South Kingstown
Bicycle and Pedestrian Master Plan
Presented to the South Kingstown Town Council on 29 September 2020
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1. Acknowledgements

The South Kingstown Bicycle and Pedestrian Committee (BPAC) would like to thank the South Kingstown Town Council for providing their support throughout this planning process and acknowledge the following members and advisors for their many contributions to this exciting effort.

South Kingstown Town Council
Abel G. Collins, President
Bryant C. Da Cruz, Vice President
Deborah Kelso, Member
Rory McEntee, Member
Joe Viele, Member

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2. Executive Summary

The Town of South Kingstown recognizes the need to encourage walking and biking for transportation, recreation, exercise and a better quality of life. Walking and biking conserve energy, improve air quality, reduce traffic and the need for parking, improve health and fitness, and invigorate the local economy through increased access to local businesses and greater potential for tourism. These community-wide benefits will be achieved through institutional planning, design, infrastructure improvements, maintenance, enforcement, and education actions.

The Vision of the South Kingstown South Kingstown Bicycle and Pedestrian Plan (BPMP) is to expand opportunities for residents and visitors of all ages and abilities to bike and walk comfortably and safely for transportation, fitness and enjoyment.
The BPMP will serve as a guide to improve the bicycle and pedestrian network to accommodate commuting, shopping, travel to school, recreation and tourism. The BPMP will provide for intermodal interconnectedness and the safe, convenient, efficient and comfortable movement of cyclists and pedestrians throughout the Town’s several villages and connecting with adjacent communities.

The BPMP incorporates Complete Streets philosophies which encourages the Town of South Kingstown to provide for the needs of all users including bicyclists, pedestrians, transit users, and drivers, and with special attention given to vulnerable populations such as children, the elderly and persons with disabilities. This philosophy applies to all capital and operating projects, from planning through design, construction and including ongoing maintenance.

Detailed recommendations to enact the BPMP are listed in the Bike and Pedestrian Improvement Plan (BPIP) including the following categories:

- For Immediate Action
- Implementation
- Planning
- Enforcement
- Education
- Infrastructure
- Public Transit

The top three recommended priorities by the BPAC to the Town are:

- Integrate Complete Streets in every facet of South Kingstown government. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. Complete Streets help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes.
- Develop and establish mechanisms for sustained community input and participation in all aspects of bicycle and pedestrian issues in villages and communities throughout South Kingstown.
- Plan and complete a bike/pedestrian path that connects South Kingstown to North Kingstown, Narragansett, and Westerly.

The inaugural BPIP will be reviewed with community input through a series of community workshops in 2020 and updated as required to best meet health and transportations needs of South Kingstown.
3. Introduction
The Town of South Kingstown is committed to maintaining a safe and vibrant community where bicycling and walking is encouraged and embraced. Whether for recreational, health, or lifestyle choices, this BPMP focuses on ensuring that South Kingstown provides safe and convenient opportunities for bicyclists and pedestrians alike throughout the Town. This Plan includes policy language, goals, and objectives, as well as examination and prioritization of both infrastructure and non-infrastructure projects and initiatives.

The Town’s Comprehensive Plan calls for the creation of a “coordinated plan for current and future transportation.” This same goal was articulated in the Village Studies that the Town performed between 2010 and 2015. The key step in achieving this goal was the formation of the South Kingstown BPAC. The BPAC Mission is:

BPAC Mission
The BPAC is an “ad hoc” (special purpose) body of the Town whose mission is to promote walking and biking across the community, including but not limited to incorporating the consideration of the needs of cyclists and pedestrians in the Town’s circulation system and infrastructure through education and outreach efforts involving town officials, residents and commercial entities. The Committee evaluates and makes recommendations to the Town Council regarding general bike-ability and walkability initiatives.

Some common objectives of the BPAC and this plan is to:

1. Promote a systematic method for ongoing citizen input into the development of important circulation policies, plans, and projects
2. Review and give input on relevant policy and planning documents
3. Advocate for development of a comprehensive bicycle and pedestrian master plan and identify funding options for the implementation of the bicycle and pedestrian projects, this document.
4. Investigate how making South Kingstown a safer place for pedestrians, cyclists and ADA accessibility users can increase our residents' health, safety, and well-being.
5. Increase the ability to go to destinations, without a motor vehicle.
6. Help improve the local economy by increasing bicycle tourism.
7. Develop more efficient management of existing transportation resources,
8. Identify ways to strengthen intermodal connections locally and regionally.

Vision Statement

The Vision of the BPMP is to maintain and expand opportunities for residents and visitors of South Kingstown, of all ages and abilities, to bike and walk comfortably and safely for transportation, fitness and enjoyment.

The BPMP will serve as a guide for the Town to improve the bicycle and pedestrian network to accommodate. The Plan will provide for intermodal interconnectedness and the safe, convenient,
efficient and comfortable movement of cyclists and pedestrians throughout the Town’s several villages and connecting to adjacent communities.

**Purpose**

The purpose of this plan is to inspire all levels of Town government to work toward achieving a more bikeable and walkable community, to enrich the our current and future plans with an overarching Complete Streets Policy, and to provide specific recommendations on how to achieve the Complete Streets Policy goals and objectives.

**Introduction to Complete Streets**

Too many streets in the U.S. and in South Kingstown are designed only for cars. In a national movement to change our streets for the better, hundreds of communities have adopted Complete Streets policies which encourage planners and engineers to build road networks that are safer, more livable and welcoming to everyone.

This movement was inspired by the National Complete Streets Coalition founded in 2005 by advocacy and trade groups including the AARP, the American Planning Association, the American Society of Landscape Architects, and the American Heart Association. See www.smartgrowthamerica.org.

**Proposed Complete Streets Policy**

The Committee recommends that a Complete Streets Policy be adopted by the Town Council and carried out by all Town Departments as appropriate. The Committee also recommends that the Complete Streets Policy contain the following components and language:

a. The Town of South Kingstown seeks to provide—in all types of transportation and development projects—for the needs of all users including bicyclists, pedestrians, transit users, and drivers, and with special attention given to vulnerable populations such as children, the elderly and persons with disabilities.

b. Town Departments shall make every possible effort to apply the Complete Streets Policy to any new construction, reconstruction, rehabilitation, retrofit, maintenance or other alteration and repair of any street, road, bridge, sidewalk, parking lot or other portion of the transportation system under the jurisdiction of the Town of South Kingstown, as well as to highways and roads under the control, ownership and jurisdiction of the State of Rhode Island.

c. In applying the Complete Streets Policy, Town Departments shall refer to the most current American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, NACTO (National Association of City Transportation Officials) Urban Street Design Guide, the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, and the Americans With Disabilities Act (ADA) Standards for Accessible Design, which provide specific design guidelines for the following elements of a Complete Street:

1. Bicycle facilities including designating bicycle routes, installing bicycle lanes, installing Share-The-Road signs, providing bicycle racks and adding appropriate pavement markings such as “sharrows”, bike lane symbols and shoulder edge lines.
2. Pedestrian enhancements including installing crosswalks, upgrading pedestrian signal equipment and timing such as countdown clocks and providing a Leading Pedestrian Interval (LPI), constructing curb ramps that meet ADA standards, and providing sidewalks that are well maintained, meet width needs and are interconnected.

3. Bus features and amenities including constructing bus pull-outs, installing shelters with ample room for boarding, ensuring bus stops and shelters are well connected to the pedestrian network and have a clear path to and from the bus stop, and coordinating with transit officials so that their operating needs are adequately considered and incorporated into the design.

4. Traffic calming actions including using textured material at crosswalks, bumping out intersection curbs to shorten the walk distance, installing center refuge islands, and installing raised intersection tables.

5. Streetscape environment including planting urban appropriate trees and landscaping, installing bio-swales and rain gardens, using permeable paving material such as concrete pavers and porous asphalt, and providing a buffer between the street and sidewalk.

6. ADA compliant features, including curb ramps, detectable tactile cues and warnings, accessible pedestrian signals that emit audible sounds, have a locator tone at the pushbutton or use vibrotactile devices, and increasing the walk time to accommodate persons with disabilities.

7. On-street parking treatments, including designated spaces delineated by a unique pavement treatment (textured material, concrete pavers) and curb/sidewalk bump-outs.

8. Access management actions to manage and control ingress/egress at commercial driveways including consolidations, modifying allowed movements, and incorporating good sidewalk design across driveways.

Complete Streets actions may not be practical or feasible in some areas of Town due to existing development, topography and neighborhood characteristics. Exemptions from the Complete Streets Policy shall be determined upon the completion of a detailed planning and engineering analysis that documents the costs and constraints indicating the basis for the decision to not comply with the Complete Streets Policy.
4. Background

The South Kingstown Town Council and professional staff have a long history of supporting alternative transportation initiatives. These include bicycle and pedestrian initiatives that blend: park and recreational facility use; student safe routes to school; tourism and economic growth; residents’ access to non-auto dependent commuting; recognition of our impact on natural resources. South Kingstown has relied on guidance from citizen volunteers to staff permanent committees and focused working groups, as well as, input from the community at large. The following discussion highlights various activities and publications produced over the last two decades.

The South Kingstown Greenways Master Plan

The South Kingstown Greenways Master Plan, completed in 2001, identified corridors of protected open space managed for conservation, recreation, and/or transportation purposes. The Greenways Master Plan was developed to capitalize on opportunities to provide walking, biking and hiking connections to the Town’s schools, parks, conservation areas, historic structures, business districts, and neighborhoods. Under the guidance of this Plan, the Town continues to identify and preserve greenway areas to create a system of green trails and guide the future growth of the Town.

Healthy Places by Design

In 2011, an initiative known as Healthy Places by Design produced a Healthy Community Survey and the document, Designing for a Healthier Community. Both documents included assessments of walking and bicycling conditions throughout the town. The William O’Neill Bike Path, more commonly known as the South County Bike Path, and the numerous parks, recreational facilities, and nature preserves were highlighted as jewels of outdoor activity. Both reinforced the need to improve existing pedestrian facilities (sidewalks, crosswalks, school zones) and bicycle routes in the more suburban and business districts, and install or expand the scant accommodations in rural areas. A major recommendation was to incorporate bicycle and pedestrian safety and usability into all future projects.

