision (1 crash). **Figure 3** summarizes crash severity. A total of 5 crashes (24%) resulted in personal injury, while the remaining 16 crashes (76%) had no reported injuries. Of the crashes resulting in injuries, two were rear-end collisions, two were angle collisions, and one was a single vehicle collision.

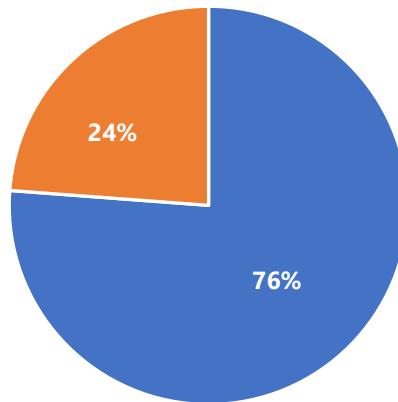
**Figure 2: Crash Type Summary for Study Area**

■ Angle ■ Rear-end ■ Sideswipe ■ Head-on ■ Single Vehicle



**Figure 3: Crash Severity Summary for Study Area Intersections**

■ No Injury ■ Personal Injury



Additional crash characteristics at the intersection are as follows:

- 57% of the crashes at the intersection occurred outside of the 9:00 AM to 4:00 PM window of typical roadway peak hours
- 93% of crashes occurred during clear weather

A more detailed crash diagram for each of the study area intersections is provided in **Appendix B**.

## Speed Data

Speed data was collected on Annaquaticket Road on July 28, 2025, at two locations – Amy Street and Jenkins Court. The data collection occurred at approximately 2:30 PM when traffic volumes are typically lower and vehicles can travel at free flow speeds. The Institute of Transportation Engineers (ITE) states a minimum of 30 samples should be collected for a speed study. A radar gun was used to collect 100 total speed samples (25 samples in the eastbound direction and 25 samples in the westbound direction at each of the two locations). **Table 2** shows the results of the speed study compared to the posted 25 mph speed limit, revealing that 85<sup>th</sup> percentile speeds far exceed the posted speed limits both eastbound and westbound. The full speed study is provided in **Appendix C**.

**Table 2. Speed Study Results**

Roadway	Direction	Speed (mph)	
		Posted Limit	85th Percentile
Annaquaticket Road at Amy Street	Eastbound	25	37
	Westbound	25	34
Annaquaticket Road at Jenkins Court	Eastbound	25	34
	Westbound	25	37

## Observations and Potential Safety Enhancements

Throughout the RSA process, the team discussed and observed several safety concerns for people walking, biking, and driving within the study area. These safety findings, along with potential safety enhancements, are summarized in **Table 3**.



Members of the assessment team discussing observations on Annaquaticket Road

**Table 3. Summary of Observations and Improvement Options**

OBSERVATION	SHORT-TERM IMPROVEMENTS Under 6 months	MID-TERM IMPROVEMENTS Under 2 years	LONG-TERM IMPROVEMENTS Over 2 years
<p><b>Pedestrian Facilities and Accommodations</b> Sidewalks are present on the northern side of Annaquaticket Road from Fairway Drive to Amy Street. Sidewalks are approximately 4 feet wide. No other sidewalks are present in the study area.</p>  <p><i>Existing sidewalks on the northern side of Annaquaticket Road</i></p> <p>Curb ramps do not have detectable warning panels and are not ADA compliant.</p>  <p><i>Existing curb ramp at the Fairway Drive crosswalk</i></p> <p>The only crosswalk in the study area is across Fairway Drive. There are no crosswalks across Annaquaticket Road or at the Tower Hill Road intersection.</p>	<ul style="list-style-type: none"> <li>Evaluate desire lines for pedestrians crossing Annaquaticket Road; consider opportunity for a crosswalk</li> </ul>	<ul style="list-style-type: none"> <li>Install curb ramps with detectable warning panels compliant with the Americans with Disabilities Act (ADA) at the existing marked crosswalk across Fairway Drive</li> <li>Install painted crosswalks at locations identified under short-term improvements along with ADA compliant curb ramps</li> </ul>	<ul style="list-style-type: none"> <li>Install sidewalks along Tower Hill Road and along Annaquaticket Road east of Fairway Drive</li> <li>Evaluate the feasibility of installing a shared-use path along Tower Hill Road and along Annaquaticket Road east of Fairway Drive</li> </ul>

OBSERVATION	SHORT-TERM IMPROVEMENTS Under 6 months	MID-TERM IMPROVEMENTS Under 2 years	LONG-TERM IMPROVEMENTS Over 2 years
<p><b>Bicycle Facilities and Accommodations</b> There are no existing bicycle facilities in the study area. Narrow shoulders on Annaquaticket Road require bicyclists to ride in the travel lane with other vehicles.</p>  <p><i>Narrow shoulder on Annaquaticket Road</i></p>	<ul style="list-style-type: none"> <li>Paint shared lane markings (also known as "sharrows"), accompanied by "Bikes Allowed Use of Full Lane" signs (MUTCD R9-20) on Annaquaticket Road to indicate the presence of bicycles in the travel lane</li> </ul>	<i>N/A</i>	<ul style="list-style-type: none"> <li>Consider the feasibility of removing the sidewalk segment on Annaquaticket Road and installing a shared-use path to accommodate bicycles on the full extent of the roadway from Tower Hill Road to Boston Neck Road</li> <li>Install a dedicated bike lane on Tower Hill Road, separated by flexible delineator posts</li> <li>Consider the feasibility of installing a shared-use path on Tower Hill Road separated by curbing and/or a planted verge at least five feet wide</li> </ul>
<p>Tower Hill Road has wide shoulders that could potentially accommodate bicyclists. However, due to high volumes, high speeds, and vehicles using the shoulder to pass turning vehicles, there are safety concerns for bicyclists.</p>  <p><i>Wide shoulder on Tower Hill Road</i></p>			

