Table of Contents

1. Acknowledgements ................................................................. 2
2. Executive Summary ............................................................... 2
3. Introduction ............................................................................ 4
4. Background ............................................................................ 7
5. Existing Conditions ............................................................... 10
6. Recommendations ............................................................... 16
7. Funding ................................................................................. 29
8. Bike and Pedestrian Improvement Plan (BPIP) ......................... 35
9. References ........................................................................... 42
10. Boards, Commissions and Committees Report ....................... 59
11. Appendix: Community Input .................................................. 60

Figures and Tables

Figure 1: Most US Car-based Trips Are Short ................................ 12
Figure 2: A Sample of RI Statistics ............................................. 13
Figure 3: Example of an SK Town address to a location at the Emporium ....... 14
Figure 4: Travel Time Map .......................................................... 14
Figure 5: Example of travel time to ice cream shop on Main St. ............ 15
Figure 6: South Kingstown Town Map ......................................... 45
Figure 7: South Kingstown Health Infrastructure ............................ 46
Figure 8: South Kingstown Bike Paths and Sidewalks ..................... 47
Figure 9: Overview of Important SK Walking, Biking and Hiking Connections .... 48
Figure 10: South Kingstown Circulation Maps ............................... 49
Figure 11: Existing Barriers to Walking and Biking with Recommended Solutions ...... 50
Figure 12: Existing Barriers to Walking and Biking with Recommended Solutions:
Residents’ Feedback ................................................................ 51
Figure 13: State of Rhode Island Statewide Bicycle System 2020 ........ 52
Figure 14: SK General Highway Map ........................................... 53
Figure 15: A Guide to Cycling in the Ocean State ............................ 54
Figure 16: South Kingstown Area excerpt from map A Guide to Cycling
in the Ocean State ................................................................... 55
Figure 17: SK Accessibility to Villages and Recreation Facilities .......... 56
Figure 18: A Guide to Cycling in the Ocean State ............................ 57
Figure 19: Recommended Crosswalk Paint Pattern .......................... 58
Table 1: Commuting Patterns ..................................................... 8
Table 2: Candidates for Shared Lane Bicycle Routes ...................... 25
1. Acknowledgements

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

**South Kingstown Town Council**
- Rory H. McEntee, *President*
- Abel G. Collins, *Vice President*
- Deborah D. Bergner, *Member*
- Deborah Kelso, *Member*
- Jessica L. Rose, *Member*
- Bryant C. Da Cruz, *Former Vice President*
- Joe Viele, *Former Member*
- Maureen Rooney, *Former Member*

**South Kingstown Bicycle and Pedestrian Committee**
- Kenneth Burke, *Chair*
- David E. Hamel, *Member*
- James D. Vogel, *Member*
- Lisa-Beth Sanford, *Member*
- Dorothy Hill, *Member*
- Jenn Judge, *Former Co-Chair*
- Kateri Collins, *Former Secretary*
- Paul W Higgins, *Former Member*
- Bill McCusker, *Former Member*

**South Kingstown Staff**
- James Manni, *Town Manager*
- Lucus Murray, *Director of Administrative Services*
- Jon Schock, *Director, DPS*
- Richard Bourbonnais, *Town Engineer*
- Jason Parker, *Principal Planner*
- Robert Zarnetske, *Former Town Manager*
- Chelsea Siefert, *Former Planning Director*
- Michael Sousa, *Police Sergeant*
- Kaela Gray, *Former Town Planner*

2. Executive Summary

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

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

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

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

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

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

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

The inaugural BPMP was reviewed with the community, ad hoc between 2020-2022, and at a community workshop on 14 April 2022. The minutes from the meeting as well as written correspondence received are contained in the Appendix. The objective is to update this document as required to best meet health and transportation needs of South Kingstown.
3. Introduction

The Town of South Kingstown is committed to maintaining a safe and vibrant community where bicycling and walking is encouraged and embraced. Whether for recreational, health, or lifestyle choices, this BPMP focuses on ensuring that South Kingstown provides safe and convenient opportunities for bicyclists and pedestrians alike throughout the Town. This Plan includes policy language, goals, and objectives, as well as examination and prioritization of both infrastructure and non-infrastructure projects and initiatives.

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

BPAC Mission

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

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

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

Vision Statement

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

The BPMP will serve as a guide for the Town to improve the bicycle and pedestrian network to accommodate all members of the South Kingstown community for all kinds of trips, including commuting, shopping, going to school, recreation and tourism. The Plan will provide for
intermodal interconnectedness and the safe, convenient, efficient and comfortable movement of cyclists and pedestrians throughout the Town’s several villages and connecting to adjacent communities.

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

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

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

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

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

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

• In applying the Complete Streets Policy, Town Departments shall refer to the most current American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, NACTO (National Association of City Transportation Officials) Urban Street Design Guide, the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, and the Americans With Disabilities Act (ADA) Standards for Accessible Design, which provide specific design guidelines for the following elements of a Complete Street:
- Bicycle facilities including designating bicycle routes, installing bicycle lanes, installing Share-The-Road signs, providing bicycle racks and adding appropriate pavement markings such as “sharrows,” bike lane symbols and shoulder edge lines;

- Pedestrian enhancements including installing crosswalks, upgrading pedestrian signal equipment and timing such as countdown clocks and providing a Leading Pedestrian Interval (LPI), constructing curb ramps that meet ADA standards, and providing sidewalks that are well maintained, meet width needs and are interconnected;

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

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

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

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

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

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

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

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

**The South Kingstown Greenways Master Plan**

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

**Healthy Places by Design**

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

**Handlebar Survey**

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

**Village Studies**

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

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

**Comprehensive Community Plan**

The Town conducts a Comprehensive Community Plan study with updates on a five-year basis. The last fully enacted plan was published in 2021. The plan contains extensive discussions on bicycle and pedestrian conditions, and opportunities and priorities for enhancements in its Circulation Chapter.

According to the Comprehensive Community Plan, since 2000, public transit use by commuters has increased significantly, but is still low overall (see Table 1 below). It is somewhat disappointing to see that the number of people walking or biking to work has decreased since 2000, both in aggregate numbers and as a percentage of the workforce. This decrease is strictly due to a decrease in walkers. The number of people biking to work has increased a bit, but still represents a minuscule percentage of total commuters (0.15 percent in 2000 vs. 0.30 percent in 2011-2015).

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

**Bicycle-Pedestrian Advisory Committee**

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

- Promote a systematic method for ongoing citizen input into the development of important circulation policies, plans, and projects;

- Review and give input on relevant policy and planning documents;

- Investigate how making South Kingstown a safer place for pedestrians, cyclists and wheelchair users can increase our residents' health, safety, and well-being while benefiting our local economy by increasing bicycle tourism;

- Develop a comprehensive bicycle and pedestrian master plan. The plan will identify funding options for the implementation of the bicycle and pedestrian projects and establish clear criteria for prioritizing investments. (This document); and

- Strategize to actively encouraging more people to walk and bike in town, considering what motivates or incentivizes people to make use of existing pedestrian and bicycle infrastructure. This could include ideas such as Town-sponsored events on National Bike to Work Day and National Walk to Work Day, or incorporating into wayfinding signage the estimated walk and bike times to particular points of interest.

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

Key findings from BPAC discussions and the above activities have been incorporated into the 2021 Comprehensive Community Plan (CCP). It is worthy to note that several general bicycle and pedestrian issues were raised during a CCP revision preparation Public Workshop on June 13, 2018, attended by BPAC members. Consolidated materials resulting from that meeting are posted at http://www.plansouthkingstown.com/june-13-public-workshop-materials. Bicycle and pedestrian items are in the Circulation folder.

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

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

Sidewalks

Sidewalks were installed in the major business centers, near most schools, near some parks, and in various areas near or within some residential developments. Refer to the Bike Paths and Sidewalks map in the Reference section.