Handlebar Survey

In 2011, Bicycle tours by residents with an independent consultant, The Street Plans Collaborative, covered both the core areas of Wakefield and Peace Dale villages and a specific route from Matunuck Beach to Town Hall. The Handlebar Survey Report detailed many strengths, weaknesses and opportunities of our walking and bicycling networks. Numerous photos are included. As expected, improvements were recommended for providing bicycle lanes or at least vehicle lane narrowing, edge stripes, and Share-The-Road signage. Improvements were also recommended in road crosswalk marking, signage and traffic calming (speed controls), which would benefit both walkers and cyclists.

Village Studies

The Town engaged Horsley Witten Group, Inc. in 2010 and 2015 to conduct Village Studies focusing on planning efforts to examine opportunities and challenges related to distinct village areas. The studies consistently highlight the need for improving accommodations and safety for pedestrians and bicyclists along narrow roadways laid out as much as 250 years ago, especially near
schools where safe walking/biking is a high priority. One of the primary objectives of these Village Plans is to identify areas of opportunity for enhancing the pedestrian, bike, and public transit networks to support a multi-modal approach to transportation and provide an appealing pedestrian environment. This objective is achieved through understanding each Village’s unique existing conditions and prioritizing improvements and investments appropriately. Significant portions of the village areas lack sidewalks, and roads may not be wide enough to include recognized bike lanes. Crosswalk signage and marking, and motorist compliance with stop laws needs consistent review. The Village Studies are:

- Villages of Wakefield and Peace Dale Final Report; February 2010
- West Kingston Village Plan Final Report; October 2015
- Matunuck Village Plan Report; October 2015

Comprehensive Community Plan

The Town conducts a Comprehensive Community Plan study with updates on a five-year basis. The last fully enacted plan was published in 2014. The 2019 draft plan is currently undergoing community review. The plans contain extensive discussions on bicycle and pedestrian conditions, and opportunities and priorities for enhancements in its Circulation Chapter.

According to the Comprehensive Community Plan, since 2000, public transit use by commuters has increased significantly, but is still low over all (see Table 38 below). It is somewhat disappointing to see that the number of people walking or biking to work has decreased since 2000, both in aggregate numbers and as a percentage of the workforce. This decrease is strictly due to a decrease in walkers. The number of people biking to work has increased a bit, but still represents a minuscule percentage of total commuters (0.15 percent in 2000 vs. 0.30 percent in 2011-2015).

Table 1: Commuting Patterns

Source: American Community Survey, 2011-2015

<table>
<thead>
<tr>
<th>COMMUTE TRANSPORTATION MODE</th>
<th>2000</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>85 (0.6%)</td>
<td>238 (1.7%)</td>
</tr>
<tr>
<td>Walk or Bike</td>
<td>1,386 (10.3%)</td>
<td>1,041 (7.3%)</td>
</tr>
</tbody>
</table>

Bicycle-Pedestrian Advisory Committee

The Town Council authorized the formation of a BPAC in August 2017. The BPAC is an “ad hoc” (special purpose) body of the Town whose mission is to promote walking and biking across the community, including but not limited to incorporating the consideration of the needs of cyclists and pedestrians in the Town’s circulation system and infrastructure through education and outreach efforts involving town officials, residents and commercial entities. The Committee evaluates and makes recommendations to the Town Council regarding general bikeability and walkability initiatives. Additional details including meeting dates, agendas and minutes are posted on the SK website at [http://southkingstownri.com/821/Bicycle-Pedestrian-Advisory-Committee](http://southkingstownri.com/821/Bicycle-Pedestrian-Advisory-Committee). Meetings are open to the public. Participation by residents is welcome.
BPAC Primary Goals and Initial Work Items:

- Promote a systematic method for ongoing citizen input into the development of important circulation policies, plans, and projects
- Review and give input on relevant policy and planning documents
- Investigate how making South Kingstown a safer place for pedestrians, cyclists and wheelchair users can increase our residents' health, safety, and well-being while benefiting our local economy by increasing bicycle tourism.
- Develop a comprehensive bicycle and pedestrian master plan. The plan will identify funding options for the implementation of the bicycle and pedestrian projects and establish clear criteria for prioritizing investments. (This document)
- Strategize to actively encouraging more people to walk and bike in town, considering what motivates or incentivizes people to make use of existing pedestrian and bicycle infrastructure. This could include ideas such as Town-sponsored events on National Bike to Work Day and National Walk to Work Day, or incorporating into wayfinding signage the estimated walk and bike times to particular points of interest.

Since its formation, the BPAC has contributed to review of public and commercial development plans. BPAC members have worked on consolidating suggestions and recommendations from all of the above groups and publications, plus recent observations, into a comprehensive Bicycle-Pedestrian Improvement Plan (BPIP). The BPIP is currently a draft working document that will be published with the final Bicycle-Pedestrian Master Plan. They have also initiated work on a Complete Streets program, which is a local, state and national initiative to integrate all forms of transportation and infrastructure into a cohesive approach.

Key findings from BPAC discussions and the above activities are being incorporated into the Comprehensive Community Plan (CCP) currently in draft form for public review and comment. It is worthy to note that several general bicycle and pedestrian issues were raised during a CCP revision preparation Public Workshop on June 13, 2018, attended by BPAC members. Consolidated materials resulting from that meeting are posted at [http://www.plansouthkingstown.com/june-13-public-workshop-materials](http://www.plansouthkingstown.com/june-13-public-workshop-materials). Bicycle and pedestrian items are in the Circulation folder.

The BPAC complies with the Town of South Kingstown Code of Ordinances and the State of Rhode Island General Laws, and may suggest or recommend revisions. Interaction is typically with the Town Manager and Planning Department, and may include the Police Department, School Department, Parks and Recreation, Engineering, and Public Services, and Utilities on specific issues. BPAC members rely on numerous State and Federal standards, and industry and professional best practices and technical standards, for guidance. A comprehensive list of available resources is in Section 7.
5. Existing Conditions

The area presently known as South Kingstown, neighboring Narragansett, and nearby towns was settled in the late 1600’s. Structures dating from circa. 1700 can be found in the Kingston Historic District. The area supported vibrant businesses including lumber, textiles, farming, shipbuilding, fishing, and imports through the Bay to inland. Business districts arose in Kingston, Wakefield and Peace Dale. Small centers of commerce existed in many of the villages that now make up South Kingstown. Many roads were laid out to handle horse-drawn wagons.

Sidewalks were installed in the major business centers, near most schools, near some parks, and in various areas near or within some residential developments. Refer to the Bike Paths and Sidewalks map later in this section. Recognized bicycle paths are limited to the South County Bike Path and the University of Rhode Island Bike Path, both of which are shared pedestrian-bicycle facilities, and the Bike Route lane (which is actually the breakdown lane) along sections of Route 2, the Old Mountain Road bike spur, and the soon to be completed South County Common Spur. By State law, bicycles are allowed to use sidewalks in Rhode Island but is the exception due to the presence of pedestrians and obstructions. Large groups of cyclists, including several annual charity rides through town, typically aim to cover long distances at high speed and are disallowed from using the South County Bike Path.

The result of these conditions is that pedestrians and bicyclists in many cases have no choice but to travel on paved roads and known off road routes. The vast majority of Town roads are too narrow for dedicated bike pavement and pedestrian sidewalks, and do not have edge striping that would help communicate to vehicle drivers that some space “belongs” to walkers and bikers. Widening roads to move bicycles and pedestrians out of vehicle lanes would entail encroaching on private property, cutting down magnificent old trees, excavating embankments and colonial-era stone walls, in addition to the significant costs of paving, curbs, embankment retention walls, and improving drainage. In light of these constrained conditions and budget limitations, the BPAC recommends that the Town undertake a program to provide additional signage and striping where there is no safe space for bicyclists to move to the right to allow cars to pass. It is also recommended that the off road networks be increased.

The dangers for bicyclists and pedestrians throughout South Kingstown and Rhode Island are well known and unfortunately sometimes tragic. There have been several well publicized fatalities\(^1\)\(^2\)\(^3\) in recent history that have touched all of us, emphasizing the need for action in terms of the development of the BPMP and BPIP.

Some of these dangers result from distracted drivers, impaired drivers, and excessive speeds. We also anecdotally see significant fluctuations in traffic speeds and volumes throughout our town as it pertains to seasonal traffic, commuter traffic from the University, and in some areas pass-
through traffic where the drivers are unfamiliar with our community as they make their way through our town.

Excessive speeds are prevalent on most town roads, especially the more rural, less traveled ‘ones. Increased use of car and cell phone navigation has increased travel on these roads to avoid rush hour and seasonal traffic. The national trends show that the use of cell phones increases the risk of distracted driving, resulting in increases in bicycle and pedestrian incidents. Pedestrian fatalities on U.S. roads have increased by more than 50 percent over the past decade, while deaths of people riding in cars, trucks and other vehicles remained essentially unchanged.

Route 1 is a divided highway which traverses the East and southern parts of the Town. It presents a difficult hurdle to cross for cyclists and pedestrians. Western crossings require walking or riding on the Route 1 highway and crossing 4 lanes of traffic with no accommodation for Bicycles and Pedestrians, Matunuck Beach Road and Succutash Road. With the exception of the William C. O’Neil Bike Path link to Narragansett Eastern crossings suitable for Pedestrians and Bicycles are not optimal. They include:

- Route 138/Brigetown Road: Traffic light with 2 left turn lanes.
- Torry Road/Sagatuck Road: Jug handle only allowing East to West crossing with some riding on Route 1
- Old Tower Hill Road/Peckam Ave: Overpass link to Narragansett
- Kingstown Road directly into a Rotary: Link to Narragansett
- Woodruff Ave: Overpass link to Narragansett
- Salt Pond Road: Underpass

Crosswalks

South County Bike Path is a Town Treasure connecting the Kingston Railroad Station, a number of the town’s schools, the business districts of Peace Dale and Wakefield, and the adjacent town of Narragansett. The bike path travels through rural areas, residential hubs and village centers. The addition of the URI bike spur, adds the connection to URI and West Kingstown Elementary School. Intersections with various streets can be problematic. There is currently a push button light for crossings at Main St and Kingstown Rd and McCarthur Blvd. The crossings at Kingstown Rd (at the bike ramp) and Railroad St. are very dangerous due to lack of sight lines, but describe areas were improvements are needed.

Amenities for Bicyclist and Pedestrians: Comfort station on bike path on Main Street, public restrooms at the SK dog park, Curtis Corner/frisbee golf fields, Old Mountain Field.

