

APPENDICES

Appendix A: Complete Streets Design Objectives

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Appendix C: State of RI Safe Access to Public Roads Law
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Appendix D: Examples – Pedestrian Infrastructure; Bike
Infrastructure; Signage

APPENDIX A: COMPLETE STREETS DESIGN OBJECTIVES

Table A.1: Design Objectives: State Roads

Street	Section	Road Type	Objectives		
			Sidewalks	Bike Facilities	Other
County Road (RI 103)	Riverside to the merge with Wampanoag Trail (RI 114)	3	New to fill gap (about 2,000 feet); rebuild existing asphalt sidewalks	Signs	Set speed limit at 25 mph, narrow lanes
County Road (RI 103/114)	Wampanoag Trail merge to two-lane	3	Rebuild sidewalks	TBD	Reduce speed to 35 mph at Old County and to 25 mph at Manning Drive; restripe to one lane in both directions with wide shoulders
County Road (RI 103/114)	North of County-Massasoit intersection to Sullivan Terrace; Rumstick to Warren River Bridge	2	Rebuild sidewalks where in poor condition or non-ADA-compliant	Bike Lanes - Massasoit to Sullivan Terrace; from Rumstick to Warren River Bridge	Set speed limit at 25 mph, narrow lanes to 11 feet
County Road (RI 103/114)	Sullivan Terrace to Rumstick Road	1	Rebuild, widen sidewalks from Sullivan Terrace to Bosworth Street	Signs, striping	Narrow lanes to 11 feet; add on-street parking and eliminate center turn lane between Sullivan Terrace and Bike Path, where feasible.

Street	Section	Road Type	Objectives		
			Sidewalks	Bike Facilities	Other
Massasoit Avenue	Woodward Ave. to Arvin Ave.	2	Build new sidewalk on one side to close gap	Signs	10-foot lanes
Middle Highway	Primrose Hill Road to Sherwood Lane	2	Build new sidewalk on one side to close gap	Signs	10-foot lanes
Nayatt Road	Entire length	2, 3	Maintain existing	Signs	Maintain existing
New Meadow Road	Christine Drive to Deep Meadow Road	2	Build new sidewalk on one side to close gap	N/A	10-foot lanes, 25 mph speed limit
New Meadow Road	County Road to Christine Drive	2	Rebuild sidewalk in front of school, widen road to provide vehicle pull-off	N/A	10-foot lanes, 25 mph speed limit
Prince's Hill Road	Entire length	3	N/A	Add bike lanes both sides (with 10' vehicle travel lanes)	10-foot lanes
Rumstick Road	County Road to Nayatt Road	2	Rebuild where asphalt, with curbing	Add bike lanes both sides (with 10' vehicle travel lanes)	10-foot lanes
Sowams Road	Francis Street to Kent Street	2	Rebuild, add new sidewalks where gaps	N/A	10-foot lanes, 25 mph speed limit
Sowams Road	Francis Street to New Meadow Road	3	Build new sidewalk on one side	N/A	10-foot lanes, 25 mph speed limit

Street	Section	Road Type	Objectives		
			Sidewalks	Bike Facilities	Other
Sowams Road	Kent Street to County Road	2	Build new sidewalk on one side to close gaps	N/A	10-foot lanes, 25 mph speed limit
Washington Road	North Lake Drive to Bike Path crossing	2	Rebuild where asphalt, with curbing; improve crosswalks in Lincoln/Bay Spring Ave. section	Signs	10-foot lanes, 25 mph speed limit entire stretch; additional signage, striping near Bay Spring Ave., Lincoln Ave., Bay Spring Ave.
Washington Road	Bike Path crossing to Crown Avenue	1	Rebuild where asphalt, with curbing; improve crosswalks in Lincoln/Bay Spring Ave. section	Signs	10-foot lanes, 25 mph speed limit entire stretch; additional signage, striping near Bay Spring Ave., Lincoln Ave., Bay Spring Ave.
Washington Road	Crown Avenue to County Road	2	Rebuild where asphalt, with curbing	Signs	10-foot lanes, 25 mph speed limit entire stretch
Washington Road	Nayatt Road to North Lake Drive	5	N/A	Signs	10-foot lanes, 25 mph speed limit

Table A.2: Design Objectives: Town Roads

Street	Section	Road Type	Sidewalks	Objectives	
				Bike Facilities	Other
Barrington Avenue	Entire Length	4	N/A	Signs, striping	10-foot lanes
Bay Road	Entire Length	4	N/A	Signs, striping	Assess street lights
Bay Spring Avenue	Washington Road to Bike Path	1	Build on both sides where feasible	Signs	10-foot lanes
Federal Road	County Road to Upland Way	2	Build sidewalk and/or shared path on south side	Shared path, signs	10-foot lanes
Federal Road	Upland Way to Middle Highway	2	Widen sidewalk where necessary	Shared path, signs	10-foot lanes
Ferry Lane	Entire Length	5		Signs	Assess street lights, striping
Kent Street	Entire Length	2	Maintain sidewalk, upgrade crosswalks	Narrow lanes to widen bike lane on both sides, enhance striping; redesign dropoff/pickup at HMS	Restripe to 10-foot lanes
Lamson Road	Martin Ave. to New Meadow Road	2	Rebuild existing sidewalk	Signs	Assess street lights, striping
Lincoln Avenue	Middle Highway to Upland Way	2	Build shared paved or cement path on north side	Shared path, signs	10-foot lanes
Lincoln Avenue	Middle Highway to Townsend Street	2	Rebuild, expand sidewalk on north side; add sidewalk from BMS driveway to Roberta Drive	Signs	10-foot lanes

Street	Section	Road Type	Objectives		
			Sidewalks	Bike Facilities	Other
Maple Avenue	Prince's Hill Road to Middle Highway	1	Sidewalk with curbing on south side	Signs, striping	10-foot lanes
Mathewson Rd	Entire Length	5	N/A	Signs	Assess street lights, striping
Metropolitan Park Drive	Bike Path to Haines Park Road	4	Improve path near road at Haines Park	Signs, striping	10-foot lanes
Narragansett Ave.	Bike Path to Bay Spring Ave.	1	Extend sidewalk to Cove Haven Marina; build paved path on west side in Haines Park	Signs, striping	10-foot lanes
Old County Road	Middle Highway to County Road	2	Build sidewalk on south side	Signs, striping	10-foot lanes
Upland Way	Federal Road to existing sidewalk by Landfill 4	2	Build sidewalk on east side	Signs, striping	10-foot lanes
Upland Way	Barrington Avenue to Middle Hwy	2	Build sidewalk on south side	Signs, striping	10-foot lanes
Waseca Avenue	Entire Length	1	Sidewalk on 1 or 2 sides	Signs, striping	10-foot lanes; add on-street parking where feasible; see Village Center Streetscape Plan

Table A.3: Design Objectives: Trail Corridors

Site	Segment	Ownership	Trail Type	Objectives
Hampden Meadows Greenbelt	Kent Street to Linden Road	Town	1	Maintain trail width; improve surface where wet
Hampden Meadows Greenbelt	Kent Street to access road behind Sowams School	Town	2	Relocate trail away from creek; natural surface
St. Andrew's Farm	Fountain Avenue to parking lot	Town	1	Regrade to reduce erosion, improve surface; add material where needed
Haines Park	Southerly property line to Haines Park Road east of Annawamscutt Brook	State (Leased by Town)	2	Develop plan to locate path
Haines Park	Bay Spring Ave. to Haines Park east of Annawamscutt Brook	Private	2	Require trail, parking as part of redevelopment of lot per Bay Spring
South Lake Drive	Washington Road to North Lake Drive	Town	1	Paved surface, 8 to 10 feet in width; improve parking; solar path lights
Veterans Memorial Park	Park Road to Broadview Drive	Town / BCWA	1	8-foot width; gravel surface

APPENDIX B: COMPLETE STREETS CONCEPT SUMMARY REPORT

Town of Barrington – Complete Streets Concepts

Barrington, Rhode Island

PREPARED FOR

Town of Barrington
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PREPARED BY



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July 15, 2021

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Complete Streets Roadway Sections

