September 2025

Barrington

Safe Streets and Roads for All Safety Action Plan

SS4A
SAFE STREETS FOR ALL

BARRINGTON
RHODE ISLAND

Table of Contents

Appendices

Figures

Tables

Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
BCA	Baseline Crash Analysis
BPAC	Bicycle and Pedestrian Advisory Committee
CEJST	Climate and Economic Justice Screening Tool
CEQ	Council on Environmental Quality
CRF	Crash Reduction Factor
DOT	United State Department of Transportation
ETC	Equitable Transportation Community Explorer
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FI	Fatal and All Injury
FSI	Fatal and Serious Injury
HIN	High-Injury Network
HRN	High-Risk Network
HSIP	Highway Safety Improvement Program
NACTO	National Association of City Transportation Officials
RIDOT	Rhode Island Department of Transportation
RIPTA	Rhode Island Public Transit Authority
RRFB	Rectangular Rapid Flash Beacon
SAP	Safety Action Plan
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads for All
STIP	Statewide Transportation Improvement Program
VRU	Vulnerable Road User

Acknowledgements

The Barrington Safety Action Plan would not have been possible without the collaboration of several key town departments, boards, committees, statewide partners, and input from community members.

Barrington Safety Action Plan Contributing Local Departments and Organizations

- Planning, Building, and Resiliency Department
- Office of the Town Manager
- Barrington Police Department
- Barrington Fire Department
- Barrington Planning Board
- Barrington Bicycle-Pedestrian Advisory Committee (BPAC)

The Safety Action Plan was prepared by the Town of Barrington with funds provided by the United States Department of Transportation awarded to the Rhode Island Public Transit Authority (RIPTA) under the Safe Streets and Roads for All (SS4A) Program. Plan development was supported by a consultant team comprised of AECOM, Bowman, IMEG, Nelson\Nygaard, Toole Design Group, and VJS Consulting.

A Technical Working Group comprised of local and statewide stakeholders guided plan development and collaborated to develop a complementary Statewide Safety Action Plan.

The Technical Working Group was guided by RIPTA and its members included:

- Bike Newport
- Community Care Alliance
- Governor's Commission on Disabilities
- Grow Smart RI
- RI Bicycle Coalition
- RI Commerce
- RI Community Action Association
- RI Department of Health
- RI Department of Transportation
- RI Division of Statewide Planning
- RI League of Cities and Towns
- RI Transit Riders

Thank you also to the countless members of the public and stakeholders who provided key information and feedback that shaped this plan.

We recognize the impact crashes have had on the Barrington community and acknowledge our collective responsibility to make our roads safer for all users.

Barrington residents discussing street safety with the consultant team during a Safety Action Plan pop-up engagement event

Executive Summary

SS4A Overview

The Rhode Island Public Transit Authority (RIPTA) secured U.S. Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) funding in 2022 to support the state and 31 participating municipalities in planning for roadway safety improvements that will prevent injuries and save lives. With the SS4A grant award and other existing statewide efforts through the Division of Statewide Planning and the Rhode Island Department of Transportation (RIDOT), the state is focusing on improving safety on all roadways for all roadway users.

Barrington created this municipal Safety Action Plan (SAP) to effectively implement a tangible version of the Safe Streets for All mission, guided by the Safe Systems Approach. The adoption of this Safety Action Plan marks an ongoing effort in Barrington to develop a shared culture of safety and identify data-driven and community-informed priority projects, programs, and policies.

The Barrington Safety Action Plan includes comprehensive analysis of available data, public engagement, high-risk area identification, safety improvement recommendations, and a commitment to progress and transparency. The plan positions Barrington for further federal implementation funding and underscores key safety needs that could support other local, regional, and state planning initiatives.

Barrington's SAP was a one-year process that included community input, safety analysis, policy discussions, and identification of priority locations and projects.

Project Components

This SAP is structured around the standard SS4A Action Plan components.

Leadership Commitment and Goal Setting

Through this plan, Barrington has its sights set on achieving zero roadway fatalities and serious injuries, with a goal of doing so on roadways under its jurisdiction by 2035 and partnering with RIDOT to achieve the same on roadways in Barrington under state jurisdiction by 2040. Recognizing the urgency roadway safety improvements demand, Barrington also aims toward reducing fatal and serious injuries on roadways under its jurisdiction by half by 2030 and to partner with RIDOT to achieve the same on roadways in Barrington under state control by 2035.

Planning Structure

Barrington's Planning, Building, and Resilience Department staff will continue to serve as the plan's primary champion, convening other town departments, coordinating with local committees and boards, and partnering with RIDOT to assess and implement roadway safety improvements. Staff will also be responsible for evaluating the post-implementation success of safety treatments and periodically updating this Safety Action Plan to keep current with safety trends in the community.

Safety Analysis

The safety analysis uses historical data to identify key crash trends and the contributing factors that have led to fatal and serious injury crashes on a High-Injury Network. This analysis is based on 5 years of crash data from 2019 to 2023. When combined with other datasets, this information helps identify the types of infrastructure, behavior, and contexts that have the greatest impact on safety outcomes.

80 percent of Barrington's fatal and serious injury crashes occurred along state roads, and despite these roads making up only 18 percent of the town's total roadway miles, they account for 66 percent of Barrington's High-Injury Network. Each crash is more than a number; it represents people in Barrington who are affected by unsafe roadway conditions. People aged 25 to 34 and 65+ were most represented among those impacted by fatal and serious injury crashes compared to their respective share of Barrington's population. Those walking and biking were at particular risk to be impacted by a crash, with 80 percent of crashes involving someone biking and 100 percent of crashes involving someone walking resulting in at least one injury. Notably, 67 percent of fatal and serious injury crashes involving someone walking or biking and 24 percent of all crashes involving someone walking or biking near a school.

The findings of the safety analyses, and the specific locations with historical crashes and heightened future crash risk, informed the policy, infrastructure, and programming recommendations included in this plan.

Engagement and Collaboration

Stakeholder engagement and collaboration elevate the perspectives and insights of members of the Barrington community, identify risks not apparent in the data, and build consensus for proposed solutions. Engagement began early in the planning process and continued at key junctures, actively involving stakeholders and the public as part of the decision-making process. The final plan includes recommendations informed by stakeholder feedback and local context, which are critical for project implementation to take place.

Community feedback centered around a few core themes. Residents were most eager to see investments that make it safer for pedestrians and cyclists to travel throughout the community, particularly for students accessing Barrington's schools. Traffic calming, which helps encourage safe speeds, was also identified as a priority, particularly near East Bay Bike Path crossings, arounds schools, and along neighborhood roadways.

More broadly, community members want this plan to align with the priorities of the town's ongoing Comprehensive Plan update and Complete Streets Implementation Plan and to speak to the co-benefits of safety improvements, like expanding access to public transit, climate resilience, accessibility, economic development, and mode shift. To accomplish this, the community emphasized the critical need for the town to partner with RIDOT to expedite critical safety projects and explore bold roadway redesigns, particularly along roadways like County Road through Barrington's village center.

Equity Considerations

This plan recognizes that, nationally, people with low incomes, communities of color, people with limited vehicle access, people with limited English proficiency, people with disabilities, and others have historically been most impacted by traffic-related injuries. While no block groups within Barrington are considered areas of persistent poverty or disadvantaged according to DOT's Equitable Transportation Community Explorer, block group (440010302003) is considered transportation insecure and sees a greater share of both the overall crashes and most severe crashes within Barrington.

The absence of a disadvantaged designation in the aggregate does not minimize the need for Barrington to consider how decisions made about the transportation network may impact different members of the community and how the town can make its roadways safer for all users. Similarly, given the presence of designated disadvantaged communities immediately adjacent to Barrington in East Providence and Warren, care should be taken to understand the impact changes to the transportation system in Barrington might have on disadvantaged communities who may not live in Barrington but may travel within the town regularly.

Policy and Process Changes

In addition to infrastructure-based solutions, the Safety Action Plan also recommends a suite of policy, program, and process-based strategies to improve roadway safety. Each identified goal and objective aligns with one or more of the five Safe System Approach strategies, with responsible parties and actions to achieve the goal identified. Within the list of potential actions, those that address critical safety needs in Barrington are also specifically elevated.

Strategy and Project Selection

Informed by the Baseline Crash Analysis, risk analysis, and community feedback, a basic screening system was developed to focus the Safety Action Plan on a core list of potential project locations. The screening criteria prioritized locations with historical crashes, locations with elevated levels of future crash risk, and locations near schools, along RIPTA bus routes, or in historically disadvantaged communities. Based on both the findings of this screening process and consistency with other town plans like the Complete Streets Implementation Plan, project locations were identified and countermeasures developed based on existing crash trends and future crash risks.

Progress and Transparency

Barrington is committed to transparently making steady progress toward implementing this Safety Action Plan. In addition to publishing the final Safety Action Plan online, the town is committed to tracking key safety performance metrics, particularly to evaluate the post-implementation success of safety countermeasures. Led by Barrington's Planning, Building, and Resiliency Department staff, in partnership with other local safety champions, the town will continue to build organizational capacity and identify all available funding sources to implement safety-related projects. When project complexity dictates longer implementation timelines, opportunities for short-term quick-build solutions will also be explored.

Conclusion

By prioritizing analysis, engagement, and action planning, this adopted Safety Action Plan will assist Barrington in planning for safety projects on local roads, advocating and being an informed partner for changes on state roads, incorporating Safe System Approach thinking in project developments, and creating competitive proposals for existing and future funding opportunities.

Summary of Recommended Projects

A summary list of recommended infrastructure-based projects is shown in Table 1.

Table 1. Summary of Recommended Projects

Project Number	Recommended Project Name	Countermeasure	Implementation Timeline
1	Wampanoag Trail / County Road / Old County Road	▪ Conduct a corridor study to assess the long-term feasibility of redesigning Route 114 into one lane in each direction with center turn lanes and/or roundabouts at major intersections. Consider also a shared use path, improved RIPTA bus stop access, and resilience elements. Coordinate with East Providence. ▪ Consider alternative shoulder treatment that provide space for people walking and biking. ▪ Conduct an engineering study to reduce the speed limit. ▪ Assess feasibility of removing U-turn lanes north of Old River Road. ▪ Install a sidewalk to Walker Farm. ▪ Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. ▪ Assess feasibility of narrowing the Old County Road/Middle Highway intersection.	Long-Term
2	County Road	▪ Reduce speed limit. ▪ Review intersections with Federal Road / Massasoit Avenue and Lincoln. ▪ Evaluate new midblock crossings with RRFBs near RIPTA stops and at desired crossing locations. ▪ Repurpose shoulder as a bike lane. ▪ Routine maintenance and repair along sidewalks. ▪ Wholistically evaluate signals along the corridor, beginning at Massasoit Avenue / Federal Road through Rumstick Road. ▪ Explore removing the center turn lane and install bike lanes and wider sidewalks, while maintaining some turn pockets.	Medium / Long-Term
3	County Road	▪ Explore removing the center turn lane and install bike lanes and wider sidewalks, while maintaining some turn pockets. ▪ Explore options to redesign Rumstick Road intersection. ▪ Repurpose shoulder as a bike lane. ▪ Upgrade existing midblock crossings. ▪ Study circulation and safety challenges at Sowams Road and New Meadow Road, particularly at crossings.	Medium / Long-Term

Project Number	Recommended Project Name	Countermeasure	Implementation Timeline
4	County Road / Middle Highway	▪ Consider neighborhood traffic calming treatments on Middle Highway. ▪ Upgrade or install sidewalks along Middle Highway. ▪ Evaluate reduced corner radii and mini roundabout at the intersection of Middle Highway and Primrose Hill Road. ▪ Conduct an intersection study with the goal of reducing the intersection size at Belton Drive. ▪ Install advanced warning signs and enhanced delineation of curves approaching Wampanoag Trail along County Road. ▪ Upgrade sidewalks, where feasible, and conduct an engineering study to reduce the speed limit east of Middle Highway along County Road. ▪ Conduct corridor study on County Road west of Middle Highway to determine how to repurpose shoulder as either a shared use path, bike lanes, or to close sidewalk gaps. ▪ Conduct a traffic study to assess the feasibility of a road diet along Willett Avenue through the traffic circle, including options to modernize the traffic circle.	Medium-Term
5	Sowams Road	▪ Install sidewalks to close gaps. ▪ Improve sidewalks and crosswalks near Sowams School. ▪ Traffic calming/speed enforcement. ▪ Trim vegetation. ▪ Where feasible, paint a bike lane or explore neighborhood roads as alternative routes.	Medium / Long-Term

Project Number	Recommended Project Name	Countermeasure	Implementation Timeline
6	New Meadow Road	▪ Improve intersections along the corridor with reduced corner radii, curb extensions, and traffic calming ▪ Where feasible, install painted bike lanes and signage. ▪ Install sidewalks between Deep Meadow Road and Christine Drive. ▪ Review roadway grading to improve drainage. ▪ Evaluate feasibility of relocating utility poles or widening sidewalk. ▪ Assess feasibility of installing curbing to physically separate the sidewalk. ▪ Improve Hampden Meadows Elementary School access with traffic calming and a crosswalk upgrade at Robbins Drive/Kent Street and a new crossing and RRFB at Lamson Road. ▪ Systemically consider curve delineation signage.	Medium/Long Term
7	Massasoit Avenue / Martin Avenue / Lamson Road	▪ Install sidewalk on Massasoit Avenue and Martin Avenue. ▪ Install neighborhood traffic calming, like speed tables or speed bumps. ▪ Install high visibility crosswalks. ▪ Reduce intersection radii.	Short / Medium-Term
8	Lincoln Avenue	▪ Evaluate ADA and resiliency improvements at intersection with Washington Road. ▪ Install a No Right Turn on Red at Middle Highway intersection. ▪ Upgrade sidewalks and crosswalks along corridor. ▪ Review midblock crossing spacing and feasibility of bike facilities. ▪ Review intersection with County Road.	Medium / Long-Term
9	Federal Road / Massasoit Avenue	▪ Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. ▪ Evaluate crosswalk installation with appropriate safety countermeasures at Bowden Avenue. ▪ Conduct an intersection study of Federal Road and Middle Highway. ▪ Install sidewalks and bike facilities between Middle Highway and Upland Way. ▪ Upgrade midblock crossings on Federal Road to improve visibility. ▪ Upgrade curb ramp at Upland Way to be ADA compliant.	Medium-Term

Project Number	Recommended Project Name	Countermeasure	Implementation Timeline
10	Middle Highway	▪ Install continuous bike facilities from East Providence line to Nayatt Road. ▪ Study major intersections. ▪ Conduct Safe Routes to School study focused on traffic calming and enhanced crosswalk solutions near Primrose Hill Elementary School, Barrington Middle School, and the areas between. ▪ Upgrade bike path crossing to include high visibility crossing treatments. ▪ Assess the feasibility of closing sidewalk gaps.	Medium-Term
11	Maple/Anoka/Waseca/Wood Avenues	▪ Retime the signal at Maple Avenue and County Road. ▪ Evaluate curb extensions on Waseca Avenue near County Road. ▪ Systemically restripe crosswalks as continental crosswalks. ▪ Systemically identify opportunities to reduce the width of driveway curb cuts along the corridor. ▪ Assess the feasibility of removing portions of the shoulder of Waseca Avenue between County Road and Wood Avenue to expand the sidewalk. ▪ Explore neighborhood traffic calming opportunities, particularly on Waseca Avenue and Anoka Avenue. ▪ Reduce the intersection size at West Street/Waseca Avenue and West Street/Anoka Avenue. ▪ Conduct parking study at West Street and Maple Avenue.	Short/Medium Term
12	Rumstick Road	▪ Conduct an intersection study at Rumstick Road and County Road. ▪ Install sidewalks between Jennys Lane and Woodland Road and from Brentonwood Avenue to Chachapacassett Road. ▪ Consider installing additional advanced warning signs, upgrading striping to be high visibility, and/or installing RRFBs at crossings. ▪ Determine whether additional speed enforcement is necessary. ▪ Consider crossing improvements at Nayatt Road. ▪ At the Rumstick Road /Chachapacassett Road intersection, assess the feasibility of an intersection redesign. ▪ South of Chachapacassett Road, concurrent with repaving, explore opportunities for neighborhood traffic calming.	Medium-Term

Project Number	Recommended Project Name	Countermeasure	Implementation Timeline
13	Nayatt Road	▪ Install a sidewalk from Broadview Drive to Middle Highway. ▪ Assess the feasibility of painted bike lanes and signage along the corridor. ▪ Upgrade existing marked crosswalks near the Rhode Island Country Club and Nayatt School. ▪ Advance traffic calming solutions near the Nayatt School. ▪ Trim vegetation along the corridor. ▪ Conduct studies to reduce the size of intersections on Nayatt Road at Washington Road, Middle Highway, and Rumstick Road. ▪ Assess the feasibility of installing a sidewalk from Middle Highway to Washington Road.	Medium-Term
14	Washington Road	▪ Assess the feasibility of modernizing the traffic circle at Willett Avenue/County Road. ▪ Upgrade existing sidewalks, where feasible, throughout the corridor and close sidewalk gaps where sidewalks do not exist today. ▪ Consider traffic calming, particularly near schools. ▪ Assess opportunities to upgrade crosswalks and curb ramps. ▪ Upgrade bike path crossing to include high visibility crossing treatments. ▪ Conduct an engineering study to reduce the corridor speed limit. ▪ Conduct corridor study to assess the feasibility of a separated cycling/multiuse path facility. ▪ Conduct intersection studies of the feasibility of reducing corner radii along the corridor, notably at Nayatt Road and Lincoln Avenue.	Medium-Term
15	Bay Springs Avenue	▪ Reduce travel lane width and stripe a bike lane. ▪ Implement neighborhood traffic calming. ▪ Upgrade bike path crossing to improve visibility and yield compliance. ▪ Implement ADA improvements at Narragansett Avenue and Washington Road intersections.	Midblock: Short-Term Intersections: Medium-Term

Project Number	Recommended Project Name	Countermeasure	Implementation Timeline
16	Ferry Lane	▪ Assess the feasibility of a sidewalk or install advisory shoulders. ▪ Assess the feasibility of transforming the corridor into a neighborhood greenway. ▪ Install traffic calming elements. ▪ Reinforce intersection with Matthewson Road.	Short / Medium-Term

Introduction

Meeting the Challenge

Through the United States Department of Transportation (DOT), the Safe Streets and Roads for All (SS4A) Program provides funding for communities to plan and implement improvements that will prevent injuries and save lives. In 2023, Rhode Island and 31 participating municipalities, including Barrington, were awarded SS4A funding to develop comprehensive Safety Action Plans (SAPs).

This SAP provides strategies to enhance roadway safety and prevent death and serious injuries for drivers, people walking or rolling, cyclists, and public transit users in Barrington. Barrington intends to use this SAP to inform local and RIDOT-led projects, and as a support when considering applying for implementation grants under the SS4A grant program and other funding opportunities.

This SAP analyzes overall crash patterns utilizing a two-pronged approach: a baseline crash analysis (BCA) and a systemic safety analysis. The BCA identifies and assesses hot spots where crashes have occurred, and a systemic safety analysis (FHWA 2013) identifies common risk factors that contribute to crashes across the entire transportation network. This combined approach, based on recent crash history and systemic risk factors, allows Barrington to identify a High-Injury Network (HIN), and develop effective context-specific solutions. By integrating these two approaches, Barrington can effectively balance reactive measures that address historical crash locations with proactive measures to prevent crashes in similar contexts. This SAP is structured around the standard SS4A Action Plan Components, listed below:

- Leadership Commitment and Goal Setting (Chapter 1, Appendix A)
- Planning Structure (Chapter 2)
- Safety Analysis (Chapter 3, Appendix B)
- Engagement and Collaboration (Chapter 4, Appendices C and D)
- Equity Considerations (Chapter 5)
- Policy and Process Changes (Chapter 6)
- Strategy and Project Selections (Chapter 7, Appendices E and F)
- Progress and Transparency (Chapter 8)

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

Safe System Approach

The national transportation community has adopted a Safe System Approach to identify and reduce risks found in the transportation system. This approach expands beyond traditional crash analysis to create a safety net of systemic strategies within six pillars that prevent potential crashes from having fatal or serious injury outcomes.

All materials and project guidelines in this SAP are grounded in the principles of a Safe System Approach (Figure 1). A Safe System Approach acknowledges the inevitability of human error and proactively designs infrastructure to both reduce the likelihood of those mistakes occurring and minimize crash severity when a mistake does occur.

Source: DOT 2025

Figure 1. Safe System Approach Infographic

Principles of a Safe System Approach

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

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

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

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

Safety is Proactive. Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial. Reducing risks requires that if one aspect of the transportation system fails, others remain to prevent crashes from having severe outcomes.

A Safe System Approach provides a framework for identifying and prioritizing projects. To that end, Barrington focused this SAP on:

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

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

Municipal Background

Barrington is a suburban town in Bristol County on the eastern side of Narragansett Bay. The town is divided into two peninsulas by the Barrington and Warren Rivers and borders East Providence to its north, Warren to its east, and Swansea, Massachusetts, to its northeast. According to the 2020 United States Census, the town has 5,978 households and a population of 17,153 people situated on 8.4 square miles of land.

The town is predominantly residential, with a core town center located along County Road. Barrington has six public schools dispersed across neighborhoods throughout the community and multiple private schools. Barrington has one of the highest rates of students who walk or bike to school in the state, and the community has historically prioritized making its streets safe for all roadway users. The East Bay Bike Path passes through the town, providing connections for people walking and biking as far north as Providence and as far south as Bristol.

Project Timeline

Barrington's SAP was a multi-year process, commencing in spring 2024, that included community input, safety analysis, policy discussions, and identification of priority locations and projects.

Throughout the SAP development, the consultant team met regularly with staff at Barrington's Planning, Building, and Resiliency Department to coordinate timeline and review findings and deliverables. Other municipal stakeholders were also engaged, with particular emphasis early in the process, to help shape the Action Plan approach and review analysis findings.

Safety is a Shared Commitment

The successful implementation of road safety projects in Rhode Island requires effective coordination between municipalities, RIPTA, and RIDOT, particularly where roadway networks span both local and state jurisdictions. While municipalities focus on local needs, RIDOT must balance these with broader systemwide improvements across the state. RIDOT is aligned with the SS4A Program in both its current participation in developing the parallel Statewide Safety Action Plan and its recent development of roadway safety plans that advance the SS4A underlying mission of Vision Zero. The recommendations of this SAP were also reviewed by RIDOT, particularly where changes were suggested for state-owned roadways.

Several key RIDOT plans establish the framework for project prioritization, selection, and funding:

- Strategic Highway Safety Plan (SHSP)
- Highway Safety Improvement Program (HSIP)
- Statewide Transportation Improvement Program (STIP)
- Bicycle Mobility Plan
- Vulnerable Road User (VRU) Safety Assessment

The following language from the VRU Safety Assessment outlines this framework of collaboration:

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

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

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

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

1. Leadership Commitment and Goal Setting

1.1 Safety Action Plan Goals

The Town of Barrington is committed to achieving significant reductions in roadway fatalities and serious injuries. This SAP reflects a Safe System Approach to creating a safer, more accessible transportation network for all road users. This includes ongoing data analysis and monitoring, building collaborations and partnerships, implementing infrastructure enhancements, public safety education and awareness campaigns, and traffic enforcement and regulations.

The primary goals of this SAP are:

- **Vision Zero**: Barrington is committed to an ultimate goal of zero fatal or serious injuries on roadways within the community. In alignment with the horizon of its forthcoming Comprehensive Plan and in partnership with its state partners, the Town will target meeting this milestone by 2035 on town-controlled roads and 2040 on state-controlled roads, respectively.
- **Interim Crash Reduction**: Acknowledging the tremendous impact of fatal and serious injury crashes, Barrington recognizes the importance of interim crash reduction goals. To that end, the Town will target a 50 percent reduction in fatal and serious injury crashes by 2030 on town-controlled roads and by 2035 on state-controlled roads.

The Town commits to annually measuring the progress, challenges, and success toward these roadway safety goals (Figure 2), using the metrics outlined in this SAP and those aligned with safety best practices.

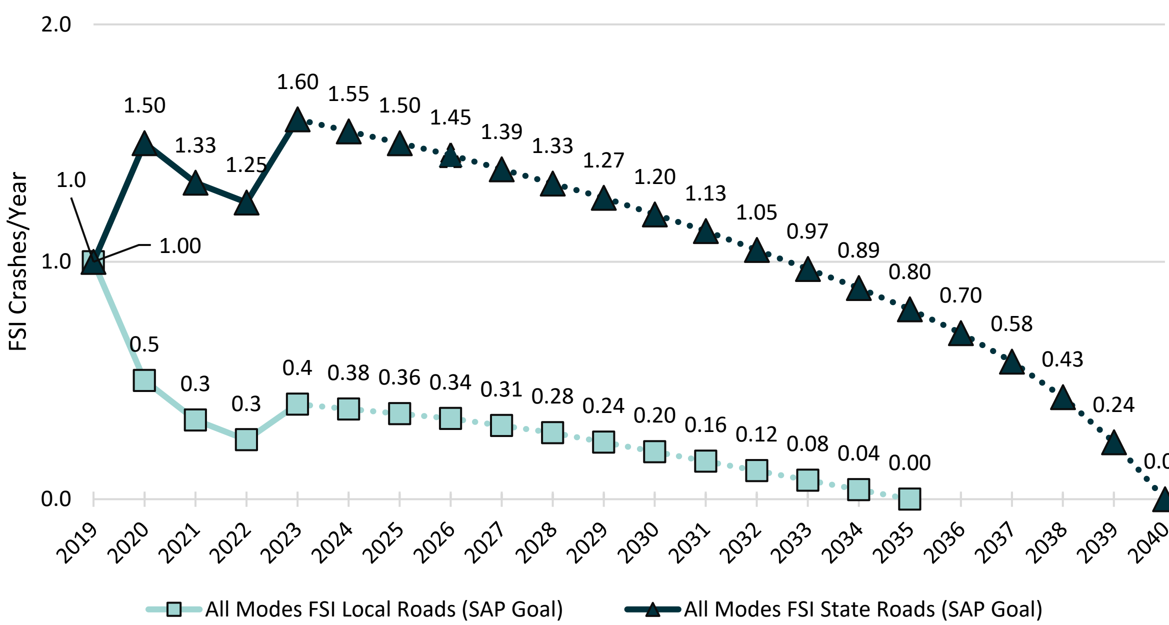


Figure 2. Safety Action Plan Crash Reduction Goals

1.2 Related Community Goals

Guided by existing plans, stakeholder engagement, and public input, six key road safety goals emerged (Table 2).

Table 2. Related Community Goals and Safe System Pillars

Goal	Safe Speeds	Safe Streets	Safe People	Post-Crash Care	Safe Vehicles
Close gaps in sidewalk infrastructure by creating dedicated spaces for people walking and rolling	X	X	–	–	–
Close gaps in cycling infrastructure by providing dedicated space in the roadway for people riding bicycles	X	X	–	–	–
Improve multimodal connectivity to schools, including education and enforcement of safe speeds and implementing Safe Routes to School	X	X	X	–	–
Implement traffic calming, education, and enforcement measures to reduce speeding	X	X	X	–	–
Couple safety improvements with co-benefits like climate resilience, accessibility, economic development, and mode shift	–	X	–	–	–
Expand and improve public transit accessibility	X	X	–	–	–

X = Yes
– = No

This plan recognizes that transportation safety is interconnected with Barrington's broader priorities, such as mobility, economic development, accessibility, and environmental resilience. Together, these six goals create a framework for implementing safety improvements that reflect both community priorities and technical analysis findings. Each goal will be supported by measurable objectives that will guide policy changes, infrastructure projects, and safety planning strategies over the coming years.

1.3 Leadership Commitment

Barrington's commitment to achieving safe streets for all roadway users is described in the resolution adopted by the Town Council on September 8, 2025, and corresponding letters of support for this Safety Action Plan, which are each included in Appendix A.

2. Planning Structure

A SAP requires a methodical approach built on proven strategic planning principles. Every strategic plan, regardless of the goals, must address four fundamental questions:

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

These questions provide a logical, considered progression from understanding current challenges through implementation and evaluation, ensuring a comprehensive approach to road safety improvements. To answer these questions, this SAP follows a structured process:

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

2.1 Implementation and Organizational Structure

Throughout the plan's development, municipal staff at Barrington's Planning, Building, and Resilience Department served as the consultant team's primary partners, shaping the plan and bringing together representatives from other municipal departments like the Town Manager's office, Barrington Police and Fire, and local committees like Barrington's Bicycle-Pedestrian Advisory Committee. Each of these groups provided essential perspectives through input sessions and offered critical review and feedback throughout the planning process.

Moving forward, the staff at Barrington's Planning, Building, and Resilience Department will maintain responsibility for implementing the SAP's recommendations. This allows for continuity of oversight while establishing accountability for implementation. The implementation structure includes several key components.

First, Planning, Building, and Resilience Department staff, in partnership with the Town Manager's office, will serve as the central coordinating body, responsible for overseeing the execution of safety initiatives and maintaining alignment with the plan's objectives. They will facilitate communication between stakeholders and local boards, and with relevant state agencies, and track progress across various projects and programs.

Second, staff will monitor and evaluate outcomes after implementation – reporting findings to Town Council on an annual basis – through measures such as:

- Anecdotal field observations
- Speed studies, in partnership with Barrington's Police Department
- Pedestrian and bicycle activity
- Crash data analysis, in partnership with Barrington's Police Department

Additionally, staff will maintain responsibility for periodic plan updates and adjustments based on implementation experiences and emerging safety needs. This adaptive management approach ensures the SAP can respond to changing conditions and new safety challenges as they arise.

This organizational structure provides clear lines of responsibility while involving key stakeholders across municipal government and within the community. It also maintains the flexibility needed to address safety challenges across Barrington's transportation network as trends evolve over time.

3. Safety Analysis

3.1 Analysis Overview

The SAP's safety analysis uses data to identify key crash patterns, trends, and contributing factors to fatal and serious injury crashes in Barrington. This analysis is based on 5 years of crash data (2019-2023) collected by law enforcement agencies using the State of Rhode Island Uniform Crash Report form. When coupled with roadway conditions and land use, this information identifies the types of infrastructure, behavior, and contexts that impact safety most. These insights inform the policy, infrastructure, and programming improvements described in Chapter 6. The utilized safety analysis methodology is explained in Appendix B.

The three safety analyses covered in this section include:

- **Baseline Crash Analysis (BCA)**: The BCA describes recent crash trends, key crash types and factors, and overall patterns in fatal and serious injury crashes over the past 5 years.
- **High-Risk Network (HRN)**: The HRN identifies locations at high risk for fatal and serious injury crashes based on a statewide systemic safety analysis. It highlights combinations of design features, land use contexts, equity metrics, and other factors linked to greater risk for future severe crashes. This especially supports the systemic implementation of low-cost safety treatments.
- **High Injury Network (HIN)**: The HIN is a map that identifies the roads in Barrington with the highest concentration of fatal and serious injury crashes combined with the roads with the highest risk for future fatal and serious injury crashes.

Why focus on fatal and serious injury crashes?

A Safe System Approach recognizes that humans make mistakes on the roadway and prioritizes eliminating crashes that result in death and serious injuries. To support this goal, the safety analysis focuses on crash patterns and factors for fatal and serious injury crashes where possible. For people more vulnerable to injury in crashes (e.g., people walking or rolling, people bicycling), additional crash severities may be included to help reveal crash patterns.

Why look at five years of crash data?

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

The key findings of the safety analysis for Barrington are:

- While the majority of crashes in Barrington involve only motor vehicles, these crashes are far less likely to result in injuries than crashes involving people walking, biking, or riding a motorcycle or moped.
- The rate of fatal and serious injury (FSI) crashes and all injury (FI) crashes involving people biking in Barrington exceeds the statewide average.
- Fatal and serious injury crashes most often occurred between June and December, and injurious crashes were also the highest during this time period.

- 60 percent of fatal and serious injury crashes involved only a single vehicle. This includes crashes where a single vehicle collides with someone walking, rolling, or biking.
- People aged 25 to 34 and 65+ were most represented among those injured in fatal and serious injury crashes compared to their respective share of Barrington's population.
- People aged 15 to 34 and 55+ were most represented among those injured in crashes involving people walking, rolling, and biking compared to their respective share of Barrington's population.
- 80 percent of all fatal or serious injury crashes occurred along a state jurisdiction roadway.

3.2 Baseline Crash Analysis

The BCA summarizes historical crashes within Barrington and pinpoints the regional and local factors that contribute to the most frequent and severe crashes. It also identifies locations most impacted by fatal and serious injury crashes.

The BCA answers questions like:

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

Key Safety Analysis Acronyms

KABCO: The severity of a crashes is assigned based on the most severely injured person involved in the crash. Injuries are evaluated by law enforcement officers on a five-level KABCO scale, where:

K = Fatal Injury

A = Incapacitating (i.e., Serious) Injury

B = Non-Incapacitating Injury

C = Possible Injury

O = No Injury

FSI: Fatal and Serious Injury. Refers to any crash that results in at least one person being fatally or serious injured.

FI: Fatal and All Injury. Refers to any crash that results in at least one person being injured.

VRU: Vulnerable Road User. Non-motorists (i.e., people walking, rolling, riding bikes or scooters, but not those riding mopeds or motorcycles).

3.2.1 Baseline Crash Analysis Findings

Crash frequencies by severity using the KABCO scale are listed in Table 3. During the 5-year study period, a total of 1,260 crashes were reported in Barrington. Among these, 10 crashes resulted in a fatal or serious injury and an additional 194 crashes resulted in a minor or possible injury.

Table 3. Percentage of Crashes by Severity by Most Vulnerable Mode Involved (2019-2023)

Severity	Motor Vehicle #	Motor Vehicle %	Motorcycle #	Motorcycle %	Bicyclist #	Bicyclist %	Pedestrian #	Pedestrian %
K	0	0.0%	1	8.3%	0	0.0%	0	0.0%
A	4	0.3%	2	16.7%	3	12.5%	0	0.0%
B	10	0.8%	1	8.3%	5	20.8%	2	22.2%
C	154	12.7%	4	33.3%	11	45.8%	7	77.8%
O	1,047	86.2%	4	33.3%	5	20.8%	0	0.0%
FSI Total	**4**	**0.3%**	**3**	**25.0%**	**3**	**12.5%**	**0**	**0.0%**
FI Total	**168**	**13.8%**	**8**	**66.7%**	**19**	**79.2%**	**9**	**100.0%**
Grand Total	**1,215**	**100%**	**12**	**100%**	**24**	**100%**	**9**	**100%**

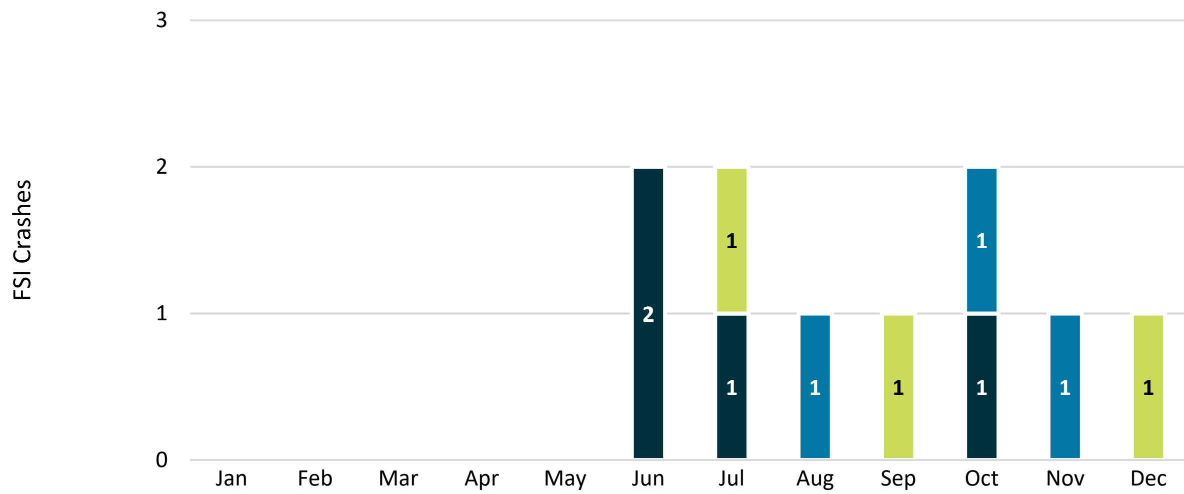
These crashes have impacted all roadway users in Barrington. While the majority of crashes only involved motor vehicles, 86 percent of these crashes did not result in any injury. By contrast, 100 percent of all crashes involving someone walking and nearly 80 percent of crashes involving someone bicycling resulted in at least one injury. Among the 10 FSI crashes in Barrington in the study period, 3 involved someone cycling, 3 involved someone riding a motorcycle or moped, and the remaining 4 involved only motor vehicles.

When normalized for population (per 1,000 residents) and compared to similarly normalized statewide rates, Barrington exceeds the statewide rate for both FSI and FI crashes involving people biking (Table 4). For all other modes, and in the aggregate, Barrington's crash rates fall below the statewide rate.

Table 4. Barrington Crash Rate Compared to Statewide Crashes by Mode (2019-2023)

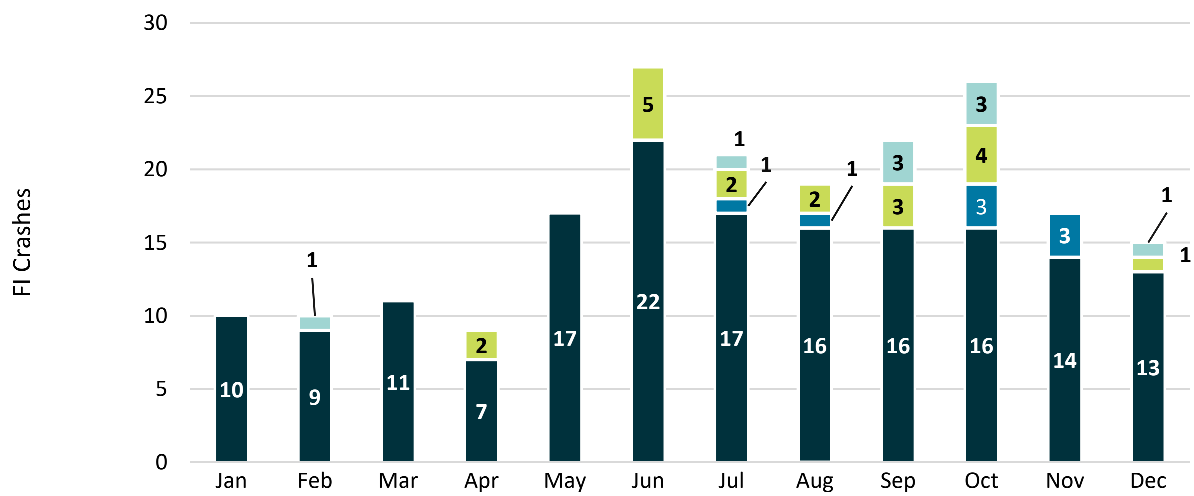
Municipality	Motor Vehicle Crash Rate FSI	Motor Vehicle Crash Rate FI	Motorcycle Crash Rate FSI	Motorcycle Crash Rate FI	Bicycle Crash Rate FSI	Bicycle Crash Rate FI	Pedestrian Crash Rate FSI	Pedestrian Crash Rate FI	All Modes Crash Rate FSI	All Modes Crash Rate FI
Barrington Rate	2	97	2	5	2	11	0	5	6	118
Statewide Rate	10	279	3	13	1	8	3	17	16	316
Municipal Rank	37	37	28	38	3	6	32	27	37	38

Barrington experiences approximately 2 FSI crashes and approximately 50 FI crashes per year, though crashes in 2023 were the highest in the 5-year study period. As shown in Figure 3 and Figure 4, fatal and serious injury crashes were all clustered between the months of June and December. While injurious crashes are more distributed throughout the year, these crashes are similarly elevated during the same months.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0	1	0	1	0	0	1
Motorcycle	0	0	0	0	0	0	0	1	0	1	1	0
Motor Vehicle	0	0	0	0	0	2	1	0	0	1	0	0

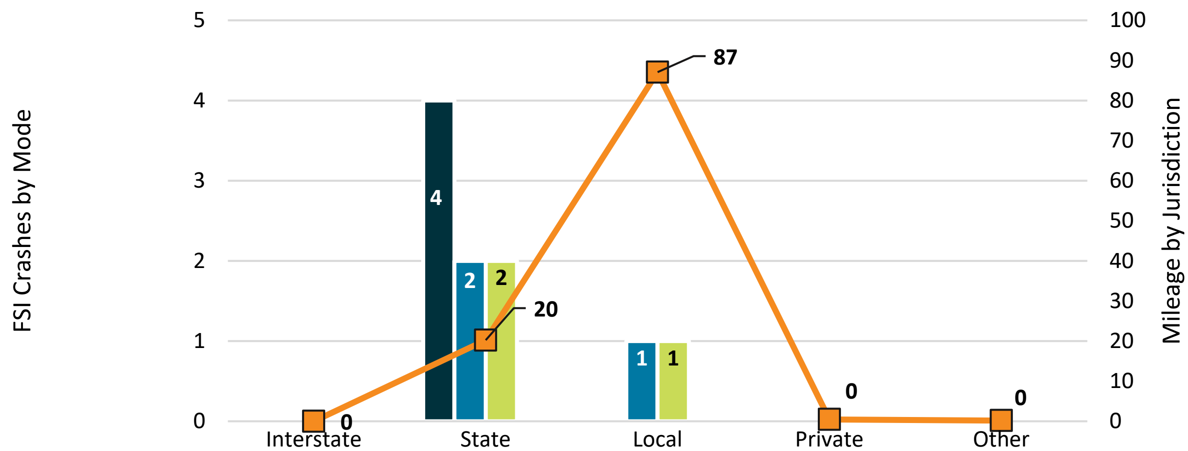
Figure 3. FSI Crashes by Mode and Month of Year (2019-2023)



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrian	0	1	0	0	0	0	1	0	3	3	0	1
Bicyclist	0	0	0	2	0	5	2	2	3	4	0	1
Motorcycle	0	0	0	0	0	0	1	1	0	3	3	0
Motor Vehicle	10	9	11	7	17	22	17	16	16	16	14	13

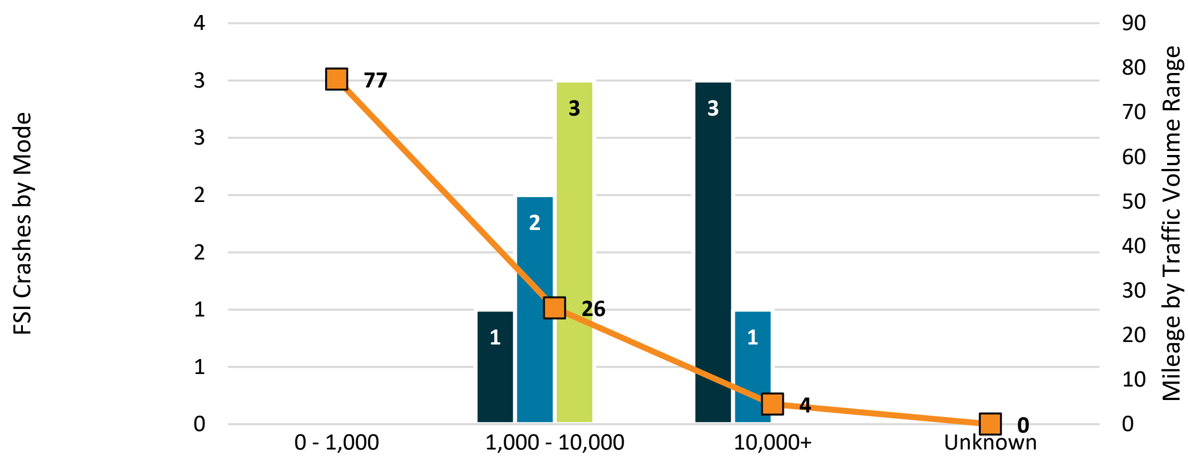
Figure 4. FI Crashes by Mode and Month of Year (2019-2023)

The most severe crashes in Barrington tend to occur on roads that are owned by the state and have higher average annual daily traffic volumes (AADT). Figure 5 and Figure 6 show the number of FSI and FI crashes per mode by roadway jurisdiction and AADT compared to the total mileage of roadway in each jurisdiction and AADT category.



	Interstate	State	Local	Private	Other
Motor Vehicle	0	4	0	0	0
Motorcycle	0	2	1	0	0
Bicyclist	0	2	1	0	0
Pedestrian	0	0	0	0	0
Mileage	0	20	87	0	0

Figure 5. FSI Crash Counts by Mode and Roadway Jurisdiction (2019-2023)



	0 - 1,000	1,000 - 10,000	10,000+	Unknown
Motor Vehicle	0	1	3	0
Motorcycle	0	2	1	0
Bicyclist	0	3	0	0
Pedestrian	0	0	0	0
Mileage	77	26	4	0

Figure 6. FSI Crash Counts by Mode and AADT (2019-2023)

Beyond the location and types of roadway users involved, understanding the manner of collision and contributing factors for a crash inform what safety solutions may prevent similar crashes from occurring in the future. As shown in Figure 7, while single vehicle crashes account for less than 20 percent of all crashes in Barrington, they represent 60 percent of all FSI crashes and 25 percent of all FI crashes in the study period. Single vehicle crashes include any crash with only one vehicle, including those involving someone walking, rolling, or biking.

32 percent of all crashes in Barrington are rear-end crashes, making it the most common crash type. These crashes often occur when drivers are traveling at an unsafe speed, are following at an unsafe distance from the vehicle in front of them, or are inattentive. This crash type was common among both FSI crashes (20 percent) and FI crashes (41 percent).

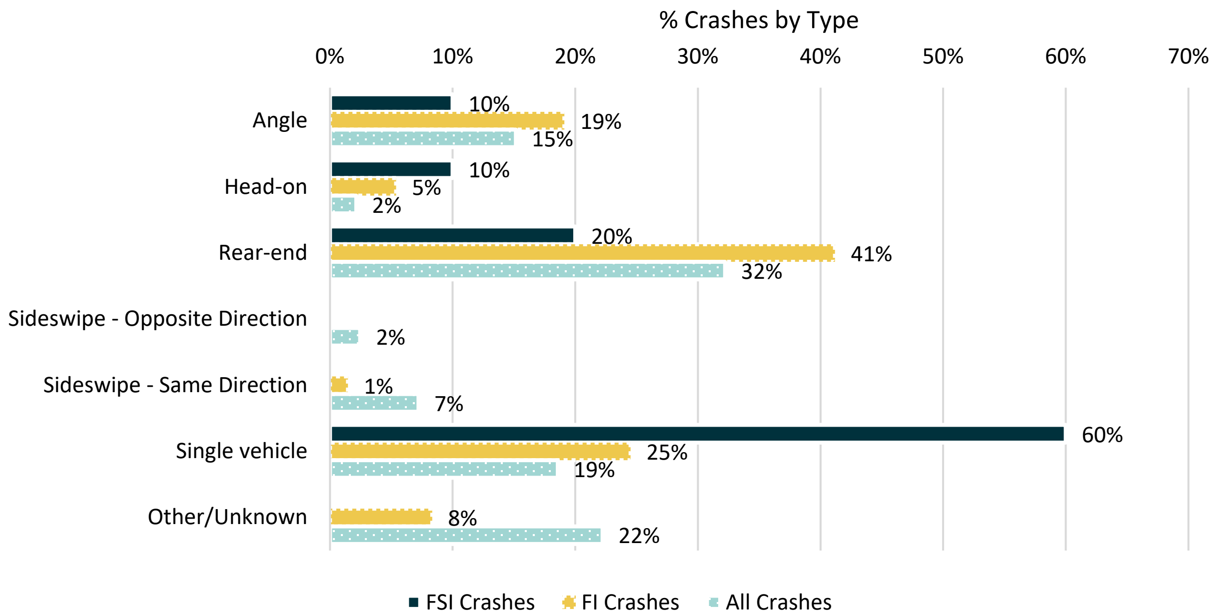


Figure 7. Manner of Collision by Crash Severity (2019-2023)

Beyond the manner of collision, a variety of behavioral or context factors may also be contributing to the frequency or severity of crashes. Common among Barrington's most severe crashes were factors such as unrestrained parties, operating under the influence, senior drivers, and out-of-state drivers. As shown in Figure 8, nearly 40 percent of crashes that result in at least one injury involved a senior driver, and nearly a quarter involved an out-of-state driver, young driver, or unrestrained parties. Contributing factors are not present in all cases and are not mutually exclusive.

The "restraint" category is an aggregated field that illustrates the safety protection employed by any party of the crash. As an example, a driver or occupant wearing a seat belt is properly restrained. A vulnerable road user walking or bicycling is noted as properly restrained if they are wearing safety equipment like a helmet or lighting. The findings related to proper restraints in the crash reports result in a higher "unrestrained" conclusion at the crash level, because the coding of any party, regardless of mode, as having a "none" or "not applicable" entry is ultimately coded as an "unrestrained" crash. A supplemental study of unrestrained parties would be required to understand this category more completely.

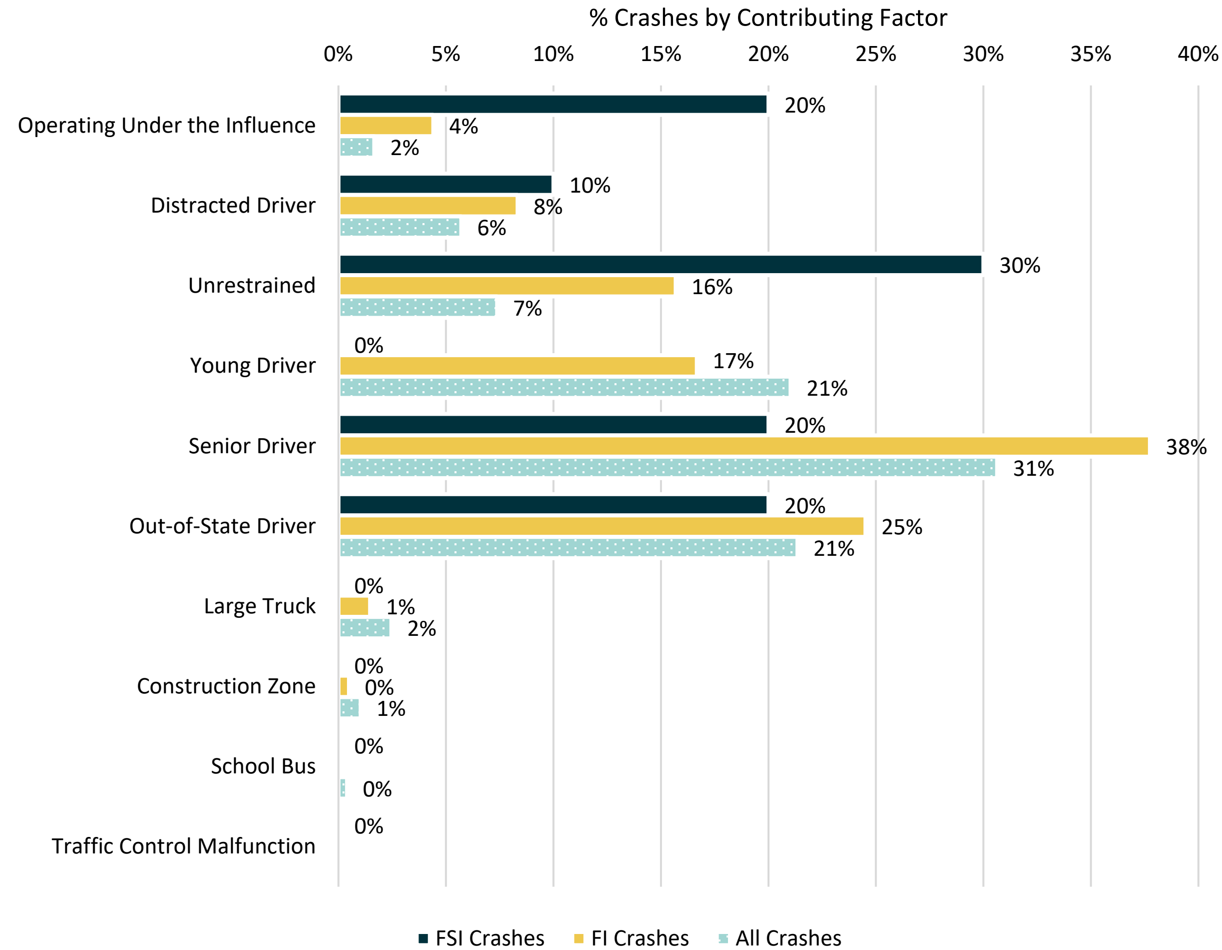


Figure 8. Crash Contributing Factors by Crash Severity (2019-2023)

Each crash is more than a statistic; they represent a real-life impact on the individuals involved and the Barrington community. In Barrington, people aged 25 to 44 and 65+ are most represented among those fatally or seriously injured in a crash compared to their respective share of Barrington's population (Figure 9). Similarly, those age 15 to 34 and 55+ are most represented among those who are injured in crashes involving people biking, rolling, or walking compared to their respective share of Barrington's population (Figure 10).

Men make up 80 percent of those fatally or seriously injured on Barrington's roads and 61 percent of those injured while walking, rolling, or biking, despite comprising only 47 percent of the town's population.

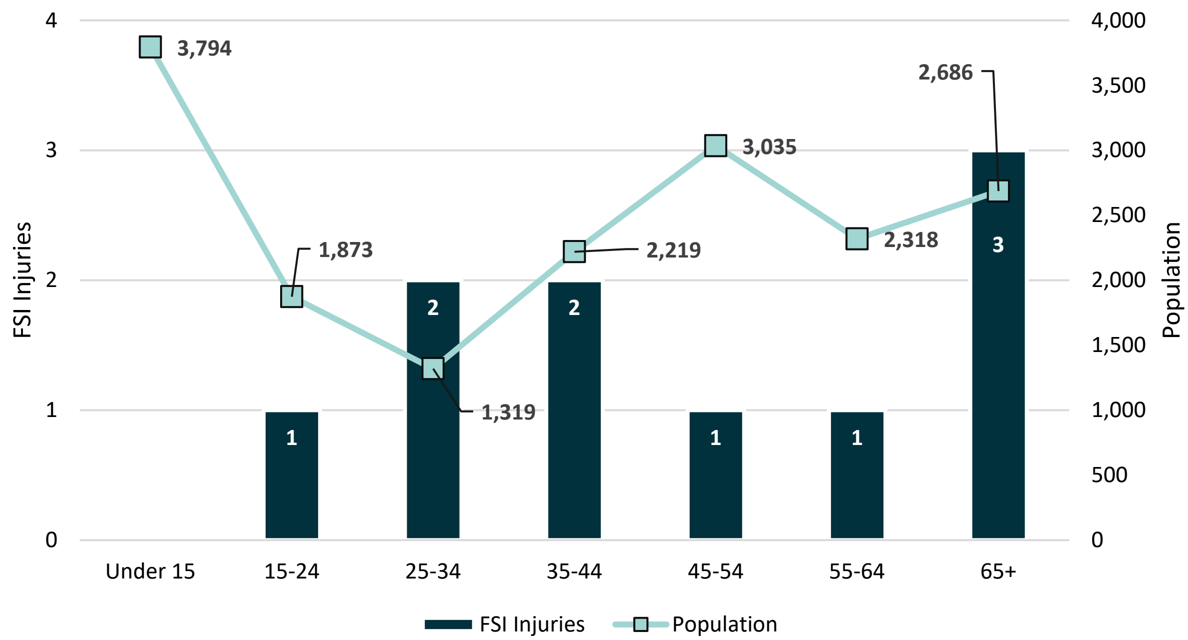


Figure 9. FSI Injuries by Age of Injured Party Compared to Barrington's Population (2019-2023)

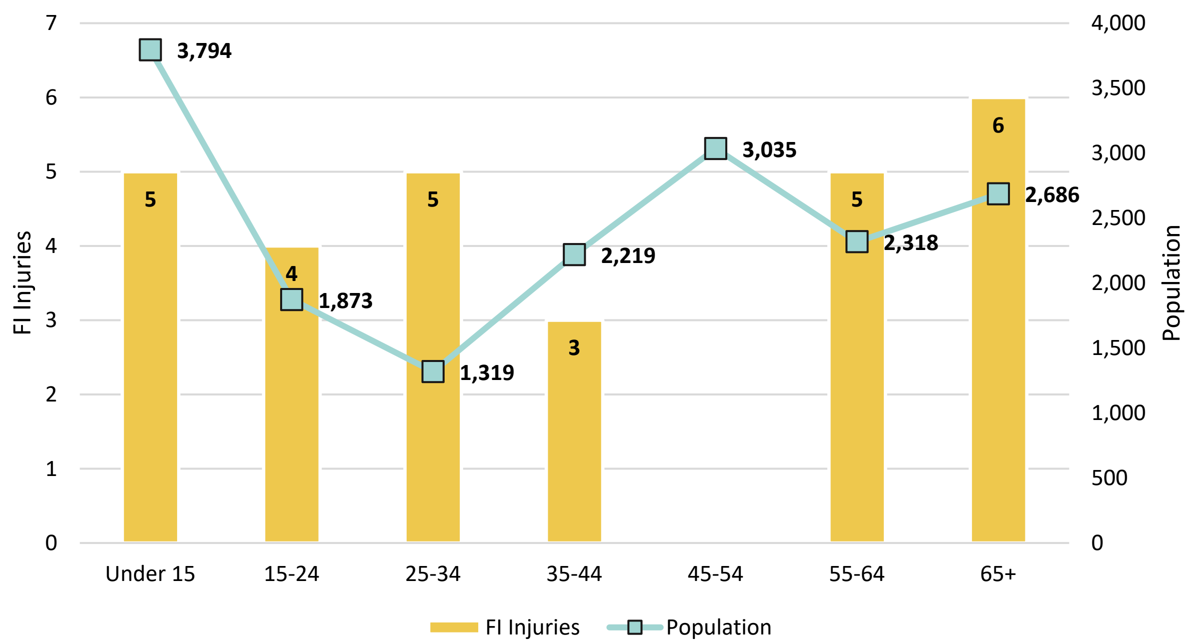


Figure 10. VRU FI Injuries by Age of Injured Party Compared to Barrington's Population (2019-2023)

The locations with the highest incidence of historical crashes in Barrington were identified and are shown in the heatmaps (Figure 11 to Figure 14). An emphasis throughout the planning process was placed on locations with historical FSI crashes.

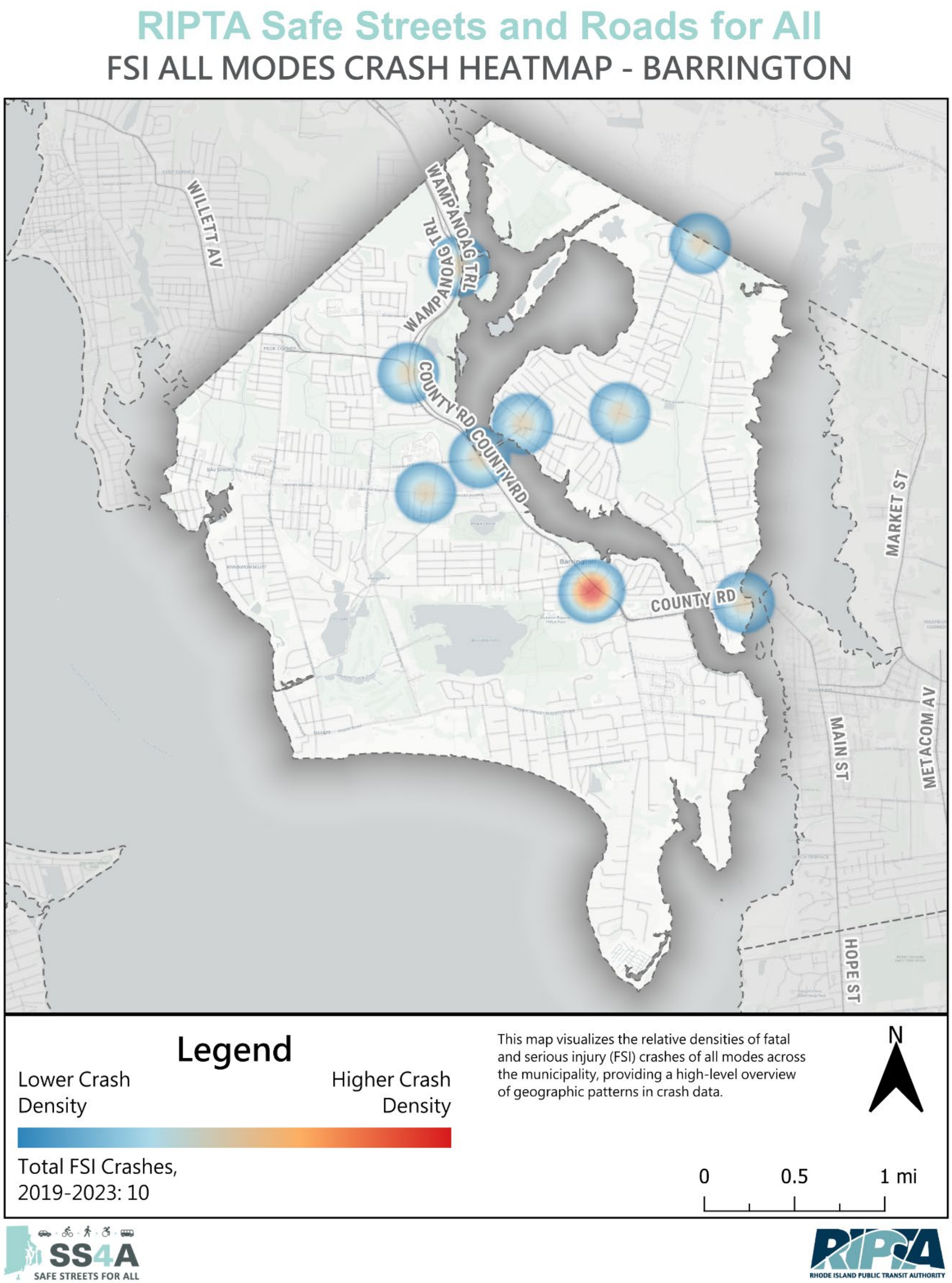


Figure 11. All Modes Baseline FSI Crash Analysis Heatmap (2019-2023)

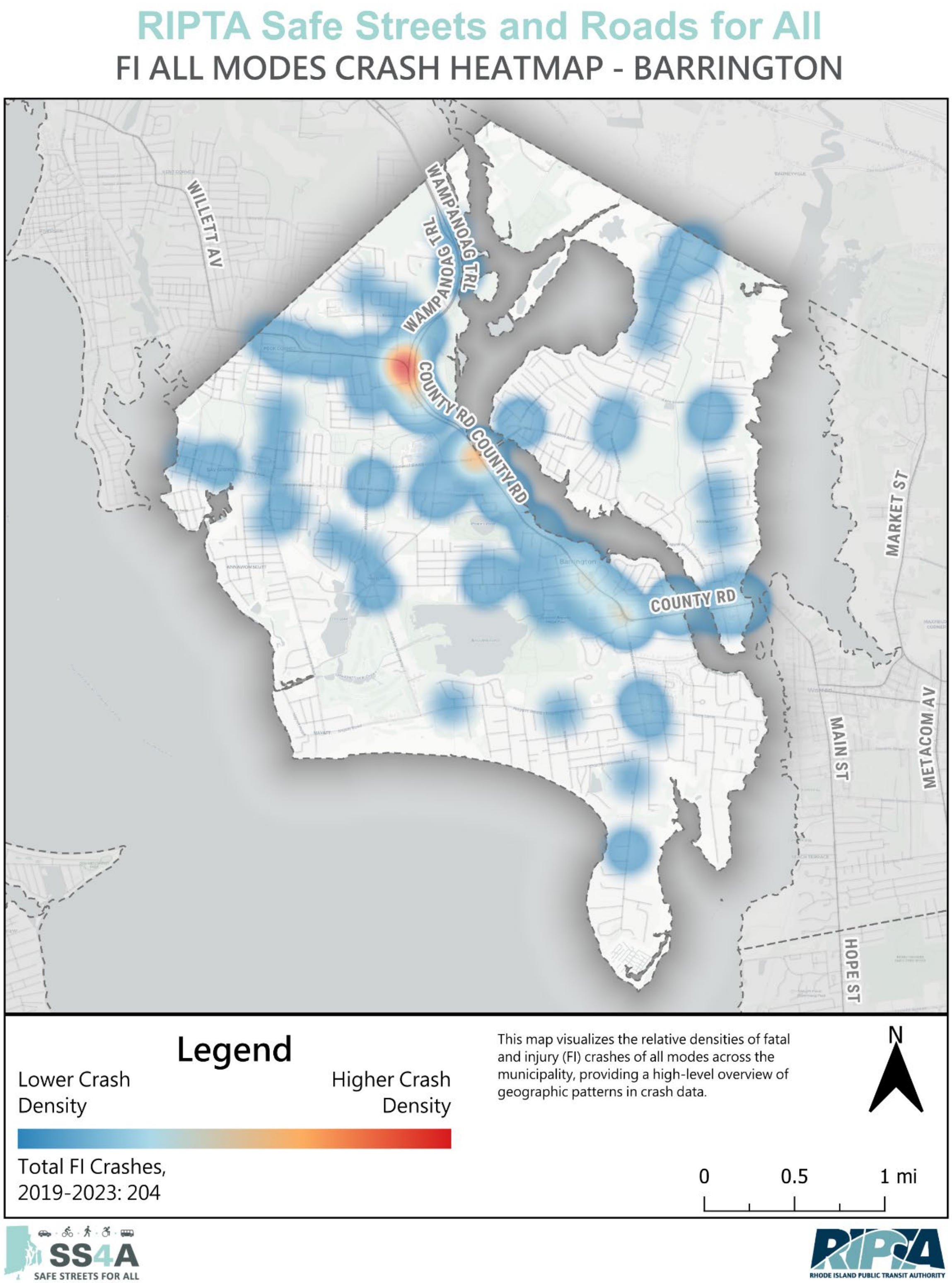


Figure 12. All Modes Baseline FI Crash Analysis Heatmap (2019-2023)

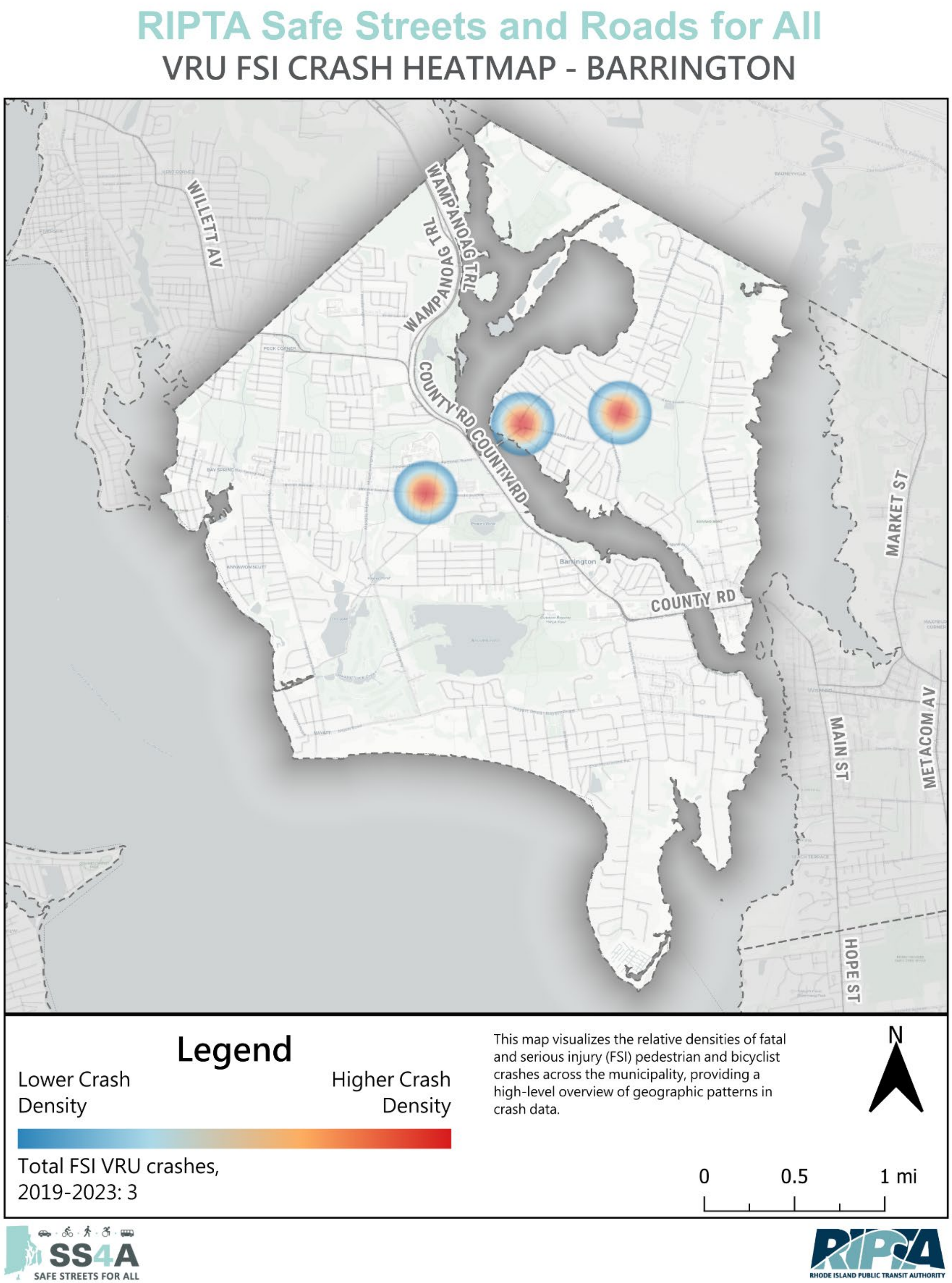


Figure 13. VRU Modes Baseline FSI Crash Analysis Heatmap (2019-2023)

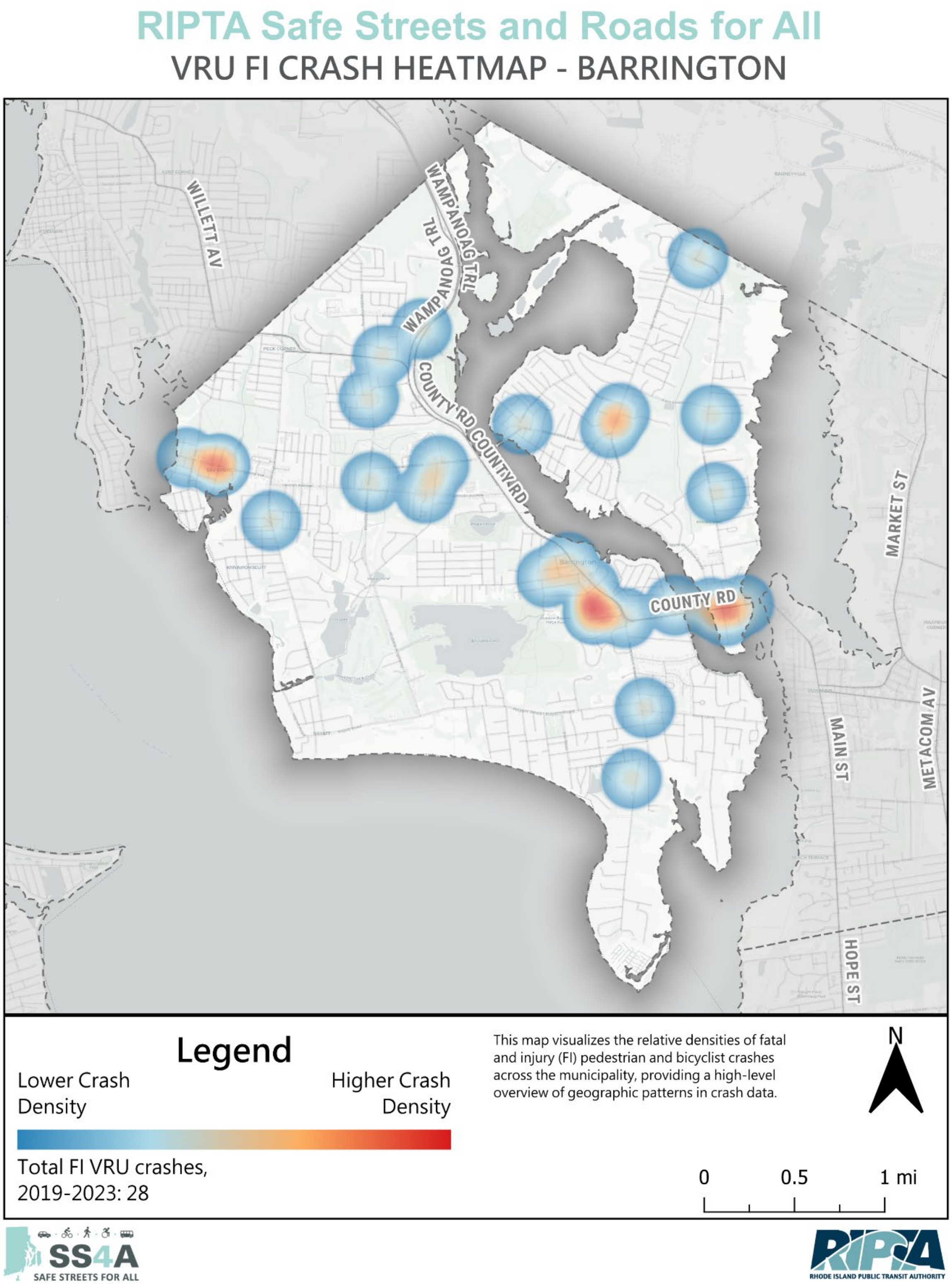


Figure 14. VRU Modes Baseline FI Crash Analysis Heatmap (2019-2023)

3.3 High-Risk Network

While the BCA is critical in determining the frequency and types of crashes that occurred in Barrington, that analysis offers a reactive view of roadway safety. By contrast, a High-Risk Network (HRN) promotes opportunities to proactively improve roadway safety by identifying the types of roads and land use contexts that correlate with more severe crashes.