Pedestrian bridges on Church St. and connecting Wakefield Elementary School and Main Street and Kingstown Road near the Welcome House (needs repair). Pocket parks including Hazard Memorial Gardens (near Peace Dale Public Library), Sari's Sanctuary, the Village Green.

South Kingstown hosts a number of hiking trails within, as well as connecting, residential hubs: Old Mountain woods; Potter Woods, Tri-pond Park; Great Swamp Management Area.
Micromodality transitions are occurring throughout the country. Rental bicycles, pedal assist bicycles, and e-scooters are common in most cities and college campuses. They have the potential to better connect people with public transit, reduce reliance on private cars, and make the most of existing space by “right-sizing” the vehicle, all while reducing greenhouse gas emissions (although the picture is somewhat clouded by the need to use conventional vans or trucks to collect, charge, and reallocate e-scooters and e-bikes should be accounted for) South Kingstown’s population are starting to utilize these modes. National trends are:

• More than half of the car trips taken annually in the United States cover less than five miles, making those journeys open to short-range alternative modes such as e-scooters and bikes (Figure 1)

  ![Figure 1: Most US Car-based Trips Are Short](image.png)

  Source: Deloitte analysis based on 2017 National Household Transportation Survey.

  Deloitte Insights | deloitte.com/insights

• that the majority of public transit trips are also short: on average, roughly five miles for rail, and four miles for buses. Journeys are also potentially susceptible to substitution by micromobility.

• more than 1.4 trillion miles of annual US passenger travel—and more than 4 trillion miles globally—could be converted to micromobility modes, an addressable market potentially worth hundreds of billions of dollars.21

• Sidewalk riding reflects, in part, more fundamental limitations of many US cities’ infrastructure, which for decades has prioritized cars at the expense of other modes. The result in many places is a dearth of bike lanes or even roads sufficiently wide to allow a cyclist or scooter rider to safely occupy the shoulder. Outside many urban cores, some municipalities make sidewalks optional, effectively mandating the use of personal cars in the absence of accessible transit. The limited available data suggests that most scooter
riders prefer to use bike lanes when available but will opt for the perceived safety of a sidewalk when the alternative is traveling on a high-speed street.

**Figure 2: A Sample of RI Statistics**

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<td>Person on Personal Conveyance</td>
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<tr>
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<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>64</td>
<td>65</td>
<td>51</td>
<td>45</td>
<td>51</td>
<td>84</td>
<td>59</td>
<td>58</td>
</tr>
</tbody>
</table>

*Note: as of December 31, 2019, RIDOT was reporting a total of 50 traffic fatalities in 2019. As of January 12, 2020, based on investigative findings, the count was reduced to 58.*

For Federal Rule, fatalities data remains in "preliminary" status for 12 months following the close of calendar year.

**Walk Score®** is an interesting application used to qualify the ease walking and bicycling at any given location and between locations. According to their website at [walkscore.com](http://walkscore.com), the free version “Walk Score’s mission is to promote walkable neighborhoods. Walkable neighborhoods are one of the simplest and best solutions for the environment, our health, and our economy” and for commercial users “Our vision is for every property listing to read: Beds: 3 Baths: 2 Walk Score: 84. We want to make it easy for people to evaluate walkability and transportation when choosing where to live”.

An example for an SK Town address to a location at the Emporium, it produces this graphic with scores based on 100 points which this writer judges to be a very accurate representation.

**Figure 3: Example of an SK Town address to a location at the Emporium**
It will also produce travel time maps based on user input travel method choices and travel times.

**Figure 4: Travel Time Map**

Here is another example showing the travel times from the residence area to an ice cream shop on Main Street in Town.

**Figure 5: Example of travel time to ice cream shop on Main St.**
Figure 6: South Kingstown Town Map

Figure 7: South Kingstown Health Infrastructure

Figure 8: South Kingstown Bike Paths and Sidewalks

Figure 9: Overview of Important SK Walking, Biking and Hiking Connections

Figure 10: South Kingstown Circulation Maps

http://www.plansouthkingstown.com/materials-circulation
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Figure 16: South Kingstown Area excerpt from map A Guide to Cycling in the Ocean State

http://ridot.maps.arcgis.com/apps/MapTour/index.html?appid=4e339b228e5b45e8b7d164c7a267d5d9&webmap=3f4076fb69fd4eb52747064a30b161
Figure 17: SK Accessibility to Villages and Recreation Facilities

http://www.southkingstownri.com/DocumentCenter/View/300/Potential-Trolley-Route-Map-PDF
Figure 18: A Guide to Cycling in the Ocean State

6. Recommendations

The recommendations in this section are considered the most important of those listed in the Bicycle-Pedestrian Improvement Plan (BPIP) Master List as well as those communicated by residents and members of the committee from personal experience. Cross-references are provided to supporting goals, policies, and actions in the Comprehensive Community Plan 2019 (CCP).

For Immediate Action

Several concerns raised in studies and surveys over the last few years are also recurring topics in social media and personal conversations with residents. These are perceived as the greatest safety needs affecting pedestrians and bicyclers and are therefore highlighted for immediate analysis and improvements.

1. Engage a traffic engineer with experience with Completes Design and Traffic Calming to assess and make recommendations for traffic calming.

2. Conduct or update surveys of the most heavily traveled areas and develop plans to implement complete street improvements for all users: traffic calming infrastructure; crosswalk marking, signs, flashing signal lights, sidewalks, bike lanes, bump-outs, road narrowing techniques, and other “traffic calming” measures. (CCP Circulation Goal 1; Action 1-10 & 1-11) Attention to the following corridors and intersections is recommended:
   - Kingstown Road at Old Mountain Field and Peace Dale Library/Village Green area
   - Wakefield Main Street business district
   - Kingston Historic District
   - Peace Dale Kingstown Road business district
   - Broad Rock Road Middle School/Recreation Center/Senior Center/YMCA area
   - Curtis Corner Middle School and Recreation Fields area
   - Kingstown Road from Police Station north to Route 138
   - Middlebridge Road
   - Succotash Road
   - South Road

3. Engage RIDOT to install more visible warning signs such as “No Turn On Red” signs in the Dale Carlia intersection (Old Tower Hill Road, Main Street, Kingstown Road) so that signs are more obvious to all drivers, for example, over the intersection or on the opposite corners. (CCP Circulation Goal 2; Action 2-3)

4. Provide all schools with appropriate traffic safety signs and properly functioning traffic control devices warning signal lights for all main corridors where students are required to walk to school (consistent with existing school policies). (CCP Circulation Goal 1; Action 1-11)
5. Install radar actuated vehicle speed feedback signs in locations where drivers need to decrease speed due to pedestrian and bicyclist crossings, and especially where visibility is unfavorable. (CCP Circulation Goal 1; Policy 1.3 & 1.4) Examples include:
   - Wakefield Main Street business district
   - Kingstown Road in the vicinity of Old Mountain Field
   - Route 138 for Historic District and URI campus
   - Succotash Road
   - Ministerial Road near West Kingston Elementary School
   - Middlebridge Road
   - Matunuck Beach Road
   - South Road
   - Broad Rock Road
   - Saugatucket Road
   - All intersections of bike path with local roads

6. Encourage Public Safety and Public Service Town departments to collaborate with RIDOT to expedite safety assessments of bike path road crossings announced in August 2018 with members of BPAC and Town departments. In the event RIDOT assessments continue to be delayed, assessments should be done by Town Staff and the BPAC. Conclusions and recommendations should be incorporated into action plans. (CCP Circulation Goal 1; Policy 1.3 & 1.4; Action 1-11)

7. Petition RIDOT to advance the design of the reconstruction of Rt. 138 in the village of Kingston with special emphasis on the pedestrian and bicycle activities at the intersections of Upper College Road, Lower College Road and Graduate Village.

8. Generate a plan for a dedicated bike route safely separated from Route 1 to connect Pond Street to the Post Road sections south of Route 1 and Matunuck School House Road to link to Charlestown, Burlingame State Park, and Westerly. This will facilitate bicycle travel along the coast, to and from beaches and businesses and reduce car traffic. This will increase bicycle tourism, and allow for visitors to link the Kingston and Westerly Amtrak stations. The concept is visitors from the Amtrak Corridor can take the train with their bicycle to our area, ride their bike for a day, visit our sights and restaurants, and return home. Hotels and bed and breakfasts can support multiple day packages. An immediate goal is to collaborate with the Town of Charlestown to provide a bicycle/pedestrian path or roadside connection from Ninigret Park area eastward to Old Post Road in SK. (Virtually all work is within Charlestown.)
9. Establish an E-Scooter and Pedal Assist Bike plan in conjunction with URI and Amtrak. The SK bike path currently links both to Wakefield. The concept is bikes and scooters can link Wakefield, Kinston Station, Bus Stops, and URI. Students can take the train from the Northeast corridor and take an E-scooter with their backpack to URI or Wakefield. Long range goal is to link to programs in Narragansett to allow for travel to the Narragansett town beach via the bike trail, and Charlestown beaches.

Implementation Recommendations

1. Encourage staff from each Town department to champion various sections of the Plan and work collaboratively with other departments and the Bicycle-Pedestrian Advisory Committee. Specifically:

2. Public Services: Adopt BPAC technical specifications for use with all maintenance, repair and reconstruction projects for sidewalks, culverts/bridges, roads, paths, and traffic control devices (signals, striping, signs, etc.) Ensure that future investments are planned with respect to gaining input from the BPAC in advance of preparing future municipal budgets.

3. Planning: Ensure that BPAC technical specifications are used in subdivision regulations for all new development and construction.

4. School Department: Ensure that proper planning and investments in construction and maintenance are included in all corridors that service each school building where students are required to walk to school.