OBSERVATION	SHORT-TERM IMPROVEMENTS Under 6 months	MID-TERM IMPROVEMENTS Under 2 years	LONG-TERM IMPROVEMENTS Over 2 years
<p><b>Intersection/Roadway Geometry</b></p> <p>The existing geometry of the Tower Hill Road at Annaquaticket Road intersection leads to unsafe driver behavior, as southbound drivers on Tower Hill Road often use the wide shoulder to pass left turning vehicles, leading to potential conflicts with vehicles that are turning left out of Annaquaticket Road.</p> <p>The Tower Hill Road at Annaquaticket intersection has frequent "near miss" conflicts according to RSA attendees and evidenced by a near miss incident during the site visit, in which a southbound driver on Tower Hill Road turning left onto Annaquaticket Road narrowly avoided colliding with a heavy-duty truck turning left onto Tower Hill Road southbound from Annaquaticket Road westbound.</p> <p>Access management along Tower Hill Road is a concern, with no existing curbs and wide driveways for property access.</p> <p>The wide lane width on Annaquaticket Road westbound allows both left turning and right turning vehicles to stop simultaneously at the stop bar, creating sight line issues in both directions.</p>  <p><i>Wide lane width on Annaquaticket Road (image source: Google Earth)</i></p> <p>Speeding is a problem within the study area, as evidenced in the speed study and in observations during the field visit. The width of Tower Hill Road, including its wide shoulders and lack of sidewalks or curbing, encourages high vehicle speeds through the corridor, creating additional hazards at the Annaquaticket Road intersection. Team members noted that drivers coming from Oak Hill Road toward the Annaquaticket Road and Route 1 intersection are often traveling at high speeds.</p> <p>RSA team members noted that they often avoid the Tower Hill Road at Annaquaticket Road intersection when making local trips due to the observations noted above.</p>	<ul style="list-style-type: none"> <li>Install flexible delineator posts along the existing painted shoulder in front of Oak Hill Tavern to prevent southbound vehicles on Tower Hill Road from passing left turning vehicles on the right</li> <li>Install a striped median and flexible delineator posts on the Tower Hill Road southbound approach to prevent premature left turns onto Annaquaticket Road</li> <li>Narrow the width of Annaquaticket Road at the intersection with Tower Hill Road using paint and/or flexible delineator posts to ensure only one vehicle turns onto Tower Hill Road at a time</li> <li>Advance the Town's plans to implement speed cameras for speed enforcement within the school zone on Annaquaticket Road</li> </ul>	<ul style="list-style-type: none"> <li>Install curbing on Tower Hill Road as a more permanent solution to prevent southbound vehicles from passing using the shoulder</li> <li>Narrow the width of Annaquaticket Road at the intersection with Tower Hill Road with curbing</li> <li>Evaluate existing driveway locations and consolidate driveways where feasible for improved access management, coordinating with property owners</li> </ul>	<ul style="list-style-type: none"> <li>Consider the feasibility of implementing a road diet on Tower Hill Road, including separated space for people walking and biking, enhancing safety and connectivity for vulnerable road users while serving as a traffic calming tool to slow vehicle speeds</li> </ul>

OBSERVATION	SHORT-TERM IMPROVEMENTS Under 6 months	MID-TERM IMPROVEMENTS Under 2 years	LONG-TERM IMPROVEMENTS Over 2 years
<p><b>Signage and Striping</b></p> <p>There are stop signs that could be upgraded at both stop-controlled intersections in the study area, due to the size of the signs and their limited retroreflectivity.</p> <p>Annaquaticket Road was recently re-paved and re-striped, including centerlines, stop bars, and edge lines.</p>  <p><i>Newly striped stop bar at the Fairway Drive intersection</i></p> <p>The crosswalk on Fairway Drive could be enhanced with higher visibility continental style striping and retroreflective paint.</p> <p>There is a need for advanced warning signage for both stop signs and curves along Annaquaticket Road.</p> <p>There is a need for additional speed limit signs on Annaquaticket Road.</p> <p>When speed cameras and feedback signs are installed along Annaquaticket Road, additional signage will need to be placed strategically to avoid excessive signage.</p>	<ul style="list-style-type: none"> <li>Repaint the existing crosswalk across Fairway Drive with high visibility and durable thermoplastic paint</li> <li>Replace existing stop signs with 36" signs with increased retroreflectivity, and ensure they are placed at appropriate height per the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD)</li> <li>Install advanced stop warning signage on Annaquaticket Road approaching Tower Hill Road and Boston Neck Road</li> <li>Install chevron signs and/or flexible delineator posts along the horizontal roadway curves on Annaquaticket Road (between Fairway Drive and Lantern Lane, and between Barolay Drive and Clover Court)</li> <li>Install additional speed limit signs along Annaquaticket Road</li> </ul>	<p>N/A</p>	<p>N/A</p>
<p><b>General Maintenance Issues</b></p> <p>There is a need for improved lighting at the Tower Hill Road and Annaquaticket Road intersection, according to RSA team members.</p> <p>Vegetation obstructs sight lines in parts of the study area, including at the Tower Hill Road intersection when looking northbound from Annaquaticket Road, near 530 Tower Hill Road. Sightlines are also obstructed when looking left while exiting at the eastern-most high school driveway.</p>	<ul style="list-style-type: none"> <li>Improve sight lines by addressing vegetation issues, working with property owners as needed, as the overgrowth is on private property</li> <li>Add a more visible object marker to alert drivers of the catch basin near the roadway on Annaquaticket Road between Lantern Lane and Fairway Drive due to its proximity to the travel lane</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate existing lighting at the Tower Hill Road intersection and consider adding additional lighting to enhance overall intersection visibility at night</li> </ul>	<p>N/A</p>