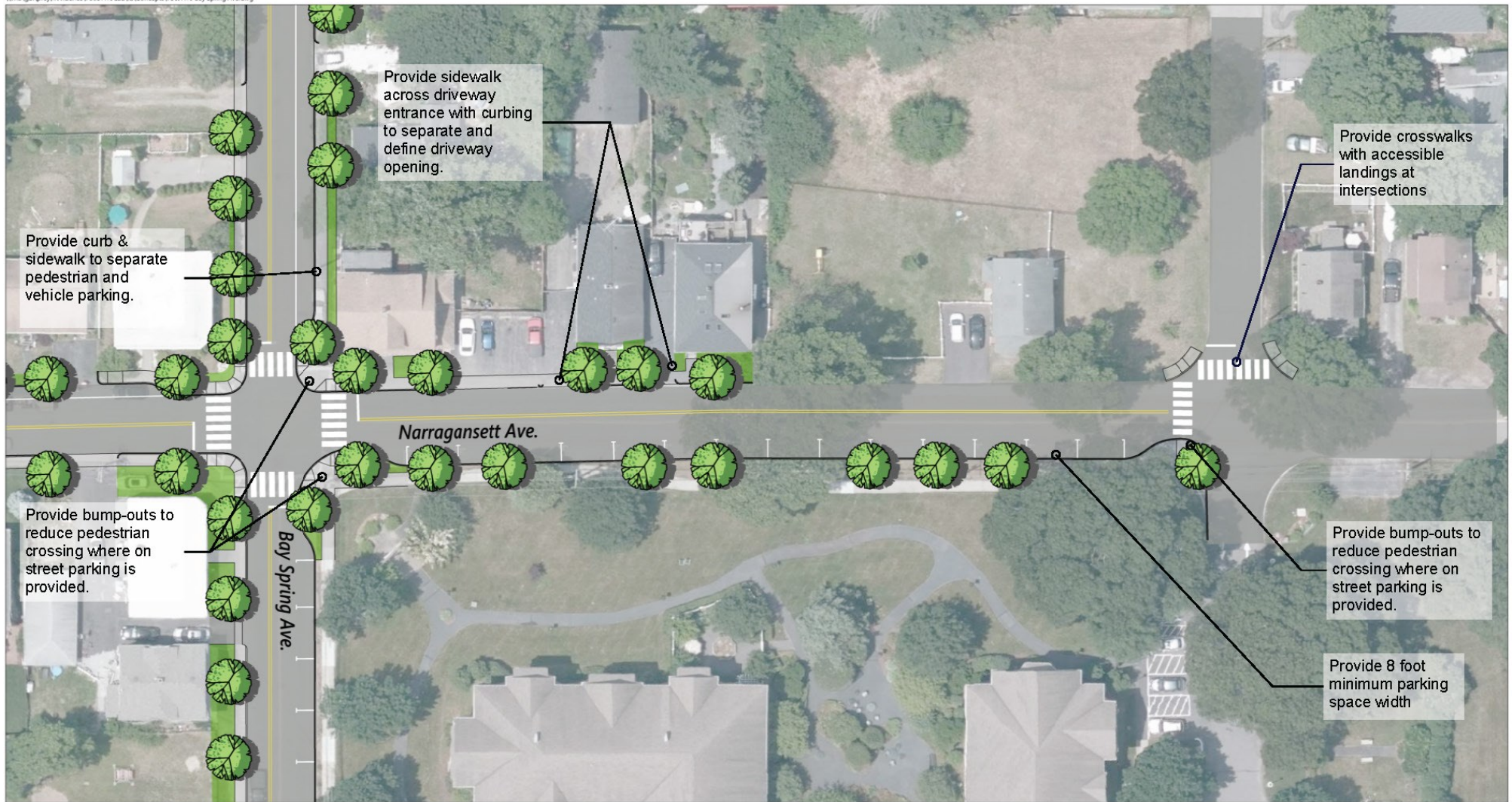
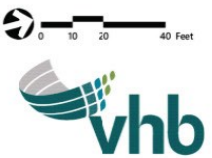


Figure 1 - Bay Spring Ave. and Narragansett Ave. Intersection
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 30, 2020**



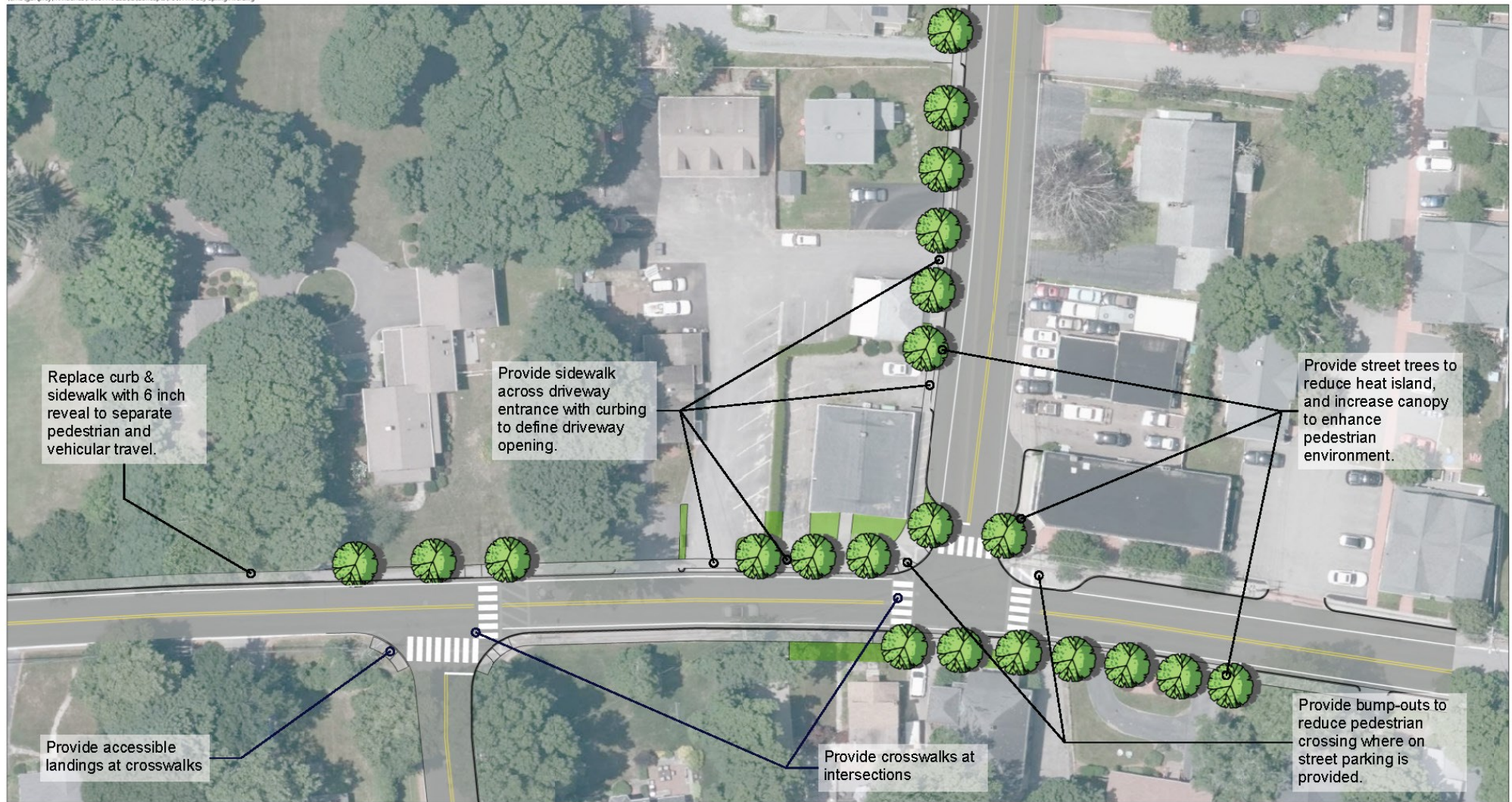


Figure 2 - Bay Spring Ave. and Washington Rd. Intersection
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 30, 2020**

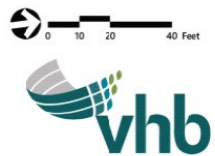




Figure 3.1 - Middle Highway/Maple Ave - Alt. #1
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 30, 2020**





Figure 3.2 - Middle Highway/Maple Ave (with Trees) - Alt. #1
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 30, 2020**