Barrington's HRN is informed by a statewide analysis of the contexts in which FSI crashes occurred. Identifying these statewide risk factors helps to highlight where crashes may be expected in the future, even if recent crashes have not occurred.

Table 5 illustrates the common risk factors considered in assessing risk for future crashes. These factors include roadway characteristics, land use trends, and demographic data. Separate analyses were conducted for urban, suburban, and rural areas to understand risk factors impacting all roadway users and those specifically impacting vulnerable road users. For each land use context and mode, risk models distinguish between relatively high and low risk roadways, assigning each segment a risk tier of Critical, High, Medium, Low, or Minimal. Higher risk tiers reflect a greater risk for future crashes.

Table 5. Evaluated Risk Factors

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

3.3.1 Analysis Findings

Several key risk factors were identified statewide, broken out by mode and land use context. Each is listed in Table 6 and Table 7 in decreasing order of importance in evaluating risk. VRU modes were not modeled for rural areas due to a small sample size of crashes.

Table 6. Statewide All Modes Risk Factors by Adjacent Land Use Context

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

Table 7. Statewide Vulnerable Modes Risk Factors by Adjacent Land Use Context

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

Each roadway in Barrington was then evaluated against these risk factors. The results of this analysis for Barrington are listed in Table 8 and Table 9. For all roadway users, approximately 18 percent of roadway miles have a heightened level of risk (defined as roadway segments with critical, high, or medium risk). For people walking and biking, 24 percent of roadway miles have heightened risk.

Table 8. Facility Profile Analysis Results for Barrington – All Modes

Facility Profile Tier	Average Crash Score per Mile	Miles	Crash Score	Miles Share	Crash Score Share
Critical	16.5	1.8	29.2	1.6%	6.6%
High	33.6	1.2	41.8	1.2%	9.5%
Medium	8.8	15.8	138.7	14.7%	31.4%
Low	10.5	11.6	121.7	10.8%	27.6%
Minimal	1.4	77.2	109.7	71.7%	24.9%

Table 9. Facility Profile Analysis Results for Barrington – VRU Modes

Facility Profile Tier	Average Crash Score per Mile	Miles	Crash Score	Miles Share	Crash Score Share
Critical	0.0	0.0	0.0	0.0%	0.0%
High	1.1	11.4	12.5	10.6%	19.9%
Medium	1.5	14.2	21.1	13.2%	33.5%
Low	0.4	64.2	28.4	59.7%	45.0%
Minimal	0.1	17.8	1.0	16.6%	1.6%

By identifying roadways featuring these risk factors, the town will be better equipped to implement context-appropriate solutions. The HRN is especially valuable in communities like Barrington, which have infrequent severe crashes or crashes that do not concentrate in specific locations. The HRN is also useful when studying crashes involving people walking, rolling, or riding bicycles, and in more rural areas with less vehicle traffic. This is because the HRN analysis isolates areas with a high risk for crashes due to their underlying risk factors as opposed to crash volumes. Taken together, the BCA and the HRN are important tools and can influence the overall strategy for choosing safety priorities and making targeted investments.

3.4 High-Injury Network

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

- **Reactive**: Segments that appear on the BCA maps, based on a top 15 percent crash score for the given mode and land use context in Barrington.
- **Proactive**: Segments that appear in the top risk tiers in Barrington.
- **Reactive and Proactive**: Segments that satisfy both the reactive and proactive categories.

The HIN is a powerful tool that identifies the road segments with the highest concentration of the most severe crashes in each community as well as locations with heightened risk for these crashes in the future. Locations highlighted on the HIN can help guide targeted safety investments and improve safety outcomes by identifying locations with the greatest potential benefits from safety improvements.

For Barrington, two separate HINs were created, one that encompasses historical crash hotspots and future crash risk for all roadway users, and another that evaluates historical crash hotspots and future crash risk only for people walking, rolling, and biking. Each respective HIN map includes each of the three categories above. A combined map, which visualizes roads that fall within the HIN for either or both mode groups, was also created.

3.4.1 High Injury Network Maps

The HIN segments, identified in Figure 15 to Figure 17, represent the roadways in Barrington with either the highest historical concentrations of the most severe crashes or with the highest risk for future crashes, or both.

3.4.2 Analysis Findings

The All Modes HIN accounts for 23 miles, or about 22 percent, of Barrington's total miles of roadway, and includes the locations of 100 percent of Barrington's 10 fatal and serious injury crashes. Of the 204 total injurious (FI) crashes that occurred in Barrington over the 5-year study period, 85 percent – or 174 crashes – occurred on these roadways.

In comparison, the VRU Modes HIN accounts for 27 miles, or about 25 percent of Barrington's total miles of roadway, and includes the locations of 100 percent of Barrington's 3 fatal and serious injury crashes involving people walking, rolling, or biking. Of the 28 total injurious crashes (FI) involving someone walking, rolling, or biking in Barrington over the 5-year study period, 64 percent – or 18 crashes – occurred on the VRU modes HIN.

Notably, 83 percent of the All Modes HIN and 67 percent of the VRU HIN are located along roads under state jurisdiction.

3.5 Summary

Each analytical tool presented in this chapter helps define the existing crash trends and future crash risks in Barrington. The findings from the crash analysis directly informed the plan's goals, recommendations, and the selection of project locations and countermeasures.

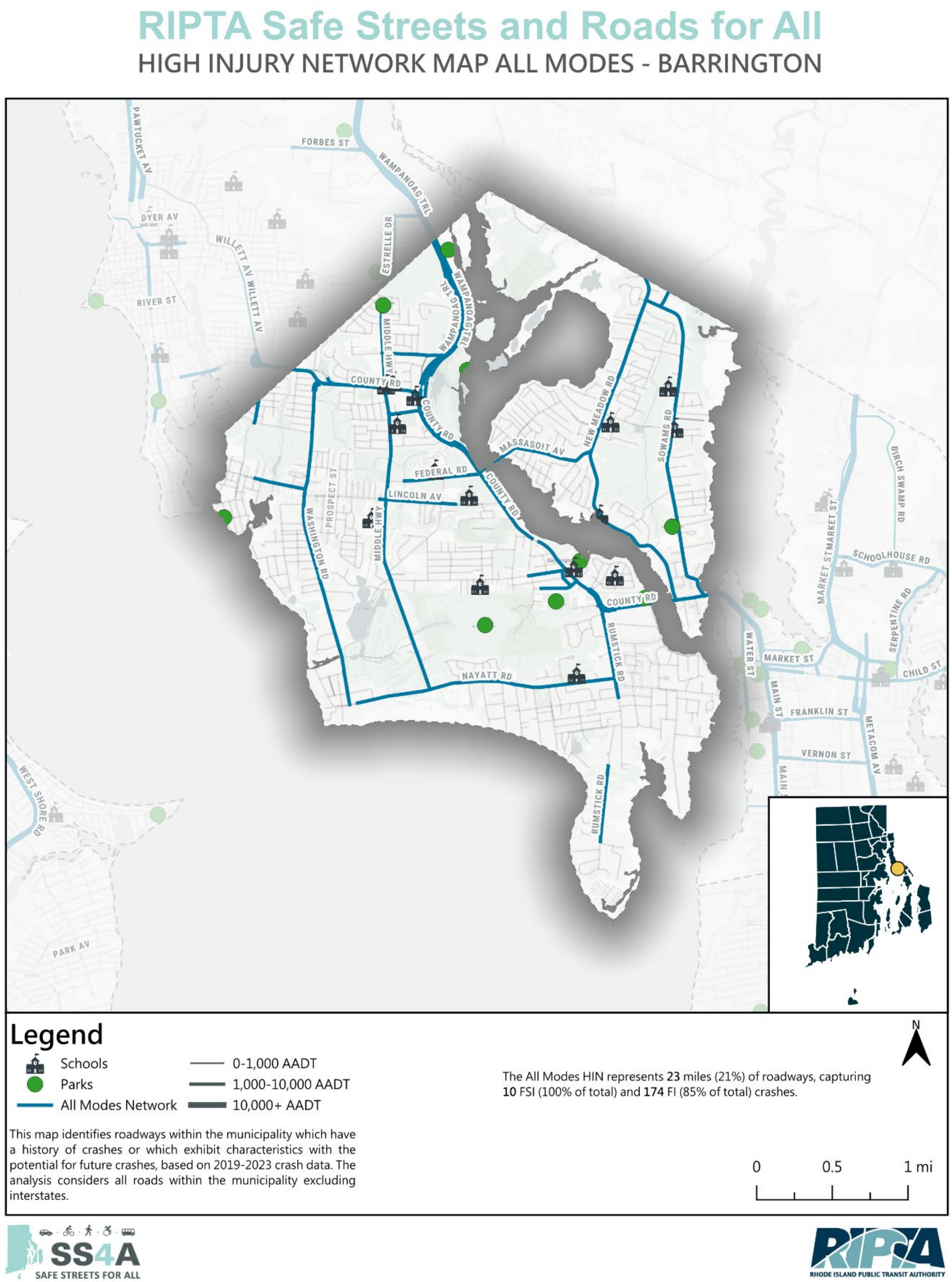


Figure 15. High-Injury Network Map – All Modes

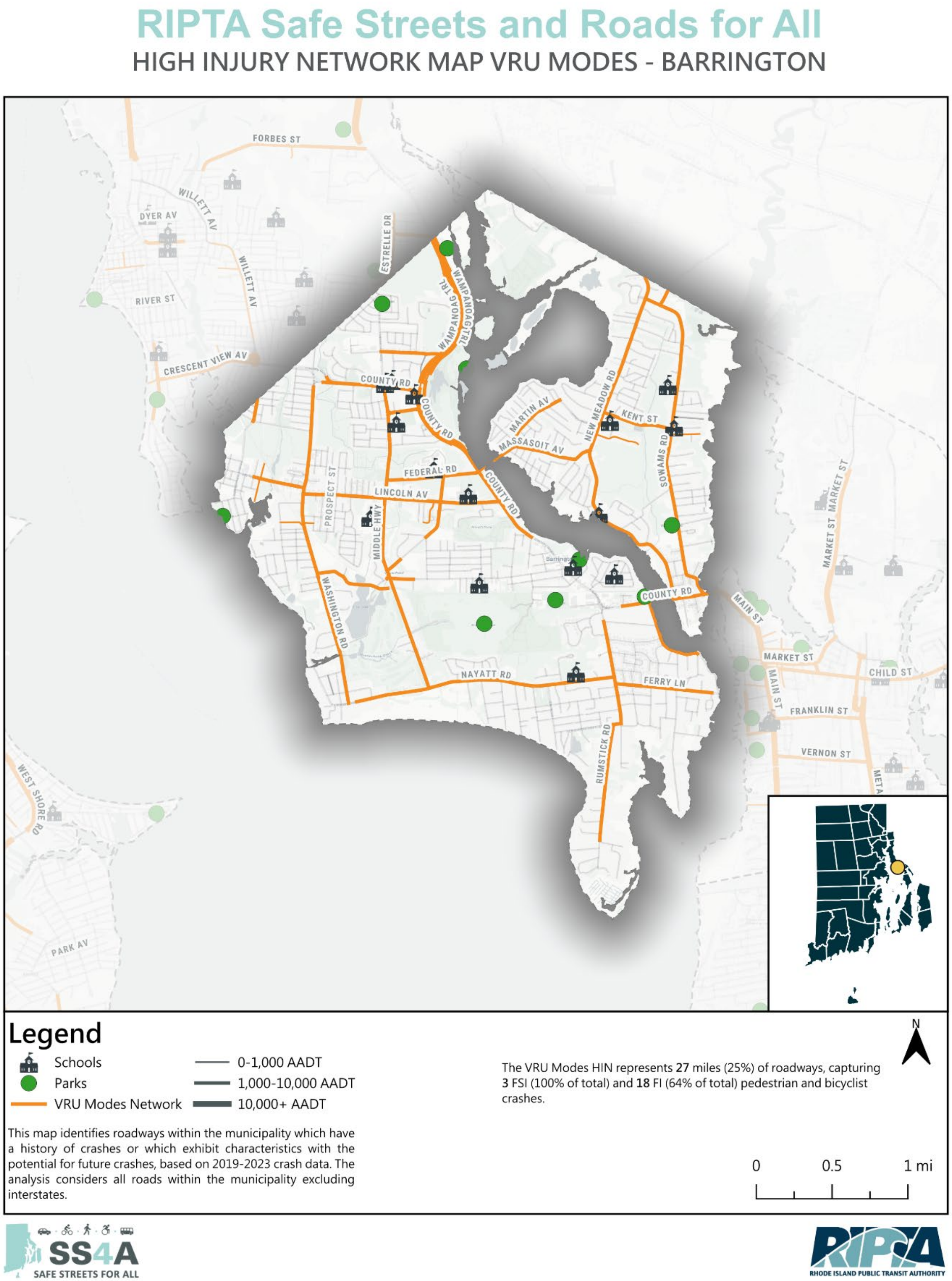


Figure 16. High-Injury Network Map – VRU Modes

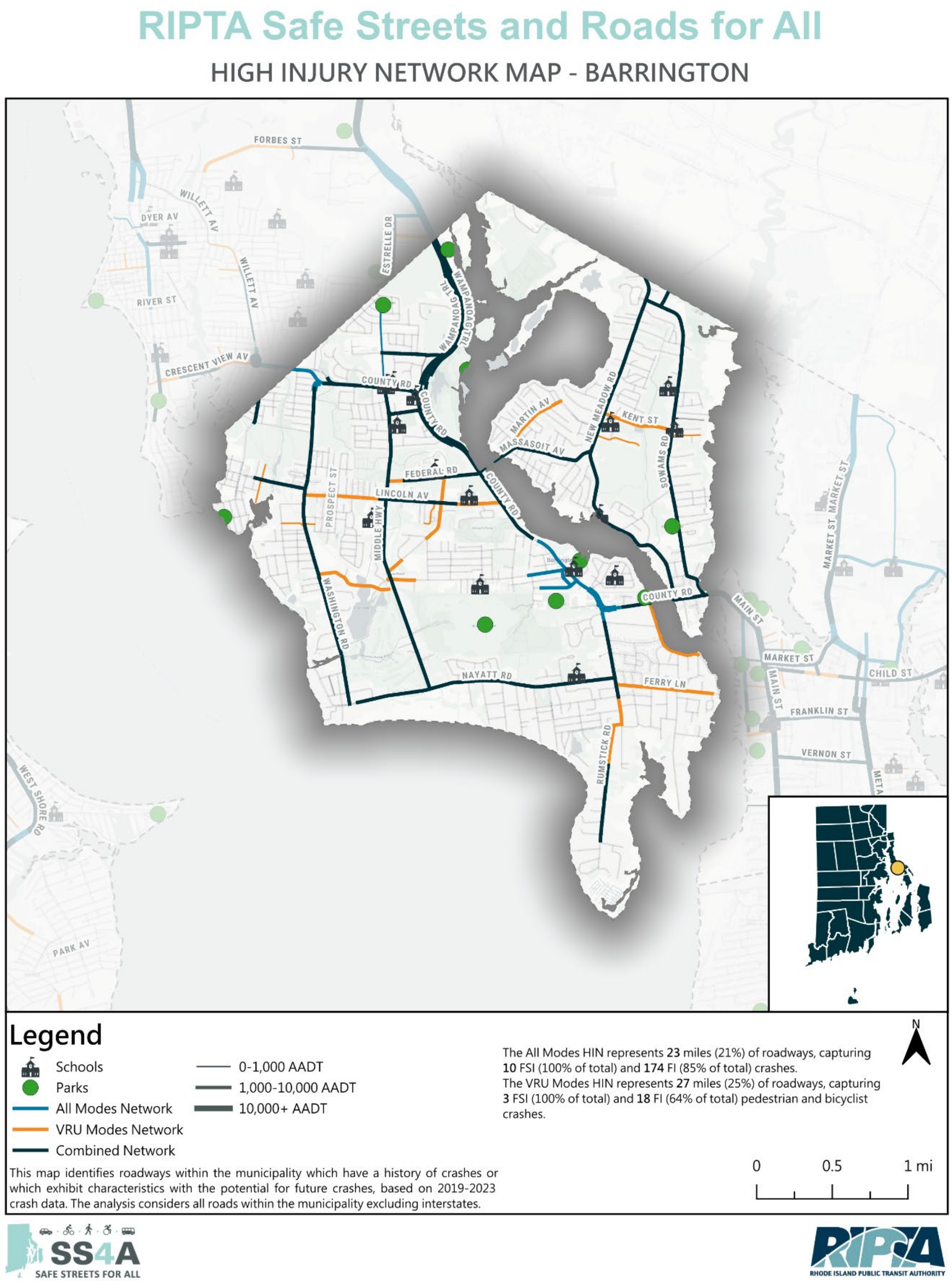


Figure 17. High-Injury Network Map – Combined All Modes and VRU Modes

4. Engagement and Collaboration

The SAP relied heavily on stakeholder and public engagement to elevate the perspectives and insights of the Barrington community and to inform this plan's analysis and recommendations. The engagement strategy focused on gathering input from the general community and key stakeholders to identify prioritized needs and concerns, and to build support for potential solutions.

Through a combination of stakeholder meetings, pop-up events, online and paper surveys, online mapping, and strategic outreach activities, the plan contains valuable feedback that helped shape the analysis, prioritization, and recommendations. This engagement approach allows the SAP to address both data-driven safety concerns and community-identified priorities.

4.1 Stakeholder Engagement

4.1.1 Stakeholder Identification

The consultant team worked closely with Barrington's Planning, Building, and Resilience staff to identify key stakeholders and organizations to engage directly (Table 10). In addition to the Town Manager and his team, multiple municipal bodies offered insights into existing roadway safety challenges and the SAP's recommendations.

Table 10. Key Project Stakeholders

Organization Name	Type of Involvement
Planning, Building, and Resilience Department	Promote Public Engagement, Advise on Safety Action Plan Recommendations, Key Constituency in Safe System Approach
Town Manager	Promote Public Engagement, Advise on Safety Action Plan Recommendations, Key Constituency in Safe System Approach
Bicycle-Pedestrian Advisory Committee (BPAC)	Promote Public Engagement, Advise on Safety Action Plan Recommendations, Key Constituency of Vulnerable Roadway Users
Town Council	Promote Public Engagement, Key Constituency in Safe System Approach
Planning Board	Promote Public Engagement, Advise on Safety Action Plan Recommendations
Barrington School Building Committee	Promote Public Engagement, Key Constituency of Vulnerable Roadway Users
Barrington Police Department	Stakeholder Interviews, Key Constituency in Safe System Approach
Barrington Fire Department	Stakeholder Interviews, Key Constituency in Safe System Approach

4.1.2 Stakeholder Meetings

In addition to regular meetings with Town staff, the project team met directly with the key stakeholders above to inform them about the SAP development process, solicit feedback, encourage their participation in the online survey, and review the draft plan's recommendations.

Shortly after the kick-off of the project in spring 2024, Town of Barrington staff briefed the Town Council and Planning Board on the SAP development process and encouraged participation in the online project survey and mapping exercise.

On August 19, 2024, the project team presented at a meeting of Barrington's Bicycle-Pedestrian Advisory Committee (BPAC). In addition to encouraging the committee's participation in the project's online survey, the project team also discussed with the committee opportunities for synergies between this effort and the ongoing Complete Streets work the committee was closely engaged in.

On September 30, 2024, the project team met with Barrington's Police and Fire Chiefs virtually. The goal of this meeting was to hear directly from public safety leaders directly responsible for providing roadway safety education, enforcement, and post-crash care.

4.1.3 Key Stakeholder Feedback

Across all stakeholder groups, ensuring Barrington's roadways are safe for all users was the top priority.

BPAC members were appreciative of the overall goals of the SS4A grant program and interested in the relationship between the risk-based analysis and the draft SAP recommendations with the town's ongoing complete streets work. BPAC members were also keen to understand how Barrington could be competitive for additional federal funding for safety-related projects, particularly to support students walking and biking to and from school and to fill in missing links in the existing bicycle and pedestrian network.

Barrington's police and fire chiefs echoed this sentiment, noting the need to align roadway safety priorities with the town's culture of students walking and biking to school. Both chiefs also noted that County Road/Wampanoag Trail has had a history of roadway safety challenges, including excessive speeds and challenges for bus riders accessing bus stops along the road. They also commented on how the nature of the East Bay Bike Path has evolved with the advent of electric bikes and scooters, increasing top speeds along the path and creating more opportunity for conflict.

4.2 Public Engagement

4.2.1 Engagement Methods

There are several purposes of public engagement at the municipal level that may be hard to quantify but which are nonetheless crucial for the success of a project. First, public engagement can build trust between the residents of a municipality and the local government. Beyond its intrinsic importance, this trust can be employed to gather further information and support from residents, which will be important for implementation of the projects that emerge from the SAP. Second, public engagement can boost information sharing, which can pay dividends in ensuring thoughtful integration and phasing of projects. It can also create and maintain accurate public assessments of projects and support community-building among diverse groups required to work together to ensure the successful completion of projects.

Throughout the development of the SAP, outreach and engagement activities took a variety of forms, including:

- Digital engagement tools, like the statewide SS4A online survey, were used to gather feedback. The project survey was made available in nine languages: Spanish; Portuguese; Haitian Creole; Chinese (Cantonese and Mandarin); Khmer; French; Italian; Lao; and Arabic and was broadly distributed through the Town's website, social media, and newsletters, as well as through local media, and flyers at local businesses. Survey questions were organized into three main categories:
    - Respondents' roles with the community
    - Demographics and travel patterns
    - Existing safety condition and needs
- Flyers with information about the SAP development process and a link to the survey were posted at 13 locations throughout Barrington, including the YMCA, the public library, the bike path kiosk near

Shaw's Supermarket, Barrington Books, Blue Kangaroo Café, Bagels Etc., Vienna Bakery, Newport Creamery, and five RIPTA bus stop shelters along County Road.

- Pop-up events were held across Barrington, where community members could share their feedback about traffic safety. These opportunities were held at locations where residents could provide feedback as part of their routine activities. Pop-up events occurred at:
  - CompPlanPalooza on July 23, 2024, from 4:00 PM to 7:30 PM (This event was linked to the town's ongoing Comprehensive Plan update)
  - Barrington Summer Concert Series at Latham Park, August 18, 2024, from 6:00 PM to 7:30 PM
  - East Bay Bike Path at Police Cove Park, August 19, 2024, from 12:00 PM to 2:00 PM


Left: Participants in CompPlanPalooza pinpoint areas with safety challenges on a map.
Right: Project flyers distributed at a local business in Barrington's Town Center.

4.2.2 Survey Results Overview

Paper and online surveys were developed to solicit input from the public during the public engagement process. These surveys were designed to offer convenient ways for community members to share input on street safety in their community. The surveys included questions about travel patterns, important destinations in the community, safety concerns, infrastructure improvement strategies, and how the respondents would weigh various tradeoffs. Open-ended questions allowed respondents to provide thoughts, comments, or questions.

Between June 21, 2024, and October 18, 2024, the survey gathered 2,579 responses statewide and 173 responses from members of the Barrington community. Key findings among local responses are discussed in the following sections.

4.2.3 Respondent Characteristics and Travel Patterns

91 percent of survey respondents in Barrington believe that roadway safety is an important issue in Rhode Island and 89 percent believe that this roadway safety project is important. These rates are similar to respondents statewide.

While almost all Barrington respondents (97 percent) reported driving at least a few times in the past week, many also reported walking (73 percent) or biking (30 percent) on roads throughout the community a similar number of times each week. Notably, the percentage of people walking and biking regularly in Barrington exceeds the rates of all respondents statewide who walk (49 percent) or bike (15 percent) regularly. Figure 18 shows a breakdown of travel frequency by mode for all respondents.

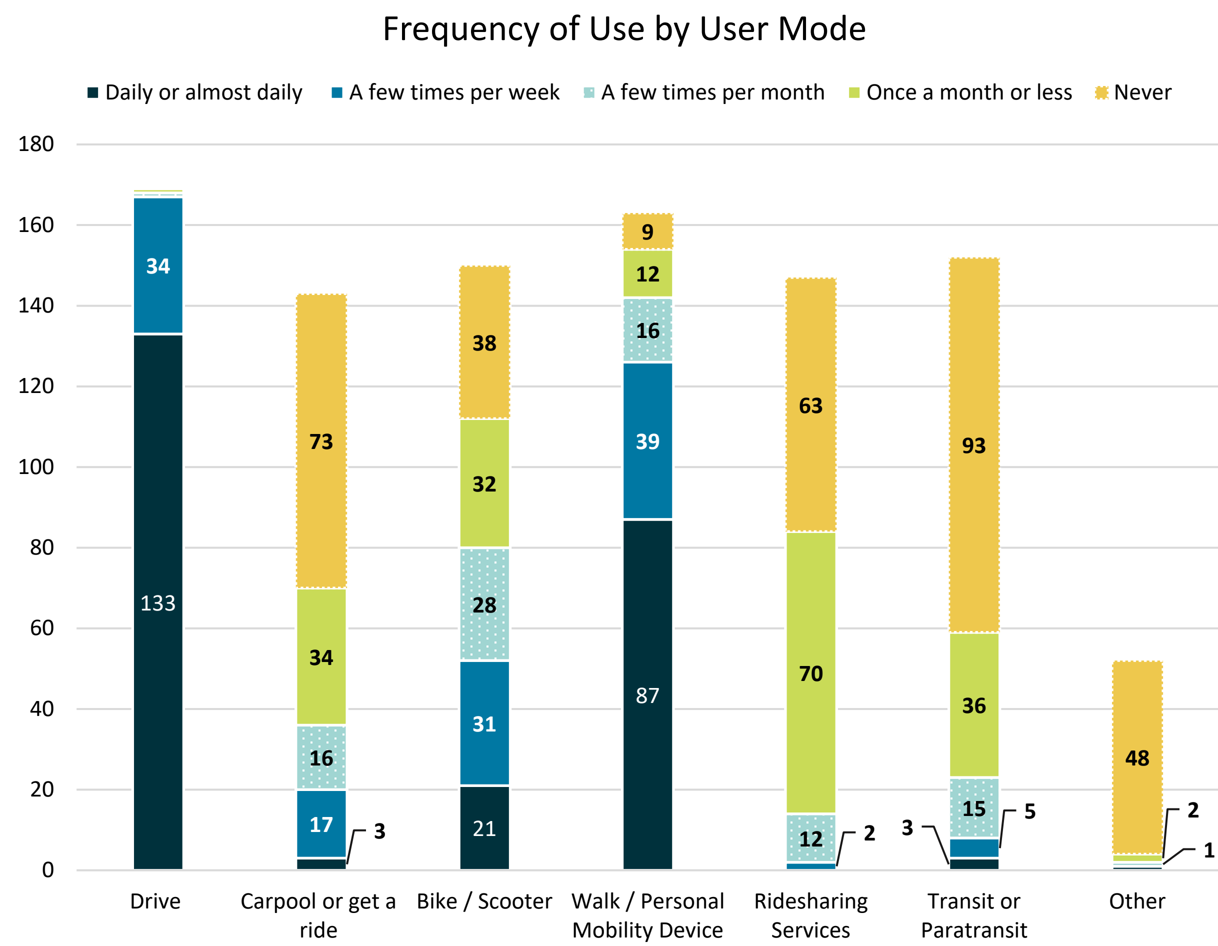


Figure 18. Survey Responses: Primary Modes of Transportation in Barrington

4.2.4 Respondent Street Safety Concerns and Priorities

Respondents were asked three questions about prioritizing potential improvements to roadway safety in Barrington. Each question asked respondents about improvements that primarily benefit different modes: drivers, those walking and biking, and transit riders. The following subsections describe the local priorities by mode. Respondents could select preferred improvements for all three modes regardless of their primary mode of travel.

4.2.4.1 Safety and Comfort Improvements for Drivers

When asked about improvements that will primarily benefit drivers, nearly three-quarters of respondents were eager to see smoother pavement conditions and fewer potholes (Figure 19). One-third of respondents wanted to see more visible lane markings and better drainage. One-fifth of respondents wanted lower speed limits and better roadway lighting. In all cases, Barrington's responses are similar to those of respondents statewide.

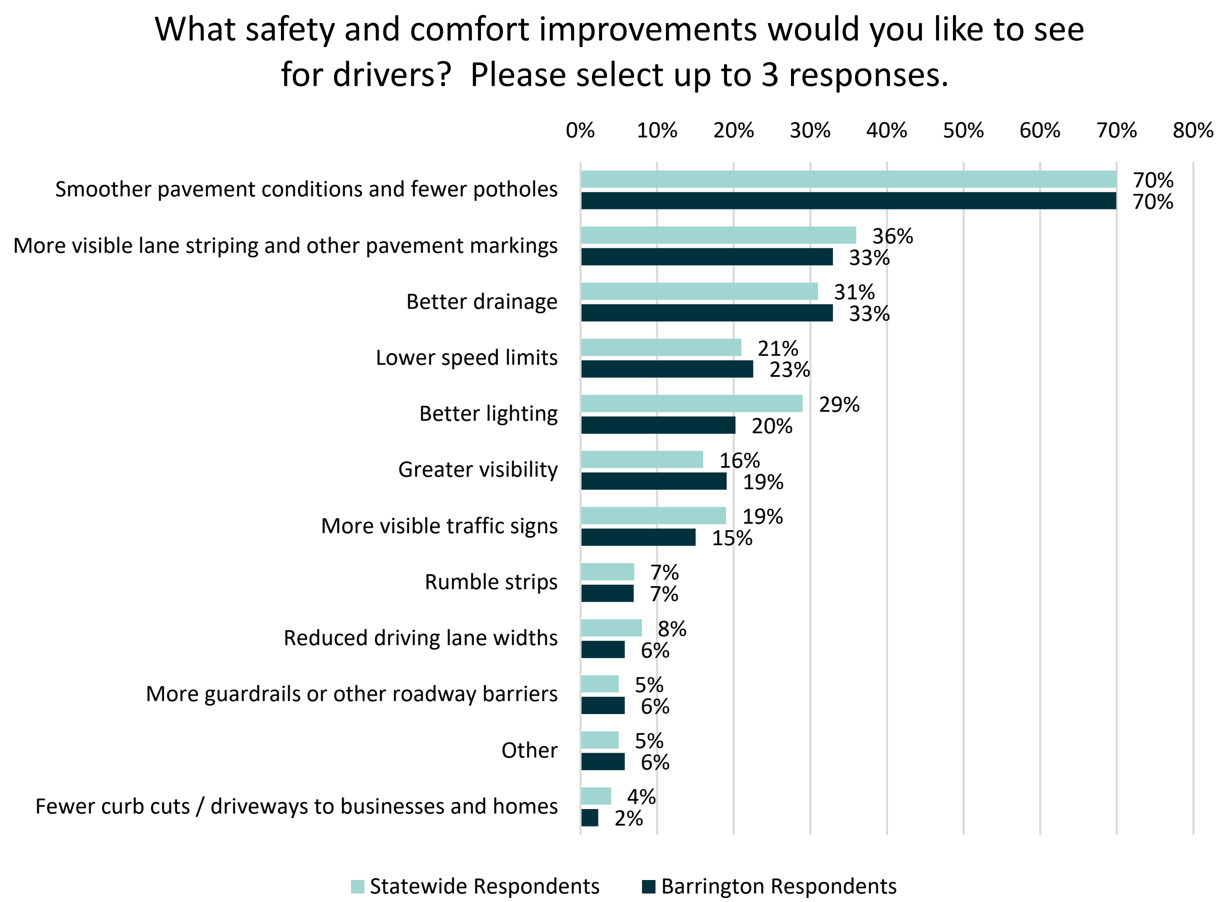


Figure 19. Survey Responses: Safety Improvements for Drivers

4.2.4.2 Safety and Comfort Improvements for Pedestrians and Cyclists

When asked about improvements that will primarily benefit those who walk or bike, most respondents (73 percent) support a more complete sidewalk network in town, and nearly half of respondents noted safer ways to cross the street, like crosswalks and pedestrian traffic lights as priorities (Figure 20).

Among only those who previously responded that they walked or biked in Barrington, the most popular improvements to improve bicycle and pedestrian safety were a more complete sidewalk and low-stress bike network, safer street crossings, and better maintenance of existing sidewalks and bikeways.

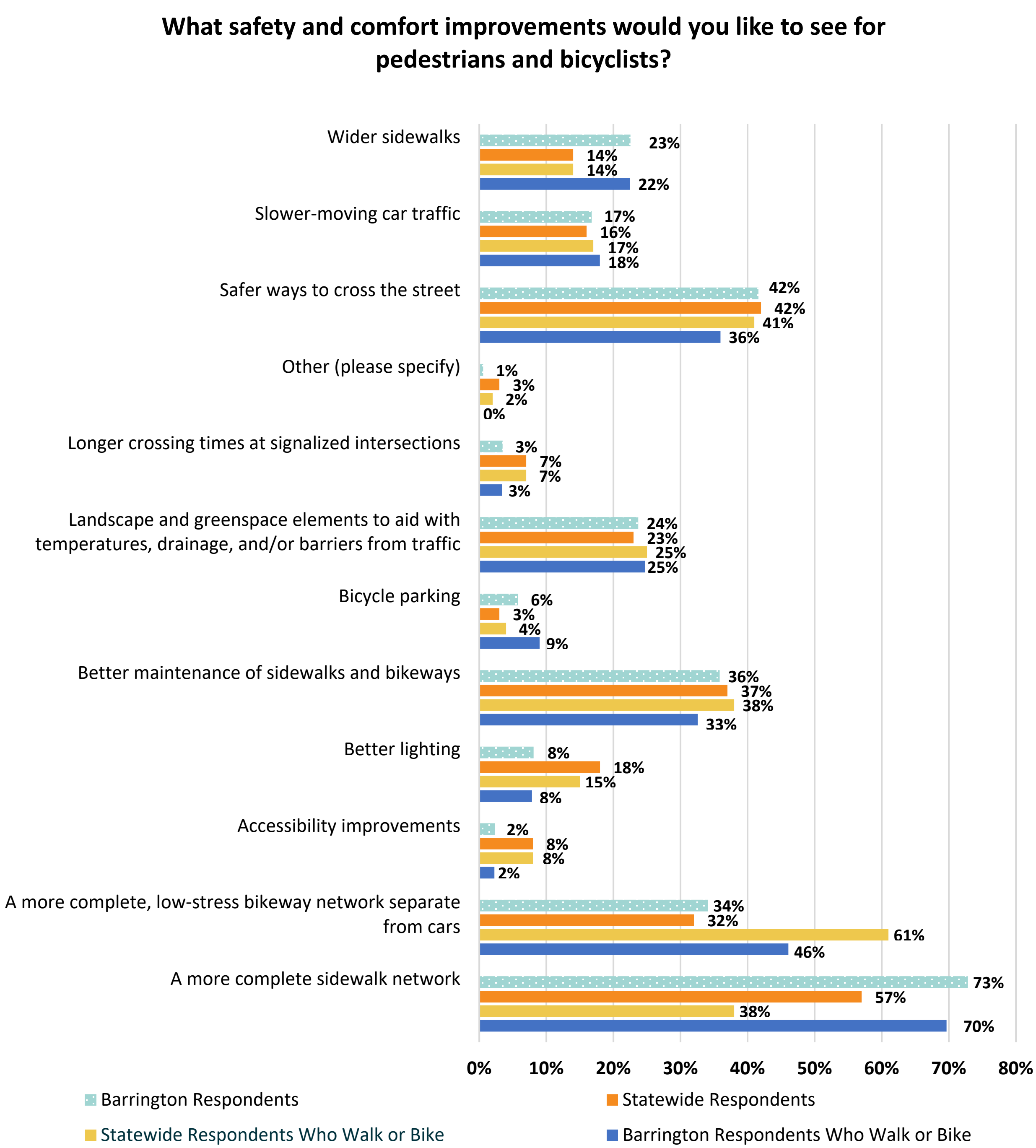


Figure 20. Survey Response: Safety Improvements for Pedestrians and Cyclists

4.2.4.3 Safety and Comfort Improvements for Transit Riders

When asked about improvements that will primarily benefit transit riders, respondents expressed an eagerness to see improved transit service in Barrington, including broader publicity of RIPTA's existing services and schedules, improved stop amenities, and faster, more frequent service (Figure 21).

The top priority for existing transit riders in Barrington was more frequent service and faster trips as well as better routine maintenance at transit stops.

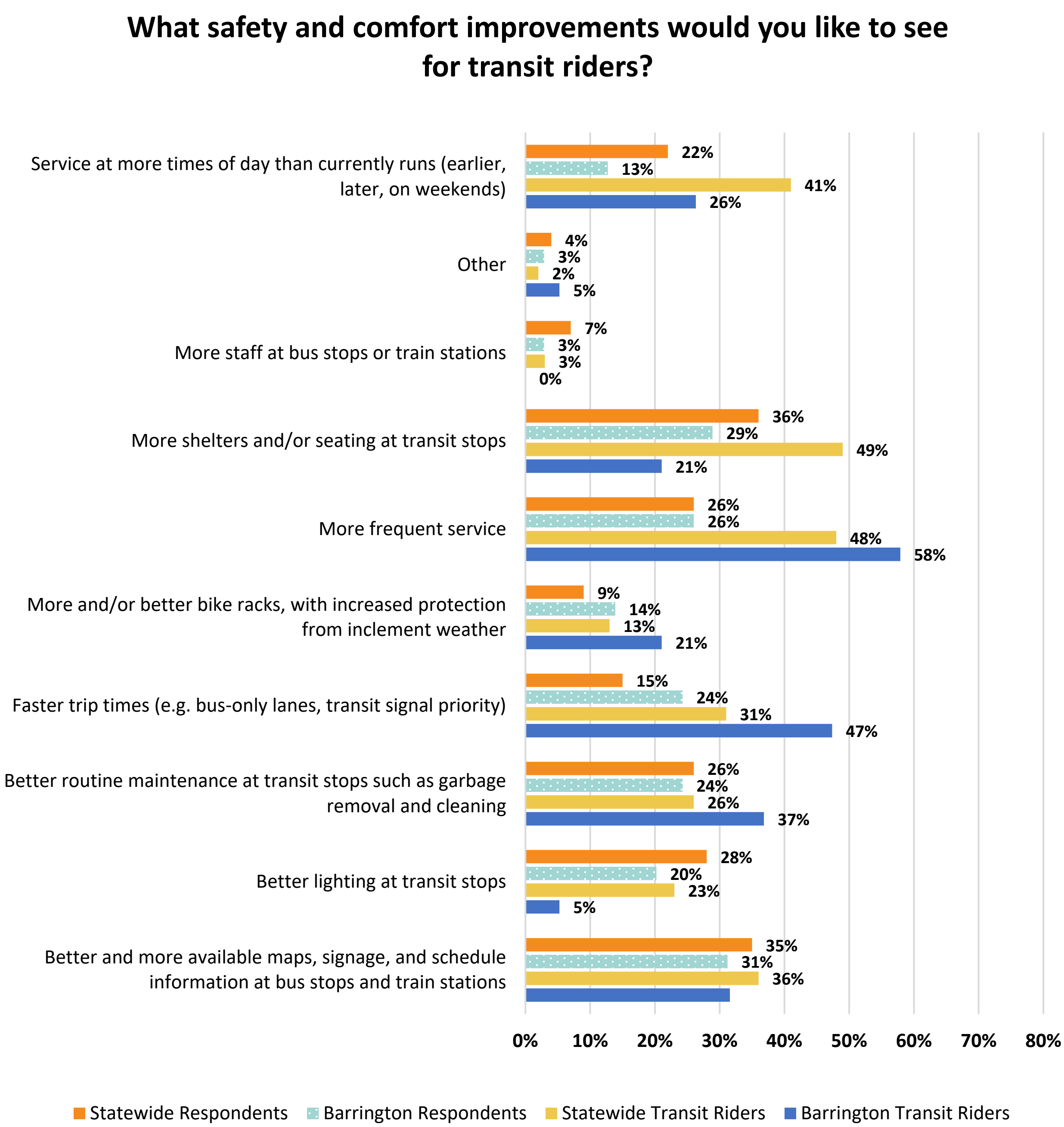


Figure 21. Survey Responses: Safety and Comfort Improvements for Transit Riders

4.2.4.4 Behavioral Safety Improvements

In addition to improvements to the built environment, many respondents also believe that behavioral programs like increased enforcement (53 percent), education to reduce distracted driving (51 percent), and speed management (44 percent) would have an impact on roadway safety in Barrington.

4.2.5 Community Pop-up Event Feedback

At each of the community pop-ups, the project team offered a poster and take-away business cards with a QR code that linked to the survey and presented a set of interactive poster boards with key questions for the community. In Barrington, these boards asked participants to explain and share what street safety meant to them, to vote for their top four priorities related to safe streets, and rank their concerns related to travel safety. Additionally, the team had a large-scale map of the town with roads and points of interest labeled so that participants could indicate where they had safety concerns or wanted improvements.

Table 11 lists the main themes, key locations, and specific concerns raised during the community events and pop-up engagements (in alphabetical order).

Table 11. Community Pop-Up Feedback Locations and Themes

Roadway	Identified Concern	Jurisdiction (State or Municipal)
County Road/ Wampanoag Trail	Merging and turning vehicles plus high speeds present unsafe conditions for all modes	State
Lincoln Avenue	Missing safe facilities to walk and bike, particularly for students to access the schools	Municipal
Massasoit Avenue	Missing safe facilities to walk and bike, particularly for students to access the schools	State
Middle Highway	Missing safe facilities to walk and bike, particularly for students to access the schools	State
Nayatt Road	Missing safe facilities to walk and bike	State
Rumstick Road	Missing safe facilities to walk and bike, and wayfinding to the beach	State (north of Nayatt Road) Municipal (south of Nayatt Road)
Sowams Road	Missing safe facilities to walk and bike, particularly for students to access the schools	State
Washington Road	Missing safe facilities to walk and bike and areas of poor visibility caused by vegetation and shadows	State
Unsignalized Bike Path Crossings	Unsafe for all modes as currently configured	Both

4.2.6 Location-based Feedback

Survey and pop-up engagement participants identified over 300 locations with either roadway safety-related concern or opportunities for potential roadway safety improvements. Of these comments, 52 percent were related to multimodal transportation, such as walking or biking. 16 percent of comments identified intersections of concern and 15 percent of locations were related to speeding. Spatially, comments were clustered on many of the major roadways throughout Barrington and were most often in locations with missing or substandard sidewalks or bicycle facilities. A map of these comments is shown in Figure 22, with some of the identified locations overlapping with each other.

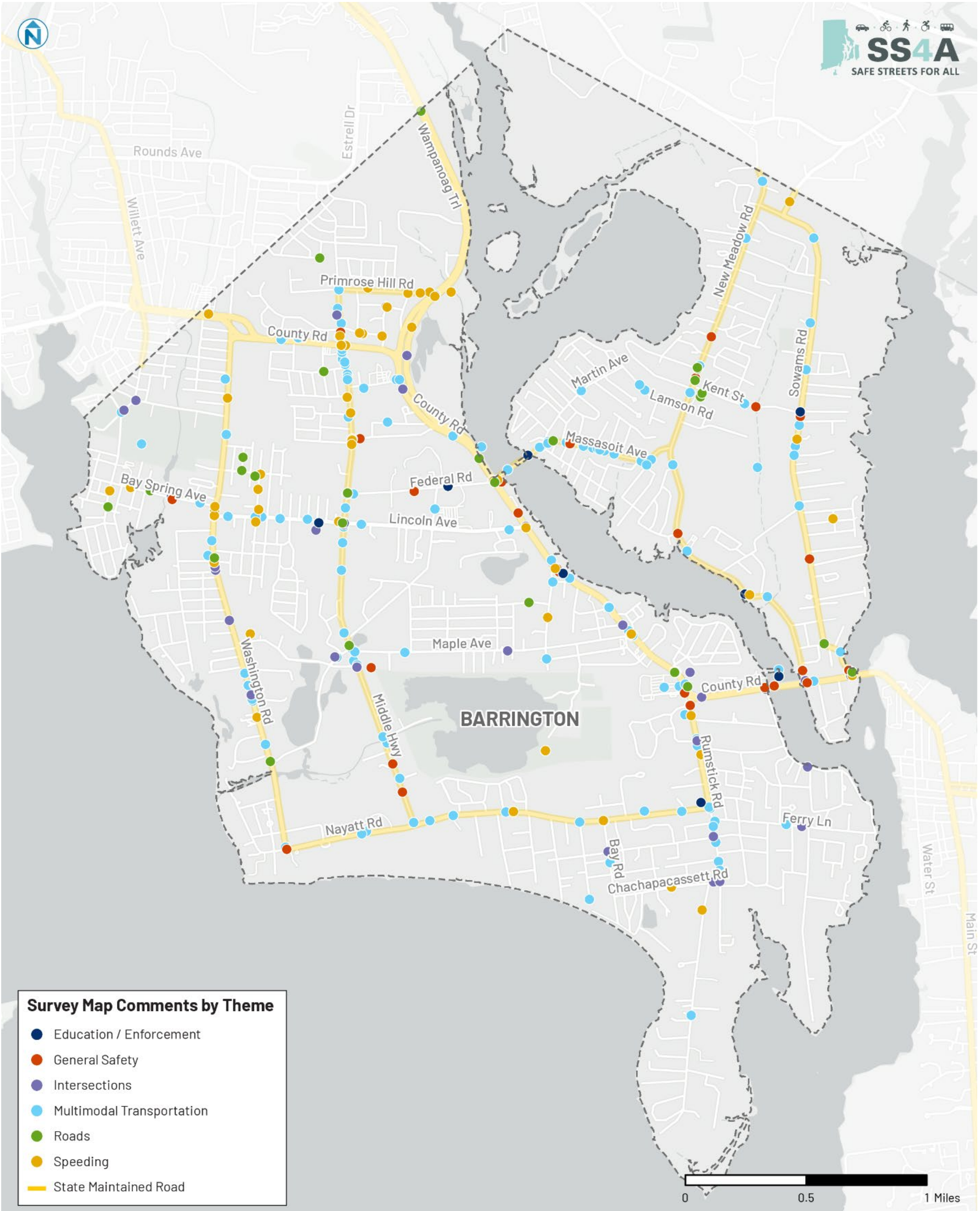


Figure 22. Public Engagement Survey Comment Locations by Theme

4.2.7 Key Themes and Priorities

Key themes and priorities from community engagement and stakeholder input include:

- Closing gaps within the town's existing sidewalk infrastructure to create a continuous, safe walking experience for people of all ages and abilities. Identify opportunities to improve existing sidewalks to be universally accessible and to install curbing to prevent vehicles from parking on the sidewalk.
- Close gaps in cycling infrastructure to create a contiguous safe cycling experience. Identify opportunities to either paint and sign bike lanes into existing roadway shoulders or to redesign the road to include dedicated bicycle facilities.
- Bolster connections to and from the East Bay Bike Path for people walking and biking and improve bike path crossing visibility for drivers. Slow traffic speeds near crossings to reduce the risk of high-speed conflicts between path users and vehicles.
- Improve connections to Barrington's schools, particularly for students who walk or bike to school, or who would walk or bike to school with sufficiently safe streets to do so on.
- Implement traffic calming measures to reduce speeding, particularly on residential cut-through roads and roads with mixes of adjacent land use.
- Explore comprehensive redesigns to the town center roadway network, including reducing the number of travel lanes and eliminating the center turn lane, shortening crossing distances, installing dedicated bike lanes, and widening the sidewalk.
- Expand and improve access to public transportation, both with additional service, but also with supportive infrastructure to access bus stops, like midblock crossings and RRFBs.
- Couple safety improvements with co-benefits like climate resilience, accessibility, economic development, and mode shift to reduce greenhouse gas emissions.
- Pair the findings of the SAP with other planning efforts in progress, such as the town's Comprehensive Plan update and Complete Streets Implementation Plan.

For additional details and records from the public engagement process, refer to Appendix C and Appendix D.

5. Equity Considerations

5.1 Defining Equity

This plan recognizes that people with low incomes, communities of color, people with limited vehicle access, people with limited English proficiency, people with disabilities, and others have historically been underserved in previous planning efforts. Because these communities are often disproportionately impacted by crashes, equity analyses were conducted to inform engagement and assess proposed projects.

In line with guidance from the Federal Highway Administration (FHWA) and best practices, the analysis and recommended strategies, projects, and policies in this plan aim to meet the needs of rural areas, economically disadvantaged communities, historically underserved residents, and vulnerable roadway users. Acknowledging the needs of these varied groups, this SAP includes strategies that encourage the fair sharing of resources, address external costs, serve mobility-disadvantaged travelers, and enhance overall affordability and economic opportunity while protecting the safety of all travelers.

5.2 Equity Considerations in Barrington

Barrington's SAP seeks — through engagement, data evaluation, and project prioritization efforts — to understand the greatest barriers and safety challenges underserved community members face. Special efforts were made to reach out to stakeholders and members of the public with diverse perspectives and from disadvantaged groups to better understand their needs and priorities. For example, multiple engagement platforms and languages were used, including a survey and online map, pop-up events, public meetings, community-centered focus groups, and advisory committees.

The DOT Equitable Transportation Community (ETC) dataset helped the project team begin to identify the locations of disadvantaged communities and contributing factors. These factors include categories such as income, health, transportation access, environmental and land use conditions, housing and workforce development issues, among others.

The DOT ETC metrics evaluate communities' burdens across 57 individual indicators, which are organized under five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. While this data were initially reported at the Census Tract level, as part of this effort, the project team disaggregated ETC data to the Block Group level for a more granular analysis. Census block groups are designated as ETC communities if their total score across all five components is in the 65th percentile or greater.

This comparison is a valuable tool for transportation-related work, given that the focus of the indicators are on finding communities that are burdened by transportation and thus would benefit from investments to address the underlying disadvantages that they face.

Notably, as shown in Figure 23, while nearby portions of East Providence and Warren are, there are no block groups within Barrington that have been identified as disadvantaged by the ETC.

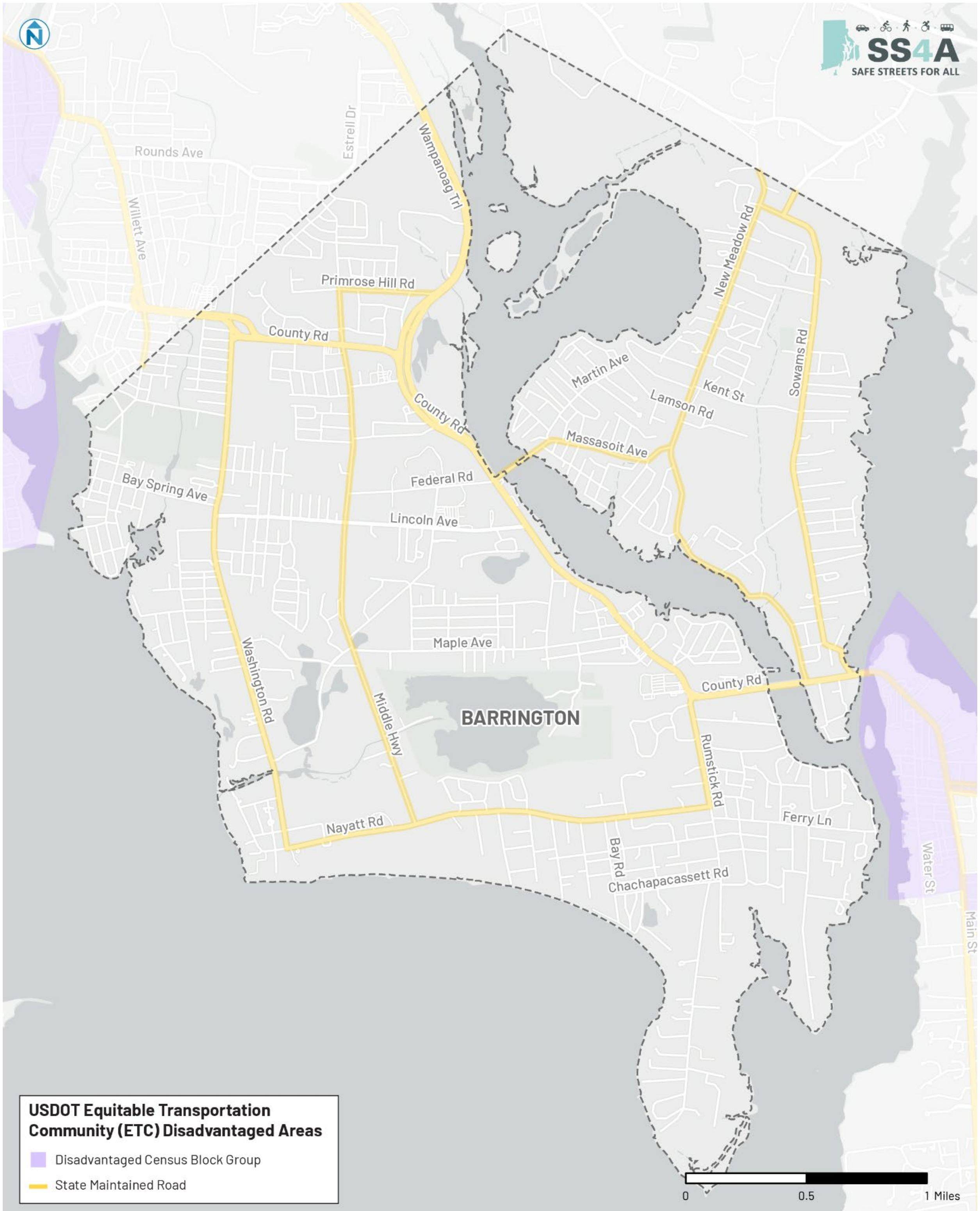


Figure 23. Block Groups within Barrington Qualifying as ETC

Table 12 represent the frequency and percentages of crashes that occur in Barrington block groups designated as disadvantaged according to DOT's ETC, including by subcategory.

Table 12. All Mode FSI Crashes by ETC Metrics (2019-2023)

Disadvantage Status	Threshold	Climate #	Climate %	Environment #	Environment %	Health #	Health %	Social #	Social %	Transportation #	Transportation %	Overall #	Overall %
Disadvantaged Block Groups	Over 65%	0	0%	0	0%	0	0%	0	0%	2	20%	0	0%
Non-Disadvantaged Block Groups	Under 65%	10	100%	10	100%	10	100%	10	100%	8	80%	10	100%

5.3 Equity and the High-Injury Network

ETC data were also overlaid with Barrington's HIN. As previously noted, none of the block groups in Barrington are considered disadvantaged; therefore, none of Barrington's HIN falls within an ETC-designated disadvantaged community.

However, one block group (440010302003) is considered transportation insecure, meaning it exceeds the 65th percentile for that equity subcategory. While approximately 6 percent of Barrington's roadway miles fall within this block group, 20 percent of FSI crashes during the study period and 7 percent of the All Modes HIN fall within this portion of Barrington. This block group sees more crashes than its respective share of the roadway network; over 13 percent of all high crash roadway miles in Barrington are located within this block group.

5.4 Key Equity Findings in Barrington

Key equity findings in Barrington include the following:

- While no block groups within Barrington are considered disadvantaged communities by the ETC, the one transportation insecure block group sees a greater share of both overall crashes and the most severe crashes within Barrington.
- The absence of a disadvantaged designation does not minimize the need for Barrington to consider how decisions made about the transportation network may impact different members of the community and how the town can make its roadways safer for all users.
- Similarly, given the presence of disadvantaged communities immediately adjacent to Barrington, care should be taken to understand the impact changes to the transportation system in Barrington might have on disadvantaged communities who may not live in Barrington but may travel within the town regularly.

5.5 How Equity will Impact Roadway Safety Planning and Implementation

Making Barrington streets safer for all roadway users is at the heart of this SAP. Opportunities to increase transit options, pedestrian/bicycle infrastructure, and reduced commute times and transportation costs may help remedy existing transportation inequities. Projects in disadvantaged areas address safety needs where transportation challenges are felt most deeply, and that may offer the most benefit to communities experiencing transportation disadvantages. In addition to the analysis above, equity was also a consideration used to develop the project selection matrix described in Chapter 7, to ensure that safety projects in burdened communities were elevated.

Additionally, in September 2024 the Rhode Island Division of Statewide Planning developed the Rhode Island Social Equity Data Platform. This tool will continue to be used to incorporate equity principles into policies, plans, and practices being implemented across the state.

6. Policy and Process Changes

6.1 Existing Plan and Policy Review Findings

This chapter assesses current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety.

Access to safe multimodal transportation infrastructure is a key theme in multiple existing municipal plans. The Town of Barrington's Comprehensive Plan (2015) identifies intersection safety improvements, enhanced pedestrian safety through sidewalk improvements, Safe Routes to School, and mode shift among its transportation priorities. The Town is currently in the process of updating its comprehensive plan, and the findings of this SAP will be incorporated. Similarly, Barrington has a robust Complete Streets Plan, which focuses on similar themes to the Comprehensive Plan: safety for all modes, enhanced bicycle and pedestrian connectivity, improved access to schools, and key linkages to Barrington's trail network, town beach, and other community anchor institutions. The Town has recently updated its Complete Streets Plan with a direct focus on implementation. Barrington has also incorporated safety into off-road trail and parking studies, recognizing the connection between these potential improvements and the Town's safety goals.

6.2 Safe System Approach to Policy and Processes

Policy, process, and programmatic changes can improve roadway safety. The project team explored evidence-based, high-impact approaches aligned with the five pillars of a Safe System Approach. In tandem with infrastructure-based approaches, these safety interventions will provide system redundancy and promote safety as a shared responsibility.

6.3 Key Policy, Process, and Program Recommendations

The following policy, process and program changes are recommended for Barrington. For each Safe System Approach pillar, recommendations are organized within planning objectives, which are measurable goals to help reach the eventual target of zero fatal and serious injury crashes. Each row includes the recommendation, the recommendation type, the potential partners and responsible parties, and whether it's a more critical safety priority in the town because it was identified during engagement, analysis, and the planning process.

Where applicable the tables describe whether implementation requires the adoption of revised or new policies, guidelines, or standards.

Table 13. Safe People Policy, Process, and Program Recommendations

Safe People (SP): Humans make mistakes and are vulnerable. Education, marketing, and programming can help build a culture of shared responsibility and encourage safe, responsible driving and behavior by people who use our roads.

Objectives and Recommendations	Recommendation Type (Program, Policy, Process, Plan)	Potential Partners and Responsible Parties	Critical Town Need
SP 1. Build staff capacity to deliver safer streets			
SP 1.1: Advocate for STIP amendments for safety projects	Process	Town Manager, Planning, Public Works, RIDOT, State Legislators	Yes
SP 1.2: Institutionalize coordination between transportation initiatives, community advocacy groups, and school administrators	Policy, Process	Planning, Schools, Police	Yes
SP 1.3: Prioritize funding for safety features and multi-modal projects as a part of Complete Streets implementation process	Policy, Process	Town Manager, Town Council, Public Works, RIDOT	Yes
SP 1.4: Communicate regularly about the connection between speeds and safety outcomes	Program	Town Manager, Planning, Police, Fire/EMS, RIDOT	Yes
SP 1.5: Create and implement safety-related training among town staff and community stakeholders	Program	Town Manager, Police, Planning, Public Works	No
SP 2. Change the organizational structure to ensure accountability			
SP 2.1: Establish a Safety Action Plan Implementation Task Force	Program, Process	Town Manager	Yes
SP 2.2: Establish a regular working meeting including PD and municipal planning staff to discuss crash trends and the enforcement or operations changes to address them	Program, Process	Town Manager, Planning, Public Works, Police, Fire/EMS, RIDOT, BPAC	Yes
SP 3. Support funding and development of community Safe Routes to School plans, programs, and infrastructure			
SP 3.1: Connect neighborhoods to schools with low stress pedestrian and bicycle ways	Program	Planning, Public Works	Yes
SP 3.2: Develop a Safe Routes to School Strategic Plan	Program	Planning, Schools	Yes
SP 3.3: Share the risks of being inattentive while driving with teens	Program	Planning, Police, Schools, RIDOT	No
SP 3.4: Support bike programs in middle school and high school, including recreation and social rides	Program	Planning, Schools	No
SP 4. Create public messaging campaigns that support a shared culture to achieve Vision Zero			
SP 4.1: Develop talking points for elected officials and other decision-makers to explain the safety benefits of infrastructure changes to support them in difficult conversations	Program, Process	Town Manager, Planning, Police, RIDOT	Yes
SP 4.2: Create messages that share the responsibility for safety, by focusing on driving behavior and layering in how people walking and bicycling can also be safer	Program	Town Manager, Planning, Police, RIDOT	Yes

Objectives and Recommendations	Recommendation Type (Program, Policy, Process, Plan)	Potential Partners and Responsible Parties	Critical Town Need
SP 4.3: Increase driver, cyclist, and pedestrian knowledge of laws, legal responsibilities, rights, and responsibilities	Program, Policy	Town Manager, Planning, Police, RIDOT	Yes
SP 4.4: Accompany high-visibility speed enforcement details with an information campaign on the impact of unsafe speeds.	Program	Town Manager, Planning, Police, RIDOT	Yes
SP 4.5: Publicize information on the harms of distracted and impaired driving	Program	Town Manager, Planning, Police, RIDOT	Yes
SP 4.6: Develop public relations campaigns that accompany physical road changes to explain how tradeoffs in flow or connectivity provide safety benefits. Post at site, via social media, and online.	Program, Process	Town Manager, Planning, RIDOT	No
SP 4.7: Partner with community groups to develop and disseminate campaigns that reflect local roadway risks	Program	Town Manager, Planning, Police, RIDOT	No
SP 5. Integrate safety into land use and private development permitting			
SP 5.1: Negotiate placemaking, planned projects, and safety improvements into developer agreements	Policy, Process	Town Manager, Planning	No
SP 5.2: Better connect housing and services to transit infrastructure	Program	Planning, RIPTA	No
SP 6. Honor the diverse experiences of people in Barrington			
SP 6.1: Design and operate streets where people with visual and mobility disabilities will be safe and comfortable	Program, Policy	Public Works, RIDOT	Yes

Table 14. Safe Roads Policy, Process, and Program Recommendations

Safe Roads (SR): Our roads should be designed to accommodate human mistakes and minimize the chance of fatal or severe injuries when mistakes do occur.

Objectives and Recommendations	Recommendation Type (Program, Policy, Process, Plan)	Potential Partners and Responsible Parties	Critical Town Need
SR 1. Integrate safety into capital and repaving projects from planning and scoping through preliminary design and delivery			
SR 1.1: Conduct multimodal safety analyses as part of project scoping	Policy, Process	Planning, Public Works, RIDOT	Yes
SR 1.2: Use safety features with proven or promising effectiveness applicable to the primary types of collisions that have occurred	Policy, Process	Planning, Public Works, RIDOT	Yes
SR 1.3: On streets greater than two lanes, advocate for reducing the number of lanes during resurfacing. Conduct traffic studies to assess feasibility and evaluate impacts.	Process	Planning, Public Works, RIDOT	Yes
SR 1.4: Prioritize safety over vehicular delay consideration in the project design process	Policy, Process	Planning, Public Works, RIDOT	No
SR 1.5: Create a prioritization method for implementing a speed hump program that includes school zones, resurfacing schedule, streets with speeding issues, and public complaints. Conduct traffic studies and coordinate with RIDOT Traffic Safety if proposed on state roads to evaluate impact.	Process	Planning, Public Works, RIDOT	No
SR 2. Increase mode share of people using active transportation			
SR 2.1: Expand the low stress bike network by prioritizing complete street implementation	Program, Process	Planning, Public Works, RIDOT	Yes
SR 2.2: Implement pedestrian crossing improvements to ensure all pedestrians can safely cross	Program	Planning, Public Works, RIDOT	Yes
SR 2.3: Where wide shoulders exist and are not required, formalize bicycle lanes and install vertical separation where possible	Program, Process	Planning, Public Works, RIDOT	Yes
SR 3. Prioritize access to transit			
SR 3.1: Assess proximity of pedestrian and bicyclist crashes to transit stops	Program	Planning, Police, RIDOT, RIPTA	Yes
SR 3.2: Implement pedestrian safety improvements for access to transit stops	Program	Planning, Public Works, RIDOT, RIPTA	Yes
SR 3.3: Connect transit and housing via multimodal infrastructure	Program	Planning, Public Works, RIDOT	No
SR 4. Learn from reported crash history and analysis			
SR 4.1: Where feasible, design for slower speeds with narrower lanes, road diets, and intersection treatments that reduce turning vehicle speeds	Policy, Process	Planning, Public Works, RIDOT	Yes

Objectives and Recommendations	Recommendation Type (Program, Policy, Process, Plan)	Potential Partners and Responsible Parties	Critical Town Need
SR 4.2: Integrate High Injury Network into the workflow for data collection, funding, and design of rehabilitation and complete streets projects	Policy, Process	Planning, Public Works, Police, RIDOT	Yes
SR 5. Support safe sidewalk and street conditions through maintenance practices rn from reported crash history and analysis			
SR 5.1: Create a schedule for regular sidewalk condition inspections and create a sidewalk repair prioritization system	Program, Process	Public Works, RIDOT	Yes
SR 5.2: Work with maintenance staff to ensure sidewalks, intersections, and signs are clear of overgrown vegetation	Program	Public Works, RIDOT	Yes
SR 5.3: Ensure sidewalks are cleared first as part of standard snow removal practices	Policy, Process	Public Works, RIDOT	Yes
SR 5.4: Create a program to regularly repaint faded crosswalks to maintain high visibility	Program	Public Works, RIDOT	Yes
SR 6. Use quick-build strategies to install countermeasures			
SR 6.1: Upgrade crosswalks to high-visibility designs and install Rapid Rectangular Flashing Beacons (RRFB) where vulnerable road users are most at risk	Program	Public Works, RIDOT	No
SR 6.2: Install curb extensions at pedestrian crossings to improve visibility, especially for streets with on-street parking	Program	Public Works, RIDOT	No
SR 6.3: Add reflecting signage, markings, and deflectors around curves and locations with limited visibility	Program	Public Works, RIDOT	No

Table 15. Safe Vehicles Policy, Process, and Program Recommendations

Safe Vehicles (SV): Our vehicles should be designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Objectives and Recommendations	Recommendation Type (Program, Policy, Process, Plan)	Potential Partners and Responsible Parties	Critical Town Need
SV 1. Educate residents			
SV 1.1: Develop a public education campaign on benefits of pedestrian friendly vehicles	Program	Town Manager, Planning, Police, RIDOT	No
SV 1.2: Develop tips on how purchaser choices on vehicle size and design can impact other road users	Program	Town Manager, Planning, Police, RIDOT	No
SV 2. Support safer transit			
SV 2.1: Create and deliver training documents for RIPTA operators including standard operating procedures for incident documentation and reporting of right-of-way issues	Program, Policy	RIPTA	No
SV 2.2: Incorporate traffic safety into regular RIPTA operator meetings	Program, Policy	RIPTA	No
SV 2.3: Conduct safety events at high ridership locations to increase awareness for all road users about the potential dangers of rushing to the bus	Program	RIPTA, Planning, Police	No
SV 3. Review and revise fleet procurement rules			
SV 3.1: Establish requirements for safety technology in Town vehicles	Policy	Town Manager	Yes
SV 4. Collaborate with other agencies to advocate for safer vehicles			
SV 4.1: Conduct an assessment of town needs in preparation for autonomous and connected vehicles and infrastructure and emerging micromobility modes	Program, Process	Planning, RIDOT	Yes

Table 16. Safe Speeds Policy, Process, and Program Recommendations

Safe Speeds (SS): Roadway users should travel at safe speeds, which reduces impact forces when collisions do occur and provides additional time to perceive and react to the roadway environment.

Objectives and Recommendations	Recommendation Type (Program, Policy, Process, Plan)	Potential Partners and Responsible Parties	Critical Town Need
SS 1. Support changes in the enforcement and adjudication process to reduce dangerous driving behaviors			
SS 1.1: Reduce the cultural norm for acceptable speeding over the speed limit with strict enforcement	Program, Process	Police, State Police	Yes
SS 1.2: Install speed feedback signs in locations with known speeding issues and review data collected	Program	Planning, Public Works, Police, RIDOT	Yes
SS 2. Make policy, legislative and ordinance changes for safer speeds			
SS 2.1: Implement 25 mph speed limits on major streets in urbanized areas and on High Injury Network locations	Program, Policy	Planning, Public Works, RIDOT	Yes
SS 2.2: Reduce speed limits over 35 MPH to 30 MPH or less	Program, Policy	Planning, Public Works, RIDOT	Yes
SS 2.3: Enforce speed using automated technologies, such as speed cameras in school zones	Program, Policy	Planning, Public Works, Police	Yes
SS 2.4: Explore opportunities for automated speed and automated red-light enforcement	Program	Planning, Public Works, Police, RIDOT	Yes
SS 2.5: Adjust speed limits based on pedestrian and bicycle activity, crash history and adjacent development	Program, Policy	Planning, Public Works, RIDOT	No
SS 3. Support traffic calming measures to encourage slow, safe driving			
SS 3.1: Create a traffic calming request program	Program	Planning, Public Works	Yes
SS 4. Foster safe operating speeds by assuring consistency between design speeds, target speeds, and speed limits			
SS 4.1: Establish target speeds as the basis of enforcement, maintenance, and design decisions	Policy, Process	Planning, Public Works, Police	No

Table 17. Post-Crash Care Policy, Process, and Program Recommendations

Post-Crash Care (PC): First responder should be able to quickly and safely stabilize and transport those injured in crashes. After a crash, safety stakeholders in the community should evaluate the causes of the crash and develop strategies to prevent similar crashes in the future.

Objectives and Recommendations	Recommendation Type (Program, Policy, Process, Plan)	Potential Partners and Responsible Parties	Critical Town Need
PC 1. Improve Crash Data			
PC 1.1: Provide new police officers education on crash reporting to reduce crash report errors	Process	Police	Yes
PC 1.2: Provide crash data to the Planning Department annually	Process	Police	Yes
PC 2. Take care of people			
PC 2.1: Develop a community informed and empathetic engagement strategy for communicating with loved ones impacted by fatal or serious injury crashes	Program	Town Manager, Police, Fire/EMS, RIDOT	No
PC 2.2: Create a support network for crash survivors and families	Program	Planning, RIDOT	No
PC 3. Revise policies and procedures			
PC 3.1: Explicitly identify safety as primary factor in road design and requirements	Policy, Process	Planning, Public Works, RIDOT	Yes
PC 3.2: Key performance measures, land use context, and high crash locations should be considered when applying traffic devices	Policy	Planning, Public Works, RIDOT	No
PC 3.3: Revise the speed rules to allow broader use of traffic calming	Policy, Process	Planning, Public Works, RIDOT	No
PC 4. Audit and improve investigations			
PC 4.1: Establish a multi-disciplinary crash response team to investigate fatal and suspected severe injury collision sites and recommend short term or pilot safety interventions	Program, Process	Planning, Public Works, Police, Fire/EMS, Schools, RIDOT	Yes

7. Action Plan

In concert with the goals established in Chapter 1 and the proposed policy and process changes outlined in Chapter 6, the SAP outlines specific infrastructure projects to address safety challenges in Barrington.

7.1 Project Location Screening and Selection

Informed by the BCA, risk analysis, and community feedback, a basic screening system was developed to focus the SAP on a universe of potential project locations. The screening criteria prioritized locations with historical crashes, locations with elevated levels of future crash risk, and locations near schools, along RIPTA bus routes, or in historically disadvantaged communities.

Corridors that met many of these criteria were then reviewed by municipal staff to further refine a list of potential project locations. Where appropriate, nearby segments were combined into larger project extents, either where multiple segments had high screening scores or where the eventual treatment would be less impactful without the inclusion of additional roadway.

7.2 Project Prioritization

Figure 24 shows the locations of priority locations where safety countermeasures are recommended in Barrington based on the screening process.

Additional contextual information and safety countermeasure recommendations for select projects are provided in Section 7.4 and Section 7.5. Project locations with detailed recommendations are typically those with the highest screening scores and those that overlapped with Barrington's Complete Streets implementation plan recommendations. They include both streets controlled by the Town and by RIDOT. In instances where RIDOT controls the roadway, Barrington does not have direct control over future street design changes, but should partner with RIDOT to assess and install safety improvements.