5. Coordinate with all Town Departments prior to developing future Statewide Transportation Improvement Plan (STIP) submissions to RIDOT, and presentation to the Town Council. Future RIDOT investments in South Kingstown need to be consistent with Complete Streets and other similar technical planning and engineering specifications. Some of the corridors that should be considered for future STIP applications are:

   - Route 1 Tower Hill Road/CMRD Oliver Hazard Perry Memorial Highway – need for improved access and safety for pedestrians and bicyclists
   - Route 1 bike/ped crossings to connect safely from north SK to south and beach areas should be a priority.
   - Route 1A (Old Tower Hill Road, Main Street, Post Road and scattered fragments)
   - Route 2 South County Trail
   - Route 108 Kingstown Road
   - Route 110 Ministerial Road
   - Route 138 Mooresfield Road and Kingstown Road
   - Succotash Road

6. Encourage RIDOT to expedite the statewide bike path roadway crossing safety assessments announced in 2018 with focus on the South County Bike Path. Members of the BPAC and
Town staff should participate when possible, and champion completion of priority improvements. (CCP Circulation Goal 1; Policy 1.3 & 1.4; Action 1-11)

7. Amend Town Public Safety and Planning Subdivision regulations to incorporate design standards for infrastructure improvements containing pedestrian and bicycle circulation for on-site facilities and connection to adjoining multimodal networks, neighborhoods and villages. (CCP Land Use Goal 2; Action 2-3)

8. Coordinate RIDOT, local, and utility company road repaving schedules with bicycle and pedestrian enhancements. (CCP Circulation Goal 4; Policy 4.1)

9. Create a district wide Safe Routes To School (SRTS) program to be consistent with the existing school policies that require students to walk to school. (SRTS) is an approach that promotes walking and biking to school through infrastructure improvements, enforcement tools, safety incentives to encourage walking and biking to school. Build on existing International Bike and Walk day programs. Encourage district wide participation. Utilize SRTS tools and resources to assist in implementing guidelines into all new and upgrade projects along all walk and bike routes used by school children. www.guide.saferoutesinfo.org

10. Town Public Services and Planning Departments adopt the most current AASHTO Guide for the Development of Bicycle Facilities for all bicycle infrastructure in South Kingstown.

11. Town Public Services and Planning Departments adopt the most current AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities for all pedestrian infrastructure.

12. Adopt the most current EPA’s Green Streets: A Conceptual Guide to Effective Green Streets Design Solutions for green infrastructure which includes storm water planters, rain gardens, tree boxes, bio-swales, and the application of permeable pavement material in parking lots, parking lanes, sidewalks and crosswalks.

13. Implement a Transportation Asset Management System, a GIS of database that would allow the Town to track and map all of its road, sidewalk, storm drain, bridge, traffic control, and other bike & pedestrian amenities and their condition. Allow the public to access this data via an online layered map showing these amenities, condition, remaining useful life, and proposed replacement/repair date.


www.walkfriendly.org/
http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/

15. Establish benchmarks under the categories of:
   • Health (number of minutes walking/biking per week)
   • Recreation, (number of lane miles of dedicated bike paths, bike lanes, sharrows, etc.)
• Safety, (number of accidents, number of speeding tickets, fatalities, etc)

16. Alternative Transportation, (number of RIPTA routes/trips, Uber/Lyft access, shuttles, etc.)

17. Economy, (number of businesses reporting bike/ped clients)

18. Environment benefit (carbon emission reduction based on additional bike/ped activity)

Planning Recommendations

1. Require developers to provide a bicycle and pedestrian plan as part of the site approval process for all commercial developments. The Town has several pockets of neighborhoods that are disconnected to adjacent neighborhoods or areas of interest. We need a better long term strategy to connect these remaining developable parcels to the rest of Town.

2. Require accommodations for bike parking in commercial developments. Explore incentives to bring grandfathered developments into compliance with this new bicycle rack code.

3. Require sidewalks to be at least 5 feet wide along most roads and 8 feet wide in commercial areas with a minimum two foot snow-shelf buffer where possible and appropriate (AASHTO, 2004 and ADA 2010). Under special circumstances narrower sidewalks may be appropriate.

4. Incorporate CCP land Use Actions:
   - Action 4-10 Amend regulations to encourage new development to include green space that is well-designed in terms of pedestrian compatibility and functionality and, where possible, strengthens the Town’s existing greenways network
   - Action 4-15 Revise the Subdivision and Land Development Regulations to adopt standards to retain and enhance tree canopy coverage in the village areas and add street trees where feasible.
   - Action 1-13 The Town shall amend regulations to require the installation of attractive bicycle facilities for residential developments of six units or greater or for any commercial development requiring development plan review at a scale commensurate with the size and location of the development.
   - Policy 3.1 The Town will periodically review its Zoning Ordinance and Subdivision Regulations to ensure that the circulation goals and policies are reflected.
   - Create a prioritization system for the Township projects relative to BPAC priorities.

Enforcement Recommendations

1. Assign a staff member in the Department of Public Safety to coordinate all bicycle and pedestrian safety, enforcement and street re-design activities. (reference the Traffic Safety Officer for SK) Coordinate with South Kingstown Police Department in efforts to reduce vehicular speeds and distracted driving.
2. In coordination with the Town Engineer, continue tracking and GIS mapping (Planning Department) of vehicular, bicycle and pedestrian accidents. Use the data for targeted enforcement efforts, improving street design and evaluating progress.

3. Focus on speed monitoring and enforcement of speeding and red-light running along bicycle routes and areas with high pedestrian activity.

4. Conduct an annual “Pedestrian and Bike Safety Enforcement Week.”
   - yielding to pedestrians in crosswalks
   - no turn on red
   - vehicular speed

5. Stage specific crosswalk enforcement sessions on a regular basis.

6. Install fixed “State Law: Stop for Pedestrians” sign posts, and temporary sandwich boards at key and/or seasonal crosswalk locations around town such as the business districts, school zones, beaches and recreational facilities.

7. Engage more officers on bicycles to enforce and educate cyclists and pedestrians on busy roads and on the bike path about proper ways and locations of crossing of a street, the dangers of cycling against traffic, ignoring traffic signs, and not using tail and head lights at night. Collect data from bike officers to document safety concerns.

8. Install radar actuated traffic speed display devices in key areas such as the Main Street business district, Route 138 historic district, park and recreation areas, school zones, bike path crossings, etc. These may be phased in over 3 or 4 years.

Education Recommendations

1. Utilizing local newspapers, on-line news media, posters, social media, etc., to educate the walking and bicycling public on the “rules of the road” and the wisdom of wearing high-visibility clothing. Nighttime walkers and riders should be encouraged to add reflective stripes and other highlights. Riders should be encouraged to use bright front and rear lights at any time but especially at night (also see Rhode Island General Law 31-19 “Operation of Vehicles”).
2. Participate in the town's Recreation Department's and local PTO Back to School and Bike to School Programs and provide education on safe walking and biking.

3. Develop a Build a Bike program housed at the high school that connects people with bikes. Seek grant funding for helmets and bike lights to give to those in our community in need.

4. Advocate for the addition of bike and pedestrian laws and etiquette for drivers in the RI Driver's education manual

5. Expand upon the South Kingstown walking route maps of the beach, pond and park areas by creating more recommended walking routes promoted on the Town's Web site. Recommended walking routes might traverse the URI campus and business districts and areas with complete sidewalks and views to such nearby open spaces such as Great Swamp Management Area, Trustom Pond National Wildlife Refuge, Tuckertown Park, Tri-Pond Park, Old Mountain Park, Potter’s Woods, Dog Park, and Noyes Farm.

6. Develop a wayfinding program with directions and distances between village destinations, i.e. Belmont Market to Peace Dale Library

7. Provide wayfinding signs at key bike path intersections guiding users to local businesses and destinations.

8. Educate about the Rhode Island Department of Transportation’s (RIDOT) Share the Road Program by posting the driver, bicycle and pedestrian tips on the Town’s Web site, including a flier in the Parks & Recreation Program once a year, and distributing brochures through local businesses, for example. See RIDOT’s Share the Road Program.

9. Encourage every South Kingstown school to apply for a Safe Routes to School Site Audit grant and implement its recommendations.

10. Ask local driving schools to incorporate RIDOT’s Share the Road Program into their curriculum.

11. Encourage Parks & Recreation Department staff and community-based fitness instructors to become League Cycling Instructors (LCI) to teach on-bike skills to youth and adults (as part of South Kingstown Continuing Education or as a program of the YMCA, for example). See http://www.bikeleague.org/programs/education/seminars.php

12. Work with the South Kingstown Public School’s Health Coordinator to introduce innovative bicycle and pedestrian educational resources for the K-5 classroom teacher to utilize.

13. Expand on International Walk/Bike to School Day in October by promoting monthly bike/walk-to-school days. See http://www.walkbiketoschool.org/

14. Engage the Police Department and PTO Health, Fitness and Safety Committees in sponsoring bicycle clinics at each of the elementary schools.
15. Engage the community in identifying areas of concern and monitoring progress by conducting simulated fields experiences (such as pushing a wheelchair or stroller across a particular intersection) using mixed teams of older adults, students, drivers, parents, and cyclists.

16. Utilize the print and internet news media whenever possible to educate residents about RIDOT’s Share the Road Program and to promote awareness of the Police Department’s targeted enforcement efforts.

17. Establish a South Kingstown Facebook page to Promote the BPAC initiatives.

18. Encourage the South Kingstown Public Library to develop displays or have a special exhibit to promote RIDOT’s Share the Road Program.

19. Consider integrating RIDOT’s Share the Road Program into an over-arching Street Smarts campaign or a campaign of “Mutual Respect.” for examples of such public awareness campaigns.
   - [http://cityofnewhaven.com/StreetSmarts/](http://cityofnewhaven.com/StreetSmarts/)

20. Create a community wide campaign for safe roads with stickers, t-shirts, street banners

21. Encourage local employers and Town to implement bike and walk-to-work policies and incentives as part of their worksite health initiatives.

Infrastructure Recommendations

General

1. Prioritize projects that build on existing infrastructure, ensuring that new recreational resources are well-connected to existing bike paths, foot paths, parks, open spaces, and other facilities. (CCP Recreation; Goal 4; Policy 4.4)

2. All schools should be provided with appropriate School Zone signs (children ahead, crossings, speed limit, school hours) and properly functioning signal lights per MUTCD standards. Consider installing radar speed cameras. Exceptions may be the South Road School, Prout School, Monsignor Clarke School, Kingston Hill Academy and The Compass School since there are no known biking or walking students. (To be surveyed and verified.) Current status is as follow:
   - High School: Signs appear adequate; no signal lights
   - Broad Rock MS: Signs appear adequate; no signal lights
   - Curtis Corner MS: Signs appear adequate; no signal lights
   - Matunuck ES: Signs appear adequate; lights can be improved
   - Peace Dale ES: Signs appear adequate; Kersey westbound light should be improved; eastbound no signal light
   - Wakefield ES: Signs and signal lights adequate
   - West Kingston ES: Signs appear adequate; no signal lights
3. To benefit pedestrians and bicyclists who use busy public roads that are narrow with little or no space to widen for bicycle lanes and/or sidewalks, reduce the width of vehicle lanes to 9.5 to 10 feet (traffic calming, road diet) by painting edge (shoulder) lines, and install Share the Road signs every half mile or so. This may be completed over several years. New edge lines should be repainted as often as center lines on a rolling basis. This type of program is best suited for roads that have consistent widths and wide shoulders. (CCP Circulation Goal 1; Policies 1.3 & 1.4)

4. Provide new crosswalks using a standardized stripe pattern (Continental) and alert signs per MUTCD at the following locations:
   - Windmill Drive across South Road to the sidewalk on the west side.
   - Mountain Laurel Drive across South Road to the part on the west side.
   - Additional TBD.