Recognized bicycle paths are limited to the South County Bike Path and the University of Rhode Island Bike Path, both of which are shared pedestrian-bicycle facilities, and the bike route lane (which is actually the breakdown lane) along sections of Route 2, the Old Mountain Road bike spur, and the South County Common Spur.

By State law, bicycles are allowed to use sidewalks in Rhode Island but is the exception due to the presence of pedestrians and obstructions. Large groups of cyclists, including several annual charity rides through town, typically aim to cover long distances at high speed and are disallowed from using the South County Bike Path.

Roadways

The result of these conditions is that pedestrians and bicyclists in many cases have no choice but to travel on paved roads and known off road routes.

The vast majority of Town roads are too narrow for dedicated bike pavement and pedestrian sidewalks, and do not have edge striping that would help communicate to vehicle drivers that some space “belongs” to walkers and bikers.

Widening roads to move bicycles and pedestrians out of vehicle lanes would entail encroaching on private property, cutting down magnificent old trees, excavating embankments and colonial-era stone walls, in addition to the significant costs of paving, curbs, embankment retention walls, and improving drainage.

In light of these constrained conditions and budget limitations, the BPAC recommends that the Town undertake a program to provide additional signage and striping where there is no safe space for bicyclists to move to the right to allow cars to pass. It is also recommended that the off-road networks be increased.

The dangers for bicyclists and pedestrians throughout South Kingstown and Rhode Island are well known and unfortunately sometimes tragic. There have been several well publicized fatalities.

---

1. [https://www.independentri.com/local/article_8deb73e0-59de-5822-a2db-9278e92176ab.html](https://www.independentri.com/local/article_8deb73e0-59de-5822-a2db-9278e92176ab.html)
in recent history that have touched all of us, emphasizing the need for action in terms of the development of the BPMP and BPIP.

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

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

Route 1 is a divided highway which traverses the east and southern parts of the Town. It presents a difficult hurdle to cross for cyclists and pedestrians. Western crossings require walking or riding on the Route 1 highway and crossing four lanes of traffic with no accommodation for bicycles and pedestrians, e.g. Matunuck Beach Road and Succotash Road. With the exception of the William C. O'Neil Bike Path link to Narragansett, eastern crossings suitable for pedestrians and bicycles are not optimal. They include:

- Route 138/Bridgetown Road: Traffic light with 2 left turn lanes;
- Torrey Road/Saugatucket Road: Jug handle only allowing east to west crossing with some riding on Route 1;
- Old Tower Hill Road/Peckham Avenue: Overpass link to Narragansett;
- Kingstown Road directly into a rotary: Link to Narragansett;
- Woodruff Avenue: Overpass link to Narragansett; and
- Salt Pond Road: Underpass.

Bike Path

South County Bike Path is a Town treasure connecting the Kingston Railroad Station, a number of the town’s schools, the business districts of Peace Dale and Wakefield, and the adjacent town of Narragansett. The bike path travels through rural areas, residential hubs and village centers. The addition of the URI bike spur, adds the connection to URI and West Kingstown Elementary School. Intersections with various streets can be problematic. There is currently a push button light for crossings at Main Street and Kingstown Road and MacArthur Blvd. The crossings at

3 https://www.independentri.com/article_e8ff1f7b7-93e7-5dc1-abda-c7ddeaf49df.html

SKBPM Bicycle and Pedestrian Master Plan
Town of South Kingstown
Kingstown Road (at the bike ramp) and Railroad Street are very dangerous due to lack of sight lines, but describe areas where improvements are needed.

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

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

Hiking Trails
South Kingstown hosts a number of hiking trails within, as well as connecting, residential hubs: Old Mountain woods; Potter Woods, Tri-pond Park; Great Swamp Management Area.

To Consider
Micromodality transitions are occurring throughout the country. Rental bicycles, pedal assist bicycles, and e-scooters are common in most cities and college campuses. They have the potential to better connect people with public transit, reduce reliance on private cars, and make the most of existing space by “right-sizing” the vehicle, all while reducing greenhouse gas emissions (although the picture is somewhat clouded by the need to use conventional vans or trucks to collect, charge, and reallocate e-scooters and e-bikes should be accounted for) South Kingstown’s population are starting to utilize these modes. National trends are:

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

Figure 1: Most US Car-based Trips Are Short

Source: Deloitte analysis based on 2017 National Household Transportation Survey.
The majority of public transit trips are also short: on average, roughly five miles for rail, and four miles for buses. Journeys are also potentially susceptible to substitution by micromobility;

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

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

Figure 2: A Sample of RI Statistics

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle Occupants</td>
<td>49</td>
<td>37</td>
<td>25</td>
<td>23</td>
<td>31</td>
<td>50</td>
<td>30</td>
<td>36</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td>8</td>
<td>11</td>
<td>10</td>
<td>9</td>
<td>4</td>
<td>11</td>
<td>28</td>
<td>13</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>5</td>
<td>14</td>
<td>14</td>
<td>8</td>
<td>14</td>
<td>21</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>ATV</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Person on Personal Conveyance</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Unknown Person Type</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>64</td>
<td>65</td>
<td>51</td>
<td>45</td>
<td>51</td>
<td>84</td>
<td>59</td>
<td>58</td>
</tr>
</tbody>
</table>

Note: as of December 31, 2019, RIDOT was reporting a total of 80 traffic fatalities in 2016. As of January 12, 2020 based on investigative findings, the count was reduced to 58.

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

**Walk Score®** is an interesting application used to qualify the ease walking and bicycling at any given location and between locations. According to their website at [www.walkscore.com](http://www.walkscore.com), the free version “Walk Score's mission is to promote walkable neighborhoods. Walkable neighborhoods are one of the simplest and best solutions for the environment, our health, and our economy” and for commercial users “Our vision is for every property listing to read: Beds: 3 Baths: 2 Walk Score: 84. We want to make it easy for people to evaluate walkability and transportation when choosing where to live.”
An example for a South Kingstown address to a location at the Emporium, it produces this graphic with scores based on 100 points which is a very accurate representation. It will also produce travel time maps based on user input travel method choices and travel times.

**Figure 3: Example of an SK Town address to a location at the Emporium**

![Image of 221 Windmill Drive](image)

**Figure 4: Travel Time Map**

![Image of Travel Time Map](image)
Another example shows the travel times from the residence area to an ice cream shop on Main Street in Town.

Figure 5: Example of travel time to ice cream shop on Main St.
6. Recommendations

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

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

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

2. Conduct or update surveys of the most heavily traveled areas and develop plans to implement complete street improvements for all users: traffic calming infrastructure; crosswalk marking, signs, flashing signal lights, sidewalks, bike lanes, bump-outs, road narrowing techniques, and other “traffic calming” measures. (CCP Circulation Goal 1; Action 1-10 & 1-11) Attention to the following corridors and intersections is recommended:

   • Kingstown Road at Old Mountain Field and Peace Dale Library/Village Green area;
   • Wakefield Main Street business district;
   • Kingston Historic District;
   • Peace Dale Kingstown Road business district;
   • Broad Rock Road Middle School/Recreation Center/Senior Center/YMCA area;
   • Curtis Corner Middle School and Recreation Fields area;
   • Kingstown Road from Police Station north to Route 138;
   • Middlebridge Road;
   • Succotash Road; and
   • South Road
3. Engage RIDOT to install more visible warning signs such as “No Turn On Red” signs in the Dale Carlia intersection (Old Tower Hill Road, Main Street, Kingstown Road) so that signs are more obvious to all drivers, for example, over the intersection or on the opposite corners. (CCP Circulation Goal 2; Action 2-3)

4. Provide all schools with appropriate traffic safety signs and properly functioning traffic control devices warning signal lights for all main corridors where students are required to walk to school (consistent with existing school policies). (CCP Circulation Goal 1; Action 1-11)

5. Install radar actuated vehicle speed feedback signs in locations where drivers need to decrease speed due to pedestrian and bicyclist crossings, and especially where visibility is unfavorable. (CCP Circulation Goal 1; Policy 1.3 & 1.4) Examples include:

   - Wakefield Main Street business district;
   - Kingstown Road in the vicinity of Old Mountain Field;
   - Route 138 for Historic District and URI campus;
   - Succotash Road;
   - Ministerial Road near West Kingston Elementary School;
   - Middlebridge Road;
   - Matunuck Beach Road;
   - South Road;
   - Broad Rock Road;
   - Saugatucket Road; and
   - All intersections of bike path with local roads.
6. Encourage Public Safety and Public Service Town departments to collaborate with RIDOT to expedite safety assessments of bike path road crossings announced in August 2018 with members of BPAC and Town departments. In the event RIDOT assessments continue to be delayed, assessments should be done by Town Staff and the BPAC. Conclusions and recommendations should be incorporated into action plans. (CCP Circulation Goal 1; Policy 1.3 & 1.4; Action 1-11)

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

8. Generate a plan for a dedicated bike route safely separated from Route 1 to connect Pond Street to the Post Road sections south of Route 1 and Matunuck School House Road to link to Charlestown, Burlingame State Park, and Westerly. This will facilitate bicycle travel along the coast, to and from beaches and businesses and reduce car traffic. This will increase bicycle tourism, and allow for visitors to link the Kingston and Westerly Amtrak stations. The concept is visitors from the Amtrak Corridor can take the train with their bicycle to our area, ride their bike for a day, visit our sights and restaurants, and return home. Hotels and bed and breakfasts can support multiple day packages. An immediate goal is to collaborate with the Town of Charlestown to provide a bicycle/pedestrian path or roadside connection from Ninigret Park area eastward to Old Post Road in SK. (Virtually all work is within Charlestown.)

9. Establish an E-Scooter and Pedal Assist Bike plan in conjunction with URI and Amtrak. The South County Bike Path currently links both to Wakefield. The concept is bikes and scooters can link Wakefield, Kingston Station, Bus Stops, and URI. Students can take the train from the Northeast corridor and take an E-scooter with their backpack to URI or Wakefield. Long range goal is to link to programs in Narragansett to allow for travel to the Narragansett town beach via the bike trail, and Charlestown beaches.

Implementation Recommendations

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

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

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

4. School Department: Ensure that proper planning and investments in construction and maintenance are included in all corridors that service each school building where students are required to walk to school.
5. Coordinate with all Town Departments prior to developing future Statewide Transportation Improvement Plan (STIP) submissions to RIDOT, and presentation to the Town Council. Future RIDOT investments in South Kingstown need to be consistent with Complete Streets and other similar technical planning and engineering specifications. Some of the corridors that should be considered for future STIP applications are:

- Route 1 Tower Hill Road/CMDR Oliver Hazard Perry Memorial Highway – need for improved access and safety for pedestrians and bicyclists;

- Route 1 bike/ped crossings to connect safely from north SK to south and beach areas should be a priority;

- Route 1A (Old Tower Hill Road, Main Street, Post Road and scattered fragments)

- Route 2 South County Trail;

- Route 108 Kingstown Road;

- Route 110 Ministerial Road;

- Route 138 Mooresfield Road and Kingstown Road; and

- Succotash Road.

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

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

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

9. Create a district wide Safe Routes to School (SRTS) program to be consistent with the existing school policies that require students to walk to school. (SRTS) is an approach that promotes walking and biking to school through infrastructure improvements, enforcement tools, safety incentives to encourage walking and biking to school. Build on existing International Bike and Walk day programs. Encourage district wide participation. Utilize SRTS tools and resources to assist in implementing guidelines into all new and upgrade projects along all walk and bike routes used by school children. SRTS Guide: Home (saferoutesinfo.org)
10. Town Public Services and Planning Departments adopt the most current *AASHTO Guide for the Development of Bicycle Facilities* for all bicycle infrastructure in South Kingstown.

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

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

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


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

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

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

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

**Planning Recommendations**

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

2. Require accommodations for bike parking in commercial developments. Explore incentives to bring grandfathered developments into compliance with this new bicycle rack code.
3. Require sidewalks to be at least 5 feet wide along most roads and 8 feet wide in commercial areas with a minimum two-foot snow-shelf buffer where possible and appropriate (AASHTO, 2004 and ADA 2010). Under special circumstances narrower sidewalks may be appropriate.

4. Incorporate CCP land Use Actions:

   • Action 4-10 Amend regulations to encourage new development to include green space that is well-designed in terms of pedestrian compatibility and functionality and, where possible, strengthens the Town’s existing greenways network;

   • Action 4-15 Revise the Subdivision and Land Development Regulations to adopt standards to retain and enhance tree canopy coverage in the village areas and add street trees where feasible;

   • Action 1-13 The Town shall amend regulations to require the installation of attractive bicycle facilities for residential developments of six units or greater or for any commercial development requiring development plan review at a scale commensurate with the size and location of the development;

   • Policy 3.1 The Town will periodically review its Zoning Ordinance and Subdivision Regulations to ensure that the circulation goals and policies are reflected; and

   • Create a prioritization system for the Township projects relative to BPAC priorities.

Enforcement Recommendations

1. Assign a staff member in the Department of Public Safety to coordinate all bicycle and pedestrian safety, enforcement and street re-design activities. (Reference the Traffic Safety Officer for SK) Coordinate with South Kingstown Police Department in efforts to reduce vehicular speeds and distracted driving.

2. In coordination with the Town Engineer, continue tracking and GIS mapping (Planning Department) of vehicular, bicycle and pedestrian accidents. Use the data for targeted enforcement efforts, improving street design and evaluating progress.

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

4. Conduct an annual “Pedestrian and Bike Safety Enforcement Week.”
5. Stage specific cross-walk enforcement sessions on a regular basis.

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

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

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

Education Recommendations
1. Utilizing local newspapers, on-line news media, posters, social media, etc., to educate the walking and bicycling public on the “rules of the road” and the wisdom of wearing high-visibility clothing. Nighttime walkers and riders should be encouraged to add reflective stripes and other highlights. Riders should be encouraged to use bright front and rear lights at any time but especially at night (also see Rhode Island General Law 31-19 "Operation of Vehicles").

2. Participate in the town's Recreation Department's and local PTO Back to School and Bike to School Programs and provide education on safe walking and biking.

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


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

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

7. Provide wayfinding signs at key bike path intersections guiding users to local businesses and destinations.
8. Educate about the Rhode Island Department of Transportation’s (RIDOT) Share the Road Program by posting the driver, bicycle and pedestrian tips on the Town’s Web site, including a flyer in the Parks & Recreation Program once a year, and distributing brochures through local businesses, for example. See RIDOT’s Share the Road Program.

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

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

11. Encourage Parks & Recreation Department staff and community-based fitness instructors to become League Cycling Instructors (LCI) to teach on-bike skills to youth and adults (as part of South Kingstown Continuing Education or as a program of the YMCA, for example). See Smart Cycling | League of American Bicyclists (bikeleague.org).

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

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

14. Engage the Police Department and PTO Health, Fitness and Safety Committees in sponsoring bicycle clinics at each of the elementary schools.

15. Engage the community in identifying areas of concern and monitoring progress by conducting simulated fields experiences (such as pushing a wheelchair or stroller across a particular intersection) using mixed teams of older adults, students, drivers, parents, and cyclists.

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

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

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

19. Consider integrating RIDOT’s Share the Road Program into an over-arching Street Smarts campaign or a campaign of “Mutual Respect.” for examples of such public awareness campaigns.

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

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

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

2. All schools should be provided with appropriate School Zone signs (children ahead, crossings, speed limit, school hours) and properly functioning signal lights per MUTCD standards. Consider installing radar speed cameras. Exceptions may be the South Road School, Prout School, Monsignor Clarke School, Kingston Hill Academy and The Compass School since there are no known biking or walking students. (To be surveyed and verified.) Current status is as follow:

   - High School: Signs appear adequate; no signal lights;
   - Broad Rock MS: Signs appear adequate; no signal lights;
   - Curtis Corner MS: Signs appear adequate; no signal lights;
   - Matunuck ES: Signs appear adequate; lights can be improved;
   - Peace Dale ES: Signs appear adequate; Kersey westbound light should be improved; eastbound no signal light;
   - Wakefield ES: Signs and signal lights adequate; and
   - West Kingston ES: Signs appear adequate; no signal lights.