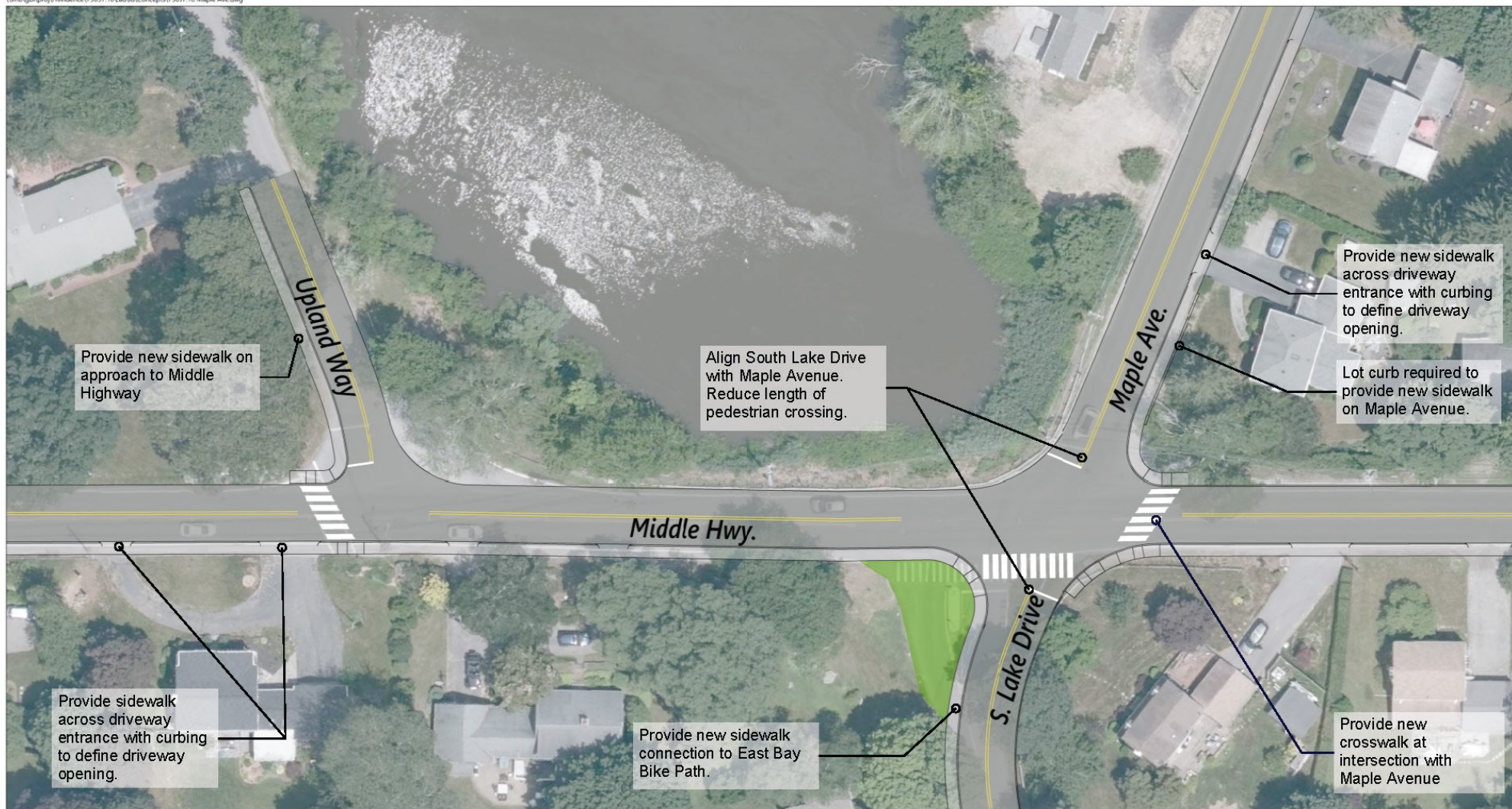


Figure 3.3 - Middle Highway/Maple Ave - Alt. #2
 Barrington Complete Streets
 Barrington, Rhode Island

Source:
 Prepared for: **Client Review**
 Date: **March 30, 2020**





Figure 3.4 - Middle Highway/Maple Ave (with Trees) - Alt. #2
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 30, 2020**





Figure 3.5 - Maple Ave/Barrington Ave. to Walter St.
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 31, 2020**

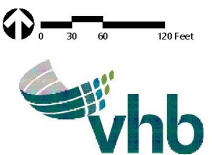




Figure 3.6 - Maple Ave/Barrington St. to Walter St. (with Trees)
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 31, 2020**

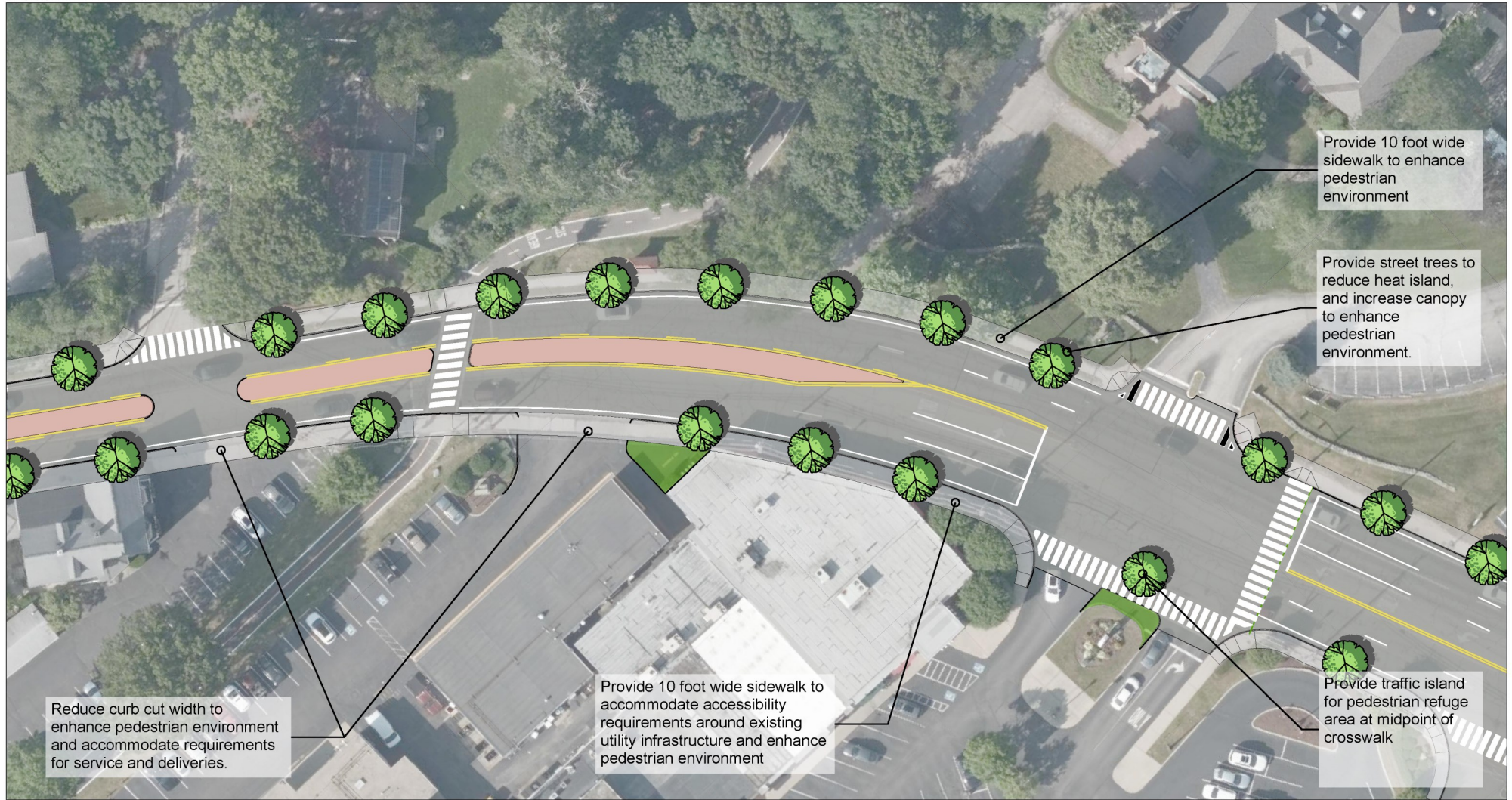
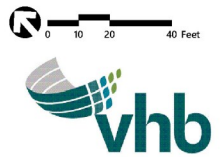