## Summary of Road Safety Assessment

Each potential recommendation was assigned a cost (low, medium, or high) based on the costs shown in **Table 4** below.

**Table 4. Cost Categorization**

Low	<\$10,000
Medium	\$10,001-\$50,000
High	>\$50,000

A summary of the potential recommendations discussed by the RSA team is provided in **Table 5**. The recommendations are summarized based on the potential time frame, safety payoff, approximate cost, and responsible agency. It should be noted that the safety payoff is a subjective judgment of the potential effectiveness of the safety recommendations listed below.

**Table 5. Summary of Potential Safety Enhancements**

Safety Issue	Potential Safety Enhancement	Time Frame	Safety Payoff	Cost	Responsible Party
<b>Pedestrian Facilities and Accommodations</b>	Evaluate the potential for a crosswalk on Annaquaticket Road	Short-Term	Low	Low	Town
	Install crosswalks at locations identified under short-term improvements along with ADA compliant curb ramps	Mid-Term	Medium	Medium	Town
	Review the existing curb ramps on Fairway Drive to determine ADA compliance and replace as necessary	Mid-Term	Low	Medium	Town
	Install sidewalks along Tower Hill Road and along Annaquaticket Road east of Fairway Drive	Long-Term	High	High	RIDOT / Town
	Evaluate the feasibility of a shared-use path along Tower Hill Road and along Annaquaticket Road east of Fairway Drive, and construct if warranted	Long-Term	High	High	RIDOT / Town
<b>Bicycle Facilities and Accommodations</b>	Paint shared lane markings and/or install "Bikes Allowed Use of Full Lane" signage on Annaquaticket Road	Short-Term	Medium	Low	Town
	Consider the feasibility a shared-use path on the full extent of Annaquaticket Road, and construct if warranted	Long-Term	High	High	Town
	Install a dedicated bike lane on Tower Hill Road, separated by flexible delineator posts	Long-Term	High	Medium/ High	RIDOT
	Consider the feasibility of installing a shared-use path on Tower Hill Road, and construct if warranted	Long-Term	High	High	RIDOT
<b>Intersection/Roadway Geometry</b>	Install flexible delineator posts on the shoulder on Tower Hill Road to prevent passing of left turning vehicles	Short-Term	High	Low	RIDOT
	Install striped median and flexible delineator posts on Tower Hill Road to prevent premature left turns onto Annaquaticket Road	Short-Term	High	Low	RIDOT

Safety Issue	Potential Safety Enhancement	Time Frame	Safety Payoff	Cost	Responsible Party
<b>Intersection/Roadway Geometry (continued)</b>	Narrow the width of Annaquaticket Road at the intersection with Tower Hill Road using paint and/or flexible delineator posts to ensure only one vehicle turns onto Tower Hill Road at a time	Short-Term	Medium	Low	RIDOT / Town
	Advance the Town's plans to implement speed cameras for speed enforcement within the school zone on Annaquaticket Road	Short-Term	High	Low	Town
	Install curbing on Tower Hill Road as a more permanent solution to prevent southbound vehicles from passing using the shoulder	Mid-Term	High	Medium	RIDOT
	Narrow the width of Annaquaticket Road at the intersection with Tower Hill Road with curbing	Mid-Term	High	Medium	RIDOT / Town
	Improve access management on Tower Hill Road	Mid-Term	High	Medium	RIDOT
	Consider the feasibility of implementing a road diet on Tower Hill Road and construct if warranted	Long-Term	High	High	RIDOT
<b>Signage and Striping</b>	Repaint the existing crosswalk across Fairway Drive with high visibility and durable thermoplastic paint	Short-Term	Low	Low	Town
	Replace existing stop signs with 36" signs with increased retroreflectivity, and ensure they are placed at appropriate height per MUTCD	Short-Term	Low	Low	Town
	Install advanced stop warning signage on Annaquaticket Road	Short-Term	Medium	Low	Town
	Install chevron signs and/or flexible delineator posts along horizontal roadway curves on Annaquaticket Road	Short-Term	Medium	Low	Town
	Install additional speed limit signs on Annaquaticket Road	Short-Term	Low	Low	Town