For additional information about each potential project location, see Table 18.

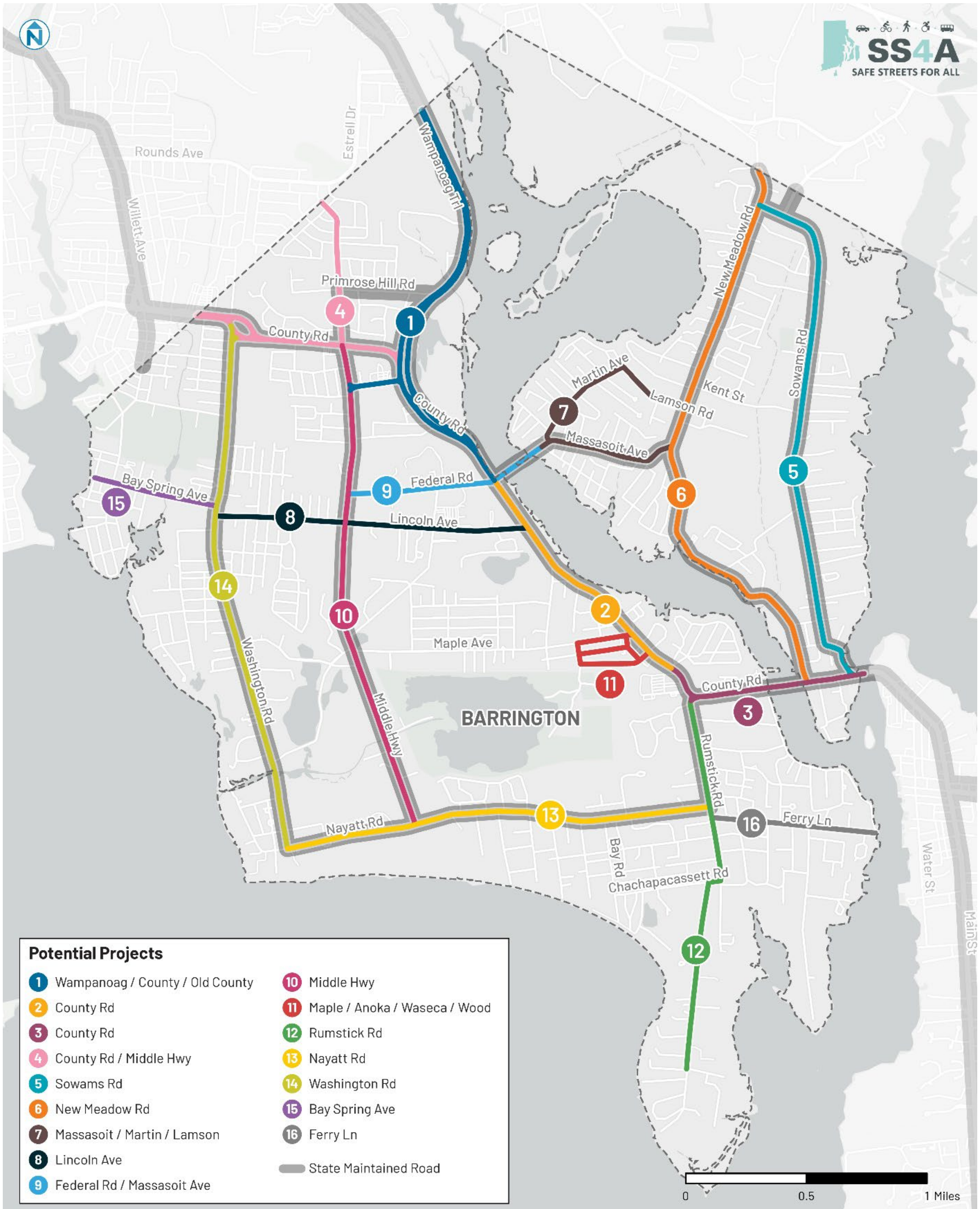


Figure 24. Priority Project Locations Map

7.3 Countermeasure Toolkit and Selection

FHWA launched the Proven Safety Countermeasures Initiative in 2008 to reduce traffic-related fatalities and injuries through data-driven, standardized safety treatments (FHWA 2024a). The initiative recognizes 28 countermeasures targeting key safety areas of speed management, intersection safety, roadway departures, and/or non-motorist safety.

These initial 28 countermeasures served as a foundation for developing a broader toolkit of 77 countermeasures with demonstrated roadway safety benefits. These countermeasures incorporate resources from FHWA, state and local governments, the National Association of City Transportation Officials (NACTO), and engineering experience from fatal crash investigations and roadway safety projects (FHWA 2016a, 2016b, 2021, 2024b; Maryland Department of Transportation 2020, 2023; NACTO 2020, 2025; Nashville Department of Transportation 2022).

7.3.1 Countermeasure Types

Consistent with the Proven Safety Countermeasures Initiative, four main countermeasure types were identified. They include:

- Intersection Safety Countermeasures
- General Segment Safety (Including roadway departures) Countermeasures
- Non-Motorized Safety Countermeasures
- Speed Safety Countermeasures

Many countermeasures are categorized as meeting multiple of these countermeasure types.

7.3.2 Targeted Safety Issues

To help stakeholders quickly identify and apply the most effective and context-appropriate safety solutions, each countermeasure was categorized by targeted crash type, implementation timeframe, land use context, crash reduction factor (CRF), and estimated per-unit cost range. A full list of the countermeasures and a summary of these categories is provided in Appendix E.

To see the greatest safety benefit, countermeasures were selected that respond to the crash trends and risks at a given location. Crashes in the toolkit were classified by the underlying crash types and contributing factors they seek to mitigate. Among others, these categories include crashes involving people outside motor vehicles, angle crashes, intersection crashes, rear-end crashes, speed-related crashes, and roadway departure crashes.

Not every countermeasure is equally effective at reducing crashes. A CRF estimates the expected percentage reduction in crashes after implementing a particular countermeasure, based on research in other locations where the treatment has previously been implemented. For this plan, CRFs were collected from national or state research organizations such as FHWA, the National Cooperative Highway Research Program, and various state DOTs.

Some countermeasures are more appropriate or easier to implement depending on the adjacent land use context. Each countermeasure was assigned the appropriate land use and development intensity where it may be considered most effective. Some countermeasures may be suitable for implementation in any land use context or development intensity.

Each countermeasure in the toolkit also includes information estimating the time and budget needed for implementation.

Each project location presents its own set of unique constraints and potential challenges to implementation. **The information provided about each countermeasure in the toolkit should not substitute for the need for site-specific designs and engineering judgement before a countermeasure is implemented.**

7.4 Key Project Recommendations

The following pages highlight key locations for safety interventions, with context about the street and crash history, along with initial recommendations for design treatments. These planning-level recommendations offer potential design interventions, based on an analysis of the historical crash data, a scan of the environmental context, and best practices. Additional design will be needed to advance and implement these recommendations.

7.5 Summary of Project Recommendations

Table 18 provides a summary of the key issues observed at each potential project location, along with initial suggestions for potential safety improvements as provided in each unique project sheet. Full project sheets are included in Appendix F. Table 20 provides additional prioritization considerations for each location.

Table 18. Summary of Project Locations

Project #	Project Name	Key Issues	Potential Recommendations
1	Route 114/Old County Road (East Providence City Limits to Federal Road / Massasoit Avenue)	▪ Multi-lane road with high posted speed limit ▪ Slip lane merges in close proximity to median U-turn lanes ▪ Limited dedicated space for people walking, biking, or accessing transit ▪ Resilience and coastal flooding considerations ▪ Community desire for a fundamentally redesigned corridor that feels more like a gateway to downtown	▪ Conduct a corridor study to assess the long-term feasibility of redesigning Route 114 into one lane in each direction with center turn lanes and/or roundabouts at major intersections. Consider also a shared use path, improved RIPTA bus stop access, and resilience elements. Coordinate with East Providence. ▪ Consider alternative shoulder treatment that provide space for people walking and biking. ▪ Conduct an engineering study to reduce the speed limit. ▪ Assess feasibility of removing U-turn lanes north of Old River Road. ▪ Install a sidewalk to Walker Farm. ▪ Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. ▪ Assess feasibility of narrowing the Old County/Middle Highway intersection.

Project #	Project Name	Key Issues	Potential Recommendations
2	County Road (Federal Road/ Massasoit Avenue to Fairway Drive)	▪ Missing dedicated/low stress spaces to walk and bike ▪ Access to RIPTA stops ▪ Roadway character feels inconsistent with a town center ▪ Challenges for all modes at major intersections along corridor	▪ Reduce speed limit. ▪ Review intersections with Federal Road / Massasoit Avenue and Lincoln. ▪ Evaluate new midblock crossings with RRFBs near RIPTA stops and at desired crossing locations. ▪ Repurpose shoulder as a bike lane. ▪ Routine maintenance and repair along sidewalks. ▪ Wholistically evaluate signals along the corridor, beginning at Massasoit Avenue /Federal Road through Rumstick Road. ▪ Explore removing the center turn lane and install bike lanes, wider sidewalks, while maintaining some turn pockets.
3	County Road (Fairway Drive to Warren Town Line)	▪ East Bay Bike Path crossing and Rumstick Road intersection ▪ Narrow, obstructed sidewalks ▪ Crossing from Mathewson to Police Cove Park ▪ Sowams Road and New Meadow Road intersections	▪ Explore removing the center turn lane and install bike lanes, wider sidewalks, while maintaining some turn pockets. ▪ Explore options to redesign Rumstick Road intersection. ▪ Repurpose shoulder as a bike lane. ▪ Upgrade existing midblock crossings. ▪ Study circulation and safety challenges at Sowams Road and New Meadow Road, particularly at crossings.
4	County Road/Middle Highway (East Providence City Limits to Wampanoag Trail)	▪ Sidewalk and bikeway gaps along corridor ▪ Intersections with wide corner radii ▪ Upcoming development may change safety needs in area ▪ Multilane road along County Road through traffic circle ▪ Traffic calming and slower speeds approaching Wampanoag Trail where rear end crashes are common	▪ Consider neighborhood traffic calming treatments on Middle Highway. ▪ Upgrade or install sidewalks along Middle Highway. ▪ Evaluate reduced corner radii and mini roundabout at the intersection of Middle Highway and Primrose Hill Road. ▪ Conduct an intersection study with the goal of reducing the intersection size at Belton Drive. ▪ Install advanced warning signs and enhanced delineation of curves approaching Wampanoag Trail along County Road. ▪ Upgrade sidewalks, where feasible, and conduct an engineering study to reduce the speed limit East of Middle Highway along County Road. ▪ Conduct corridor study on County Road west of Middle Highway, to determine how to repurpose shoulder as either a shared use path, bike lanes, or to close sidewalk gaps. ▪ Conduct a traffic study to assess the feasibility of a road diet along Willett Avenue through the traffic circle, including options to modernize the traffic circle.

Project #	Project Name	Key Issues	Potential Recommendations
5	Sowams Road (New Meadow Road to County Road)	▪ Sidewalk gaps along corridor ▪ Side street visibility concerns ▪ Speeding and distracted driving ▪ No cycling facilities ▪ Curves in road	▪ Install sidewalks to close gaps. ▪ Improve sidewalks and crosswalks near Sowams School. ▪ Traffic calming/speed enforcement. ▪ Vegetation trimming. ▪ Where feasible, paint a bike lane or explore neighborhood roads as alternative routes.
6	New Meadow Road (Massachusetts State Line to County Road)	▪ Sidewalk gaps along corridor ▪ Speeding and distracted driving ▪ Sidewalks obstructed by parked vehicles and utility poles ▪ Seasonal flooding ▪ Curve delineation ▪ Safe access to Hamden Meadows Elementary School	▪ Improve intersections along the corridor with reduced corner radii, curb extensions, and traffic calming ▪ Where feasible, install painted bike lanes and signage. ▪ Install sidewalks between Deep Meadow Road and Christine Drive. ▪ Review roadway grading to improve drainage. ▪ Evaluate feasibility of relocating utility poles or widening sidewalk. ▪ Assess feasibility of installing curbing to physically separate the sidewalk. ▪ Improve Hampden Meadows Elementary School access with traffic calming and a crosswalk upgrade at Robbins Drive/Kent Street and a new crossing and RRFB at Lamson Road. ▪ Systemically consider curve delineation signage.
7	Massasoit Avenue / Martin Avenue /Lamson (Bowden Avenue to New Meadow Road)	▪ Missing dedicated/low stress spaces to walk and bike ▪ Irregular intersection geometries	▪ Install sidewalk on Massasoit Avenue and Martin Avenue. ▪ Neighborhood traffic calming, like speed tables or speed bumps. ▪ Install high visibility crosswalks. ▪ Reduce intersection radii.
8	Lincoln Avenue (Washington Road to County Road)	▪ Connections for students to schools ▪ Sidewalk and crossing infrastructure improvements ▪ Challenges for all modes at major intersections along corridor	▪ Evaluate ADA and resiliency improvements at intersection with Washington Road. ▪ Install a No Right Turn on Red at Middle Highway intersection. ▪ Upgrade sidewalks and crosswalks along corridor. ▪ Review midblock crossing spacing and feasibility of bike facilities. ▪ Review intersection with County Road.

Project #	Project Name	Key Issues	Potential Recommendations
9	Federal Road/Massasoit Avenue (Middle Highway to Bowden Avenue)	▪ Desire for improved places to walk and bike, particularly for students ▪ Concerns about safety walking and biking through the intersection with County Road ▪ Operational challenges at the intersection with County Road ▪ Improving accessibility of existing roadway features for people with disabilities	▪ Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. ▪ Evaluate crosswalk installation with appropriate safety countermeasures at Bowden Avenue. ▪ Conduct an intersection study of Federal Road and Middle Highway. ▪ Install sidewalks and bike facilities between Middle Highway and Upland Way. ▪ Upgrade midblock crossings on Federal Road to improve visibility. ▪ Upgrade curb ramp at Upland Way to be ADA compliant.
10	Middle Highway (County Road to Nayatt Road)	▪ Sidewalk and bikeway gaps along corridor ▪ Low visibility crossing of East Bay Bike Path ▪ Side street intersections with wide corner radii ▪ Speeding ▪ Traffic calming and slower speeds near schools	▪ Install continuous bike facilities from East Providence line to Nayatt Road. ▪ Study major intersections. ▪ Conduct Safe Routes to School study focused on traffic calming and enhanced crosswalk solutions near Primrose Hill Elementary School, Barrington Middle School, and the areas between. ▪ Upgrade bike path crossing to include high visibility crossing treatments. ▪ Assess the feasibility of closing sidewalk gaps.
11	Various Town Center Streets (West to County Road)	▪ Many curb cuts along the corridor ▪ Signal timings and equipment ▪ Long crossing distances and low visibility crosswalk striping ▪ Excessive vehicle speeds	▪ Retime the signal at Maple Avenue and County Road. ▪ Evaluate curb extensions on Waseca Avenue near County Road. ▪ Systemically restripe crosswalks as continental crosswalks. ▪ Systemically identify opportunities to reduce the width of driveway curb cuts along the corridor. ▪ Assess the feasibility of removing portions of the shoulder of Waseca Avenue between County Road and Wood Avenue to expand the sidewalk. ▪ Explore neighborhood traffic calming opportunities, particularly on Waseca Avenue and Anoka Avenue. ▪ Reduce the intersection size at West Street/Waseca Avenue and West Street/Anoka Avenue. ▪ Conduct parking study at West Street and Maple Avenue.

Project #	Project Name	Key Issues	Potential Recommendations
12	Rumstick Road (County Road to Apple Tree Lane)	▪ Gaps in existing sidewalk infrastructure ▪ Missing bikeway infrastructure ▪ Excessive distances between safe places to cross the road ▪ Irregular intersection geometries and stop controls, which can lead to driver confusion ▪ Excessive vehicles speeds	▪ Conduct an intersection study at Rumstick Road and County Road. ▪ Install sidewalks between Jennys Lane and Woodland Road and from Brentonwood Avenue to Chachapacassett Road. ▪ Consider installing additional advanced warning signs, upgrading striping to be high visibility, and/or installing RRFBs at crossings. ▪ Determine if additional speed enforcement is necessary. ▪ Consider crossing improvements at Nayatt Road. ▪ At the Rumstick Road/ Chachapacassett Road intersection, assess the feasibility of an intersection redesign. ▪ South of Chachapacassett Road, concurrent with repaving, explore opportunities for neighborhood traffic calming.
13	Nayatt Road (Washington Road to Rumstick Road)	▪ Sidewalk and bikeway gaps along corridor ▪ Side street visibility concerns ▪ Speeding ▪ Sidewalks obstructed by utility poles ▪ Safety near the Nayatt School	▪ Install a sidewalk from Broadview Drive to Middle Highway. ▪ Assess the feasibility of painted bike lanes and signage along the corridor. ▪ Upgrade existing marked crosswalks near the Rhode Island Country Club and Nayatt School. ▪ Advance traffic calming solutions near the Nayatt School. ▪ Trim vegetation along the corridor. ▪ Conduct studies to reduce the size of intersections on Nayatt Road at Washington Road, Middle Highway, and Rumstick Road. ▪ Assess the feasibility of installing a sidewalk from Middle Highway to Washington Road.

Project #	Project Name	Key Issues	Potential Recommendations
14	Washington Road (County Road to Nayatt Road)	▪ Sidewalk and bikeway gaps along corridor ▪ Low visibility crossing of East Bay Bike Path ▪ Side street visibility concerns ▪ Speeding ▪ Traffic calming and slower speeds near schools	▪ Assess the feasibility of modernizing the traffic circle at Willett Avenue/County Road. ▪ Upgrade existing sidewalks, where feasible, throughout the corridor and close sidewalk gaps where sidewalks do not exist today. ▪ Consider traffic calming, particularly near schools. ▪ Assess opportunities to upgrade crosswalks and curb ramps. ▪ Upgrade bike path crossing to include high visibility crossing treatments. ▪ Conduct an engineering study to reduce the corridor speed limit. ▪ Conduct corridor study to assess the feasibility of a separated cycling/multiuse path facility. ▪ Conduct intersection studies of the feasibility of reducing corner radii along the corridor, notably at Nayatt Road and Lincoln Avenue.
15	Bay Springs Avenue (Leslie Avenue/Edwin Street to Washington Road)	▪ Missing dedicated/low stress spaces to bike ▪ Low visibility crossing of East Bay Bike Path ▪ Sidewalks and crosswalks at major intersections are not ADA compliant	▪ Reduce travel lane width and stripe a bike lane. ▪ Implement neighborhood traffic calming. ▪ Upgrade bike path crossing to improve visibility and yield compliance. ▪ ADA improvements at Narragansett Avenue and Washington Road intersections.
16	Ferry Lane (Rumstick Road to Matthewson Road)	▪ Missing dedicated/low stress spaces to walk and bike ▪ Drivers can travel at unsafe speeds	▪ Assess the feasibility of a sidewalk or install advisory shoulders. ▪ Assess the feasibility of transforming the corridor into a neighborhood greenway. ▪ Install traffic calming elements. ▪ Reinforce intersection with Matthewson Road.

In addition to site-specific recommendations, Barrington may also benefit from the following countermeasures, listed in Table 19, which could be applied systemically across locations with similar crash trends.

Table 19. Summary of Systemic Recommendations

Systemic Recommendation #	Countermeasure	Key Issues
1	Lane Diets	Wider than necessary travel lanes can enable faster vehicle speeds, leading to worse safety outcomes in crashes. Reducing lane widths can also provide additional space for people walking and biking.
2	High Visibility Crosswalk Treatments	Some crosswalks throughout the community have low visibility striping treatments. Upgrading striping, signage, and installing devices like RRFBs can draw additional attention to people crossing the street.

Systemic Recommendation #	Countermeasure	Key Issues
3	High Visibility Bike Path Treatments	Many crossings of the East Bay Bike Path are denoted only by a crosswalk and limited signage, which may limit driver attention to these high-volume crossing locations. Upgrading signage and installing devices like passive-detection RRFBs can increase the visibility of people crossing the street.
4	School Zone Traffic Calming	Many of Barrington’s schools are on or near high volume roadways. When coupled with high rates of walking and biking to school, these locations present higher risks for crashes if drivers fail to operate at safe speeds. Treatments like education, automated speed enforcement, and traffic calming engineering countermeasures can encourage appropriate speeds near schools.
5	Signalized Intersection Improvements	While Barrington has few signalized intersections, both crash data and public comment reflected safety concerns at these locations, particularly for pedestrians crossing and vehicle congestion. Exploring opportunities to evaluate all of Barrington’s signals as a system and to adjust phasing and timing appropriately may improve both safety and circulation across all modes.

Table 20. Barrington Safety Action Plan Project Prioritization Matrix

Criteria	Project 1 Wampanoag Trail / County Road / Old County Road	Project 2 County Road	Project 3 County Road	Project 4 County Road / Middle Highway	Project 5 Sowams Road	Project 6 New Meadow Road	Project 7 Massasoit / Martin / Lamson Avenues	Project 8 Lincoln Avenue	Project 9 Federal Road	Project 10 Middle Highway	Project 11 Various Town Center Streets	Project 12 Rumstick Road	Project 13 Nayatt Road	Project 14 Washington Road	Project 15 Bay Springs Avenue	Project 16 Ferry Lane
Safety																
Is this project location the site of a fatal or serious injury crash within the 5-year study period?	X	X	X	X	X	X	X	X	X	–	X	–	–	–	–	–
Is this project location a hotspot for historical crashes?	X	X	X	X	X	X	X	X	X	X	X	X	–	X	X	–
Is this project location a hotspot for historical crashes involving people walking, rolling, or biking?	–	–	X	X	X	X	X	X	–	–	–	–	–	–	X	–
Was this project location identified by the systemic safety analysis as a high-risk area?	X	X	X	X	X	X	X	–	–	X	–	–	X	X	X	–
Was this project location identified by the systemic safety analysis as a high-risk area for people walking, rolling, or biking?	X	X	X	X	X	X	X	X	X	X	–	X	X	X	X	X
Local Context																
Is this project location along a RIPTA bus route?	X	X	X	–	–	–	–	–	–	–	–	–	–	–	–	–
Is this project location identified as part of the Complete Streets Implementation Plan?	X	X	X	X	X	X	X	X	X	X	X	X	X	X	–	X
Is this project location within 1/4 mile of a school?	X	X	–	X	X	X	X	X	X	X	–	X	X	–	–	X
Are there other anchor institutions or key community assets nearby to this project location?	X	X	X	X	X	X	–	–	X	X	X	–	X	X	X	–
Was this project location identified as a priority through the community outreach process?	X	X	X	X	X	X	–	X	X	X	–	X	X	X	–	–
Project Characteristics																
Is the project consistent with the locally adopted comprehensive plan and/or local modal priorities?	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Is this project located on a municipally maintained road?	O	–	–	O	–	–	O	X	O	–	X	O	–	–	X	X
Will this project reduce conflicts between vehicles and people walking, rolling, or biking?	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Will this project encourage drivers to operate at safe speeds?	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Criteria	Project 1 Wampanoag Trail / County Road / Old County Road	Project 2 County Road	Project 3 County Road	Project 4 County Road / Middle Highway	Project 5 Sowams Road	Project 6 New Meadow Road	Project 7 Massasoit / Martin / Lamson Avenues	Project 8 Lincoln Avenue	Project 9 Federal Road	Project 10 Middle Highway	Project 11 Various Town Center Streets	Project 12 Rumstick Road	Project 13 Nayatt Road	Project 14 Washington Road	Project 15 Bay Springs Avenue	Project 16 Ferry Lane
Does the project have co-benefits to other documented planning goals (economic development, resiliency, etc.)?	X	X	X	–	–	–	–	–	–	–	X	–	–	–	–	–
Feasibility																
Does the project already have the endorsement of relevant local boards and/or commissions?	X	X	X	X	X	X	X	X	X	X	X	X	X	X	–	X
Is project part of STIP/CIP or a local funding priority?	O	O	O	O	O	O	O	–	–	O	–	O	–	–	–	–
Has a dedicated funding source been identified for this project?	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Can the project be implemented in the short term (first 5 years after plan completion)?	–	–	–	–	–	–	O	–	–	–	O	–	–	–	O	O
If not feasible in the short term, can the project be implemented in the mid-term (less than 10 years after plan completion)?	X	X	X	X	X	X	O	X	X	X	O	X	X	X	O	O
Total	**15.5**	**15.5**	**15.5**	**15**	**14.5**	**14.5**	**13**	**13**	**12.5**	**12.5**	**11**	**11**	**11**	**11**	**10**	**9**

X=The proposed project fully meets the criteria
O= The proposed project partially meets the criteria (i.e. only a portion of the project's extent meets the criteria)
–=The proposed project does not meet the criteria.

8. Progress and Transparency

This planning process began in spring 2024 and involved more than 6 months of community and stakeholder engagement in 2024. Barrington's SAP was adopted and published in September 2025.

Throughout this process, the project team established processes and tools to measure progress and provide transparency for residents and stakeholders, methods that apply to both the SAP's development and for future implementation.

Recurring team meetings between municipal and consulting team representatives tracked progress and kept stakeholders informed. Regular touchpoints with community leadership ensured their involvement in all major decisions. The project team also provided quarterly and annual progress reports in accordance with FHWA requirements for the SS4A grant.

To uphold progress and transparency throughout implementation, Barrington commits to the following ongoing measures:

- **Progress Measures**
  - **Annual Reporting**: Assess progress toward reducing roadway fatalities and serious injuries through annual public reports that are accessible to all.
  - **Outcome Data**: Provide relevant data that measures the impact of implemented strategies, ensuring a data-driven approach to track improvements over time.
- **Transparency Measures**
  - **Public Posting**: Publish the action plan online, ensuring residents, stakeholders, and other interested parties can access this SAP's details, including all regular updates.
  - **Ongoing Communication**: Maintain open communication with the community and stakeholders through updates, town hall meetings, and engagement sessions to foster transparency and build trust.
  - **Regular Town Council and BPAC Updates**: Keep the Town Council and BPAC informed on activities and progress so that they can share updates at public meetings.

These progress and transparency measures provide a framework for ongoing accountability as the SAP is implemented. Each report will document activities and progress since the previous reporting period, directly tying updates to the recommendations, priority projects, and strategies outlined in Chapter 7. Tracking progress in this way bolsters continued project success, building on previous activities and reporting.

8.1 Key Reporting Metrics

Table 21 details key reporting metrics the Town of Barrington may consider using to track progress against its SAP goals.

Table 21. Key Reporting Metrics

Metric	Source
Number of traffic-related fatalities ▪ Pedestrian fatalities ▪ Cyclist fatalities ▪ Motor vehicle fatalities ▪ Motorcycle/moped fatalities	Fatal Analysis Reporting System (FARS) or Local Police Data
Number and percentage of fatal and serious injury crashes involving youth (younger than 18)	Fatal Analysis Reporting System (FARS) or Local Police Data
Number and percentage of fatal and serious injury crashes involving older adults (65 and older)	Fatal Analysis Reporting System (FARS) or Local Police Data
Commute mode share for walking, bicycling, and transit	U.S. Census Bureau, American Community Survey
Number of people participating in safety-related education campaigns each year	Town Staff
Number of traffic studies conducted on High-Injury Network locations	Town Staff
Number of High-Injury Network locations improved	Town Staff
Number of pedestrian crossing improvements implemented	Town Staff
Lineal feet of sidewalks implemented	Town Staff
Lineal feet of bikeways implemented	Town Staff
Number of traffic calming projects implemented	Town Staff
Number of miles of streets with reduced speed limits	Town Staff

8.2 Summary of Key Timeline and Actions

The tables in Chapter 6 and Chapter 7 provide a detailed action plan to address each of the Safe System Approach pillars. As Barrington advances its safety goals, key initial activities include:

Short-Term (0 to 2 years post SAP adoption):

- Further prioritize projects, policies, and procedures for implementation.
- Among priority projects, confirm whether additional planning studies or preliminary design are the next step toward implementation.
- Identify long-term capital corridors that could benefit from short-term quick-build solutions.
- Conduct a preliminary review of available funding sources (federal, state, local, grants).
- Coordinate with RIDOT on projects, policies, or procedures that would impact state-maintained roads and/or would require funding through the STIP.
- Coordinate with Town Council and BPAC on plan implementation timeline, policies and procedures to adopt for safer roads, and linkages with Complete Streets and Comprehensive Plan priorities.
- Identify safety champions and evaluate organizational capacity for establishing metric tracking and analysis, regular reporting, ongoing community engagement and promotion of plan, and for project management and delivery.
- Medium-Term (2 to 5 years post SAP adoption):
- Refresh SAP with updated crash data, public engagement, and emerging safety trends.
- Coordinate with Town Council and BPAC on plan implementation progress, policies and procedures to adopt for safer roads, and linkages with Complete Streets and Comprehensive Plan priorities.
- Finalize project funding sources and secure competitive grants, as needed.
- Advance projects through design, permitting, and procurement.

- Coordinate with RIDOT on projects, policies, or procedures that would impact state-maintained roads and/or would require funding through the STIP.
- Implement quick-build or smaller capital construction projects.
- Report post-implementation findings and refine projects in other locations based on findings.

Long-Term (5+ years post SAP adoption):

- Refresh SAP with updated crash data, public engagement, and emerging safety trends.
- Coordinate with Town Council and BPAC on plan implementation progress, policies, and procedures to adopt for safer roads, and linkages with Complete Streets and Comprehensive Plan priorities.
- Finalize project funding sources and secure competitive grants, as needed.
- Advance projects through design, permitting, and procurement.
- Implement larger capital construction projects or projects along RIDOT roadways.
- Report post-implementation findings and refine projects in other locations based on findings.

9. References

DOT. 2022. Safe Streets and Roads for All Action Plan Components. https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Action_Plan_Components.pdf.

DOT. 2024. Comprehensive Safety Action Plans. U.S. Department of Transportation. Last updated: Tuesday, February 20, 2024. https://www.transportation.gov/grants/ss4a/comprehensive-safety-action-plans.

DOT. 2025. What Is a Safe System Approach? January 14, 2025. https://www.transportation.gov/safe-system-approach.

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

FHWA. 2016a. *Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts*. Federal Highway Administration. August 2016. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/fhwahep16055.pdf.

FHWA. 2016b. *Small Town and Rural Multimodal Networks*. Federal Highway Administration. December 2016. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf.

FHWA. 2021. *Making Our Roads Safer: One Countermeasure at a Time*. Federal Highway Administration. https://highways.dot.gov/media/14126.

FHWA. 2024a. *Proven Safety Countermeasures*. Federal Highway Administration. https://highways.dot.gov/safety/proven-safety-countermeasures.

FHWA. 2024b. *Safe System Roadway Design Hierarchy*. Federal Highway Administration. January 2024. https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf.

Maryland Department of Transportation. 2020. *Context-Driven Access & Mobility for All Users*. https://experience.arcgis.com/experience/3476e680584c49e48303fe6d52ceeda9/page/Using-the-Guide.

Maryland Department of Transportation. 2023. *Pedestrian Safety Action Plan*. https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9.

NACTO. 2013. *Urban Street Design Guide*. National Association of City Transportation Officials.

NACTO. 2025. *Urban Bikeway Design Guide*. National Association of City Transportation Officials.

Nashville Department of Transportation. 2025. Fatal Crash Investigation Project & Reports (2022-Present).

RIDOT. 2015. *Rhode Island's Complete Streets Action Plan*. Rhode Island Department of Transportation. February 2015. https://www.dot.ri.gov/documents/community/safety/Complete_Streets.pdf.

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

RIDOT. 2023b. *Rhode Island Vulnerable Road User Safety Assessment*. Rhode Island Department of Transportation. https://www.dot.ri.gov/safety/docs/Rhode_Island_VRU_Safety_Assessment.pdf.

RIDSP. 2020a. *Moving Forward RI 2040*. Rhode Island Department of Administration Division of Statewide Planning. December 2020. https://www.tam-portal.com/wp-content/uploads/sites/12/2022/09/RI-Long-Range-Transportation-Plan-December-2020.pdf.

RIDSP. 2020b. *Rhode Island Moving Forward Statewide Bicycle Mobility Plan*. Rhode Island Department of Administration Division of Statewide Planning. December 2020. https://planning.ri.gov/sites/g/files/xkgbur826/files/documents/LRTP/Bicycle-Mobility-Plan.pdf.

RIDSP. 2022. State of Rhode Island Transportation Improvement Program FFY 2022-2031 Revisions. Rhode Island Department of Administration Division of Statewide Planning. https://planning.ri.gov/stip/state-transportation-improvement-program-2022-2031-stip-revisions.

RIDSP. 2025. Rhode Island Social Equity Data Platform. https://planning.ri.gov/planning-areas/data-center/rhode-island-social-equity-data-platform.

Town of Barrington. 2015. *Town of Barrington Comprehensive Community Plan*. https://ri-barrington.civicplus.com/DocumentCenter/View/171/Comprehensive-Plan---2015-Update-PDF?bidId=.

Town of Barrington. 2022. *Town of Barrington Complete Streets Plan*. October 2022. https://www.barrington.ri.gov/DocumentCenter/View/848/Complete-Streets-Action-Plan.

Town of Barrington. 2025. *Barrington Complete Streets Implementation Plan*. https://barrington.ri.gov/DocumentCenter/View/2190/Complete-Streets-Implementation-Plan?bidId=.

Appendix A: Resolution, Letters of Support, and Self Certification

RESOLUTION OF THE BARRINGTON, RHODE ISLAND TOWN COUNCIL ADOPTING A SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN

Preamble

WHEREAS, the Town of Barrington strives to support people who live, work, play, and visit here with a safe and connected network of roads, sidewalks, trails, and places to bicycle.

WHEREAS, 295 fatal and thousands more serious injury crashes occurred in the period 2018-2022 throughout Rhode Island.

WHEREAS the number of deaths and serious injuries on public roads is a serious health problem necessitating public action.

WHEREAS, crashes that result in death or serious injury are largely preventable.

WHEREAS, to create a safety net for preventing crashes from having fatal and serious outcomes the Town of Barrington needs a comprehensive and specific approach that includes actions including infrastructure enhancements, traffic enforcement and regulations, public education and awareness, data analysis and monitoring, equity and accessibility; and collaboration and partnership.

WHEREAS, implementing a zero traffic deaths commitment requires the continued support of residents, business owners, and visitors to the Town of Barrington to improve the safety, comfort, and usability of public roads for all users.

WHEREAS, the Safety Action Plan was developed using a data-driven approach and best practices to outline objectives and actions towards achieving zero deaths.

WHEREAS, the Safety Action Plan strives to address the hazards on the highest risk segments of the transportation network and reduce the harm to the most vulnerable and dependent users.

WHEREAS, the Safety Action Plan included a robust public engagement process that used a diverse range of outreach activities.

WHEREAS, the Safety Action Plan is consistent with other planning efforts in the Town of Barrington, namely the on-going update to the Barrington Comprehensive Plan, the adopted Complete Streets Implementation Plan, and the on-going efforts of the Barrington Transportation Advisory Committee.

WHEREAS, the Town of Barrington intends to join other municipalities around the nation and the Rhode Island Department of Transportation to eliminate traffic deaths and serious injuries on public streets.

BE IT RESOLVED, THE TOWN OF BARRINGTON ADOPTS THE FOLLOWING COMMUNITY GOALS AS PART OF ITS COMPONENT SECTION OF THE STATEWIDE SAFETY ACTION PLAN:

1. Close gaps in sidewalk infrastructure by creating dedicated spaces for people walking and rolling.
2. Close gaps in cycling infrastructure by providing dedicated space in the roadway for people riding bicycles.
3. Improve multimodal connectivity to schools, including education and enforcement of safe speeds and implementing "safe routes to schools" best management practices.
4. Implement traffic calming, education, and enforcement measures to reduce speeding.
5. Couple safety improvements with co-benefits like climate resilience, accessibility, economic development, and mode shift.
6. Expand and improve public transit accessibility.

BE IT FURTHER RESOLVED, TO HELP CARRY OUT THE ABOVE GOALS, THE TOWN OF BARRINGTON ADOPTS THE BARRINGTON SECTION OF THE STATEWIDE SAFETY ACTION PLAN AND DIRECTS STAFF TOWARDS ITS TIMELY IMPLEMENTATION ACCORDINGLY.

PASSED AND ADOPTED by the Town of Barrington Town Council on September 8, 2025.

BC

Braxton H. Cloutier
Town Council President

Stephanie Bernardo

Stephanie Bernardo
Town Clerk

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

June 24, 2025

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

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

Dear Secretary Duffy,

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

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

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

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

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

Sincerely,

Christopher Durand
RIPTA Chief Executive Officer

DEPARTMENT OF ADMINISTRATION
Department of Administration
DIVISION OF STATEWIDE PLANNING
235 Promenade Street, Suite 230
Providence, RI 02908
Office: (401) 222-7901
Email: DOA.Planning@doa.ri.gov

June 25, 2025

Subject: Letter of Support for Safety Action Planning

Dear Review Committee:

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

Over the past year, we have served on the Technical Working Group in support the development of municipal and statewide Safety Action Plans. The Safety Action Plans address safety by:

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

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

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

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

Sincerely,

Meredith E. Brady
Associate Director

Department of Health

Three Capitol Hill
Providence, RI 02908-5097

TTY: 711
www.health.ri.gov

Subject: Letter of Support for Safety Action Planning

Dear Review Committee:

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

Over the past year, we have served on the Technical Working Group in support the development of municipal and statewide Safety Action Plans. The Safety Action Plans address safety by:

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

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

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

Sincerely,

Jerome M. Larkin

Dr. Jerome Larkin

Director of RI Department of Health

east bay community action program
THE BRIDGE to SELF-RELIANCE

RILWAN K. FEYISITAN, JR.
President & Chief Executive Officer

EAST BAY
COMMUNITY ACTION PROGRAM

East Providence & Bristol County
Headquarters
The Dennis Roy Building
100 Bullocks Point Avenue
East Providence, RI 02915
P: 401.437.1000
F: 401.223.4459

Newport County Headquarters
Jean E. Hicks Center
19 Broadway
Newport, RI 02840
P: 401.847.7821
F: 401.847.6220

July 23, 2025

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

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

Dear Secretary Duffy,

The East Bay Community Action Program (EBCAP) wishes to express strong support for safety action planning initiatives across the State of Rhode Island, especially in the East Bay communities of Barrington, Bristol, and Warren. Our mission supports properly guided development of municipal and statewide Safety Action Plans to address safety concerns for all road users, and we believe that the proactive road safety measures in this plan are crucial to foster secure and thriving environments for all residents and particularly those disadvantaged residents that need to rely on non-independent modes of transportation and related infrastructure.

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

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

EBCAP supports better connections to key destinations, such as improving bus stop access, providing safer pedestrian crossings, and other actionable items listed in each of the East Bay communities' "sub-plans" of the larger plan document. Given the above information, EBCAP is pleased to support the plan and our region's efforts to improve the lives of all residents through the safe streets initiatives outlined in the plan.

Please let us know how we can more collaboratively partner with the state and the East Bay residents, businesses, and visitors to implement effective roadway safety measures.

Sincerely,

Rilwan K. Feyisitan Jr.

Rilwan Feyisitan
EBCAP, President & CEO

BARRINGTON
RHODE ISLAND

Barrington Town Hall | 283 County Road | Barrington, RI 02806
(401) 247-1900, ext. 4

July 17, 2025

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

Dear Review Committee:

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

Over the past year, Town staff have served on the Technical Working Group in support of the development of municipal and statewide Safety Action Plans. The Safety Action Plans address safety by:

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

The Town is eager to support the key timelines and actions in §8.2 that offer short-, medium- and long-term projects related to Barrington. Therefore, I put my full support behind this plan and the Town's communities efforts to improve the lives of all residents by planning for and implementing solutions through safe streets initiatives.

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

Sincerely,,

Roni Phipps

Roni Phipps

Barrington Planning Board Chair

S | S
4 | A

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

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

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

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

Eligibility

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

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

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

Applicant Information

Lead Applicant: Town of Barrington, RI **UEI:** ______________________

Action Plan Documents

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

Document Title	Link	Date of Most Recent Update
Barrington Safety Action Plan		September 2025

U.S. Department of Transportation

Action Plan Components

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

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

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

☐ **YES**

☐ **NO**

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

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

Document Title	Page Number(s)
Barrington Safety Action Plan	1-1, 1-2, Appendix A

2. Planning Structure

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

☐ **YES**

☐ **NO**

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

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

Document Title	Page Number(s)
Barrington Safety Action Plan	2-1, 2-2

3. Safety Analysis

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

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

☐ **YES**

☐ **NO**

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

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

Document Title	Page Number(s)
Barrington Safety Action Plan	3-1 - 3-19, Appendix B

4. Engagement and Collaboration

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

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

☐ **YES**

☐ **NO**

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

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

Document Title	Page Number(s)
Barrington Safety Action Plan	4-1 - 4-10, Appendix C/D

5. Policy and Process Changes

Are **BOTH** of the following true?

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

☐ **YES**

☐ **NO**

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

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

Document Title	Page Number(s)
Barrington Safety Action Plan	6-1 - 6-10

6. Strategy and Project Selections

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

☐ **YES**

☐ **NO**

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

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

Document Title	Page Number(s)
Barrington Safety Action Plan	7-1 - 7-16, Appendix E/F

7. Progress and Transparency

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

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

☐ **YES**

☐ **NO**

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

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

Document Title	Page Number(s)
Barrington Safety Action Plan	8-1 - 8-3

8. Action Plan Date

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

☐ **YES**

☐ **NO**

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

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

Document Title	Date of Most Recent Update	Page Number(s)
Barrington Safety Action Plan	September 2025	Cover, 8-1

Appendix B: Safety Analysis Methods

Safety Analysis Methods

Safe Streets and Roads for All

June 2025

SAFE STREETS FOR ALL

Table of Contents

Figures

Tables

Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
DOT	U.S. Department of Transportation
FI	Fatal and Injury
FSI	Fatal and Serious Injury
HIN	High-Injury Network
HPMS	Highway Performance Monitoring System
RIDOT	Rhode Island Department of Transportation
RIPTA	Rhode Island Public Transit Authority
SS4A	Safe Streets and Roads for All
USGS	U.S. Geological Survey
VRU	Vulnerable Road User

1. Introduction

This document provides an overview of the technical approaches used to perform the key data analyses in support of the Rhode Island Public Transit Authority (RIPTA) Safe Streets and Roads for All (SS4A) municipal safety action plans. Draft analysis methods were determined collectively with AECOM and RIPTA at the onset and were executed and refined over the course of the project, responding to changing data, timelines, and project needs. Results of analyses are detailed in the main body of municipal safety action planning documents.

2. Analysis Data

Key datasets from Rhode Island Department of Transportation (RIDOT), U.S. Department of Transportation (USDOT), and others provided the basis for all safety analyses. These are summarized in Table 1.

Table 1. Key Datasets

Category	Dataset	Source	Version	Description	Application
Safety	Historical Crash Data	RIDOT	2016-2023	Crash, vehicle, person tables	Underlying crash dataset for entire project
Infrastructure	Roadway Inventory	RI E911 Centerlines	2016	Roadway network for Rhode Island	Underlying roadway network and attributes for entire project
Operational	Functional Classification	RI E911 Centerlines	2016	Roadway functional classification	Functional classification used for baseline crash analysis
	Motor Vehicle Volume (primary)	Highway Performance Monitoring System (HPMS)	2023	Rhode Island HPMS dataset	Roadway volumes for baseline crash and risk-based analysis
	Motor Vehicle Volume (secondary)	Replica	2023	Modeled Average Annual Daily Traffic (AADT) values	Roadway volumes for baseline crash and risk-based analysis
	Ownership	HPMS	2023	Rhode Island HPMS dataset	Roadway ownership for baseline crash and risk-based analysis
Land Use	Land Cover	U.S. Geological Survey (USGS)	2021	Land cover as categorized by USGS	Used to delineate urban, suburban, and rural context based on density of development
Demographics	U.S. Census Demographic Data	U.S. Census Bureau	2022, 5-year estimates	Various demographic attributes by census block group	Comparative values in baseline crash analysis, and inputs to risk-based analysis
	Justice40 Equitable Transportation Communities Data	U.S. Department of Transportation	v1.0	Dataset that assesses transportation-burdened communities across multiple categories	Equity dataset for baseline crash analysis

2.1 Land Use Context

Given the nuances involved in defining land use context and the impact of these distinctions on safety performance, the project team used the National Land Cover Database from the U.S. Geological Survey (USGS) to produce project-specific definitions for urban, suburban, and rural context areas. To produce context-sensitive analyses and inform interpretation of results, crashes and roadway networks were assigned a land use context definition. The data's 0.5-mile tiles were analyzed to determine relative coverage of various development densities, identifying medium- and high-intensity development areas and calculating an urban percentage metric. Based on this, each 0.5-mile tile was categorized as rural, suburban, or urban when the urban percentage metric is between 0 percent and 15 percent, 15 percent and 50 percent, or 50 percent and 100 percent, respectively.

This analysis identifies urban cores in and around Providence, Warwick, Newport, and more, which are surrounded by strips of suburban areas. The resulting context-area definition assignments were validated based on internal review, comparison to similar context area studies in the United States, and local knowledge. The context results were also tested during later analysis stages to ensure the distinctions served to further understanding of existing conditions.

Roadway segments often intersect with multiple context areas; in these instances, spatial relationships served to determine the context assignment: the context area category with the largest overlap was assigned to the roadway segment, as shown on Figure 1. Crashes were assigned to the context area category with which the crash point intersects.

2.2 Crash Geocoding

Rhode Island crash data were geocoded to improve location accuracy and ensure consistency, addressing issues in the original data caused by imprecise coordinates and incomplete datasets. Crashes were categorized by location type—address-based, intersection-based, or intersection-offset—and processed using standardized methods to achieve reliable spatial positioning. In the original data, approximately 69 percent of crashes were geolocated using latitude and longitude information, though some crash locations proved to be unreliable. After the re-geocoding process, approximately 89 percent of crashes were successfully geolocated and provided a reliable foundation for later analyses.

The geocoding effort enabled a more precise understanding of where crashes occur, allowing detailed analysis and serving to better inform the decision-making processes inherent to transportation safety planning. By ensuring accurate location data, the project helps to identify high-risk areas, assess trends, and develop targeted interventions to improve roadway safety as part of the Safe Streets Action Plan.

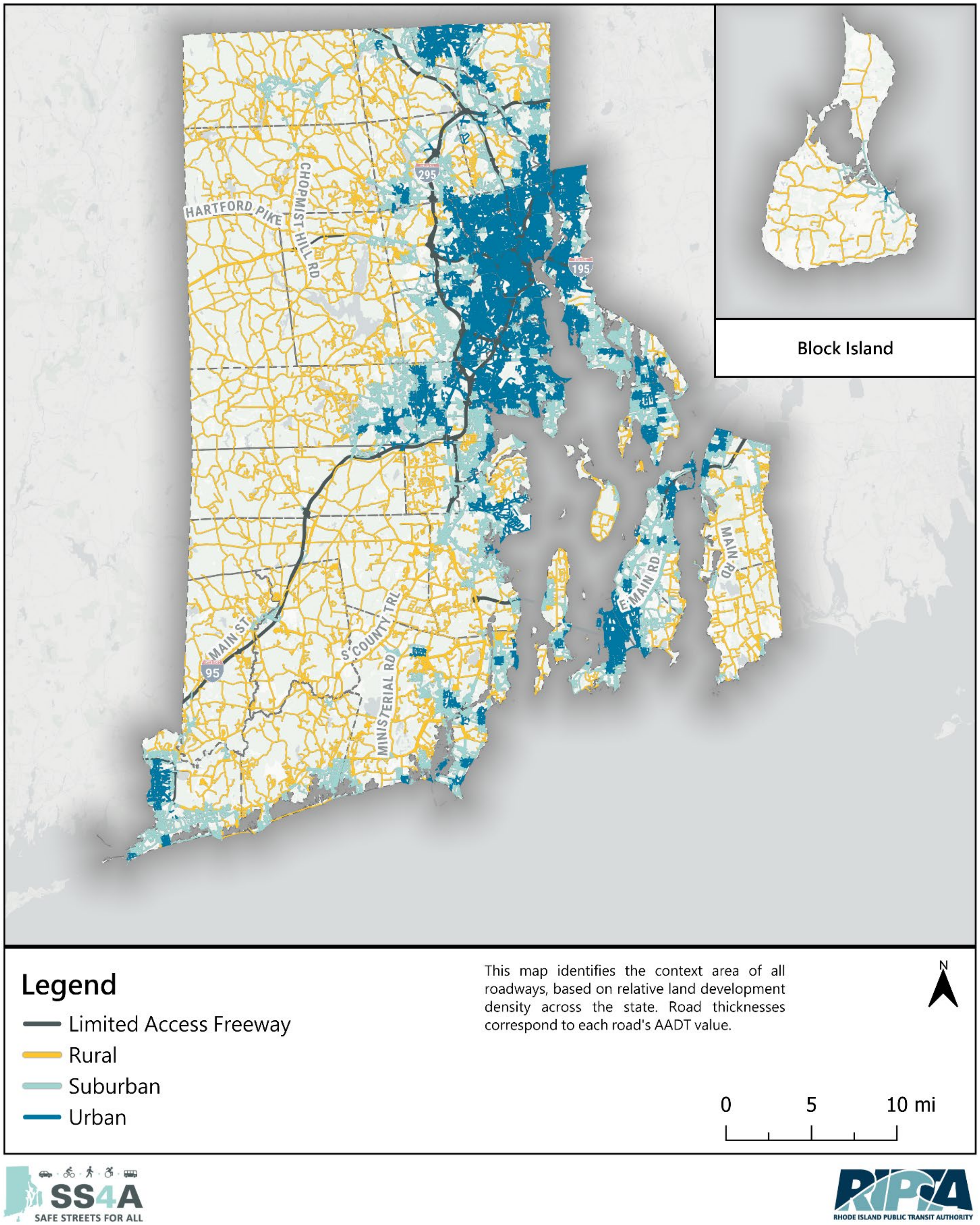


Figure 1. Context Area Assignment on Roadway Network

3. Crash Density Heatmaps

The crash density heatmaps represent the concentrations of crashes in the 2019 through 2023 study period at the municipal and statewide levels. Standard QGIS symbology was used to depict areas of high relative density within each municipality; a search radius of 1,000 feet produced meaningful insights that were also legible on the maps. The crash density heatmaps provide context on crash distribution in future analyses and preserve the anonymity of the crash data. Crash density heatmaps are available for all modes of crashes with severities of fatal and serious injury (FSI) and fatal and injury (FI), as well as for vulnerable road user (VRU) crashes with severities of FSI and FI.

4. Baseline Crash Analysis Exhibits

The baseline crash analysis is the starting point for all downstream analyses, providing an overview of study area-wide safety performance characteristics during the 2019 through 2023 study period. This analysis evaluates historical crash data, summarizing it using several different crash data attributes, such as crash mode, causation, temporal patterns, and more. The results are captured in spreadsheet files. Within each municipality's spreadsheet file, a tab provides an overview of the content, with additional analysis results tabs that feature multiple tables and figures on a selection of analysis topics. These results are summarized in Table 2, listing the topic areas covered, the key crash and other data attributes analyzed under each topic, and the data sources used for the analyses.

Table 2. Baseline Crash Analysis Exhibits Content Overview

Topic Area	Crash Attributes	Other Data	Data Sources
Z. Statewide Comparison	Severity, Mode, Municipality	Municipal Population	RIDOT municipal boundaries
A. Crash Trends	Severity, Mode, Year	—	RIDOT crash data
B. Crash Mode	Severity, Mode	—	RIDOT crash data
C. Crash Causation	Severity, Mode, Manner of Impact, Contributing Factors	—	RIDOT crash data
D. Roadway Characteristics	Severity, Mode, Roadway Jurisdiction, Relation to Junction, Roadway Type, Traffic Volume	—	RIDOT crash data, HPMS, Replica
E. Temporal Patterns	Severity, Mode, Month of Year, Day of Week, Time of Day	—	RIDOT crash data
F. Vehicle Characteristics	Severity, Mode, Vehicle Registration State	—	RIDOT crash data
G. Environmental Characteristics	Severity, Mode, Lighting Condition, Weather Condition, Road Surface Condition, Land Use Context	—	RIDOT crash data
H. Demographics	Severity, Mode, Road User Age, Road User Gender	Population by Age and Gender	RIDOT crash data, U.S. Census Demographic Data
I. Equity	Severity, Mode, Justice40 Equity Metric Scores (Climate, Environmental, Health, Social, Transportation, Overall)	—	RIDOT crash data, Justice 40 Equitable Transportation Communities Data

5. Baseline Crash Analysis Maps

The baseline crash analysis maps are the result of a reactive, crash density-based analysis of roadways. This analysis, based on a modified sliding window analysis approach, smooths crash data across corridors, clearly depicting roadway network segments with relatively high densities of crashes during the 2019 through 2023 study period, with a particular emphasis on high severity crashes. This is achieved through a sequence of analysis steps:

- Roadway segmentation
- Crash assignment and segment scoring
- Percentile ranking and selection
- Post-processing of minor roads

Crashes from the 2019 through 2023 study period were successfully geolocated and assigned to a roadway location. The analysis was conducted first across all crash modes, namely motor vehicles, motorcycles, bicyclists, and pedestrians, and then repeated for exclusively VRUs, including all crashes that involved at least one pedestrian or bicyclist.

5.1 Roadway Segmentation

First, all roadways across the state of Rhode Island were segmented to achieve consistent segment lengths within each context area of urban, suburban, rural, and access-controlled freeways. This was done by first dissolving all roadway geometries by street name, municipality, and context area. These corridors were then segmented using standard lengths, which differed depending on the context area, summarized in Table 3, to produce context-sensitive results during later analysis steps.

Table 3. Roadway Re-segmentation Lengths by Context Area

Context Area	Segment Length	Purpose
Urban	0.25 mile	Short segments reflect the dynamic, dense environments of urban areas
Suburban	0.50 mile	Medium segments reflect the hybrid context of suburban areas
Rural	1.00 mile	Long segments reflect the sparse networks of rural areas and effectively capture sparse crash patterns
Access-Controlled Freeways	1.00 mile	Long segments capture crash patterns along high-speed freeways

5.2 Crash Assignment and Segment Scoring

Once roadways were segmented, all study period crashes were assigned to roadway segments. To capture patterns that continued through intersections, and to account for inaccuracies in exact crash geolocations, each crash was assigned to all segments within 100 feet of the crash's geocoded location. To focus the analysis on patterns of high severity crashes, crashes were assigned a score based on the highest severity injury in the crash. Both fatal (K) and incapacitating injury (A) crashes were assigned a score of 3, minor injury (B) crashes were assigned a score of 2, and possible injury (C) crashes were assigned a score of 1, while property damage only (O) crashes were excluded from the analysis. This scoring is summarized in Table 4.

Table 4. Crash Severity Scores

Severity Level	Description	Score
K	Fatal	3
A	Incapacitating Injury	3
B	Minor Injury	2
C	Possible Injury	1
O	Property Damage Only	0

To generalize patterns of discrete crash locations across continuous roadway corridors, the project team applied a modified sliding window analysis, smoothing data across adjacent segments. This approach distributed the score associated with each crash between the segment the crash was assigned to as well as two segments on either side. The relative portion of the crash score assigned to each segment varies by its distance from the center segment and decreases linearly. This creates a pyramid-shaped distribution of each crash's score across up to five adjacent segments, as visualized in Figure 2. These distributed crash scores were then totaled and used as the final crash score for the given segment.

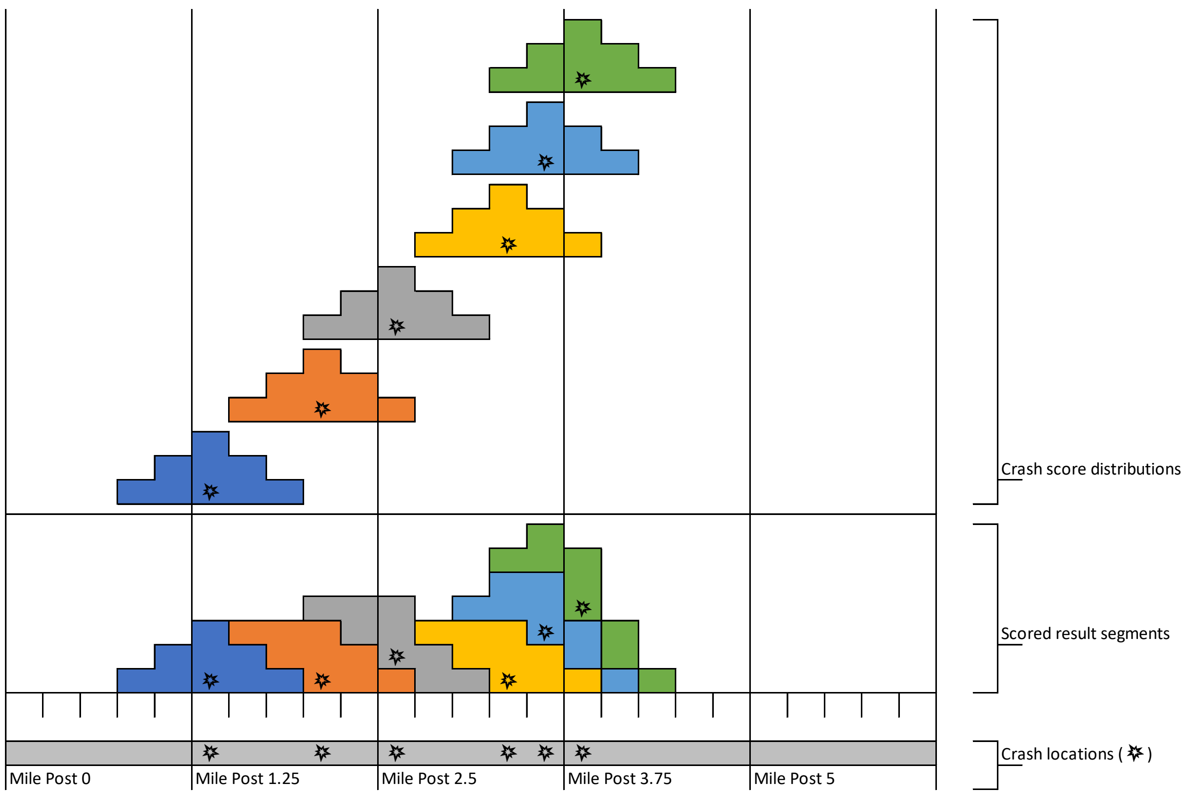


Figure 2. Sliding Window Analysis and Crash Distribution Schematic

5.3 Percentile Ranking and Selection

Once the sliding window analysis process was complete, the results were analyzed based on distributed crash scores to identify the top scoring roadway segments based on the distributed crash scores within each municipality. A percentile ranking was computed for each segment within each context area and each municipality, then the top 15 percent of all roads were selected, as visualized in Figure 3. Breaking the ranking process out by municipality and context area ensures that every municipality is compared only against itself to determine the final target roadways, rather than comparing roadways in different context areas. Approximately 15 percent of each municipality's roadway network was selected as the final target roads, including 15 percent within each context area where adequate crash data exist (e.g., municipal networks in a context with zero crashes resulted in no target roads).

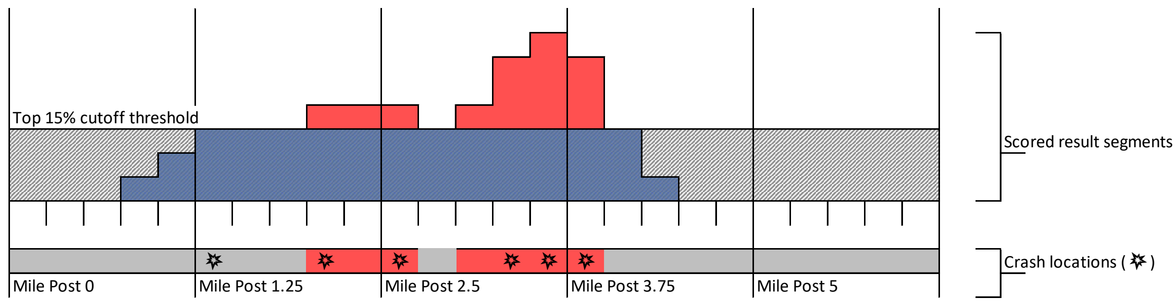


Figure 3. Percentile Ranking of Distributed Crash Scores

5.4 Post-Processing of Minor Roads

Because a crash is assigned to all roadway segments within 100 feet of the crash point, minor streets that branch off from major corridors tend to receive higher scores than they would otherwise, due to the high number of severe crashes at intersections with the major corridor. These minor streets can be removed from the target networks to make the major corridor the focus of the recommendations and treatments. For this reason, a post-processing step was added to remove minor streets that scored in the top 85th percentile due to intersection clusters of severe crashes. This process was not performed in municipalities with fewer than 10 crashes involving VRUs.

6. Risk-Based Analysis

This section documents the methodology and results of the risk-based network analysis process conducted to supplement the baseline crash analysis and mapping process outlined above. This systemic analysis builds on the reactive, crash-based approach to identify roadway facilities with the greatest potential for safety improvements by identifying combinations of roadway attributes that are associated with high frequencies of severe crashes. The results of this analysis, combined with the baseline crash analysis mapping results, produced the final high-injury network.

6.1 Systemic Screening Factors

One of the key outcomes of the systemic safety analysis process is the identification of roadway facility attributes that correlate with high crash frequency. These attributes are also known as systemic screening factors. Combinations of these factors can help flag roadway facility profiles associated with high crash frequencies. Notably, the presence of these factors does not necessarily indicate a causal relationship, nor that individual factors must be the target of treatments. For example, though the presence of nearby VRU generators may be a factor that correlates with elevated VRU crash frequencies, this does not mean that these generators should be removed. Instead, facilities near such generators may require additional support through safety investments.

Screening factors and roadway facility profiles should be studied from a practical and policy-driven perspective to determine what components may be reasonable targets of safety improvements and which should be viewed primarily as non-causal correlations.

Table 5 includes all roadway segment attributes that were identified as candidate factors for consideration in the analysis. Factors considered in the final analysis were limited by data quality and availability.

Table 5. Systemic Screening Factors Analyzed

Screening Factor	Description
Roadway Jurisdiction	State, Local, or Other (Unknown or Private)
Lane Configuration	Two-lane, Multilane
Traffic Volume Range (Average Annual Daily Traffic)	0 – 1,000, 1,000 – 10,000, 10,000+
Proximity to a School	Within 0.25 Mile, Not Within 0.25 Mile
Proximity to a Public Park	Within 0.25 Mile, Not Within 0.25 Mile
Percent of Population with Income Below 2x of the Poverty Level	Under 20%, 20-40%, Over 40%
Percent of Households with Zero Vehicles	Below 10%, 10-20%, Over 20%
Percent of Population Aged 65 or Older	Below 10%, 10-20%, Over 20%
Percent of Population Aged Below 18	Below 10%, 10-20%, Over 20%

6.2 Analysis Process

As with the baseline crash analysis, the systemic analysis focused on the study period of 2019 through 2023. The target study roadway facilities include public roadways in the state of Rhode Island, excluding access-controlled freeways and related ramps. The analysis used the same crash scoring system as the baseline crash analysis, as summarized in Table 4.

The systemic analysis screening process is based on a decision tree machine learning algorithm in which each factor is screened individually to determine whether it can distinguish between locations with relatively high or low average crash densities per mile. For categorical factors such as roadway jurisdiction, the algorithm considers each unique classification individually. The algorithm screens all factors recursively to identify the most correlated, mutually exclusive sets of risk factors, resulting in several decision tree leaves, known in this analysis as facility profiles. Figure 4 illustrates the decision tree algorithm where multiple correlated factors define a facility profile.

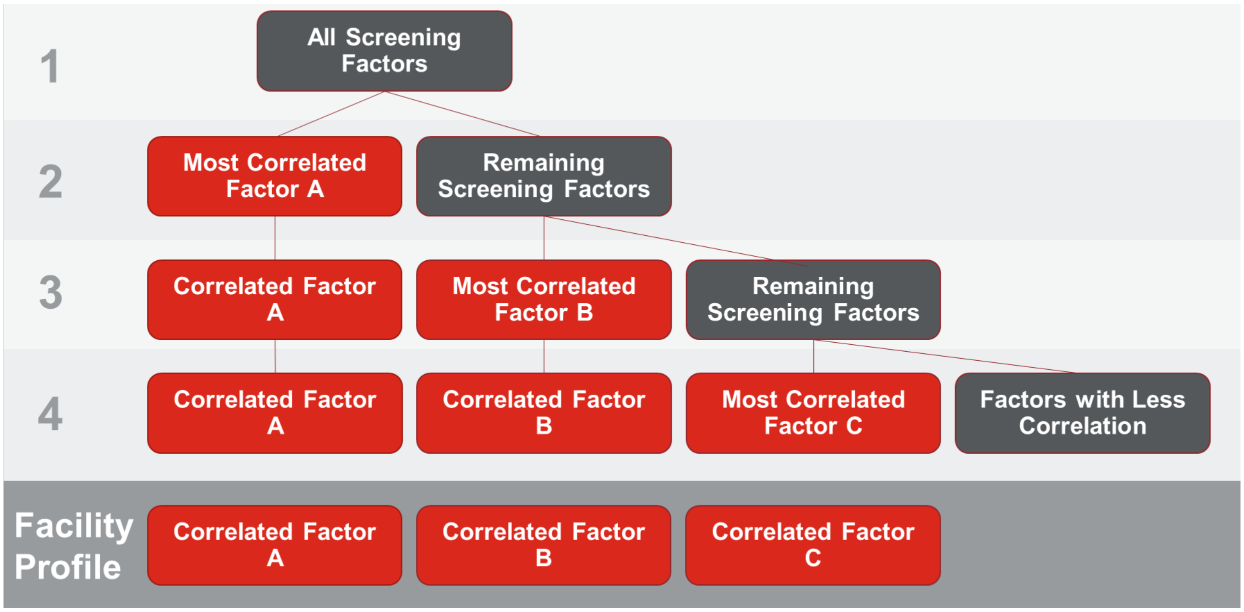


Figure 4. Illustration of the Decision Tree Process for Screening Combinations of Crash Risk Factors

6.3 Analysis Results

The following pages include risk-based analysis results, which are organized by context classification, first by all modes, and then by VRUs. Tables and figures outline the unique risk factors and priority rankings associated with each facility profile. Each subsection provides definitions of unique facility profiles identified by the analysis and their associated risk factors and statewide crash score and mileage metrics associated with these profiles. Profiles are grouped into five tiers, including Critical, High, Medium, Low, and Minimal, highlighting the facilities that are associated with the highest to lowest risk for severe crashes based on combinations of risk factors. Based on these profiles and their tiers, the project team was able to identify which roadway segments were associated with high levels of crash risk for each mode.

6.3.1 All Modes – Urban Context

This section presents risk-based facility profile analysis models for crashes of all modes on all roadways within an urban context in Rhode Island, excluding access-controlled freeways and ramps. The analysis was conducted using severity-weighted fatal and injury crashes.

Table 6. All Modes Facility Profile Tier Definitions, Urban Context

Facility Profile Tier	Traffic Volume Range (AADT)	% Zero Vehicle Households	Roadway Jurisdiction	% Population Below 2x Poverty Level	Within 0.25 Mile of School
Critical	10,000+	Over 20%	Non-State	—	—
High	1,000+	10-20%	—	Over 40%	—
	10,000+	Over 20%	State	—	—
	1,000-10,000	Over 20%	—	—	—
Medium	10,000+	Under 20%	—	Under 40%	—
	1,000+	Under 10%	—	Over 40%	—
	0-1,000	—	—	Over 40%	Yes
Low	1,000-10,000	Under 20%	—	Under 40%	—
	0-1,000	—	—	Over 40%	No
Minimal	0-1,000	—	—	Below 40%	—

Table 7. All Modes Facility Profile Tier Metrics, Urban Context

Facility Profile Tier	Average Crash Score per Mile	Miles	Crash Score	Miles Share	Crash Score Share
Critical	95.69	34.9	3,336.0	1.4%	7.4%
High	51.51	244.0	12,570.0	9.5%	27.9%
Medium	27.64	428.9	11,852.0	16.7%	26.3%
Low	16.54	470.5	7,784.0	18.4%	17.3%
Minimal	6.91	1,382.7	9,560.0	54.0%	21.2%

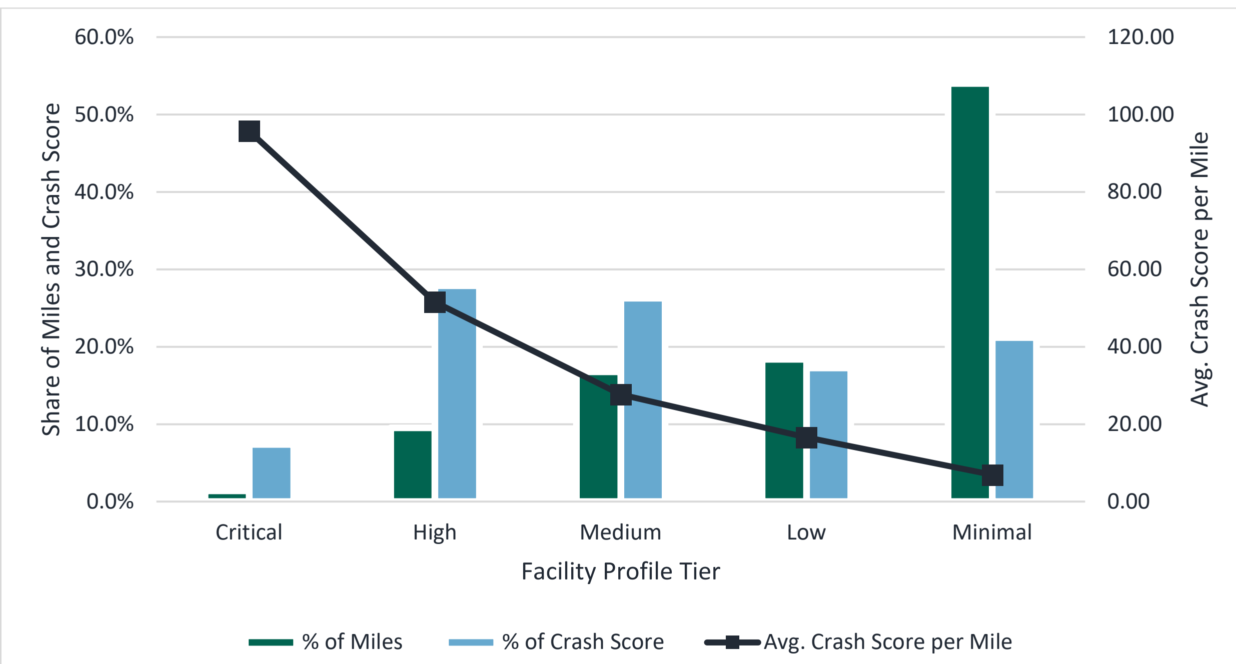


Figure 5. All Modes Facility Profile Tier Summary, Urban Context

6.3.2 All Modes – Suburban Context

This section presents risk-based facility profile analysis models for crashes of all modes on all roadways within a suburban context in Rhode Island, excluding access-controlled freeways and ramps. The analysis was conducted using severity-weighted fatal and injury crashes.