Figure 4 - County Rd.
Barrington Complete Streets
Barrington, Rhode Island

Source:
Prepared for: **Client Review**
Date: **March 31, 2020**



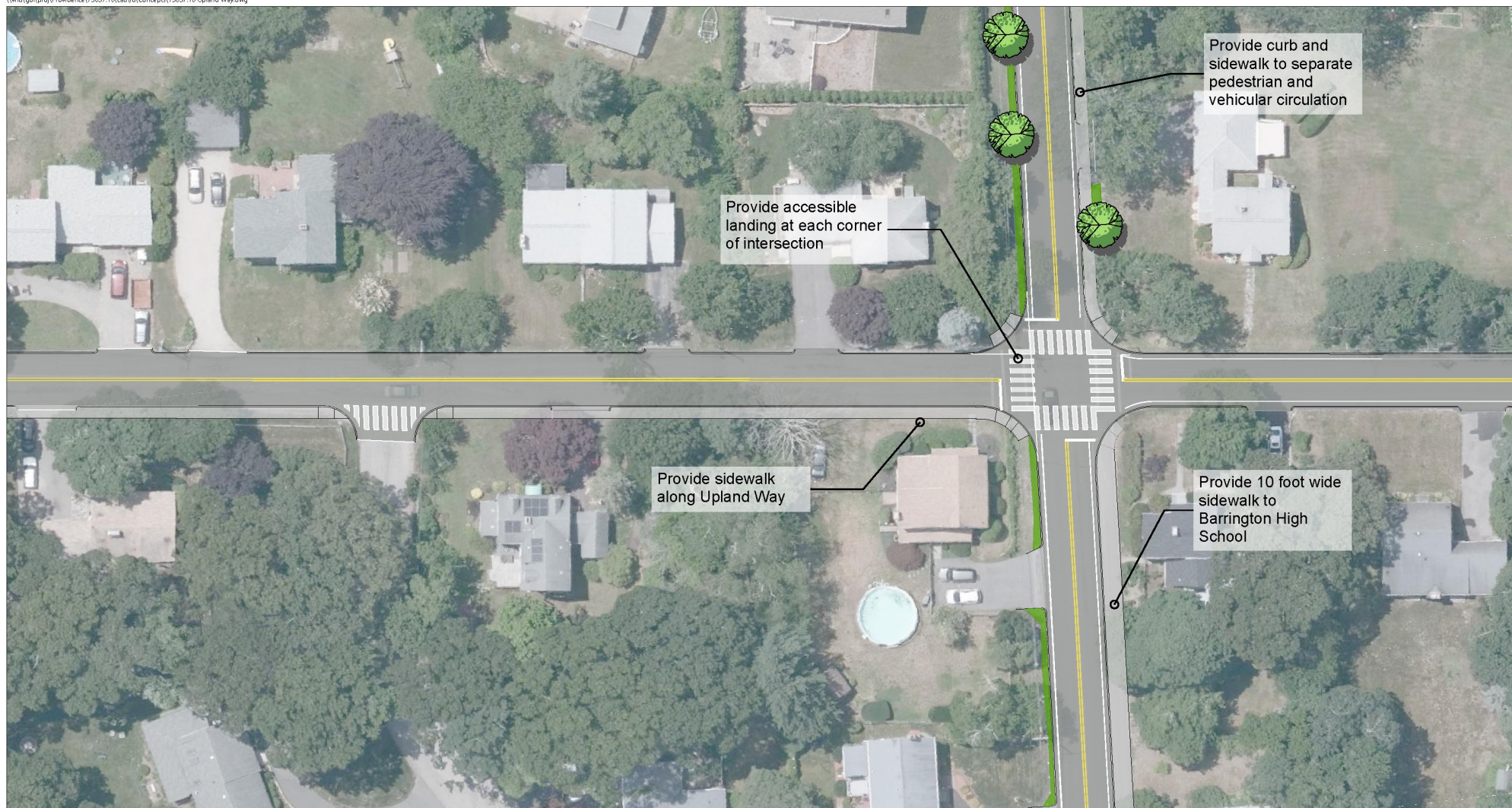
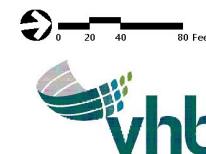


Figure 5 - Upland Way
Barrington Complete Streets
Barrington, Rhode Island

Source: **Client Review**
Prepared for: **Client Review**
Date: **January 13, 2021**



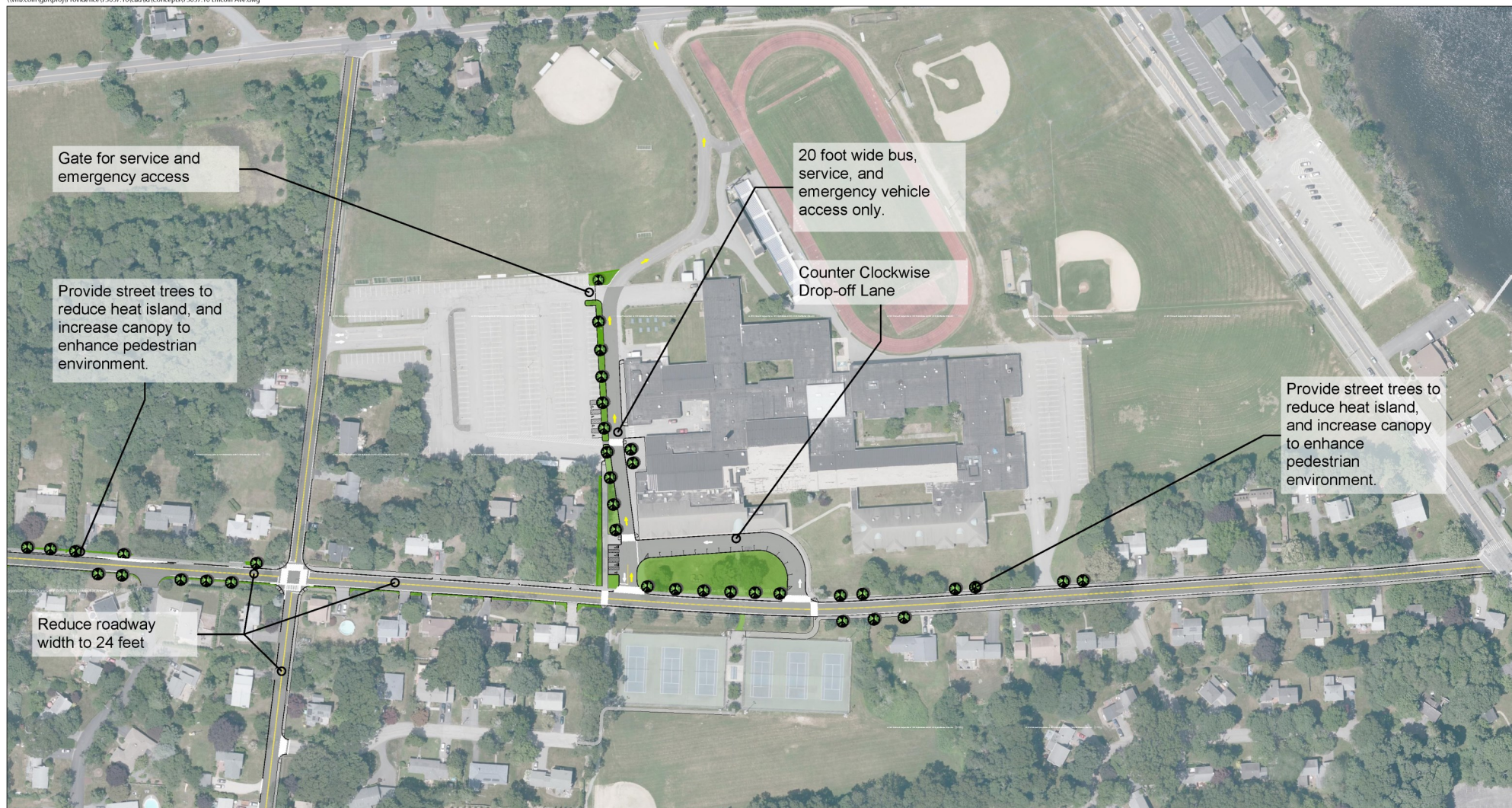


Figure 6.1 - Lincoln Ave. 1
Barrington Complete Streets
Barrington, Rhode Island

Source: **Client Review**
Prepared for: **Client Review**
Date: **March 31, 2020**