Bicycle Facilities

1. Designate shared roadway bicycle routes that provide intra- and inter-town connections and access to business districts, beaches, parks, recreation facilities, etc. Shared roadways have a 4-to-5 foot bicycle shoulder with a painted edge line (if the road is at least 30-32 feet wide), and provided with formal Bike Route signs where qualified for that designation. (CCP Circulation Goal 1; Policy 1.4)

2. For roads which are too narrow for a bike lane or shoulder, or other obstructions such as parking prevent a clear travel path, a Shared Lane Marking (sharrow) should be stenciled on the road, and install Bikes May Use Full Lane signs. Candidates for shared lane bicycle routes are recommended below.
Table 2: Candidates for Shared Lane Bicycle Routes

<table>
<thead>
<tr>
<th>Road</th>
<th>Existing Bike Lane of Any Kind</th>
<th>Existing Side Walks</th>
<th>Improvement Needed</th>
<th>Bike May Take Full Lane Sign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Rock</td>
<td>No</td>
<td>Partial</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Church</td>
<td>No</td>
<td>?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Columbia</td>
<td>No</td>
<td>?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Curtis Corner</td>
<td>No</td>
<td>Partial</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Fairground</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Glen Rock</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Gravelly Hill</td>
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<td>No</td>
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<td>High</td>
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<td>Yes</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Kingstown So. of 138 #</td>
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<td>Partial</td>
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<td>Parts</td>
</tr>
<tr>
<td>MacArthur†</td>
<td>Sharrows</td>
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<td>Yes</td>
</tr>
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<td>Main</td>
<td>No</td>
<td>Mostly</td>
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</tr>
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<td>No</td>
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<td>Yes</td>
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<tr>
<td>Matunuck School House</td>
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<td>Yes</td>
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<td>Middlebridge</td>
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<td>Ministerial</td>
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<td></td>
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<tr>
<td>North</td>
<td>No</td>
<td>Partial</td>
<td>Yes</td>
<td>Parts</td>
</tr>
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<td>Partial</td>
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<td>Yes</td>
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<td>Old Tower Hill</td>
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<td>Railroad†</td>
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<td>Rose Hill</td>
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<td>Rte 138 Mooresfield</td>
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<td>Rte 138 Kingstown</td>
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<td>South</td>
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<td>Partial</td>
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<td>Saugatucket Road</td>
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<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<td>Succotash</td>
<td>No</td>
<td>?</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Tuckertown</td>
<td>No</td>
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<td></td>
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<tr>
<td>Waites Corner †</td>
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<td>No</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Wordens Pond</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Woodruff</td>
<td>No</td>
<td>No</td>
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</tr>
</tbody>
</table>

Post Road and Old Post Road comprise several fragments that need individual assessments

* Reduce vehicle lane width to 9.5-10 feet wherever possible

% East segment also needs center stripe (recently paved; Route 2 to Fairground)

# Esp. at choke points

† Part of the South County Bike Path

3. Consider providing further connections to the South County Bike Path. Increase off road bike network throughout town. Focus on connections from existing bike path to popular destinations. Refer to map of recommended off road networks (map to be developed). Some possible examples:

4. Develop a connection to the new Broad Rock to South County Commons path.
5. Extend the path from Curtis Corner athletic fields (unpaved) northward to the Potters Farm and Kingston Hills neighborhoods paths (paved) across South Road and through Potters Woods to Biscuit City Road.

6. Generate a plan for a dedicated bike route safely separated from Route 1 to connect Pond Street to the Post Road sections south of Route 1 and Matunuck School House Road to link to Charlestown, Burlingame State Park, and Westerly. This will facilitate bicycle travel along the coast, to and from beaches and businesses and reduce car traffic.

7. Collaborate with the Town of Charlestown to provide a bicycle/pedestrian path or roadside connection from Ninigret Park area eastward to Old Post Road in SK. (Virtually all work is within Charlestown.

8. Work with the Parks & Recreation to identify open space trails and utility roads (“off-road”) with minimal potential for erosion that can accommodate cyclists. (CCP Recreation Goal 4; Policy 4.4)

9. Install bicycle racks at the most popular open space areas (Great Swamp, Tri-pond Park, Trustom have bike racks) and at popular destinations such as ice cream/yogurt shops and grocery stores. See existing and suggested bicycle rack locations on p. XX.

10. Prohibit chip sealing (tar and gravel coating) on any bicycle routes.

**Pedestrian Facilities**

1. Complete sidewalks on streets where there are partial or no sidewalks and that have high pedestrian volume such as the beach area, schools, and other attractors. South Kingstown’s Department of Public Works maintains a regularly updated list of sidewalk requests. Also see Bike Paths and Sidewalks and Points of Conflict for Walking and Biking maps in Section 5.

2. Repair and rehabilitate sidewalks and maintain in a state of good repair. Consider the longevity and aesthetics of the materials used to create and repair sidewalks.

3. Trim tree branches and clear vegetation that obscures visibility or creates a hazard (such as poison ivy). In commercial areas, at least eight feet of vertical clearance should be provided from overhanging trees, signs and other obstructions. Clear sidewalks of grass and compost to expose their full width (for example sidewalk on Broad Rock Road near Middle School and YMCA. The sidewalk on South Road north of Tefft Hill was recently cleared.)

4. Educate residents and businesses about their responsibility under town ordinance to keep sidewalks clear of snow, vegetation and debris.

5. Install and upgrade pedestrian signal equipment to the most current Manual on Uniform Traffic Control Devices (MUTCD) standards, including countdown displays and audible indicators.

6. Install handicap ramps at all crosswalks where they are lacking with a high pedestrian volume.
7. Maintain crosswalks and “Stop for Pedestrians in Crosswalk” signage in a state of good repair throughout town.

8. Assess lighting at popular crossings. Research adding old style lamp posts (especially crossings at OMF and PD Village Green)

9. Enhance existing crosswalks and create new crosswalks by using visible, tactile and permeable material. Standardize to the crosswalk paint pattern known as Continental or Piano Key, which is the pattern being used by RIDOT. Remove parking spaces which obstruct approaching driver views. The following high volume locations are recommended below:

Figure 19: Recommended Crosswalk Paint Pattern
The following high volume locations are recommended:

**Main Street business district at all crosswalks:**

**Kingstown Road at:**
- Peace Dale Library, Hazard Park and Peace Dale Village Green
- Broad Rock Road
- Old Mountain Field Park (bump outs)
- School St (bump outs or island)
- Bike Path Crossings

**Route 138 at:**
- Old North Road
- South Road
- Upper College Road

**Public Transit Recommendations**

Replace old and worn-out bus shelters with state-of-the-art shelters and install shelters at new locations especially along the Post Road and the Town Center area.
7. Funding

This section provides an outline of funding policy recommendations and potential funding sources for the bicycle and pedestrian projects outlined in the Bicycle and Pedestrian Master Plan.

In many states, including Rhode Island, finding new sources of funding for worthy initiatives can be a challenge. In the recent past, the state has relied on project funding through the State Transportation Improvement Program (STIP), primarily the Transportation Alternatives Program. In the state's 2018-2027 STIP, approximately 1.8% ($155.9M) of the $6.5 billion total is dedicated to bicycle-, pedestrian, and path-related projects. Additional funds for bicycle projects are embedded in other roadway projects as well. The 2016 Green Economy Bond provided an additional boost with $10M for on and off-road bicycle projects.

The Rhode Island General Assembly enacted General Law 24, Chapter 16, “to address Complete Streets Design Principles.” The guiding principle of the law states: These features of Complete Street design shall include, but not be limited to: sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, share the road signage, road diets, roundabouts, crosswalks, pedestrian signals, bus pull outs, raised crosswalks, and traffic calming measures.

RIDOT issued a policy directive on Complete Streets design consideration. It required that all consultants working on RIDOT transportation improvement projects consider people of all ages and abilities, and all appropriate forms of transportation.

There remains a need for additional state level policy and revision. Below are recommendations found in the 2019 RIBicycle Mobility Plan:

State provides technical assistance on an annual basis to help communities develop recommendations in advance of STIP schedule.

- Double the amount of funding allocated for bicycle projects derived from the Transportation Alternatives Program (TAP)
- Create new policy that establishes that a minimum percentage of the state transportation budget is to be allocated for bicycle projects, augmenting other sources.
- Strongly encourage or require that a feasibility study and detailed cost estimate be completed as a prerequisite to submitting a STIP application for construction
- Develop a standardized cost estimating template similar to MassDOT's template and provide training/assistance to municipalities
- Provide template/model applications to improve consistency and ease of submission
- Ensure that all contingency funds in the 2018-2027 STIP remain programmed into bicyclerelated projects
- Increase the overall share of funding committed to TAP projects in the state's current and future STIP
- Work with the state legislature to pass a Green Economy Bond every two years with $10M as a starting point for shared-use path and bicycle related projects
- Create a consistent and predictable funding stream for bicycle facility capital expenditures and maintenance
• Incorporate bicycle improvements into existing projects involving resurfacing, which can often be accomplished for little or no additional cost

Bicycle and Pedestrian Funding, Design, and Environmental Review: Addressing Common Misconceptions

Introduction
August 20, 2015 - The U.S. Department of Transportation (DOT) has been working to address non-motorized safety issues nationwide and help communities create safer, better-connected bicycling and walking networks as part of the Department’s Safer People, Safer Streets Initiative.

The information below addresses these common misconceptions and distinguishes between Federal standards and State and local practice. Where possible, links identify resources that provide more detail on the topic. This document focuses on three policy areas: Funding, Design, and Environmental Review.