3. To benefit pedestrians and bicyclists who use busy public roads that are narrow with little or no space to widen for bicycle lanes and/or sidewalks, reduce the width of vehicle lanes to 9.5 to 10 feet (traffic calming, road diet) by painting edge (shoulder) lines, and install Share the Road signs every half mile or so. This may be completed over several years. New edge lines should be repainted as often as center lines on a rolling basis. This type of program is best suited for roads that have consistent widths and wide shoulders. (CCP Circulation Goal 1; Policies 1.3 & 1.4)

4. Provide new crosswalks using a standardized stripe pattern (Continental) and alert signs per MUTCD at the following locations:

   - Windmill Drive across South Road to the sidewalk on the west side;
   - Mountain Laurel Drive across South Road to the part on the west side; and additional TBD.

Bicycle Facilities
1. Designate shared roadway bicycle routes that provide intra- and inter-town connections and access to business districts, beaches, parks, recreation facilities, etc. Shared roadways have a 4- to 5-foot bicycle shoulder with a painted edge line (if the road is at least 30-32 feet wide), and provided with formal Bike Route signs where qualified for that designation. (CCP Circulation Goal 1; Policy 1.4)
2. For roads which are too narrow for a bike lane or shoulder, or other obstructions such as parking prevent a clear travel path, a Shared Lane Marking (sharrow) should be stenciled on the road, and install “Bikes May Use Full Lane” signs. Candidates for shared lane bicycle routes are recommended below.

Table 2: Candidates for Shared Lane Bicycle Routes

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

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

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

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

# Esp. at choke points

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

4. Develop a connection to the new Broad Rock to South County Commons path.

5. Extend the path from Curtis Corner athletic fields (unpaved) northward to the Potters Farm and Kingston Hills neighborhoods paths (paved) across South Road and through Potters Woods to Biscuit City Road.

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

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

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

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

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

Pedestrian Facilities

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

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

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

4. Educate residents and businesses about their responsibility under town ordinance to keep sidewalks clear of snow, vegetation and debris.
5. Install and upgrade pedestrian signal equipment to the most current Manual on Uniform Traffic Control Devices (MUTCD) standards, including countdown displays and audible indicators.

6. Install handicap ramps at all crosswalks where they are lacking with a high pedestrian volume.

7. Maintain crosswalks and “Stop for Pedestrians in Crosswalk” signage in a state of good repair throughout town.

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

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

**Figure 19: Recommended Crosswalk Paint Pattern**
10. The following high-volume locations are recommended:

Main Street business district at all crosswalks:

Kingstown Road at:

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

Route 138 at:

- Old North Road
- South Road
- Upper College Road

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

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

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

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

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

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

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

- Double the amount of funding allocated for bicycle projects derived from the Transportation Alternatives Program (TAP);

- Create new policy that establishes that a minimum percentage of the state transportation budget is to be allocated for bicycle projects, augmenting other sources;

- Strongly encourage or require that a feasibility study and detailed cost estimate be completed as a prerequisite to submitting a STIP application for construction;

- Develop a standardized cost estimating template similar to MassDOT’s template and provide training/assistance to municipalities;

- Provide template/model applications to improve consistency and ease of submission;

- Ensure that all contingency funds in the 2018-2027 STIP remain programmed into bicycle-related projects;
• Increase the overall share of funding committed to TAP projects in the state's current and future STIP;

• Work with the state legislature to pass a Green Economy Bond every two years with $10M as a starting point for shared-use path and bicycle related projects;

• Create a consistent and predictable funding stream for bicycle facility capital expenditures and maintenance; and

• Incorporate bicycle improvements into existing projects involving resurfacing, which can often be accomplished for little or no additional cost.

Bicycle and Pedestrian Funding, Design, and Environmental Review:

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

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

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

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

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

- Funding is also available for non-infrastructure projects. For instance, NHTSA provides funding for behavioral safety aspects, education, and enforcement, in coordination with the State’s highway safety office.

- More information:
  Bicycle and Pedestrian Funding Opportunities:
  https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm
  Federal-Aid Highway Program Funding for Pedestrian and Bicycle Facilities and Programs
  https://www.fhwa.dot.gov/environment/bicycle_pedestrian/
  FTA Bicycles and Transit Information:
  Final Policy Statement on Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law:

2. Federal transportation funds cannot be used to enhance the local roadway network

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

- More information:
  STP Eligibility:
  https://www.fhwa.dot.gov/map21/factsheets/stp.cfm
  Functional Classification:
South Kingstown Bicycle and Pedestrian Master Plan

3. Separated bike lanes cannot be built with Federal funds

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

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

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

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

- More information:
  
  FHWA Office of Safety Road Diet: http://safety.fhwa.dot.gov/road_diets/
5. Non-motorized projects cannot compete effectively for CMAQ funding

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

- More information:
  
  FHWA CMAQ Program: https://www.fhwa.dot.gov/environment/air_quality/cmaq/

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

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

Public Funding in Rhode Island
- RIDOT STIP-Primary
- RIDEM Green Economy Bond-Primary
• RI Division of Planning, Office of Housing and Community Development from HUD Housing Process
• Rhode Island Legislative Grants
• University of Rhode Island
• Legislative Grants Public Funding in South Kingstown
  School funding (to support walk-to-school requirements)
  General funds, capital improvement plan, etc. – Primary
  SK Recreation Department, Committee, etc.

Below are helpful resource links:

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

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

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

Top ten priorities Reviewed in 2021:

1. Wakefield Downtown Business District overall: Review vehicular traffic flow through the area
2. Route 108/Kingstown Road:
   - Review pedestrian and bicycle access between Meadowbrook Apartments to Route 138
   - Church Street and School Street: Provide curb bump-outs along to provide safer crosswalks for pedestrians accessing Old Mountain Field.
3. Facilitate the Town Council to establish an ordinance for instituting Complete Streets in all future town activities
4. Broad Rock Road: Traffic Calming and Crosswalks
   - At Kingstown Road: Consider making it No Turn on Red due to sight line obstructions, install curb bump-outs for traffic calming and decrease pedestrian crosswalk distance
   - Broad Rock MS and Adjacent Facilities: Traffic calming at school entrance and exits and internally (excessive speed). Review crosswalk adequacy and review School Zone lights and signs
5. Matunuck including Matunuck Beach Road add more marked crosswalks and signs, need to assess vehicular circulation, parking and the centerline and shoulder striping. Matunuck Beach
6. Upgrade entire Route 1 corridor for Bicycle-Pedestrian access and safety (coordinate with Route 1 Stewardship Plan Development Committee)
7. Establish a mechanism with the Department of Transportation that allows state transportation funds to synchronize with South Kingstown’s approach for Complete Streets on state roads
8. Install Sidewalks (or Widen Road for Bike/Ped Lane): For the most heavily walked roads; some of these roads have sidewalks in sections; see SK Map “Bike Paths and Sidewalks.
9. Establish bicycle pedestrian safety curriculum in South Kingstown’s elementary schools
10. Paint green box at the bottom of Tower Hill Road for a refuge for cyclists at lights (e.g.) * broader consideration of movement of cyclists coming off of Tower Hill Road - navigating Dale Carlia.