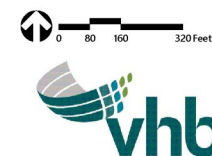
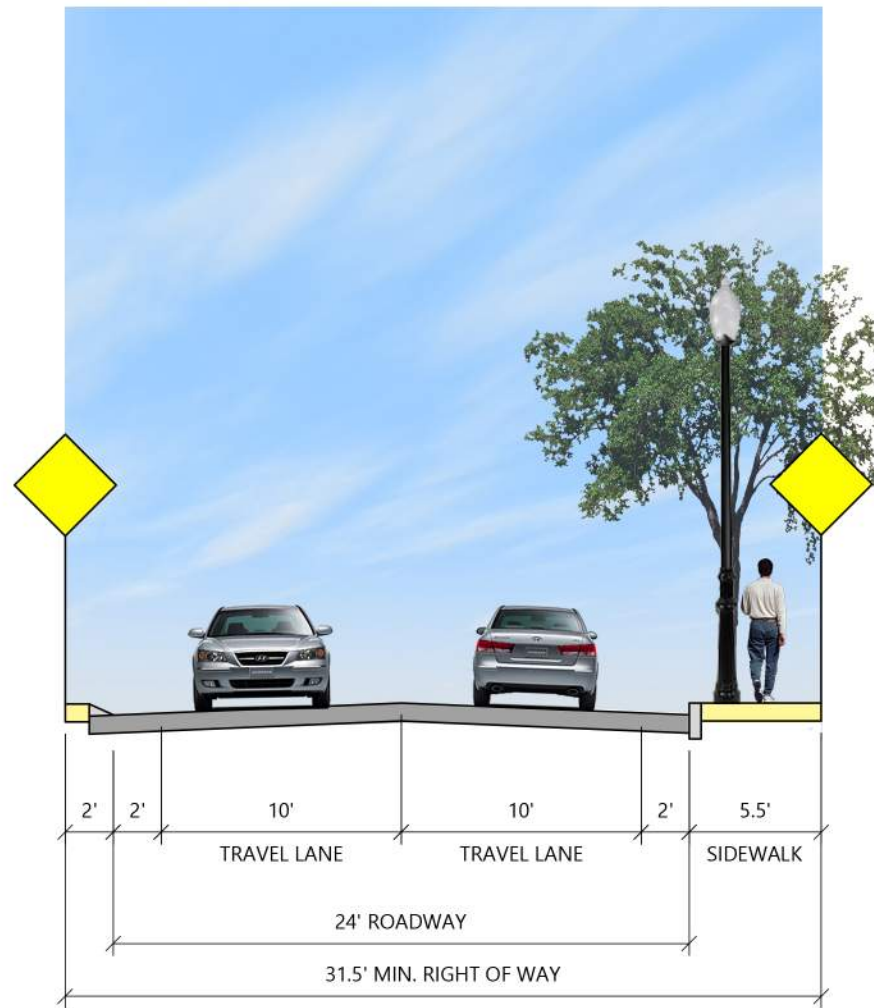




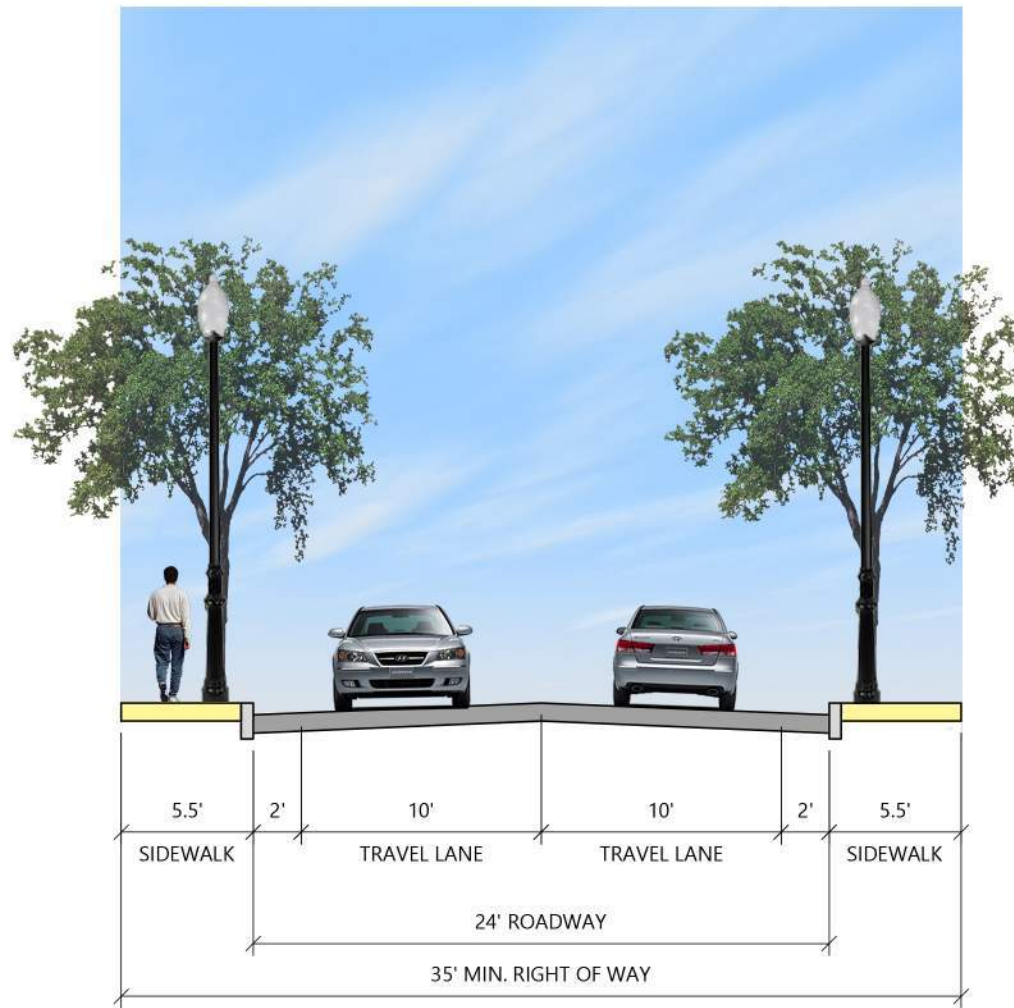
Figure 6.2 - Lincoln Ave. 2
Barrington Complete Streets
Barrington, Rhode Island