Funding Misconceptions

1. The Transportation Alternatives Program (TAP) is the only Federal funding source for pedestrian and bicycle projects.

   While TAP is a popular source of funding for bicycle and pedestrian infrastructure, pedestrian and bicycle projects are eligible for many programs through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). At FHWA, pedestrian and bicycle projects are eligible for funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Federal Lands and Tribal Transportation Programs (FLTTP) and TAP. The FTA funding may also be available through Capital Funds and Associated Transit Improvement.

   Each of these programs has different requirements, so to be eligible, the pedestrian and bicycle project must meet the program’s requirements in order to receive funding. For example, transit funds may be used to improve bike lanes and sidewalks as long as they provide direct access to transit; CMAQ funds must be used for projects that benefit air quality; HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP-funded projects must benefit National Highway System (NHS) corridors; and FLTTP funds could be used for bicycle and pedestrian accommodations that provide access to or within Federal or tribal lands. Often bicycle and pedestrian elements are included in much larger roadway or station-area projects that are funded through each of these programs. For example, pedestrian and bicycle facilities may be included on rehabilitated, reconstructed, or new bridge structures to improve the network. The FHWA division offices can assist in determining options for using multiple funding sources to fund one project.

   Funding is also available for non-infrastructure projects. For instance, NHTSA provides funding for behavioral safety aspects, education, and enforcement, in coordination with the State’s highway safety office.
2. **Federal transportation funds cannot be used to enhance the local roadway network.**

The FHWA guidelines allow NHS capacity and safety needs to be addressed through a mix of on-system and parallel system network streets. portion of the local network is part of the Federal-aid highway system. All other roads that have a functional classification higher than local road or rural minor collector are eligible for Federal-aid funding through STP. Projects on local roads and rural minor collectors may be eligible in some cases. Furthermore, STP, TAP, and HSIP funds may be used for bicycle and pedestrian projects along any public road or trail, without any location restriction.

More information:

- STP Eligibility: [https://www.fhwa.dot.gov/map21/factsheets/stp.cfm](https://www.fhwa.dot.gov/map21/factsheets/stp.cfm)
- STP Guidance: [https://www.fhwa.dot.gov/map21/guidance/guidestprev.cfm, see Eligibility.](https://www.fhwa.dot.gov/map21/guidance/guidestprev.cfm, see Eligibility.)
- TAP Guidance: [https://www.fhwa.dot.gov/map21/guidance/guidetap.cfm, see Eligibility.](https://www.fhwa.dot.gov/map21/guidance/guidetap.cfm, see Eligibility.)
- HSIP Guidance: [https://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm](https://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm)

3. **Separated bike lanes cannot be built with Federal funds.**

Federal funds can be used to plan and build separated bike lanes, which can include cycle tracks and protected bike lanes. The FHWA recently published a Separated Bike Lane Planning and Design Guide, which includes planning considerations and design options for separated bike lanes. In addition, separated bike lanes are included in the Bicycle and Pedestrian Funding Opportunities: US Department of Transportation, Federal Transit, and Federal Highway Table.
More information:

FHWA Separated Bike Lane Planning and Design Guide:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bike_lane_pdg/page00.cfm

4. **Federal funds can't be used for road diets.**

Federal funds may be used for road diets, which are generally described as removing vehicle lanes from a roadway and reallocating the extra space for other uses or traveling modes, such as parking, sidewalks, bicycle lanes, transit use, turn lanes, medians or pedestrian refuge islands. The FHWA supports consideration of road diets or rightsizing when applied at the proper location and has created a webpage to promote the use of this technique. Road diets can offer significant safety benefits to a community (20-60% reduction in crashes is common) and are one of FHWA's Proven Safety Countermeasures being promoted through the FHWA Every Day Counts 3 Initiative. Additionally, in many applications, they are part of city and regionally approved pedestrian and bicycle master plans, and community comprehensive master plans. Localities across the nation are using this low-cost safety countermeasure to improve safety, operations, and livability in their communities.

More information:

FHWA Office of Safety Road Diet:
http://safety.fhwa.dot.gov/road_diets/

5. **Non-motorized projects cannot compete effectively for CMAQ funding.**

States have funded more than $1.5 billion in bicycle and pedestrian accommodations with CMAQ Program funds since 1993. The CMAQ Program is intended to be a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. The CMAQ funding is apportioned to the States to support projects that meet specific eligibility criteria. Some locations give preference to CMAQ eligible quality of life projects, such as non-motorized transportation projects, as part of their CMAQ funding criteria. See for example the Merced County Association of Governments’ Goals and Procedures for Programming CMAQ Funds: http://www.mcagov.org/DocumentCenter/View/188.

More information:

FHWA CMAQ Program:
https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Local Funding Sources

Safe Routes to School
Infrastructure improvements to the roads and walkways surrounding schools can be funded as part of the Rhode Island Safe Routes to School program. Bicycle and pedestrian improvements can consist of upgrades to school crossing areas, the upgrade of school access through on or off-road bicycle facilities, bicycle parking, and sidewalk improvements. For more information: saferoutesinfo.org

Private Funding
- Loans
- Matching
  - Chamber of Commerce-SK and South County
  - Commerce RI
  - Fundraising Ride, Walk, other events
  - Village and Neighborhood Associations
  - Land Trust Funds

Public Funding in Rhode Island
- RIDOT STIP-Primary
- RIDEM Green Economy Bond-Primary
- RI Div of Planning, Office of Housing and Community Development from HUD Housing Process
- Rhode Island Legislative Grants
- University of Rhode Island
- Legislative Grants

Public Funding in South Kingstown
- School funding (to support walk-to-school requirements)
  - General funds, capital improvement plan, etc. – Primary
  - SK Recreation Department, Committee, etc.

Below are helpful resource links:

Advocacy Advance | Information on Bicycling and Pedestrian Initiatives
https://bikeleague.org/sites/default/files/StateRevenueSources_June2014%20%281%29.pdf

Cutting into bike and pedestrian funding is not the answer: In the last decade, 127 people have been killed while walking in Rhode Island and 10 were killed while biking. More than a quarter of roadway fatalities in Rhode Island between 2014 and 2016 were pedestrians and cyclists, making it the sixth-worst state in the nation for road safety.*

Preserve bike funding in Rhode Island • PeopleForBikes
## 8. Bike and Pedestrian Improvement Plan (BPIP)