Table 8. All Modes Facility Profile Tier Definitions, Suburban Context

Facility Profile Tier	Roadway Jurisdiction	Traffic Volume Range (AADT)	Within 1/4 Mile of School	Lane Configuration	% Zero Vehicle Households	% Population Below 18
Critical	State	10,000+	Yes	—	—	—
	State	10,000+	No	Multilane	—	—
High	State	10,000+	No	Two-lane	—	—
	State	0-10,000	—	—	Over 10%	—
Medium	State	0-10,000	—	—	Under 10%	—
	Non-State	1,000+	—	—	Over 10%	—
	Non-State	1,000+	—	—	Under 10%	Under 20%
Low	Non-State	1,000+	—	—	Under 10%	Over 20%
Minimal	Non-State	0-1,000	—	—	—	Over 10%
	Non-State	0-1,000	—	—	—	Under 10%

Table 9. All Modes Facility Profile Tier Metrics, Suburban Context

Facility Profile Tier	Average Crash Score per Mile	Miles	Crash Score	Miles Share	Crash Score Share
Critical	19.89	69.0	1,372.0	3.7%	16.3%
High	14.14	134.8	1,906.0	7.3%	22.7%
Medium	8.47	264.8	2,243.0	14.3%	26.7%
Low	5.37	114.7	616.0	6.2%	7.3%
Minimal	1.78	1,270.2	2,265.0	68.5%	27.0%

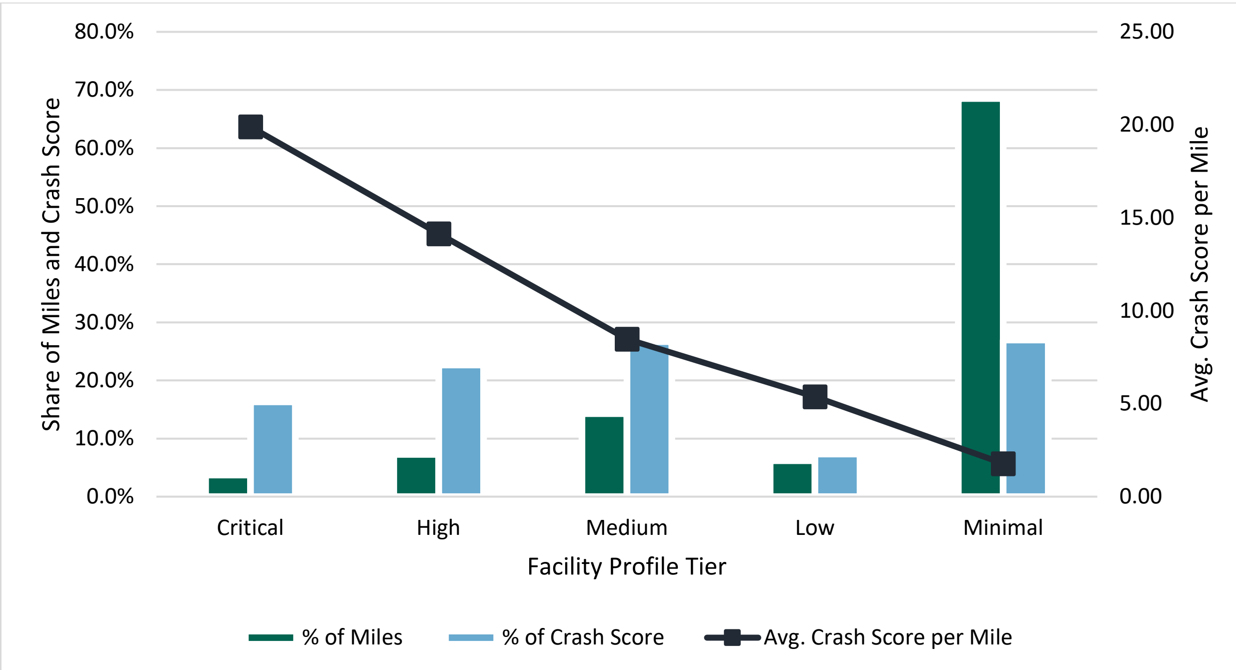


Figure 6. All Modes Facility Profile Tier Summary, Suburban Context

6.3.3 All Modes – Rural Context

This section presents risk-based facility profile analysis models for crashes of all modes on all roadways within a rural context in Rhode Island, excluding access-controlled freeways and ramps. The analysis was conducted using severity-weighted fatal and injury crashes.

Table 10. All Modes Facility Profile Tier Definitions, Rural Context

Facility Profile Tier	Traffic Volume Range (AADT)	Roadway Jurisdiction	% Population Below 2x Poverty Level
Critical	10,000+	—	—
High	0-10,000	State	Over 20%
Medium	0-10,000	State	Under 20%
Low	1,000-10,000	Non-State	—
Minimal	0-1,000	Non-State	—

Table 11. All Modes Facility Profile Tier Metrics, Rural Context

Facility Profile Tier	Average Crash Score per Mile	Miles	Crash Score	Miles Share	Crash Score Share
Critical	15.18	65.1	988.0	3.0%	20.1%
High	5.19	136.3	707.0	6.2%	14.4%
Medium	4.26	293.0	1,247.0	13.4%	25.4%
Low	3.02	181.0	546.0	8.3%	11.1%
Minimal	0.94	1,512.1	1,422.0	69.1%	29.0%

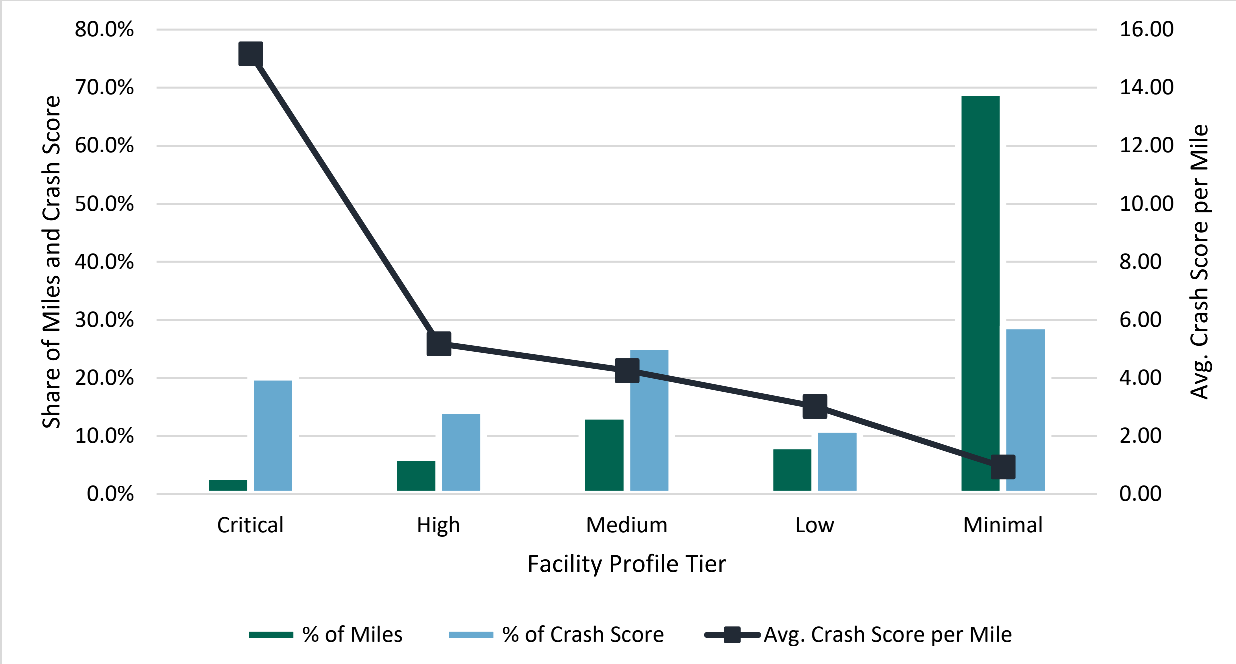


Figure 7. All Modes Facility Profile Tier Summary, Rural Context

6.3.4 Vulnerable Road User Modes – Urban Context

This section presents risk-based facility profile analysis models for crashes of VRU modes on all roadways within an urban context in Rhode Island, excluding access-controlled freeways and ramps. The analysis was conducted using severity-weighted fatal and injury crashes.

Table 12. Vulnerable Road User Modes Facility Profile Tier Definitions, Urban Context

Facility Profile Tier	% Zero Vehicle Households	Traffic Volume Range (AADT)	% Population Below 18	Within 0.25 Mile of School	% Population Below 2x Poverty Level	Within 0.25 Mile of Public Park
Critical	Over 20%	1,000+	Below 10%	—	—	—
High	Over 20%	1,000+	Over 10%	Yes	—	—
	10-20%	1,000+	—	—	Over 40%	—
Medium	Over 20%	0-1,000	—	—	—	Yes
	Over 20%	1,000+	Over 10%	No	—	—
Low	Under 10%	1,000+	—	—	Over 40%	—
	Under 20%	0-1,000	—	—	Over 40%	—
	Under 20%	1,000+	—	—	Under 40%	—
	Over 20%	0-1,000	—	—	—	No
Minimal	Under 20%	0-1,000	—	—	Under 40%	—

Table 13. Vulnerable Road User Modes Facility Profile Tier Metrics, Urban Context

Facility Profile Tier	Average Crash Score per Mile	Miles	Crash Score	Miles Share	Crash Score Share
Critical	13.52	37.4	506.0	1.5%	9.0%
High	8.13	167.5	1,361.0	6.6%	24.3%
Medium	4.41	228.1	1,006.0	8.9%	18.0%
Low	2.19	875.7	1,917.0	34.3%	34.3%
Minimal	0.65	1,241.7	803.0	48.7%	14.4%

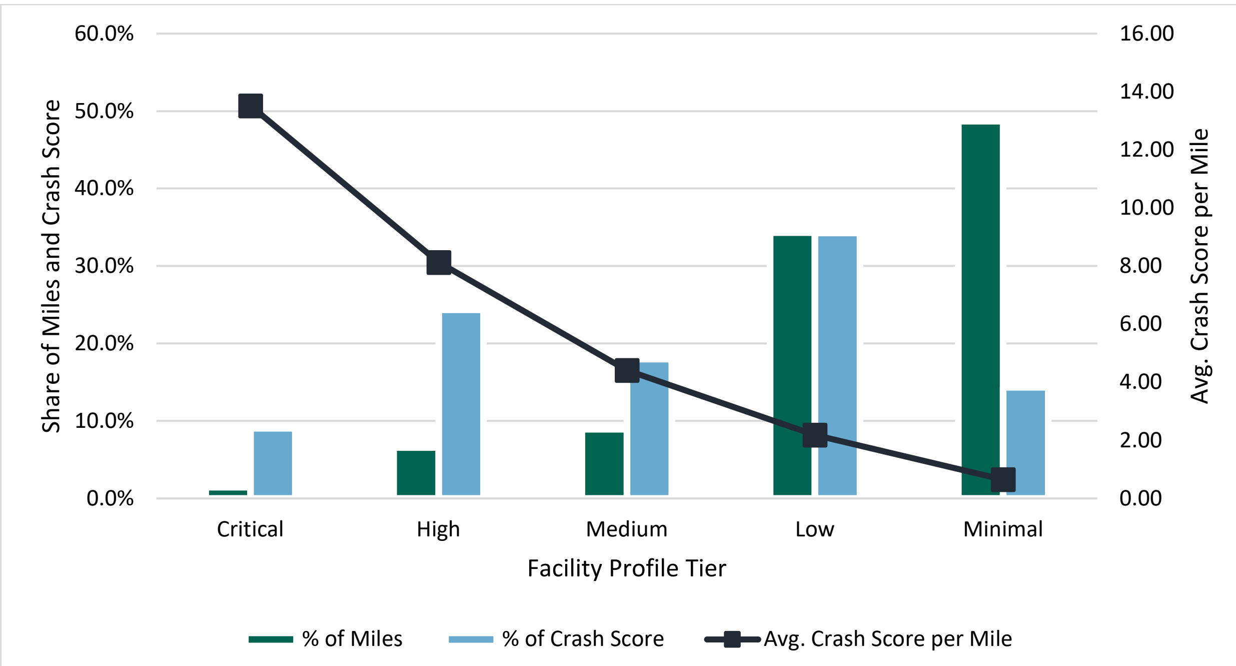


Figure 8. Vulnerable Road User Modes Facility Profile Tier Summary, Urban Context

6.3.5 Vulnerable Road User Modes – Suburban Context

This section presents risk-based facility profile analysis models for crashes of VRU modes on all roadways within a suburban context in Rhode Island, excluding access-controlled freeways and ramps. The analysis was conducted using severity-weighted fatal and injury crashes.

Table 14. Vulnerable Road User Modes Facility Profile Tier Definitions, Suburban Context

Facility Profile Tier	Traffic Volume Range (AADT)	% Zero Vehicle Households	Within 0.25 Mile of School	Roadway Jurisdiction	Within 0.25 Mile of Public Park	% Population Below 18	% Population Below 2x Poverty Level
Critical	1,000+	Over 20%	—	—	—	—	—
High	1,000+	Under 20%	Yes	Non-Local	—	—	—
	1,000+	Under 20%	No	—	Yes	—	—
Medium	1,000+	Under 20%	Yes	Local	—	—	—
	1,000+	Under 20%	No	—	No	—	—
Low	0-1,000	Over 10%	No	—	—	Over 10%	—
	0-1,000	Under 10%	—	—	—	Over 10%	Under 20%
Minimal	0-1,000	Over 10%	Yes	—	—	Over 10%	—
	0-1,000	Under 10%	—	—	—	Over 10%	Over 20%
	0-1,000	—	—	—	—	Under 10%	—

Table 15. Vulnerable Road User Modes Facility Profile Tier Metrics, Suburban Context

Facility Profile Tier	Average Crash Score per Mile	Miles	Crash Score	Miles Share	Crash Score Share
Critical	1.23	20.3	25.0	1.1%	5.3%
High	0.78	133.9	105.0	7.3%	22.2%
Medium	0.38	397.6	149.0	21.6%	31.6%
Low	0.19	835.7	161.0	45.5%	34.1%
Minimal	0.07	451.0	32.0	24.5%	6.8%

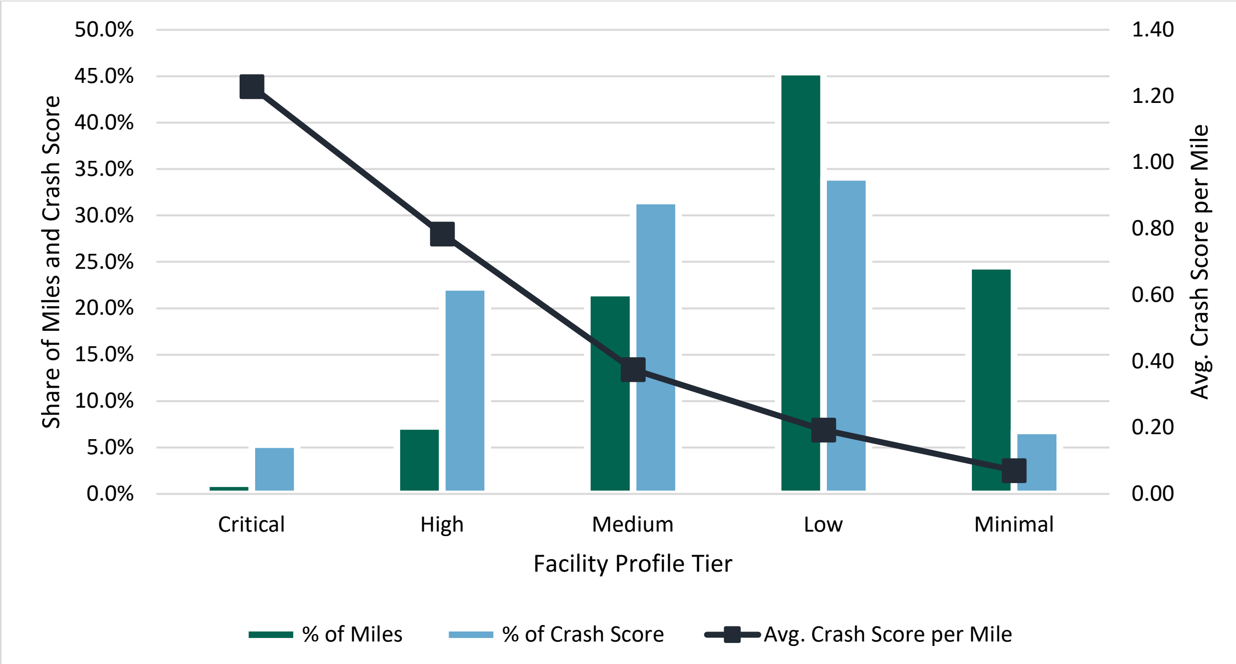


Figure 9. Vulnerable Road User Modes Facility Profile Tier Summary, Suburban Context

6.4 Top Tier Identification

Typically, Critical, High, and Medium risk tiers are automatically included in the development of an HIN. However, due to the varying mileage of different tiers of roads within each municipality, analysis results for each were reviewed individually to identify the number of tiers to include in each municipality's HIN. The review aimed to capture approximately 10 percent to 20 percent of each municipality's mileage within the top selected tiers, for both all modes and VRU modes models. The selection of risk tiers per model by municipality is summarized in Table 16.

Table 16. Top Risk Tiers by Municipality and Mode Group

Municipality	Selected All Mode Tiers	Selected VRU Mode Tiers
Barrington	Critical, High, Medium	Critical, High, Medium
Bristol	Critical, High	Critical, High, Medium
Burrillville	Critical, High	Critical, High, Medium
Central Falls	Critical	Critical
Charlestown	Critical, High	Critical, High, Medium
Coventry	Critical, High, Medium	Critical, High, Medium
Cranston	Critical, High	Critical, High, Medium
Cumberland	Critical, High, Medium	Critical, High, Medium
East Greenwich	Critical, High, Medium	Critical, High, Medium
East Providence	Critical, High	Critical, High
Exeter	Critical, High, Medium	Critical, High, Medium
Foster	Critical, High, Medium	Critical, High, Medium
Glocester	Critical, High, Medium	Critical, High, Medium
Hopkinton	Critical, High, Medium	Critical, High, Medium
Jamestown	Critical, High, Medium	Critical, High, Medium
Johnston	Critical, High, Medium	Critical, High, Medium

Municipality	Selected All Mode Tiers	Selected VRU Mode Tiers
Lincoln	Critical, High	Critical, High, Medium
Little Compton	Critical, High, Medium	Critical, High, Medium
Middletown	Critical, High, Medium	Critical, High, Medium
Narragansett	Critical, High, Medium	Critical, High, Medium
New Shoreham	Critical, High	Critical, High, Medium
Newport	Critical, High, Medium	Critical, High
North Kingstown	Critical, High, Medium	Critical, High, Medium
North Providence	Critical, High	Critical, High, Medium
North Smithfield	Critical, High	Critical, High, Medium
Pawtucket	Critical, High	Critical, High
Portsmouth	Critical, High, Medium	Critical, High, Medium
Providence	Critical	Critical
Richmond	Critical, High, Medium	Critical, High, Medium
Scituate	Critical, High	Critical, High, Medium
Smithfield	Critical, High, Medium	Critical, High, Medium
South Kingstown	Critical, High	Critical, High, Medium
Tiverton	Critical, High, Medium	Critical, High, Medium
Warren	Critical, High, Medium	Critical, High
Warwick	Critical, High, Medium	Critical, High, Medium
West Greenwich	Critical, High, Medium	Critical, High, Medium
West Warwick	Critical, High, Medium	Critical, High, Medium
Westerly	Critical, High, Medium	Critical, High, Medium
Woonsocket	Critical	Critical

7. High-Injury Network

The final component of the safety analysis is the creation of the HIN, which combines the results of both the sliding window analysis and the risk analysis. The HIN uses the same segmentation as the sliding window analysis, with 0.25-mile segments for urban roads, 0.5-mile segments for suburban roads, and 1.0-mile segments for rural roads and access-controlled freeways. By combining the two analyses into one final roadway layer, the HIN communicates a holistic assessment of the need for intervention, based on final crash scores and risk tiers of each segment.

Final designation of inclusion in the HIN depends on the results of the baseline crash analysis and risk-based analysis for both all modes and VRU modes analyses. Each roadway segment falls into one of four categories:

- **Reactive**: Segments that appear on the baseline crash analysis maps based on a top 15 percent crash score for the given mode and municipality.
- **Proactive**: Segments that appear in the top risk tiers for the given mode and municipality.
- **Reactive and Proactive**: Segments that satisfy both the reactive and proactive categories.
- **None**: Segments that satisfy neither the reactive nor proactive categories.

These designations were made for both the all modes and VRU modes analyses, resulting in a set of HIN maps for each municipality. Maps were developed for both the all modes and VRU modes results, as well as a combination of both in a single map.

8. Disclaimer

The information contained in this document is for planning purposes and should not be used for the final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Data products presented herein are based on information collected at the time of preparation. AECOM and Toole Design Group, LLC make no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

Appendix C: Public Engagement Materials

Safe Streets for All

Barrington – Share feedback on street safety with us!

The Town of Barrington is a participating community in the Safe Streets and Roads for All (SS4A) program. **A Safety Action Plan will be developed for the Town, which will establish guidelines to implement safer streets and prepare Barrington with approaches to safety and mobility challenges – for all modes of transportation.**

We'll be at the following locations:

Summer Concert Series

Latham Park

Sunday August 18 6:00 – 7:30pm

East Bay Bike Path near the Shopping Center

Bike Path near County Road

Monday August 19 9:00 – 11:00am

Police Cove Park

100 County Road

Monday August 29 12:00 – 2:00pm

*All Events are weather dependent. Scan the QR Code above for an updated event schedule and to find pop-up events in other nearby communities.

Link to the online survey:

Can't make it to a pop-up event? You can fill out our online survey, pinpoint safety concerns on a map, and learn more about the project by scanning the QR code with your phone's camera, or by visiting tinyurl.com/4xtzk6ct

SS4A SAFE STREETS FOR ALL

TOWN OF BARRINGTON, RHODE ISLAND 1770

RIPTA RHODE ISLAND PUBLIC TRANSIT AUTHORITY

SAFE STREETS FOR ALL!

Please share your thoughts about transportation safety by completing this survey!

¡Por favor, comparta sus opiniones sobre la seguridad en el transporte completando esta encuesta!

Por favor, compartilhe sua opinião sobre segurança no transporte respondendo a esta pesquisa!

Tanpri pataje panse w sou sekirite transpò lè w ranpli sondaj sa a!

请填写本调查问卷，
分享您对交通安全的看法!

សូមចែករំលែកគំនិតរបស់អ្នកអំពីសុវត្ថិភាពដឹកជញ្ជូនដោយបំពេញការស្ទង់មតិនេះ!

Veuillez partager vos réflexions sur la sécurité des transports en répondant à ce sondage!

Condividi le tue opinioni sulla sicurezza dei trasporti completando questo sondaggio!

กรุณาแบ่งปันความคิดของคุณเกี่ยวกับความปลอดภัยในการขนส่งโดยทำแบบสำรวจนี้ !

ກະລຸນາແບ່ງປັນຄວາມຄິດຂອງທ່ານກ່ຽວກັບຄວາມປອດໄພໃນການຂົນສົ່ງໂດຍການເຮັດສໍາຫຼວດນີ້ !

يُرجى مشاركة رأيك حول سلامة النقل من خلال استكمال هذا الاستطلاع!

SS4A SAFE STREETS FOR ALL

RIPTA RHODE ISLAND PUBLIC TRANSIT AUTHORITY

https://tinyurl.com/4xtzk6ct

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

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

Please enter the zip code where you live.

The value must be a number

I am responding as... Select one.

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

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

- ◯ Yes
- ◯ No
- ◯ Maybe
- ◯ Other

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

1	2	3	4	5

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

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

Please select at most 3 options.

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

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

Please select at most 3 options.

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

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

Please select at most 3 options.

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

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

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

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

- ◯ Yes
- ◯ No

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

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

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

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

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

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

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

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

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

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

BPAC August 2024 Meeting

Barrington Safety Action Plan

Summer 2024

SS4A SAFE STREETS FOR ALL

BARRINGTON RHODE ISLAND

RIPTA RHODE ISLAND PUBLIC TRANSIT AUTHORITY

A Safety Action Plan for Barrington

RIPTA secured funding through the Federal Highway Administration (FHWA) Safe Streets for All (SS4A) program to manage a statewide safety process that will result in 32 community safety action plans. The Town of Barrington is a participating community and partner to RIPTA in this effort.

A Safety Action Plan will be developed for Barrington through this work. The Safety Action Plan will establish guidelines to implement safer streets and prepare Barrington with approaches to known and emerging safety and mobility challenges – for all modes of transportation. The plan will help identify priority projects and position Barrington for continued federal implementation funding.

SS4A Program Goals

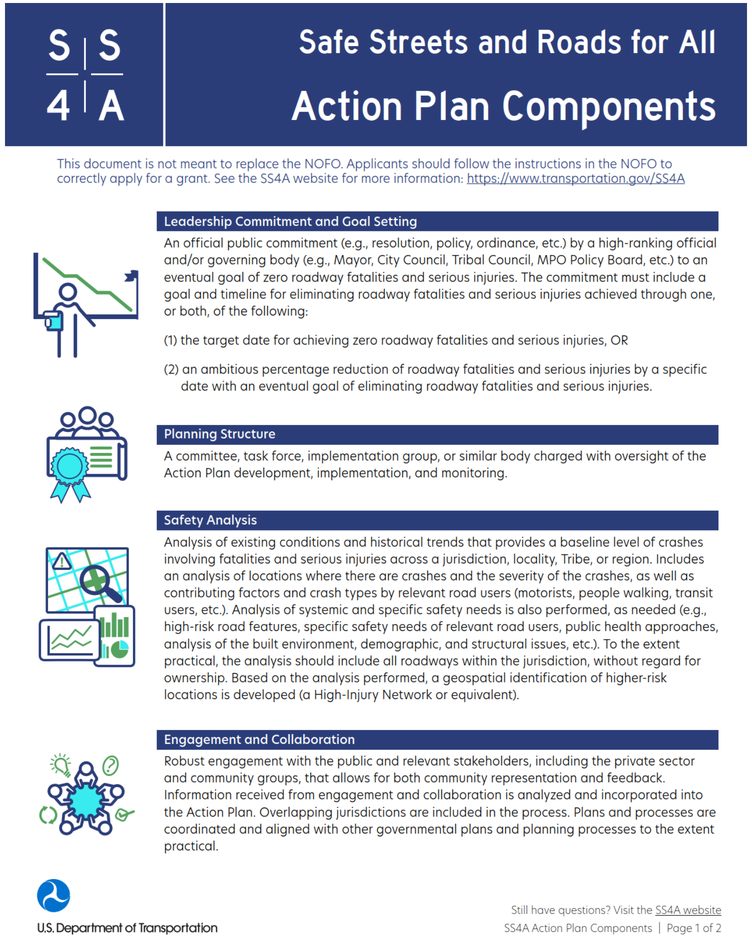
Overarching Goal
Significantly **reduce** and eventually **eliminate** fatalities and serious injuries across Rhode Island.

Specific Goals
Create an **implementable** Safety Action Plan (SAP) rooted in the Safe Systems Approach and local context of Barrington.
Prepare Barrington **to adapt** to known/emerging safety and mobility challenges for all modes of transportation.
Support multi-jurisdictional **collaboration** and regional **impact**.
Promote **broad public engagement** and **equitable access** to information for underserved and minority communities and low-income areas.
Position Barrington to be competitive for continued SS4A implementation **funding eligibility**.

Safety Action Plan Components

A Safety Action Plan includes the following components:

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy & Process Changes
7. Strategy & Project Selections
8. Progress & Transparency



S S 4 A

Safe Streets and Roads for All

Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: https://www.transportation.gov/SS4A

Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

(1) the target date for achieving zero roadway fatalities and serious injuries, OR

(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

U.S. Department of Transportation

Still have questions? Visit the SS4A website

SS4A Action Plan Components | Page 1 of 2

SS4A SAFE STREETS FOR ALL

How to get involved

Engagement will continue throughout this summer with an online survey and in-person events. Please check the project webpage to complete the online survey and learn about upcoming activities in Barrington.

Scan the QR code to fill out the project survey!

Summer engagement opportunities

- Online survey on project site
- Pop-up engagement near you!

Take the Street Safety Survey

Scan the QR code and share your feedback!

Please share your thoughts about transportation safety in Barrington by completing this survey!

https://tinyurl.com/4xtzk6ct

SS4A
SAFE STREETS FOR ALL

TOWN OF BARRINGTON, RHODE ISLAND
1770

RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Share Your Barrington Safety Priorities

Vote with sticky dots for your top 4 priorities

GOAL	VOTE
Reducing fatal and severe **crashes**	
Getting kids to school safely	
Slowing speeds and dangerous driving	
Getting to my **destination** in a **predictable** amount of time	
Having connected, **low-stress bike lanes** and trails	
Having **connected sidewalks** and places to walk	
Reducing drunk driving	

What other safety priorities matter to you?

*Write your response on a **sticky note** and add it below!*

SS4A SAFE STREETS FOR ALL

TOWN OF BARRINGTON, RHODE ISLAND 1770

RIPTA RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Street Safety Concerns

What are your top safety concerns in Barrington?

*Put a **sticky dot** into the column that corresponds with your level of concern for each issue.*

	MINOR CONCERN	MODERATE CONCERN	MAJOR CONCERN
Large vehicles on the road			
People **driving too fast**			
Poor pavement or **sidewalk condition**			
Wide streets			
Safely getting to **transit**			
Ride-hail cars (e.g., **Lyft and Uber**) waiting or picking up **in crosswalks**			
People **walking while texting** or otherwise watching phone			
Drivers **driving while texting** or otherwise watching phone			
Double Parking			
Difficulty **seeing people trying to cross** at crosswalks			
People **crossing** the street **midblock**			
People having to **walk a long way** out of direction to **cross the street** at a crosswalk			
Drivers **not yielding to pedestrians** in crosswalks			
People **driving while intoxicated** or impaired by something else			
People riding **bikes or scooters on the sidewalks**			
Harassment of people of color by police or other people on the street			
People who **bike don't follow the traffic rules**			
People on **scooters, e-bikes, or mopeds don't follow the traffic rules**			
People who **walk don't follow the traffic rules**			

SS4A
SAFE STREETS FOR ALL

TOWN OF BARRINGTON, RHODE ISLAND 1770

RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

What do Safe Streets Mean to You?

Help us shape the Barrington Safety Action Plan!

*Write your response on a **sticky note** and add it to the poster.*

I want safe streets for...

Stars indicate votes of agreement with another comment

SS4A
SAFE STREETS FOR ALL

TOWN OF BARRINGTON, RHODE ISLAND
1770

RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Share your thoughts about street safety on the map!

*Put a **sticky dot** on the map, **number it**, and **write your comment** here.*

1.	**11.**	**21.**
2.	**12.**	**22.**
3.	**13.**	**23.**
4.	**14.**	**24.**
5.	**15.**	**25.**
6.	**16.**	**26.**
7.	**17.**	**27.**
8.	**18.**	**28.**
9.	**19.**	**29.**
10.	**20.**	**30.**

Appendix D: Public Engagement Summary and Stakeholder List

Barrington

Safe Streets and Roads for All

Engagement Summary Report

FINAL DRAFT

September 2025

SS4A
SAFE STREETS FOR ALL

BARRINGTON
RHODE ISLAND

Table of Contents

Figures

Tables

Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
BCA	Baseline Crash Analysis
BPAC	Bicycle and Pedestrian Advisory Committee
DOT	U.S. Department of Transportation
FHWA	Federal Highway Administration
HIN	High-Injury Network
HRN	High-Risk Network
RIDOT	Rhode Island Department of Transportation
RIPTA	Rhode Island Public Transit Authority
SAP	Safety Action Plan
SS4A	Safe Streets and Roads for All Program

1. Introduction

This report summarizes the engagement efforts conducted as part of Barrington's Safe Streets for All Safety Action Plan (SS4A) development process. Community engagement is at the heart of Barrington's Safety Action Plan (SAP). The outreach activities described below gathered meaningful perspectives from the public, community stakeholders, and government agencies about existing safety concerns and priority locations, and ideas for potential safety improvements. This feedback will be used in tandem with the analysis of primary crash data and systemic risk factors to develop a data-informed, community-driven final SAP for Barrington.

2. Stakeholder Engagement

2.1 Stakeholder Identification

The project team worked closely with Barrington's Planning, Building, and Resilience staff to identify key stakeholders and organizations to engage directly as part of this project. In addition to the Town Manager and his team, multiple municipal bodies offered insights into existing roadway safety challenges and the SAP's recommendations.

Table 1. Key Project Stakeholders

Organization Name	Type of Involvement
Bicycle-Pedestrian Advisory Committee (BPAC)	Promote Public Engagement, Advise on Safety Action Plan Recommendations, Key Constituency of Vulnerable Roadway Users
Town Council	Promote Public Engagement
Planning Board	Promote Public Engagement
Barrington School Building Committee	Promote Public Engagement, Key Constituency of Vulnerable Roadway Users
Barrington Police Department	Stakeholder Interviews, Key Constituency in Safe Systems Approach
Barrington Fire Department	Stakeholder Interviews, Key Constituency in Safe Systems Approach

2.2 Stakeholder Meetings

In addition to regular meetings with Town staff, the project team met directly with the key stakeholders above to inform them about the SAP development process, solicited feedback, encourage their participation in the online survey, and to review the draft plan's recommendations.

Shortly after the kick-off of the project in Spring 2024, Town staff briefed the Town Council and Planning Board on the SAP development process and encouraged participation in the online project survey.

On August 19, 2024, the project team presented at a meeting of Barrington's Bicycle-Pedestrian Advisory Committee (BPAC). In addition to encouraging the committee's participation in the project's online survey, the project team also discussed with the committee opportunities for synergies between this effort and the ongoing Complete Streets work the committee has been closely engaged in.

On September 30, 2024, the project team met with Barrington's Police and Fire Chiefs virtually. The goal of this meeting was to hear directly from Town staff directly responsible for providing roadway safety education, enforcement, and post-crash care.

2.3 Key Stakeholder Feedback

Across all stakeholder groups, ensuring Barrington's roadways are safe for all users was a priority.

BPAC members were appreciative of the overall goals of the SS4A grant program and interested to review the risk-based analysis and the draft SAP, especially as it related to their ongoing complete streets work throughout the community. BPAC members were also keen to understand how Barrington could be competitive for additional federal funding for safety-related projects, particularly to support students walking and biking to and from school and to fill in missing links in the existing bicycle and pedestrian network.

Barrington's police and fire chiefs echoed this sentiment, noting the need to align roadway safety priorities with the town's culture of students walking and biking to school. Both chiefs also noted that Route 114/ Wampanoag Trail has had a history of roadway safety challenges, including excess speed and challenges for bus riders accessing bus stops along the road. They also noted that the nature of the bike path has evolved with the advent of electric bikes and scooters, increasing top speeds along the path and creating more opportunity for conflict.

3. Public Engagement

3.1 Engagement Methods

There are several purposes of public engagement at the municipal level that may be hard to quantify but which are nonetheless crucial for the success of a project. First, public engagement can build trust between the residents of a municipality and the local government. Beyond its intrinsic importance, this trust can be employed to gather further information and support from residents, which will be important for implementation of the projects that will emerge from the SAP. Second, public engagement can boost information sharing, which can pay dividends in ensuring thoughtful integration and phasing of projects. It can also create and maintain accurate public assessments of projects and support community-building among diverse groups required to work together to ensure the successful completion of projects.

Throughout the development of the SAP, outreach and engagement activities took a variety of forms, including:

Digital engagement tools, like the statewide SS4A online survey, were used to gather feedback. The project survey was made available in nine languages: Spanish; Portuguese; Haitian Creole; Chinese (Cantonese and Mandarin); Khmer; French; Italian; Lao; and Arabic and was broadly distributed through the Town's website, social media, and newsletters, as well as through local media, and flyers at local businesses. Survey questions were organized into three main categories:

- Respondents' Roles with the Community;
- Demographics and Travel Patterns; and
- Existing Safety Condition & Needs.

Flyers with information about the SAP development process and a link to the project survey were posted at 12 locations throughout Barrington, including the YMCA, the bike path kiosk near Shaw's, Barrington Books, Blue Kangaroo Café, Bagels Etc., Vienna Bakery, Newport Creamery, and five RIPTA bus stop shelters along Route 114/Wampanoag Trail.

Pop-up events were held across Barrington, where community members could share their feedback about traffic safety directly with the project team. These opportunities were held at locations where residents could provide feedback as part of their routine activities. Pop-up events occurred at:

- CompPlanPalooza on July 23, 2024, from 4:00-7:30PM
  - This event was linked to the town's ongoing comprehensive plan update
- East Bay Bike Path at Police Cove Park, August 19, 2024, from 12:00-2:00PM
- Barrington Summer Concert Series at Latham Park, August 18, 2024, from 6:00-7:30PM

3.2 Survey Results

Paper and online surveys were developed to solicit input from the public during the public engagement process. These surveys were designed to offer convenient ways for community members to share input on street safety in their community. The surveys included questions about travel patterns, important destinations in the community, safety concerns, infrastructure improvement strategies, and asked how the respondents would weigh various tradeoffs. Open-ended questions allowed respondents to provide thoughts, comments, or questions.

Between June 21, 2024, and October 18, 2024, the project survey gathered 2,579 responses statewide and 173 responses from members of the Barrington community. Key findings among local responses are discussed below.

3.2.1 Respondent Characteristics and Travel Patterns

91% of survey respondents in Barrington believe that roadway safety is an important issue in Rhode Island and 89% believe that this roadway safety project is important. These rates are similar to respondents statewide.

While almost all Barrington respondents (97%) reported driving at least a few times in the past week, many also reported walking (73%) or biking (30%) on roads throughout the community a similar number of times each week. Figure 1 shows a breakdown of travel frequency by mode for all respondents. Notably, the percentage of people walking and biking regularly in Barrington exceeds the rates of all respondents statewide who walk (49%) or bike (15%) regularly.

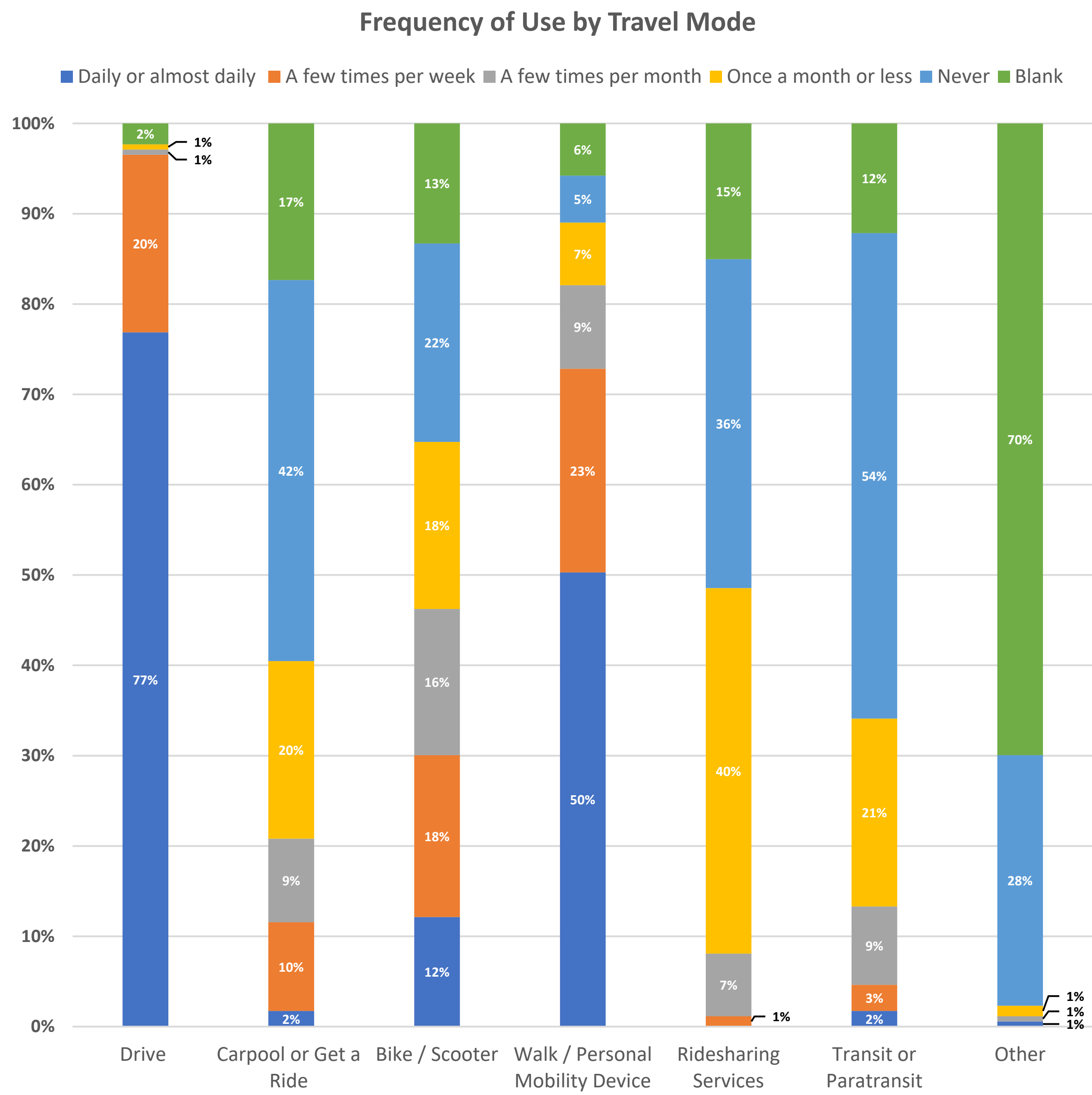


Figure 1. Primary Modes of Transportation in Barrington

3.2.2 Respondent Street Safety Concerns and Priorities

Respondents were asked three questions about prioritizing potential improvements to roadway safety in Barrington. Each question asked respondents about improvements that primarily benefit different modes: drivers, those walking and biking, and transit riders. The following subsections describe the local priorities by mode.

3.2.2.1 Safety and Comfort Improvements for Drivers

When asked about improvements that will primarily benefit drivers, nearly three-quarters of respondents were eager to see smoother pavement conditions and fewer potholes. One-third of respondents wanted to see more visible lane markings and better drainage. One-fifth of respondents wanted lower speed limits and better roadway lighting.

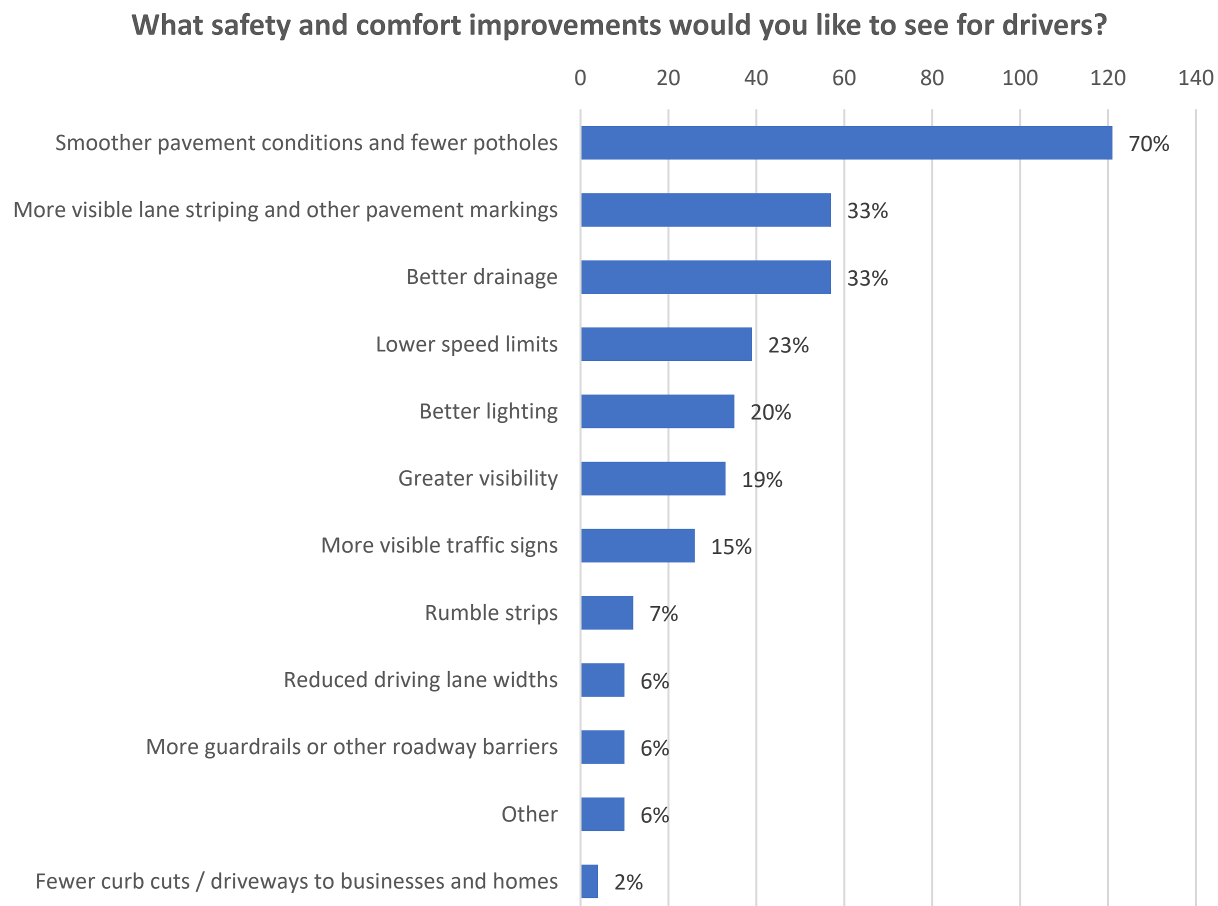


Figure 2. Safety and Comfort Improvements for Drivers

3.2.2.2 Safety and Comfort Improvements for Pedestrians and Cyclists

When asked about improvements that will primarily benefit those who walk or bike, most respondents (73%) support a more complete sidewalk network in town, and nearly half of respondents noted safer ways to cross the street, like crosswalks and pedestrian traffic lights as priorities.

Among only those who previously responded that they walked or biked in Barrington, the most popular improvements to improve bicycle and pedestrian safety were a more complete sidewalk and low-stress bikeway network, safer street crossings, and better maintenance of existing sidewalks and bikeways.

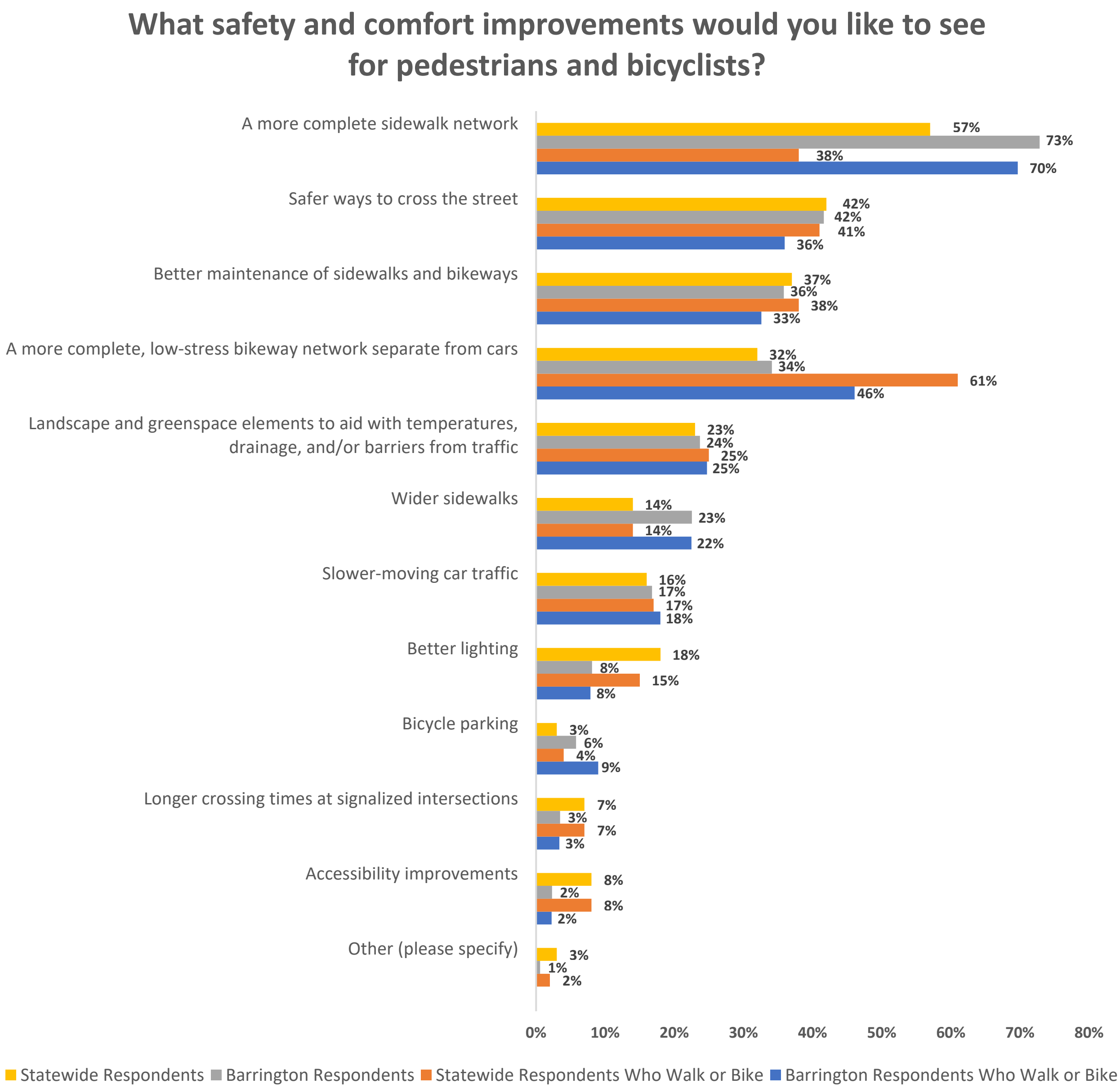


Figure 3. Safety and Comfort Improvements for Pedestrians and Cyclists

3.2.2.3 Safety and Comfort Improvements for Transit Riders

When asked about improvements that will primarily benefit transit riders, respondents expressed an eagerness to see improved transit service in Barrington, including broader publicity of RIPTA's existing services and schedules, improved stop amenities, and faster, more frequent service.

The top priority for existing transit riders in Barrington was more frequent service and faster trips as well as better routing maintenance at transit stops.

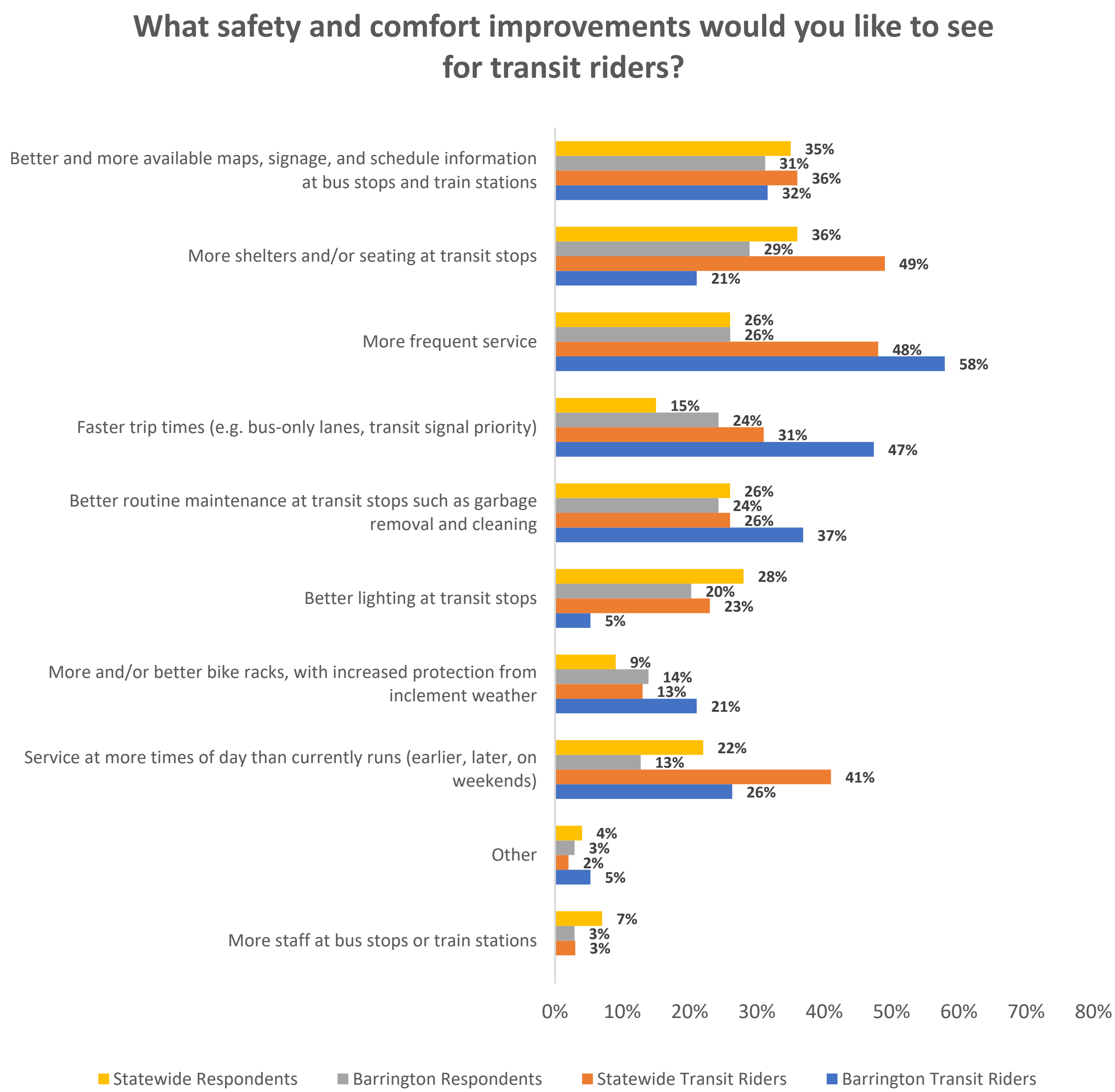


Figure 4. Safety and Comfort Improvements for Transit Riders

3.2.2.4 Behavioral Safety Improvements

In addition to improvements to the built environment, many respondents also believe that behavioral programs like increased enforcement (53%), education to reduce distracted driving (51%), and speed management (44%) would have an impact on roadway safety in Barrington.

3.3 Community Pop-up Event Feedback

At each of the community pop-ups, the project team offered a poster and take-away business cards with a QR code that linked to the project survey and presented a set of interactive poster boards with key questions for the community. In Barrington, these boards asked participants to explain and share what street safety meant to them, to vote for their top four priorities related to safe streets, and rank their concerns related to travel safety. Additionally, the team had a large-scale map of the town with roads and points of interest labeled, so that participants could indicate where they had specific roadway safety concerns or where they wanted improvements.

The main themes, key locations, and specific concerns raised during the community events and pop-up engagements include (in alphabetical order):

Table 2. Main Themes, Key Locations, and Specific Concerns

Roadway	Identified Concern	Jurisdiction (State or Municipal)
County Road	Merging and turning vehicles plus high speeds present unsafe conditions for all modes	State
Lincoln Avenue	Missing safe facilities to walk and bike, particularly for students to access the schools	Municipal
Massasoit Avenue	Missing safe facilities to walk and bike, particularly for students to access the schools	State
Middle Highway	Missing safe facilities to walk and bike, particularly for students to access the schools	State
Nayat Road	Missing safe facilities to walk and bike	State
Rumstick Road	Missing safe facilities to walk and bike, and wayfinding to the beach	State (North of Nayat) Municipal (South of Nayat)
Sowams Road	Missing safe facilities to walk and bike, particularly for students to access the schools	State
Washington Road	Missing safe facilities to walk and bike and areas of poor visibility caused by vegetation and shadows	State

3.4 Spatial Feedback in Project Survey and Pop-Up Engagements

Survey and pop-up engagement participants added 517 comments about locations of either roadway safety-related concern or opportunities for potential roadway safety improvements. Of these comments, 52% were related to multimodal transportation, such as walking or biking. 16% of comments identified intersections of concern and 15% of locations were related to speeding. Spatially, comments were clustered on many of the major roadways throughout Barrington such as Rumstick Road, Lincoln Avenue, Massasoit Avenue, and Middle Highway. Most of these comments were related to missing or deficient sidewalks or biking facilities.

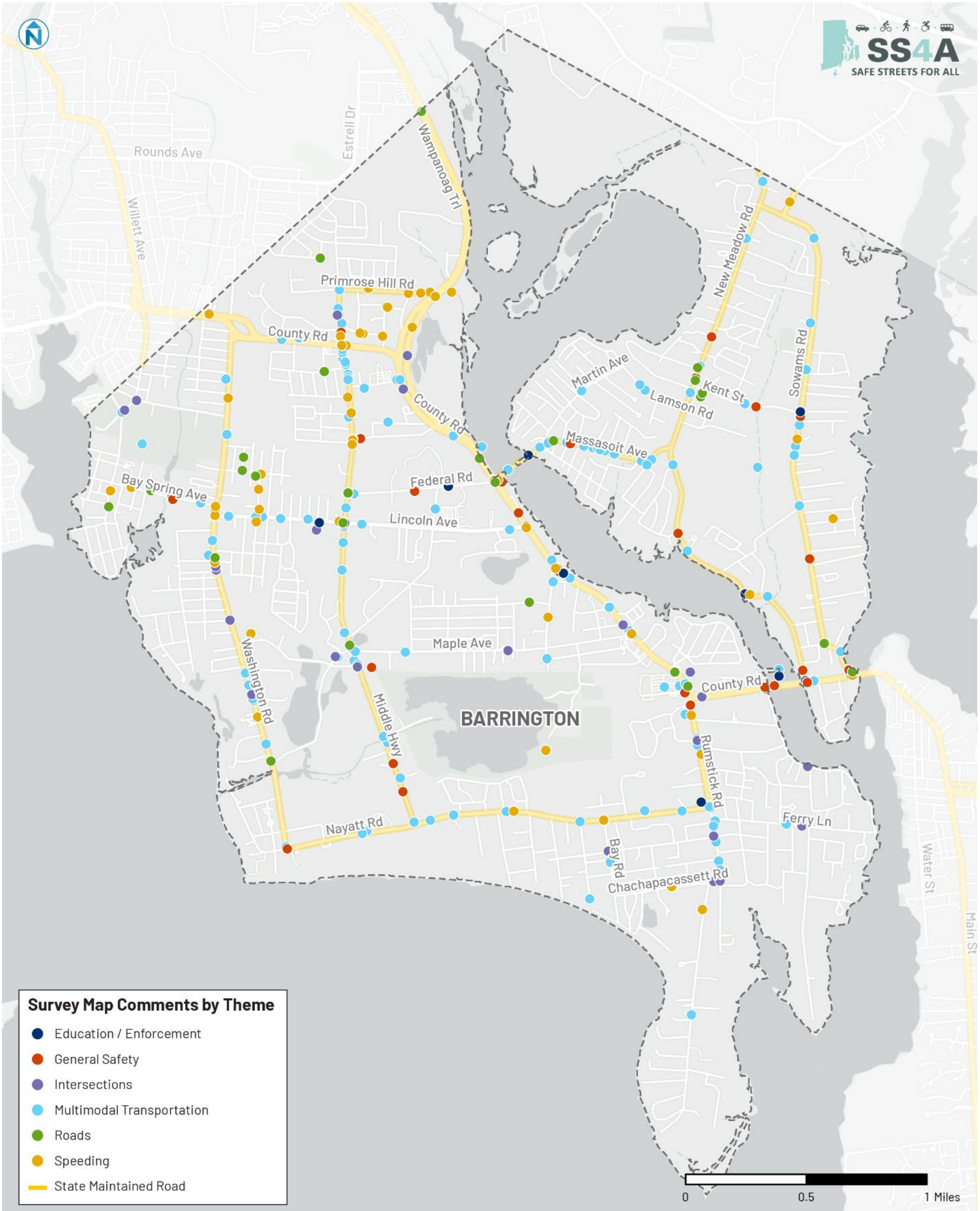


Figure 5. Spatial Community Feedback

4. Key Themes and Priorities

Key themes and priorities from community engagement and stakeholder input include:

- Closing gaps within the town's existing sidewalk Infrastructure to create a continuous, safe walking experience for people of all ages and abilities. Identify opportunities to improve existing sidewalks to be universally accessible and to install curbing to prevent vehicles from parking on the sidewalk
- Close gaps in cycling infrastructure to create a contiguous safe cycling experience. Identify opportunities to either paint and sign bike lanes into existing roadway shoulders or to redesign the road to include dedicated bicycle facilities
- Bolster connections to and from the East Bay Bike Path for people walking and biking and improve bike path crossing visibility for drivers. Slow traffic speeds near crossings to reduce the risk of high-speed conflicts between path users and vehicles
- Improve connections to Barrington's schools, particularly for students who walk or bike to school, or who would walk or bike to school with sufficiently safe streets to do so on
- Implement traffic calming measures to reduce speeding, particularly on residential cut-through roads and roads with mixes of adjacent land use
- Explore comprehensive redesigns to the town center roadway network, including reducing the number of travel lanes and eliminating the center turn lane, shortening crossing distances, installing dedicated bike lanes, and widening the sidewalk
- Expand and improve access to public transportation, both with additional service, but also with supportive infrastructure to access bus stops, like midblock crossings and RRFBs
- Couple safety improvements with co-benefits like climate resilience, accessibility, economic development, and mode shift to reduce greenhouse gas emissions
- Pair the findings of the Safety Action Plan with other planning efforts in progress, such as the town's Comprehensive Plan update and Complete Streets Implementation Plan.

5. Next Steps

This engagement summary will inform the development of the Safety Action Plan in the following ways:

- Reinforce crash analysis findings where residents also noted concerns
- Inform crash analysis findings where current improvements may help to reduce crashes
- Identify stakeholders for future engagement during recommendation development or plan implementation
- Identify key locations for additional scrutiny, observation, or analysis due to community concerns

6. Appendices

Appendix A: Survey Questions and Results

Appendix B: Online Map Comments

Appendix C: Pop-Up Event Activity Boards

Appendix A: Survey Questions and Results

Q1: I am responding as… Select one. **Among All Respondents (173 Respondents)**

Respondent Type	# of Responses	% of Responses
Rhode Island resident	168	97%
Municipal employee	1	1%
State employee	0	0%
Other type of employee	1	1%
Member or representative of a local or regional advocacy organization	0	0%
Member or representative of a statewide advocacy organization	0	0%
Student	0	0%
Visitor	1	1%
Other	2	1%

Q2: Do you feel that roadway safety is an important issue in Rhode Island? **Among All Respondents (173 Respondents)**

Response	# of Responses	% of Responses
Yes	158	91%
No	4	2%
Maybe	10	6%
Other	1	1%
No Response	0	0%

Q3: On a scale of 1 (not important) to 5 (extremely important), how important do you think this roadway safety project is? **Among All Respondents (173 Respondents)**

Response	# of Responses	% of Responses
1 – Not Important	0	0%
2	1	1%
3	17	10%
4	47	27%
5 – Very Important	107	62%
No Response	1	1%

Q4: What safety and comfort improvements would you like to see for drivers? Please select up to 3 responses. **Among All Question Respondents (171 Respondents)**

Response	# of Responses	% of Responses (N=171)
Smoother pavement conditions and fewer potholes	121	70%
More visible lane striping and other pavement markings	57	33%
Better drainage	57	33%
Lower speed limits	39	23%
Better lighting	35	20%
Greater visibility	33	19%
More visible traffic signs	26	15%
Rumble strips	12	7%
Reduced driving lane widths	10	6%
More guardrails or other roadway barriers	10	6%
Other	10	6%
Fewer curb cuts / driveways to businesses and homes	4	2%

Other Responses:

Enforcement of traffic laws/ speed limits
Safer bike lanes and pedestrian crossing, walking areas
More police pulling over speeding and rude traffic violators
Better crosswalk painting, proper/improved roadside signage location/placement (signs are often placed after zone of necessity)
More bike lanes and sidewalks. Improves safety for motorists too!
Proper sidewalks on Narragansett Avenue. Currently pedestrians and bicyclists must share the road and it is not safe for them.
Better signage (e.g. yield signs, stop signs)
More sidewalks for pedestrians
Better turn lanes on Wampanoag Trail
Bike path crossings are a hazard due to bikers not stopping at stop signs, and automobiles coming to a full stop when there are no bikers in the crosswalk.

Q5: What safety and comfort improvements would you like to see for pedestrians and bicyclists? Please select up to 3 responses. **Among All Question Respondents (172 Respondents)**

Response	# of Responses	% of Responses (N=172)
A more complete sidewalk network	126	73%
Safer ways to cross the street (e.g. crosswalks, pedestrian traffic lights, etc.)	72	42%
Better maintenance of sidewalks and bikeways	62	36%
A more complete, low-stress bikeway network separate from cars	59	34%
Landscape and greenspace elements to aid with shade, cooler road temperatures, stormwater drainage, and/or barriers from traffic	41	24%
Wider sidewalks	39	23%
Slower-moving car traffic	29	17%
Better lighting	14	8%
Bicycle parking	10	6%
Longer crossing times at signalized intersections	6	3%
Accessibility improvements	4	2%
Other (please specify)	1	1%

Other Response:

Enforce the current rules, regulations, and laws.

Among Frequent Walkers and Bikers Only (89 Respondents)

Response	# of Responses	% of Responses (N=89)
A more complete sidewalk network	62	70%
A more complete, low-stress bikeway network separate from cars	41	46%
Safer ways to cross the street (e.g. crosswalks, pedestrian traffic lights, etc.)	32	36%
Better maintenance of sidewalks and bikeways	29	33%
Landscape and greenspace elements to aid with shade, cooler road temperatures, stormwater drainage, and/or barriers from traffic	22	25%
Wider sidewalks	20	22%
Slower-moving car traffic	16	18%
Bicycle parking	8	9%
Better lighting	7	8%
Longer crossing times at signalized intersections	3	3%
Accessibility improvements	2	2%

Q6: What safety and comfort improvements would you like to see for transit and paratransit riders? Please select up to 3 responses. **Among All Question Respondents (133 Respondents)**

Response	# of Responses	% of Responses (N=133)
Better and more available maps, signage, and schedule information at bus stops and train stations	54	31%
More shelters and/or seating at transit stops	50	29%
More frequent service	45	26%
Better routine maintenance at transit stops such as garbage removal and cleaning	42	24%
Faster trip times (e.g. bus-only lanes, transit signal priority)	42	24%
Better lighting at transit stops	35	20%
More and/or better bike racks, with increased protection from inclement weather	24	14%
Service at more times of day than currently runs (earlier, later, on weekends)	22	13%
More staff at bus stops or train stations	5	3%
Other	5	3%

Other Response:

I don't think buses are safe.
Better publicity… I recently took the bus for the first time in 15+ years, and it was great!
No dope smoking in the restrooms in Kennedy Plaza
** Drivers need to be taught some manners and greet patrons, need to be fired

** Response from a Frequent Transit Rider

Among Frequent Transit Riders Only (19 Respondents)

Response	# of Responses	% of Responses (N=19)
More frequent service	11	58%
Faster trip times (e.g. bus-only lanes, transit signal priority)	9	47%
Better routine maintenance at transit stops such as garbage removal and cleaning	7	37%
Better and more available maps, signage, and schedule information at bus stops and train stations	6	32%
Service at more times of day than currently runs (earlier, later, on weekends)	5	26%
More shelters and/or seating at transit stops	4	21%
More and/or better bike racks, with increased protection from inclement weather	4	21%
Better lighting at transit stops	1	5%
Other	1	5%

Q7: Which of the following behavioral programs do you think would have the greatest impact on improving road safety? Select all that apply. **Among All Question Respondents (160 Respondents)**

Response	# of Responses	% of Responses (N=160)
More enforcement of traffic laws	92	53%
Education to reduce distracted driving	89	51%
More speed management (e.g. appropriate speed limits)	76	44%
Education to reduce impaired roadway users	42	24%
Education to increase address behaviors to increase safety for roadway users	33	19%
Other	10	6%

Other Responses:

More lights!!!
Distracted drivers on phones
There is plenty of education and laws. People who do not follow the laws must be prosecuted. Given the number of new non-American drivers in the community, ensure they are well versed in English and understand traffic laws and signage
Easier access to public transit (more locations, more funding)
Clean up the walkways, etc.
Retest drivers every 5-10 yrs when license needs to be renewed
Comprehensive information on use of public transportation

Q8: Do you own or regularly have access to a personal vehicle? **Among All Respondents (173 Respondents)**

Response	# of Responses	% of Responses
Yes	168	97%
No	5	3%
No Response	0	0%

Q9: Why don't you have access to a personal vehicle? Select all that apply. **Among All Question Respondents (8 Respondents)**

Response	# of Responses	% of Responses (N=8)
Cars are too expensive.	2	25%
Cars are a hassle.	0	0%
I enjoy walking, bicycling, and/or taking transit and can get where I need to go with those modes.	2	25%
I choose not to own a personal vehicle for environmental reasons.	0	0%
I do not have a driver's license	0	0%
Other	4	50%

Q10: Please check all the ways you travel and the frequency that you travel by that mode. Please select all that apply. **Among All Respondents (173 Respondents)**

Frequency	Drive	Carpool or Shared Ride	Bike / Scooter	Walk / Personal Mobility Device	Ridesharing Services	Transit or Paratransit	Other
Daily or almost daily	133	3	21	87	0	3	1
A few times per week	34	17	31	39	2	5	0
A few times per month	1	16	28	16	12	15	1
Once a month or less	1	34	32	12	70	36	2
Never	0	73	38	9	63	93	48
Blank	*4*	30	23	10	26	21	121

Frequency	Drive	Carpool or Shared Ride	Bike / Scooter	Walk / Personal Mobility Device	Ridesharing Services	Transit or Paratransit	Other
Daily or almost daily	77%	2%	12%	50%	0%	2%	1%
A few times per week	20%	10%	18%	23%	1%	3%	
A few times per month	1%	9%	16%	9%	7%	9%	1%
Once a month or less	1%	20%	18%	7%	40%	21%	1%
Never	0%	42%	22%	5%	36%	54%	28%
Blank	2%	17%	13%	6%	15%	12%	70%

Q11: What are some reasons you currently choose to walk or bike? Select all that apply. **Among All Question Respondents (159 Respondents)**

Response	# of Responses	% of Responses (N=159)
It is good exercise / for health reasons	150	94%
I enjoy it	125	79%
I walk or bike for environmental reasons	68	43%
It is more convenient	31	19%
It is less expensive than other options	20	13%
It is faster than other transportation options	15	9%
Other	4	3%
I do not have access to a car	2	1%

Other Responses:

Cannot ride bicycle due to balance issues
Time with dog
Follow children
We live in Barrington. Walking and community are important. Kent Street, Massasoit, and Sowams are all streets children need to use to get to school safely but it's so unsafe on those streets. New Meadow could also use a better bike lanes option.

Q12: What are some reasons you currently choose to take transit? Select all that apply. **Among All Question Respondents (80 Respondents)**

Response	# of Responses	% of Responses (N=159)
I take transit for environmental reasons	40	50%
It is less expensive than other options	29	36%
It is more convenient	27	34%
It is faster than other transportation options	22	28%
I enjoy it	18	23%
Other	12	15%
I do not have access to a car	6	8%

Other Responses:

Parking
Don't have to find parking in Providence
Car being repaired or let someone use my car
When car is being used by others or in shop
I don't use it. - And there is a stigma associated with it.
It's the only reasonable option available for my journey.
I can read or listen to an audiobook. No need to pay for parking. Would take more if convenient times and routes

Q13: Do you have any other comments or concerns about transportation safety?