<b>Safety Issue</b>	<b>Potential Safety Enhancement</b>	<b>Time Frame</b>	<b>Safety Payoff</b>	<b>Cost</b>	<b>Responsible Party</b>
<b>General Maintenance Issues</b>	Address vegetation issues to improve sight lines	Short-Term	Low	Low	Town
	Add a more visible object marker at the catch basin on Annaquaticket Road between Lantern Lane and Fairway Drive	Short-Term	Low	Low	Town
	Evaluate existing lighting at the Tower Hill intersection and consider adding additional lighting	Mid-Term	Medium	High	RIDOT

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## Appendix A: RSA Meeting Agenda

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## North Kingstown, RI - Road Safety Audit (RSA) Agenda

Meeting Location: 100 Fairway Drive, North Kingstown, RI

Field Visit Locations:

1. Annaquaticket Road
2. Old Baptist @ Stony Lane

AUGUST 14, 2025

### Pre-field Visit Meeting

12:00 PM to 1:00 PM

- Brief Introductions and discussion of RSA process
- Introduction to study area
- Review of crash data
- Discussion of known issues

### Field Visit

1:00 PM to 2:30 PM

- Drive to High School Parking Lot, walk entrance to High School and sidewalk leading to High School. Drive to Route 1/Annaquaticket Road intersection.
- Observe road user behavior and traffic operations
- Take notes and photos
- Drive to Stony Lane/Old Baptist Road Intersection
- Observe road user behavior and traffic operations
- Take notes and photos
- Drive back to Town Hall Annex

### Post-field Visit Meeting

2:30 PM to 3:30 PM

- Discussion of observations
- List safety issues and develop potential solutions
- Timeline for drafting and finalizing RSA report