Specific item List

<table>
<thead>
<tr>
<th>Issue/Objective</th>
<th>Priority</th>
<th>Estimated Cost $</th>
<th>Target Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. High Capital Expenditure Projects Requiring RI State Commitment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Upgrade entire <strong>Route 1</strong> corridor for Bicycle-Pedestrian access and safety (coordinate with Route 1 Stewardship Plan Development Committee) (5)(6)(8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Provide two or more crossings over/under <strong>Route 1</strong> plus Bike/Ped dedicated paths to connect north side to shore areas from about Woodruff Ave. to Charlestown line (5)(6)(8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Provide paved path and foot-bridges paralleling Route and connect to existing sections of Route 1A to create continuous path.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii. Construct Bike/Ped overpasses or tunnels in the vicinity of Woodruff, Post Road (south of Tuckertown), and Ministerial or Moonstone Beach Rd.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. <strong>Intersection of Route 1 and Route 138</strong>: Provide bike/ped friendly crosswalks and traffic light programming (6)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. <strong>Route 138 from Route 108 to Route 2</strong>: Widening, shoulder, sidewalks (two STIP contracts planned but delayed until?) (4)(5)(9)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Issue/Objective</td>
<td>Priority</td>
<td>Estimated Cost $</td>
<td>Target Year</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------</td>
<td>----------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>e. At intersections of <strong>Route 138</strong> with <strong>Upper College Road</strong> and with <strong>Old North Road</strong> and <strong>South Road</strong> include pedestrian crossing improvements: flashing lights and/or button activated stop lights; install overhead illumination; eliminate parking spots that obstruct driver view of pedestrians and install No Parking signs; install permanent State Law STOP For Pedestrians signs (4)(7)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. <strong>Route 138 in Kingston Historical District</strong>: Needs traffic calming to enforce 25 mph speed limit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. <strong>Route 1 at Various Intersections: Saugatucket, 1A (southern Main St.), Matunuck Beach Road, Jerry Brown Farm</strong>: “Intersection Inadequate-Dangerous, Should Be Bicycle Friendly, etc.” (6)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. <strong>Route 108/Kingstown Road at Church Street</strong> and <strong>School Street</strong>: Provide curb bump-outs along to provide safer crosswalks for pedestrians accessing Old Mountain Field. (2)(3)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. **SK Business Districts**

| a. **Main Street** vehicle parking spaces too close to multiple crosswalks (sight line issue); need to remove parking spaces in approaching travel direction (4) |          |                  |             |
| b. **Main Street** needs more bicycle parking/racks (8) |          |                  |             |
| c. **Main Street** needs bump-outs to provide visibility of pedestrians to drivers and to provide traffic calming. |          |                  |             |
| d. **Kingstown Road at the Peace Dale Library** needs better defined vehicular circulation and safer pedestrian crosswalk access. |          |                  |             |
| e. **Peace Dale rotary**: Provide additional marked pedestrian crossings at the |          |                  |             |
| f. **Wooden footbridge at Mill on Kingstown Road** needs to be repaired |          |                  |             |
| g. **Wakefield Downtown Business District overall**: Review vehicular traffic flow through the area |          |                  |             |

3. **School and Recreational Zones**

<p>| a. <strong>Matunuck ES</strong>: Traffic calming (consideration of removable speedbumps or rumble strips or permanent speed tables) and enforcement; |          |                  |             |
| b. <strong>Peace Dale ES</strong>: Provide sidewalks on north side of Kersey Road (4)(12) |          |                  |             |
| c. <strong>Peace Dale ES</strong>: Flashing light improvements: Install new set at the west end of Kersey (missing) and replace the obsolete (dim) set at the east end of Kersey (4)(12) |          |                  |             |
| d. <strong>Wakefield ES</strong>: Has operable school zone warning lights and adequate signs |          |                  |             |
| e. <strong>West Kingston ES</strong>: Install school zone flashing warning lights; signs appear adequate |          |                  |             |
| f. <strong>Broad Rock MS and Fields</strong>: Review all existing crosswalks and consider relocation or additional one. Review and consider existing sight line obstructions (3) |          |                  |             |
| g. <strong>Broad Rock MS and Adjacent Facilities</strong>: Traffic calming at school entrance and exits and internally (excessive speed). Review crosswalk adequacy and review School Zone lights and signs (3) |          |                  |             |
| h. <strong>Broad Rock MS</strong>: Install school zone flashing warning lights; signs appear adequate |          |                  |             |
| i. <strong>Broad Rock MS to Recreation Center</strong>: Improve maintenance &amp; drainage (3) |          |                  |             |
| j. <strong>Broad Rock at YMCA Entrance</strong>: Needs updated survey for corrective action on sight lines, location of crosswalk, Broad Rock needs widening (3) |          |                  |             |
| k. <strong>Curtis Corner MS</strong>: Install school zone flashing warning lights |          |                  |             |
| l. <strong>Curtis Corner MS</strong>: Repave crosswalk and paint new stripes to improve driver visibility |          |                  |             |
| m. <strong>Curtis Corner MS</strong>: Install overhead flashing light over crosswalk (crosswalk shared with bike path) |          |                  |             |</p>
<table>
<thead>
<tr>
<th>Issue/Objective</th>
<th>Priority</th>
<th>Estimated Cost $</th>
<th>Target Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>n. Curtis Corner MS athletic field area: Pave the path between the northernmost parking area and baseball fields to the north property line to connect with the paved path in Potters Farm (7) (students from several neighborhoods to the north use this path)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>o. High School: Repair crosswalks on Columbia Street, review River Street and Schools Street intersections for traffic calming, evaluate crossing of Church Street and Kingstown Road. Need school zone flashing warning lights?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>p. South Road School: Review School Zone flashing lights. (Currently, private school use but has playground and connects to athletic fields)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>q. Recreational Fields and Parks: Complete reviews including Marina for new or additional bike racks and bike/pedestrian access</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Beach Areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Matunuck including Matunuck Beach Road needs additional marked crosswalks and signs, need to assess vehicular circulation, parking and the centerline striping. Matunuck Beach Road needs shoulder striping, share the road signs (1)(4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Matunuck Schoolhouse at Trustom Pond Wildlife Refuge: Needs crosswalk (1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Roads near Beach: Need sidewalks (4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Review all Town beaches for new locations for additional or new bike racks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Succotash Road: review all parking spaces along business frontages, provide crosswalk at Matunuck Oyster Bar to bridge, add share the road signs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Additional State Roads</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Route 108/Kingstown Rd.: Consider additional sidewalks, signs and signals. Review sidewalks, and signals that are not maintained (locations not specified) (4) (Need to re-evaluate since RIDOT has made various upgrades)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Route 108/Kingstown Rd.: Consideration of traffic calming (6)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Ministerial Rd./Route 110: Assess and review opportunities for biking opportunities (1)(6)(12); review sight lines for bikers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Route 1A: Review striping along corridor (various sections exist parallel to Route 1.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Broad Rock onto Kingstown Rd.: Consider making it No Turn On Red due to sight line obstructions, install curb bump-outs for traffic calming and decrease pedestrian crosswalk distance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Succotash Road: Enforce speed limit. Some areas are commercial and wildlife preserve, but there are residential, playground and beach areas exposed. Install sidewalks.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Assess and consider opportunities for bike/ped connection from Old Tower Hill Road to the Fairfield Hotel and South County Commons without using Route 1.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Other South Kingstown Roads (not covered by the above categories)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Paving:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>See SK Capital Improvement Program (CIP) Fiscal 2018-2019 through 2024-2025 Pages 4-18 to 4-20. Note description of what constitutes “improvement” on Page 4-18</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Worden Pond-West, Waites Corner, Jerry Brown Farm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Old North, Sand Turn, Moonstone Beach (Cards Pond to School House)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Torrey, Wordens Pond -East, Moonstone Beach (Mill Pond to Route 1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Green Hill Beach (School House to Post Road), Robinson, Columbia, Frank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Kenyon, Liberty Lane (Rte. 138 to Bike Path), James Trail</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Gravelly Hill</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Salt Pond, Oakwoods, Oak Hill, Beach Hill, Arbor, Dendron, Eagles Nest, Spruce, Grey Birch, Ice House</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. Liberty Lane &amp; Great Neck Road from SCBP into Great Swamp parking area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Issue/Objective</td>
<td>Priority</td>
<td>Estimated Cost $</td>
<td>Target Year</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>----------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>• <strong>Paint Road Shoulder/Edge Stripes:</strong> Heavily traveled roads to define ped/bike space; reduce vehicle lanes to 9.5-10 ft. if possible; may help speed calming; (*includes School Zones) (7)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Old North Road*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. South Road*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Curtis Corner Road*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Saugatuckett Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Tuckertown Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Wordens Pond Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. North Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. Rose Hill Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Broad Rock Road*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>j. Kersey Street*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>k. Stony Fort Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>l. Middlebridge Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>m. Post Road 1A north of Route 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>n. Post Road- Matunuck and Perryville sections</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>o. Woodruff Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>p. Kenyon Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>q. MacArthur Boulevard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>r. Pond Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>s. Succotash Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>t. Matunuck Beach Road*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>u. Cards Pond Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>v. Matunuck School House Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>w. Moonstone Beach Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>x. Green Hill Beach Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>y. Shannock Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>z. Gravelly Hill Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>aa. Fairgrounds Road (north and south of Route 138)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>bb. Waites Corner Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>cc. Columbia Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>dd. Glen Rock Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• <strong>Install Sidewalks (or Widen Road for Bike/Ped Lane):</strong> For the most heavily walked roads; some of these roads have sidewalks in sections; see SK Map “Bike Paths and Sidewalks.”</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. South Road (6)(12)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Ministerial Road (6)(12)-provide bike pull over areas/safe haven/rest stops</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Woodruff Avenue (4)(12)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Old North Road (6)(12)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Allen Avenue (4)(12)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Matunuck Beach Road (12)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Middlebridge Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. Broad Rock: Esp. Saugatucket to BRMS (3)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Spring Street: Poor sidewalks (4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>j. Curtis Corner Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>k. Columbia Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>l. Robinson Street; not ADA compliant</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Issue/Objective