Comment	Comment Categories
Barrington needs more crosswalks, especially on Middle Highway (e.g. Winsor Drive and Pine) and around schools. Sidewalks on both sides of Middle Highway would improve safe access to the High School, Middle School, and Primrose Elementary.	Accessibility/ADA, Driver Behavior, General Safety, Infrastructure - Bike/Ped
I would take RIPTA more if I could access my office in Providence directly without transfer at Kennedy Plaza (which is not safe at night in my opinion). I am deeply concern about safety of RIPTA riders who live along Wampanoag Trail as there are no safe places to cross the Trail and I have seen people walking across it regardless.	Accessibility/ADA, General Safety, Infrastructure - Bike/Ped, Public Transit, Visibility
Cars don't stop at crosswalks. Safest crosswalks have pedestrian operated stop lights.	Accessibility/ADA, General Safety, Infrastructure - Bike/Ped, Signals
In Barrington, homeowners don't seem to know that walkers must have access to the unpaved sidewalk. They plant hedges etc. that force walkers into the street and there is no getting off the street if a car comes because of the hedges. Sidewalks, paved and unpaved, should be available.	Accessibility/ADA, Infrastructure - Bike/Ped, Infrastructure - Road, Visibility
Please bring rail to the East Bay. Please add more bus shelters. And please add protected bike lanes. Thank you!	Accessibility/ADA, Infrastructure - Bike/Ped, Public Transit
We need light rail!	Accessibility/ADA, Public Transit, Signals
Within the Town of Barrington speed and unsafe driving have increased significantly over the past few years while enforcement has decreased significantly. There is an immediate need for ramped up enforcement of existing traffic laws. Streets are narrow, biking and walking is common, and prioritization of public safety cannot wait for an elaborate reconstruction of roadways, sidewalks, etc.	Driver Behavior, General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Leadership/Policy, Signage, Speed Restrictions
In altercations between bikes and cars, safety officers nearly always side with the driver and tell the cyclist to stay out of their way. The mere fact that a 4000+ pound car is competing for road space with a bike should tip the balance in favor of the bike. No safety officer I've asked is familiar with Frank's Law which requires drivers to pass with a certain clearance of bikes.	Driver Behavior, General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Leadership/Policy
We need more pedestrian education in our state. People do not understand how to cross safely at crosswalks and at lights. Drivers need to learn not to stop on crosswalks ever. Child crossings for school that are regularly used at specific times of day should be manned by crossing guards no matter the distance from school if many children use them. We need more cyclist education. Regular cyclists know how to ride on roads, but infrequent ones do not, causing dangerous situations. Some crosswalk enhancements, including new flashing lights, are misplaced and not helpful if too far from the crosswalk.	Driver Behavior, General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Signals
Speed limits are too high for residential areas - people (including children) are walking and biking alongside cars going 40+ miles per hour with signed postage at 30. Extremely dangerous	Driver Behavior, General Safety, Infrastructure - Bike/Ped, Signage, Speed Restrictions
New Meadow Road in Barrington RI is very dangerous. There are numerous students walking, biking, and waiting for the bus to school. The vast majority of cars are over the speed limit with very little enforcement. I regularly see tire marks onto the sidewalks and into yards- only a matter of time before there's an accident involving a child.	Driver Behavior, General Safety, Infrastructure - Bike/Ped, Speed Restrictions, Visibility
There is a need to provide sidewalks and enforce slower speed limits around public schools - especially within a 0.5mile radius of the schools.	Driver Behavior, General Safety, Infrastructure - Bike/Ped, Speed Restrictions
Education for Bike and Scooter and personal mobility vehicles.	Driver Behavior, General Safety, Infrastructure - Bike/Ped
There are certain roads in Barrington, particularly those close to schools, where speed humps would help to slow traffic.	Driver Behavior, General Safety, Infrastructure - Road, Speed Restrictions, Traffic Calming
Since there is a lack of access to school buses for many children in the district you would think sidewalk conditions would be significantly better. The basic	Accessibility/ADA, Infrastructure - Bike/Ped

Comment	Comment Categories
lack of sidewalks and the conditions of sidewalks is shocking for a town like Barrington. Very first thing we noticed when we moved here 3 years ago and sadly nothing has improved.	
limited run times of buses, poor/no bike lanes, RI divers distracted, impaired, speeding	Driver Behavior, Infrastructure - Bike/Ped, Public Transit, Speed Restrictions
We must create protected bike lanes within 1 mile of schools, to encourage the next generation of eager bikers who need the exercise. But we should have this infrastructure everywhere, given our state's greenhouse gas emissions goals. Car speeds are also ridiculously high - we need speed cameras with auto-ticketing just like have some red-light ticketing cameras. Start in school zones and go out from there. I'm happy to help move any and all of this forward, as I worked hard to do in my former home of Atlanta, GA.	Driver Behavior, Infrastructure - Bike/Ped, Speed Restrictions
Rhode Island drivers are pretty terrible. It is reflected in our high auto insurance rates. How to break the cycle? I am not sure... but education may be a start?	Driver Behavior, Infrastructure - Bike/Ped
Increase encouragement for the use of cycles by increasing number of protected cycle ways	Driver Behavior, Infrastructure - Bike/Ped
I live in an area where the East Bay bicycle path intersects the roadway in a few places. Bicycles more than not, do not follow the stop signs, and run the stop signs. Cars stop frequently when there aren't even any bicycles to be seen on the path in either direction out of fear of hitting a bicyclist. Law education and enforcement is needed.	Driver Behavior, Infrastructure - Bike/Ped, Visibility
It is maddening to see the DUI tasks forces promoted around the holidays when next to no one drives the speed limit on major and local roads and there is zero visible enforcement on speeding. Speeding kills more people than DUI.	Driver Behavior, Infrastructure - Road, Speed Restrictions, Visibility
Drivers need to be hands free, slow down, and learn how to merge	Driver Behavior, Speed Restrictions
Need greater speed awareness	Driver Behavior, Speed Restrictions
PSA for interstate drivers - left to pass, right lanes to cruise.	Driver Behavior
Distracted drivers are a major problem	Driver Behavior
The focus in Rhode Island is far too much on the side of driver convenience, and	Driver Behavior
More police patrol and enforcement are needed in this state!	Driver Behavior
RI drivers are terrible and don't follow the rules of the road	Driver Behavior, Infrastructure - Road
I generally drive the speed limit but frequently am plagued with drivers who tailgate. Many people are driving too fast. I live in Barrington. I ride my bike and walk frequently. It is sad how noisy and full of exhaust our city center is. The auto has ruined our town, but everybody just accepts this as the price of modern life. I also am discouraged by the amount of traffic in RI. I'**m** retired but I did take RIPTA for almost 10 years when I worked. Many suburbanites have never used public trans. I don't know how you change the mindset, but I don't think that we should accept the noise and exhaust. I'm hoping that as EV use increases it will be better, but we also need to encourage more use of public trans.	Driver Behavior, Public Transit, Speed Restrictions, Traffic Calming
RIDOT roads in Barrington have inadequate provision for bicycle and pedestrian travel given the volume of traffic on these roads. RIDOT roads include all major north/south routes through Town as well as both connectors that tie Hampton Meadows to the rest of Town. Safety in Town cannot be addressed without RIDOT participation.	General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Leadership/Policy, Traffic Calming
In Barrington, it would be nice to have sidewalks on the major streets (i.e. Middle Highway past County Road). There are a lot of kids over here and no sidewalks to ride safely to school.	General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Parking
I wish my kids could bike to school but there are no sidewalks or bike lanes on busy roads.	General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Public Transit, Traffic Calming

Comment	Comment Categories
Safety and economic viability go hand in hand. The fewer roads and automobiles we have, the safer and more economically prosperous we will be. Most of the land and resources required for roadways is better put to use in so many other ways, almost all of which are safer than automobile usage. The best way to increase transportation safety is to reduce automobile usage by offering a strong bicycle, pedestrian, and public transit network as a safer, more economical, and overall better alternative.	General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Public Transit
Three of my children have been hit by cars while walking or biking on roads and taking public transportation in our town on roads that are taken care of by the state. I would say that I am an expert on what can improve the conditions.	General Safety, Infrastructure - Bike/Ped, Infrastructure - Road, Public Transit
Yes, school dismissal times lack of additional crossroads and sidewalks for Primrose community.	General Safety, Infrastructure - Bike/Ped, Infrastructure - Road
My neighborhood in Barrington is right off the TRAIL and Route 103. The cars coming flying through and do not stop at the STOP sign that was requested to be put in years ago. We know have so many children, runners, walkers, bikers and dogs. It is dangerous and disappointing especially the person that lobbied to get the sign is the biggest offender. Also, there just needs to be more sidewalks!!!!	General Safety, Infrastructure - Bike/Ped, Public Transit, Signage
In Barrington there are some sidewalks that simply are not safe. Then, because we are located within a certain distance from a school, our kids do not have an option for taking the bus to school, they must ride their bikes on sidewalks that are not safe, or ride in the middle of the street. It's hazardous. Sidewalks need to be improved before someone is hurt. Lamson Rd in Barrington, for example.	General Safety, Infrastructure - Bike/Ped, Public Transit
The apparent rise in pedestrian/car collisions and fatalities is alarming. Pedestrian safety needs to be a focus. Where I live, there are inadequate numbers and conditions of crosswalks on state roads. This is frustrating because the town cannot make the needed improvements, putting people, especially children commuting to/from school, in grave danger. I use the East Bay Bike Path frequently, and the safety signage is lacking compared to municipal bike paths in Massachusetts. There should be a speed limit and strong warnings at dangerous intersections.	General Safety, Infrastructure - Bike/Ped, Leadership/Policy, Signage, Speed Restrictions
I am stunned by the lack of sidewalks in many residential neighborhoods, including my own (how on earth was this design approved in the first place?). This is incredibly dangerous; imagine a parent who wants to take their baby out in the stroller--they technically have to walk in the street if there's no sidewalk.	General Safety, Infrastructure - Bike/Ped, Signage
I think overgrown plantings at intersections are dangerous. It's very difficult to go right on red when someone has a jungle growing on the corner. I see this even at school crossings.	General Safety, Infrastructure - Bike/Ped, Visibility
The state refuses to keep our children safe by waiting years to install a sidewalk on Massasoit Ave in Barrington. One child has already been hit by a car. How many more must suffer until the DoT decides to prioritize the safety of RI residents?	General Safety, Infrastructure - Bike/Ped
More and wider sidewalks please!	General Safety, Infrastructure - Bike/Ped
Am very concerned with intersections around the east bay bike path. Have also been nearly hit walking by bikes racing along the same bike path	General Safety, Infrastructure - Bike/Ped
We need more and better protected bike lanes, especially on routes kids are using to get to school. Biking to school should be encouraged as much as possible for health, traffic, environmental and social reasons, it's a total win-win, but the kids NEED to be able to get to school safely. I'd love to see an RI wide push for bike busses as well.	General Safety, Infrastructure - Bike/Ped
Our roads are horrendous. Probably 80% of the tax that Barrington receives is from Rumstick and it looks like a 3rd world country. A dirt road would have	Infrastructure - Bike/Ped, Infrastructure - Road, Leadership/Policy

Comment	Comment Categories
less potholes, cracks, etc. It is also ridiculous we do not have sidewalks throughout the town.	
The sidewalk at the corner of Nayatt Road and Rumstick Road which leads to Nayatt Elementary is extremely busy during school drop off and pick up hours. The sidewalk is narrow with electrical poles placed inconveniently in the center of the sidewalk which makes it even more narrow. On top of that, hedges on the properties along Nayatt Road are overgrown and make it so narrow that requires pedestrians to walk single file. Many times, kids walk on the road even with busy morning car traffic. How can we improve the design of sidewalks (not place electrical poles in the middle of them) and maintain + enforce maintenance to preserve the width and function of the sidewalks to allow for 2-way pedestrian traffic safely?	General Safety, Infrastructure - Bike/Ped, Visibility
Yes, this survey could have split needs for people walking and biking in two separate clusters. Putting them together lessens the potential feedback as both modes are not the same. Walk up to 1 mile or bike up to 3 miles cannot be treated the same way	Infrastructure - Bike/Ped, Leadership/Policy
Sidewalks are not only the place you put your feet. Overgrowth, especially during the summer makes transiting sidewalks hard. So, either the municipalities keep on top of it, private landowners take care of it, or something in between.	Infrastructure - Bike/Ped, Leadership/Policy, Public Transit
Would love to walk more or rely on public transportation more and reduce car use	Infrastructure - Bike/Ped, Public Transit
Fully fund and implement the transportation master plan and the bicycle mobility plan. Keep the RIPTA OVD hub at Kennedy Plaza. Fund RIPTA and buy buses that have a design comparable to European buses.	Infrastructure - Bike/Ped, Public Transit, Signage
Drivers need visual reminders to slow down, such as painted crosswalks, clearly posted speed limits, and traffic lights, especially ones with left-turning arrows.	Infrastructure - Bike/Ped, Signage, Signals, Speed Restrictions
The lack of sidewalks in Barrington is abysmal.	Infrastructure - Bike/Ped
Please help make e-bikes more affordable. I have a 3-mile commute and would love an e-bike	Infrastructure - Bike/Ped
Sidewalks, sidewalks, sidewalks	Infrastructure - Bike/Ped
More pedestrian friendly streets	Infrastructure - Bike/Ped
Tall bridge guardrails so people can't jump off bridges.	Infrastructure - Road, Public Transit
Food prices seem high when I visit area	Non-Transportation
In other cities and countries, people park their cars and use the train or the bus. RIPTA and the train network needs to be reconfigured	Public Transit
How to ride the bus information.	Public Transit
Try to fix the merging lanes. So many problems occur as traffic tries to enter into travel lanes by being rude or entitled. I realize every situation can't be perfect.	Traffic Calming

Appendix B: Online Map Comments

Accessibility/ADA

Comment	Comment Mapped Location
Eliminate access to Bosworth St. from County Rd.	County Road near Bosworth Street
Sidewalks are entirely obstructed and bikes cannot pass on them. Kids use these sidewalks for bikes and they are impassable because of obstructions in the way (light posts, utility boxes, etc.). This is a huge issue for handicap accessibility - you could never get a wheelchair down this stretch of sidewalk between the shopping complex entrance and the bike path, nor further down all the way to the cemetery/blue kangaroo.	County Road near CVS Parking Lot
This is a major bike route for kids crossing over to get to the high school or middle school. The walk buttons are in the wrong location for a bicyclist or a person in a wheelchair. There should be curb cuts where the walk signal is located, not 5 feet away. Also, the westbound lane of Federal Road is extremely narrow where it intersects with County Road.	County Road near Massasoit Avenue
Utility poles and road signs blocking what little sidewalk exists	Massasoit Avenue near Plymouth Drive
There is a mailbox here in the middle of the sidewalk! Generally, it feels safer to use the sidewalk than the street because drivers speed and there is no bike lane.	Middle Highway Bike Path Crossing
Pole in sidewalk / access for peds	Nayatt Road near Nayatt School
Sidewalks are divided by telephone poles which makes it dangerous for bicyclists	New Meadow Road near Meadowbrook Drive
The sidewalk on the corner of Rumstick and Nayatt is not accessible. Overgrown shrub, and telephone wires make this a safety concern. Further, it is impossible for two people to walk or pass making school dismissal and other high traffic times even more difficult.	Rumstick Road near Nayatt Road
there is a great natural resource ere that is inaccessible to the neighborhood due to the expressway.	Wampanoag Trail near Primrose Hill Road
Sidewalks along Washington Road regularly include utility poles in the middle of the sidewalks, making it treacherous for bikers or people in mobility scooters.	Washington Road

Driver Behavior

Comment	Comment Mapped Location
Incredibly high speeds (routinely 2x or more the speed limit) coupled with aggressive and distracted driving. Sowams and Barneyville are increasingly being used as a significant cut throughs into and out of the East Bay into adjoining Massachusetts - often by large trucks and trailers. People driving the speed limit are being passed across double lines and people are nearly being hit just trying to pull into their own driveways. These are old, narrow, populated roads, not designed for this.	Barneyville Road
Cars on Bay Rd often don't stop at the stop sign, especially during beach season. This happens particularly with cars coming from Nayatt Rd, also because the stop sign is not visible until a few feet away. Trimming the bushes would definitely improve the visibility of the stop sign	Bay Road near Governor Bradford Drive
Confusing intersection at Chachapacasset and Rumstick. Drivers sometimes yield when they have right of way. Others don't stop at stop sign.	Chachapacassett Rd
There should be ""no left turn"" for drivers coming out of the parking lot by Plant City. Cars coming out of that lot and attempting to enter County Road at that pedestrian crosswalk often make their turn and continue right thru the bike path even the light is red on county road and green for pedestrians/bikers. Also there should be increased police patrol at the pedestrian crosswalk and cars that go thru once the light at the crosswalk has turned road should receive moving violation. If it was known that police were there and gave tickets fewer drivers would speed up and drive thru as the light was red.	County Road Bike Path Crossing
It is unsafe for cyclists and pedestrians because drivers are impatient and do not yield the right of way.	County Road near Maple Avenue
Drivers often don't stop for pedestrians in the walk way. There is also a large bush that overhangs on the Mathewson side of the street that causes visibility issues for both drivers and pedestrians.	County Road near Mathewson Road
speeding through red light	County Road near Middle Highway
Drivers going E or W on Rt 103 frequently go through the red light at this crossing.	County Road near Middle Highway
Drivers going E or W on Rt 103 frequently drive through the red light.	County Road near Middle Highway
Many people are using Edgewood Drive as a cut-through to avoid the traffic light on County Road. They are traveling at speeds way above the speed limit.	Edgewood Drive
Cars driving too fast using this road as a cut through from Middle highway to County Road	Edgewood Drive near Belton Drive
People roll through this stop sign, especially in the morning from 6-9am and afternoon from 2-5pm. Those are the times when kids are walking to/from the bus/school so there are more people on the road AND those are the times that parents from St. Luke's drop off their kids.	Fountain Avenue near Walnut Road
Cars driving dangerously, very young children running around	Lincoln Avenue near Walnut Road
Drivers speed and make left turns while the walking sign is on. Kids are walking and biking and it is very dangerous.	Middle Highway near Edgewood Drive
People do NOT respect this school crosswalk. Perhaps it should be raised so people actually slow down and let people cross.	Middle Highway near Highview Avenue
We need to provide alternatives for people to go to the beach other than driving	Middle Highway near Legion Way
Nayatt road at the intersection of Bay is a safety hazard for students and beachgoers alike. Drivers surpass the speed limit and fail to yield to pedestrians. A stop sign is needed to slow traffic and allow people to access the sidewalk, or cross over to walk to the beach.	Nayatt Road near Bay Road

Comment	Comment Mapped Location
Hairpin turn where sometimes people cut when driving. Have had multiple close calls here. Also sidewalk goes into dirt portion of private property due to placement of telephone pole	New Meadow Road near Kent Street
Speeds too fast on Primrose Hill coming off 114 into residential neighborhood. People use this as a cut through to Middle Hwy. No sidewalks, traffic calming would help!	Primrose Hill Road
My neighborhood in Barrington is right off the TRAIL and Route 103. The cars coming flying through and do not stop at the STOP sign that was requested to be put in years ago. We know have so so many children, runners, walkers, bikers and dogs. It is dangerous and disappointing especially the person that lobbied to get the sign is the biggest offender. Also, there just needs to be more sidewalks!!!!	Primrose Hill Road near Wampanoag Trail
transition from the Wampanoag Trail to local streets does not have physical features that change the driver behavior from high speeds to residential environment	Primrose Hill Road near Wampanoag Trail
I live on Princes Hill Ave and by Chinease Field and cars go way too fast and it is hard for little kids and adults to feel safe walking	Prince's Hill Avenue
We have had 2 horrible accidents on Rumstick. It's 25 MPH yet cars have flipped, people have been hit and there is racing of cars.	Rumstick Road (South of Chachapacasset Road)
cars are frequently speeding here, in excess of 40mph in the 25mph zone	Rumstick Road near Chapin Road
Cars tend to speed here and it's right at the area where bikers and pedestrians are crossing Washington on the bike path.	Washington Road Bike Path Crossing
I agree it needs a sidewalk/bikepath though I have haven't experience the speeding. The current speed limit is 35 and I routinely am behind drivers going 30 mph or slower!	Washington Road near North Lake Drive

Education/Enforcement

Comment	Comment Mapped Location
For most of my time living here (until just a few years ago) regular speed patrol by Barrington PD occurred and issues were rare. There is now a complete absence of any traffic patrol in this part of town and it shows. Active patrol, speed cameras, and traffic calming measures such as speed bumps are beyond warranted. Fatalities and near fatalities have already occurred. It is time to listen and respond to residents in this part of town.	Barneyville Road
RIDOT too car centric	Barrington River Bridge
More arrows (including red arrows!). Better enforcement.	County Road near Maple Avenue
Red light camera, or increased police patrols.	County Road near Middle Highway
Enforce the law, provide protected bicycle lanes, educate the community.	Federal Road
Enforce the law, provide protected bicycle lanes, educate the community.	Lincoln Avenue near Peck Avenue
More public communication and outreach about this particular light configuration. Perhaps it is more common than I know. But for this driver it is unique to his experience.	Middle Highway near Lincoln Avenue
Enforce the law, provide protected bicycle lanes, educate the community.	New Meadow Road
Shrubs should be cut back to the edge of sidewalk and maintained by town despite it being a state road.	Rumstick Road near Nayatt Road

Comment	Comment Mapped Location
I have lived in Barrington for 32 years in Sherwood Lane and the behavior of parents is horrific. They park over on front lawns, drive incredibly fast and just don't care. There is never a police presence at the games, therefore, they also know there are no repercussions for their behavior.	Sherwood Lane near Congress Road
The Town must enforce the cutting of the property owner's excessively tall hedge row.	Sowams Road near Kent Street

General Safety

Comment	Comment Mapped Location
Sand down the splinters or seal them somehow	Barrington River Bridge
bike bridge detour unsafe Kicky bridge unfinished endangers children	Barrington River Bridge
Educate bicyclists about the importance of stopping at a stop sign. This goes for the whole bike path	Bay Spring Avenue Bike Path Crossing
This should be labelled or painted that it is a 2 way street. Many people do not know this 1 tiny section outside of Ace is a 2 way and can lead to an accident with an oncoming car	Bosworth Street
We also need some sort of education for the kids on bikes so they understand not to ride against traffic.	County Road
Bike path crossing at busy road (County Rd)	County Road Bike Path Crossing
Downtown Barrington could be a much safer, more pleasant, more economically prosperous place if County Road were less devoted to fast-moving car traffic and put bicyclists and pedestrians first.	County Road Bike Path Crossing
Convert to Concrete- Safer and lasts longer. Illuminate area better	County Road near Lincoln Avenue
This is a major bike route for kids crossing over to get to the high school or middle school. The walk buttons are in the wrong location for a bicyclist or a person in a wheelchair. There should be curb cuts where the walk signal is located, not 5 feet away. Also, the westbound lane of Federal Road is extremely narrow where it intersects with County Road.	County Road near Massasoit Avenue
White Church bus stop is unsafe crossing for high school students	County Road near Massasoit Avenue
This is a heavily trafficked artery for kids on bikes. There may be no good solution possible with the existing infrastructure, at this point I think a traffic officer needs to be here when the kids are heading in to school.	County Road near Massasoit Avenue
Remind people to walk facing traffic (on the left). It seems many folks don't remember this from kindergarten!	County Road near Mathewson Road
Unsafe driving, biking, and walking area. It is very crowded especially during morning and evening commuting hours. Drivers can not easily turn on to or out of new meadow Ave onto county rd.	County Road near New Meadow Road
I identified several locations in Barrington along county road on the Barrington river side of the road going from the white church to the town hall	County Road near Sullivan Terrace
This is an active neighborhood with many children on bikes/scooters and this is becoming a very concerning safety issue.	Edgewood Drive
Dangerous for walking and biking	Federal Road
No sidewalk, cars travel fast and violate RI Law 31-15-18 regarding safely passing bicyclists. This is one of several roads that are unsafe and have no reasonable safer alternative for bicycles.	Federal Road
Frequent flooding during rain events	Kent Street near Tennis Courts
There are unrideable sidewalks, and cars violate RI Law 31-15-18 regarding safely passing bicyclists. This is one of several roads that are unsafe and have no reasonable safer alternative for bicycles.	Lincoln Avenue near Peck Avenue

Comment	Comment Mapped Location
Massasoit connects HMS and BMS and the neighborhoods students live in. There are no sidewalks for kids to walk/ride on for much of the streets, so students have to cram to the side of the (very busy) road.	Massasoit Avenue near Wamsutta Avenue
Need sidewalks at least on one side extending from Nayatt to bike path. I've seen school age children on bikes on this stretch (it's within 1/2 mile of a large public middle school), and when I bike it cars come extremely close to me (no shoulder). it's a disaster waiting to happen.	Middle Highway
no sidewalks, speeding cars. unsafe for young kids	Middle Highway
raised bike crossing or mandatory stop sign for cars would really help out here. kids on bikes use this crossing to/from school all the time, and they do not always stop to look carefully for cars. it's an accident waiting to happen.	Middle Highway Bike Path Crossing
Many kids are walking to school on this road and this section is particularly dangerous.	Middle Highway near Edgewood Drive
I don’t see a map. Nayatt and Washington Rd intersection is a good example. Also middle highway and Lincoln in Barrington	Middle Highway near Lincoln Avenue
I have seen numerous near misses of cars almost hitting children trying to cross the street.	Middle Highway near Pine Avenue
Seen many near misses of pedestrians being nearly struck trying to cross to the sidewalk on the other side of Middle Highway	Middle Highway near Pine Avenue
Two neighborhoods of young kids access the school bus at this intersection along Middle Highway and a crosswalk is needed.	Middle Highway near Pine Avenue
Middle Hwy north of County Rd	Middle Highway near Primrose Hill Road
I don’t see a map. Nayatt and Washington Rd intersection is a good example. Also middle highway and Lincoln in Barrington	Nayatt Road near Washington Road
Improved safety - raised crosswalk, improved signs/lights	New Meadow Bike Path Crossing
There are unrideable sidewalks, and cars violate RI Law 31-15-18 regarding safely passing bicyclists. This is one of several roads that are unsafe and have no reasonable safer alternative for bicycles.	New Meadow Road
Better safety management on this curve	New Meadow Road near Kent Street
New Meadow Road in Barrington RI is very dangerous. There are numerous students walking, biking, and waiting for the bus to school. The vast majority of cars are over the speed limit with very little enforcement. I regularly see tire marks on to the sidewalks and into yards- only a matter of time before there’s an accident involving a child.	New Meadow Road near Kent Street
Drain frequently clogged, causing street flooding when heavy rain.	New Meadow Road near Knapton Street
Flooding during storm events	New Meadow Road near Meadowbrook Drive
Improve protection from storm surge... somehow	New Meadow Road near Meadowbrook Drive
New Meadow and Chantilly, water freezes in winter	New Meadow Road near Sandy Point Road
Sidewalk at the corner of Rumstick and Nayatt is a safety hazard and very concerning due to overgrown shrubs and telephone poles + wires. Further, it is impossible for two people to pass while on the sidewalk making school drop off times problematic.	Rumstick Road near Nayatt Road
Allow us to qualify for bus services, crossing guard, build a sidewalk	Rumstick Road near Woodland Road
Unsafe bike path crossing	Sowams Road Bike Path Crossing
Dangerous intersection for students because of business parking lots. Need better crosswalks.	Sowams Road near Kent Street

Infrastructure - Bike/Ped

Comment	Comment Mapped Location
Temp bike path bridge is starting to wear on surface in some places.	Barrington River Bridge
There is no map visible on this survey. However Nayatt Rd., Washington Rd., and Bay Rd., are very dangerous for bikers/walkers. Also on Washington Rd., there is a deep dip in the road that is hazardous to the integrity of vehicles. It is where the golf course ends and the utility road begins. Also, please pave many roads in town that are in disrepair once the water pipe replacement project has been completed. Also**,** sideways should be added to Bay Road so beachgoers can walk safely to the Town Beach.	Bay road near Bay Avenue
some of the pavement can be reallocated to bike lanes along Bay Spring Avenue	Bay Spring Avenue near Walsh Avenue
speeding cars, no shoulder or sidewalk for bikers.	County Road
If the time between crossing button being pushed and a red light were shortened to under 10-20 seconds, it would really increase safety for bikers. A raised bike crossing would also really help cars be mindful of bikers. Camera-enabled auto-ticketing for speeding would help.	County Road Bike Path Crossing
No crosswalk for pedestrians	County Road near CVS Parking Lot
Sidewalks should be widened and cleared of obstructions through this entire length.	County Road near CVS Parking Lot
Cars go very fast on 103! This area desperately needs sidewalks or safe bike lanes	County Road near Kings Gate
Install sidewalks and bike lanes	County Road near Kings Gate
Agree! Install sidewalks and bike lanes here.	County Road near Kings Gate
Repair Sidewalk - Multiple holes and dips where someone could trip or twist an ankle. Asphalt sidewalk needs help from this point all the way back up the hill.	County Road near Lincoln Avenue
As another person pointed out, getting across Maple Avenue and County Road as a pedestrian is impossible without risking your life. The crosswalks and walk lights do not work properly.	County Road near Maple Avenue
Add a new crosswalk on the south side of the intersection across County Road. Repair the walk signs.	County Road near Maple Avenue
The corner of County and Maple is unsafe for cyclists and pedestrians! Drivers are impatient and do not give the right of way as they should.	County Road near Maple Avenue
Downtown is not safe/comfortable to walk. The signal at Maple/County does not provide a safe crossing for people. Nor the corridor is accessible with today's standards	County Road near Maple Avenue
We need to reduce the number of lanes along County Road, widen the space for people walking and biking	County Road near Maple Avenue
This is a major bike route for kids crossing over to get to the high school or middle school. The walk buttons are in the wrong location for a bicyclist or a person in a wheelchair. There should be curb cuts where the walk signal is located, not 5 feet away. Also, the westbound lane of Federal Road is extremely narrow where it intersects with County Road.	County Road near Massasoit Avenue
Relocate the pedestrian beg buttons. Better yet, completely get rid of the beg buttons and always assume pedestrians will be present. Mark the entire intersection as a crosswalk and install raised crosswalks to force cars to slow down. Install proper curb cuts.	County Road near Massasoit Avenue

Comment	Comment Mapped Location
I do not support a red light camera here. There is already an increased police presence here. They sit at the church watching for speeders on or around rush hour. You can't stop everyone. This is a main thoroughfare, and it empties directly off of 114. I think there could be more signs to slow or children at play. There should be a sidewalk along this section of 103 going west up from the stop light up to Shaw's. It is baffling why there is a section of one further up at the big roundabout, but it does not go down to the stoplight at middle highway and 103.	County Road near Middle Highway
There is a very tight turn and not enough space for two bikers to safely turn on the current bike path. This causes riders to run into a pole and major congestion.	County Road near New Meadow Road
Unsafe section of bike path - too narrow, sharp turn, overgrown plants growing over the temporary bike path on corner of County and New Meadow Road.	County Road near New Meadow Road
There is no Sidewalk off of 114 going onto Old County Rd.	County Road near Old County Road
A sidewalk on entire length of Sowams is crucial. A traffic light on this intersection is crucial to keep all types of traffic (walkers, bikers, drivers) from getting into fatal accidents. This is a frequent issue with a lot of community support for change.	County Road near Sowams Road
Overgrowth onto path of sidewalk	County Road near Sullivan Terrace
Overgrowth on and above sidewalk	County Road near Sullivan Terrace
overgrowth onto sidewalk (and above it) People need to walk into the street to avoid the overhangs. Very dangerous Also repair sidewalk	County Road near Sullivan Terrace
Remove the overgrowth and maintain over time. Also repair sidewalk	County Road near Sullivan Terrace
no sidewalk for access from high school to Walker Farm sports complex where students have after school practice. No shoulder and fast cars make this a unique hazard for bikers and walkers.	County Road near Walker Farm
No crosswalk for pedestrians	CVS Parking Lot
No sidewalk whatsoever - should have it to connect to sidewalk network on Middle Highway	Federal Road
This is a major thoroughfare for three large schools (Barrington Middle School, Barrington High School, and Saint Andrews School). Every day, I see children riding bicycles almost get hit by car traffic. We need protected bike lanes and sidewalks along the entirety of this road.	Federal Road
Ferry Lane needs sidewalks. Most walked road and also route to school for many.	Ferry Lane near Chapman Lane
This is a popular street for walkers and bikers, but there is no space for them.	Ferry Road
In Barrington, please create bike lanes and sidewalks on major streets at least on Massasoit, Kent, Sowams. It's so unsafe for kids.	Kent Street near Tennis Courts
In Barrington there are some sidewalks that simply are not safe. Then, because we are located within a certain distance from a school, our kids do not have an option for taking the bus to school. So, they must ride their bikes on sidewalks that are not safe, or ride in the middle of the street. It's hazardous. Sidewalks need to be improved before someone is hurt. Lamson Rd in Barrington, for example.	Lamson Road
Lamson Rd - Sidewalk needs to be redone. Very old and unsafe.	Lamson Road

Comment	Comment Mapped Location
There is only a sidewalk on the west bound side of the road and the sidewalk there is not good. It is barely distinguishable from the driving lane. There is no line dividing it from the road which is at the same height and no curb. High School and Middle School students use this "sidewalk" to walk to school as there is no bus service for those living within 1.5 miles. It is not safe for the reasons stated above. It is extremely unsafe in the winter when these sidewalks are not always cleared	Lincoln Avenue
Raise the level of the sidewalk and install a curb so drivers know that it is a sidewalk, and homeowners know it is a sidewalk -- rather than a wider spot in the road -- and then they might also get shoveled in winter.	Lincoln Avenue
A "No Right on Red" sign would be helpful here. I also think speed cameras would be helpful to deter speeding in the school zone. The new renovation of these sidewalks should have considered students on bikes! At least 100 students bike to school daily. Cars often speed on Middle Highway and there is not space to bicycle safely, so students bicycle on the sidewalk.	Lincoln Avenue near Middle highway
here is only a sidewalk on the west bound side of the road and the sidewalk there is not good. It is barely distinguishable from the driving lane. There is no line dividing it from the road which is at the same height and no curb. High School and Middle School students use this "sidewalk" to walk to school as there is no bus service for those living within 1.5 miles. It is not safe for the reasons stated above. It is extremely unsafe in the winter when these sidewalks are not always cleared	Lincoln Avenue near Townsend Street
Raise the level of the sidewalk and install a curb so drivers know that it is a sidewalk, and homeowners know it is a sidewalk -- rather than a wider spot in the road -- and then they might also get shoveled in winter.	Lincoln Avenue near Townsend Street
There should be at least 1 crosswalk connecting Walnut or Prospect.	Lincoln Avenue near Walnut Road
There should be a cross walk across Lincoln either at Walnut Rd or Prospect Rd	Lincoln Avenue near Walnut Road
Sidewalks recently renovated	Lincoln Avenue near Walnut Road
Update sidewalks all down Lincoln and add cross walk across Lincoln at prospect or walnut	Lincoln Avenue near Walnut Road
Rebuild sidewalk on Lincoln Ave at Washington; floods and is in poor condition	Lincoln Avenue near Washington Road
Sidewalks have no curb or are nonexistent.	Maple Avenue near Barrington Avenue
Build out sidewalk like the one on the eastern end of Maple Avenue.	Maple Avenue near Barrington Avenue
I think the sidewalk network should be extended down Maple Ave to better connect the neighborhoods with downtown.	Maple Avenue near Centennial Avenue
The sidewalk at the intersection of Maple Avenue and Middle Highway does not continue to Middle Highway. Thus, creating a safety concern for pedestrians when cars are turning onto busy Maple Avenue.	Maple Avenue near Middle Highway
Install sidewalk on radius by narrowing the street pavement which would also slow the traffic turning onto Maple heading northbound.	Maple Avenue near Middle Highway
Put in a crosswalk and improve the sidewalk on that end of Maple Avenue,	Maple Avenue near Middle Highway
State built sidewalk from Bike Path to Seven Oaks Drive as part of SRTS project	Maple Avenue near Middle Highway

Comment	Comment Mapped Location
Martin Ave - Desperate need of a sidewalk. Busy area including bus stops but nowhere for kids to walk.	Martin Avenue near Hanson Road
The westbound sidewalk on Massasoit Avenue crossing the Veterans Memorial Bridge has many utility poles that bicyclists could easily run into causing bodily injury directly or forcing the bicyclist into road traffic.	Massasoit Avenue Bridge
A dedicated, protected bicycle lane on both sides of the bridge is needed.	Massasoit Avenue Bridge
The westbound sidewalk of Massasoit Avenue as you start crossing the bridge is crowded by vegetation overgrowth, which causes pedestrians and bicycles to edge closer to traffic and potentially fall into the road.	Massasoit Avenue Bridge
We need protected bike lanes and sidewalks.	Massasoit Avenue near Anderson Drive
Please complete the sidewalk on Massasoit Ave in Barrington to connect the white church bridge to New Meadow Rd	Massasoit Avenue near Anderson Drive
In Barrington, please create bike lanes and sidewalks on major streets at least on Massasoit, Kent, Sowams. It's so unsafe for kids.	Massasoit Avenue near Bowden Avenue
Crosswalk should be installed	Massasoit Avenue near Bowden Avenue
Crosswalk needs to be added at intersection of Bowdoin and Massasoit in Barrington RI on the eastern side of Central Bridge (aka White Church Bridge)	Massasoit Avenue near Bowden Avenue
Martin Avenue is the only way to safely walk or bike from many parts of Barrington to the Veteran Memorial Bridge, yet the intersection of Martin and Massasoit is very dangerous to cross because there are traffic control markers and visibility in both directions of traffic is limited.	Massasoit Avenue near Martin Avenue
A raised pedestrian crosswalk would both help calm traffic and make clear the route pedestrians and bicyclists are supposed to take.	Massasoit Avenue near Martin Avenue
This intersection does not work well.	Massasoit Avenue near Martin Avenue
Massasoit in Barrington needs a sidewalk	Massasoit Avenue near Paquin Road
Add sidewalks.	Massasoit Avenue near Plymouth Drive
I understand Massasoit Ave will be getting sidewalks in the next couple of years, I have two comments on that: 1) This should be a priority and move much faster than the anticipated 2026 completion date given that many students from Hampden Meadows area would benefit from riding their bike to BHS. 2) The reality of it is, if Barrington wants to be a safe cycling town, then proper bicycle lanes should be on the road and not require cyclists to ride on the sidewalk. Thank you.	Massasoit Avenue near Simmons Road
Build sidewalks that connect to the existing sidewalks on the bridge and beyond Arvin Street.	Massasoit Avenue near Wamsutta Avenue
MUST add a sidewalk here, ideally a bike lane as well because it is heavily walked too. Also the existing stretch of sidewalk is badly impeded by the utility poles and road signs which are placed in the middle of the sidewalk rendering it useless for bikes, strollers or wheelchairs.	Massasoit Avenue near Wamsutta Avenue
Popular street for walkers and bikers, but there is no space, and cars and pedestrians/bikers mingle dangerously.	Mathewson Road near Melrose Avenue
No sidewalks, fast car speeds, no shoulder on either side of street.	Middle Highway
Sidewalks	Middle Highway
add sidewalks, consider speed bump	Middle Highway

Comment	Comment Mapped Location
There is a utility pole here in the middle of the sidewalk! The sidewalk wraps around the pole - it is very narrow and the curve is too tight to navigate on an adult bike. I crashed my bicycle here a few weeks ago and tore ligaments in my knee. I also fell into street traffic - luckily cars stopped in time. I was biking with my kids and it feels safer to use the sidewalk than the street because drivers speed and there is no bike lane.	Middle Highway
Relocate utility poles off sidewalk or provide bike lanes in the street	Middle Highway
Washington Rd in Barrington between North Lake Dr and South Lake Drive is hazardous to walk on. Forced to walk on narrow highway. Please widen and make a bike lane down Washington. Middle highway could use a bike lane also.	Middle Highway
The sidewalk on this section of middle highway needs to be re-done / paved. Tree roots have pushed it up and down in many spots and it is no longer flat. Additionally, many kids bike, walk, and ride their scooters to school. Adults also use this area to frequently walk, run, and bike.	Middle Highway
Repave and make the asphalt sidewalk flat and even so children and adults can use it to walk and run safely on middle highway. Possibly add a small carveout for biking on middle highway to make it safer and to share the road with cars rather than just riding in the street with zero lines demarcating a bike lane share.	Middle Highway
Broken sidewalks	Middle Highway
Move mailbox off sidewalk or provide bike lane in street. Thanks!	Middle Highway Bike Path Crossing
The crosswalk to the post office is so awkwardly placed. Can we get one that goes straight up to the door of the post office?! People end up crossing here anyway.	Middle Highway near Barrington Middle School
New crosswalk (with bike curb cuts) actually in front of post office building.	Middle Highway near Barrington Middle School
SIDEWALK!	Middle Highway near County Road
In Barrington, it would be nice to have sidewalks on the major streets (i.e. Middle Highway past County Road). There are a lot of kids over here and no sidewalks to ride safely to school.	Middle Highway near County Road
Sidewalks or safe bike lanes! "No turn on red" sign here and a 4-way stop.	Middle Highway near County Road
A sidewalk needs to be added as this makes no sense.	Middle Highway near Edgewood Drive
It is so hard to cross here on foot. We need a crosswalk.	Middle Highway near Federal Road
A crosswalk and better visibility for both cars and pedestrians.	Middle Highway near Federal Road
There are no safe sidewalks to access the Barrington Farm School. A crosswalk is needed as well.	Middle Highway near Federal Road
Bike paths or widened multi use sidewalks that truly accommodate bikes	Middle Highway near Highview Avenue
I can't figure out the map. But I think Rumstick Road and Middle Highway in Barrington should have sidewalks for the entire street. These are frequent bike/walk/run routes and the lack of full sidewalks is a daily safety concern.	Middle Highway near Lincoln Avenue
Parts of middle highway and Nayatt road do not have sidewalks. Both streets have schools on them so traffic is very busy before and after school. More kids would walk or ride bikes if there were sidewalks!	Middle Highway near Nayatt Road
SRTS project - sidewalks rebuilt on Middle Hwy from St. Andrew's Farm to Sherwood	Middle Highway near Pine Avenue
Traffic speeds are still a concern; add traffic calming, bike lanes on Middle Hwy	Middle Highway near Pine Avenue

Comment	Comment Mapped Location
Barrington needs more crosswalks, especially on Middle Highway (e.g. Winsor Drive and Pine) and around schools. Sidewalks on both sides of Middle Highway would improve safe access to the High School, Middle School, and Primrose Elementary.	Middle Highway near Pine Avenue
Need a crosswalk from Winsor to the sidewalk on the other side of Middle Highway. Ideally, adding sidewalks to both sides of this incredibly busy (esp. at school drop off times) road would be beneficial.	Middle Highway near Pine Avenue
Need a crosswalk	Middle Highway near Pine Avenue
There is a huge need for a crosswalk at the end of Winsor Drive in Barrington where it meets Middle Highway. We are steps from Primrose Elementary where tons of kids walk daily, I also walk my baby and toddler there daily and it's hard to cross. Also the lack of decent sidewalks in Barrington is terrible. I'm constantly getting off the sidewalk to avoid issues and have to walk in the road.	Middle Highway near Pine Avenue
Paint a crosswalk across the street so it is more visible for drivers to be aware that people cross either by walking, biking, or running across here. Build a sidewalk once across primrose hill road going north on middle highway so people are not walking in the middle of the road. It makes zero sense why one does not already exist here but, starts a little further down. Why not start where people cross?	Middle Highway near Primrose Hill Road
add sidewalks/ bike path	Middle Highway near Sherwood Lane
Sidewalks are needed in route to Primrose school on middle highway. From the intersection of Route 114 and middle highway to Primrose school there is a large gap without sidewalks. One side of the street has no sidewalks at all. A study and improvement is needed here. Speeding has become an issue on my street as well - Edgewood Drive.	Middle Highway near Sherwood Lane
I can not see the map. Stanhope and Belton Drive stop sign in Barrington RI. Middle highway needs sidewalks asap! The intersection of Middle and Federal in Barrington is a hazardous intersection. The W. Trail heading into Barrington in EP and Barrington needs additional guard rails and lightening.	Middle Highway near Sherwood Lane
Add a sidewalk in this link	Middle Highway near Sherwood Lane
I noted Narragansett Avenue in Barrington, as there is no sidewalk for the majority of the road, which causes safety concerns for pedestrians and bicyclists. Also note that this is a connecting road to the bike path.	Narragansett Avenue near Bike Path Crossing
Raised bike path crosswalk, improved road striping/signage.	Narragansett Avenue near Bike Path Crossing
Ideally provide sidewalks and bike lanes to safely connect this neighborhood with the bike path	Narragansett Avenue near Woodbine Avenue
Provide sidewalks so people feel safe walking in this neighborhood and don't feel that driving is their only option	Nayatt Road
Either adding a sidewalk on this side of Nayatt, at least between the existing crosswalk and this path, or adding a crosswalk here, would help keep the elementary schoolers safe	Nayatt Road near Jones Circle
There is no map visible on this survey. However Nayatt Rd., Washington Rd., and Bay Rd., are very dangerous for bikers/walkers. Also on Washington Rd., there is a deep dip in the road that is hazardous to the integrity of vehicles. It is where the golf course ends and the utility road begins. Also, please pave many roads in town that are in disrepair once the water pipe replacement project has been completed. Also sideways should be added to Bay Road so beachgoers can walk safely to the Town Beach.	Nayatt Road near Middle Highway
Nayatt Road needs a complete sidewalk and bike lane system as well as reduced and well monitored speed limits.	Nayatt Road near Rhode Island Country Club
need continuous sidewalks along all of Nayatt, speed enforcement (ideally through auto-ticketing and speed cameras).	Nayatt Road near Ridgeland Road

Comment	Comment Mapped Location
Washington road and Nayarit Rd in Barrington need a COMPLETE sidewalk and bike path system. It’s dangerous and many pedestrians are imperiled daily, including children. Cars and trucks tear along those streets with impunity.	Nayatt Road near Washington Road
New Meadow Road in Barrington is extremely dangerous for bikers and is in desperate need of extended sidewalks. There is an elementary school (Hampton Meadows School) on that road, and many children bike to school every day in dangerous conditions. More children would bike if they did not have to ride in that street.	New Meadow Avenue near Kent Street
Unsafe bike path crossing	New Meadow Bike Path Crossing
Narrow sidewalks, impaired driver visibility due to curve. No safe place to bike. Sidewalk gets used by bikes and pedestrians, forcing use of road when trying to pass. New Meadow needs better infrastructure for bikes/peds to connect this neighborhood to East Bay bike path.	New Meadow Road
Hairpin turn where sometimes people cut when driving. Have had multiple close calls here. Also sidewalk goes into dirt portion of private property due to placement of telephone pole	New Meadow Road near Kent Street
Deep potholes and tire ruts between street and sidewalk, dangerous for pedestrian and biking	New Meadow Road near Kent Street
New Meadow Road, Barrington lacks sidewalks from Hampden Meadows school up to Swansea/Seekonk. As students may need to walk, and there is one blind turn, it is concerning that there are no safe sidewalks to address foot traffic.	New Meadow Road near Knapton Street
Add a sidewalk.	New Meadow Road near Meadowbrook Drive
need sidewalk on New Meadow Road to Deep Meadow Road in Barrington there is no safe way to walk here	New Meadow Road near State Line
There are no sidewalks here and it is a blind curve. I worry for pedestrians, myself included, around this bend.	Prince's Hill Avenue near Sullivan Terrace
Sidewalks should be added from Chianese Park to County Road.	Prince's Hill Avenue near Sullivan Terrace
Rumstick Road (especially near Chachapacassett) needs better bike lane/sidewalk availability. Our children bike to school nearly everyday, and the connection between Rumstick south of the stop sign and Governor Bradford is extremely dangerous. Cars are still going fast, the lanes are narrow, and the road is heavily trafficked with contractor trucks. We need to assure that children are safe and creating an accessible pathway to and from neighborhood schools is imperative.	Rumstick Road
Rumstick Road needs bike path	Rumstick Road near Brentonwood Avenue
sidewalks in very poor condition here and only on one side of road	Rumstick Road near Chapin Road
extend sidewalks on both sides of road from Nayatt to the shopping complex and ensure they are wide enough to accommodate bikers and walkers.	Rumstick Road near Chapin Road
poor sidewalks, poorly painted crosswalk makes walking and biking to school here very dangerous, despite the fact that it is 1/2 city block from an elementary school.	Rumstick Road near Ferry Lane
better paint for crosswalk, signage about crossing pedestrians. may consider adding a HAWK signal here to facilitate safe crossing by walker sand bikers during the busy rush hour times. It's really scary!	Rumstick Road near Ferry Lane
I can't figure out the map. But I think Rumstick Road and Middle Highway in Barrington should have sidewalks for the entire street. These are frequent bike/walk/run routes and the lack of full sidewalks is a daily safety concern.	Rumstick Road near Governor Bradford Drive
Cars are not obeying the crosswalk in the street.	Rumstick Road near Governor Bradford Drive

Comment	Comment Mapped Location
No sidewalks on Rumstick Rd between Gov. Bradford and Chachacapasset	Rumstick Road near Highland Avenue
Sidewalks need to be established on both sides of Rumstick Road. Too many cars speed and it is very dangerous for pedestrians with limited crosswalks. Especially in the morning when Children are going to school and many commercial vehicles drive into town.	Rumstick Road near Jennys Lane
1. The Speed Limit Sensor is highly Ignored - perhaps a Speed Camera will help enforce the speed limit? 2. Build a Sidewalk on the West side of Rumstick. 3. Establish more defined crosswalks on Rumstick.	Rumstick Road near Jennys Lane
The sidewalk at the corner of Nayatt Road and Rumstick Road which leads to Nayatt Elementary is extremely busy during school drop off and pick up hours. The sidewalk is narrow with electrical poles placed inconveniently in the center of the sidewalk which makes it even more narrow. On top of that, hedges on the properties along Nayatt Road are overgrown and make it so narrow that require pedestrians to walk single file. Many times kids walk on the road even with busy morning car traffic. How can we improve the design of sidewalks (not place electrical poles in the middle of them) and maintain + enforce maintenance to preserve the width and function of the sidewalks to allow for 2 way pedestrian traffic safely?	Rumstick Road near Nayatt Road
Our roads are horrendous. Probably 80% of the tax that Barrington receives is from Rumstick and it looks like a 3rd world country. A dirt road would have less potholes, cracks, etc. It is also ridiculous we do not have sidewalks throughout the town.	Rumstick Road near Vans Lane
I don't see a map, but there is frequent pedestrian and bicycle crossing at Rumstick road and woodland road on the edge of the commercial road to ACE hardware in Barrington. it is a few feet from the light on county as well. ideally people would walk up to the light to cross but they do not. it is often children. there are blind corners there, too. the garden on the corner at both county and woodland are beautiful but create blind spots for cars and pedestrians. I lived in a major city; was part of community traffic studies and planning; this makes me fear that there could be a pedestrian death. I've tried to get something done but am told by each public service that it is a different departments responsibility and no one does anything.	Rumstick Road near Woodland Road
Mark directions to Barrington Beach from bike path (wayfinding to beach)	Rumstick Road near Woodland Road
Crossing challenges bike path	South Lake Drive Bike Path Crossing
Improved safety - raised crosswalk, improved signs/lights	Sowams Road Bike Path Crossing
In Barrington**,** please create bike lanes and sidewalks on major streets at least on Massasoit, Kent, Sowams. It's so unsafe for kids.	Sowams Road near Columbus Avenue
Dangerous S-curve with no safe access to bike path for walkers or bikers.	Sowams Road near Hampden Street
A sidewalk on entire length of Sowams	Sowams Road near Hampden Street
Install sidewalks from Kent Street to County Road (Rt 114)	Sowams Road near Kent Street
There really should be protected bike lanes to and from all schools. Look at the hundreds of bikes in the rack at Hampden Meadows school, all of those kids are currently riding on poorly protected roads.	Sowams Road near River Oak Road
Please prioritize sidewalks.	Upland Way
Make walking path from Sowams/Kent St/Linden better for biking/walking	Walking Path
At the very least make a break in the highway divider so that those brave enough to cross the street don't have to also leap over the divider	Wampanoag Trail near Primrose Hill Road

Comment	Comment Mapped Location
Better sidewalks or bike lines are needed.	Washington Road
Am very concerned with intersections around the east bay bike path. Have also been nearly hit walking by bikes racing along the same bike path	Washington Road Bike Path Crossing
There should be a raised cross walk or flashing lights to alert drivers	Washington Road Bike Path Crossing
Wayfinding to local destinations along the bike path	Washington Road Bike Path Crossing
here is only a sidewalk on the west bound side of the road and the sidewalk there is not good. It is barely distinguishable from the driving lane. There is no line dividing it from the road which is at the same height and no curb. Middle School students use this ""sidewalk"" to walk to school as there is no bus service for those living within 1.5 miles. It is not safe for the reasons stated above. It is extremely unsafe in the winter when these sidewalks are not always cleared	Washington Road near Bradford Street
Raise the level of the sidewalk and install a curb so drivers know that it is a sidewalk and homeowners know it is a sidewalk -- rather than a wider spot in the road -- and then they might also get shoveled in winter.	Washington Road near Bradford Street
Sidewalks here are crumbling and need to be addressed	Washington Road near Brooks Street
New sidewalks/and or bike lanes	Washington Road near Brooks Street
There is no map visible on this survey. However Nayatt Rd., Washington Rd., and Bay Rd., are very dangerous for bikers/walkers. Also on Washington Rd., there is a deep dip in the road that is hazardous to the integrity of vehicles. It is where the golf course ends and the utility road begins. Also, please pave many roads in town that are in disrepair once the water pipe replacement project has been completed. Also sideways should be added to Bay Road so beachgoers can walk safely to the Town Beach.	Washington Road near Echo Drive
Washington Road at Lincoln is not safe for pedestrians or bicyclists. Poor condition of sidewalk on Washington (state road), and Lincoln (town road). Visibility at Bay Spring & Washington is poor - traffic calming in this area would help.	Washington Road near Lincoln Avenue
Sidewalks on Washington Road are in very poor condition	Washington Road near Salisbury Road
Washington Rd in Barrington between North Lake Dr and South Lake Drive is hazardous to walk on. Forced to walk on narrow highway. Please widen and make a bike lane down Washington. Middle highway could use a bike lane also.	Washington Road near Tallwood Drive
Many walkers and bikers, no space next to road, cars traveling too fast.	Washington Road near Tallwood Drive
Reduce these to 2 lanes of traffic, and put in protected bike lanes to driver go slower and people can get to the stores by foot and bike safely.	Willett Avenue

Infrastructure – Road

Comment	Comment Mapped Location
Too much space for cars	Bay Spring Avenue near Walsh Avenue
Beaver road Barrington sharp curve ppl Park on both sides of the road poor visibility for walkers and hikers and for car. There house be non parking on either side of road from 4 beaver to 14 beaver road in Barrington.	Beaver Road
County Rd excessive speed, no sidewalks, terrible roads	County Road
County Road needs traffic calming, protected bike lanes, wider sidewalks. Make these improvements, including eliminating the center turn lane, as part of resurfacing project in STIP scheduled to take place in a few years.	County Road Bike Path Crossing
Merging two lanes into one is difficult for C. Club Plat residents	County Road Bike Path Crossing
Bosworth St leading from County Rd. Is dangerous because of cars coming from diagonal that crosses in front of hardware store.	County Road near Bosworth Street
Either move the walk buttons or make new curb cuts. Widen the westbound lane of Federal Road.	County Road near Massasoit Avenue
Narrow travel lanes on Middle Hwy, add crosswalk on Middle at Maple, traffic calming on Middle	Maple Avenue near Middle Highway
Too much space for Martin Avenue. Evaluate narrowing down the road/all way stop control. It does not work for cars, even less for people walking or biking.	Massasoit Avenue near Martin Avenue
Reduce the approach width at Federal Road	Middle Highway near Federal Road
In my opinion the width is required so people can turn left from federal onto middle highway. I disagree. Shrubs should be trimmed back so people can see further when turning left. That is a safety hazard. The road also needs to be repaved from this point of middle highway down to the middle school.	Middle Highway near Federal Road
Middle Highway - narrow travel lanes, reduce speed limits, add bike lanes if possible	Middle Highway near Lincoln Avenue
Unclear space for all roadway users	Narragansett Avenue near Woodbine Avenue
RIDOT roads in Barrington have inadequate provision for bicycle and pedestrian travel given the volume of traffic on these roads. RIDOT roads include all major north/south routes through Town as well as both connectors that tie Hampton Meadows to the rest of Town. Safety in Town cannot be addressed without RIDOT participation.	New Meadow Avenue near Kent Street
Getting out of Hampden Meadows can be a challenge!	New Meadow Avenue near Kent Street
Add asphalt raised border between the roadway and the grass, to avoid cars and mail/delivery trucks parking on the grass section of the sidewalk.	New Meadow Road near Kent Street
Poor drainage causing flooding.	New Meadow Road near Knapton Street
Improve maintenance of existing drain.	New Meadow Road near Knapton Street
Need drainage improvement.	New Meadow Road near Knapton Street
Widen road at this point to increase lane width and provide a sidewalk.	Sowams Road near South Lane
I cannot see the map. Stanhope and Belton Drive stop sign in Barrington RI. Middle highway needs sidewalks asap! The intersection of Middle and Federal in Barrington is a hazardous intersection. The W. Trail heading into Barrington in EP and Barrington needs additional guard rails and lightening.	Wampanoag Trail near Argyle Avenue
Frequent flooding, poor drainage	Warren Bridge
Improve drainage	Warren Bridge
cars going too fast, zero shoulder and no sidewalks	Washington Road near Myles Street

Comment	Comment Mapped Location
There is no map visible on this survey. However, Nayatt Rd., Washington Rd., and Bay Rd., are very dangerous for bikers/walkers. Also on Washington Rd., there is a deep dip in the road that is hazardous to the integrity of vehicles. It is where the golf course ends and the utility road begins. Also, please pave many roads in town that are in disrepair once the water pipe replacement project has been completed. Also sideways should be added to Bay Road so beachgoers can walk safely to the Town Beach.	Washington Road near South Lake Drive

Intersection Redesign

Comment	Comment Mapped Location
Dangerous intersection where bikes and cars cross each other.	Bay Spring Avenue Bike Path Crossing
Dangerous transition from County Road; Trails to the North and south	County Road near County Road
This intersection has a lot of pedestrian and bicyclist traffic and is very poorly designed and marked. Pedestrian ""beg"" buttons to cross are located too close to the road and force bicyclists to perform dangerous maneuvers.	County Road near Massasoit Avenue
This intersection/Merge is dangerous. Drivers entering from Old County Road often don't slow down and cut across traffic to get to the turn around on the Wampanoag Trail.	County Road near Old County Road
Remedy: Close this turnaround since there is another turn around 500 feet further down the trail. This will give drivers space to merge safely.	County Road near Old County Road
Yes! This whole area where Barrington meets Warren needs to be re-thought. There is a huge traffic volume on this small road with lots of turning left from multiple places. It's so hard to turn left with the constant flow of traffic that drivers are forced to do unsafe things. And yet Warren keeps developing and adding more housing with not attention paid to road infrastructure!	County Road near Sowams Road
No sidewalks for several blocks and kids walk/bike to school! We live too close to middle school for the bus - if this is the case, then kids should be able to ride safely to school! There should also be a "No turn on red" sign here and a 4 way stop. There is only a 2 way stop when crosswalk button is pressed. Also the timing of the green light is very fast when crossing 103/County road.	Middle Highway near County Road
Sidewalks or safe bike lanes! "No turn on red" sign here and a 4 way stop.	Middle Highway near County Road
I can not see the map. Stanhope and Belton Drive stop sign in Barrington RI. Middle highway needs sidewalks asap! The intersection of Middle and Federal in Barrington is a hazardous intersection. The W. Trail heading into Barrington in EP and Barrington needs additional guard rails and lighting.	Middle Highway near Federal Road
A lot of people turn left leaving the middle school turning from middle highway onto Lincoln.	Middle Highway near Lincoln Avenue
Remove the left turn lane from here. Do not understand why it was added right next to a school. We want to slow down traffic not increase and speed it up. Use the additional space from removing that turn lane to add a bike lane up and down Lincoln and increase the sidewalk width.	Middle Highway near Lincoln Avenue

Comment	Comment Mapped Location
Hairpin turn where sometimes people cut when driving. Have had multiple close calls here. Also, sidewalk goes into dirt portion of private property due to placement of telephone pole	New Meadow Road near Kent Street
Wampanoag Trail by RT 103. dangerous intersection/merge.	Outside Barrington
I am concerned for the children, humans, pets, bikes, walkers and joggers at this intersection that has a STOP sign. Seldom do people stop and it is there for safety.	Primrose Hill Road near Old River Road
Dangerous Intersection Rumstick and County Road	Rumstick Road near County Road
I cannot see the map. Stanhope and Belton Drive stop sign in Barrington RI. Middle highway needs sidewalks asap! The intersection of Middle and Federal in Barrington is a hazardous intersection. The W. Trail heading into Barrington in EP and Barrington needs additional guard rails and lightening.	Stanhope Drive near Belton Drive
I witnessed a car hit a biker at this intersection. It is somewhat blind for drivers but as a biker, some cars just done stop. Raised crossing for the bike path would force people to slow down.	Washington Road near 1st Street

Missing Facility

Comment	Comment Mapped Location
Bike connectivity missing from bike path to destinations (S. Lake, Bay Spring)	Anoka Avenue near Prince's Hill Avenue
Poor/unsafe bike crossing	Bay Spring Avenue Bike Path Crossing
There are hundreds of kids zooming down this hill on their way to school, often riding AGAINST TRAFFIC going 3+. Must add a protected bike lane	County Road
Crosswalk needed at the corner of County Rd and Cady Rd in Barrington. It’s very dangerous to try to cross over to the bus shelter. Too far away from next crosswalk at Town Hall. Aquidneck Island needs sidewalks and lighting.	County Road near Cady Road
No crosswalk to get to bus stop	County Road near Cady Road
No sidewalk or safe shoulder for pedestrians	County Road near Kings Gate
Sidewalks or safe bike lanes needed - and a safe way to cross at the rotary	County Road near Kings Gate
Lack of sidewalks along County Road	County Road near Kings Gate
Lack of a safe crosswalk for cyclists/pedestrians.	County Road near Mathewson Road
All schools; walking and biking	County Road near Old County Road
People are walking in the road since there is no sidewalk	County Road near Old County Road
This is a very short stretch of road (1 city block) that is impassable by a. biker or walker because there is no sidewalk. I have biked it several times, going from the high school to the walker farm, and it is Harrowing. Kids do it too, and it's really an accident waiting to happen.	County Road near Walker Farm
Access to Walker's Farm for bike/ped	County Road near Walker Farm
Sidewalk/walking path	East Bay Bike Path
Install sidewalks and bike lanes. Another road where the lack of them does not make sense.	Federal Road
Need better sidewalks and a bike lane for kids commuting to school	Lincoln Avenue near Brown Avenue
All schools; walking and biking	Lincoln Avenue near Tiffany Circle
There is no crosswalk to connect this neighborhood to the other side of Lincoln for kids walking to/from school (many families cut through St. Andrews Farm to get to school).	Lincoln Avenue near Walnut Road
No cross walk spanning across Lincoln rd. There are many kids that have to cross from one side of Lincoln to the other to get to/from their bus or to/from school. With the general speed of drivers on Lincoln, it's a hazard to not have a cross walk here.	Lincoln Avenue near Walnut Road

Comment	Comment Mapped Location
Sidewalks Improved; Lincoln Ave to Washington / Old County (Kids!)	Lincoln Avenue near Washington Road
Lack of a crosswalk. Children have to run across the street to get to Maple Avenue.	Maple Avenue near Middle Highway
There are no sidewalks or bike paths on Massasoit Avenue, yet it is a major corridor for children and other residents.	Massasoit Avenue near Anderson Drive
The state refuses to keep our children safe by waiting years to install a sidewalk on Massasoit Ave in Barrington. One child has already been hit by a car. How many more must suffer until the DoT decides to prioritize the safety of RI residents?	Massasoit Avenue near Anderson Drive
Crosswalk needed - safety concern when crossing the street at this location, especially with the number of pedestrians and school age children required to walk to school.	Massasoit Avenue near Bowden Avenue
Sidewalk needed for kids walking/biking to HMS and BMS	Massasoit Avenue near King Philip Avenue
There are not sidewalks on this section of Massasoit Ave in Barrington, and the state is idly sitting by while our kids take their life in their hands (or for many of us, we create more environmental harm by getting in the car and driving our children to locations they could otherwise walk/bike.	Massasoit Avenue near King Philip Avenue
BUILD A SIDEWALK. I know it's on the list for years from now, but you're taking on incredible legal risk. If ANOTHER child is hit by a car, there will be legal action.	Massasoit Avenue near King Philip Avenue
No sidewalk on Massasoit - leads to kids at Martin and Massasoit to avoid traffic	Massasoit Avenue near Martin Avenue
Sidewalk needed for kids walking/biking to HMS and BMS	Massasoit Avenue near Paquin Road
Sidewalks to Hampden Meadows Massasoit Ave (Kids!)	Massasoit Avenue near Plymouth Drive
No sidewalk; dangerous for pedestrians	Massasoit Avenue near Plymouth Drive
Lack of pedestrian sidewalk / lack of a proper bicycle lane or even space for a kid to ride their bike safely to school (it's scary even for an adult to ride on Massasoit as is!).	Massasoit Avenue near Simmons Road
No sidewalks. This is the primary route to the middle school for ALL Barrington kids in this half of town. I have heard many parents cite this one stretch of road as a primary reason they can't let their kid ride to school when they otherwise would, resulting in more traffic on the bridge and in town.	Massasoit Avenue near Wamsutta Avenue
No sidewalks, limited driveways, speeding cars	Middle Highway
Poor/unsafe bike crossing	Middle Highway Bike Path Crossing
All schools; walking and biking	Middle Highway near Barrington Middle School
NO SIDEWALK AND KIDS HAVE TO WALK TO SCHOOL	Middle Highway near County Road
No sidewalks for several blocks and kids walk/bike to school! We live too close to middle school for the bus - if this is the case, then kids should be able to ride safely to school! There should also be a "No turn on red" sign here and a 4 way stop. There is only a 2 way stop when crosswalk button is pressed. Also, the timing of the green light is very fast when crossing 103/County road.	Middle Highway near County Road
There is no sidewalk on this street! Children use it to walk and bike to and from school.	Middle Highway near Edgewood Drive
There is no sidewalk on this stretch of road.	Middle Highway near Edgewood Drive
There should be a safe North/South connection to the bike path and for students to bike to school.	Middle Highway near Highview Avenue
no sidewalks along Middle highway between the bike path and Nayatt Road	Middle Highway near Legion Way
Dip in Road + Needs Sidewalk	Middle Highway near Legion Way
No sidewalks on Middle Hwy from this point north. Many kids commute by bike to school here. Road was just repaved, but no sidewalks were added in this part.	Middle Highway near Old County Road

Comment	Comment Mapped Location
No sidewalk (between Sherwood and County)	Middle Highway near Old County Road
Definitely need a crosswalk here, maybe a raised one so people know they are entering a school zone.	Middle Highway near Pine Avenue
There is no crosswalk sign on the road crossing between middle highway and primrose hill road. There is also no sidewalk once across primrose hill road.	Middle Highway near Primrose Hill Road
sidewalks needed - children cannot get on busses because they are too close to the schools, so walkers have to walk down or bike down middle highway without sidewalks	Middle Highway near Sherwood Lane
This block is missing a sidewalk on a route that is used by children to got to elementary and middle school	Middle Highway near Sherwood Lane
lack of sidewalks along Nayatt Road	Nayatt Road
There is a path running from Woodford to Nayatt here, but no crosswalk across Nayatt. There is a crosswalk a few houses closer to Nayatt school, but it doesn't lead to a sidewalk or path on the other side.	Nayatt Road near Jones Circle
Unsafe for walking or biking. No sidewalk	Nayatt Road near Rhode Island Country Club
Unsafe for walking or biking. No sidewalk	Nayatt Road near Ridgeland Road
no sidewalks on this stretch of Nayatt, no shoulder for bikers and walkers, and very fast cars going 45mph and above. speed limit is 25mph but is never enforced.	Nayatt Road near Ridgeland Road
Extremely dangerous with no breakdown lanes or sidewalks. Can't see people, especially when there are hills	Nayatt Road near Water Way
Poor/unsafe bike crossing	New Meadow Bike Path Crossing
Sidewalk on New Meadow from Tall Pines Northbound	New Meadow Road near Ferrier Avenue
No sidewalk on southbound (left) side of road.	New Meadow Road near Meadowbrook Drive
Old County Rd across from Primrose Hill School has no sidewalks. Many people and students walk in the road.	Old County Road near Middle Highway
Please add sidewalks on one of both sides of Old County Rd which has Primrose Hill School, Barrington Christian Academy, Barrington Baptist Church and also East Bay Mental Health Center	Old County Road near Middle Highway
Yes, school dismissal times lack of additional crossroads and sidewalks for Primrose community.	Old County Road near Middle Highway
Make Rumstick Road Bike-Friendly to Allow Town Center Access	Rumstick Road near Chapin Road
Need a crosswalk here and sidewalks on both sides of Rumstick for kids safety getting to Nayatt walking or biking	Rumstick Road near Chapin Road
Rumstick Road by Old Firehouse needs a crosswalk - see kids struggling all the time	Rumstick Road near Woodland Road
I am concerned because I have a second grader who does not qualify for the bus due to living too close to Nayatt. There is no sidewalk on the side of Rumstick Rd leading to Nayatt out of my neighborhood, forcing us to cross Rumstick which can be busy in the morning.	Rumstick Road near Woodland Road
Bike connectivity missing from bike path to destinations (S. Lake, Bay Spring)	Rumstick Road near Woodland Road
Bike connectivity missing from bike path to destinations (S. Lake, Bay Spring)	South Lake Drive Bike Path Crossing
Sidewalk on Upper Sowams Rd	Sowams Road
Sidewalks	Sowams Road
Poor/unsafe bike crossing	Sowams Road Bike Path Crossing
There are no sidewalks and inadequate shoulder on the stretch of Sowams Road south of Kent Street, except for a brief stretch from Coach Murgo Lane to Crossways. Sowams is used regularly by cyclists and pedestrians walking dogs and pushing baby carriages. Sowams is supposed to function as a significant entry point to the East Bay Bike Path.	Sowams Road near Kent Street
Kids bike to school, we need them off the road	Sowams Road near Linden Road
Sidewalk on Sowams Rd is necessary - kids traveling to and from school	Sowams Road near Palisade Lane

Comment	Comment Mapped Location
Sidewalks at Sowams	Sowams Road near River Oak Road
MUST add sidewalks and a protected bike lane. Many parents want to let their kids ride to Sowams and cannot due solely to the lack of bike lane/sidewalk.	Sowams Road near River Oak Road
Upland Way needs a sidewalk along its entire route. Kids walk to/from high school along Upland and it's a miracle that no one has been hit by a car along this road.	Upland Way
Poor/unsafe bike crossing	Washington Road Bike Path Crossing
Bike connectivity missing from bike path to destinations (S. Lake, Bay Spring)	Washington Road near Bay Spring Avenue
Washington Rd: no safe place to walk/run. Need bike lane	Washington Road near Lighthouse Lane
Sidewalks Improved; Lincoln Ave to Washington / Old County (Kids!)	Washington Road near Lincoln Avenue
Washington needs sidewalks	Washington Road near Tallwood Drive
Bike path to the beach	Water Way

Parking

Comment	Comment Mapped Location
Parking on streets around Chianese Field and driving on Prince's Hill Ave when used as a cut through from County to Maple	Foote Street
St. Luke's school should use their own parking lot, rather than Smith Rd, for pickup/drop off. St. Luke's patrons and families should get to the school by turning off Washington and into the parking lot rather than speeding down Lincoln, cutting up walnut at a high speed, rolling through the stop sign at fountain, and racing down smith rd.	Fountain Avenue near Smith Avenue
Enforce St Luke's utilizing their parking lot for pickup and drop off. Patrol and speed check.	Fountain Avenue near Walnut Road
Little league games parents and visitors clog Sherwood, Congress, Hancock and church parking lot. This is a tiny park with barely any public parking. It must be relocated to the middle school grounds. Otherwise, it will only get more congested.	Sherwood Lane near Congress Road
Make St Lukes school utilize their parking lot for drop-off and pick-up.	Smith Avenue

Public Transit

Comment	Comment Mapped Location
Prioritizing cars over bicyclists and pedestrians doesn't make sense for downtown Barrington. I'd love to see a rail line replace most of the need for automobile traffic.	County Road Bike Path Crossing
Unsafe locations for stops include: Barrington at the intersection of New Meadow Rd and Barrington bridge - most cars don't know that's a stop and don't look for pedestrians that may be crossing Parts of Portsmouth and Newport stops do not have sidewalks Some towns do not have connections to the bus route without a long foot/bike trip to get there, and some don't have sidewalks Easier connections to MBTA	County Road near New Meadow Road
I would take RIPTA more if I could access my office in Providence directly without transfer at Kennedy Plaza (which is not safe at night in my opinion). I am deeply concern about safety of RIPTA riders who live along Wampanoag Trail as there are no safe places to cross the Trail and I have seen people walking across it regardless.	Outside Barrington
There is physically no way to get from one bus stop to the other. If you get off on Country Road headed north/south, you would have to either make a very dangerous (and illegal?) crossing across 4 highway lanes and a barrier to get to the other side or vice versa. The nearest crosswalk is down by Barrington High School, at least a 30+ minute walk on the shoulder of the highway...	Wampanoag Trail near Primrose Hill Road

Signage

Comment	Comment Mapped Location
Better signage warning people on the bike path that this is a dangerous intersection. Put a flashing light at the intersection for motorists.	Bay Spring Avenue Bike Path Crossing
Paint or put up warning signs that it is a 2 way in front of Ace	Bosworth Street
Needs clarifying road signs.	Chachapacassett Rd
There should be "no left turn" for drivers coming out of the parking lot by Plant City. Cars coming out of that lot and attempting to enter County Road at that pedestrian crosswalk often make their turn and continue right thru the bike path even the light is red on County Road and green for pedestrians/bikers. Also there should be increased police patrol at the pedestrian crosswalk and cars that go thru once the light at the crosswalk has turned road should receive moving violation. If it was known that police were there and gave tickets fewer drivers would speed up and drive thru as the light was red.	County Road Bike Path Crossing
Left turn only at bike path light to prevent cars cutting in line	County Road Bike Path Crossing
I do not support a red light camera here. There is already an increased police presence here. They sit at the church watching for speeders on or around rush hour. You can't stop everyone. This is a main thoroughfare and it empties directly off of 114. I think there could be more signs to slow or children at play. There should be a sidewalk along this section of 103 going west up from the stop light up to Shaw's. It is baffling why there is a section of one further up at the big roundabout but it does not go down to the stoplight at middle highway and 103.	County Road near Middle Highway
There should be warning signs before the corner approaches and more space created for the turn for two bikers to safely pass it.	County Road near New Meadow Road
Strongly recommend striping and signage.	Ferry Road