## Appendix B: Detailed Crash Data

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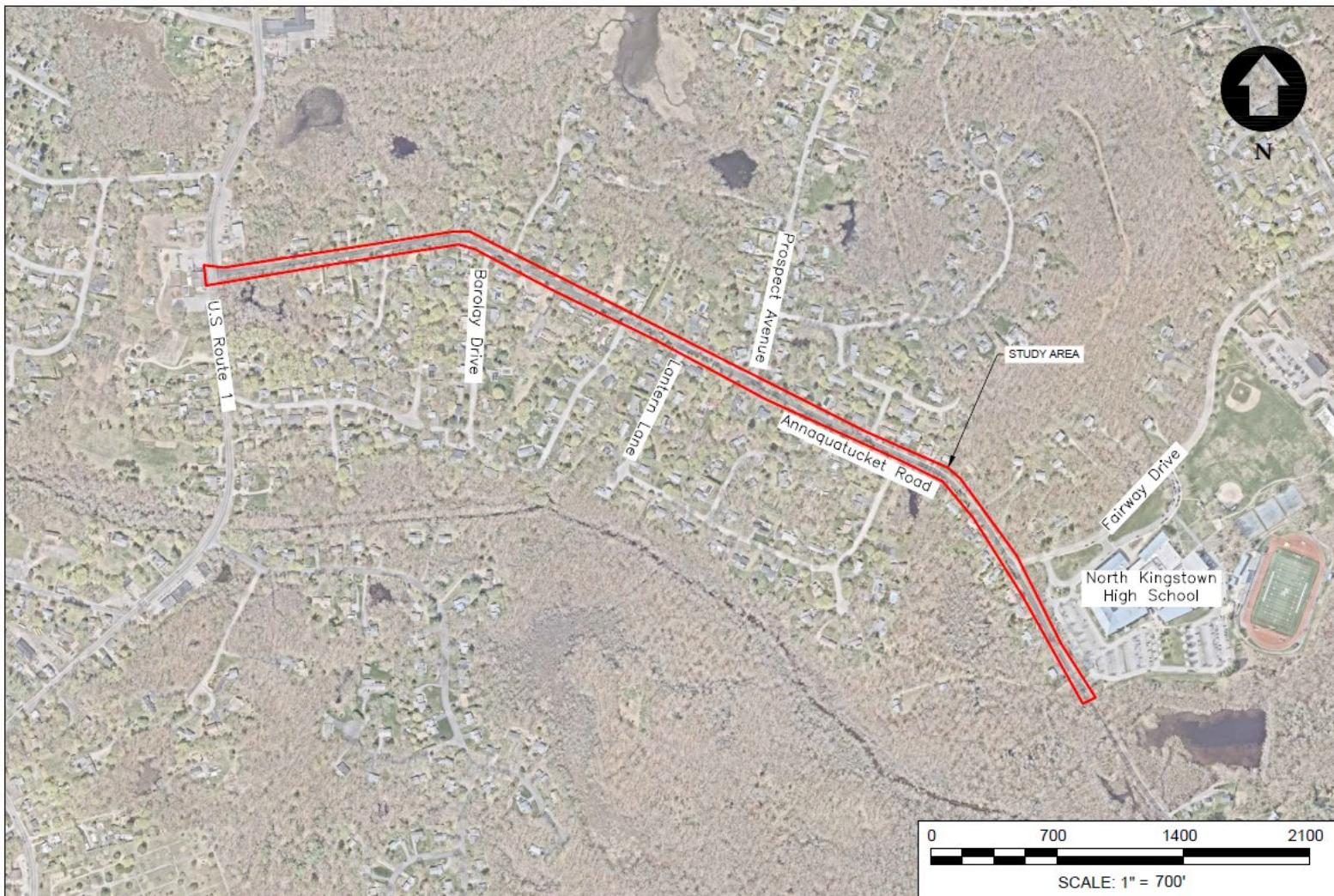
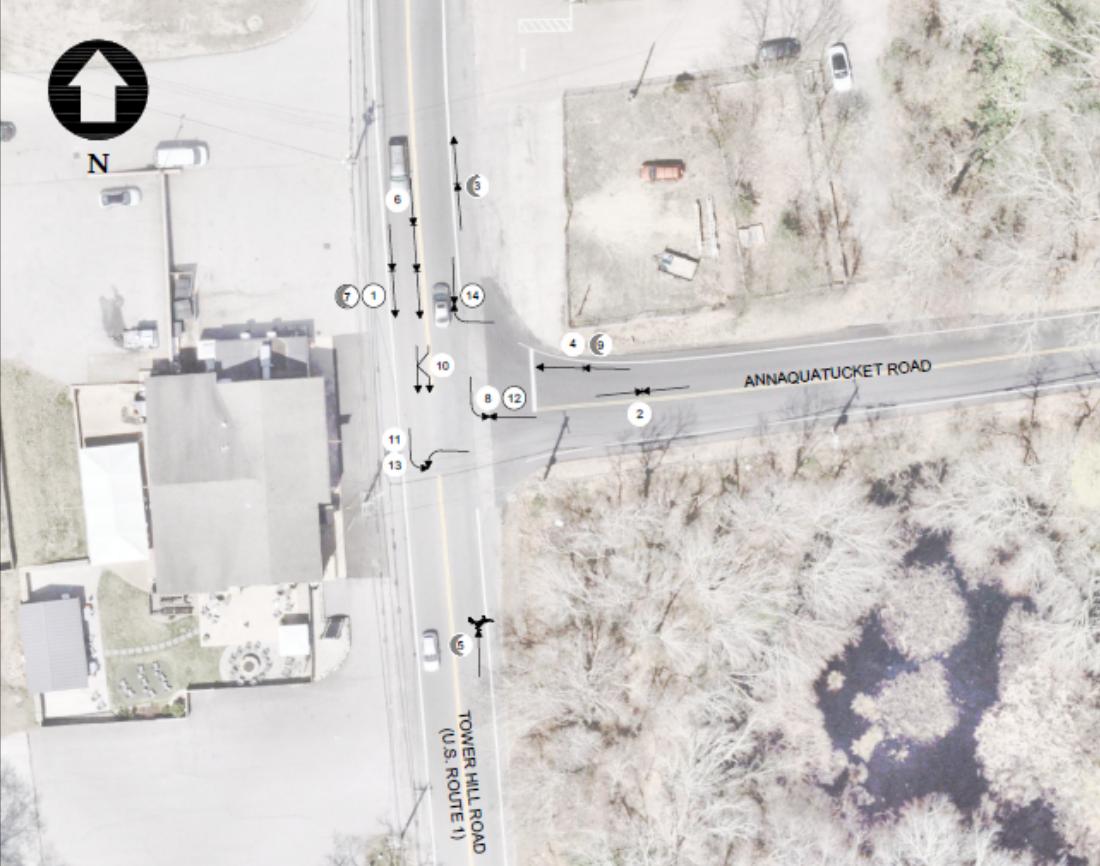
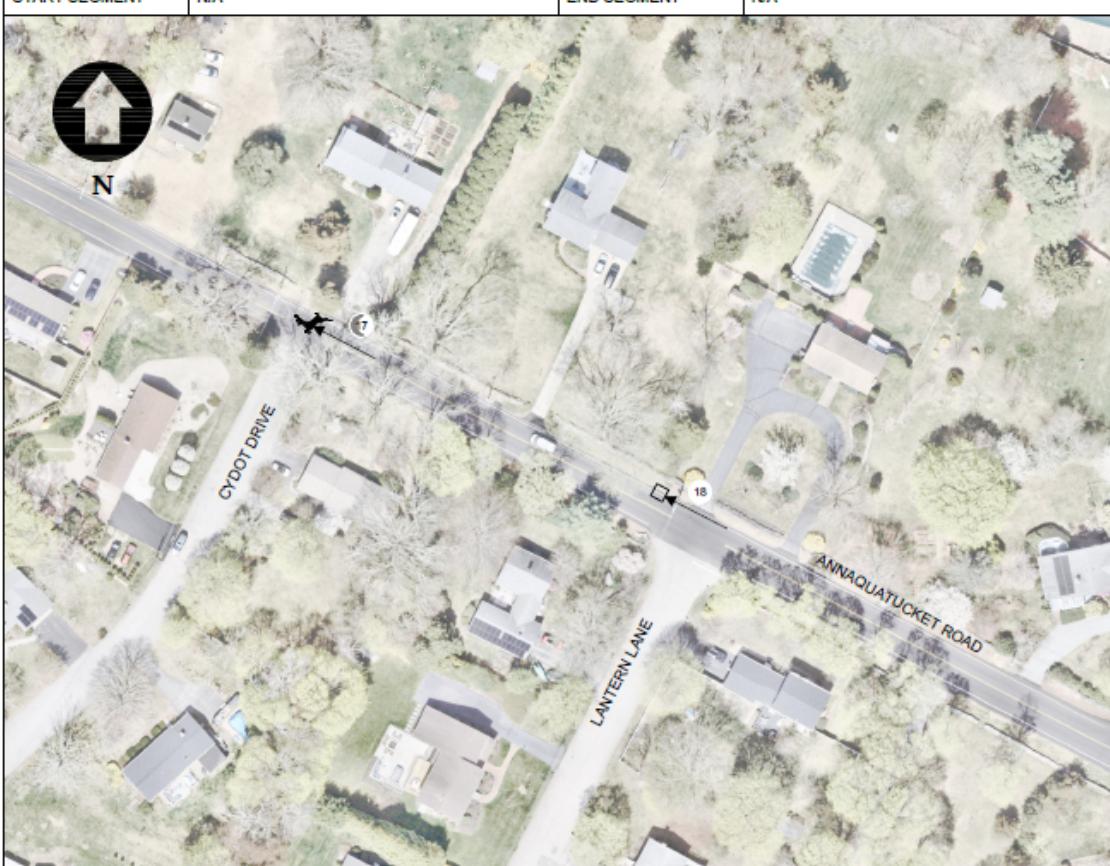