Source:
 Prepared for: **Client Review**
 Date: **January 13, 2021**

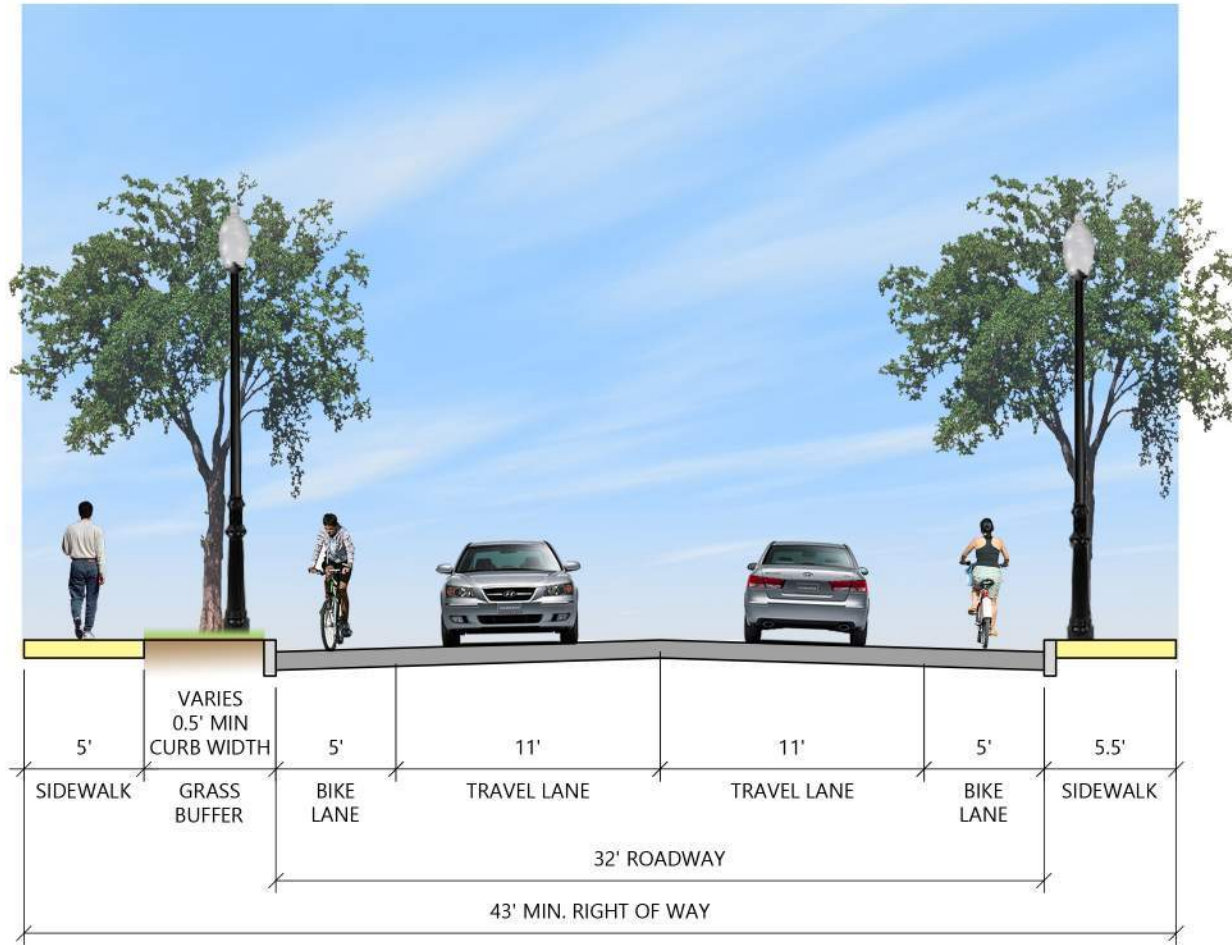
Divider



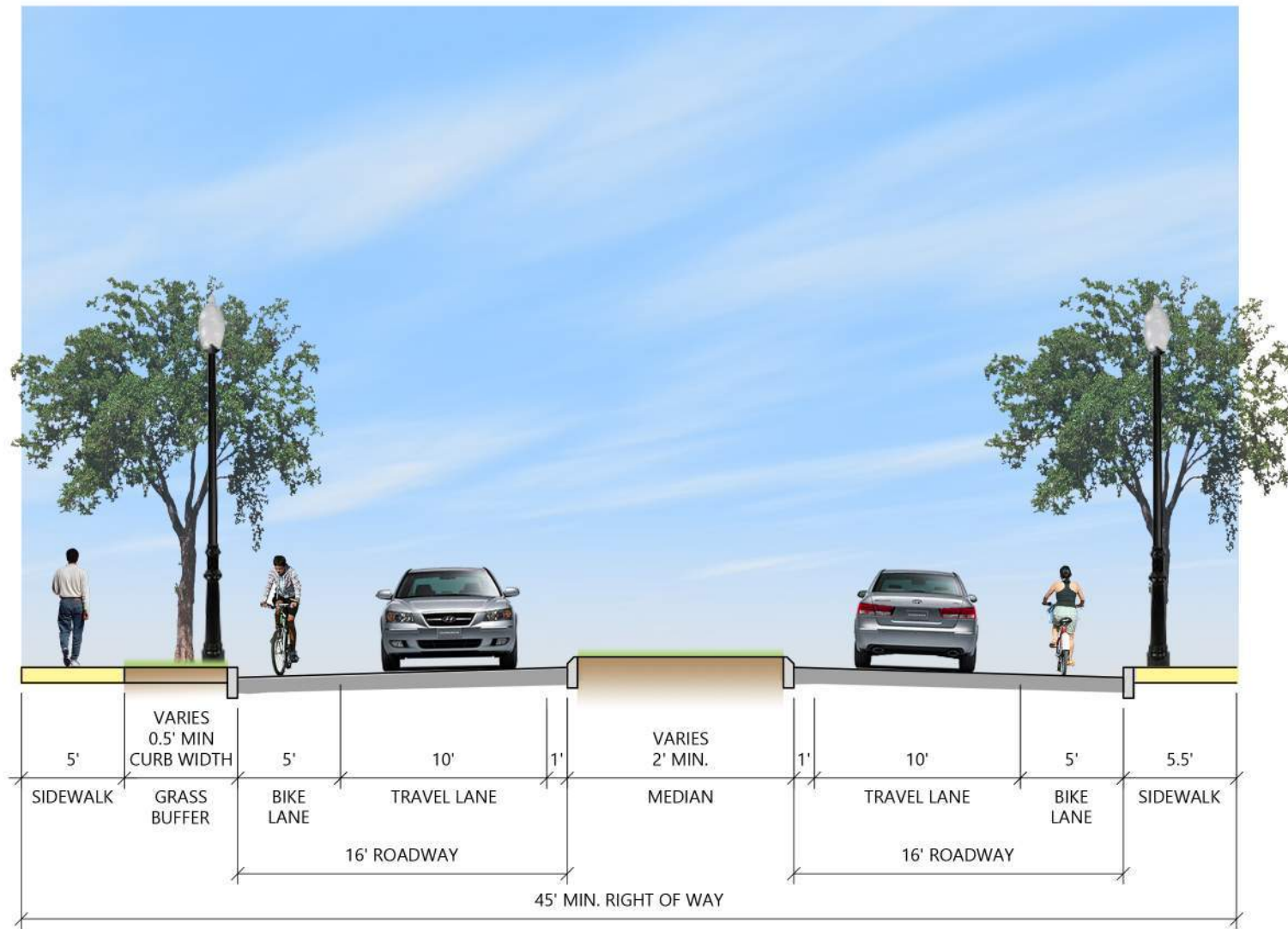
31.5' MINIMUM WIDTH
W/ SIDEWALK (ONE SIDE) & NO BIKE LANES



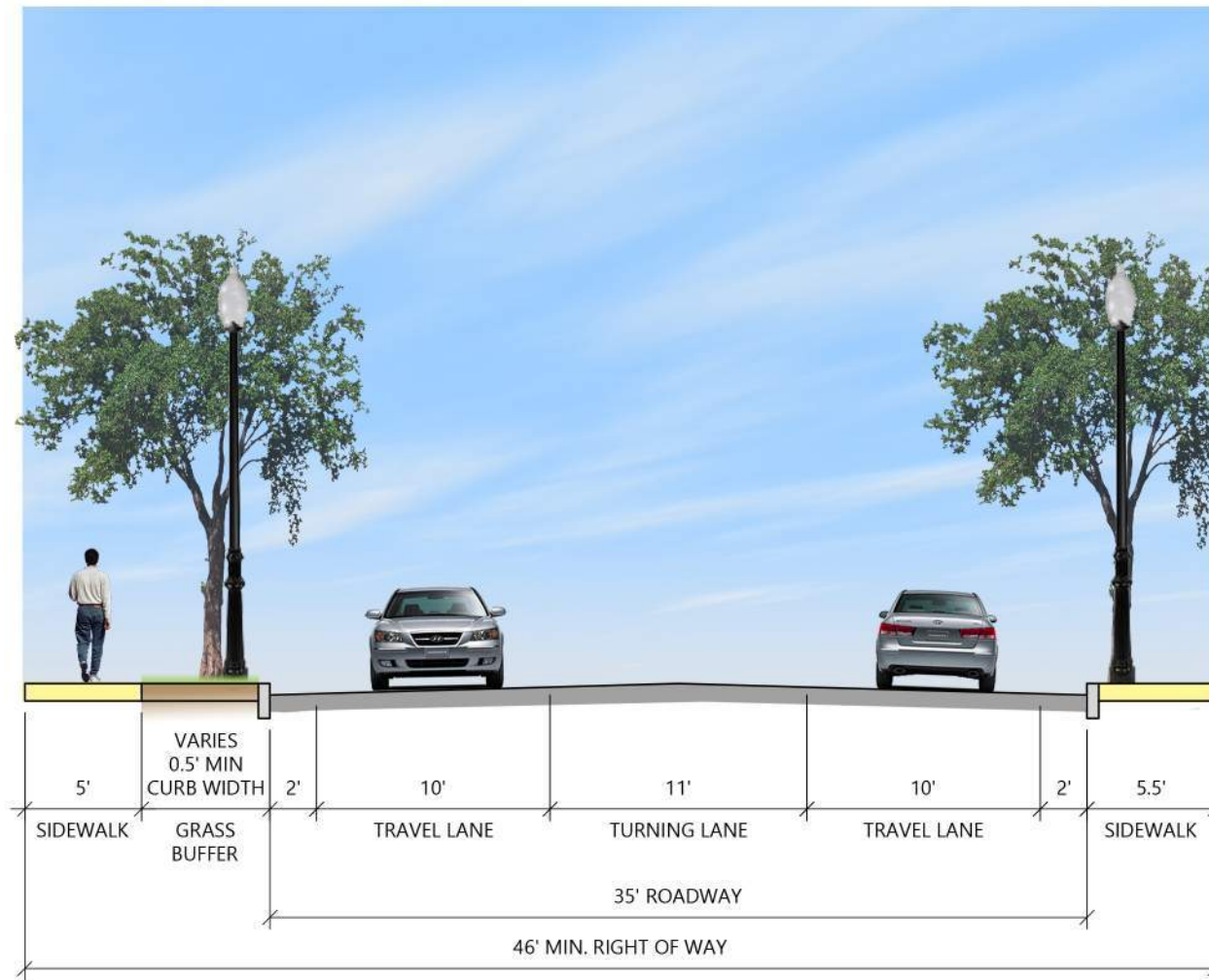
35' MINIMUM WIDTH
W/ SIDEWALKS & NO BIKE LANES