<table>
<thead>
<tr>
<th>Priority</th>
<th>Estimated Cost $</th>
<th>Target Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **m.** Kingstown Road: many sections Meadowbrook Apartments to Route 138
- **n.** Cherry Lane
- **o.** Charles Road

**Install Share-The-Road Signs (12)**

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

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

| a. | From Windmill Drive across South Road to sidewalk on west side |
| b. | From Mountain Laurel Drive across South Road to park on west side. |
| c. | Additional candidates? |

### 7. South County Bike Path: Road Crossings and Facilities

Note: This is an inventory of **ALL** SCBP road crossings (from the west end at the Amtrak Station to east at the border with Narragansett) and is a **PRELIMINARY** assessment of conditions and needs. Subject to an updated tour and assessment, possibly with RIDOT.

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

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

Coordination with other Town Entities:

- Traffic and Transportation Review Committee: Traffic calming, road conditions
- Public Works and Utilities Department: Road, crosswalks, signs installation/maintenance
- Recreation Commission: Parks, South County Bike Path
- Parks and Recreation Department: Parks, beach, bike path, senior center
- Route 138 Reconstruction Project Area Committee: Route 138 from Upper College to Route 2
- Route 1 Stewardship Plan Development Committee: Route 1
- Technical Review Committee
- URI
Design Standards and Resources
There are numerous standards, safety initiatives, best practices and guidelines that apply directly or indirectly to transportation alternative design, safety, accessibility, and comfort.

Town of South Kingstown
Planning Dept.; Healthy Places by Design Resources Page
http://southkingstownri.com/295/Action-Plan-Appendix

Planning Department: Plans and Reports Page
http://southkingstownri.com/289/Plans-and-Reports

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

Department of Transportation (RIDOT)
• Highway Safety Plan Federal Fiscal Year 2020; 2019; 218 pages
• Rhode Island’s Complete Streets Action Plan; February 2015
• Highway Design Manual; September 2008; See esp. Division 9 – Pedestrian and Bicycle Facilities
• https://www.dot.ri.gov/documents/community/safety/Strategic_Highway_Safety_Plan.pdf
• Statewide Mobility Plan https://planning.ri.gov/planning-areas/transportation/long-range-transportation-plan/bicycle-mobility-plan-documents

United States Federal
U.S. Department of Transportation-Federal Highway Administration (USDOT-FHA):
• Bikeway Selection Guide; February 2019
• Separated Bike Lane Planning and Design Guide; May 2015
• Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways; 2009; 2012 Revisions. 862 pages.
• Small Town and Rural Multimodal Networks; December 2016. 134 pages.
• Pedestrian & Bicycle Safety Web Page; Links to numerous resources

Industry and Professional Standards and Practices
American Association of State Highway Transportation Officials (AASHTO):
• https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-
facilities-2012/

- **“2018 AASHTO Bike Guide”** PowerPoint presentation previewing changes in Guide for Development of Bicycle Facilities; Toole; (2019 or 2020)

National Association of City Transportation Officials (NACTO)
- **Urban Bikeway Design Guide;** April 2011;

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

Other Sources
- East Coast Greenway in RI, [https://www.greenway.org/states/rhode-island](https://www.greenway.org/states/rhode-island)
- **Walking & Biking in South Kingstown;** date unknown, Healthy Places by Design, South Kingstown Planning Dept.
- **Safe Routes to School Policy Workbook;** 2019.; Safe Routes to School National Partnership; 63 pages
- **Safe Routes to School Guide website**
Figure 6: South Kingstown Town Map

Figure 7: South Kingstown Health Infrastructure

Figure 8: South Kingstown Bike Paths and Sidewalks

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

Figure 10: South Kingstown Circulation Maps

http://www.plansouthkingstown.com/materials-circulation
Figure 11: Existing Barriers to Walking and Biking with Recommended Solutions (continued on next page)

Figure 12: Existing Barriers to Walking and Biking with Recommended Solutions: Residents’ Feedback (see previous page)
Figure 13: State of Rhode Island Statewide Bicycle System 2020

https://archive.org/details/ri-statewide-bicycle-system/mode/1up
Figure 14: SK General Highway Map

http://www.dot.ri.gov/documents/maps/StateRoads/WC05.PDF
Figure 15: A Guide to Cycling in the Ocean State
Figure 16: South Kingstown Area excerpt from map A Guide to Cycling in the Ocean State

Interactive Map

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

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

Figure 19: Recommended Crosswalk Paint Pattern and Road Signage

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

Fig. # Crosswalk Stripe Nomenclature

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

RIDOT and other towns standard: Edge stripes and vehicle lane narrowing
10. Boards, Commissions and Committees Report
A presentation of the Bicycle and Pedestrian Master Plan is brought forward. Ken Burke and Jenn Judge, members of the Bicycle – Pedestrian Advisory Committee (BPAC) are in attendance and make the presentation.

The mission of this ad hoc committee is to promote walking and biking across the community through education and outreach efforts. Their vision is to maintain and expand opportunities for all for transportation and enjoyment. The priorities of the Master Plan are:

- Integrating Complete Streets with other programs;
- Developing and implementing system for public participation; and
- Coordinating with other communities to establish bike path corridors.

Specific recommendations include immediate action to update surveys of heavily traveled areas.

- Implementation: staff to champion sections of the plan and coordinate with BPAC prior to development of state plans; require developers to include bike parking in community development, sidewalks that are 5 feet wide in residential areas, 8 feet wide in commercial areas.
- Enforcement: staff in public safety to coordinate GIS mapping of accidents to target enforcement efforts.
- Education: utilize newspapers and online media to inform the public about the Rules of the Road to help improve safety.

The group wants feedback and public engagement. They want to promote hiking and biking in conjunction with schools. They recommend development of a Green and Complete Streets ordinance. The Town Manager notes that the bond referendum on the November ballot includes $350,000 for improvements based on a priority list of projects.