Comment	Comment Mapped Location
A "No Right on Red" sign would be helpful here. I also think speed cameras would be helpful to deter speeding in the school zone. The new renovation of these sidewalks should have considered students on bikes! At least 100 students bike to school daily. Cars often speed on Middle Highway and there is not space to bicycle safely, so students bicycle on the sidewalk.	Lincoln Avenue near Middle highway
Make this intersection all-way stop signs (lots of school kids cross here)	Lincoln Avenue near Washington Road
Some signage would be helpful telling cars to slow down and share the road. Paint bike signs in the roadway. Signs that say give bicyclists 4 ft would be good. And signs encouraging bicyclists to share the road, which I saw recently in Massachusetts, aren't a bad idea either.	Mathewson Road near Melrose Avenue
This is a general comment. The bike path crossings with roadways are not consistent on the message to motor vehicles.	Middle Highway Bike Path Crossing
BIkepath crosswalk /signage/safety for getting across Narragansett Ave/Metropolitan Park Dr is very poor. It is confusing for drivers and not clear about the bike path crossing.	Narragansett Avenue near Bike Path Crossing
This corner is high traffic during school, and does not have a stop sign on Nayatt where many students cross on bikes and drivers speed through the cross walk. During summer months this area has become a danger as well as overflow parking has been directed to Nayatt school parking lot, and beach goers cross here to get to the town beach. Both out of town beach traffic, and in town drivers fail to yield to pedestrians in the crosswalk and surpass the speed limit. A stop sign would help.	Nayatt Road near Bay Road
I was present immediately after a 6-year-old child was struck and killed while riding a bike at the intersection of the East Bay Bike Path and Poppasquash Road in Bristol. Concerned citizens put up a stop sign on the road, which RIDOT later made permanent. I would suggest that other stop signs be considered at dangerous crossings.	Outside Barrington
Stop sign on Rumstick - people don't stop before turning right - many walkers there; bushes on corner, sight lines	Rumstick Road near Chachapacassett Road
Add a warning sign from all directions.	Rumstick Road near Governor Bradford Drive
Needs safety lights, etc. on Nayatt, school zone signs on Nayatt and Rumstick, lights for pedestrians with strollers, and also signs saying "slow down, walkway ahead"	Rumstick Road near Woodland Road
There is no East/West stop sign and traffic cuts through to avoid the light at the intersection of Route 103 and Middle Highway	Sherwood Lane near Congress Road
Add stop signs	Sherwood Lane near Congress Road
Flashing stop signs that alert drivers	South Lake Drive Bike Path Crossing
Stanhope and Belton STOP sign is disregarded.	Stanhope Drive near Belton Drive
Add a stop sign halfway down the street at the intersection of Wallis and Miller Street	Wallis Avenue near Miller Street
raised bike path please, or more/better signage for drivers.	Washington Road near 1st Street
State installed reflective crosswalk signage	Washington Road near Lincoln Avenue
Widen road, put bike signage in roadway.	Washington Road near Tallwood Drive

Signals

Comment	Comment Mapped Location
The bike path crossing across 114 here should take priority, using HAWK beacons instead of riders waiting for 3+ minutes for priority. Among a multitude of other cycling/pedestrian improvements for this area of Barrington. https://lanelight.com/products/pedestrian-crosswalk-lights/	County Road Bike Path Crossing
bikers sometimes have to wait many minutes to cross here, which for kids sometimes means that they just cross without the light. If the time between crossing button being pushed and a red light were shortened to under 10-20 seconds, it would really increase safety for bikers. This is also an area where cars are speeding far in excess of the speed limit. Camera-enabled auto-ticketing for speeding would help.	County Road Bike Path Crossing
Put in a stoplight with a turning arrow to assist traffic flow. Additional benefit for high school kids now able to cross here to get to high school by bike/on foot.	County Road near Lincoln Avenue
I disagree; a stoplight here would snarl traffic for miles. I turn left here all the time and it's not that big a deal. There is room for cars to pass on the right. You have to think of the larger picture on the trail.	County Road near Lincoln Avenue
I would like to see a traffic light added at the intersection of Lincoln Avenue and County Road (Rte. 114). With the Barrington high school nearby, it's heavily used. It is difficult to make a left turn from Lincoln (heading east) onto County Road. A pedestrian crosswalk and crossing light also needed for students.	County Road near Lincoln Avenue
When someone is trying to cross at the traffic light at the corner of County Rd and Maple Ave in Barrington and they press the button at the crosswalk, all traffic should get a red light and that does not happen. It's a dangerous intersection.	County Road near Maple Avenue
Crosswalk to cross over to the library from the other side of county did not seem to work when I pressed it.	County Road near Maple Avenue
Cars turning into pedestrians at intersection from Maple Ave to Town Hall	County Road near Maple Avenue
Make the bridge lanes into turn right AND go straight as one lane, and a left turn only lane with a left turn arrow signal.	County Road near Massasoit Avenue
Improved safety - pedestrian signal stoplight, raised crosswalk.	County Road near Mathewson Road
Crossing at County Road could be safer for people + bikes. Would be better if no turn on red.	County Road near Middle Highway
A traffic light on this intersection is crucial to keep all types of traffic (walkers, bikers, drivers) from getting into fatal accidents. This is a frequent issue with a lot of community support for change.	County Road near New Meadow Road
Easier movement at Sowams Road/County Road Intersection and Hampden Meadows Intersection	County Road near Sowams Road
A sidewalk on entire length of Sowams is crucial. A traffic light on this intersection is crucial to keep all types of traffic (walkers, bikers, drivers) from getting into fatal accidents. This is a frequent issue with a lot of community support for change.	County Road near Sowams Road
Traffic signal at Primrose Hill Road.	County Road Turnaround near Primrose Hill Road
This corner is where students cross to the middle school. The crosswalk button makes all traffic stop (4 ways) but cars can still turn right on red. Where crosswalk button is located, drivers who would turn right from Middle Highway onto Lincoln don't have great visibility. This gives students/pedestrians/bikers a false sense of security when crossing. The recent renovation of the sidewalk here does not allow space for bikes. You can see a path worn where bikes ride off the sidewalk.	Lincoln Avenue near Middle highway

Comment	Comment Mapped Location
Agree with the above. I would add safety lights should be in place and start blinking when there is activity on the trail 50 yards away from the crosswalk so drivers know in advance to slow down. If you've ever been to the cape it should be the exact same system. Not every driver slows down just for the sake of looking to see if someone is there.	Middle Highway Bike Path Crossing
No sidewalks for several blocks and kids walk/bike to school! We live too close to middle school for the bus - if this is the case, then kids should be able to ride safely to school! There should also be a "No turn on red" sign here and a 4 way stop. There is only a 2 way stop when crosswalk button is pressed. Also the timing of the green light is very fast when crossing 103/County road.	Middle Highway near County Road
No left turn while walking sign on 114. Crossing guard during dismissal time. Longer walk signs for kids. Adding a sidewalk continuation on middle highway as kids are forced to walk on the road. It is unacceptable.	Middle Highway near Edgewood Drive
There should be a light here with a turn arrow that turns green before the other side, heading south, further into Barrington towards maple. That way traffic north at least moves every so often and eventually filters out.	Middle Highway near Lincoln Avenue
I am a 51 year old male who has lived primarily in New York State. Never in those 51 years have I encountered the ""blinking yellow left"" turn signal. Yellow for me means that the oncoming traffic is about to have green and I am about to have a red. BUT here it mean I have a yield (!?!) to the oncoming traffic that has a green. Again I have never encountered this light configuration. I have mistakenly and dangerously turned in front of oncoming traffic numerous times.	Middle Highway near Lincoln Avenue
Added left turn lane for eastbound traffic on Lincoln onto Middle Hwy, with rebuilt sidewalks, upgraded traffic signals and pedestrian signals and crosswalks.	Middle Highway near Lincoln Avenue
The traffic light/intersection near the middle school	Middle Highway near Lincoln Avenue
Should be no turn on red at school crossing. Walk signal makes lights red in all directions but cars can still make right turns	Middle Highway near Lincoln Avenue
Where bike path intersects with roads, it would help to have flashing stop signs that alert drivers. I understand that bikers need to stop as well - but there are often young children on the bike path with their families and kids have been hit and killed in areas like this.	South Lake Drive Bike Path Crossing

Speed Restrictions

Comment	Comment Mapped Location
High speeds on Bay Spring Ave, stop light needed	Bay Spring Avenue near Lake Avenue
Car speeds, especially during summer.	Chachapacassett Rd
Post a police officer on side street and give out tickets for excessive speed.	Chachapacassett Rd
need speed enforcement (cameras and tickets?) and sidewalks. This is within 1/2 mile of a large public high school.	County Road
More frequent police patrols or a red light camera.	County Road near Middle Highway
I do not support a red light camera here. There is already an increased police presence here. They sit at the church watching for speeders on or around rush hour. You can't stop everyone. This is a main thoroughfare and it empties directly off of 114. I think there could be more signs to slow or children at play. There should be a sidewalk along this section of 103 going west up from the stop light up to Shaw's. It is baffling why there is a section of one further up at the big roundabout but it does not go down to the stoplight at middle highway and 103.	County Road near Middle Highway

Comment	Comment Mapped Location
Edgewood Drive, Barrington, RI Since this street was repaved, summer 2023, speeding has increased considerably.	Edgewood Drive
Sidewalks are needed in route to Primrose school on middle highway. From the intersection of route 114 and middle highway to Primrose school there is a large gap without sidewalks. One side of the street has no sidewalks at all. A study and improvement is needed here. Speeding has become an issue on my street as well - Edgewood Drive.	Edgewood Drive
speed bumps	Edgewood Drive near Belton Drive
Make Walnut Rd local traffic only during those times, make St. Luke's patrons stop driving through the neighborhood, set up a speed trap, or put speed bumps on walnut and fountain.	Fountain Avenue near Walnut Road
A "No Right on Red" sign would be helpful here. I also think speed cameras would be helpful to deter speeding in the school zone. The new renovation of these sidewalks should have considered students on bikes! At least 100 students bike to school daily. Cars often speed on Middle Highway and there is not space to bicycle safely, so students bicycle on the sidewalk.	Lincoln Avenue near Middle highway
Speed limit was lowered.	Lincoln Avenue near Washington Road
the width of Federal Road at Middle Hwy is such that encourages speeds. the space can accommodate up to three cars!	Middle Highway near Federal Road
People go way too fast on Middle Hwy in general. It is NOT a highway! Can we switch the name to Middle Rd??	Middle Highway near Highview Avenue
People go way too fast in this 20 MPH school zone. Somehow they need to be made to actually slow down.	Middle Highway near Pine Avenue
Cars speed on middle highway and many elementary students walk or bike to school. There is no enforcement of speed.	Middle Highway near Western Avenue
Provide speed cameras/enforcement in school zone. Thanks!	Middle Highway near Western Avenue
Drivers go way too fast. This is a quiet residential neighborhood, but cars routinely go flying down the street, making it unsafe for pedestrians, cyclists, and residents.	Narragansett Avenue near Bay Spring Avenue
Recommend lowering the speed limit. Some speed humps and/or other traffic calming measures could make a huge difference.	Narragansett Avenue near Bay Spring Avenue
Additionally a sign showing what speed you are going, a speed bump, or a stop sign would help slow traffic and make drivers more alert as they approach Nayatt school for students crossing, and keep traffic from accelerating to a dangerous speed on a stretch of road without stop signs but with high foot traffic due to sidewalks on one side of the road & the beach access.	Nayatt Road near Bay Road
need continuous sidewalks along all of Nayatt, speed enforcement (ideally through auto-ticketing and speed cameras).	Nayatt Road near Ridgeland Road
Speed limits are not consistently enforced on residential streets without sidewalks and with children playing outdoors	Park Road
Speeding fines should be at least $250 for all side streets	Park Road
Drivers go SO FAST Primrose Hill - there is nothing to transition drivers from highway speeds on 114 to a residential street.	Primrose Hill Road
Design the road to physically slow down drivers - narrow the road, curb cuts, etc.	Primrose Hill Road
Police presence for a brief time will bring attention to the offenders how fast they are going.	Primrose Hill Road near Old River Road
neck down intersection, speed bumps on residential roadways	Primrose Hill Road near Wampanoag Trail
need camera-enabled ticketing as a next step.	Rumstick Road near Chapin Road

Comment	Comment Mapped Location
1. The Speed Limit Sensor is highly Ignored - perhaps a Speed Camera will help enforce the speed limit? 2. Build a Sidewalk on the West side of Rumstick. 3. Establish more defined crosswalks on Rumstick.	Rumstick Road near Jennys Lane
Speeding issues on Sowams Road (with distracted drivers) in Barrington. This is a State Road with little or no law enforcement. This is a very heavily traveled road that also includes a lot of pedestrian use...dog walkers, bikers, schoolchildren, etc.	Sowams Road
Speed bumps and police Prescence briefly might help.	Stanhope Drive near Belton Drive
People traveling down to the end of Wallis Avenue go much faster than the speed limit.	Wallis Avenue near Miller Street
People speed on Walnut Rd all the time and it's a huge issue. There are lots of kids, families, and dogs that live on Walnut Rd or walk on Walnut Rd to get to/from the bus stop or to/from school. Most of the speeding happens between 6-8am and then from 2-4pm right at the time of drop off/pick up at St. Luke's school and right when kids are walking to/from school.	Walnut Road
Excessive speed on residential road. People going to/from St. Luke's church on Fountain and Lincoln fly down this road - with many kids in the neighborhood and cars that have to park on the street on a regular basis, I've seen many near-hit incidents due to reckless driving swerving around cars and almost hitting pedestrians.	Walnut Road
Add speed humps. Add a speed limit camera.	Walnut Road
Reduce operating speeds along this facility to allow safer access to people that are already walking, biking and taking transit along the corridor	Wampanoag Trail near Primrose Hill Road
State reduced speed limit from 35 MPH to 30 MPH from First Street south to Nayatt Road	Washington Road
Prefer 25 MPH	Washington Road
Washington Rd speed limit needs to be 25 not 35 near Bay Spring	Washington Road near Bay Spring Avenue
need sidewalks here, ideally, but at a minimum, reducing car speeds (cameras with ticketing capacity?) is a huge priority on this dangerous corridor where many bikers and walkers/runners are found.	Washington Road near Myles Street
Washington Rd needs a complete bike path and sidewalk system, as well as reduced and well enforced speed limits. Cars and trucks tear along the road with no regard for the safety of pedestrians and bicyclists, many of whom are elderly or children.	Washington Road near North Lake Drive
State approved lowering speed limits in this area from 35 mph to 25 mph	Washington Road near Salisbury Road
There are 4 lanes of traffic here, and people drive VERY fast.	Willett Avenue

Traffic Calming

Comment	Comment Mapped Location
I would like to have a way to get into the Barrington Shopping Center without going out onto Country Road. There is space from Waseca where there is a parking lot by the Car Wash. It would mean another bike path crossing so I guess it's not feasible, but the traffic gets so backed up on County that it adds 5-10 minutes to a 2.5-mile trip to the shopping center.	County Road Bike Path Crossing
This part of the path should have either gone under County or over. I love the bike path and all but, it is responsible for backing traffic up in times of decent / good/great weather all the way to and past sometimes the blue kangaroo shopping center. It seems ridiculous that there is not a better way to keep bikers, walkers, and runners moving as well as traffic.	County Road Bike Path Crossing
Traffic trying to turn left onto Lincoln causes a backlog due to heavy oncoming traffic.	County Road near Lincoln Avenue
Long lines of traffic turning left from the bridge onto County Rd.	County Road near Massasoit Avenue
There needs to be a traffic detail here in the morning.	County Road near Massasoit Avenue
Unsafe driving, biking, and walking area. It is very crowded especially during morning and evening commuting hours. Walkers/bikers cannot access the bike path safely on southern part of Sowams Ave. Drivers cannot easily turn on to or out of Sowams Ave onto County Rd. The hill on the southern end of county road makes it difficult for drivers to see oncoming traffic.	County Road near Sowams Road
This turnaround is too close to Primrose Hill Road for drivers entering Rt 114 (one-way south) to migrate left to turn north on Rt 114 in traffic. A major development (350 homes) is proposed at Middle Highway & Primrose Hill Road which will substantially add to commuter traffic at this point.	County Road Turnaround near Primrose Hill Road
Significant amount of traffic on Walnut, Fountain, and Smith Rds for St. Luke's school and church. Use of Smith Rd for pickup/drop off creates traffic issues.	Fountain Avenue near Smith Avenue
St Luke's Church/ School traffic create speed issues, congestion, illegal parking, and general lack of safety/ concern for the neighborhood.	Fountain Avenue near Walnut Road
Traffic speeds are still a concern; add traffic calming, bike lanes on Middle Hwy	Middle Highway near Pine Avenue
I agree about slowing down and enforcement, but those speed cameras add so many giant, ugly signs all over the place, and I don't think that's necessary. There are other ways to calm traffic.	Middle Highway near Western Avenue
Intersection of Mink St and Wampanoag Trail in East Providence. The traffic backs up all the way to route 6 in Seekonk because of how the light at Mink and River does not work in conjunction with the Mink/Wampanoag light and because the south bound traffic on the Trail never has a stop light so even when the light is green for the Mink St. traffic they have to wait until the traffic is clear on the Trail. This causes a lot of frustrating in drivers and leads to bad behavior such as running the red lights at both River and the Trail.	Outside Barrington
St Lukes school traffic is unorganized and unsafe.	Smith Avenue
Make this road for local traffic only during the 6-9am and 2-5pm hours so as to reduce the amount of cars on the road	Walnut Road
Washington Road at Lincoln is not safe for pedestrians or bicyclists. Poor condition of sidewalk on Washington (state road), and Lincoln (town road). Visibility at Bay Spring & Washington is poor - traffic calming in this area would help.	Washington Road near Lincoln Avenue

Visibility

Comment	Comment Mapped Location
Poor visibility for drivers, hard to see oncoming bikes. Also, bicyclists rarely stop at their stop signs. :(	Bay Spring Avenue Bike Path Crossing
Drivers often don't stop for pedestrians in the walk way. There is also a large bush that overhangs on the Mathewson side of the street that causes visibility issues for both drivers and pedestrians.	County Road near Mathewson Road
Totally agree with previous comment. It is also a blind 90 degree turn and very unsafe. The wrapped poles are completely inadequate for preventing accidents.	County Road near New Meadow Road
Remove overgrown plants, widen turning area, or replace the bike path bridge!!!	County Road near New Meadow Road
Trim back growth into sidewalk	County Road near Sullivan Terrace
Maintain or ask landowners to maintain	County Road near Sullivan Terrace
Blind spots at side streets due to hedges	Lincoln Avenue near Peck Avenue
see below	Maple Avenue near Centennial Avenue
Require land owners to cut back their hedges and have the Barrington Garden Club (or other volunteers, or paid city workers) trim back growth from public land.	Massasoit Avenue Bridge
This is a fairly blind bike path crossing for cars that tend to be speeding through this intersection. Raised crossing for the bike path would force people to slow down.	Middle Highway Bike Path Crossing
Need to increase sight distance for drivers so they can see people along the bike path. Maintain the sight distance, by trimming trees	Middle Highway Bike Path Crossing
In my opinion the width is required so people can turn left from federal onto middle highway. I disagree. Shrubs should be trimmed back so people can see further when turning left. That is a safety hazard. The road also needs to be repaved from this point of middle highway down to the middle school.	Middle Highway near Federal Road
Blind corner due to vegetation around fire hydrant	Narragansett Avenue near Park Avenue
Cut back and remove vegetation at this intersection so drivers are not blind to sidewalk and traffic coming from the right until they are halfway into the road.	Narragansett Avenue near Park Avenue
Cannot see oncoming Southbound traffic on Sowams Rd while at the intersection with Kent St.	Sowams Road near Kent Street
Fully agree. It's impossible to see traffic from the left, which includes children coming home from Sowams and going towards HMS.	Sowams Road near Kent Street
This double "S" curve at Sowams has poor vision due to embankments and inadequate lane width to navigate the curves as oncoming cars pop up at you. Roadsides are steep and there is no shoulder, leaving hazardous passage for bicycles and pedestrians attempting to access the East Bay Bike Path immediately south of this point.	Sowams Road near South Lane
Safety approaching the bike/pedestrian bridge could be vastly improved by cutting down the bushes/vines that block the view of bikers and pedestrians approaching or exiting the bridge. It is obvious that no biker every "road tested" the approach or exit and is miraculous that more injuries have not occurred.	Warren Bridge
Very tall bushes growing into the street at corner of Washinton. Blind turn, pedestrian safety	Washington Road near 6th Street
Washington Road at Lincoln is not safe for pedestrians or bicyclists. Poor condition of sidewalk on Washington (state road), and Lincoln (town road). Visibility at Bay Spring & Washington is poor - traffic calming in this area would help.	Washington Road near Lincoln Avenue
Hard to see walkers + bikers with the lights + shadows	Washington Road near Tallwood Drive

Uncategorized

Comment	Comment Mapped Location
No Comment Provided	Barton Avenue near Boat Yard
No Comment Provided	Barton Avenue near Boat Yard
No Comment Provided	Bay Road near Governor Bradford Drive
No Comment Provided	County Road near Cady Road
No Comment Provided	County Road near CVS Parking Lot
No Comment Provided	County Road near Middle Highway
No Comment Provided	CVS Parking Lot
No Comment Provided	Driftwood Lane
No Comment Provided	Driftwood Lane
No Comment Provided	Edgewood Drive
No Comment Provided	Edgewood Drive
Halt climate change? Idk	Kent Street near Tennis Courts
No Comment Provided	Lincoln Avenue near Peck Avenue
No Comment Provided	Lincoln Avenue near Peck Avenue
Excellent idea	Lincoln Avenue near Walnut Road
No Comment Provided	Massasoit Avenue near Anderson Drive
No Comment Provided	Massasoit Avenue near Anderson Drive
Fix it	Massasoit Avenue near Plymouth Drive
No Comment Provided	Mathewson Road near Jennys Lane
No Comment Provided	Mathewson Road near Jennys Lane
No Comment Provided	Mathewson Road near Jennys Lane
No Comment Provided	Mathewson Road near Jennys Lane
No Comment Provided	Middle Highway near Barrington Middle School
No Comment Provided	Middle Highway near Barrington Middle School
No Comment Provided	Middle Highway near Federal Road
No Comment Provided	Middle Highway near Winsor Drive
No Comment Provided	Narragansett Avenue near Bike Path Crossing
No Comment Provided	Narragansett Avenue near Bike Path Crossing
No Comment Provided	Nayatt Road near Bay Road
No Comment Provided	Nayatt Road near Bay Road
No Comment Provided	Nayatt Road near Rhode Island Country Club
No Comment Provided	New Meadow Road
No Comment Provided	New Meadow Road near Chantilly Drive
No Comment Provided	New Meadow Road near Chantilly Drive
No Comment Provided	New Meadow Road near Laurel Lane
No Comment Provided	New Meadow Road near Laurel Lane
No Comment Provided	New Meadow Road near Linden Road
No Comment Provided	New Meadow Road near Linden Road
No Comment Provided	New Meadow Road near State Line
No Comment Provided	New Meadow Road near State Line
No Comment Provided	New Meadow Road near Tall Pines Drive
No Comment Provided	New Meadow Road near Tall Pines Drive
No Comment Provided	Rumstick Road near County Road
No Comment Provided	Rumstick Road near County Road
No Comment Provided	Rumstick Road near Nayatt Road
No Comment Provided	Rumstick Road near Nayatt Road
No Comment Provided	Rumstick Road near Nayatt Road
No Comment Provided	Sowams Road
No Comment Provided	Sowams Road
No Comment Provided	Sowams Road
No Comment Provided	Sowams Road
117 Sowams Rd 02806	Sowams Road near Orchard Avenue

Comment	Comment Mapped Location
I have no idea about what could be done here.	Wampanoag Trail near Primrose Hill Road
No Comment Provided	Washington Road near High Street
No Comment Provided	Washington Road near High Street
No Comment Provided	Washington Road near Lincoln Avenue
No Comment Provided	Washington Road near Lincoln Avenue
100% agreed!	Washington Road near Lincoln Avenue
No Comment Provided	Washington Road near North Lake Drive

Appendix C: Pop-Up Event Activity Boards

Share Your Barrington Safety Priorities

Vote with sticky dots for your top 4 priorities

GOAL	VOTE
Reducing fatal and severe **crashes**	3
Getting kids to school safely	25
Slowing speeds and dangerous driving	20
Getting to my **destination** in a **predictable** amount of time	6
Having connected, **low-stress bike lanes** and trails	36
Having **connected sidewalks** and places to walk	38
Reducing drunk driving	4

What other safety priorities matter to you?

*Write your response on a **sticky note** and add it below!*

Regulate speed of electric bikes

RIPTA buses speeding on Wampanoag Trl (Route 114)

Getting out of Hampden Meadows can be a challenge!

Have drivers and pedestrians not be looking at their phones

Rebuild sidewalk on Lincoln Ave @ Washington; floods and is in poor condition

Roads are designed for cars and do not take people walking or biking into account. Wide curb corner radii, wide roads, need better environment

No one follows 40 MPH speed limit on bridge

Build bridge from Warren Avenue to Fox Point

High speeds on Bay Spring, stop light needed

Nighttime driving on roads to be in speed limits

Easier movement at Sowams Road / Country Road Intersection and Hampden Meadows Intersection

SS4A SAFE STREETS FOR ALL

RIPTA RHODE ISLAND PUBLIC TRANSIT AUTHORITY

What do Safe Streets Mean to You?

Help us shape the Barrington Safety Action Plan!

*Write your response on a **sticky note** and add it to the poster.*

I want safe streets for...

- Reducing VMT ★★
- To be able to walk with relative safety across all of Barrington
- Walking
- Bike Riding
- So kids can safety enjoy the outside - in their yards, bicycling, etc.
- New and developing modes of transportation
- A safe, secure, and wide sidewalk to walk and bike ★★
- Wide smooth sidewalks ★★
- Well-marked crosswalks ★★
- Washington Road for walking
- Kids walking and biking
- ADA compliant
- Feeling comfortable traveling in my community ★★
- Should feel safe for kids and families to go to school + get around town
- Blinking stop signs for bikes at road crossings (solar powered)
- So my kids can hike/walk to school, run errand, play, visit friends, without a car
- Walking/jogging safely
- Many intersections have limited visibility because of vegetative growth. I love and respect private property rights but wanted a way to address sight lines and safety for cars, bikes, and pedestrians
- All the above

Stars indicate votes of agreement with another comment

SS4A SAFE STREETS FOR ALL

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Street Safety Concerns

What are your top safety concerns in Barrington?

*Put a **sticky dot** into the column that corresponds with your level of concern for each issue.*

	MINOR CONCERN	MODERATE CONCERN	MAJOR CONCERN
Large vehicles on the road	●●	●●●	● ●●
People **driving too fast**		●●●●●●●●●	●●●●●
Poor pavement or **sidewalk condition**		●●●●●●●●	●●●●●●●●
Wide streets	●	●●●	●●
Safely getting to **transit**	●	●●●●●●●	●●
Ride-hail cars (e.g., **Lyft and Uber**) waiting or picking up **in crosswalks**	●●●●		
People **walking while texting** or otherwise watching phone	●	●●	●●●●●●●
Drivers **driving while texting** or otherwise watching phone		●●●●	●●●●●●●●●●●
Double Parking	●●	●●●●	
Difficulty **seeing people trying to cross** at crosswalks		●●	●●●●●
People **crossing** the street **midblock**	●●	●●	●
People having to **walk a long way** out of direction to **cross the street** at a crosswalk	●	●●●●	●●●
Drivers **not yielding to pedestrians** in crosswalks		●●●●●●	● ●●●●
People **driving while intoxicated** or impaired by something else	●	●●●●	
People riding **bikes or scooters on the sidewalks**	●●	●●	●●
Harassment of people of color by police or other people on the street		●●●●●	●
People who **bike don't follow the traffic rules**	●●	●●	●●●●●
People on **scooters, e-bikes, or mopeds don't follow the traffic rules**	●	●●●●●	●●●●●●
People who **walk don't follow the traffic rules**	●	●●●●	

SS4A SAFE STREETS FOR ALL

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Other Miscellaneous Pop-Up Engagement Feedback:

Lack of taxis and rideshares, need some type of call/pay vehicle transport
Hard to predict what cars will do at crosswalks. Would help to have consistent signage (if cars are expected to stop)
People park on ROW - not always safe to pass: Delivery drivers, landscape workers, moving vans, etc. +1
Bike path rules should be enforced

Appendix E: Countermeasures Toolkit

Countermeasure Toolkit

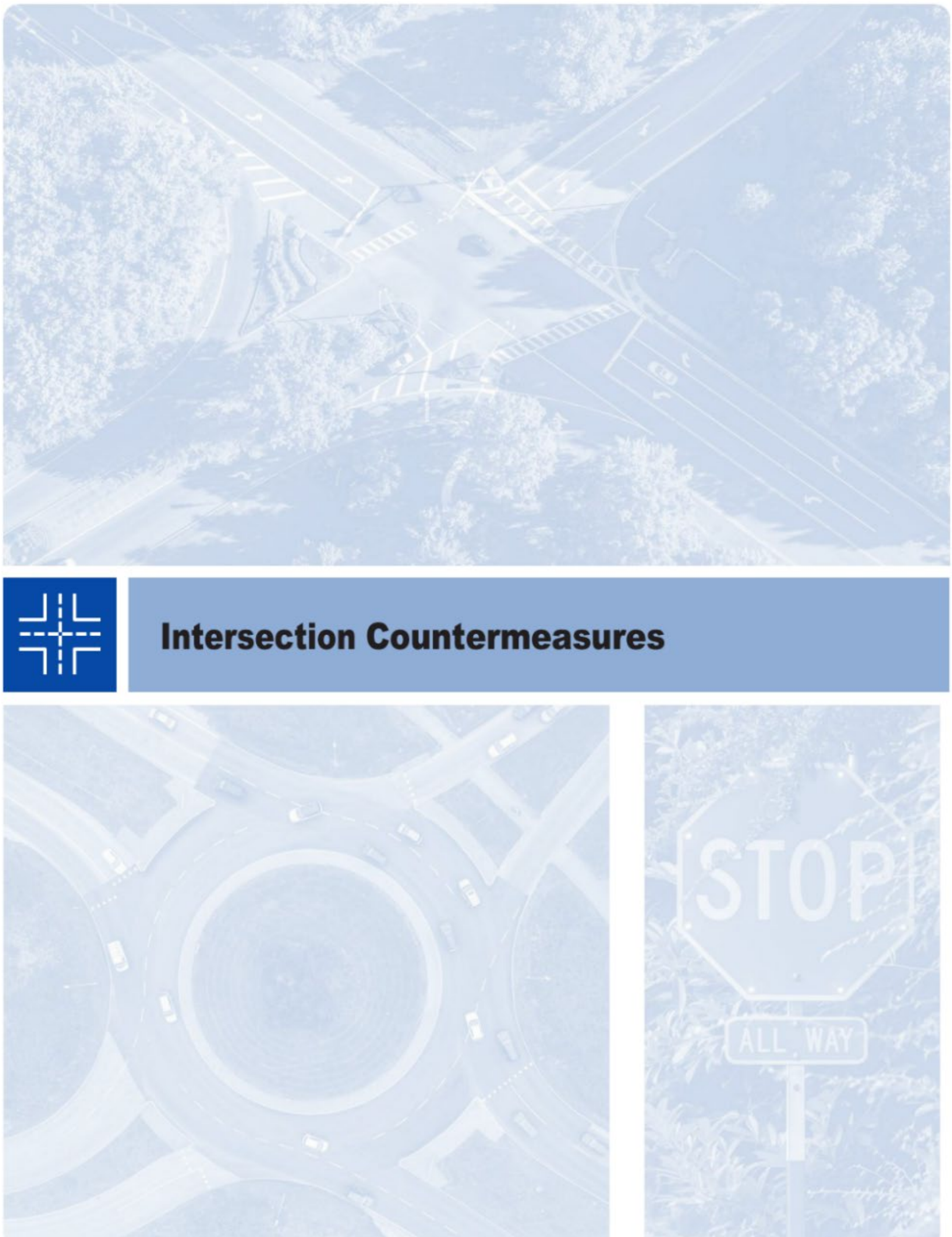
Safe Streets and Roads for All

June 2025

SAFE STREETS FOR ALL

Table of Contents

1. Intersection Countermeasures



DRAFT

1 Advance Dilemma Zone Detection

Technology that detects vehicles approaching an intersection at unsafe speeds and adjusts signal timing to prevent sudden stops or red-light entries.

Advance Dilemma Zone Detection

Targeted Crash Type and/or Behavior

Traffic safety; failure to stop at red traffic signal lights

Facility Type

Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone

Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

8.2% (All); 43.6% (Angle)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

Site and need specific each intersection

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4854

2 Advanced Stop/Yield Markings

Markings set back from crosswalks to guide vehicles on where to stop or yield. They reduce multiple threat crashes resulting from having multiple travel lanes in the same direction by improving visibility for both drivers and pedestrians.

Advanced Stop/Yield Markings
Photo courtesy of Free Range Stock, www.freerangestock.com

Targeted Crash Type and/or Behavior

Failure to stop crashes; failure to yield crashes; pedestrian and bicycle-related crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

90%

Fatality/Injury

96%

Property Damage Only

100%

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

New Markings, Signs & Posts: $500 -$1,000 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9070

DRAFT

3 Concrete Curb Extensions

Extending curbs into the roadway at intersections narrows the road, shortens crossing distances, and tightens turning radii, improving pedestrian safety by enhancing visibility and slowing traffic.

Concrete Curb Extension

Original photo taken in field

Targeted Crash Type and/or Behavior

Speed-related crashes;

pedestrian-related crashes; angle crashes

Facility Type

Intersection Street

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Tier 2: Reduce Vehicle Speeds

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core Urban Center Town Center Suburban Activity Center

High Level Safety Benefit (CRF) - Total

35%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < $149,999

Estimated Cost:

>$150,000 per unit

Source: https://menlopark.gov/files/sharedassets/public/v/3/public-works/documents/transportation/transportation-projects/menloparkvzap-countermeasuretoolbox.pdf

4 Cross Traffic Does Not Stop - Adding Signage for Awareness

Signs placed at stop-controlled intersections to alert drivers that cross-traffic does not stop, reducing the risk of collisions due to misinterpretation of traffic flow.

Cross Traffic Does Not Stop Sign

Photo courtesy of Wikimedia Commons, https://commons.wikimedia.org/

Targeted Crash Type and/or Behavior

Unsignalized intersection safety

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Suburban Activity Center Suburban Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < $149,999

Estimated Cost:

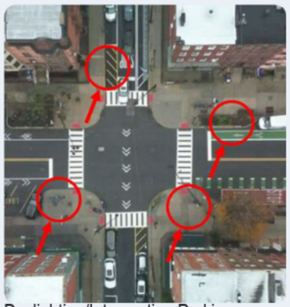
$500 -$1,000 per intersection

Source: NA

DRAFT

5 Daylighting and Intersection Parking Restrictions

Restricting parking near intersections improves sightlines, enhancing safety for drivers and pedestrians.



Daylighting/Intersection Parking Restrictions

Photo courtesy of Wirestock Creators/Adobe Stock

Targeted Crash Type and/or Behavior

Angle crashes; pedestrian-related crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core | Urban Center | Town Center | Suburban Activity Center

High Level Safety Benefit (CRF) - Total

11%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:
$2,000-$20,000 per intersection

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=161

6 Dedicated Left and Right Turn at Intersections

Dedicated lanes for left and right-turns help organize traffic flow and reduce conflicts between turning vehicles and other road users.

Dedicated Left and Right Turn at Intersections

Photo courtesy of Vitakot/Istock photo

Targeted Crash Type and/or Behavior

Rear end crashes; angle crashes

Facility Type

Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core | Urban Center | Town Center | Suburban Activity Center

High Level Safety Benefit (CRF) - Total

14%

Fatality/Injury

23%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999 to
Tier 2: $$ $150,000 - $499,999

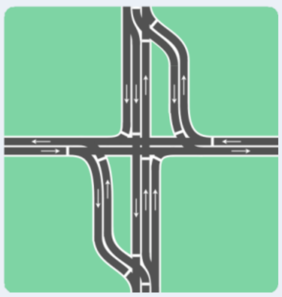
Estimated Cost:
$120,000 to $499,999 per intersection

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=285

DRAFT

7 Displaced Left-Turn Intersection (DLT) or Continuous Flow Intersection (CFI)

Intersection design that relocates the left-turn movements from the main intersection to an upstream signalized crossover intersection. This eliminates the left-turn signal phase at the main intersection and allows execution of the left-turn simultaneously with the through traffic at the main intersection.



Displaced Left-Turn

Targeted Crash Type and/or Behavior

Speed-related crashes; run-off-road crashes; head-on crashes; nighttime crashes

Facility Type

Intersection

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Tier 3: Manage Conflicts in Time

Applicable Context Zone

Town Center | Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total

TBD

Fatality/Injury

TBD

Property Damage Only

TBD

Cost

Cost Tier Level (1-3):

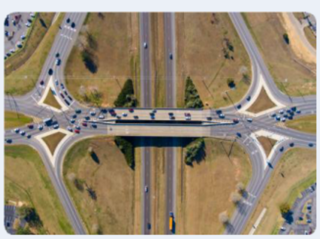
Tier 3: $$$ >$500,000

Estimated Cost: $3-5M per intersection

Source: FHWA, FHWA-SA-14-068 https://safety.fhwa.dot.gov/intersection/crossover/fhwasa14068.pdf

8 Diverging Diamond Interchange (DDI)

Intersection design that eliminates the need for left-turns across opposing traffic by creating crossovers that transition traffic from the right side of the road to the left side and back again. DDIs are best utilized in locations with high volumes of left-turns.



Diverging Diamond Interchange (DDI)

Photo courtesey of George/Adobe Stock

Targeted Crash Type and/or Behavior

Left-turn crashes at intersections; lack of pedestrian and bicyclists separated facilities

Facility Type

Intersection

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Town Center | Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total

14.2%

Fatality/Injury

44.2%

Property Damage Only

8.0%

Cost

Cost Tier Level (1-3):

Tier 3: $$$ >$500,000

Estimated Cost: $2,000,000-$10,000,000 per interchange

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10762

DRAFT

9 Intersection Lighting and Illumination

Improved intersection lighting increases visibility during low-light conditions. Adequate illumination reduces crash rates by helping drivers and pedestrians see each other more clearly.

Intersection Lighting/Illumination
Photo courtesy of Peter de Kievith/Adobe Stock

Targeted Crash Type and/or Behavior
Nighttime crashes; angle crashes; rear-end crashes; pedestrian-related crashes

Facility Type
Intersection

Timeframe
Short-Term

Design Hierarchy Tier
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core | Urban Center | Town Center | Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total
32.6% (Angle); 43.8% (Vehicle/Pedestrian)

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999
$ $
$ $ $

Estimated Cost:
$2,000-$4,000 per unit

Source: CMF Clearinghouse; CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2376; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2379

10 Intersection Realignment

Intersections realigned to improve sightlines, enhance predictability, and reduce conflict points to elevate safety.

Intersection Realignment
Photo courtesy of Ceogh/Freerange Stock

Targeted Crash Type and/or Behavior
Rear-end crashes; angle crashes; pedestrian-related crashes

Facility Type
Intersection

Timeframe
Long-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core | Urban Center | Town Center | Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999 to
$ $
Tier 3 $ $ $ >$500,000

Estimated Cost:
$100,000-$2.5M per intersection

Source: https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=565

DRAFT

11 Intersection Signal Coordination

A timing system that synchronizes traffic signals along a corridor or within a network of intersections, helping to reduce stop-and-go traffic, improve flow, and enhance safety by reducing vehicle conflicts.

Intersection Signal Coordination

Photo courtesey of Max Safaniuk/Adobe Stock

Targeted Crash Type and/or Behavior

Rear-end crashes; angle crashes; pedestrian-related crashes

Facility Type

Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Tier 3: Manage Conflicts in Time

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban

High Level Safety Benefit (CRF) - Total

62%

Fatality/Injury

NA

Property Damage Only

59%

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

$2,000 per phase or $10,000-$65,000 per signal

Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9859; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9861

12 Intersection Stop Ahead or Yield Ahead Warning Signs

Regulatory signs placed at intersections to control vehicle movements reduce conflicts and provide clear guidance for yielding or stopping, thereby minimizing crash risks.

Intersection Stop Ahead Warning Sign

Photo courtesy of Carlos Santa Maria/Adobe Stock

Targeted Crash Type and/or Behavior

Failure to stop crashes; failure to yield crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

27%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

$500 - $1,000 per intersection

Source: https://highways.dot.gov/safety/proven-safety-countermeasures/systemic-application-multiple-low-cost-countermeasures-stop

DRAFT

13 LED Bordered Stop Sign

Stop signs with LED lights along the edge that flash continuously to increase visibility, especially in low-light or high-speed areas.

LED Bordered Stop Sign
Photo courtesy of knelson20/Adobe Stock

Targeted Crash Type and/or Behavior
Nighttime crashes; angle crashes; rear-end crashes; pedestrian-related crashes; distracted driving and attentiveness mitigation

Facility Type
Intersection

Timeframe
Short-Term

Design Hierarchy Tier
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban

High Level Safety Benefit (CRF) - Total
9.1%

Fatality/Injury
9.4%

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: < $149,999

Estimated Cost:
$500-$1,500 per unit

Source: CMF Clearinghouse;
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6051
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6052

14 No Turn On Red

Prohibited right-turns on red at intersections reduce conflicts with pedestrians and other motorists.

No Turn on Red Sign
Photo courtesy of ml/Adobe Stock

Targeted Crash Type and/or Behavior
Angle crashes; pedestrian-related crashes

Facility Type
Intersection

Timeframe
Mid-Term

Design Hierarchy Tier
Tier 3: Manage Conflicts in Time

Applicable Context Zone
Urban Core, Urban Center, Town Center

High Level Safety Benefit (CRF) - Total
3%

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: < $149,999

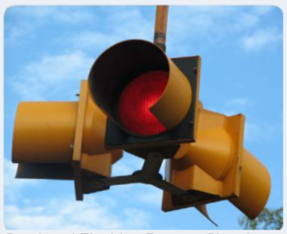
Estimated Cost:
$200-$3,500 per unit

Source: https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa18041/#ref

DRAFT

15 Overhead Flashing Beacon Signal

Flashing beacons positioned above the roadway to warn of hazards or intersections, increasing visibility and alerting drivers to potential conflicts.



Overhead Flashing Beacon Signal

Photo courtesy of Christina Xu/flickr Creative Commons

Targeted Crash Type and/or Behavior

Nighttime crashes; angle crashes; rear-end crashes; pedestrian-related crashes; distracted driving and attentiveness mitigation

Facility Type

Intersection, Street

Timeframe

Short-Term to Mid-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

10.2%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

Estimated Cost:

\$10,000 - \$150,000 per unit

Source: https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-08-044.pdf

16 Radar Activated Flashing Border Stop Signs

Stop signs that flash when a vehicle approaches too quickly, warning drivers to slow down in time to stop safely.

Radar Activated Flashing Border Stop Sign

Photo courtesy of knelson20/Adobe Stock

Targeted Crash Type and/or Behavior

Nighttime crashes; angle crashes; rear-end crashes; pedestrian-related crashes; distracted driving and attentiveness mitigation

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

41.1% (Angle Crashes)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

Estimated Cost:

\$1,500-\$2,500 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4074

DRAFT

17 Reduced Left-Turn Conflict

Design adjustments, such as restricted or modified left-turn lanes and signals, installed to reduce the risk of collisions between turning vehicles and oncoming traffic or pedestrians.

Reduced Left-Turn Conflict

Photo courtesy of Hans Haase/Wikimedia Creative Commons

Targeted Crash Type and/or Behavior

Angle crashes; rear-end crashes; head-on crashes

Facility Type

Intersection

Timeframe

Mid-Term to Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

54% - RCUT;
63% - Unsignalized RCUT;
30% - MUT

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999 to

Tier 2: $$

Tier 3: $$$ >$500,000

Estimated Cost: $100,000-$2.5M per intersection

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections

18 Reflective Backplates/LED Borders

Backplates added to signal heads with reflective material or LED borders to enhance signal visibility and increase driver awareness and compliance, especially in low light conditions.

Reflective Signal Backplate

Photo courtesy of Tracy Elford/Pexels

Targeted Crash Type and/or Behavior

Intersection crashes; angle crashes; rear-end crashes; pedestrian-related crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

15%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

$$

$$$

Estimated Cost: $6,000 - $12,000 per unit

Source: FHWA; https://safety.fhwa.dot.gov/provencountermeasures/backplate.cfm#psc-footnote

DRAFT

19 Roundabouts

Roundabouts are circular intersections where traffic flows counterclockwise around a central island, reducing speeds and greatly reducing many severe crash types, including head-on, rear-end, and angle crashes by reducing crossing conflict points.

Roundabout
Photo courtesy of Cavan Images/Adobe Stock

Targeted Crash Type and/or Behavior
Speed-related crashes; angle crashes; rear-end crashes; pedestrian-related crashes

Facility Type
Intersection

Timeframe
Long-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds

Applicable Context Zone
Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total
58-67%

Fatality/Injury
78-82%

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 3: $$$ >$500,000

Estimated Cost:
$500,000 -$2.5M site and location specific

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts

20 Signal Ahead Signs

Signs placed in advance of traffic signals to warn drivers of an upcoming signal, giving them time to adjust speed and reducing rear-end collisions.

Signal Ahead Sign
Photo courtesy of jeffwqc/Adobe Stock

Targeted Crash Type and/or Behavior
Failure to stop at signalized intersections

Facility Type
Intersection, Street

Timeframe
Short-Term

Design Hierarchy Tier
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
10-27%

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999

Estimated Cost:
$500-$1,000 per intersection

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/systemic-application-multiple-low-cost-countermeasures-stop

DRAFT

21 Turbo Roundabouts

The turbo roundabout operates like a standard roundabout but features distinct geometry and traffic controls, effectively reducing lane-change conflicts and addressing crash types common in traditional multilane roundabouts.

Turbo Roundabout

Photo courtesy of livq/Wikimedia Creative Commons

Targeted Crash Type and/or Behavior

Speed-related crashes; angle crashes; rear-end crashes; pedestrian-related crashes

Facility Type

Intersection

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

76%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 3: $$$ >$500,000

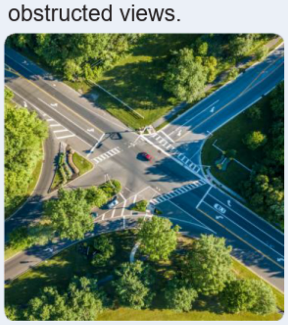
Estimated Cost:

$2M-$5M Site/ project specific

Source: https://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa20019.pdf

22 Vegetation Control Near Intersections

Vegetation control around intersections to ensure clear sightlines for drivers and pedestrians, reducing the risk of crashes due to obstructed views.



Vegetation near Intersection

Photo courtesy of oldmn/Adobe Stock

Targeted Crash Type and/or Behavior

Angle crashes; failure to yield crashes; pedestrian-related crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

$100-$600 per acre

Source: https://safety.fhwa.dot.gov/local_rural/training/fhwasa07018/vegetationfv1108.pdf

DRAFT

23 Yellow Change Interval

Extended or decreased yellow light durations to reduce red-light violations and enhance safety at signalized intersections.

Yellow Change Interval
Photo courtesy of Luis/Adobe Stock

Targeted Crash Type and/or Behavior
Intersection crashes; failure to yield crashes; rear-end crashes; angle crashes

Facility Type
Intersection

Timeframe
Short-Term

Design Hierarchy Tier
Tier 3: Manage Conflicts in Time

Applicable Context Zone
Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total
8-14%

Fatality/Injury
12%

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999

Estimated Cost:
$25,000 - $50,000 per intersection

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals

2. General Segment Elements Countermeasures

General Segment Elements Countermeasures

DRAFT

24 Automated De-Icing or Auto-Generated Messages on DMS Signs Based on Nearby Weather Stations

Weather data from nearby stations used to activate de-icing mechanisms on roadways or to display dynamic message signs (DMS) alerting drivers to road conditions, such as ice or snow, enhancing safety by preemptively managing hazardous conditions.

Automated Message on DMS Sign
Photo courtesy of spiritofamerica/Adobe Stock

Targeted Crash Type and/or Behavior

Road condition safety

Facility Type

Street

Timeframe

Long-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Town Center · Suburban Activity Center · Suburban · Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 2: $150,000 - $499,999

Estimated Cost: $150,000-$200,00 per installation

Source: NA

25 Center Left-Turn Lane

Center turn lanes enable left-turns from both directions, improving predictability, and keeping turning vehicles out of through traffic to reduce congestion and rear-end collision risks.

Center Left-Turn Lane
Photo courtesy of Charmeck.org/Flickr Creative Commons

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type

Street

Timeframe

Mid-Term to Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Town Center · Suburban Activity Center · Suburban · Rural

High Level Safety Benefit (CRF) - Total

36%

Fatality/Injury

34.8%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < $149,999

Tier 3: >$500,000

Estimated Cost: $125,000-$1M per mile

Source: FHWA; https://www.fhwa.dot.gov/publications/research/safety/08046/index.cfm

DRAFT

26 Corridor Access Management

Strategies to control access to major roads to improve safety by managing access points along corridors, which minimizes conflict points, reduces potential crashes, and enhances flow.

Corridor Access Management
Photo courtesy of Song_about_summer/Adobe Stock

Targeted Crash Type and/or Behavior
Rear end crashes; angle crashes

Facility Type
Street

Timeframe
Mid-Term to Long-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts

Applicable Context Zone
Urban Core | Urban Center | Town Center | Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
11% (A, B, C)

Property Damage Only
5%

Cost
Cost Tier Level (1-3):
Tier 1: < \$149,999
Tier 3: >\$500,000

Estimated Cost:
\$50,000-\$500,000 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=586

27 Led Lighting Fixture Upgrades

Replacement of traditional lights with LEDs for better roadway illumination, enhanced visibility and reduced energy costs.

LED Lighting Fixture
Photo courtesey of Peter de Kievith/Adobe Stock

Targeted Crash Type and/or Behavior
Nighttime crashes; angle crashes; rear end crashes; pedestrian-related crashes

Facility Type
Street | Intersection

Timeframe
Mid-Term to Long-Term

Design Hierarchy Tier
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core | Urban Center | Town Center | Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
28%-nighttime injury crashes; 42%-nighttime injury pedestrian crashes at intersections

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: < \$149,999

Estimated Cost:
\$2,500-\$3,000 per unit, assume fewer than 50 new units

Source: FHWA: https://safety.fhwa.dot.gov/provencountermeasures/lighting.cfm

DRAFT

28 Lighting (Additional Continuous Roadway Corridor Lighting)

Additional lighting fixtures along roads to improve visibility for both drivers and pedestrians, particularly in high-use areas.

Continuous Corridor Lighting
Photo courtesy of rh2010/Adobe Stock

Targeted Crash Type and/or Behavior
Nighttime crashes; roadway departure crashes; pedestrian-related crashes

Facility Type
Street

Timeframe
Long-Term

Design Hierarchy Tier
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core; Urban Center; Town Center; Suburban Activity Center; Suburban; Rural

High Level Safety Benefit (CRF) - Total
21%

Fatality/Injury
27%

Property Damage Only
NA

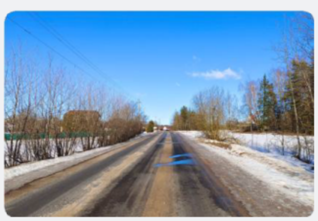
Cost
Cost Tier Level (1-3):
Tier 2: $150,000 - $499,999 to
Tier 3: >$500,000

Estimated Cost: $1,000 per unit, assumed over 150 new units

Source: https://safety.fhwa.dot.gov/ped_bike/tools_solve/ped_tctpepc/#crash

29 Living Snow Fence

Rows of vegetation planted along roadways to reduce snow drifting onto roads, improving visibility and road safety in snowy regions.



Living Snow Fence
Photo courtesy of Ilya Yurkin/Pxhere

Targeted Crash Type and/or Behavior
Road condition safety and visibility

Facility Type
Street

Timeframe
Mid-Term to Long-Term

Design Hierarchy Tier
Tier 3: Manage Conflicts in Time

Applicable Context Zone
Suburban Activity Center; Suburban; Rural

High Level Safety Benefit (CRF) - Total
11%

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: < $149,999

Estimated Cost: $5,000 per mile

Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=189; CMF Clearinghouse

DRAFT

30 Local Road Safety Plans

Community-specific plans designed to address unique traffic safety challenges through tailored interventions along specific roadways.

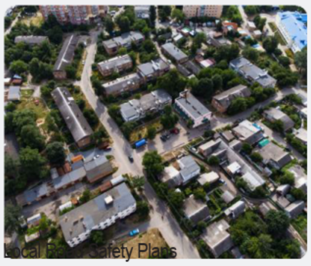


Photo courtesy of troyanphoto/Adobe Stock

Targeted Crash Type and/or Behavior

Roadway departure crashes, intersection crashes; pedestrian and bicycle-related crashes; driver behavior concerns

Facility Type

Street

Timeframe

Mid-Term to Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds
Tier 3: Manage Conflicts in Time
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Town Center | Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

17%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

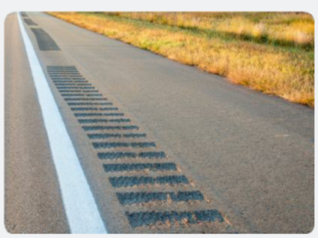
Tier 1: < $149,999 to
Tier 3: >$500,000

Estimated Cost:
$10,000 - $1M+ per unit
Cost Specific to location and needs

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/local-road-safety-plans

31 Longitudinal Rumble Strips

Raised strips along road edges or centerlines that create noise and vibrations when driven over, alerting drivers who may be veering out of lanes.


Longitudinal Rumble Strips
Photo courtesy of MarekPhotoDesign/Adobe Stock

Targeted Crash Type and/or Behavior

Run-off road crashes; head-on crashes

Facility Type

Street

Timeframe

Short-Term to Medium-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Suburban | Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

Centerline rumble strips (44-64%-) head-on fatal and injury crashes; Shoulder Rumbel strips (13-51%) - single vehicle, run-off-road fatal and injury crashes

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: < $149,999

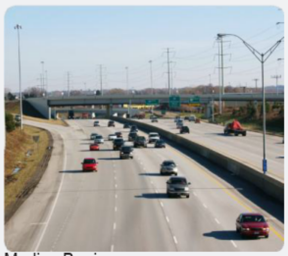
Estimated Cost:
$500 - $6,000 per mile

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads

DRAFT

32 Median Barriers

Physical barriers in the center of multi-lane roads that prevent head-on collisions by separating opposing traffic flows. Barriers may be rigid (concrete), semi-rigid (guardrail) or flexible (high tension cable) based on roadway context.



Median Barriers

Photo courtesy of Kenneth Sponsler/Adobe Stock

Targeted Crash Type and/or Behavior

Head-on crashes; opposite-direction sideswipe crashes

Facility Type

Street, Intersection

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Urban Core, Urban Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

86%

Fatality/Injury

88%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 3: $$$ >$500,000

Estimated Cost: $500,000 per mile

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=974

33 Pavement Friction Management

Increased pavement friction, especially in high-risk areas like curves or intersections. Techniques include high-friction surface treatments to reduce skidding and enhance control during adverse weather.

Pavement Friction Management

Photo courtesy of ArtificialHorizons/Adobe Stock

Targeted Crash Type and/or Behavior

Roadway departure crashes; intersection crashes; pedestrian-related crashes

Facility Type

Intersection

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

20%

Fatality/Injury

63%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost: $20–$30 per sq. yard

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/walkways_brochure.pdf

DRAFT

34 Road Safety Audit

Formal examination of the safety performance of an existing or future road segment or intersection by an independent team to identify potential safety concerns and recommend improvements.


Road Safety Audit

Targeted Crash Type and/or Behavior
Rear-end crashes, angle crashes; pedestrian-related crashes

Facility Type
Street
Intersection

Timeframe
Short-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds
Tier 3: Manage Conflicts in Time
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core
Urban Center
Town Center
Suburban Activity Center
Suburban

High Level Safety Benefit (CRF) - Total
10-60%

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999
Estimated Cost:
$25,000-$50,000 per specific needs

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/road-safety-audit

35 Roadside Design at Curves

Enhanced roadside environment near curves with features like clear zones, barriers, or improved signage to reduce risks of road departure crashes.


Roadsign Design at Curves
Photo courtesy of sumroeng/Adobe Stock

Targeted Crash Type and/or Behavior
Run-off road crashes

Facility Type
Street

Timeframe
Medium-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds

Applicable Context Zone
Urban Core
Urban Center
Town Center
Suburban Activity Center
Suburban
Rural

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
27%

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999 to
Tier 3: $$$ >$500,000
Estimated Cost:
Site and need specific

Source: FHWA;https://safety.fhwa.dot.gov/provencountermeasures/fhwasa18029/ch4.cfm

DRAFT

36 Safety Edge

A sloped pavement edge applied during road construction or resurfacing, allowing vehicles that drift off the road to return safely by reducing the risk of tire scrubbing against a vertical edge.


Safety Edge
Photo courtesy of Fenny/Adobe Stock

Targeted Crash Type and/or Behavior

Run-off road crashes

Facility Type

Street

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Suburban | Rural

High Level Safety Benefit (CRF) - Total

21%-Run-off road crashes; 19%- Head-On crashes

Fatality/Injury

11%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999

Estimated Cost:
$2,000-$5,000 per mile

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/safetyedgesm

37 Vegetation Management Along Corridors (Countywide Spray Program to Supplement Mowing)

Targeted use of herbicides in areas where mowing alone isn't sufficient to manage vegetation, helping to keep sightlines clear along rural or suburban roads.


Countywide Spray Program
Photo courtesy of Kristina Blokhin/Adobe Stock

Targeted Crash Type and/or Behavior

Run-off road crashes; wildlife collisions

Facility Type

Street

Timeframe

Short-Term and Long-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Suburban | Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999

Estimated Cost:
$100-$600 per acre

Source: https://safety.fhwa.dot.gov/local_rural/training/fhwasa07018/vegetationfv1108.pdf

DRAFT

38 Wide Shoulder Area (Gravel or Paved But Not Combination)

A wide shoulder area provides a safe space for vehicles to pull over, emergency stops, or non-motorized use. Using a consistent material, either gravel or paved, prevents uneven surfaces that could affect vehicle control when exiting or re-entering the roadway.

Wide Shoulder Area
Photo courtesy of Ravi/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes; run-off-road crashes; head-on crashes; nighttime crashes

Facility Type

Street

Timeframe

Mid-Term to Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Suburban Activity Center; Suburban; Rural

High Level Safety Benefit (CRF) - Total

34%

Fatality/Injury

49%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

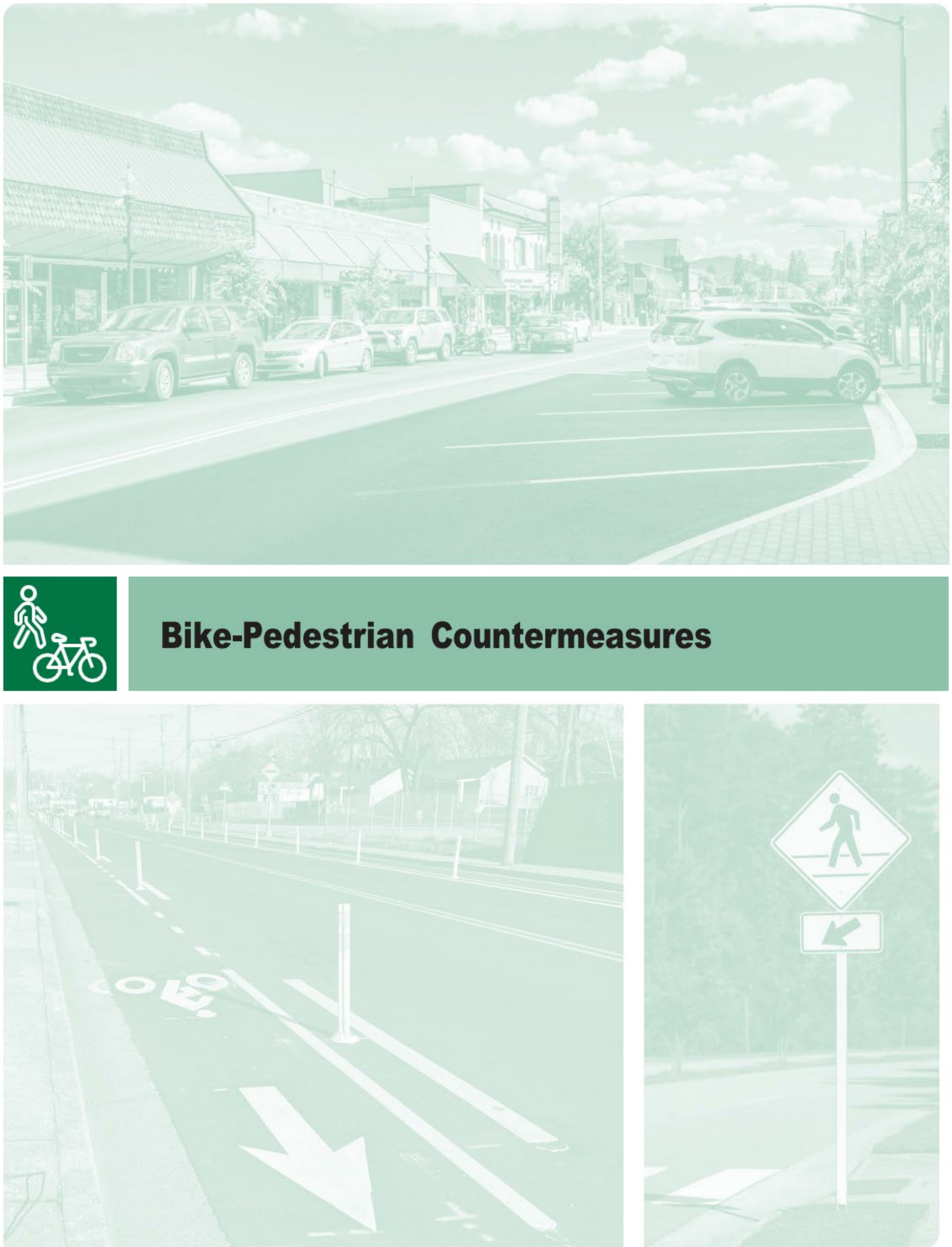
Tier 1: $ < $149,999 to

Tier 2: $$ $150,000 - $499,999

Estimated Cost: $5,000-$150,000 per mile

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7755; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7757

3. Bike-Pedestrian Countermeasures



DRAFT

39 Bicycle Boxes

Pavement marking boxes placed at intersections allow cyclists to wait in front of vehicles during red lights, reducing conflicts and giving cyclists a head start when the light turns green.

Bicycle Box
Photo courtesy of itdp/Flickr Creative Commons

Targeted Crash Type and/or Behavior
Bicycle-related intersection crashes

Facility Type
Intersection

Timeframe
Mid-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts

Applicable Context Zone
Urban Core
Urban Center
Town Center

High Level Safety Benefit (CRF) - Total
15% (Pedestrian, Bicycle)

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999
Estimated Cost: $15 per square foot

Source: https://menlopark.gov/files/sharedassets/public/v/3/public-works/documents/transportation/transportation-projects/menloparkvzap-countermeasuretoolbox.pdf

40 Bicycle Signals

Dedicated traffic signals for cyclists to provide safe and efficient movement through intersections.


Bicycle Signal
Photo courtesy of Adam L. Coppola/Flickr Creative Commons

Targeted Crash Type and/or Behavior
Bicycle-related intersection crashes

Facility Type
Intersection

Timeframe
Mid-Term

Design Hierarchy Tier
Tier 3: Manage Conflicts in Time

Applicable Context Zone
Urban Core
Urban Center
Town Center

High Level Safety Benefit (CRF) - Total
87.5%

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 2: $$ $150,000 - $499,999
Estimated Cost: $250,000 per four-leg intersection (includes APS/CPS)

Source: NACTO; https://nacto.org/case-study/bicycle-signal-at-russell-boulevard-at-sycamore-lane-davis-ca/

DRAFT

41 Bike/Pedestrian Signal Concurrence

Coordinating pedestrian and cyclist signals/phases to provide adequate crossing time.

Bike/Ped Signal Concurrence Sign
Photo courtesy of Isaac Mitchell/Pexels Public Domain

Targeted Crash Type and/or Behavior
Bicycle-pedestrian-related intersection crashes

Facility Type
Intersection

Timeframe
Mid-Term

Design Hierarchy Tier
Tier 3: Manage Conflicts in Time

Applicable Context Zone
Urban Core, Urban Center, Town Center

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999
$$
$$$

Estimated Cost:
Signal time adjustment $2,000 - $5,000 per phase

Source: NA

42 Bus Stop Extensions or Safety Improvements

Extending bus stop zones (increasing pedestrian space) improves access and safety for transit riders, pedestrians, and bicyclists while boarding or exiting buses.

Bus Stop Extensions/Safety Improvements
Photo courtesy of Austin Transportation and Public Works/Flickr Public Domain

Targeted Crash Type and/or Behavior
Pedestrian-related crashes

Facility Type
Street, Intersection

Timeframe
Mid-Term to Long-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts

Applicable Context Zone
Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
50%

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999
Tier 2: $$ $150,000 - $499,999
$$$

Estimated Cost:
$35,000-$50,000 site and location specific

Source: http://pedbikesafe.org/PEDSAFE/casestudies_detail.cfm?CM_NUM=5&CS_NUM=50

DRAFT

43 Crosswalk Visibility Enhancements Including Pavement Marking Striping and Signing

High-visibility markings, such as ladder or zebra patterns, increasing the visibility of crosswalks, alerting drivers to potential pedestrian crossings.

Crosswalk Visibility Enhancements

Targeted Crash Type and/or Behavior
Pedestrian-related crashes

Facility Type
Intersection

Timeframe
Short-Term

Design Hierarchy Tier
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total
19%

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999

Estimated Cost:
$500-$15,000 per crossing

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4124

44 Curb Ramps and Sidewalk Utility Coordination

Ramps provide smooth, safe transitions between sidewalks and crosswalks, benefiting pedestrians with mobility aids. Coordinating utilities on sidewalks maintains clear walk zones and proper delineation.

Curb Ramps/Sidewalk Utility Coordination
Photo courtesy of knelson20/Adobe Stock

Targeted Crash Type and/or Behavior
Pedestrian-related crashes

Facility Type
Intersection

Timeframe
Med-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts

Applicable Context Zone
Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total
NA

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999

Estimated Cost:
$500 - $10,000 per square foot

Source: NA

DRAFT

45 Hardened Centerlines

Physical barriers in the centerline of a road discourage vehicles from crossing into opposing lanes, reducing head-on collision risks, and slowing driver turning movements by delineating tighter turning radii.

Hardened Centerline
Photo courtesy of Portland Bureau of Transportation/ Creative Commons

Targeted Crash Type and/or Behavior

Speed-related crashes at intersections; angle crashes; pedestrian-related crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

67%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < $149,999

Estimated Cost:
$500-$5,000 per leg of the intersection

Source: CMF Clearinghouse;
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1692

46 In-Street Pedestrian Crossing Signs (R1-6 or R1-6a)

Signs placed at pedestrian crossings to increase driver awareness and encourage yielding to pedestrian.

In-street Pedestrian Crossing Sign
Photo courtesy of karagrubis/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type

Street

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

18%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < $149,999

Estimated Cost:
$500-$1,000 per unit

Source: CMF Clearinghouse;
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9022

DRAFT

47 Leading Pedestrian Intervals (LPI)

Traffic signal strategy that gives pedestrians and bicyclists a head start at crosswalks before vehicles receive a green light, improving their visibility and reducing conflicts with turning vehicles.

Leading Pedestrian Interval
Photo courtesy of methaphum/Adobe Stock

Targeted Crash Type and/or Behavior
Pedestrian-related crashes; Bicycle-related crashes

Facility Type
Intersection

Timeframe
Mid-Term

Design Hierarchy Tier
Tier 3: Manage Conflicts in Time

Applicable Context Zone
Urban Core | Urban Center | Town Center

High Level Safety Benefit (CRF) - Total
13%

Fatality/Injury
14%

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: \$ < \$149,999
\$\$
\$\$\$

Estimated Cost:
\$2,000-\$100,000 per phase or signal (APS/ CPS may be needed)

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9918

48 Medians and Refuge Crossing Islands

Raised barriers in the middle of the road provide pedestrian refuge, allowing them to cross one direction of traffic at a time.

Crossing Island
Josip Ivankovic/Unsplash

Targeted Crash Type and/or Behavior
Pedestrian-related crashes

Facility Type
Street | Intersection

Timeframe
Long-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds

Applicable Context Zone
Urban Core | Urban Center | Town Center

High Level Safety Benefit (CRF) - Total
46-56% (pedestrian crashes)

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: \$ < \$149,999
\$\$
Tier 3: \$\$\$ >\$500,000

Estimated Cost:
\$50,000 - \$500,000 per unit

Source: https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas

DRAFT

49 Mid-Block Curb Extensions or Bulb Outs

Curb extensions, or "bulb-outs," narrow the roadway, shorten pedestrian crossings, slow vehicles and improve pedestrian visibility at intersections.

Intersection/Mid-block Curb Extension/ Bulb-out

Photo courtesy of Richard Drdul/Wikimedia Commons

Targeted Crash Type and/or Behavior

Pedestrian-related crashes; angle crashes

Facility Type

Street, Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

35%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999 to
Tier 2: $$ $150,000 - $499,999
$$$

Estimated Cost:
$5,000 -$150,000 per unit

Source: NA

50 New or Wider Buffers Between Types of Traffic User Modes

Increased separation between vehicle and pedestrian spaces or bike lanes enhances safety by minimizing conflicts.

New/Wider Buffers Between Traffic/ User Types

Photo courtesy of alpegor/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related crashes

Facility Type

Street, Intersection

Timeframe

Short-Term to Med-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

50-56% (bicycle crashes)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999 to
$$
Tier 3: $$$ >$500,000

Estimated Cost:
$5,000 - $30,000 per mile

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-23-025.pdf

DRAFT

51 On-Street Parking

Strategically placed parking along streets helps create a buffer for pedestrians and manage traffic speeds.

On-Street Parking
Photo courtesy of Kirk Fisher/Adobe Stock

Targeted Crash Type and/or Behavior
Speed-related crashes; sideswipe crashes; pedestrian-related crashes

Facility Type
Street

Timeframe
Mid-Term to Long-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds

Applicable Context Zone
Urban Core
Urban Center
Town Center

High Level Safety Benefit (CRF) - Total
52%

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999
`$$`
`$$$`

Estimated Cost:
$5,000-$10,000 per parking space

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9253

52 Passive Pedestrian Detection

Automatic pedestrian detection at intersections or crosswalks without requiring a push button. Using sensors, cameras, or thermal imaging, the system detects when a pedestrian is waiting to cross, triggering the pedestrian signal phase accordingly.

Passive Pedestrian Detection
Photo courtesy of Greg Borenstein/Flickr

Targeted Crash Type and/or Behavior
Pedestrian-related crashes

Facility Type
Street

Timeframe
Long-Term

Design Hierarchy Tier
Tier 1: Remove Severe Conflicts
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone
Urban Core
Urban Center
Town Center
Suburban Activity Center

High Level Safety Benefit (CRF) - Total
22% (pedestrian)

Fatality/Injury
NA

Property Damage Only
NA

Cost
Cost Tier Level (1-3):
Tier 1: $ < $149,999
`$$`
`$$$`

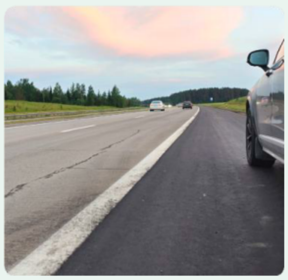
Estimated Cost:
$2,000-$10,000 per unit

Source: http://www.pedbikesafe.org/pedsafe/

DRAFT

53 Paved Safety or Shared Use Shoulders

Paved shoulder areas provide a separate space for bicyclists and pedestrians. It also provides space for vehicles to recover, reducing roadway departure crashes and space for vehicles needing to pull over.



Paved Shoulder

Photo courtesy of Balser/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related crashes

Facility Type

Street

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Suburban Activity Center | Suburban | Rural

High Level Safety Benefit (CRF) - Total

71% (pedestrian)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999 to

$$

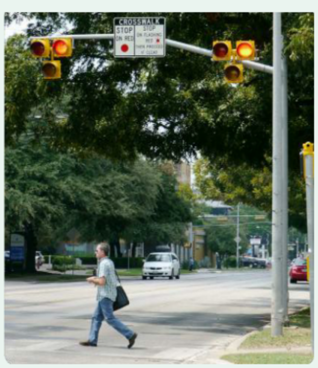
Tier 3: $$$ >$500,000

Estimated Cost:
$100,000-$500,000 per mile

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/walkways_brochure.pdf

54 Pedestrian Hybrid Beacons (PHB)

Traffic control devices activated by pedestrians at mid-block crossings or unsignalized intersections. The unique PHB red lights flash to alert drivers and provides a safe crossing interval for pedestrians.



Pedestrian Hybrid Beacon (PHB)

Photo courtesy of Austin Transportation and Public Works/Flickr

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type

Street | Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone

Urban Core | Urban Center | Town Center | Suburban Activity Center

High Level Safety Benefit (CRF) - Total

29%

Fatality/Injury

15%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999 to

Tier 2: $$ $150,000 - $499,999

$$$

Estimated Cost:
$125,000 - $250,000 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2911

DRAFT

55 Pedestrian Warning Crossing Signage (W11-1, 2, etc.)

Warning signs that alert drivers to upcoming pedestrian crossings or other conditions, improving driver awareness and reducing collision risks.