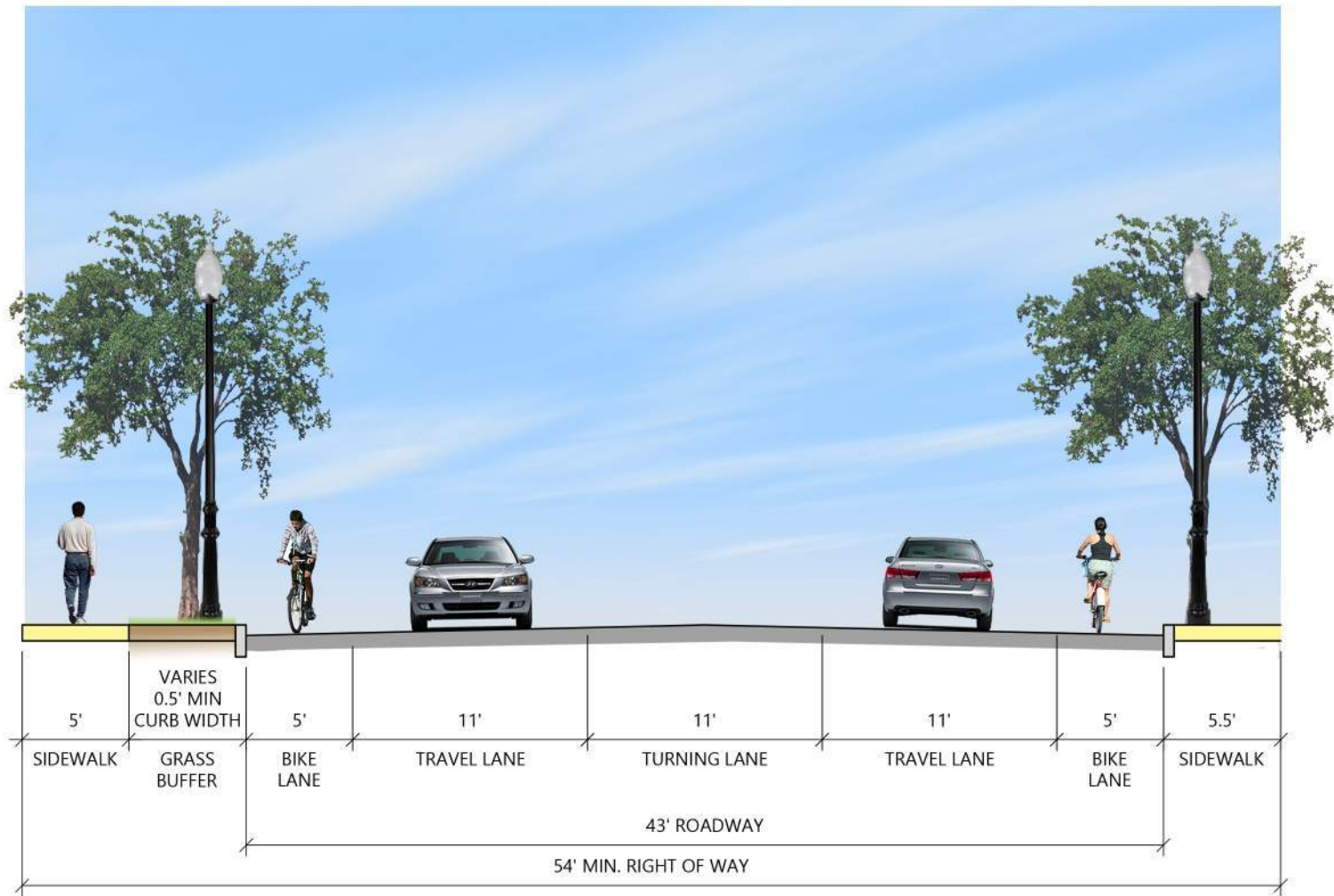
43' MINIMUM WIDTH
W/ SIDEWALKS & BIKE LANES BOTH SIDES



45' MINIMUM WIDTH
W/ CENTER MEDIAN & BIKE LANES



46' MINIMUM WIDTH
W/ CENTER TURN LANE & NO BIKE LANES



54' MINIMUM WIDTH
W/ CENTER TURN LANE & BIKE LANES

APPENDIX C: STATE OF RI SAFE ACCESS TO PUBLIC ROADS LAW (STATE LAW 24, CHAPTER 16)

Title 24

Highways

Chapter 16

Safe Access to Public Roads

R.I. Gen. Laws § 24-16-1

§ 24-16-1. Legislative findings.

It is hereby found and declared as follows:

(1) To achieve a cleaner, greener transportation system the transportation plans of Rhode Island should consider the needs of all users of our roadways including pedestrians, bicyclists, public transportation riders, motorists and citizens of all ages and abilities, including children, the elderly and the disabled. By encouraging good planning, more citizens will achieve the health benefits associated with active forms of transportation while traffic congestion and automobile related air pollution will be reduced. Therefore, it shall be the policy of the state to consider people of all ages and abilities and all appropriate forms of transportation when planning roadway projects.

(2) For all state and local transportation projects that are eligible for both federal and state funding and are subject to department of transportation oversight, Rhode Island must provide for the consideration of safe travel by all users of the road network, including motorists, pedestrians, bicyclists, and public transportation users, regardless of age or ability, through the use of complete street design features for safe travel in the planning, design, and construction of new or reconstructed facilities, but not including, resurfacing, or other maintenance — level projects.

History of Section.

P.L. 2012, ch. 315, § 1; P.L. 2012, ch. 355, § 1.

§ 24-16-2. Complete street design.

(a) When the state of Rhode Island constructs or modifies roads and highways, the relevant department must consider complete street design features that facilitate safe travel by all users that expands upon currently accepted state and federal design requirements to accommodate all users, including current and projected users, particularly pedestrians, bicyclists and individuals of all ages and mobility capabilities. 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 control signalization, bus pull outs, curb cuts, raised crosswalks and ramps and traffic calming measures.

(b) Exceptions to subsection (a) of this section shall be permissible only after the agency with jurisdiction over the project, fully demonstrates with supporting documentation which shall be available to the public, that one of the following exists:

(1) Use by bicyclists and pedestrians is prohibited by law, such as within interstate highway corridors; or

(2) The cost would be disproportionate to the need as determined by factors including, but not limited to, the following: (i) Land use context; (ii) Current and projected traffic volumes including non-motorized traffic; and (iii) population density; or

(3) Demonstrated lack of need as determined by factors, including, but not limited to: (i) Land use; (ii) Current and projected traffic volumes including non-motorized traffic; and (iii) population density.