<table>
<thead>
<tr>
<th>Issue/Objective</th>
<th>Priority</th>
<th>Estimated Cost $</th>
<th>Target Year</th>
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</thead>
<tbody>
<tr>
<td><strong>A. High Capital Expenditure Projects Requiring RI State Commitment</strong></td>
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<tr>
<td>a. Upgrade entire Route 1 corridor for Bicycle-Pedestrian access and safety (coordinate with Route 1 Stewardship Plan Development Committee) (5)(6)(8)</td>
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<td>b. Provide two or more crossings over/under Route 1 plus Bike/Ped dedicated paths to connect north side to shore areas from about Woodruff Ave. to Charlestown line (5)(6)(8)</td>
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<tr>
<td>i. Provide paved path and foot-bridges paralleling Route and connect to existing sections of Route 1A to create continuous path.</td>
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<td>ii. Construct Bike/Ped overpasses or tunnels in the vicinity of Woodruff, Post Road (south of Tuckertown), and Ministerial or Moonstone Beach Rd.</td>
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<td>c. Intersection of Route 1 and Route 138: Provide bike/ped friendly crosswalks and traffic light programming (6)</td>
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<td>d. Improve Route 138 from Route 108 to Route 2: widening, shoulder, sidewalks (two STIP contracts planned but delayed until?) (4)(5)(9)</td>
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<td>e. At intersections of Route 138 with Upper College Road and South Road include pedestrian crossing improvements: flashing lights and/or button activated stop lights; install overhead illumination; eliminate parking spots that obstruct driver view of pedestrians and install No Parking signs ; install permanent State Law STOP For Pedestrians signs (4)(7)</td>
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<td>f. Route 138 in Kingston Historical District: Needs traffic calming to enforce 25 mph speed limit</td>
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<td>g. Route 1 at Various Intersections: Saugatucket, 1A (southern Main St.), Matunuck Beach Road, Jerry Brown Farm: “Intersection Inadequate-Dangerous, Should Be Bicycle Friendly, etc.” (6)</td>
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<td>h. Route 108/Kingstown Road at Church Street and School Street: Provide curb bump-outs along to provide safer crosswalks for pedestrians accessing Old Mountain Field. (2)(3)</td>
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<td><strong>B. SK Business Districts</strong></td>
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<td>a. Main Street vehicle parking spaces too close to multiple crosswalks (sight line issue); need to remove parking spaces in approaching travel direction (4)</td>
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<td>b. Main Street needs more bicycle parking/racks (8)</td>
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<td>c. Main Street needs bump-outs to provide visibility of pedestrians to drivers and to provide traffic calming.</td>
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<td>d. Kingstown Road at the Peace Dale Library needs better defined vehicular circulation and safer pedestrian crosswalk access.</td>
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<td>e. Peace Dale rotary: Provide additional marked pedestrian crossings at the</td>
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<td>f. Wooden footbridge at Mill on Kingstown Road needs to be repaired</td>
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<td>g. Wakefield Downtown Business District overall: Review vehicular traffic flow through the area</td>
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<td><strong>C. School and Recreational Zones</strong></td>
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<td>Note: All schools should receive a fresh assessment of the condition of, and need more, school zone flashing warning lights, signs, and more visible crosswalks. All Parks and Recreation areas should receive a fresh assessment of crossings, etc.</td>
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<td>a. Matunuck ES: Traffic calming (consideration of removable speedbumps or rumble strips or permanent speed tables) and enforcement;</td>
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<td>b. Peace Dale ES: Provide sidewalks on north side of Kersey Road (4)(12)</td>
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<td>Issue/Objective</td>
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<td>c. <strong>Peace Dale ES</strong>: Flashing light improvements: Install new set at the west end of Kersey (missing) and replace the obsolete (dim) set at the east end of Kersey (4)(12)</td>
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<td>d. <strong>Wakefield ES</strong>: Has operable school zone warning lights and adequate signs</td>
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<td>e. <strong>West Kingston ES</strong>: Install school zone flashing warning lights; signs appear adequate</td>
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<td>f. <strong>Broad Rock MS and Fields</strong>: Review all existing crosswalks and consider relocation or additional one. Review and consider existing sight line obstructions (3)</td>
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<td>g. <strong>Broad Rock MS and Adjacent Facilities</strong>: Traffic calming at school entrance and exits and internally (excessive speed). Review crosswalk adequacy and review School Zone lights and signs (3)</td>
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<tr>
<td>h. <strong>Broad Rock MS</strong>: Install school zone flashing warning lights; signs appear adequate</td>
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<tr>
<td>i. <strong>Broad Rock MS to Recreation Center</strong>: Improve maintenance &amp; drainage (3)</td>
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<td>j. <strong>Broad Rock at YMCA Entrance</strong>: Needs updated survey for corrective action on sight lines, location of crosswalk, Broad Rock needs widening (3)</td>
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<td>k. <strong>Curtis Corner MS</strong>: Install school zone flashing warning lights</td>
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<td>l. <strong>Curtis Corner MS</strong>: Repave crosswalk and paint new stripes to improve driver visibility</td>
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<tr>
<td>m. <strong>Curtis Corner MS</strong>: Install overhead flashing light over crosswalk (crosswalk shared with bike path)</td>
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<td>n. <strong>Curtis Corner MS athletic field area</strong>: Pave the path between the northernmost parking area and baseball fields to the north property line to connect with the paved path in Potters Farm (7) (students from several neighborhoods to the north use this path)</td>
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<td>o. <strong>High School</strong>: Repair crosswalks on Columbia Street, review River Street and Schools Street intersections for traffic calming, evaluate crossing of Church Street and Kingstown Road. Need school zone flashing warning lights?</td>
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<td>p. <strong>South Road School</strong>: Review School Zone flashing lights. (currently private school use but has playground and connects to athletic fields)</td>
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<td>q. <strong>Recreational Fields and Parks</strong>: Complete reviews including Marina for new or additional bike racks and bike/pedestrian access</td>
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<td>D. <strong>Beach Areas</strong></td>
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<tr>
<td>a. <strong>Matunuck including Matunuck Beach Road</strong>: needs additional marked crosswalks and signs, need to assess vehicular circulation, parking and the centerline striping. Matunuck Beach Road needs shoulder striping, share the road signs (1)(4)</td>
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<td>b. <strong>Matunuck Schoolhouse at Trustom Pond Wildlife Refuge</strong>: Needs crosswalk (1)</td>
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<td>c. <strong>Roads near Beach</strong>: Need sidewalks (4)</td>
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<tr>
<td>d. <strong>Review all Town beaches</strong> for new locations for additional or new bike racks</td>
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<tr>
<td>e. <strong>Succotash Road</strong>: review all parking spaces along business frontages, provide crosswalk at Matunuck Oyster Bar to bridge, add share the road signs</td>
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<td>E. <strong>Additional State Roads</strong></td>
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<tr>
<td>a. <strong>Route 108/Kingstown Rd.</strong>: Consider additional sidewalks, signs and signals. Review sidewalks, and signals that are not maintained (locations not specified) (4) (Need to re-evaluate since RIDOT has made various upgrades)</td>
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<tr>
<td>b. <strong>Route 108/Kingstown Rd.</strong>: Consideration of traffic calming (6)</td>
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<td>c. <strong>Ministerial Rd./Route 110</strong>: Assess and review opportunities for biking opportunities (1)(6)(12); review sight lines for bikers</td>
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<td>d. <strong>Route 1A</strong>: Review striping along corridor (various sections exist parallel to Route 1.)</td>
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<td>e. <strong>Broad Rock onto Kingstown Rd.</strong>: Consider making it No Turn On Red due to sight line obstructions, install curb bump-outs for traffic calming and decrease pedestrian crosswalk distance</td>
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<td>Issue/Objective</td>
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<td>Target Year</td>
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<td>f. <strong>Succotash Road:</strong> Enforce speed limit. Some areas are commercial and wildlife preserve, but there are residential, playground and beach areas exposed. Install sidewalks.</td>
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<td>g. Assess and consider opportunities for bike/ped connection from <strong>Old Tower Hill Road to the Fairfield Hotel and South County Commons</strong> without using Route 1.</td>
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<td>F. <strong>Other South Kingstown Roads (not covered by the above categories)</strong></td>
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<td>• <strong>Paving:</strong></td>
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<td>See SK Capital Improvement Program (CIP) Fiscal 2018-2019 through 2024-2025 Pages 4-18 to 4-20. Note description of what constitutes “improvement” on Page 4-18</td>
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<td>a. Worden Pond-West, Waites Corner, Jerry Brown Farm</td>
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<td>b. Old North, Sand Turn, Moonstone Beach (Cards Pond to School House)</td>
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<td>c. Torrey, Wordens Pond-East, Moonstone Beach (Mill Pond to Route 1)</td>
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<td>d. Green Hill Beach (School House to Post Road), Robinson, Columbia, Frank</td>
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<td>e. Kenyon, Liberty Lane (Rte. 138 to Bike Path), James Trail</td>
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<td>f. Gravelly Hill</td>
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<td>g. Salt Pond, Oakwoods, Oak Hill, Beach Hill, Arbor, Dendron, Eagles Nest, Spruce, Grey Birch, Ice House</td>
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<td>h. Liberty Lane &amp; Great Neck Road from SCBP into Great Swamp parking area</td>
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<td>• <strong>Paint Road Shoulder/Edge Stripes:</strong> Heavily traveled roads to define ped/bike space; reduce vehicle lanes to 9.5-10 ft. if possible; may help speed calming; (*includes School Zones) (7)</td>
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<tr>
<td>a. Old North Road*</td>
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<td>b. South Road*</td>
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<td>c. Curtis Corner Road*</td>
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<td>d. Saugatucket Road</td>
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<td>e. Tuckertown Road</td>
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<td>f. Wordens Pond Road</td>
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<td>g. North Road</td>
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<td>h. Rose Hill Road</td>
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<td>i. Broad Rock Road*</td>
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<td>j. Kersey Street*</td>
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<td>k. Stony Fort Road</td>
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<td>l. Middlebridge Road</td>
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<td>m. Post Road 1A north of Route 1</td>
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<tr>
<td>n. Post Road- Matunuck and Perryville sections</td>
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<td>o. Woodruff Avenue</td>
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<td>p. Kenyon Avenue</td>
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<td>q. MacArthur Boulevard</td>
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<td>r. Pond Street</td>
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<td>s. Succotash Road</td>
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<td>t. Matunuck Beach Road*</td>
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<td>u. Cards Pond Road</td>
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<td>v. Matunuck School House Road</td>
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<td>w. Moonstone Beach Road</td>
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<td>x. Green Hill Beach Road</td>
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<td>y. Shannock Road</td>
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### Issue/Objective

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#### z. Gravelly Hill Road

- aa. Fairgrounds Road (north and south of Route 138)
- bb. Waites Corner Road
- cc. Columbia Street
- dd. Glen Rock Road

#### • Install Sidewalks (or Widen Road for Bike/Ped Lane):
For the most heavily walked roads; some of these roads have sidewalks in sections; see SK Map “Bike Paths and Sidewalks”.

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<tr>
<th>Priority</th>
<th>Estimated Cost</th>
<th>Target Year</th>
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- a. South Road (6)(12)
- b. Ministerial Road (6)(12) - provide bike pull over areas/safe haven/rest stops
- c. Woodruff Avenue (4)(12)
- d. Old North Road (6)(12)
- e. Allen Avenue (4)(12)
- f. Matunuck Beach Road (12)
- g. Middlebridge Road
- h. Broad Rock: Esp. Saugatucket to BRMS (3)
- i. Spring Street: Poor sidewalks (4)
- j. Curtis Corner Road
- k. Columbia Street
- l. Robinson Street; not ADA compliant
- m. Kingstown Road: many sections Meadowbrook Apartments to Route 138
- n. Cherry Lane
- o. Charles Road

#### • Install Share-The-Road Signs (12)

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<tr>
<th>Priority</th>
<th>Estimated Cost</th>
<th>Target Year</th>
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</table>

- a. Route 138 at Route 1, Route 2, and approx. every mile
- b. Bridgetown at Route 138 and town line (river)
- c. Middlebridge at Bridgetown and town line (river)
- d. Stony Fort at Route 138 and Old North
- e. Broad Rock both ends and at Saugatucket
- f. North Road at 138 and 108
- g. 108 at 138, High Street Circle, North, Broad Rock, Old Tower Hill, Narragansett town line
- h. Saugatucket both ends
- i. Rose Hill both ends
- j. Route 108 Kingstown Rd. at Routes 138 and approximately every mile
- k. South Road both ends and approx. every half mile
- l. Ministerial Road both ends and approx. every half mile
- m. Curtis Corner both ends and at South Rd.
- n. Tuckertown Road both ends
- o. Wordens Pond Road at Ministerial and Charlestown border
- p. Moonstone Beach Road both ends
- q. Matunuck School House Road both ends
- r. Matunuck Beach Road at Route 1 and just north of SK Town Beach

#### • Provide New Crosswalks (many are school bus stops on busy roads)

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<tr>
<th>Priority</th>
<th>Estimated Cost</th>
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- a. From Windmill Drive across South Road to sidewalk on west side
- b. From Mountain Laurel Drive across South Road to park on west side.
- c. Additional candidates?