Pedestrian Crossing Sign

Photo courtesy of Arvind Balaraman/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes; animal-related crashes; intersection-related crashes; curve-related crashes; school zone crashes

Facility Type

Street Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

12.1%

Fatality/Injury

18.6%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

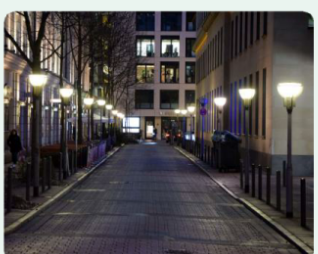
Tier 1: $ < $149,999

Estimated Cost: $500- $1,000 per unit

Source: CMF Clearinghouse;https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8892; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8893

56 Pedestrian-Scale Lighting

Lighting positioned to illuminate sidewalks and crosswalks, specifically enhancing pedestrian visibility at night.



Pedestrian-Scale Lighting

Photo courtesy of Fotolyse/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type

Street

Timeframe

Mid-Term

Long-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

60%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999 to

Tier 3: $$$ >$500,000

Estimated Cost: $2,500-$4,000 per unit

Source: http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=8&CS_NUM=86

DRAFT

57 Protected Crossing Phase/Pedestrian Scramble

Dedicated signal phase that halts all vehicle movement to allow pedestrians to cross in all directions simultaneously, reducing conflicts with turning vehicles.

Pedestrian Scramble
Photo courtesy of anoyo/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type

Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center

High Level Safety Benefit (CRF) - Total

51%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: < 149,999 USD

Estimated Cost:
50,000-100,000 USD per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4117

58 Protected Intersection

Intersection designs that separate cyclists, pedestrians, and motor vehicles using physical barriers or islands to reduce collision risks, particularly between turning vehicles and vulnerable road users.

Protected Intersection
Photo courtesy of Beyond DC/Flickr

Targeted Crash Type and/or Behavior

Bicycle-related intersection crashes

Facility Type

Intersection

Timeframe

Mid-Term to Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: < 149,999 USD
Tier 3: > 500,000 USD

Estimated Cost:
50,000-250,000+ USD per intersection

Source: https://www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero/Tools-and-Guidelines/Multimodal-Safety-Engineering-Toolbox-Web-Format/Protected-Intersections

DRAFT

59 Public Plazas or Parklets

Street space repurposed into pedestrian-friendly areas such as plazas or small parks (parklets), often in urban settings, to enhance public space while improving delineation for driving lanes.

Public Plaza/Parklet

Photo courtesy of Seattle DOT Photos/Flickr

Targeted Crash Type and/or Behavior

Pedestrian-related crashes, angle crashes, rear-end crashes; speed-related crashes

Facility Type

Street, Intersection

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Tier 2: Reduce Vehicle Speeds

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999 to

Tier 2: $$ $150,000 - $499,999

$$$

Estimated Cost: $20,000-$150,000 per unit

Source: https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/parklets/

60 Raised Crosswalk

A Raised Crosswalk is an elevated pedestrian crossing designed to slow vehicle speeds, improve visibility of pedestrians, and enhance safety by aligning the crossing with the sidewalk level. It acts as a traffic calming measure.

Raised Crosswalk

Photo courtesy of Arnold Reinhold/Wikimedia Commons

Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related crashes

Facility Type

Street, Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

46% (pedestrian crashes)

Fatality/Injury

46%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

$$

$$$

Estimated Cost: $5,000-$30,000 per unit

Source: CMF Clearinghouse: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=136

DRAFT

61 Rectangular Rapid Flashing Beacons (RRFB)

Flashing beacons activated by pedestrians at unsignalized crosswalks to alert drivers of pedestrian presence, increasing crossing visibility and safety.

Flashing Rectangular Beacon
Photo courtesy of Seattle Lara Justine/Flickr

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type

Street Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

47.4% (pedestrian)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

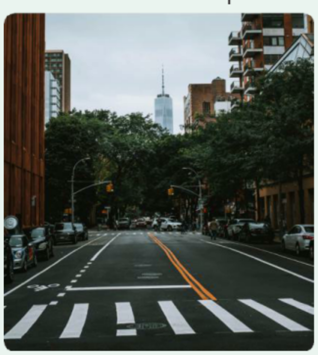
Estimated Cost:

$10,000 - $100,000 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9024

62 Restripe Crosswalks and Stop Bars

Crosswalks and stop bars repainted to improve visibility and encourage drivers to be aware of pedestrian crossing areas and where to stop.



Restripe crosswalks/stop bars
Photo courtesy of Mario Cuadros/Pexels

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

8.3%-18.9%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

$1,000-$5,000 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8955

DRAFT

63 Separated Bicycle Lanes

Physically separated bicycle lanes prevent interactions with motor vehicles, improving safety for cyclists by reducing collision risks.


Separated Bicycle Lane

Targeted Crash Type and/or Behavior

Bicycle-related crashes

Facility Type

Street

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Urban Core | Urban Center | Town Center | Suburban Activity Center

High Level Safety Benefit (CRF) - Total

30-49%; 53%- Bicycle/Vehicle crashes

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999
$$
Tier 3: $$$ >$500,000

Estimated Cost:
$50,000-$500,000 per mile

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes

64 Shorter Signal Cycle Length

Reduced cycle length to decrease pedestrian and bicyclist wait times, making it safer and more efficient for pedestrians to cross intersections, and ultimately reducing non-intersection pedestrian crossings.

Shorter Signal Cycle Length
Photo courtesy of Ryan Smith/Flickr

Targeted Crash Type and/or Behavior

Bicycle and pedestrian-related intersection crashes

Facility Type

Intersection

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone

Urban Core | Urban Center | Town Center | Suburban Activity Center

High Level Safety Benefit (CRF) - Total

37%

Fatality/Injury

12%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999
Tier 2: $$ $150,000 - $499,999
$$$

Estimated Cost:
$30,000 to $250,000 per intersection (if new signal required to add APS/CPS)

Source: CCMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=383

DRAFT

65 Sidewalks and Shared-Use Paths

Designated pathways for pedestrians or multiple users (e.g., cyclists and pedestrians), often separated from traffic to provide safe travel alternatives for non-motorized users.

Sidewalks/Shared-Use Path

Photo courtesy of Phil Champion/Wikimedia Commons

Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related crashes

Facility Type

Street

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

Sidewalks (65-89%)- Pedestrians; Paved Shoulders (71%) - Pedestrian crashes

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < $149,999

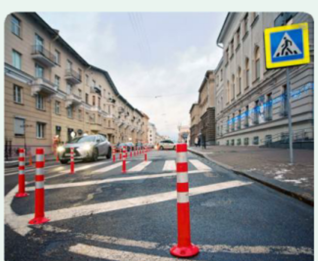
Tier 3: >$500,000

Estimated Cost: $100,000-$4.5M per mile

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/Walkways_508.pdf

66 Transverse Striping and Curb Extensions Using Flex-Posts or Bollards

Transverse striping and flex posts used to change the dimensions of driving lanes within the right-of-way. Typical applications include temporary islands, median extensions, chicanes, tightened intersection turning radii, and buffers between different user types.



Transverse Striping and Flex-Post/Bollard Curb Extensions

Photo courtesy of Tricky Shark/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes; pedestrian-related crashes; angle crashes

Facility Type

Street, Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

34%

Fatality/Injury

36% (A,B,C)

Property Damage Only

28%

Cost

Cost Tier Level (1-3):

Tier 1: < $149,999

Estimated Cost: $500- $5,000 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=138

DRAFT

67 Turning Vehicles Yield to Pedestrians Signage

Signs (MUTCD R10-15) remind drivers to yield to pedestrians when turning at intersections, enhancing safety by reducing conflicts between vehicles and crossing pedestrians.

Turning Vehicles Yield to Pedestrians
Photo courtesy of elvis901/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type

Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

25% (Pedestrian crashes)

Fatality/Injury

NA

Property Damage Only

NA

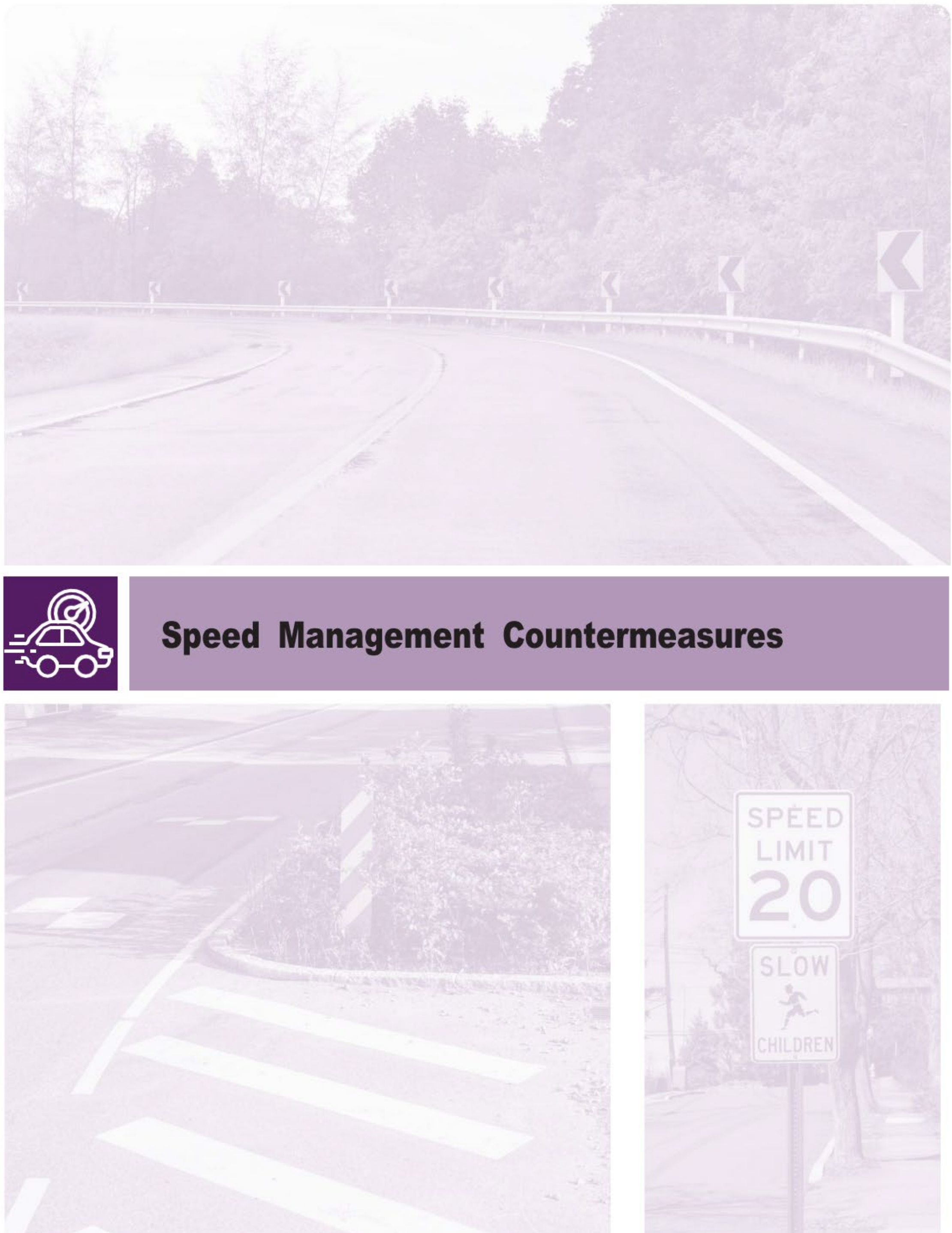
Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999

Estimated Cost:
$500 - $2,000 per unit (overhead/mast-mounted signs will cost more)

Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9017

4. Speed Management Countermeasures



DRAFT

68 Appropriate Speed Limits for All Road Users

Speed limits that reflect road type, surrounding environment/land use, and traffic volume help manage driving speeds, reduce crash severity, and accommodate all road users safely.

Appropriate Speed Limits for All Road Users

Photo courtesy of ansyvan/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type

Street

Timeframe

Med-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

26%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

New signs & posts $500 - $1,500 per unit

Source: https://safety.fhwa.dot.gov/provencountermeasures/appropriate-speed-limits.cfm

DRAFT

69 Chicanes

Alternating curb extensions or other design features along a road create a winding pattern, slowing traffic by encouraging drivers to reduce speed.

Chicanes
Photo courtesy of Zigmunds/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type

Street

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Tier 2: $$ $150,000 - $499,999

Estimated Cost: $10,000-$50,000 per unit, assume multiple units installed

Source: NA

70 Horizontal Curve Delineation incl. Chevron Signs (Optional Radar Activated Flashing Border)

Visual cues and markings that enhance the visibility of curved road sections, guiding drivers safely through these areas. Chevron-shaped signs marking curves, often with radar-activated flashing features, to alert drivers to reduce speed in advance of sharp turns.

Horizontal Curves/Chevron Signing
Photo courtesy of Suthin/Adobe Stock

Targeted Crash Type and/or Behavior

Roadway departure crashes

Facility Type

Street

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Suburban, Rural

High Level Safety Benefit (CRF) - Total

35%-44%

Fatality/Injury

15%-60%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

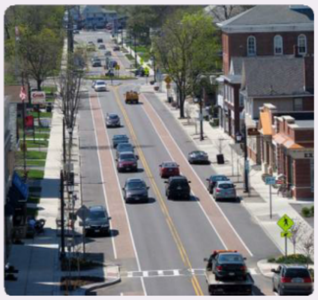
Estimated Cost: Static signs $500-$1,000 per unit, radar-activated flashing signs $2,500-$8,000 per unit, pavement markings $10,000 per miile

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10362
FHWA; https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation.cfm#psc-footnote

DRAFT

71 Road Diet or Lane Reallocation

Reconfiguration of travel lanes, often converting a four-lane road to two through lanes and a center left-turn lane, which calms traffic, improves safety, and creates space for bike lanes or wider sidewalks.



Road Diet

Photo courtesy of Complete Streets/Flickr

Targeted Crash Type and/or Behavior

Speed-related crashes; rear-end crashes; sideswipe crashes; pedestrian-related crashes

Facility Type

Street

Timeframe

Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

19-47%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 2: $$ $150,000 - $499,999 to

Tier 3: $$$ >$500,000

Estimated Cost:

$150,000 - $1M per mile

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration

72 Speed Cushion or Speed Hump (<5K AADT)

Raised sections of pavement used on low-speed roads (usually <5,000 annual average daily traffic) to slow vehicles and improve safety in residential or pedestrian-heavy areas.

Speed Hump

Photo courtesy of Richard Drdul/Wikimedia Commons

Targeted Crash Type and/or Behavior

Speed-related crashes; intersection crashes; rear-end crashes; pedestrian-related crashes

Facility Type

Street

Timeframe

Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost:

$1,000 - $10,000 per unit

Source: https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-cushion/

DRAFT

73 Speed Safety Cameras/Radar Speed Detection

Cameras or radar systems that monitor vehicle speeds, helping to enforce speed limits and reduce speeding-related crashes by deterring violations.

Speed Safety Cameras

Photo courtesy of Andrei Armiagov/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type

Street

Timeframe

Mid-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

54%

Fatality/Injury

48%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999 to

Tier 2: $$ $150,000 - $499,999

Estimated Cost: $100,000 - $350,000 per unit

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Cameras_508.pdf

74 Transverse Rumble Strips (Rubber, Plastic, or Milled-In)

Strips running across the roadway (typically before intersections or stop signs) to alert drivers with sound and vibration, helping to reduce speeds and increase awareness. Strips can either be traditional rumble strip grooves in pavement or installed raised rubber or plastic strips.

Transverse Rumble Strips

Photo courtesy of trainman111/Adobe Stock

Targeted Crash Type and/or Behavior

Nighttime crashes; speed-related crashes; pedestrian-related crashes; distracted driving and attentiveness mitigation

Facility Type

Street, Intersection

Timeframe

Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

13%

Fatality/Injury

29%

Property Damage Only

14%

Cost

Cost Tier Level (1-3):

Tier 1: $ < $149,999

Estimated Cost: $2,000 - $3,000 per unit

Source: CMF Clearinghouse; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9046

DRAFT

75 Variable Speed Limits

Speed limits that adjust based on real-time road conditions (e.g., weather, traffic volume), enhancing safety by reducing speed differentials between vehicles.

Variable Speed Limits
Photo courtesy of Wonderlane/Flickr

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type

Street

Timeframe

Mid-Term to Long-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Core, Urban Center, Suburban Activity Center

High Level Safety Benefit (CRF) - Total

34%

Fatality/Injury

51%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: \$ < \$149,999
\$\$
Tier 3: \$\$\$ >\$500,000

Estimated Cost:
\$50,000-\$500,0000 per uniit

Source: FHWA; https://highways.dot.gov/safety/proven-safety-countermeasures/variable-speed-limits

76 Wider Edge Lines

Wider white edge lines improve lane visibility and support lane-keeping, particularly in low-light or adverse weather conditions.

Wider Edge Lines
Photo courtesy of Ianu Arius/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes; run-off-road crashes; head-on crashes; nighttime crashes

Facility Type

Street

Timeframe

Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone

Urban Center, Town Center, Suburban Activity Center, Suburban, Rural

High Level Safety Benefit (CRF) - Total

37%

Fatality/Injury

42%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: $ < $149,999
$$
$$$

Estimated Cost:
$1,500 - $2,500 per mile

Source: FHWA; https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4737

Appendix F: Project Cut Sheets

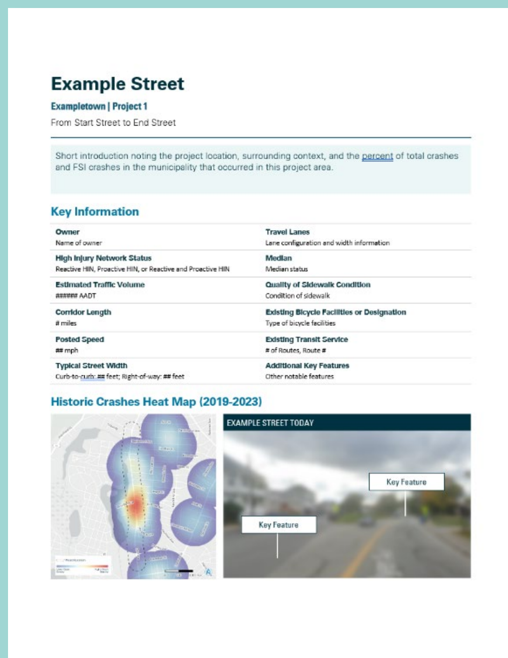
Project Sheets Overview

The images at right show an example project sheet. Each project in the appendix has its own project sheet with additional context about the project area, crash history, goals for safety improvements, and potential safety countermeasures.

Many of these factors are also discussed in the larger local context in the Safety Action Plan under the safety analysis, equity, and engagement chapters.

The historic crash heat maps shown on these project sheets visualize the relative densities of fatal and serious injury (FSI) crashes of all modes across the municipality, providing an overview of geographic patterns in crash data from 2019 to 2023. They include crashes that occurred on interstates. Crashes that did not result in a fatality or serious injury are not represented in the heat maps.

PAGE 1 An overview of the project location, street characteristics, and a heat map of historic crashes.



Example Street

Exampletown | Project 1

From Start Street to End Street

Short introduction noting the project location, surrounding context, and the percent of total crashes and FSI crashes in the municipality that occurred in this project area.

Key Information

Owner Name of owner	**Travel Lanes** Lane configuration and width information
High Injury Network Status Reactive HIN, Proactive HIN, or Reactive and Proactive HIN	**Median** Median status
Estimated Traffic Volume ###### AADT	**Quality of Sidewalk Condition** Condition of sidewalk
Corridor Length # miles	**Existing Bicycle Facilities or Designation** Type of bicycle facilities
Posted Speed ## mph	**Existing Transit Service** # of Routes, Route #
Typical Street Width Curb-to-curb: ## feet; Right-of-way: ## feet	**Additional Key Features** Other notable features

Historic Crashes Heat Map (2019-2023)

EXAMPLE STREET TODAY

Key Feature

Key Feature

PAGE 2 Summary of historic crash statistics, corridor demographics, public input, and planned projects.

Exampletown | Project 1 | Example Street — From Start Street to End Street

Historic Crash Statistics Summary (2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	%	%	%
Motor Vehicle Crashes	%	%	%
Bicycle Involved Crashes	%	%	%
Pedestrian Involved Crashes	%	%	%
Motorcycle Involved Crashes	%	%	%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	%	%	%
Dark – Lighted	%	%	%
Dark – Not Lighted	%	%	%
Unknown Lighting	%	%	%
Twilight	%	%	%

Road Condition Factor	FSI	Non-FSI	All
Dry	%	%	%
Unknown	%	%	%
Wet	%	%	%
Wintery	%	%	%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	%	%	%
Head-On Crashes	%	%	%
Unknown Manner of Collision	%	%	%
Rear End Crashes	%	%	%
Sideswipe Opposite Direction Crashes	%	%	%
Sideswipe Same Direction Crashes	%	%	%
Single Vehicle Crashes	%	%	%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	Rating
Located within ¼ mile of school	Status

Census Tract Statistics Census Tract #	Value
Area of Persistent Poverty[1]	Status
Percent Zero Vehicle Households[2]	%

Block Group Statistics[3] Block Group #	Percentile
Transportation Insecurity	%
Environmental Burden	%
Health Vulnerability	%
Social Vulnerability	%
Climate Risk Burden	%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

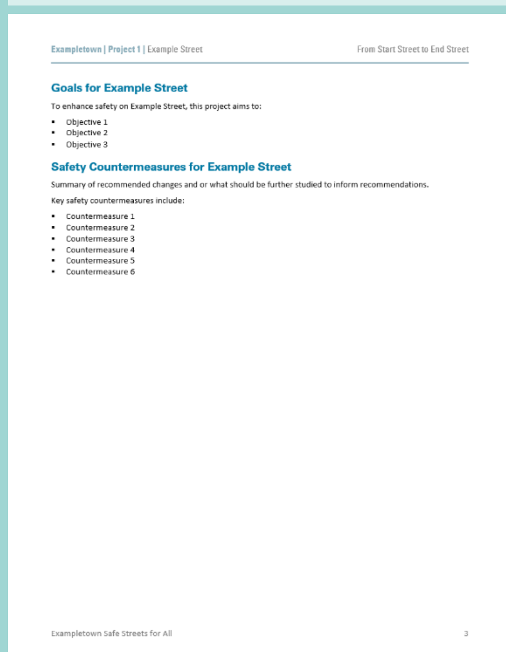
- Input
- Input
- Input
- Input
- Input

Previous Proposed Planned Improvements to Project Area

- Previous plan
- Previous plan

Exampletown Safe Streets for All 2

PAGE 3 Project area safety goals and a summary of recommended safety countermeasures.



Exampletown | Project 1 | Example Street — From Start Street to End Street

Goals for Example Street

To enhance safety on Example Street, this project aims to:

- Objective 1
- Objective 2
- Objective 3

Safety Countermeasures for Example Street

Summary of recommended changes and or what should be further studied to inform recommendations.

Key safety countermeasures include:

- Countermeasure 1
- Countermeasure 2
- Countermeasure 3
- Countermeasure 4
- Countermeasure 5
- Countermeasure 6

Exampletown Safe Streets for All 3

PAGE 4 Project area diagram with potential locations for safety countermeasures.

Wampanoag Trail/County Rd & Old County Rd

Barrington | Project #1

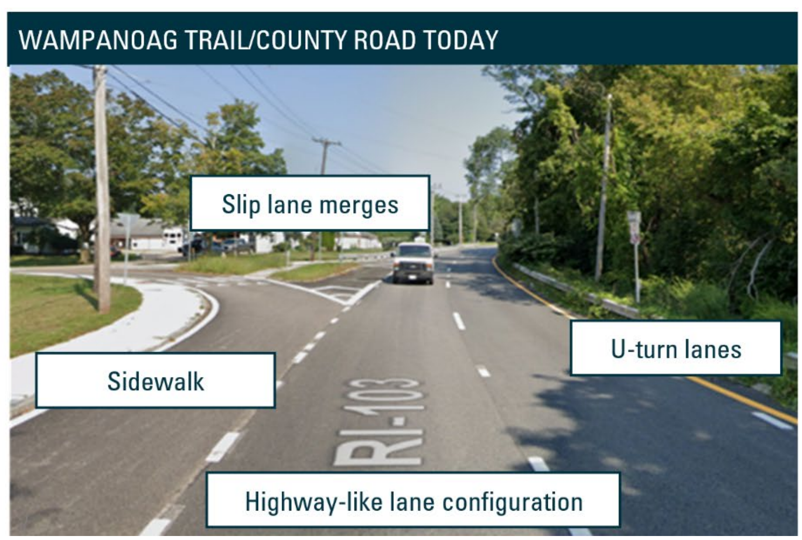
From East Providence City Limits to Federal Road/Massasoit Ave Intersection

These corridors are hot spots for fatal and serious injury crashes, with higher posted speed limits, multiple travel lanes per direction, and challenging side-street intersections paired with median U-turns. 30% of all FSI crashes and 14% of all crashes in Barrington occurred on these corridors.

Key Information

Owner State & Town of Barrington	**Travel Lanes** Wampanoag Trail/County Road: 4 x 12’ travel lanes, plus U-Turn Lanes; Old County: 2 x 11’ travel lanes
High Injury Network Status Reactive and Proactive HIN	**Median** Wampanoag Trail: Landscaped Median; Old County: No Median
Estimated Traffic Volume Wampanoag Trail/County Road: 11,700-15,100 AADT Old County Road: 4,000 AADT	**Quality of Sidewalk Condition** West Side South of County Road: Good; West Side North of County Road: None; East Side; None; Old County: None
Corridor Length 2.1 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed Wampanoag Trail/County Road: 35-45 MPH Old County Road: No Posted Speed Limit (School Zone)	**Existing Transit Service** Two Routes: 60, 61x
Typical Street Width Curb-to-curb: 32-76 feet; Right-of-way: 50-230 feet	**Additional Key Features** Number of Lanes Decreases at Federal/Massasoit Intersection

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	2%	98%	100%
Motor Vehicle Crashes	67%	98%	98%
Bicycle Involved Crashes	0%	0%	0%
Pedestrian Involved Crashes	0%	1%	1%
Motorcycle Involved Crashes	33%	1%	2%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	67%	86%	86%
Dark – Lighted	33%	9%	9%
Dark – Not Lighted	0%	2%	2%
Unknown Lighting	0%	0%	0%
Twilight	0%	3%	3%

Road Condition Factor	FSI	Non-FSI	All
Dry	67%	84%	84%
Unknown	0%	1%	1%
Wet	33%	14%	14%
Wintery	0%	2%	2%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	33%	8%	8%
Head-On Crashes	0%	2%	2%
Unknown Manner of Collision	0%	10%	10%
Rear End Crashes	67%	56%	56%
Sideswipe Opposite Direction Crashes	0%	0%	0%
Sideswipe Same Direction Crashes	0%	10%	9%
Single Vehicle Crashes	0%	14%	13%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Critical VRU Modes: High
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030200	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	2%

Block Group Statistics[3] Block Group 440010302001, 440010302002, 440010302003	Percentile
Transportation Insecurity	34%
Environmental Burden	42%
Health Vulnerability	61%
Social Vulnerability	17%
Climate Risk Burden	40%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Excessive speed
- Lack of facilities for people to safely walk and bike
- Limited opportunities to cross the road safely, particularly to access Walker Farm
- Side street drivers fail to yield or stop before entering Wampanoag Trail
- Difficulty accessing transit stops

Previously Proposed Planned Improvements to Project Area

- STIP Project #1290 will repave the corridor.
- Barrington's Complete Streets Implementation Plan calls for sidewalks on the east side of the road from Massasoit/Federal to the Walker Farm Town Recreation area.

Goals for Wampanoag Trail & Old County Road

To enhance safety on Wampanoag Trail/County Road and Old County Road, this project aims to:

- Uplift calls from the community for fundamental change to the design and operation of Route 114 north of Federal Road/Massasoit Avenue.
- Explore alternatives which reduce the footprint of the roadway to allow for safer speeds, enable crossing the road to access recreation and RIPTA bus stops, and provide space to install a shared use path and resilience components.
- Make spot improvements along the corridor to make the roadway safer in the short-term, like evaluating if speed limit reductions are feasible, installing short stretches of sidewalk consistent with the Complete Streets Implementation Plan, and evaluating if any U-turn lanes can be removed.

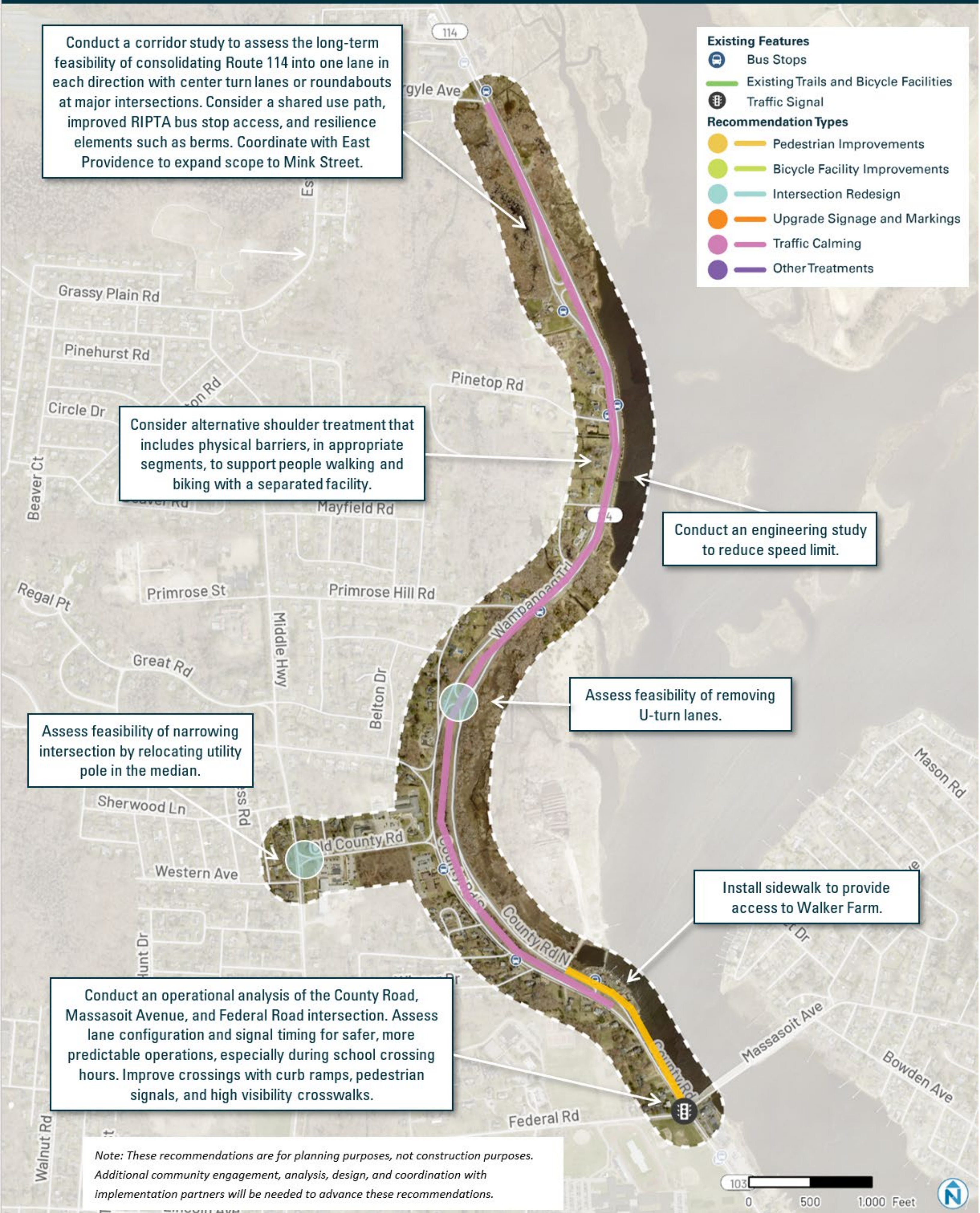
Safety Countermeasures for Wampanoag Trail & Old County Road

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Conduct a corridor study to assess the long-term feasibility of consolidating Route 114 into one lane in each direction with center turn lanes and/or roundabouts at major intersections. Consider a shared use path, improved RIPTA bus stop access, and resilience elements such as berms. Coordinate with East Providence to expand scope to Mink Street.
- Consider alternative shoulder treatment that includes physical barriers, in appropriate segments, to support people walking and biking with a separated facility.
- Conduct an engineering study to assess the feasibility of a speed limit reduction.
- Assess the feasibility of removing U-turn lanes north of Old River Road, which would require vehicles to travel south of Old County Road or north of Pinetop Road to make a U-turn.
- Consistent with the Complete Streets Implementation Plan, install a sidewalk to provide access to Walker Farm.
- Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. Assess lane configuration and signal timing for safer, more predictable operations, especially during school crossing hours. Improve crossings with curb ramps, pedestrian signals, and high visibility crosswalks.
- Assess feasibility of narrowing Old County Road/Middle Highway intersection by relocating utility pole in the median.

**Old County Rd is a town owned and maintained and is not a Federal Aid road. Any changes to Old County Road do not require RIDOT permission to implement proposed countermeasures.*

BARRINGTON | PROJECT #1 | WAMPANOAG TRAIL/OLD COUNTY ROAD POTENTIAL SAFETY IMPROVEMENTS



Note: These recommendations are for planning purposes, not construction purposes. Additional community engagement, analysis, design, and coordination with implementation partners will be needed to advance these recommendations.

County Road

Barrington | Project #2

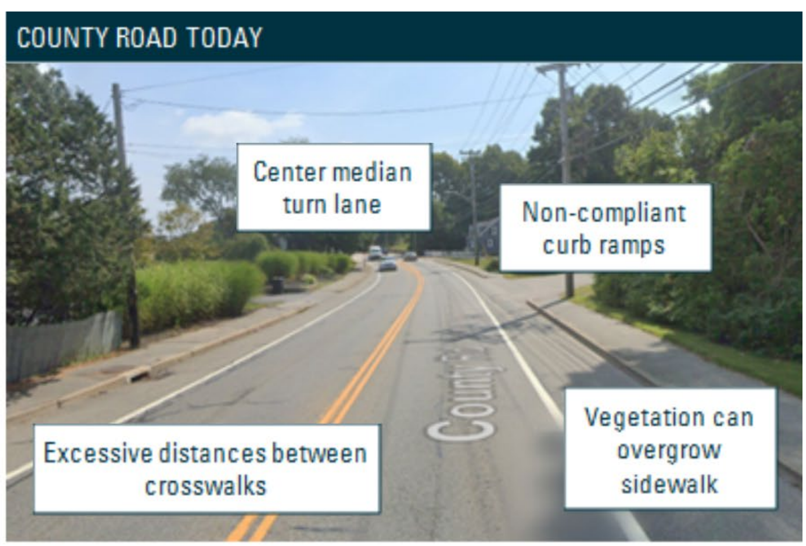
From Federal Road/Massasoit Avenue to Fairway Drive

This segment of County Road serves as a transition zone between the higher speed, multi-lane segment to the north and the commercial core of Barrington. Many of Barrington's key community institutions, like the library, town hall, and public high school are along this corridor. 20% of FSI crashes and 12% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State	**Travel Lanes** 2 lanes, Typical Width: 12 feet
High Injury Network Status Reactive and Proactive HIN	**Median** Brick center turn lane/median beginning near Sullivan Terrace
Estimated Traffic Volume 14,700 – 16,100 AADT	**Quality of Sidewalk Condition** Fair
Corridor Length 1.1 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25-35 mph	**Existing Transit Service** Two Routes: 60, 61x
Typical Street Width Curb-to-curb: 36-42 feet; Right-of-way: 40-50 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	1%	99%	100%
Motor Vehicle Crashes	50%	98%	97%
Bicycle Involved Crashes	0%	0%	0%
Pedestrian Involved Crashes	0%	1%	1%
Motorcycle Involved Crashes	50%	1%	2%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	50%	84%	83%
Dark – Lighted	50%	16%	16%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	0%	0%
Twilight	0%	1%	1%

Road Condition Factor	FSI	Non-FSI	All
Dry	50%	86%	85%
Unknown	0%	0%	0%
Wet	50%	12%	13%
Wintery	0%	2%	2%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	50%	11%	11%
Head-On Crashes	0%	4%	4%
Unknown Manner of Collision	0%	14%	14%
Rear End Crashes	0%	51%	51%
Sideswipe Opposite Direction Crashes	0%	3%	3%
Sideswipe Same Direction Crashes	0%	4%	4%
Single Vehicle Crashes	50%	12%	13%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: High
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030200	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	2%

Block Group Statistics[3] Block Group 440010302001, 440010302002, 440010302003	Percentile
Transportation Insecurity	70%
Environmental Burden	43%
Health Vulnerability	61%
Social Vulnerability	15%
Climate Risk Burden	53%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Challenges crossing the road at Maple Avenue
- Missing marked crosswalk at Cady Road to access the bus stop
- Vegetation overgrowth obstructing sidewalks
- Missing safe cycling facilities, particularly for students
- Conflicting comments about the need for traffic control at the intersection Lincoln Avenue

Previously Proposed Planned Improvements to Project Area

- STIP Project #1297 will repave the corridor, rehab the sidewalk, and make accessibility improvements.
- Barrington's Complete Streets Implementation Plan calls for the corridor to be redesigned between Rumstick Road and Sullivan Terrace to include accessible sidewalks and more of a traditional town center character.

Goals for County Road

To enhance safety, this project aims to:

- Provide dedicated roadway space for all modes of travel.
- Enhance access to RIPTA bus stops.
- Reimagine County Road to be more consistent the character of the town center.
- Further assess intersections with safety challenges to identify the most appropriate countermeasure(s).

Safety Countermeasures for County Road

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Subject to STC approval, evaluate a corridor-wide speed limit reduction to 25 MPH given the presence of people walking, biking, and rolling along the corridor, the presence of transit, the frequency of turning vehicles, and character of the roadway.
- Evaluate the intersections of County Road and Federal/Massasoit and Lincoln and conduct engineering studies to determine what safety countermeasures may be most appropriate at these locations, including lane configurations, and signal modifications.
- Subject to STC approval, install RRFBs at existing midblock crossings near the Park and Ride and Presbyterian Church.
- Subject to STC approval and engineering study, paint bike lanes in the existing shoulder between Federal/Massasoit and Sullivan Terrace. Install bike lane signage, no parking signage, and enforce the parking restriction to limit bike lane obstructions.
- Repair the sidewalk between Federal/Massasoit and Sullivan Terrace and conduct regular vegetation trimming to minimize sidewalk obstructions.
- Subject to STC approval, assess the feasibility of installing midblock crossings near Sullivan Terrace and Cady Road to provide access to RIPTA bus stops. Install RRFBs to improve crossing visibility.
- Evaluate the signal timing at Maple Avenue and implement retiming that improves pedestrian safety and limits conflicts between pedestrians and turning vehicles.
- Subject to STC approval and engineering study, east of Sullivan Terrace, explore opportunities for removal of center turn lane and closure of curb cuts to expand sidewalk accessibility, install bike lanes, maintain left turn lanes in select locations, and create a roadway character consistent with a town center. Similarly, explore removing the center turn lane near the East Bay Bike Path crossing to shorten crossing distances for path users. The bike path crossing overlaps Project extent #2 and #3.

BARRINGTON | PROJECT #2 | COUNTY ROAD POTENTIAL SAFETY IMPROVEMENTS

County Road

Barrington | Project #3

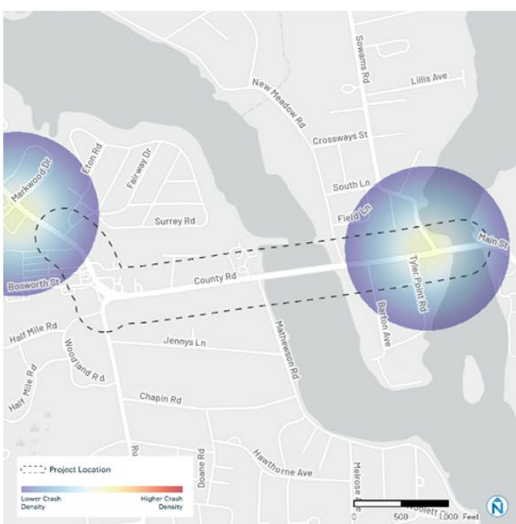
From Fairway Drive to Warren Town Line

This segment of County Road provides connections between Barrington and Warren and runs parallel to the East Bay Bike Path. The corridor features two landmark bridges, and a community park and public boat ramp are situated near the west bridge. 10% of FSI crashes and 10% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State	**Travel Lanes** 2 lanes, Typical Width: 11 feet Near Rumstick Road: Two lanes in each direction + turn lanes
High Injury Network Status Reactive and Proactive HIN	**Median** Brick center median from Fairway Drive to Rumstick Road
Estimated Traffic Volume 14,800 – 18,150 AADT	**Quality of Sidewalk Condition** Fair
Corridor Length 0.95 miles	**Existing Bicycle Facilities or Designation** Temporary Shared Use Path from Police Cove Park to New Meadow Road and from Sowams Road to Warren Town Line
Posted Speed 25-35 mph	**Existing Transit Service** Two Routes: 60, 61x
Typical Street Width Curb-to-curb: 28-75 feet; Right-of-way: 45-80 feet	**Additional Key Features** Temporary East Bay Bike Path diversion along corridor

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	1%	99%	100%
Motor Vehicle Crashes	100%	96%	96%
Bicycle Involved Crashes	0%	2%	2%
Pedestrian Involved Crashes	0%	1%	1%
Motorcycle Involved Crashes	0%	2%	2%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	100%	83%	83%
Dark – Lighted	0%	11%	11%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	1%	1%
Twilight	0%	6%	6%

Road Condition Factor	FSI	Non-FSI	All
Dry	100%	85%	85%
Unknown	0%	0%	0%
Wet	0%	12%	11%
Wintery	0%	3%	3%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	14%	14%
Head-On Crashes	100%	3%	4%
Unknown Manner of Collision	0%	26%	25%
Rear End Crashes	0%	40%	39%
Sideswipe Opposite Direction Crashes	0%	1%	1%
Sideswipe Same Direction Crashes	0%	9%	9%
Single Vehicle Crashes	0%	7%	7%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: High
Located within ¼ mile of school	No

Census Tract Statistics Census Tract 44001030200, 44001030300, 44001030400	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	1%

Block Group Statistics[3] Block Group 440010302003, 440010303001, 440010304001, 440010304003	Percentile
Transportation Insecurity	42%
Environmental Burden	51%
Health Vulnerability	44%
Social Vulnerability	5%
Climate Risk Burden	32%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Challenges at the East Bay Bike Path Crossing
- Challenges at the intersection with Rumstick Rd
- Sidewalks are narrow and obstructed
- Challenges crossing from Matthewson Road to Police Cove Park
- Challenges for all modes navigating the intersections with Sowams Road and New Meadow Road

Previously Proposed Planned Improvements to Project Area

- STIP Project #5005 will replace the East Bay bike path bridges. STIP Project #13113 will make traffic signal improvements along the corridor.
- Barrington's Complete Streets Implementation Plan calls for the corridor to be redesigned between Rumstick Road and Sullivan Terrace to include accessible sidewalks and more of a traditional town center character.

Goals for County Road

To enhance safety, this project aims to:

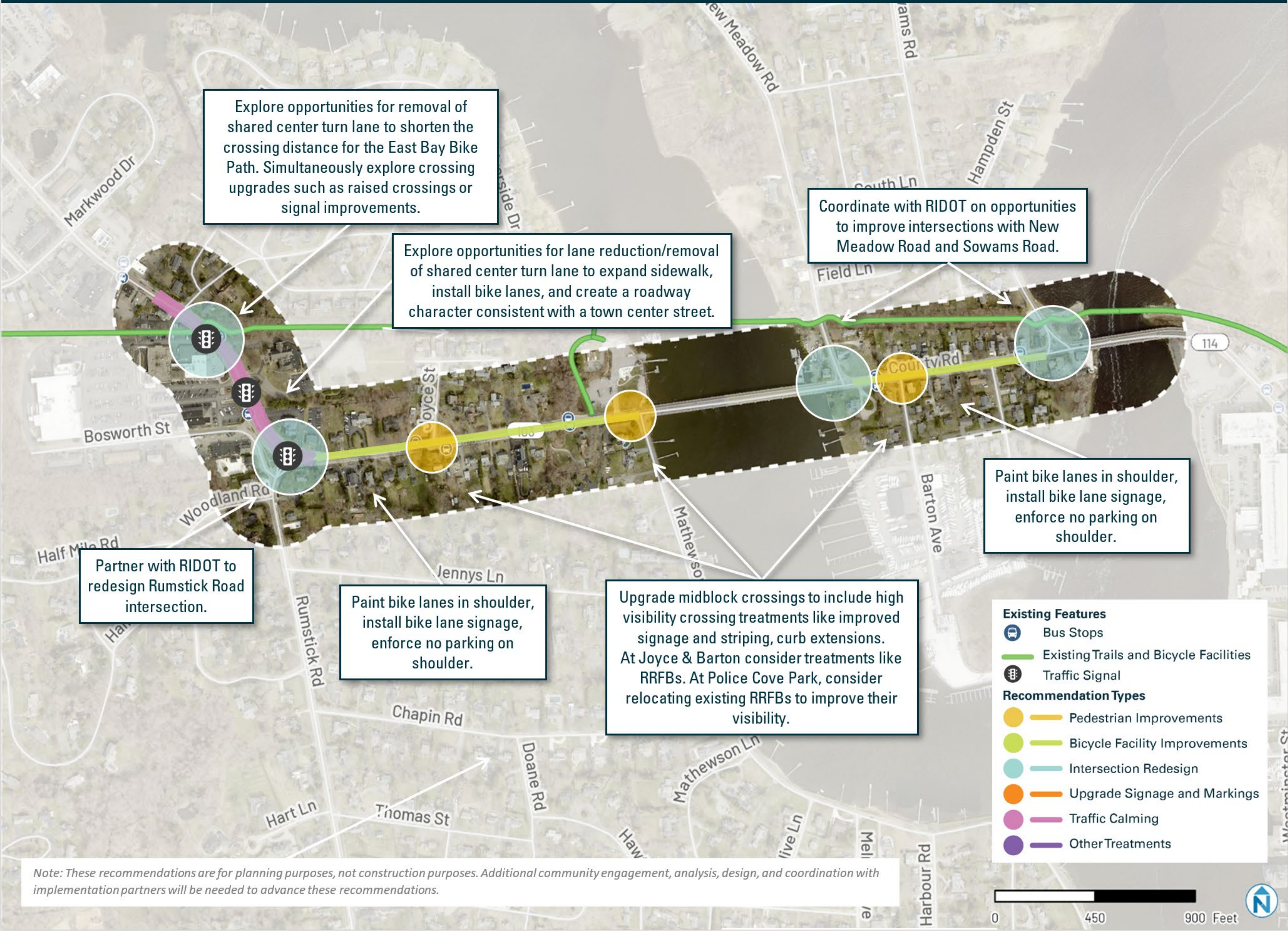
- Redesign the roadway to be more consistent with a traditional town center street.
- Enhance pedestrian and bicycle facilities along the corridor, including improved midblock crossings and painted bike lanes.
- Study intersections along the corridor with existing safety challenges.

Safety Countermeasures for County Road

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Subject to STC approval, explore opportunities to remove the shared center turn lane and reduce the number of lanes approaching the Rumstick Road intersection. This space could be repurposed to expand the sidewalk network, install painted and/or separated bike lanes, and/or shorten the crossing distance of the East Bay Bike Path, which overlaps Project extent #2 and Project #3. This project is consistent with the recommendations of the Complete Streets Implementation Plan.
- Explore a comprehensive redesign of the Rumstick Road intersection, including the intersection alignment, roadway character, access to Bosworth Street, and number of lanes, whether existing traffic volumes would be better served by a roundabout instead of a signal.
- Subject to STC approval, east of Rumstick Road, assess the feasibility of restriping the shoulder as bike lanes, with bike lane signage installed along the corridor, and existing no parking regulations enforced to prevent bike lane obstructions.
- Upgrade the midblock crossings at Joyce, Police Cove Park, and Barton to include high visibility crossing treatments. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.
- Study further what safety and circulation solutions might be appropriate to improve the intersections of Sowams Road and New Meadow Road with County Road and the East Bay Bike Path.

BARRINGTON | PROJECT #3 | COUNTY ROAD POTENTIAL SAFETY IMPROVEMENTS



Note: These recommendations are for planning purposes, not construction purposes. Additional community engagement, analysis, design, and coordination with implementation partners will be needed to advance these recommendations.

County Road & Middle Highway

Barrington | Project #4

From East Providence City Limits to Wampanoag Trail

This project location converges at the intersection of County Road and Middle Highway and extends to East Providence's Riverside neighborhood and Wampanoag Trail. This area may see significant growth with any proposed redevelopment of the former Zion Bible College site. 10% of all FSI crashes and 9% of all crashes in Barrington occurred on this combined corridor.

Key Information

Owner State & Town of Barrington	**Travel Lanes** 2 lanes, Typical Width: 10-12 feet County Road (W of Washington): 4 lanes, typical width: 12 feet
High Injury Network Status Reactive and Proactive HIN	**Median** Landscaped Median on portions of County Road near East Providence
Estimated Traffic Volume 2,700 – 8,450 AADT	**Quality of Sidewalk Condition** Sidewalk condition varies from None to Good along corridor
Corridor Length 2.04 Miles	**Existing Bicycle Facilities or Designation** None
Posted Speed County Road: 30-35 mph Middle Highway: No posted speed limit signs	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 23-82 feet; Right-of-way: 40-100 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)

Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	1%	99%	100%
Motor Vehicle Crashes	100%	97%	97%
Bicycle Involved Crashes	0%	1%	1%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	2%	2%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	100%	83%	84%
Dark – Lighted	0%	14%	14%
Dark – Not Lighted	0%	1%	1%
Unknown Lighting	0%	1%	1%
Twilight	0%	1%	1%

Road Condition Factor	FSI	Non-FSI	All
Dry	100%	83%	83%
Unknown	0%	0%	0%
Wet	0%	15%	15%
Wintery	0%	3%	3%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	10%	9%
Head-On Crashes	0%	0%	0%
Unknown Manner of Collision	0%	15%	15%
Rear End Crashes	100%	57%	57%
Sideswipe Opposite Direction Crashes	0%	3%	3%
Sideswipe Same Direction Crashes	0%	4%	4%
Single Vehicle Crashes	0%	12%	12%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: High
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030100, 44001030200	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	3%

Block Group Statistics[3] Block Group 440010301001, 440010301004, 440010302001	Percentile
Transportation Insecurity	26%
Environmental Burden	49%
Health Vulnerability	45%
Social Vulnerability	11%
Climate Risk Burden	33%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Desire for a road diet near the East Providence line on County Road
- Missing sidewalks and dedicated cycling facilities along County Road
- Challenges navigating the intersection of County Road and Middle Highway
- Missing sidewalks and dedicated cycling facilities
- Desire for improved crosswalks on Middle Highway, particularly near Primrose Hill Road

Previously Proposed Planned Improvements to Project Area

- STIP Projects #1298 and #7404 will resurface and complete preventative pavement maintenance on portions of the corridor.
- Barrington's Complete Streets Implementation Plan calls for continuous bike facilities and the design of sidewalks along the portion of Middle Highway on this corridor.

Goals for County Road & Middle Highway

To enhance safety, this project aims to:

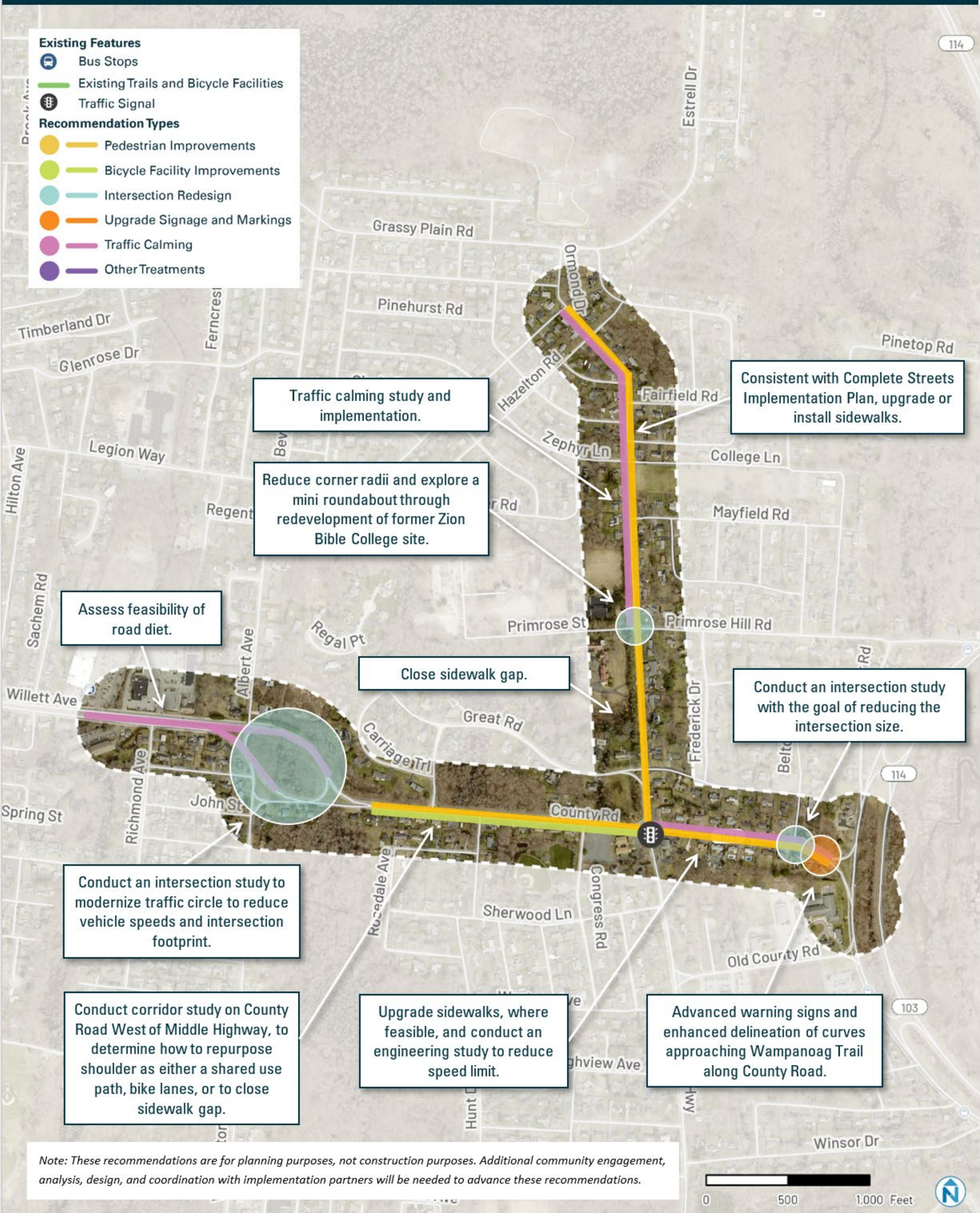
- Encourage safe speeds and multimodal access to the schools along the corridor.
- Proactively identify how redevelopment in the area will impact roadway safety.
- Study upgrades at major intersections along the corridor to be safer for all modes.

Safety Countermeasures for County Road & Middle Highway

Key safety countermeasures, which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Consider neighborhood traffic calming treatments along Middle Highway. Coordinate proposed improvements with RIDOT.
- Consistent with Complete Streets Implementation Plan, upgrade or install sidewalks along Middle Highway. Assess the impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Consideration of reduced corner radii and mini roundabout as part of any redevelopment of the former Zion Bible College site at the intersection of Middle Highway and Primrose Hill Road.
- Conduct an intersection study with the goal of reducing the intersection size at Belton Drive.
- Install advanced warning signs and enhanced delineation of curves approaching Wampanoag Trail along County Road.
- Upgrade sidewalks, where feasible, and conduct an engineering study to assess the feasibility of reducing the speed limit east of Middle Highway along County Road. Assess the impact of any new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Conduct corridor study on County Road West of Middle Highway, to determine how to repurpose shoulder as either a shared use path, bike lanes, or to close sidewalk gap.
- Assess the feasibility of a road diet along Willett Avenue through the traffic circle, including options to modernize the traffic circle to reduce vehicle speeds and the intersection footprint.

BARRINGTON | PROJECT #4 | COUNTY ROAD & MIDDLE HIGHWAY POTENTIAL SAFETY IMPROVEMENTS



Note: These recommendations are for planning purposes, not construction purposes. Additional community engagement, analysis, design, and coordination with implementation partners will be needed to advance these recommendations.

Sowams Road

Barrington | Project #5

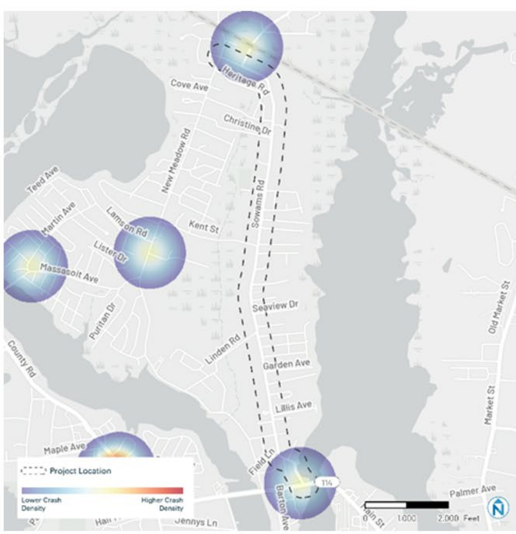
From New Meadow Road to County Road

Sowams Road is one of two north-south roads in East Barrington and crosses many residential neighborhood streets. Sowams Elementary School serves the area's youngest students and is a key community asset located along the corridor. 10% of FSI crashes and 5% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State	**Travel Lanes** 2 lanes, Typical Width: 10-11 feet
High Injury Network Status Reactive and Proactive HIN	**Median** No Median
Estimated Traffic Volume 2,350 – 3,250 AADT	**Quality of Sidewalk Condition** None/Fair
Corridor Length 2.19 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 30 mph, 20 MPH in school zone	**Existing Transit Service** No Routes
Typical Street Width Curb-to-curb: 25-30 feet; Right-of-way: 40 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	2%	98%	100%
Motor Vehicle Crashes	100%	93%	93%
Bicycle Involved Crashes	0%	5%	5%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	2%	2%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	100%	86%	86%
Dark – Lighted	0%	9%	9%
Dark – Not Lighted	0%	2%	2%
Unknown Lighting	0%	0%	0%
Twilight	0%	4%	4%

Road Condition Factor	FSI	Non-FSI	All
Dry	100%	86%	86%
Unknown	0%	0%	0%
Wet	0%	7%	7%
Wintery	0%	7%	7%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	25%	25%
Head-On Crashes	100%	4%	5%
Unknown Manner of Collision	0%	11%	11%
Rear End Crashes	0%	20%	19%
Sideswipe Opposite Direction Crashes	0%	7%	7%
Sideswipe Same Direction Crashes	0%	4%	4%
Single Vehicle Crashes	0%	30%	30%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: High
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030300	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	1%

Block Group Statistics[3] Block Group 440010303001, 440010303002	Percentile
Transportation Insecurity	44%
Environmental Burden	44%
Health Vulnerability	64%
Social Vulnerability	11%
Climate Risk Burden	45%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Sidewalk gaps along the corridor
- Visibility concerns near Kent Street
- Excessive speed and driving while distracted
- No dedicated cycling facilities
- Unsafe speeds and missing dedicated spaces to walk and bike with noted challenges near curves in road, where visibility is lower

Previously Proposed Planned Improvements to Project Area

- STIP Project #13002 will study the feasibility of implementing sidewalks along the corridor.
- Barrington's Complete Streets Implementation Plan calls for the redesign of the corridor to accommodate separated sidewalks in gaps along the corridor and to include painted bike lanes and signage.

Goals for Sowams Road

To enhance safety, this project aims to:

- Close gaps in the existing sidewalk network to make the corridor safer for people walking.
- Increase the visibility of people crossing Sowams on foot.
- Improve access to the Sowams School for students, particularly those who walk, roll, or bike to school.
- Provide dedicated lanes for biking.
- Make targeted intersection improvements that will benefit the safety of all modes.

Safety Countermeasures for Sowams Road

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Installing sidewalks between New Meadow Road and Francis Street, consistent with the Complete Streets Implementation Plan. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Making school access improvements in front of Sowams School including sidewalk installation, upgraded crosswalks, and traffic calming. Coordinate traffic calming approach with RIDOT.
- Upgrading the sidewalks from Kent Street to Charles Street by clarifying curb cut access and installing a concrete sidewalk. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Installing sidewalks between Kent Street and Coach Murgo Lane, consistent with the Complete Streets Implementation Plan. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Coordinating with RIDOT on trimming vegetation at Kent Street intersection regularly to improve visibility.
- Studying countermeasures to improve the intersections of Sowams Road with County Road and the East Bay Bike Path ~250ft to the north. Pair improvements here with improvements at New Meadow Road and County Road to remedy safety and circulation challenges.
- Where feasible along the corridor and subject to STC approval, paint a bike lane and install bike lane signage, consistent with the Complete Streets Implementation Plan.

An additional key safety countermeasure that can be implemented by the Town of Barrington is described in the Complete Streets Implementation Plan:

- Improving Crossways Street as an alternative route for people walking and biking on Sowams Road to access County Road and the East Bay Bike Path.

BARRINGTON | PROJECT #5 | SOWAMS ROAD POTENTIAL SAFETY IMPROVEMENTS

New Meadow Road

Barrington | Project #6

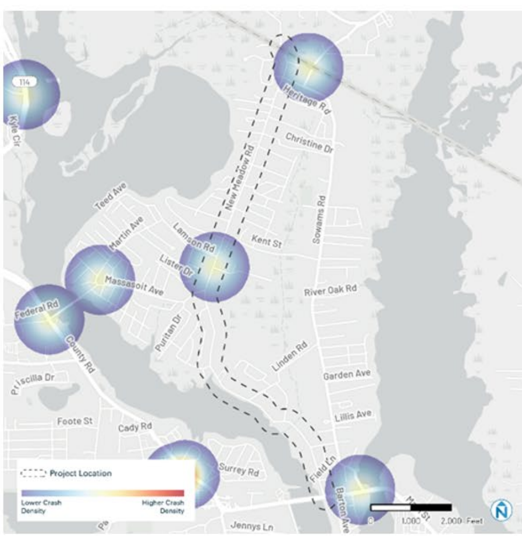
From Massachusetts State Line to County Road

New Meadow Road serves as one of two north-south links between Barrington and Swansea. The winding, water-adjacent southern portion of the corridor transitions into predominantly residential neighborhoods on side streets. Hampden Meadow Elementary is located along this corridor. 10% of FSI crashes and 3% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State	**Travel Lanes** 2 lanes, Typical Width: 10-11.5 feet
High Injury Network Status Reactive and Proactive HIN	**Median** No Median
Estimated Traffic Volume 3,600 – 6,350 AADT	**Quality of Sidewalk Condition** None/Fair
Corridor Length 2.47 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25-30 mph; 20 MPH in school zone	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 23.5-31 feet; Right-of-way: 40 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



NEW MEADOW ROAD TODAY

Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	2%	98%	100%
Motor Vehicle Crashes	0%	95%	93%
Bicycle Involved Crashes	100%	2%	5%
Pedestrian Involved Crashes	0%	2%	2%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	100%	71%	72%
Dark – Lighted	0%	19%	19%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	5%	5%
Twilight	0%	5%	5%

Road Condition Factor	FSI	Non-FSI	All
Dry	100%	74%	74%
Unknown	0%	2%	2%
Wet	0%	12%	12%
Wintery	0%	12%	12%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	21%	21%
Head-On Crashes	0%	0%	0%
Unknown Manner of Collision	0%	14%	14%
Rear End Crashes	0%	33%	33%
Sideswipe Opposite Direction Crashes	0%	0%	0%
Sideswipe Same Direction Crashes	0%	5%	5%
Single Vehicle Crashes	100%	26%	28%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: High
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030300	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	1%

Block Group Statistics[3] Block Group 440010303001, 440010303002, 440010303003	Percentile
Transportation Insecurity	42%
Environmental Burden	40%
Health Vulnerability	64%
Social Vulnerability	13%
Climate Risk Burden	44%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Sidewalk gaps throughout the corridor
- Excessive speed
- Vehicles parked on the shoulder/sidewalk
- Poor pavement quality
- Sidewalks obstructed by utility poles
- Seasonal flooding near Chantilly Drive and Knapton Street
- Unsafe speeds and missing dedicated spaces to walk and bike particularly challenging near curves in road, where visibility is lower

Previously Proposed Planned Improvements to Project Area

- STIP Project #1473 will install separated sidewalks between Christine Drive and Deep Meadow Road.
- Barrington's Complete Streets Implementation Plan calls for the corridor to be redesigned to accommodate improved cycling facilities like bike lanes and signage where possible.

Goals for New Meadow Road

To enhance safety, this project aims to:

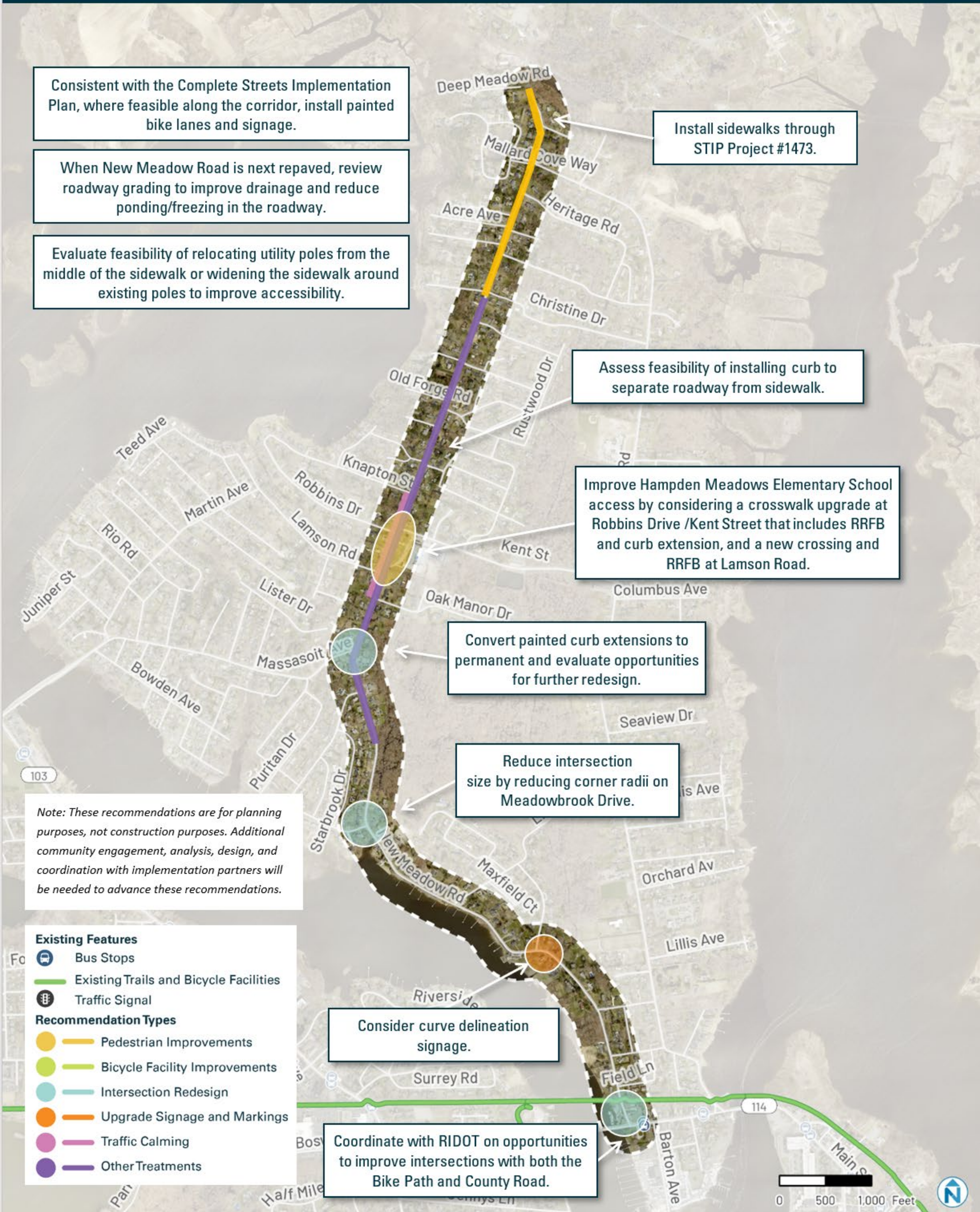
- Consistent with the Complete Streets Implementation Plan, improve multimodal safety by providing dedicated space for various roadway users.
- Provide safer access to Hampden Meadows Elementary School regardless of travel mode.
- Explore design and operation changes at major intersections along the corridor.
- Improve the accessibility of existing roadway features.

Safety Countermeasures for New Meadow Road

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Consistent with the Complete Streets Implementation Plan, where feasible along the corridor and subject to STC approval, install painted bike lanes and signage.
- Install sidewalks between Deep Meadow Road and Christine Drive through STIP Project #1473. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- When New Meadow Road is next repaved, review roadway grading to improve drainage and reduce ponding/freezing in the roadway.
- Evaluate feasibility of relocating utility poles currently in the middle of the sidewalk corridor-wide or widening the sidewalk to provide ADA accessibility and an improved pedestrian experience.
- Assess the feasibility of installing curbing to separate the roadway from the sidewalk and to prevent parking on sidewalk. Assess impact on drainage and stormwater.
- Improve Hampden Meadows Elementary School access by considering a crosswalk upgrade at Robbins Drive and Kent Street that includes an RRFB and curb extension, a new crossing and RRFB at Lamson Road, and traffic calming. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.
- Convert painted curb extensions at Massasoit Avenue to permanent and evaluate opportunities for further redesign of the intersection and nearby driveways. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.
- Reduce the corner radii of Meadowbrook Drive at its intersection with New Meadow Road.
- Consider curve delineation signage along the southern portion of New Meadow Road.
- Coordinate with RIDOT to identify opportunities to improve the intersections of New Meadow Road and the East Bay Bike Path and New Meadow Road and County Road. The latter should be considered in concert with any safety improvements made to the intersection of Sowams Road and County Road approximately 1,000 feet to the west.

BARRINGTON | PROJECT #6 | NEW MEADOW ROAD POTENTIAL SAFETY IMPROVEMENTS



Massasoit/Martin/Lamson

Barrington | Project #7

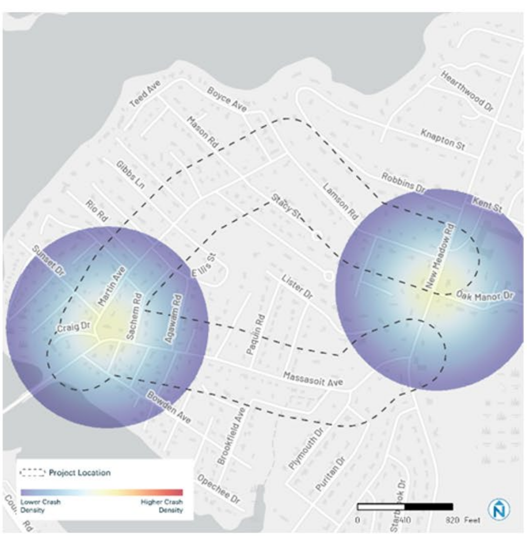
From Bowden Avenue to New Meadow Road

Massasoit Avenue is a key east-west connector between County Road and New Meadow Road. Like Martin Avenue and Lamson Road, these corridors are predominantly residential and provide cross-neighborhood links for people biking, rolling, and walking. 10% of FSI crashes and 1% of all crashes in Barrington occurred on these three corridors.

Key Information

Owner State & Town of Barrington	**Travel Lanes** 2 lanes, Typical Width: 10-12 feet; no centerline or Martin Avenue or Lamson Road
High Injury Network Status Proactive HIN	**Median** No Median
Estimated Traffic Volume 900 – 5,850 AADT	**Quality of Sidewalk Condition** None/Fair
Corridor Length 1.35 miles	**Existing Bicycle Facilities or Designation** Share the Road signage on Massasoit Avenue
Posted Speed 25 mph	**Existing Transit Service** No Routes
Typical Street Width Curb-to-curb: 22-25 feet; Right-of-way: 40 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	6%	94%	100%
Motor Vehicle Crashes	0%	94%	88%
Bicycle Involved Crashes	100%	6%	12%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	100%	81%	82%
Dark – Lighted	0%	19%	18%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	0%	0%
Twilight	0%	0%	0%

Road Condition Factor	FSI	Non-FSI	All
Dry	100%	69%	71%
Unknown	0%	0%	0%
Wet	0%	25%	24%
Wintery	0%	6%	6%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	6%	6%
Head-On Crashes	0%	0%	0%
Unknown Manner of Collision	0%	19%	18%
Rear End Crashes	0%	38%	35%
Sideswipe Opposite Direction Crashes	0%	6%	6%
Sideswipe Same Direction Crashes	0%	0%	0%
Single Vehicle Crashes	100%	31%	35%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: High
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030300	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	1%

Block Group Statistics[3] Block Group 440010303002, 440010303003	Percentile
Transportation Insecurity	32%
Environmental Burden	36%
Health Vulnerability	64%
Social Vulnerability	19%
Climate Risk Burden	37%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Missing sidewalk on Massasoit Avenue
- Missing crosswalk on Massasoit Avenue at Bowden Avenue
- Missing sidewalk on Martin Avenue
- Vehicle speeds

Previously Proposed Planned Improvements to Project Area

- STIP Project ID # 1474 is scheduled to install sidewalks on Massasoit Avenue. Construction is currently planned to begin in 2026 and last until 2029.
- In addition to the STIP project above, Barrington's Complete Streets Implementation Plan identifies the Martin Avenue and Lamson Road corridor as needing a redesign to include universally accessible sidewalks and improvements for people biking. The sidewalks on Lamson Road have since been upgraded.