Figure 2  
Study Area  
Annaquatucket Road  
Road Safety Audit  
North Kingstown, RI

COLLISION DIAGRAM									
LOCATION	TOWER HILL ROAD (U.S. ROUTE 1) AT ANNAQUATUCKET ROAD								
	NORTH KINGSTOWN		STATE	RHODE ISLAND					
START SEGMENT	N/A		END SEGMENT	N/A					
									
CRASH SUMMARY (5 YEAR TOTALS)									
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES				
10	4	0	14	4	1				
SYMBOLS		TYPE OF CRASH		SEVERITY					
→	MOVING VEHICLE	→→	HEAD ON	#					
←→	BACKING VEHICLE	→→→	REAR END	INJURY					
→→→	NON-INVOLVED VEHICLE	↓→↓↑	ANGLE	#					
PEDESTRIAN	INVOLVED	NOT INVOLVED	→	TURNING MOVEMENT	FATAL				
BICYCLE			→→	SIDESWIPE	#				
ANIMAL			→→→	OUT OF CONTROL					
PARKED VEHICLE			⌚	NIGHT TIME CRASH	PROPERTY DAMAGE ONLY				
FIXED OBJECT	□	□							
COLLISION DIAGRAM (2019-2023) ROAD SAFETY ASSESSMENT		TOWER HILL ROAD (U.S. ROUTE 1) AT ANNAQUATUCKET ROAD NORTH KINGSTOWN, RI		<b>Bowman</b>					

COLLISION DIAGRAM									
LOCATION	ANNAQUATUCKET ROAD AT JENKINS COURT								
	NORTH KINGSTOWN	STATE	RHODE ISLAND						
START SEGMENT	N/A		END SEGMENT	N/A					
									
CRASH SUMMARY (5 YEAR TOTALS)									
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES				
1	1	0	2	1	0				
SYMBOLS			TYPE OF CRASH		SEVERITY				
→	MOVING VEHICLE		↔	HEAD ON	#				
←→	BACKING VEHICLE		→→	REAR END	INJURY				
→→→	NON-INVOLVED VEHICLE		↓→	ANGLE	#				
PEDESTRIAN	INVOLVED	NOT INVOLVED	→↓	TURNING MOVEMENT	FATAL				
BICYCLE	↔	↔	↔	SIDESWIPE	#				
ANIMAL			→→	OUT OF CONTROL	PROPERTY DAMAGE ONLY				
PARKED VEHICLE	↔	↔	↔	NIGHT TIME CRASH					
FIXED OBJECT	□	□							
COLLISION DIAGRAM (2019-2023)			ANNAQUATUCKET ROAD AT JENKINS COURT NORTH KINGSTOWN, RI		<b>Bowman</b>				
ROAD SAFETY ASSESSMENT									

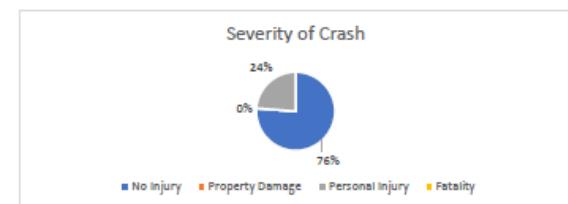
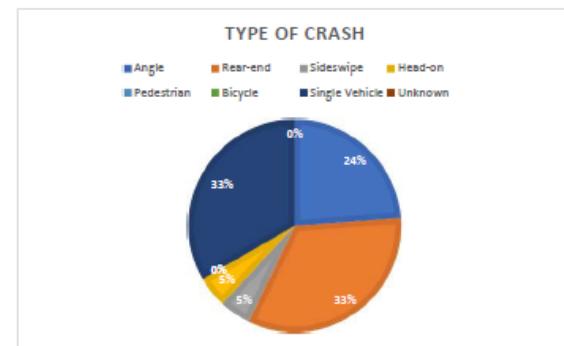
COLLISION DIAGRAM								
LOCATION	ANNAQUATUCKET ROAD AT CYDOT DRIVE/LANTERN LANE							
	NORTH KINGSTOWN	STATE	RHODE ISLAND					
START SEGMENT	N/A	END SEGMENT	N/A					
								