#### G. South County Bike Path: Road Crossings and Facilities
<table>
<thead>
<tr>
<th>Issue/Objective</th>
<th>Priority</th>
<th>Estimated Cost $</th>
<th>Target Year</th>
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<tbody>
<tr>
<td>Note: This is an inventory of ALL SCBP road crossings (from the west end at the Amtrak Station to east at the border with Narragansett) and is a PRELIMINARY assessment of conditions and needs. Subject to an updated tour and assessment, possibly with RIDOT.</td>
<td>1</td>
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<tr>
<td>a. Amtrak Station needs more vehicle parking for SCBP users (4)(5)(12); enforcement of use with URI Students</td>
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<td>b. Amtrak Station needs covered bike parking/bike facility (4)</td>
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<td>c. Liberty Road: Light traffic, good sight lines, repaint crosswalk stripes, otherwise OK as is. Suggest sign to Great Swamp Management Area.</td>
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<td>e. Route 138: URI spur to campus: New crosswalk; user activated traffic lights; OK as is</td>
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<td>f. Larkin Pond Road: Private Driveway. Scant cross traffic. OK as is</td>
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<td>g. South Road: Has an overhead flashing light. Needs some brush and tree limbs cut-back for better sight lines; suggest additional road crossing signs due to road curves</td>
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<td>h. Curtis Corner Road (See School Zone/Curtis Corner; this is a shared crossing)</td>
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<td>i. Asa Pond Road: Good all-way Stop. Add sign to Nature Center</td>
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<td>j. Rodman Street: Limited sight lines and difficult to correct (trees); recommend speed bumps and repaint crosswalk stripes.</td>
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<tr>
<td>k. Kingstown Road (between Sweet Fern and Kersey at the switchback): Has overhead flashing light. Re-evaluate additional signs since heavy traffic sometimes excessive speed with curved approaches both directions; crosswalk is brick which does not stand out as well as white stripes</td>
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<tr>
<td>l. Kingstown Road at Railroad Street: Limited sight lines especially southbound due to parked cars (need larger posted No Parking areas; existing flashing lights are inadequate, operate sporadically; needs improved lighting to warn vehicular traffic; consider user-activated vehicle stop light; traffic calming needed (JJ has pic); crosswalk is brick which does not stand out as well as painted stripes</td>
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<td>m. Railroad Ave.: Has Sharrows; Needs better defined bike lanes or shoulders; consider Bikes May Use Full Lane; or road diet and paint shoulder stripes</td>
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<td>n. Church Street at Railroad Street: Needs flashing lights and possibly more crossing signs especially eastbound due to hill; consider widening striped cross walk to widths of Railroad and the Bike Path entrance</td>
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<td>o. Cemetery Road: Very light traffic and good signs; repaint crosswalk stripes; otherwise OK as is</td>
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<td>p. Main Street: See Business District comments</td>
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<tr>
<td>q. Prospect Avenue: Repaint crosswalk stripes; consider speed bumps or speed table due to sight-line obstructions (trees, parking)</td>
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<td>r. Robinson Street/Cherry Lane: Repaint crosswalk stripes; consider speed-bumps or additional signs due to limited visibility on the curve driving south-bound</td>
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<td>s. Kingstown Road at MacArthur Blvd (Post Office): OK as is (although some commenters feel the wait for the push-button Bike/Ped crossing light is too long)</td>
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<tr>
<td>t. MacArthur Blvd from Route 108 to Bike Path extension/connection to Narragansett: Has Sharrows; Either narrow vehicle lane by painting shoulder stripes and adding bike lanes, or treat as Bikes May Use Full Lane with new signs</td>
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<tr>
<td>u. Consider additional parking locations with direct access to bike path</td>
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<tr>
<td>v. Anticipate location/s for bike and scooter rentals (sharing)</td>
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<tr>
<td>Issue/Objective</td>
<td>Priority</td>
<td>Estimated Cost $</td>
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<tr>
<td>w. Review signs throughout the area directing users to the bike path.</td>
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<td>H. In General/Everywhere</td>
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<tr>
<td>a. <strong>Traffic Calming</strong>: control excessive speeds (3)(4)(5)(8)</td>
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<td>b. <strong>High School to Old Mountain Park Area at large</strong>: Kingstown Road, Old Mountain Road, Church St, School St. (2)</td>
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<td>c. <strong>Kingstown Rd. at Peace Dale Library</strong>: Of the 2 crosswalks, eliminate one closest to corner since traffic navigates the turn too quickly (2)</td>
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<td>d. <strong>Willard and Rodman Roads</strong>: Heavy traffic as cut throughs</td>
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<tr>
<td>e. <strong>Pond Street</strong>: Prohibit commercial traffic; Poor sight lines, narrow, traffic speed excessive (6)</td>
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<tr>
<td>I. <strong>Install radar traffic speed display signs</strong> in key areas with heaviest vehicle and pedestrian traffic in greatest needed of traffic calming such as the business districts, Route 138 historic district and URI frontage, park and recreation areas, school zones, bike path crossings, etc. Prime candidates include the following:</td>
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<tr>
<td>a. <strong>Main Street Business District</strong>: Approx. River Street westbound and Pond Street eastbound</td>
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<tr>
<td>b. <strong>Peace Dale Business District/Kingstown Road</strong>: Approx. Kersey Road southbound and Railroad Avenue northbound</td>
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<tr>
<td>c. <strong>Route 138</strong>: Eastbound before the curve west of the new URI SCBP extension, eastbound before the crossings from URI to the apartments, westbound at Old North Road, and westbound before the Kearney Road entrance to URI</td>
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<tr>
<td>d. <strong>Kingstown Road</strong>: Southbound at the Village Green and northbound before Old Mountain Field</td>
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<td>e. <strong>Succotash Road</strong></td>
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<td>f. <strong>Matunuck Beach Road</strong></td>
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<tr>
<td>g. <strong>Ministerial Road</strong>: Southbound just north of West Kingston ES and northbound just south of Camp Hoffman</td>
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</tbody>
</table>
9. References

2. Kateri Collins (BPAC document “Unsafe Walking & Biking Areas” (3/15/2018))
3. David Hamel (BPAC document “Unsafe Walking & Biking Areas” (3/15/2018))
5. BPAC SWOT Analysis Summary (Last update 5 Oct. 2018)
6. State Bicycle Mobility Plan: Interactive Map “Barriers to Cycling”
8. Recurring topic at BPAC meetings (not on original BPAC document; added ongoing basis)
9. RI State Transportation Improvement Program (STIP)
10. South Kingstown 2018 Comprehensive Plan Update: University of Rhode Island
11. RIDOT assessment of all bike path/road intersections. Target date unk. Results to be added.

Coordination with other Town Entities:

Traffic and Transportation Review Committee: Traffic calming, road conditions
Public Works and Utilities Department: Road, crosswalks, signs installation/maintenance
Recreation Commission: Parks, South County Bike Path
Parks and Recreation Department: Parks, beach, bike path, senior center
Route 138 Reconstruction Project Area Committee: Route 138 from Upper College to Route 2
Route 1 Stewardship Plan Development Committee: Route 1
Technical Review Committee:
URI:

Design Standards and Resources

There are numerous standards, safety initiatives, best practices and guidelines that apply directly or indirectly to transportation alternative design, safety, accessibility, and comfort.

Town of South Kingstown

State of Rhode Island

Applicable Rhode Island General Laws (RIGL):
- Chapter 31-18 *Pedestrians*
- Chapter 31-19 *Operation of Bicycles*
- Title 31 *Motor and Other Vehicles* includes numerous sections related to interaction of motor vehicle operators with pedestrians and bicyclists

Department of Transportation (RIDOT):
- *Highway Safety Plan Federal Fiscal Year 2020*, 2019; 218 pages
- *Safe Routes to School*, date unknown; National Center for Safe Routes to School; 8 pages.
- *Statewide Bicycle Mobility Plan-Draft*: July 2019; Rhode Island Moving Forward 2040. 115 pgs.
- *Statewide Bicycle Mobility Plan-Appendix-Draft*: July 2019; Rhode Island Moving Forward 2040. 799 pages.

Division of Planning:

United States Federal

U.S. Department of Transportation-Federal Highway Administration (USDOT-FHA):
- *Bikeway Selection Guide*: February 2019
- *Separated Bike Lane Planning and Design Guide*: May 2015
- *Small Town and Rural Multimodal Networks*: December 2016. 134 pages.
- *Pedestrian & Bicycle Safety Web Page*: Links to numerous resources

Industry and Professional Standards and Practices

American Association of State Highway Transportation Officials (AASHTO):
- “2018 AASHTO Bike Guide” PowerPoint presentation previewing changes in Guide for Development of Bicycle Facilities; Toole; (2019 or 2020)

National Association of City Transportation Officials (NACTO)

Institute of Transportation Engineers (ITE):
Designing Walkable Urban Thoroughfares; 2010. 229 pages.

Other Sources

Share the Road with Bicyclists; date unknown; Greenways Alliance of Rhode Island, et al
Bicycle Commuter Guide—Rhode Island; June 2014; Rhode Island Bicycle Coalition, et al
Walking & Biking in South Kingstown; date unknown, Healthy Places by Design, South Kingstown Planning Dept.
Safe Routes to School Policy Workbook; 2019.; Safe Routes to School National Partnership; 63 pages
Safe Routes To School Resources; date unknown; National Center for Safe Routes To School. 8 pages
Safe Routes To School Guide website
American Planning Association http://planning.org/

Notes from Town Council Meeting 29 September 2020 where the BPMP was presented to the Town Council.
https://clerkshq.com/Content/SouthKingstown-ri/council/2020/oct13_20ag.htm
https://clerkshq.com/Content/Attachments/SouthKingstown-ri/tm201008_4a.pdf?clientSite=SouthKingstown-ri

10. BOARDs, COMMissions and COMMITtees REPORT A. Presentation of the Bicycle and Pedestrian Master Plan is brought forward. Ken Burke and Jenn Judge, members of the Bicycle – Pedestrian Advisory Committee (BPAC) are in attendance and make the presentation. The mission of this ad hoc committee is to promote walking and biking across the community through education and outreach efforts. Their vision is to maintain and expand opportunities for all for transportation and enjoyment. The priorities of the Master Plan are 1) integrating Complete Streets with other programs; 2) develop and implement with public participation; 3) coordinating with other communities to establish bike path corridors. Specific recommendations include immediate action to update surveys of heavily traveled areas. Implementation: staff to champion sections of the plan and coordinate with BPAC prior to development of state plans; require developers to include bike parking in community development, sidewalks that are 5 feet wide in residential areas, 8 feet wide in commercial areas. Enforcement: staff in public safety to coordinate GIS mapping of accidents to target enforcement efforts. Education: utilize newspapers and online media to inform the public about the Rules of the Road to help improve safety. The group wants feedback and public engagement. They want to promote hiking and biking in conjunction with schools. They recommend development of a Green and Complete Streets ordinance. The Town Manager notes that the bond referendum on the November ballot includes $350,000 for improvements based on a priority list of projects.
Road Signage

Fig. # Bikes May Use Full Lane Sign; Used extensively in Westerly historic and business districts

Fig. # Crosswalk Stripe Nomenclature

South Road- Typical. No sidewalks, areas without flat off-road walking area, no edge stripes

RIDOT and other towns standard: Edge stripes and vehicle lane narrowing