Notes form Town Council Meeting 29 September 2020 where the BPMP was presented to the Town Council:

https://clerkshq.com/Content/SouthKingstown-ri/council/2020/oct13_20ag.htm

https://clerkshq.com/Content/Attachments/SouthKingstown-ri/tm201008_4a.pdf?clientSite=SouthKingstown-ri
11. Appendix: Community Input

South Kingstown Bike & Pedestrian Committee
Public Meeting
April 14, 2022 7 PM – South Kingstown Recreation Center

Comments received for master plan

Dorothy Hill comments:

Thank you for the opportunity to weigh in on the South Kingstown Bicycle and Pedestrian Master Plan as I am unable to attend the Public Meeting on April 14.

I am new to South Kingstown. Just three years ago, my husband and I moved from suburban Maryland to the Village of Kingston. One of the things that I love about where I live is that I can walk to coffee shops, walk to URI athletic events and lectures, and I can walk to the library, an art center, a historical society and a number of churches. In January 2020, I bought a road bike and love that I can ride from my house to Narragansett Town Beach, to Galilee, Wickford, and fairly safely to the Connecticut border.

According to the executive summary of the 2020 Bicycle and Pedestrian Master Plan, the top goal is encouraging biking and walking, adding that this “will be achieved through institutional planning, design, infrastructure improvements, maintenance, enforcement, and education actions.” Here are my thoughts.

MAINTAINING CURRENT SIDEWALKS AND FILLING GAPS
I think a top priority in encouraging biking and walking is to make sure that where sidewalks already exist, they are safe and accessible. Maintain what we already have.

Old North Road Example
On Old North Road, there are a series of sidewalks on both sides of the road from Rt. 138 northward with multiple gaps so that URI students and locals attempting to walk to Campus or the Emporium, have to walk in the road or in the mud. So, due to the lack of continuous sidewalks along Old North Road it is not a safe place to walk. As there is a parking supply/demand gap on Campus, safer walkways for students and locals would be a way to encourage walking instead of driving.

Last summer I contacted SK Public Works about tree branches and overgrowth along the Old North Road sidewalks and was delighted when a crew arrived within a week to address the problem.

I thought that property owners would be responsible for keeping abutting sidewalks clear of limbs and shrubs, however, the SK ordinances pertaining to sidewalks do not address this.
Surprisingly, the SK ordinances only pertain to maintaining the sidewalks themselves through repair and winter snow removal, nothing about keeping them clear of branches, etc.

Again, using Old North Road as an example, between Rt. 138 and Briar Lane there is a property with a line of shrubs that was planted too near the sidewalk and has now grown so much that it is nearly impossible to walk on the sidewalk while passing that house. There is also a brick sidewalk on the corner of Rt. 138 and South Road on the Tavern Hall property that is completely blocked by an overgrown shrub.

So, my first suggestions for the Master Plan would be to:

- Prioritize maintaining sidewalks and filling in sidewalk gaps leading to URI as a way to encourage walking and lessen traffic and provide safe passage for students and locals to Campus. Including passage for the community to sporting and cultural events on Campus.

- Update the SK sidewalk ordinances with specifics on keeping sidewalks clear for foot traffic AND/OR budgeting SK Public Works to keep all sidewalks clear; and

- Create an online form linked from SK homepage that residents can submit online to alert SK officials of need to address a sidewalk situation.

CREATING NEW SIDEWALKS AND BIKE PATHS

Another top priority in encouraging biking and walking in South Kingstown is to budget new sidewalks in areas that are already used as public paths. This doesn’t have to be a study, but I think we can visually determine areas where there are well-worn paths and prioritize helping to provide safe areas to walk.

Sidewalks to Bus Stops and Bike Lane on Kingstown Road
This area leading to Campus is crawling on weekday mornings and although I’m not sure providing walking/biking lanes would do anything to encourage students, staff, faculty to use them, but it might, especially with the growing popularity of e-bikes. At a minimum, look at areas around bus stops as areas to prioritize. People are already walking to those areas, so providing a safe, comfortable mode to get to public transportation could encourage less driving. A thought.

Crossings over/under Rt. 1
I read in the current Master Plan that there was a desire to create a passage for bikers over Route 1 in order to have safe access to the beaches and back roads to the south. I whole heartedly agree with this and hope that there is federal and state money to help with funding.

Commercial and residential development
The Master Plan suggests that developers provide sidewalks in new residential construction. I would like to suggest that in addition to sidewalks, developers be required to add calming humps within the
neighborhood (unless this is a nightmare for snow removal) and provide a biking/walking path connecting the community to existing sidewalks or paths—particularly as a way of linking the community to schools and recreation areas. In a few developments, I’ve noticed that there are beautiful sidewalks that end at the entrance of the development on a main road and then do not connect to anything.

The William C. O’Neill Bike Path is an incredible resource and the planning, execution and maintenance of the path is nothing short of extraordinary. Well done. I use the path regularly and want to send my compliments to the crews that clear the path of trees and debris following storms. Hats off. I wonder if there could be a possibility that new development attempt to link to the bike path.

Further suggestions for the Master Plan include:

- Prioritize adding sidewalks in places where people already walk (as evidenced by dirt paths).

- Add bike lanes/sidewalks were possible on Kingstown Road north of Curtis Corner Road.

- Create an over/under Route 1 access to the southern parts of South Kingstown.

- Require commercial and residential developers to submit plans for linking their project to existing bike and walking paths.

As you can see, I am fairly passionate about preserving and enhancing the incredible pedestrian and bicycle opportunities in South Kingstown and so, attached to my input on the master plan is my application to join the advisory committee.

REFERENCES
SK Ordinance on sidewalks does not address overgrowth.
Sec. 16-61. – Replacement and repair-Issuance of order and notice.
Owners of land fronting upon any street or highway accepted by the town since July 1, 1986, may be ordered by the public works director to replace, repair, or otherwise correct defects in any sidewalk adjacent to their land. Every such owner shall comply with the order of the public works director within thirty (30) days after receipt of such notice unless the public works director shall determine that an emergency exists, in which case five (5) calendar days shall be allowed to effect the work.

Sec. 16-63. – Performance by town; assessment of cost.
Whenever the owner of any premises fronting on any public way in the town fails, neglects, or refuses to repair, replace, or otherwise correct defects in an adjacent sidewalk, and where no appeal has been taken from the order of the public works director, the public works director shall have the defect corrected and calculate the cost to be assessed against the owner.
Marc Truman’s comment (via email):

Hello,

While I’m quite sure that BPAC is aware of the issues, I wanted to raise concerns about the condition of Worden Pond Road for cyclists and pedestrians:

Probably most significant is the amount of traffic and speeding. The road is narrow and winding, with no shoulder for pedestrians/bikers. Cars and trucks routinely go 50 mph (an estimate), leaving themselves and the pedestrians/bikers little to no time to react. While there is regularly a radar police patrol at the far end of Tuckertown Road, I’ve only seen one once or twice on Worden Pond. It’s worth noting that the side of the road is constantly littered with beer cans and nip bottles, leading to the conclusion that drivers are drinking and probably not paying attention.

The previous issues are exacerbated by the condition of the road. The section from the Charlestown town line to Leisure Drive was paved three years ago and is in excellent condition, with the caveat that the road is just as narrow and there are still no shoulders. The drop from the pavement to the ground is significant in spots and would pose a serious risk to bikers if they went at all off the road. The section from Leisure Drive to Tuckertown Road continues to be in very bad shape, with either lots of potholes or lots of filled in potholes, depending on the day. The town has been very responsive in filling the potholes, but for cyclists the patched areas are not much better than the potholes. The town is planning to repave the remainder of the road in 2023 (based on a response this week), but presumably the same issues as noted for the previously repaved portion will exist here as well.

I know that based on the layout of the road, the proximity of the pond and wetlands and the amount of traffic, that these are very difficult issues to solve. It seems that the best hope is to use more traffic regulations enforcement to make things at least somewhat safer. I’ve lived just off of Worden Pond Road for 4-1/2 years now. I used to walk it on a near daily basis and occasionally bike it as well. For at least the last year or so I will not do that anymore as I don’t feel safe.