CRASH SUMMARY (5 YEAR TOTALS)								
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES			
2	0	0	2	1	0			
SYMBOLS		TYPE OF CRASH		SEVERITY				
→	MOVING VEHICLE	→	HEAD ON	#				
←→	BACKING VEHICLE	→	REAR END	INJURY				
→→	NON-INVOLVED VEHICLE	↓→	ANGLE	#				
INVOLVED	NOT INVOLVED							
PEDESTRIAN			TURNING MOVEMENT	FATAL				
BICYCLE			SIDESWIPE	#				
ANIMAL								
PARKED VEHICLE			OUT OF CONTROL	PROPERTY DAMAGE ONLY				
FIXED OBJECT	□	□	NIGHT TIME CRASH					
COLLISION DIAGRAM (2019-2023) ROAD SAFETY ASSESSMENT		ANNAQUATUCKET ROAD AT CYDOT DRIVE/LANTERN LANE NORTH KINGSTOWN, RI		<b>Bowman</b>				

COLLISION DIAGRAM									
LOCATION	ANNAQUATUCKET ROAD AT FAIRWAY DRIVE								
	NORTH KINGSTOWN	STATE	RHODE ISLAND						
START SEGMENT	N/A		END SEGMENT	N/A					
									
CRASH SUMMARY (5 YEAR TOTALS)									
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES				
3	0	0	3	2	0				
SYMBOLS		TYPE OF CRASH		SEVERITY					
→	MOVING VEHICLE	→→	HEAD ON	#					
←→	BACKING VEHICLE	→→	REAR END	INJURY					
→→	NON-INVOLVED VEHICLE	↓→ ↓↑	ANGLE	#					
INVOLVED	NOT INVOLVED	→	TURNING MOVEMENT	FATAL					
PEDESTRIAN									
BICYCLE									
ANIMAL									
PARKED VEHICLE									
FIXED OBJECT	□	□	→	NIGHT TIME CRASH	PROPERTY DAMAGE ONLY				
COLLISION DIAGRAM (2019-2023) ROAD SAFETY ASSESSMENT		ANNAQUATUCKET ROAD AT FAIRWAY DRIVE NORTH KINGSTOWN, RI		<b>Bowman</b>					

