

November 2025

Rhode Island Statewide

Safe Streets and Roads for All Safety Action Plan



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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
BCA	Baseline Crash Analysis
CRF	Crash Reduction Factor
DOT	U.S. Department of Transportation
EJ	Environmental Justice
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FI	Fatal and All Injury Crash
FSI	Fatal and Serious Injury Crash
FTA	Federal Transit Administration
HIN	High-Injury Network
HRN	High-Risk Network
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
LEP	Limited-English Proficiency
L RTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
RIDEM	Rhode Island Department of Environmental Management
RIDOT	Rhode Island Department of Transportation
RIDSP	Rhode Island Division of Statewide Planning
RIPTA	Rhode Island Public Transit Authority
SAP	Safety Action Plan
SHSP	Strategic Highway Safety Plan
SOGR	State of Good Repair
SS4A	Safe Streets and Roads for All Program
STIP	State Transportation Improvement Program
VRU	Vulnerable Road User

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This statewide Safety Action Plan represents a meaningful step toward improving the safety and well-being of all pedestrians, bicyclists, and drivers who travel within and through the State of Rhode Island.

Executive Summary

Safe Streets and Roads for All (SS4A) in Rhode Island

This document represents the first ever statewide Safety Action Plan (SAP) for the State of Rhode Island. The Executive Summary provides context and background, purpose, approach, and information as to how the municipal SAPs relate to this statewide plan effort.

SS4A Program Background

Established by the Infrastructure Investment and Jobs Act, the U.S. Department of Transportation launched the Safe Streets for All (SS4A) Program in 2022. The purpose of the SS4A Program is to improve roadway safety by significantly reducing and eventually eliminating roadway fatalities and serious injuries. The program focuses on the development and implementation of SAPs that address roadway safety for all users, including pedestrians, bicyclists, transit riders, motorists, personal conveyance and micromobility users, emergency vehicles, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community's approach to roadway safety, to save lives, and to prevent serious harm.

The overarching goal of the SS4A Program is to significantly **reduce** and eventually **eliminate** fatalities and serious injuries.

To attain this overarching goal, the SS4A Program has the following **specific goals** (DOT 2025a):

SS4A Program Goals

Create **implementable** Safety Action Plans (SAP) rooted in the Safe System Approach (DOT 2025b).

Prepare municipalities in their **ability to adapt** to known/emerging safety and mobility challenges for all modes of transportation.

Support multi-jurisdictional **collaboration** and regional **impact**.

Promote broad public involvement/**engagement** and **equitable access** to information for underserved and minority communities and low-income areas.

Keep municipalities in a position for continued **funding eligibility** for SS4A implementation.

Rhode Island Context and Background

As in other areas of the country, safety has been a serious concern for all people traveling in Rhode Island. Through the Federal Highway Administration SS4A Program, the Rhode Island Public Transit Authority secured funding in 2023 to support the state and participating municipalities in planning for infrastructure improvements that will prevent injuries and save lives. With the SS4A grant award and other statewide efforts through the Rhode Island Division of Statewide Planning and the Rhode Island Department of Transportation, the state has a focus on improving safety on all roadways in Rhode Island.

Municipal SAPs were created for 31 out of 39 Rhode Island cities and towns, as well as a Statewide SAP. These municipal SAPs provide tailored, individualized reviews and analyses of the safety conditions and crash data as well as recommendations in each municipality.

Rhode Island Municipalities with Safety Action Plans			
Barrington	East Providence	Middletown	Richmond
Bristol	Foster	Narragansett	Smithfield
Burrillville	Glocester	New Shoreham	South Kingstown
Central Falls	Hopkinton	Newport	Warren
Coventry	Jamestown	North Kingstown	West Warwick
Cranston	Johnston	North Providence	Westerly
Cumberland	Lincoln	Pawtucket	Woonsocket
East Greenwich	Little Compton	Portsmouth	

The Statewide SAP was drafted once the municipal SAPs were finalized. This allowed for review of the municipal SAPs and their priorities for incorporation in the Statewide SAP. Additionally, and concurrently, the City of Providence developed its own Safe Streets Plan (City of Providence 2025). The Narragansett Indian Tribe, as well as the municipalities Exeter, North Smithfield, Scituate, Smithfield, Tiverton, Warwick, and West Greenwich, have yet to develop a SAP.