I’m also aware that there are many roads in South Kingstown that present similar issues for pedestrians and cyclists, and that these contend with Worden Pond Road for attention. This committee has a very difficult job and I certainly appreciate all the work you’re doing to make our roads safe for everyone. I hope that in this case there is some solution found before someone is injured or worse.

Thanks so much for your time and attention.

Best regards,

Mark Truman
Nancy Dean comment via comment box at public meeting:

- We (our family) have always resorted to riding on the sidewalks with our bikes for safety purposes.

- And yet the sidewalks are terrible a wheel chair can’t even easily use the sidewalks, i.e. telephone poles placed right in the middle.

- Light pollution in town parks are not welcome

- Motorize/electric bicycles?? On bike paths???

Anonymous comment via comment box at public meeting:

- I appreciate the town clearing snow from the bike path.
- I appreciate the cross light at Main St. for bike path is now blinking. Great improvement.
- Old Tower Hill Rd. I’m pretty psyched it’s safer and moves traffic WAY better.
- I love the idea of streamlining complaints/suggestions in a more organized way. That would be so helpful.

South Kingstown BPAC Committee – notes from April 14, 2022 public meeting

In the pre-workshop discussions, there was a request for bike and pedestrian access to utility cleared areas, and how can we assist with that?

Request for Map with Bicycle and Pedestrian friendly routes and thruways.

An Ordinance should be crafted to include upkeep (not full maintenance) and clearing of sidewalks by homeowners, along with the town maintenance. **beyond winter clearance ordinance**

Traffic calming measures should be as low tech as possible for health reasons. **it is important throughout Town, attendees at the meeting**

Along with the survey we should advertise/educate-market Green & Complete Streets to be able to pass the ordinance with the funds provided by the town for this committee. **Rosemary stressed green **streets

Green and Complete Streets, focus on traffic calming, sidewalk maintenance (both snow and vegetation) and street trees, aesthetics that invite biking and walking and reduce the heat of streets

Better communication between town and state on the maintenance and improvements on state roads. Including town resident input.

Some sort of policy for e-bikes, scooters, etc. mostly focusing on speeds.
Get everyone in town on an e-bike

Put bump outs on Main St. to slow traffic and increase (slightly) sidewalks. Do this as a temporary, Take it Outside demo.

One attendee referred to having started a Friend’s of Peace Dale back several years ago, they would clear vegetation on sidewalks in their neighborhood.

Narragansett advocates say Old Tower Hill Rd reconstruction is a model for the area, has slowed traffic.

Town should offer a public hearing to gather local input when there is a state project in the works for our town.

Generate a survey to gather residents support for increased tax to generate $ for bike and ped issues/infrastructure and water quality.

Bike path crossing on Robinson behind Belmont. Vegetation blocks view when heading east on bike path.

Allen Ave. vegetation blocking sidewalks

Kingstown Rd. between Pump House and Police Station – wheel chair users, strollers out in the road.

Historic moment for infrastructure funding, towns who have their act together will get in the queue to spend funding for bike/ped and traffic calming projects.

An attendee who served on the advisory for the RI Mobility Plan – that plan was adopted in 2020. Calls for a complete street review anytime a road comes up for work.

State has an obligation to uphold the State Transportation Improvement plan which also compels RIDOT (and the Town) to consider Complete Streets design.

If funding for alternative transportation was being used for unintended projects (roads and bridges) in the State Transportation Improvement Plan, the State should be called out on it.

Advocate for a wildlife crossing over Rt. One

Safe way to access Marina Park – need traffic calming.
There was considerable discussion around the difficulty for SK residents to have their concerns met when addressing safety issues. There is generally no feedback from the town about whether the concerns was registered, will be addressed, or time line for the town to “fix the problem”.

There was also considerable discussion concerning drivers speeding and not obeying traffic laws (such as running stop signs and red lights). People stated that it was difficult to get the attention of the town authorities to provide a solution to speeding on their streets. (The BPAC master plan three top goals include – Establish a Complete Streets ordinance for South Kingstown. Complete Streets has a focus on calming traffic.)

There was lively discussion on the challenges of issues on State roads running through our town. It appears that there are times when the town and the state are not collaborating on developing solutions. (BPAC master Plan updates should include a strategy for including the State DOT in our goals.)

There was discussion on sidewalk maintenance. The sidewalk issue resulted in ADA challenges, and safety concerns. (A green and Complete Streets ordnance will help address sidewalk concerns.)

There was discussion about how the town may need additional staff and resources to address safety concerns of citizens. The idea of raising a small about of additional tax dollars to be used only for the above was recommended.

The chair of the Charlestown Recreation Commission and two representatives of the Narragansett Bike path initiative were in attendance. They expressed support for the South County Costal Bike Route which is one of the three top objectives of the BPAC master plan.

23 attendees, mostly advocates for pedestrians and cycling. Charlestown, and Narragansett, and Rep Fogarty.

Past stories of opportunities and one success to get slow down signs.

Sidewalk repairs – repair what we have.

Traffic Calming – opportunities to slow traffic down.

Cutting brush behind Belmont to show the bike path better.

It is our town…Please slow down! (Proposed slogan for public education)

Ordinance to stop parking on Middlebridge.

Susan Marcus suggested having a 311-type app (like City of Providence) so we can call in road/sidewalk deficiencies.
Liz Scott suggested it is understood that town staff are financially constrained with their budgets for their O&M and capital programs, but as a resident she would not mind paying an incrementally higher cost to make roads, paths, sidewalks safer.

Bill McCusker commented on resource limitations with Highway and Public Services, but to make sure you call in observations/concerns to the Highway Department, they will respond.

Stephen Dahl suggested using low-tech (no radio frequencies) items for traffic calming due to health concerns. He mentioned separated bike lanes is preferable to just striping, cited a biker on Old Tower Hill Road riding wrong direction as an example of why it’s important to educate.

Middlebridge residents expressed concern that people had to die on Middlebridge before the Town put up a 3 way stop site at Torry Hill Road. Also concerned about confusion for vehicle & trailer parking on Middlebridge because of limited parking at boat launch.

Rosemary and Dave Smith stated that what we did for Old Tower Hill Road was a model example of community input for Complete Streets. Dorothy suggested we include Green Streets in addition to Complete Streets. The group acknowledged that the OTHR installation was an improvement over past design, but maintenance and follow up with the stormwater rain gardens (seen as a collector of trash and weed growth) the trees and other vertical warning signs in the traffic islands, and the ornamental gates surrounding the stormwater basins is important.

Representative Kathy Fogarty indicated that there is funding for Complete Streets and other traffic safety improvements as authorized by the legislature and the Governor, and it is important to keep up to date with RIDOT’s programs to make sure the funding is spent for those stated goals.
South Kingstown Bike & Pedestrian Advisory Committee
Public Meeting – April 14, 2022, 7 PM South Kingstown Recreation Center
BPAC member Lisa-Beth Sanford addresses the public
South Kingstown Bike & Pedestrian Advisory Committee
Public Meeting – April 14, 2022, 7 PM South Kingstown Recreation Center
BPAC Chair Ken Burke addresses the public
Revision Log:
29 September 2020-Original presented to South Kingstown Town Council

10 May 2022-Update with Community Input

- Cover page updated with date.
- Table of Contents-10. Appendix added to table of contents, Page 2
- Executive Summary updated to include Community Input details, Page 3.
- Bicycle Pedestrian Improvement Plan Top Ten Added, Page 47.
- 10. Appendix: Community Input Added, Page 56-66

21 July 2022-Editorial Update for Final Version

- Page1-Title of version changed per BPAC meeting
- Page 2-Names updated to include current (July 2022) Town Council, BPAC Members and Staff
- Page4- JJ request to delete section in track changes
- Page 8, Page 9-References to Comprehensive Plan, 2019 Draft which was used for the BPMP, updated to 2021 Approved Comprehensive Plan
- Page 10-Updated as South County Common Spur is complete
- Page 11-added subhead “To Consider”
- Pages 31-54-Deleted links that no longer work

###