Crash Number	Intersection	Report Number	Crash Date	Crash Time	Severity	Number of vehicles/ pedestrians involved			Veh 1 Direction	Veh 2 Direction	Veh 3 Direction	Road Surface Condition	Light Condition	Weather Condition	Manner of Collision	Notes	
						Age of Driver 1	Age of Driver 2	Age of Driver 3									
1	Tower Hill Road/Annaquabucket Road	19-162-AC	3/6/2019	12:01 PM	Personal Injury	2	34	67	SB	SB		Dry	Daylight	Clear	Rear End	V2 stopped in traffic waiting to turn left when struck from behind by V1 who took eyes off the road and was too late to avoid crashing.	
2	Tower Hill Road/Annaquabucket Road	19-186-AC	3/12/2019	5:00 PM	No Injury	2	31	68	WB	EB		Dry	Daylight	Clear	Head-On	V2 attempted to turn left onto Annaquabucket Road, entered V1 lane of travel and collided with V1 who was stopped in traffic.	
3	Tower Hill Road/Annaquabucket Road	19-354-AC	5/29/2019	7:29 PM	No Injury	2	29	43	NB	NB		Wet	Dusk	Rain	Rear End	V1 attempted to avoid V2 who just turned right onto Tower Hill Road, hydroplaned due to wet surface and struck V2.	
4	Tower Hill Road/Annaquabucket Road	19-456-AC	7/10/2019	4:28 PM	No Injury	2	73	19	WB	WB		Dry	Daylight	Clear	Rear End	V1 was stopped at the stop sign when struck from behind by V2.	
5	Tower Hill Road/Annaquabucket Road	19-827-AC	11/23/2019	5:52 PM	No Injury	1	51		NB			Dry	Dark - Not Lighted	Clear	Single Vehicle	V1 struck a deer which jumped out of the woods.	
6	Tower Hill Road/Annaquabucket Road	19-836-AC	11/27/2019	12:23 PM	No Injury	3	50	29	34	SB	SB	SB	Dry	Daylight	Clear	Rear End	V1 and V2 were both stopped to turn left onto Annaquabucket Road when V3 struck V2 which caused V2 to struck V1.
7	Tower Hill Road/Annaquabucket Road	20-84-AC	2/12/2020	6:25 PM	Personal Injury	2	56	24	SB	SB		Dry	Dusk	Clear	Rear End	V2 stopped to turn left onto Annaquabucket Road when struck from behind by V1 who did not see the stopped vehicle.	
8	Tower Hill Road/Annaquabucket Road	21-509-AC	8/24/2021	4:00 PM	No Injury	2	76	71	WB	SB		Dry	Daylight	Clear	Angle	V1 stopped at a stop sign and began to enter the intersection when collided with V2 who was attempting to turn left onto Annaquabucket Road.	
9	Tower Hill Road/Annaquabucket Road	21-789-AC	12/15/2021	3:55 PM	No Injury	2	36	22	WB	WB		Dry	Dusk	Clear	Rear End	V1 stopped at the stop sign and struck from behind by V2 who attempted to slow down but could not stop in time.	
10	Tower Hill Road/Annaquabucket Road	22-27-AC	1/14/2022	2:25 PM	No Injury	2	87	27	SB	SB		Dry	Daylight	Clear	Sideswipe, Same Direction	V2 (Ambulance) with sirens on was passing vehicles and was struck by V1 who attempted to turn left into Annaquabucket Road as V2 passed by.	
11	Tower Hill Road/Annaquabucket Road	22-134-AC	3/6/2022	4:42 PM	No Injury	2	41	36	SB	WB		Dry	Daylight	Clear	Angle	V1 turning left onto Annaquabucket Road was struck by V2 who attempted to turn left onto Tower Hill Road. Operator of V2 stated not seeing V1 as it was behind another vehicle.	
12	Tower Hill Road/Annaquabucket Road	22-326-AC	6/8/2022	3:17 PM	Personal Injury	2	19	21	WB	SB		Dry	Daylight	Clear	Angle	V1 stopped at a stop sign, and was struck by V2 who turned left onto Annaquabucket Road.	
13	Tower Hill Road/Annaquabucket Road	22-609-AC	10/7/2022	1:48 PM	No Injury	2	17	43	WB	SB		Dry	Daylight	Clear	Angle	V2 slowing down and attempted to turn left onto Annaquabucket Road, when struck by V1 who proceeded to turn left onto Tower Hill Road. V1 stated not seeing V2 approaching.	
14	Tower Hill Road/Annaquabucket Road	23-235-AC	4/15/2023	12:30 PM	Personal Injury	2	43	30	SB	WB		Dry	Daylight	Clear	Angle	V2 stopped at stop sign attempted to turn right onto Tower Hill Road when it lost control, crossed northbound lane and struck V1.	
15	Annaquabucket Road at Jenkins Court	19-699-AC	10/14/2019	7:55 PM	No Injury	1	60		WB			Dry	Dark - Not Lighted	Clear	Single Vehicle	V1 collided with a deer.	
16	Annaquabucket Road at Jenkins Court	21-290-AC	6/1/2021	9:05 AM	Personal Injury	1	82		WB			Dry	Daylight	Clear	Single Vehicle	Operator of V1 looked away from the road briefly and failed to follow the curve, left the roadway and struck a tree.	
17	Annaquabucket Road/Cydot Drive	23-45-AC	1/22/2023	5:30 PM	No Injury	1	72		WB			Dry	Dark - Not Lighted	Cloudy	Single Vehicle	V1 struck a deer who entered the roadway and V1 could not stop in time.	
18	Annaquabucket Road/Lantern Lane	23-591-AC	9/11/2023	7:09 AM	No Injury	2	57	17	NB	WB		Dry	Daylight	Clear	Single Vehicle	V1 turned left onto Annaquabucket Road after another vehicle traveling eastbound gave way. V2 started braking and turned right to avoid colliding with V1 and struck a utility pole. V1 and V2 did not make any contact.	
19	411 Annaquabucket Road	21-519-AC	8/27/2021	5:48 AM	No Injury	1	28		EB			Dry	Dawn	Clear	Single Vehicle	Operator of V1 fell asleep while driving and struck the curb/sidewalk and stone wall of 411 Annaquabucket Road.	
20	Annaquabucket Road/Fairway Drive	23-429-AC	7/10/2023	7:03 PM	No Injury	2	61	47	SB	SB		Dry	Daylight	Clear	Rear End	V1 stopped at a stop sign when struck from behind by V2. Operator of V2 issued citations for "Driving with Expired License or Without a License", "Driving with Expired Registration", and "Following Too Close".	
21	Annaquabucket Road/Fairway Drive	23-649-AC	10/6/2023	8:09 PM	No Injury	1	17		WB			Dry	Dark - Lighted	Clear	Single Vehicle	V1 attempted to avoid an animal and swerved into a ditch.	

CRASH ANALYSIS  
North Kingstown RSA  
North Kingstown, RI

	Tower Hill Road/Annaquabucket Road	Annaquabucket Road/Jenkins Court	Annaquabucket Road/Cydot Drive	Annaquabucket Road/Lantern Lane	411 Road	Annaquabucket Road/Fairway Drive	
<b>Year</b>							<b>Totals</b>
2019	6	1	0	0	0	0	7
2020	1	0	0	0	0	0	1
2021	2	1	0	0	1	0	4
2022	4	0	0	0	0	0	4
2023	1	0	1	1	0	2	5
<b>Total</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Type</b>							<b>Totals</b>
Angle	5	0	0	0	0	0	5
Rear-end	6	0	0	0	0	1	7
Sideswipe	1	0	0	0	0	0	1
Head-on	1	0	0	0	0	0	1
Pedestrian	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0
Single Vehicle	1	2	1	1	1	1	7
Unknown	0	0	0	0	0	0	0
<b>Total</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Severity</b>							<b>Totals</b>
No Injury	10	1	1	1	1	2	16
Property Damage	0	0	0	0	0	0	0
Personal Injury	4	1	0	0	0	0	5
Fatality	0	0	0	0	0	0	0
<b>Total</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Weather</b>							
Clear	13	2	0	1	1	2	
Cloudy	0	0	1	0	0	0	
Rain	1	0	0	0	0	0	
<b>Total</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Time</b>							
7:00 AM to 9:00 AM	0	0	0	1	0	0	
9:00 AM to 4:00 PM	6	1	0	0	0	0	
4:00 PM to 6:00 PM	4	0	1	0	0	0	
6:00 PM to 7:00 AM	2	1	0	0	1	2	
<b>Total</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	



## Appendix C: Additional Information

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## Annaquabucket Road corridor

### Key observations:

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



## Annaquaticket 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 Annaquaticket 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