History of Section.

P.L. 2012, ch. 315, § 1; P.L. 2012, ch. 355, § 1.

§ 24-16-3. Reports.

(a) No later than two (2) years after the effective date of this chapter, the department of transportation shall publish a report showing how the department of transportation has complied with this section of highway law and changed their procedures to institutionalize complete streets design features into planning, project scoping, design and implementation of highway and road projects. The report shall include, but not be limited to, a discussion of the review of and revisions to various guidance documents regarding lane width, design speed, average daily traffic thresholds, level of service and roadway classification. The report shall also show any best practices that the transportation agency utilized in complying with § 24-16-2 of the highway law.

(b) In establishing such best practices, consideration shall be given to the procedures for identifying the needs of the mix of users, including primary and secondary users and the identification of barriers, and summary of the documentation required by subsection 24-16-2(b) of the highway law regarding why the transportation agency could not comply with subsection (a).

History of Section.

P.L. 2012, ch. 315, § 1; P.L. 2012, ch. 355, § 1.

§ 24-16-4. Department of transportation consultation.

In the project development process the department of transportation shall consult with transportation, land-use and environmental officials, including representatives from:

- (1) Cities and towns;
- (2) Metropolitan planning organizations;
- (3) Public transit operators;
- (4) Relevant state agencies; and
- (5) Other relevant stakeholders, including, but not limited to, representatives from disability rights groups, aging groups, bicycle and pedestrian advocates, and developers.

History of Section.

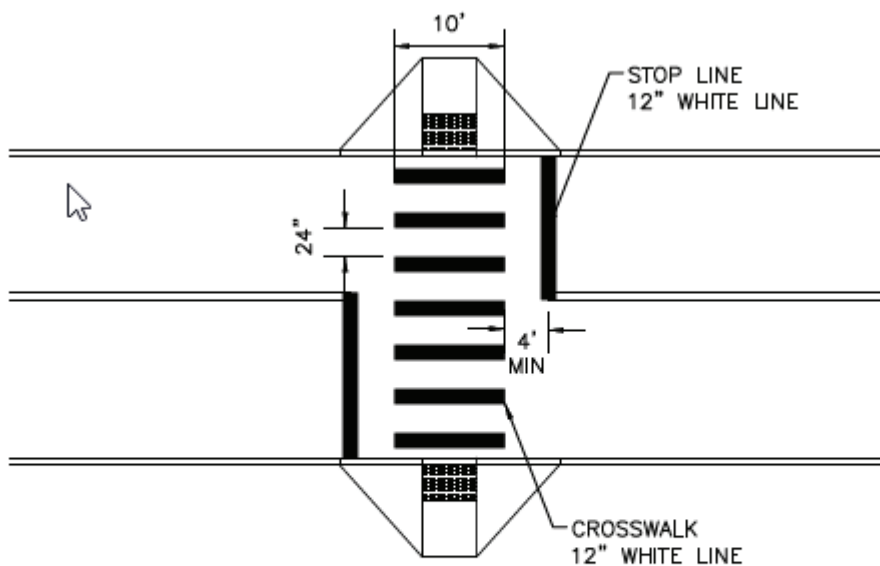
P.L. 2012, ch. 315, § 1; P.L. 2012, ch. 355, § 1.

APPENDIX D: EXAMPLES – PEDESTRIAN INFRASTRUCTURE; BIKE INFRASTRUCTURE; SIGNAGE

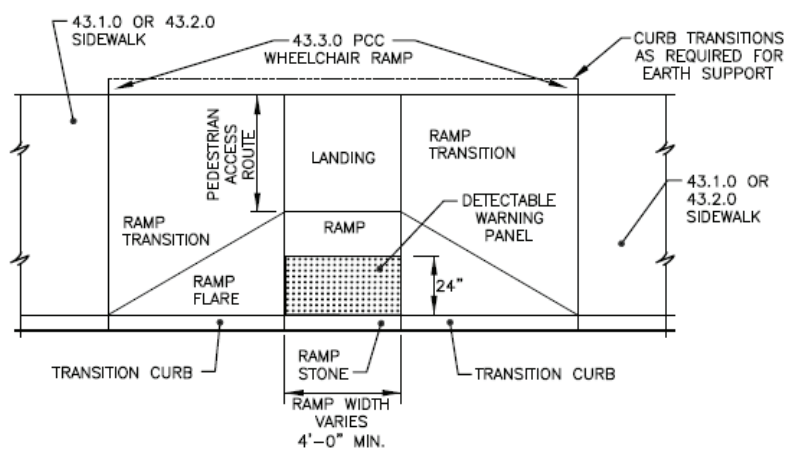
PEDESTRIAN INFRASTRUCTURE EXAMPLES



PEDESTRIAN IN
CROSSWALK SIGN



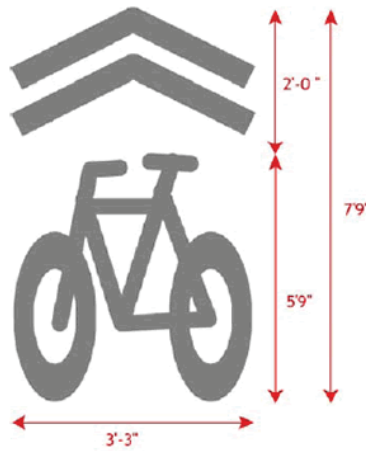
CROSSWALK DETAIL
(not to scale)



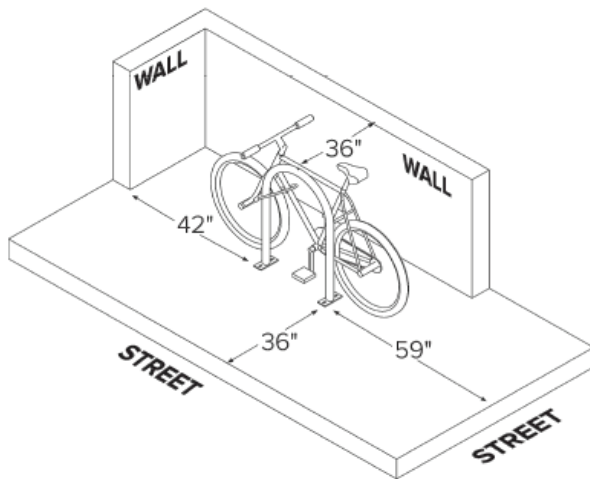
DETECTABLE WARNING
PANEL PLACEMENT
(not to scale)

NOTE: Detector warning panel shall be in accordance with Section 942 of the R.I. Standard Specifications; Panel to match ramp width.

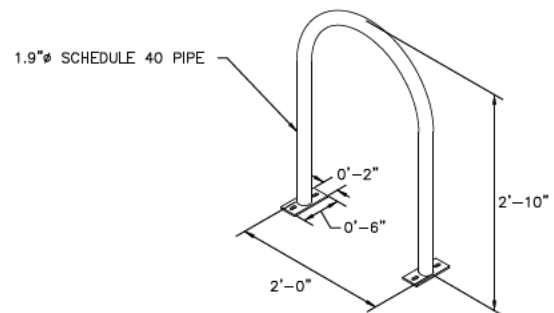
BIKE INFRASTRUCTURE EXAMPLES



BIKE SYMBOL DETAIL



BIKE RACK SETBACK DETAIL
(NOT TO SCALE)



NOTES:

1. REFER TO BIKE RACK SETBACK DETAIL FOR RECOMMENDED DISTANCES.
2. BIKE RACKS SHALL BE SPACED AT 48" O.C.
3. FOR INSTALLATION, 3/8" DIAMETER HOLES SHALL BE DRILLED INTO THE EXISTING CONCRETE ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS AND 3/8" STEEL ANCHORS SHALL BE USED TO SECURE THE RACKS.
4. IN AREAS WHERE THE SIDEWALK IS NOT LEVEL, WASHERS SHALL BE PLACED UNDERNEATH THE FLANGES TO LEVEL THE RACKS.

BIKE RACK—FLANGE MOUNTED INVERTED U—SHAPE
(NOT TO SCALE)

SCHOOL ZONE / FLASHING SIGNS - EXAMPLES



School zone signs

Above: speed feedback (preferred)

Right: Flashing signs with no speed feedback (similar to signs installed near the Middle School and Primrose Hill School)