Goals for Massasoit Ave, Martin Ave, and Lamson Rd

To enhance safety, this project aims to:

- Improve connections for people walking and biking along Massasoit Avenue.
- Provide low stress routes along Lamson Road and Martin Avenue for people walking and biking.
- Enhance connections between residential roadways and Hampden Meadows Elementary to the east and Barrington High School to the west.

Safety Countermeasures for Massasoit Ave, Martin Ave, and Lamson Rd

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Complete STIP Project 1474 to install sidewalks on Massasoit Avenue between Woodward and Arvin Avenues. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Subject to STC approval and an engineering study, install a crosswalk across New Meadow Road near Lamson Road to allow students to safely access Hampden Meadows Elementary School. Reinforce the crosswalk with high visibility treatments and consider installing RRFBs or a raised crossing.
- Install a crosswalk across Massasoit Avenue near Bowden Avenue. Reinforce the crosswalk with high visibility treatments and consider installing RRFBs.
- Upgrade the striped curb extensions at the intersection of Massasoit Avenue and New Meadow Road to become permanent. Consider whether additional intersection improvements, like removing the median island, further reducing the turning radii, and fully squaring up the intersection could be implemented to further reduce crossing distances and reduce vehicle turning speeds. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.

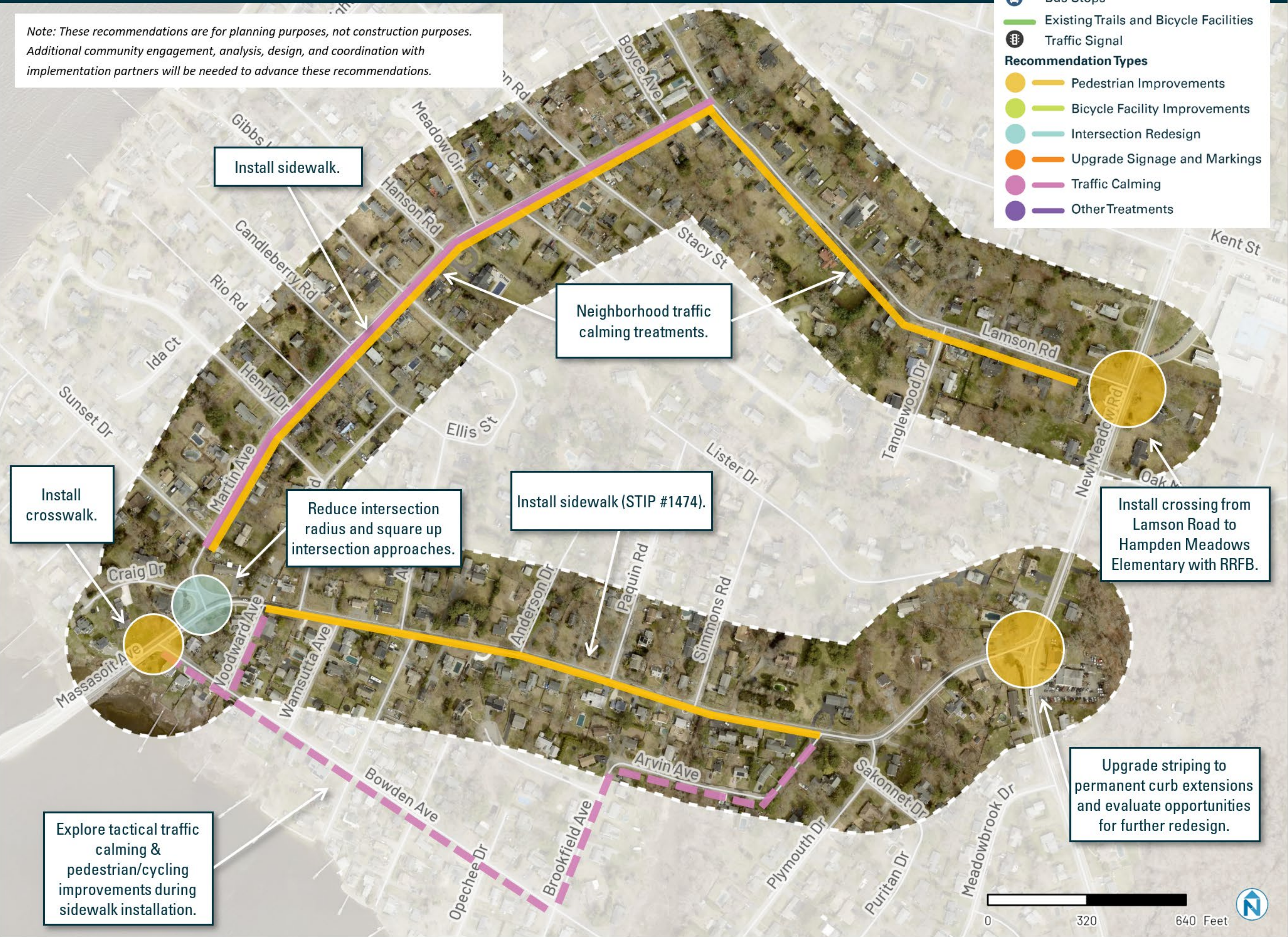
Additional key safety countermeasures, which could be solely implemented by the Town of Barrington, include:

- Install sidewalks on Martin Avenue. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Implement traffic calming treatments that will slow vehicles to appropriate speeds on Martin Avenue and Lamson Road. Neighborhood traffic calming treatments could include treatments like speed bumps or cushions, narrowing the roadway width, or chicanes or chokers.
- Reduce the turning radius of the intersection of Massasoit Avenue and Martin Avenue by narrowing the apron of Martin Avenue and squaring up the intersection of Craig Drive with Martin Avenue. This will reduce pedestrian crossing distances and exposure through this intersection.
- Explore opportunities for tactical or permanent traffic calming solutions along Arvin, Brookfield, Bowden, and Woodward Avenues to provide a neighborhood alternative during the construction of the Massasoit Avenue sidewalks, and to accommodate their existing use as a low stress connection for students walking and biking to/from Barrington High School.

** Martin Avenue and Lamson Road are Federal Aid roads and would require permission/C&M Agreements in place to be modified.*

BARRINGTON | PROJECT #7 | MASSASOIT, MARTIN, & LAMSON POTENTIAL SAFETY IMPROVEMENTS

Note: These recommendations are for planning purposes, not construction purposes. Additional community engagement, analysis, design, and coordination with implementation partners will be needed to advance these recommendations.



Lincoln Avenue

Barrington | Project #8

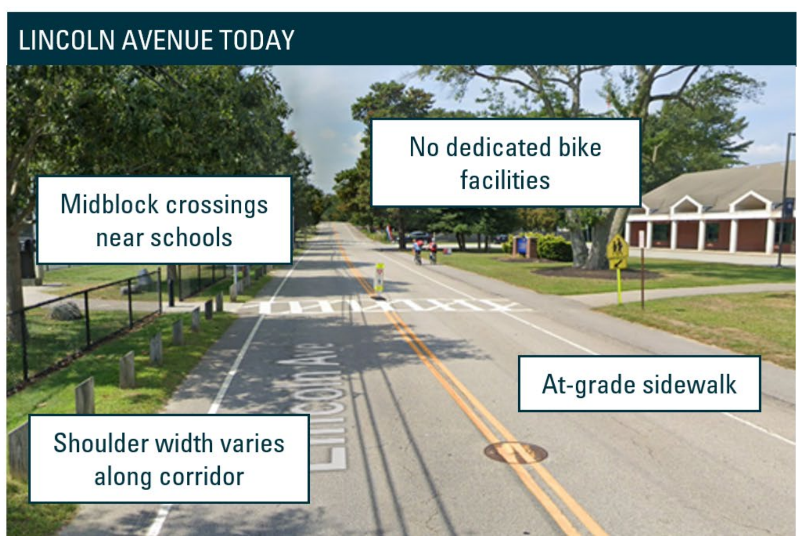
From Washington County Road to County Road

Both Barrington High School and Barrington Middle School front this east-west residential corridor. Lincoln Avenue is an important corridor for all modes, but in particular for those walking, rolling, or biking to and from the schools. 10% of all FSI crashes and 4% of all crashes in Barrington occurred on this corridor.

Key Information

Owner Town of Barrington	**Travel Lanes** 2 lanes, Typical Width: 11-12 feet
High Injury Network Status Reactive HIN	**Median** No Median
Estimated Traffic Volume 4,250 AADT	**Quality of Sidewalk Condition** Poor/Good
Corridor Length 0.29 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25 mph; 20 MPH in school zone	**Existing Transit Service** No Routes
Typical Street Width Curb-to-curb: 26-36 feet; Right-of-way: 50 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	2%	98%	100%
Motor Vehicle Crashes	0%	98%	96%
Bicycle Involved Crashes	100%	2%	4%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	100%	87%	88%
Dark – Lighted	0%	9%	9%
Dark – Not Lighted	0%	2%	2%
Unknown Lighting	0%	0%	0%
Twilight	0%	2%	2%

Road Condition Factor	FSI	Non-FSI	All
Dry	100%	80%	80%
Unknown	0%	2%	2%
Wet	0%	13%	13%
Wintery	0%	5%	5%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	38%	38%
Head-On Crashes	0%	2%	2%
Unknown Manner of Collision	0%	11%	11%
Rear End Crashes	0%	20%	20%
Sideswipe Opposite Direction Crashes	0%	2%	2%
Sideswipe Same Direction Crashes	0%	13%	13%
Single Vehicle Crashes	100%	15%	16%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Low VRU Modes: Medium
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030100, 44001030200	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	3%

Block Group Statistics[3] Block Group 440010301001, 440010301002, 440010301003, 440010302002, 440010302003	Percentile
Transportation Insecurity	36%
Environmental Burden	46%
Health Vulnerability	49%
Social Vulnerability	16%
Climate Risk Burden	41%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Sidewalks are missing curbing and sometimes vehicles park on them
- Missing places to safely cross the road on the western portion of the corridor
- Concerns about the signal timing and lane configuration at the intersection with Middle Highway
- Conflicting comments about the need for traffic control at County Road

Previous Proposed Planned Improvements to Project Area

- RIDOT STIP Project #5375 made improvements to the crosswalks, wheelchair ramps, pedestrian crossing devices, and left turn lanes at the Lincoln Avenue/Middle Highway intersection.
- Barrington's Complete Streets Implementation Plan calls for pedestrian and bike facilities from Middle Highway to County Road and upgrades to the sidewalk and crossings near the High School.

Goals for Lincoln Avenue

To enhance safety, this project aims to:

- Improve access for students traveling to and from Barrington High School and Barrington Middle School, particularly students who walk, roll, or bike to school.
- Upgrade existing sidewalk and crosswalk infrastructure and visibility for people walking.
- Access further the safety performance of major intersections along the corridor.

Safety Countermeasures for Lincoln Avenue

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Upgrade the sidewalk and crosswalks at the intersection of Lincoln Avenue and Washington Road to improve accessibility and reduce the risk of sidewalk flooding. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater. Coordinate with RIDOT Safety to evaluate ROW impacts of ADA improvements.
- Subject to STC approval, implement No Right Turn on Red with signage and enforcement signage and enforcement at Lincoln Avenue and Middle Highway intersection, importantly so people walking can safely cross during the pedestrian phase of the signal.
- Conduct an engineering study of the intersection of Lincoln Avenue and County Road to better understand the safety and circulation challenges present and what countermeasures are most appropriate for this location.

Additional key safety countermeasures that can be implemented by the Town of Barrington include:

- Explore the correct alignment for a new midblock crossing with RRFBs between Anthony Road and Robert Drive so students on the south side of Lincoln can access the sidewalk on the north side of the road.
- Upgrade the midblock crosswalks near Barrington High School to improve signage, lighting, and striping, and consider installing RRFBs to further improve crosswalk visibility, consistent with the Complete Streets Implementation Plan.
- Assess the feasibility of a raised intersection at Lincoln Avenue and Upland Road to allow for safer pedestrian crossing and appropriate speeds.
- Upgrade the existing sidewalk along the corridor to grade-separate, widen where feasible, and make universally accessible, consistent with the Complete Streets Implementation Plan. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Paint bike safety markings and install bike safety signage where feasible along the corridor, consistent with the Complete Streets Implementation Plan.

** Lincoln Avenue is a Federal Aid road, and any changes would require permission/C&M Agreements in place.*

BARRINGTON | PROJECT #8 | LINCOLN AVENUE POTENTIAL SAFETY IMPROVEMENTS

Federal Road & Massasoit Avenue

Barrington | Project #9

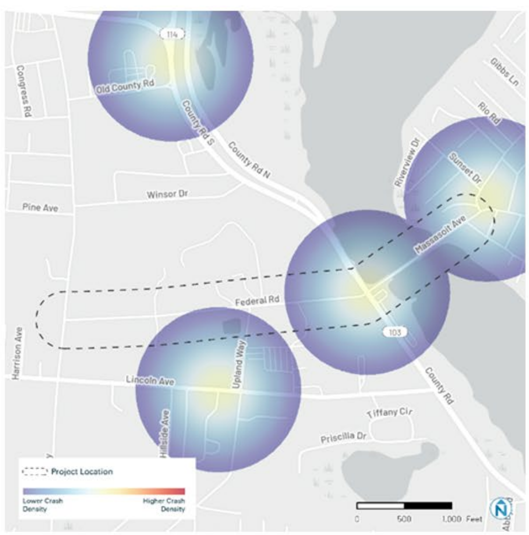
From Middle Highway to Bowden Avenue

In addition to serving as a key connection to two schools and Barrington's public safety complex, this corridor is also home to one of Barrington's busiest intersections (at County Road). 10% of all FSI crashes and 6% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State & Town of Barrington	**Travel Lanes** 2 lanes, Typical Width: 11-11.5 feet, turn lanes at intersection with County Road
High Injury Network Status Reactive and Proactive HIN	**Median** No Median
Estimated Traffic Volume 4,850 – 7,500 AADT	**Quality of Sidewalk Condition** Good/Fair/None
Corridor Length 0.85 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25 mph	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 25-43 feet; Right-of-way: 40-56 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	1%	99%	100%
Motor Vehicle Crashes	0%	99%	97%
Bicycle Involved Crashes	0%	0%	0%
Pedestrian Involved Crashes	0%	1%	1%
Motorcycle Involved Crashes	100%	0%	1%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	0%	87%	86%
Dark – Lighted	100%	9%	11%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	0%	0%
Twilight	0%	4%	4%

Road Condition Factor	FSI	Non-FSI	All
Dry	0%	87%	86%
Unknown	0%	0%	0%
Wet	100%	12%	13%
Wintery	0%	1%	1%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	100%	8%	9%
Head-On Crashes	0%	7%	7%
Unknown Manner of Collision	0%	12%	12%
Rear End Crashes	0%	51%	50%
Sideswipe Opposite Direction Crashes	0%	0%	0%
Sideswipe Same Direction Crashes	0%	16%	16%
Single Vehicle Crashes	0%	7%	7%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Low VRU Modes: Medium
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030100, 44001030200, 44001030300	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	2%

Block Group Statistics[3] Block Group 440010301001, 440010302001, 440010302002, 440010302003, 440010303002, 440010303003	Percentile
Transportation Insecurity	49%
Environmental Burden	41%
Health Vulnerability	62%
Social Vulnerability	22%
Climate Risk Burden	50%

1 USDOT Grant Project Location Verification Map

2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802

3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Visibility concerns near Middle Highway
- Desire for improved places to walk and bike for students
- Missing bicycle facilities on the bridge
- Concerns about safety walking and biking through the intersection with County Road
- Concerns about the whether the dedicated turn lanes at the intersection with County Road align with demand or cause additional congestion

Previously Proposed Planned Improvements to Project Area

- STIP Project #1290 will repave County Road, including at the intersection with Federal/Massasoit.
- STIP Project #7404 involves preventative pavement maintenance on Middle Highway, including at the intersection with Federal.
- STIP Project #13113 will upgrade the traffic signal at County Road.
- Barrington's Complete Streets Implementation Plan calls for the redesign of Federal Road to include sidewalks on the south side from Upland Way to Middle Highway, and a painted bike lane.

Goals for Federal Road & Massasoit Avenue

To enhance safety, this project aims to:

- Consistent with the Complete Streets Implementation Plan, improve multimodal safety by providing dedicated space for various roadway users.
- Explore design and operation changes at major intersections along the corridor.
- Improve the accessibility of existing roadway features for people with disabilities.

Safety Countermeasures for Federal Road & Massasoit Avenue

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. Assess lane configuration and signal timing for safer, more predictable operations, especially during school crossing hours. Improve crossings with curb ramps, pedestrian signals, and high visibility crosswalks.
- Evaluate crosswalk installation with appropriate safety countermeasures at Massasoit Avenue/Bowden Avenue.
- Conduct an intersection study of Federal Road and Middle Highway, with the goal of reducing the size of the intersection by reducing the corner radii and advancing the stop bar on Federal Road, while still serving the needs of fire apparatus.

Additional key safety countermeasures, which could be solely implemented by the Town of Barrington, include:

- Consistent with the Complete Streets Implementation Plan, install sidewalks and bike facilities between Middle Highway and Upland Way. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Upgrade midblock crossings on Federal Road to improve visibility. Consider RRFBs and additional advanced warning signage.
- Upgrade curb ramp at Upland Way to be ADA compliant.

** Federal Road is a Federal Aid road, and any changes would require permission/C&M Agreements in place.*

BARRINGTON | PROJECT #9 | FEDERAL ROAD & MASSASOIT AVENUE POTENTIAL SAFETY IMPROVEMENTS

Middle Highway

Barrington | Project #10

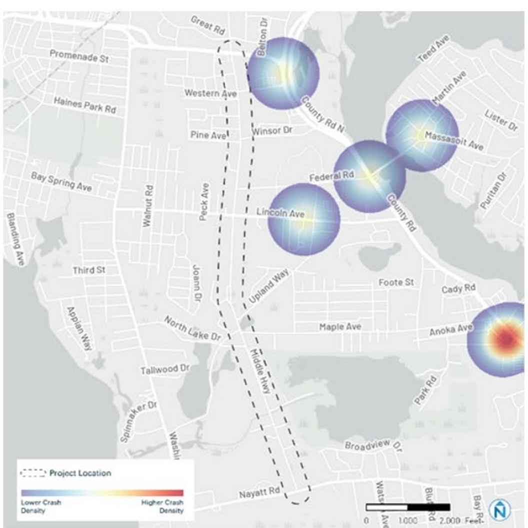
From County Road to Nayatt Road

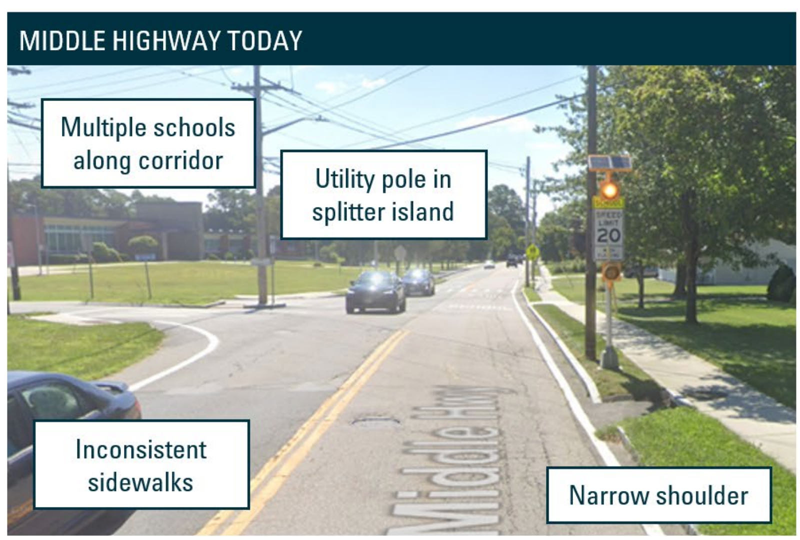
This two-mile-long corridor traverses the length of Barrington and includes multiple schools, parks, and residential neighborhoods. This corridor also contains two of the town's limited number of signalized intersections. None of the FSI crashes and 3% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State	**Travel Lanes** 2 lanes, Typical Width: 11-12 feet, turn lanes near Middle School
High Injury Network Status Reactive and Proactive HIN	**Median** No Median
Estimated Traffic Volume 2,400 – 4,250 AADT	**Quality of Sidewalk Condition** None/Fair/Good
Corridor Length 2.04 Miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25 mph; 20 mph in school zones	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 23-38 feet; Right-of-way: 40-52 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)





Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	0%	100%	100%
Motor Vehicle Crashes	0%	92%	92%
Bicycle Involved Crashes	0%	5%	5%
Pedestrian Involved Crashes	0%	3%	3%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	0%	85%	85%
Dark – Lighted	0%	3%	3%
Dark – Not Lighted	0%	5%	5%
Unknown Lighting	0%	0%	0%
Twilight	0%	8%	8%

Road Condition Factor	FSI	Non-FSI	All
Dry	0%	72%	72%
Unknown	0%	0%	0%
Wet	0%	18%	18%
Wintery	0%	10%	10%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	26%	26%
Head-On Crashes	0%	0%	0%
Unknown Manner of Collision	0%	21%	21%
Rear End Crashes	0%	26%	26%
Sideswipe Opposite Direction Crashes	0%	3%	3%
Sideswipe Same Direction Crashes	0%	3%	3%
Single Vehicle Crashes	0%	23%	23%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: Medium
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030100, 44001030200, 44001030400	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	3%

Block Group Statistics[3] Block Group 440010301001, 440010301002, 440010302001, 440010302002, 440010302003, 440010304003	Percentile
Transportation Insecurity	37%
Environmental Burden	45%
Health Vulnerability	39%
Social Vulnerability	7%
Climate Risk Burden	27%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Sidewalk gap from Sherwood Ln to County Rd
- Missing dedicated cycling facilities
- Missing crosswalks near Winsor/Pine and Maple
- Challenges crossing at Lincoln Ave intersection
- Excessive driving speeds and failure to yield for pedestrians

Previously Proposed Planned Improvements to Project Area

- RIDOT STIP Project #5375 made crosswalk improvements, adding wheelchair ramps, pedestrian crossing devices, and left turn lanes at the Lincoln Avenue/Middle Highway intersection.
- STIP Project #7404 will provide preventative pavement maintenance to the northern portion of the corridor.
- Barrington's Complete Streets Implementation Plan calls for sidewalks and crossing improvements between the East Bay Bike Path and Nayatt Road and continuous bike facilities and bike safety markings and signage for the length of the corridor.

Goals for Middle Highway

To enhance safety, this project aims to:

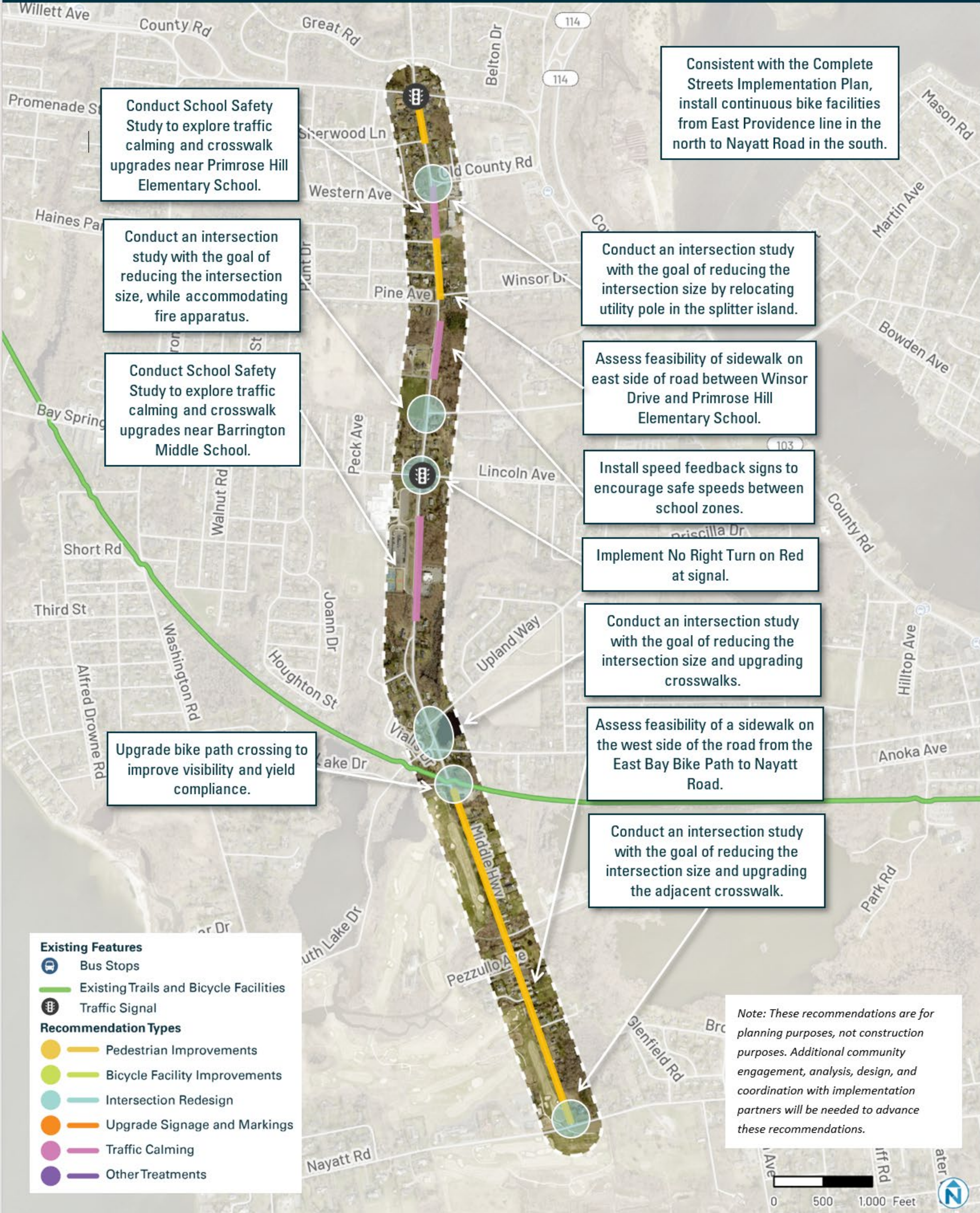
- Encourage safe speeds and multimodal access to the schools along the corridor.
- Upgrade major intersections and the East Bay Bike Path crossing along the corridor to be safer for all modes.
- Provide dedicated space for people to safely walk and bicycle along Middle Highway.

Safety Countermeasures for Middle Highway

Key safety countermeasures, which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Consistent with the Complete Streets Implementation Plan, install continuous bike facilities from East Providence line in the north to Nayatt Road in the south.
- Study major intersections along the corridor to assess the feasibility of reducing their size by reducing corner radii to slow turning speeds, upgrading crosswalks, and relocating utility poles in splitter islands.
- Conduct Safe Routes to School study focused on traffic calming and enhanced crosswalk solutions near Primrose Hill Elementary School, Barrington Middle School, and the areas between. Coordinate proposed improvements with RIDOT.
- Upgrade the East Bay Bike Path crossing to include high visibility crossing treatments like a raised crossing, signage and striping improvements, passive detection RRFBs, and/or curb extensions. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.
- Assess the feasibility of closing sidewalk gaps along the corridor, namely between County Road and Sherwood Lane, the East Bay Bike Path to Nayatt Road, and Winsor Drive to Primrose Hill Elementary School. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.

BARRINGTON | PROJECT #10 | MIDDLE HIGHWAY POTENTIAL SAFETY IMPROVEMENTS



Maple, Anoka, Waseca, Wood & West

Barrington | Project #11

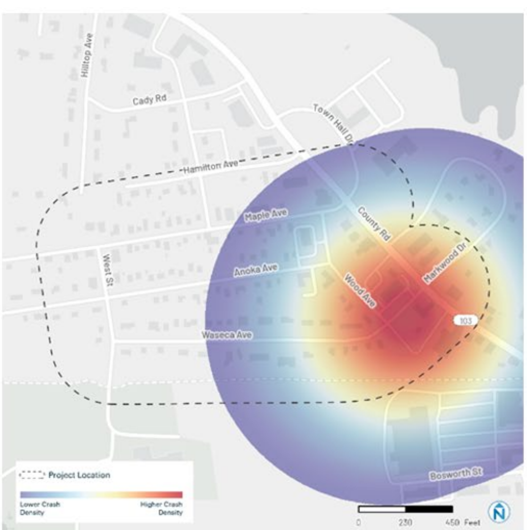
From County Road to West Street

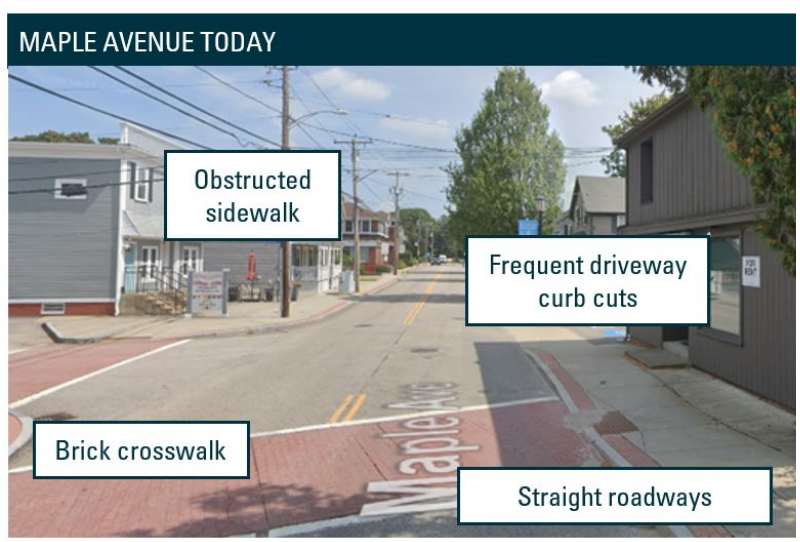
Maple Avenue, Anoka Avenue, Waseca Avenue, Wood Avenue, and West Avenue are each mixed-use corridors, with primarily residential and commercial land uses. While Maple Avenue provides east-west cross-town connections, the remaining roads are primarily neighborhood streets. Across all five streets, 20% of FSI crashes and 6% of all crashes in Barrington occurred.

Key Information

Owner Town of Barrington	**Travel Lanes** 2 lanes, Typical Width: 11.5-12 feet; No center line on Anoka Avenue
High Injury Network Status Reactive HIN	**Median** No Median
Estimated Traffic Volume 550 – 6,500 AADT	**Quality of Sidewalk Condition** None/Fair/Good
Corridor Length 0.94 miles	**Existing Bicycle Facilities or Designation** Sharrows on Wood Avenue
Posted Speed 25 mph or no speed limit posted	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 23-33 feet; Right-of-way: 40-60 feet	**Additional Key Features** On-street parking on portions of Wood Avenue and West Street

Historic Crashes Heat Map (2019-2023)





Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	3%	97%	100%
Motor Vehicle Crashes	50%	95%	94%
Bicycle Involved Crashes	0%	1%	1%
Pedestrian Involved Crashes	0%	3%	3%
Motorcycle Involved Crashes	50%	1%	3%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	50%	85%	84%
Dark – Lighted	50%	13%	14%
Dark – Not Lighted	0%	1%	1%
Unknown Lighting	0%	0%	0%
Twilight	0%	1%	1%

Road Condition Factor	FSI	Non-FSI	All
Dry	100%	85%	85%
Unknown	0%	0%	0%
Wet	0%	15%	15%
Wintery	0%	0%	0%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	19%	19%
Head-On Crashes	0%	3%	3%
Unknown Manner of Collision	0%	28%	28%
Rear End Crashes	0%	28%	28%
Sideswipe Opposite Direction Crashes	0%	4%	4%
Sideswipe Same Direction Crashes	0%	4%	4%
Single Vehicle Crashes	100%	14%	16%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Low VRU Modes: Low
Located within ¼ mile of school	No

Census Tract Statistics Census Tract 44001030200	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	2%

Block Group Statistics[3] Block Group 440010302003	Percentile
Transportation Insecurity	70%
Environmental Burden	43%
Health Vulnerability	61%
Social Vulnerability	15%
Climate Risk Burden	53%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Challenges with the crossing timing and pedestrian push button at the Maple/County intersection
- Missing marked crosswalk on the southern leg of the Maple/County intersection

Previously Proposed Planned Improvements to Project Area

- Barrington's Complete Streets Implementation Plan calls for sidewalk installation on Maple Avenue, where conditions permit, and improved crossings of Maple Avenue to provide access to the East Bay Bike Path.

Goals for Maple, Anoka, Waseca, Wood & West

To enhance safety, this project aims to:

- Encourage safe speeds along these primarily residential and commercial corridors.
- Improve the experience for people walking and biking by narrowing driveway curb cuts, retiming signals, and installing curb extensions.
- Improve the safety of people walking by upgrading crosswalks to continental style and exploring the feasibility of widening sidewalks in some locations.

Safety Countermeasures for Maple, Anoka, Waseca, Wood & West

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

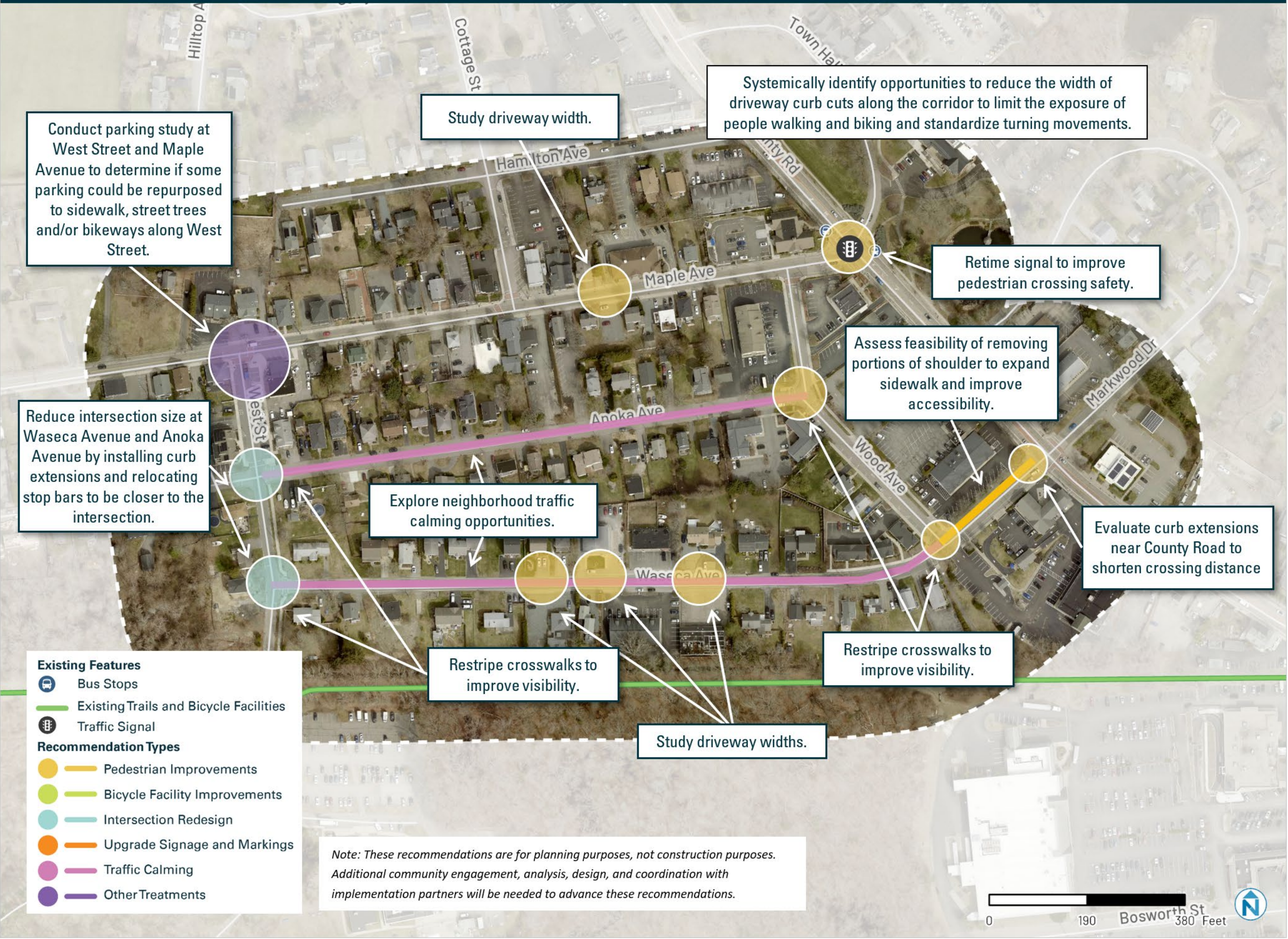
- Retime the signal at Maple Avenue and County Road to improve pedestrian crossing safety.
- Evaluate curb extensions on Waseca Avenue near County Road to shorten crossing distances for pedestrians. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.
- Improve crash reporting in these areas, as nearly 30% of crashes are missing a manner of collision.

Additional key safety countermeasures, which could be solely implemented by the Town of Barrington, include:

- Systemically restripe crosswalks along these corridors as continental crosswalks.
- Systemically identify opportunities to reduce the width of driveway curb cuts along the corridor to limit the exposure of people walking and biking and standardize turning movements.
- Assess the feasibility of removing portions of shoulder of Waseca Avenue between County Road and Wood Avenue to expand the sidewalk width and improve accessibility.
- Explore neighborhood traffic calming opportunities, particularly on Waseca Avenue and Anoka Avenue.
- Reduce intersection size at West Street/Waseca Avenue and West Street/Anoka Avenue by installing curb extensions and relocating stop bars to be closer to the intersection. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.
- Conduct parking study at West Street and Maple Avenue to determine if some parking could be repurposed to sidewalk, street trees and/or bikeways along West Street.

** Maple Avenue is a Federal Aid roadway, and permission/C&M agreements would need to be in place to make changes.*

BARRINGTON | PROJECT #11 | MAPLE, ANOKA, WASECA, WOOD & WEST POTENTIAL SAFETY IMPROVEMENTS



Rumstick Road

Barrington | Project #12

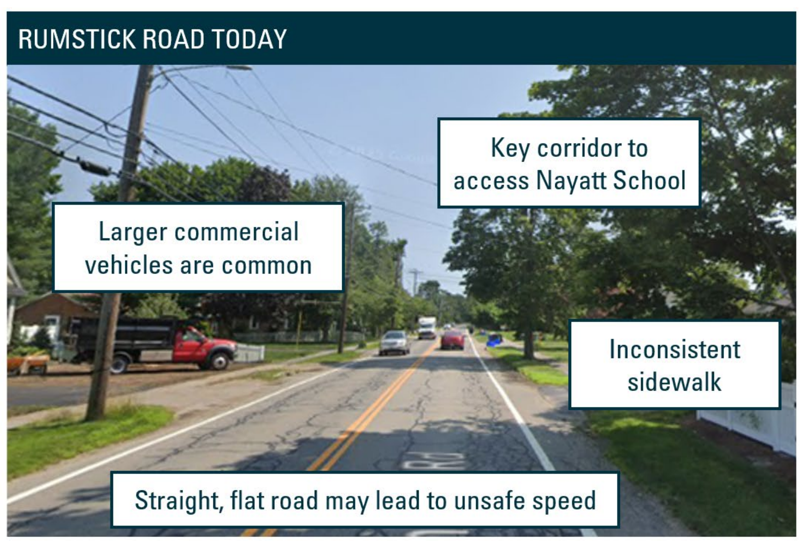
From County Road to Apple Tree Lane

The Rumstick Road corridor connects downtown Barrington to the north with many neighborhood roads to the south. Additionally, this is a key connection for local students to and from the nearby Nayatt School. None of the FSI crashes and 1% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State & Town of Barrington	**Travel Lanes** 2 lanes, Typical Width: 12-13 feet; Two-way road without a centerline south of Chachapacassett Road
High Injury Network Status Reactive HIN	**Median** No Median
Estimated Traffic Volume 1,600-6,350 AADT	**Quality of Sidewalk Condition** None/Fair
Corridor Length 1.58 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25 mph	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 25-35 feet; Right-of-way: 40 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	0%	100%	100%
Motor Vehicle Crashes	0%	93%	93%
Bicycle Involved Crashes	0%	7%	7%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	0%	93%	93%
Dark – Lighted	0%	0%	0%
Dark – Not Lighted	0%	7%	7%
Unknown Lighting	0%	0%	0%
Twilight	0%	0%	0%

Road Condition Factor	FSI	Non-FSI	All
Dry	0%	93%	93%
Unknown	0%	0%	0%
Wet	0%	0%	0%
Wintery	0%	7%	7%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	13%	13%
Head-On Crashes	0%	7%	7%
Unknown Manner of Collision	0%	20%	20%
Rear End Crashes	0%	33%	33%
Sideswipe Opposite Direction Crashes	0%	7%	7%
Sideswipe Same Direction Crashes	0%	0%	0%
Single Vehicle Crashes	0%	20%	20%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Low VRU Modes: Medium
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030400	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	2%

Block Group Statistics[3] Block Group 440010304001, 440010304002, 440010304003	Percentile
Transportation Insecurity	55%
Environmental Burden	34%
Health Vulnerability	33%
Social Vulnerability	2%
Climate Risk Burden	23%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Concerns about speeding and pavement quality south of Chachapacassett Road
- Confusion about navigating the intersection of Rumstick Road and Chachapacassett Road
- Concerns about sidewalk obstructions (telephone poles and shrubs)
- Missing bikeway and crossing infrastructure
- Sidewalk gap south of Brentonwood Avenue

Previously Proposed Planned Improvements to Project Area

- STIP Project #1297 will resurface Rumstick Road between Nayatt Road and County Road.
- Barrington's Complete Streets Implementation Plan calls for sidewalks to be installed on the west side of Rumstick Road between Brentonwood Avenue and Chachapacassett Road.

Goals for Rumstick Road

To enhance safety, this project aims to:

- Improve multimodal safety by providing dedicated space for various roadway users, consistent with the Complete Streets Implementation Plan.
- Improve crossing and sidewalk conditions along the corridor through enhanced warning signage, routine vegetation trimming, curb extensions, and RRFBs.
- Calm traffic and encourage safe speeds.
- Explore design changes at major intersections along the corridor.

Safety Countermeasures for Rumstick Road

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Conduct an intersection study at Rumstick Road and County Road to consider redesign options including intersection re-alignment, lane reconfiguration, or a roundabout.
- Consistent with the Complete Streets Implementation Plan, install sidewalks on the west side of Rumstick Road between Jennys Lane and Woodland Road. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- High visibility marked crosswalk upgrades (replace parallel with continental or ladder striping).
- Consider crossing improvements at Nayatt Road, including curb extensions, vegetation abatement, and RRFBs. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.

Additional key safety countermeasures, which could be solely implemented by the Town of Barrington, include:

- Consistent with the Complete Streets Implementation Plan, install sidewalks on the west side of Rumstick Road from Brentonwood Avenue to Chachapacassett Road. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Using data from the existing speed feedback sign near Thomas Street, determine if additional speed enforcement is necessary.
- Consider installing additional advanced warning signs and/or RRFBs at midblock crossings, including near Woodland/Chapin and Governor Bradford Drive.
- At Rumstick/Chachapacassett Road intersection, assess the feasibility of an intersection redesign, including alternatives such as a mini-roundabout or altering which intersection legs are stop-controlled.
- South of Chachapacassett Road, concurrent with repaving, explore opportunities for neighborhood traffic calming, like speed humps, chicanes, or chokers.

BARRINGTON | PROJECT #12 | RUMSTIC ROAD POTENTIAL SAFETY IMPROVEMENTS

Note: These recommendations are for planning purposes, not construction purposes. Additional community engagement, analysis, design, and coordination with implementation partners will be needed to advance these recommendations.

Nayatt Road

Barrington | Project #13

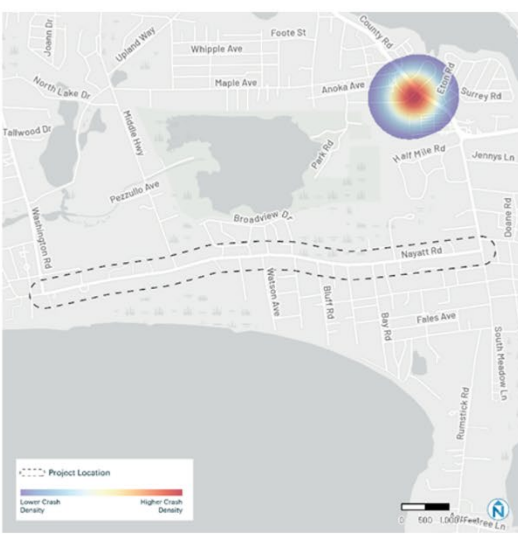
From Washington Road to Rumstick Road

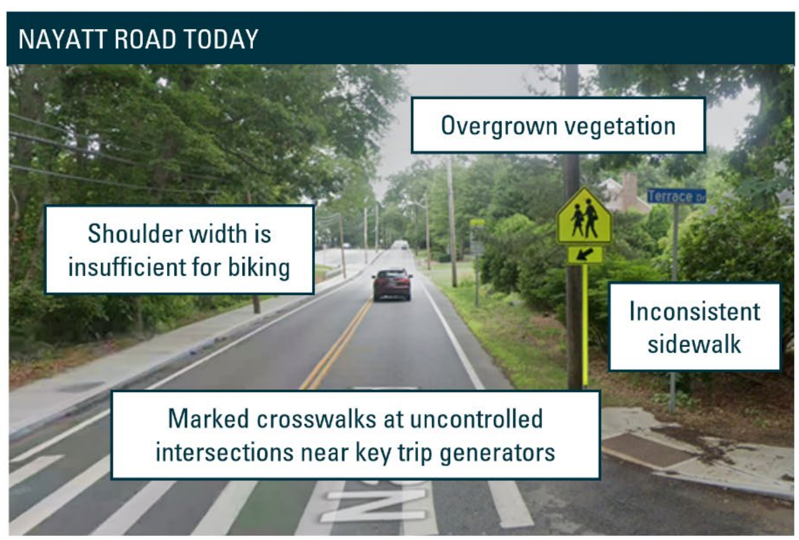
Anchored by the Nayatt School and Rumstick Road to the east and Rhode Island County Club and Washington Road to the west, this corridor provides the southernmost east-west connection across Barrington, particularly for people walking, rolling, or biking. None of the FSI crashes and 1% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State	**Travel Lanes** 2 lanes, Typical Width: 10-10.5 feet
High Injury Network Status Proactive HIN	**Median** No Median
Estimated Traffic Volume 1,250 – 3,850 AADT	**Quality of Sidewalk Condition** None/Fair/Good
Corridor Length 1.77 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25 mph; 20 mph in the school zone	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 23-25 feet; Right-of-way: 40 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)





Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	0%	100%	100%
Motor Vehicle Crashes	0%	100%	100%
Bicycle Involved Crashes	0%	0%	0%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	0%	85%	85%
Dark – Lighted	0%	15%	15%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	0%	0%
Twilight	0%	0%	0%

Road Condition Factor	FSI	Non-FSI	All
Dry	0%	85%	85%
Unknown	0%	0%	0%
Wet	0%	8%	8%
Wintery	0%	8%	8%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	15%	15%
Head-On Crashes	0%	0%	0%
Unknown Manner of Collision	0%	15%	15%
Rear End Crashes	0%	15%	15%
Sideswipe Opposite Direction Crashes	0%	8%	8%
Sideswipe Same Direction Crashes	0%	31%	31%
Single Vehicle Crashes	0%	15%	15%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: High
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030400	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	2%

Block Group Statistics[3] Block Group 440010304001, 440010304002, 440010304003	Percentile
Transportation Insecurity	46%
Environmental Burden	35%
Health Vulnerability	33%
Social Vulnerability	2%
Climate Risk Burden	22%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Concerns about driver speed along the corridor
- Missing sidewalks and bikeways
- Failure to yield to pedestrians and high vehicles speeds near the intersections with Washington Road and Bay Road
- Existing sidewalk obstructed by utility poles

Previously Proposed Planned Improvements to Project Area

- Barrington's Complete Streets Implementation Plan calls for separated sidewalks on at least one side of the corridor from Devonshire to Middle Highway and consider studying the feasibility of bike lanes.

Goals for Nayatt Road

To enhance safety, this project aims to:

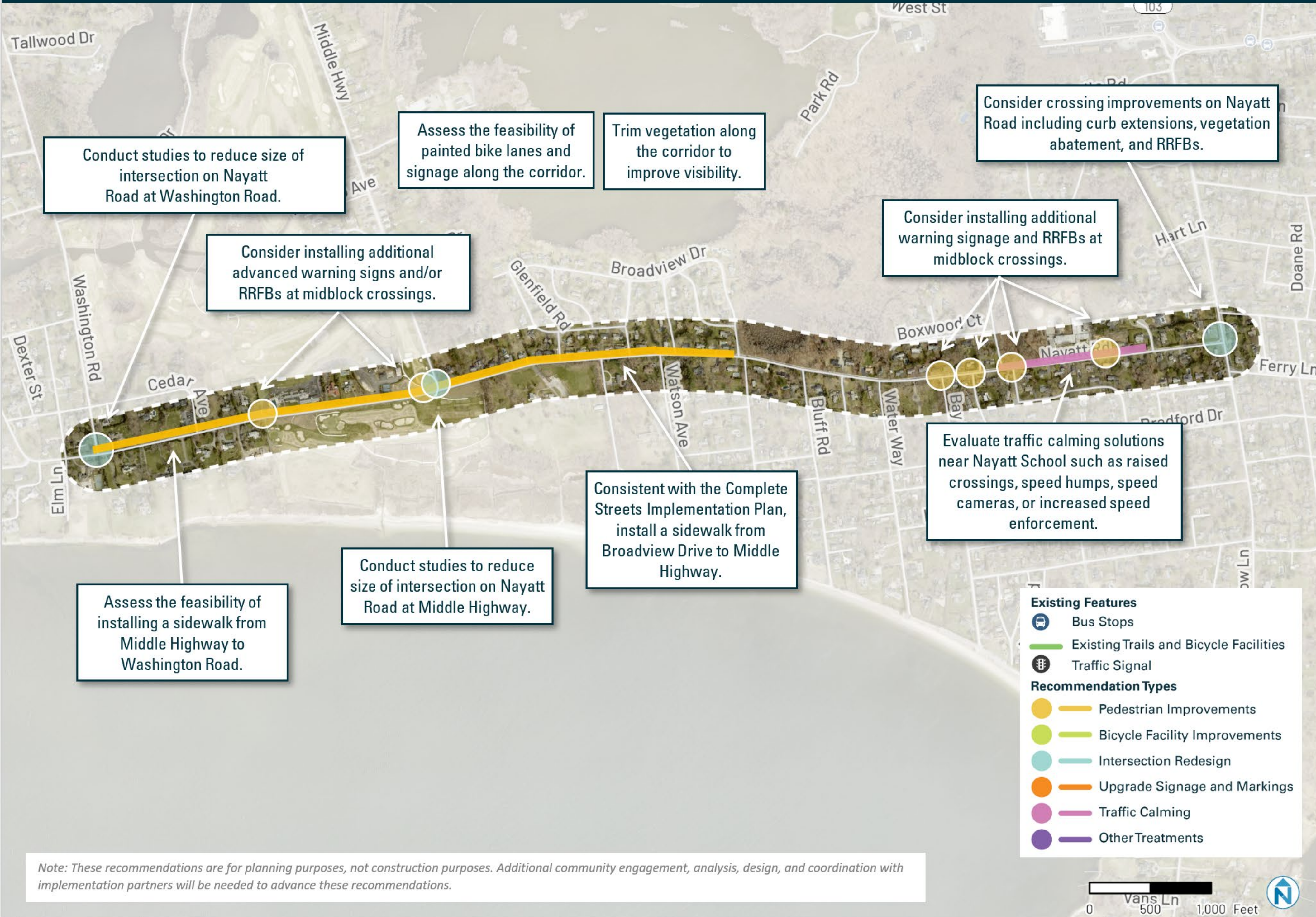
- Consistent with the Complete Streets Implementation Plan, improve multimodal safety by providing dedicated space for various roadway users.
- Improve midblock crossings near key trip generators like the Nayatt School and Rhode Island Country Club.
- Calm traffic near the Nayatt School to provide safer routes to school for students.
- Explore design changes at major intersections along the corridor.

Safety Countermeasures for Nayatt Road

Key safety countermeasures, each of which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Consistent with the Complete Streets Implementation Plan, install a sidewalk from Broadview Drive to Middle Highway. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Upgrade existing marked crosswalks near the Rhode Island Country Club and Nayatt School to include additional advanced warning signs and/or passive detection warning signs and/or RRFBs.
- In coordination with RIDOT, advance traffic calming solutions near the Nayatt School. These could include treatments such as raised crossings or speed humps, speed cameras, and/or increased speed enforcement.
- Coordinate with RIDOT to trim vegetation along the corridor to improve visibility, sidewalk accessibility, and ensure traffic signs can be seen.
- Conduct studies to reduce the size of intersections on Nayatt Road at Washington Road, Middle Highway, and Rumstick Road. Consider curb extensions with marked crosswalk replacement to shorten crossing distances and slow turning speeds, RRFBs on mainline crossings, and advancing the side street stop bar closer to the intersection to improve visibility. Review location with proposed curb extensions for drainage, parking, and cycling impacts.
- Assess the feasibility of installing a sidewalk from Middle Highway to Washington Road. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Consistent with the Complete Streets Implementation Plan and subject to STC approval, assess the feasibility of painted bike lanes and signage along the corridor.

BARRINGTON | PROJECT #13 | NAYATT ROAD POTENTIAL SAFETY IMPROVEMENTS



Note: These recommendations are for planning purposes, not construction purposes. Additional community engagement, analysis, design, and coordination with implementation partners will be needed to advance these recommendations.

Washington Road

Barrington | Project #14

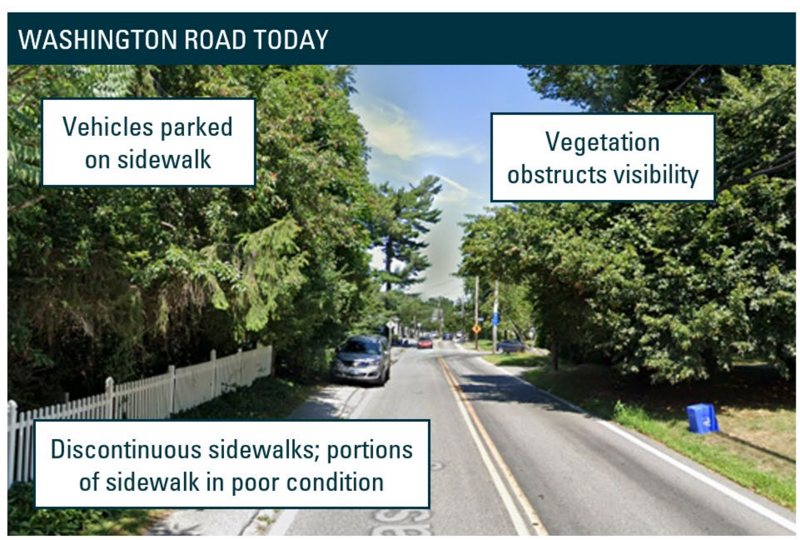
From County Road to Nayatt Road

The Washington Road corridor parallels Middle Highway. It serves a key north-south connector for all modes. The corridor is home to multiple community institutions, parks and conservation land, and residential neighborhoods. None of the FSI crashes and 1% of all crashes in Barrington occurred on this corridor.

Key Information

Owner State	**Travel Lanes** 2 lanes, Typical Width: 10-11.5 feet
High Injury Network Status Reactive and Proactive HIN	**Median** No Median
Estimated Traffic Volume 1,500 – 6,000 AADT	**Quality of Sidewalk Condition** None/Poor/Fair
Corridor Length 2.26 Miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25-35 mph; 25 mph in school zone	**Existing Transit Service** Zero Routes
Typical Street Width Curb-to-curb: 21-32 feet; Right-of-way: 45-60 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	0%	100%	100%
Motor Vehicle Crashes	0%	94%	94%
Bicycle Involved Crashes	0%	6%	6%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	0%	83%	83%
Dark – Lighted	0%	17%	17%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	0%	0%
Twilight	0%	0%	0%

Road Condition Factor	FSI	Non-FSI	All
Dry	0%	83%	83%
Unknown	0%	6%	6%
Wet	0%	11%	11%
Wintery	0%	0%	0%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	22%	22%
Head-On Crashes	0%	0%	0%
Unknown Manner of Collision	0%	17%	17%
Rear End Crashes	0%	6%	6%
Sideswipe Opposite Direction Crashes	0%	0%	0%
Sideswipe Same Direction Crashes	0%	11%	11%
Single Vehicle Crashes	0%	44%	44%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: Medium
Located within ¼ mile of school	No

Census Tract Statistics Census Tract 44001030100, 44001030400	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	3%

Block Group Statistics[3] Block Group 440010301001, 440010301002, 440010301003, 440010301004, 440010304003	Percentile
Transportation Insecurity	40%
Environmental Burden	54%
Health Vulnerability	32%
Social Vulnerability	22%
Climate Risk Burden	28%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Excessive driver speeds along the corridor
- Missing or poor condition sidewalks
- Missing dedicated cycling facilities
- Vehicles parking on sidewalks
- Drainage challenges
- Difficulty navigating the East Bay Bike Path crossing
- Visibility challenges due to lack of lighting and overgrown shrubs

Previously Proposed Planned Improvements to Project Area

- Barrington's Complete Streets Implementation Plan calls for an assessment of the feasibility of a shared use path along this corridor. In the absence of such a path, the plan calls for sidewalk gaps to be filled, bicycle safety markings and signage to be installed, existing sidewalks to be upgraded, and for crossing improvements with signage and lighting.

Goals for Washington Road

To enhance safety, this project aims to:

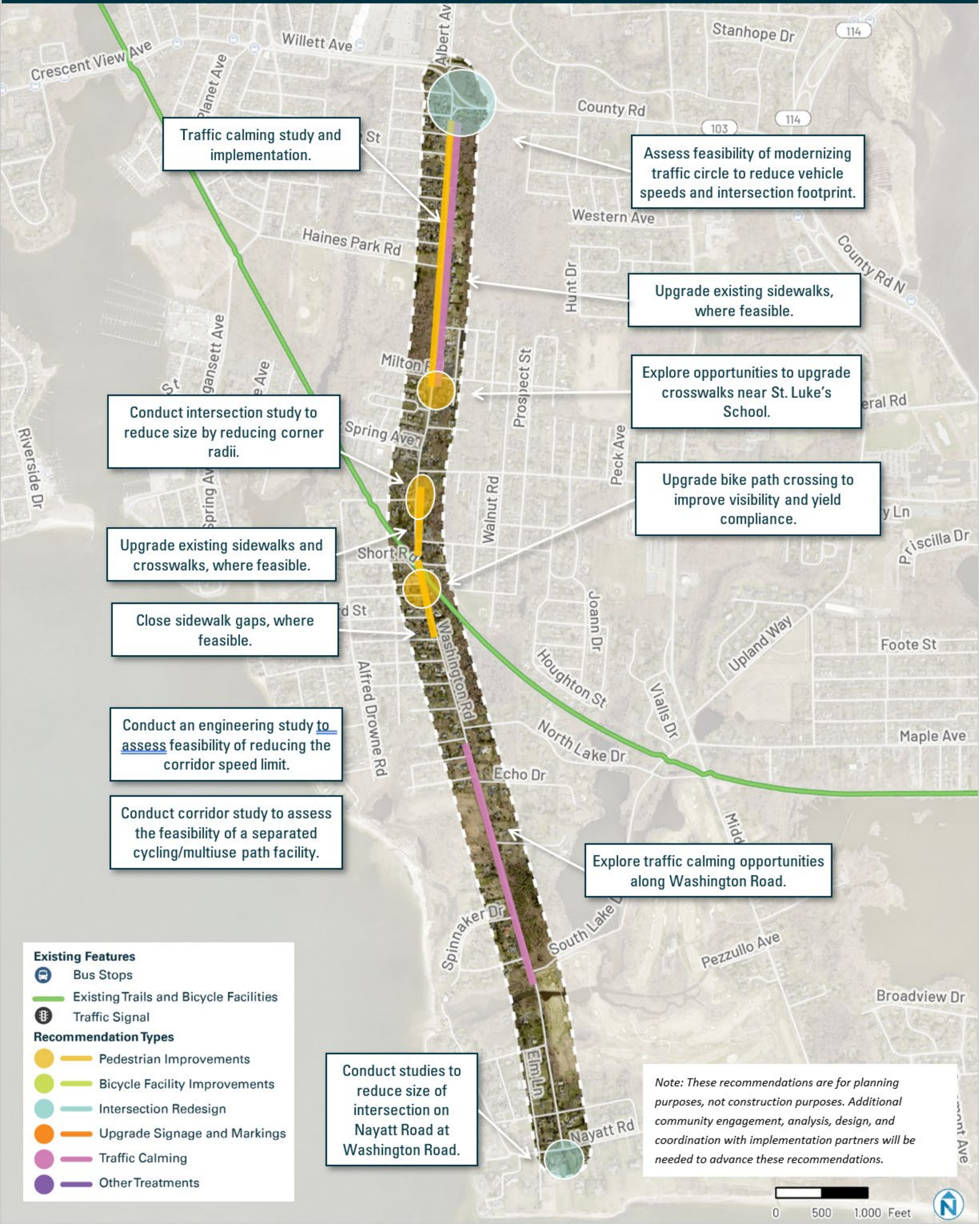
- Encourage safe speeds and multimodal access to the schools along the corridor.
- Upgrade major intersections and the East Bay Bike Path crossing along the corridor to be safer for all modes.
- Close sidewalk gaps and provide dedicated space for people to safely walk and bicycle along Washington Road.

Safety Countermeasures for Washington Road

Key safety countermeasures, which would require partnership between the Town of Barrington and RIDOT to implement, include:

- Assess the feasibility of modernizing the traffic circle at Willett Avenue/County Road to reduce vehicle speeds and intersection footprint.
- Upgrade existing sidewalks, where feasible, throughout the corridor and close sidewalk gaps where sidewalks do not exist today. Assess impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Consider traffic calming, particularly near schools. Coordinate improvements with RIDOT.
- Assess opportunities to upgrade crosswalks and curb ramps to improve accessibility and visibility.
- Upgrade bike path crossing to include high visibility crossing treatments like a raised crossing, signage and striping improvements, passive detection RRFBs, and/or curb extensions. Review location with proposed curb extensions for drainage, parking, and bike lane impacts.
- Conduct an engineering study to assess the feasibility of reducing the corridor speed limit from 35 MPH.
- Conduct corridor study to assess the feasibility of a separated cycling/multiuse path facility to achieve continuous pedestrian/bike facilities.
- Conduct intersection studies of the feasibility of reducing corner radii along the corridor, notably at Nayatt Road and Lincoln Avenue.

BARRINGTON | PROJECT #14 | WASHINGTON ROAD POTENTIAL SAFETY IMPROVEMENTS



Bay Spring Avenue

Barrington | Project #15

From Leslie Avenue/Edwin Street to Washington Road

Bay Springs Avenue links the Bay Springs neighborhood to the East Bay Bike Path and other community assets like the public schools and commercial and civic center to the east. None of the FSI crashes and 1% of all crashes in Barrington occurred on this corridor.

Key Information

Owner Town of Barrington	**Travel Lanes** 2 lanes, Typical Width: 15-20 feet No centerline east of Narragansett Avenue
High Injury Network Status Reactive and Proactive HIN	**Median** No Median
Estimated Traffic Volume <500 AADT east of Narragansett Avenue 8,000 AADT west of Narragansett Avenue	**Quality of Sidewalk Condition** Varies from None to Good along the corridor
Corridor Length 0.51 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25 mph	**Existing Transit Service** No Routes
Typical Street Width Curb-to-curb: 29-35 feet; Right-of-way: 40-50 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)

Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	0%	100%	100%
Motor Vehicle Crashes	0%	70%	70%
Bicycle Involved Crashes	0%	30%	30%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	0%	90%	90%
Dark – Lighted	0%	10%	10%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	0%	0%
Twilight	0%	0%	0%

Road Condition Factor	FSI	Non-FSI	All
Dry	0%	100%	100%
Unknown	0%	0%	0%
Wet	0%	0%	0%
Wintery	0%	0%	0%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	10%	10%
Head-On Crashes	0%	0%	0%
Unknown Manner of Collision	0%	20%	20%
Rear End Crashes	0%	20%	20%
Sideswipe Opposite Direction Crashes	0%	0%	0%
Sideswipe Same Direction Crashes	0%	0%	0%
Single Vehicle Crashes	0%	50%	50%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Medium VRU Modes: Medium
Located within ¼ mile of school	No

Census Tract Statistics Census Tract 44001030100	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	3%

Block Group Statistics[3] Block Group 440010301001, 440010301003, 440010301004	Percentile
Transportation Insecurity	54%
Environmental Burden	61%
Health Vulnerability	32%
Social Vulnerability	38%
Climate Risk Burden	31%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- High vehicle travel speeds along the corridor
- Missing dedicated cycling facilities to connect on and off the bike path
- Poor visibility of the bike path crossing for drivers

Previously Proposed Planned Improvements to Project Area

- None

Goals for Bay Spring Avenue

To enhance safety, this project aims to:

- Encourage drivers to operate at safe travel speeds along the corridor.
- Provide dedicated space within the roadway for people biking along the corridor.
- Upgrade crosswalks and sidewalks at intersections to be universally accessible.

Safety Countermeasures for Bay Spring Avenue

A key safety countermeasure, which would require partnership between the Town of Barrington and RIDOT to implement, includes:

- Upgrade the sidewalk, curb ramps, and crosswalks at the intersections with Narragansett Avenue and Washington Road. ADA improvements would be coordinated through RIDOT Safety and will require evaluation of ROW impacts.

Additional key safety countermeasures that can be implemented by the Town of Barrington include:

- Reduce the width of each travel lane to 10-11 ft and repurpose the remaining paved roadway as painted bike lanes. Install bike lane signage along the corridor and enforce no parking restrictions in the bike lane.
- Upgrade the crossing of the East Bay Bike Path by installing high visibility crossing treatments like a raised crossing, advanced warning signage, striping improvements, RRFBs, and/or curb extensions.
- Explore whether additional traffic calming measures might be appropriate along the corridor.

BARRINGTON | PROJECT #15 | BAY SPRING AVENUE POTENTIAL SAFETY IMPROVEMENTS

Ferry Lane

Barrington | Project #16

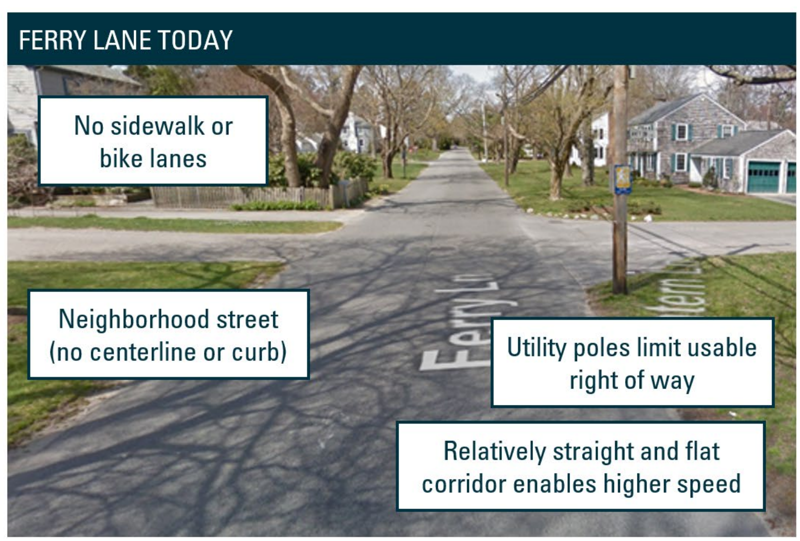
From Rumstick Road to Matthewson Road

Ferry Lane connects Rumstick Road and Matthewson Road, yet it lacks comfortable places to walk, roll, or bike. This corridor has infrequent crashes. It accounts for none of the FSI crashes and 0.24% of all crashes in Barrington.

Key Information

Owner Town of Barrington	**Travel Lanes** Ferry Lane is a two-way road but does not have a center line
High Injury Network Status None	**Median** No Median
Estimated Traffic Volume 1,500 AADT	**Quality of Sidewalk Condition** None
Corridor Length 0.68 miles	**Existing Bicycle Facilities or Designation** None
Posted Speed 25 mph	**Existing Transit Service** No Routes
Typical Street Width Curb-to-curb: 22-26 feet; Right-of-way: 40 feet	**Additional Key Features** None

Historic Crashes Heat Map (2019-2023)



Historic Crash Statistics Summary

(2019-2023)

Crashes by Mode	FSI	Non-FSI	All
All Crashes	0%	100%	100%
Motor Vehicle Crashes	0%	67%	67%
Bicycle Involved Crashes	0%	33%	33%
Pedestrian Involved Crashes	0%	0%	0%
Motorcycle Involved Crashes	0%	0%	0%

Crash Contributing Factors

Time of Day Factor	FSI	Non-FSI	All
Daylight	0%	100%	100%
Dark – Lighted	0%	0%	0%
Dark – Not Lighted	0%	0%	0%
Unknown Lighting	0%	0%	0%
Twilight	0%	0%	0%

Road Condition Factor	FSI	Non-FSI	All
Dry	0%	67%	67%
Unknown	0%	0%	0%
Wet	0%	33%	33%
Wintery	0%	0%	0%

Crash Types

Manner of Collision	FSI	Non-FSI	All
Angle Crashes	0%	0%	0%
Head-On Crashes	0%	33%	33%
Unknown Manner of Collision	0%	0%	0%
Rear End Crashes	0%	0%	0%
Sideswipe Opposite Direction Crashes	0%	0%	0%
Sideswipe Same Direction Crashes	0%	0%	0%
Single Vehicle Crashes	0%	67%	67%

Corridor Facts

Location Statistics	Status
Corridor Crash Risk Rating	All Modes: Low VRU Modes: Medium
Located within ¼ mile of school	Yes

Census Tract Statistics Census Tract 44001030400	Value
Area of Persistent Poverty[1]	No
Percent Zero Vehicle Households[2]	2%

Block Group Statistics[3] Block Group 440010304001, 440010304002	Percentile
Transportation Insecurity	43%
Environmental Burden	51%
Health Vulnerability	32%
Social Vulnerability	3%
Climate Risk Burden	25%

1 USDOT Grant Project Location Verification Map
2 U.S. Census 2023 ACS 5-Year Estimates, Table S0802
3 Adaptation of USDOT Equitable Transportation Community (ETC) Explorer Methodology

Community Input

Input from community members provided additional context about safety concerns on this corridor, including:

- Missing sidewalk
- Request for upgraded striping and signage

Previous Proposed Planned Improvements to Project Area

- Barrington's Complete Streets Implementation Plan identifies the Ferry Lane corridor as needing an assessment of the feasibility of separated sidewalks and painted bicycle infrastructure.

Goals for Ferry Lane

To enhance safety, this project aims to:

- Provide safe connections for people walking and biking.
- Encourage safe driving speeds.

Safety Countermeasures for Ferry Lane

Key safety countermeasures, each of which could be implemented by the Town of Barrington, include:

- Assess the feasibility of building grade-separated sidewalks on one side of the road to safely accommodate people walking along the corridor, consistent with the Complete Streets Implementation Plan. Assess the impact of new curbing, catch basins and conduit, and impervious cover expansion on drainage and stormwater.
- Assess the feasibility of redesigning Ferry Lane as advisory walkways or as a neighborhood greenway, with traffic calming treatments like chokers to slow vehicle speeds. This treatment is intended to encourage slow enough vehicle speeds to create a low-stress environment for people walking, rolling, and biking.
- Reinforce the intersection with Matthewson Road to prevent run-off-road crashes. This could include additional signage, striping, or upgrades to the fencing at the end of the road.

** Ferry Lane is a Federal Aid road, and any changes would require permission/C&M Agreements in place.*

BARRINGTON | PROJECT #16 | FERRY LANE POTENTIAL SAFETY IMPROVEMENTS

Note: These recommendations are for planning purposes, not construction purposes. Additional community engagement, analysis, design, and coordination with implementation partners will be needed to advance these recommendations.