RIDOT Commitment to Local and Regional Safety Priorities

RIDOT is aligned with the SS4A Program in both its current participation in developing the parallel Statewide SAP and its recent development of roadway safety plans that advance the SS4A Program and the underlying mission of Vision Zero.

The Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), and Rhode Island Vulnerable Road User (VRU) Safety Assessment, among other RIDOT plans, document the criteria and process involved in project prioritization, selection, and funding determination. The following language from the VRU Safety Assessment is an example:

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

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

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

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

Statewide Safety Action Plan Purpose

While the municipal SAPs cover about 80 percent of the total number of municipalities in the state, the **purpose of this Statewide SAP is to provide an overarching, comprehensive review of roadway safety and analysis of safety data from all jurisdictions in Rhode Island. The Statewide SAP also seeks to integrate local efforts into a cohesive, statewide strategy to access funding and resources and promote a more equitable distribution of safety improvements across the state.** Safety countermeasures (Appendix B) and specific projects (Appendix C) were selected at the municipal level; this Statewide SAP gathers them

together to provide a resource for state agencies and local governments as they collaborate to make Rhode Island's roadways safer for all users.

Safe System Approach, Goals, and Targets

Rhode Island strives to effectively implement a tangible version of the SS4A mission, guided by the Safe System Approach. This encompasses shifting safety needs, known and emerging areas of safety improvement, and identification of priority projects, and will help the State of Rhode Island and its municipalities position for further federal implementation funding. Furthermore, this Statewide SAP gathers fatal and serious injury (FSI) reduction goals and targets from the SAPs developed at the municipal level. Most municipalities are striving to reduce FSIs by 75 percent by 2035 and all seek to eliminate FSIs by 2050. For more detail, see the action plan in Chapter 5.

Safe System Approach

DOT adopted the Safe System Approach to identify and address risks found in each community. The approach focuses on evaluating human mistakes and vulnerability in addition to crash analysis to create a comprehensive plan to improve safety. All materials and project guidelines in this SAP prioritize the Safe System Approach (Figure 1). The Safe System Approach anticipates human mistakes and proactively designs infrastructure to reduce the risk of those mistakes occurring and to reduce the crash severity when a mistake does occur.



Source: DOT 2025c

Figure 1. Safe System Approach Infographic

Principles of a Safe System Approach

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

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

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

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

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

Redundancy is Crucial. Reducing risks requires that all aspects of transportation have an opportunity for improvement.

Stemming from the Safe System Approach, a three-tier safety analysis was conducted to understand the current state of road safety in each community, identify high risk areas, and develop a predictive view of potential crash sites. However, data do not always tell the full story. Community events and pop-ups were also hosted across Rhode Island so that the public could provide feedback on roadway safety issues.

Goals and Targets

For **all roadways**, the most common **FSI goal** is a **75 percent reduction by 2035**, representing a significant step toward safer streets and communities. Municipalities also committed to **long-term goals of achieving zero FSIs**, with target years ranging from **2030 to 2050**. These long-term goals reflect each municipality's broader vision for eliminating traffic-related deaths and serious injuries altogether. More detail is provided in the action plan in Chapter 5.

Stakeholder and Statewide Safety Program Coordination

A Statewide Stakeholder Working Group was created to direct the project approach, review the draft Statewide SAP, and provide feedback. The Statewide Stakeholder Working Group was engaged for five meetings between June 2024 and June 2025. At the initial meeting, the group was provided with an overview of the project, including the goals, level of analysis, and types of public engagement activities. The Working Group's role initially was to provide municipal engagement advertising support and to review engagement materials. At the second meeting, the Working Group was presented with an overview of the draft Statewide SAP. This allowed members to hear about the process and offer feedback before the Statewide SAP was finalized.

1. Safety Action Plan Overview

This document represents the first ever statewide Safety Action Plan (SAP) for the State of Rhode Island. Municipal SAPs were created for 31 out of 39 Rhode Island cities and towns. These municipal SAPs provide tailored, individualized reviews and analyses of the safety conditions and crash data as well as recommendations in each municipality.

While the municipal SAPs cover about 80 percent of the total number of municipalities in the state, the purpose of this Statewide SAP is to provide an overarching, comprehensive review of roadway safety and analysis of safety data from all jurisdictions in Rhode Island. The Statewide SAP also seeks to integrate local efforts into a cohesive, statewide strategy to access funding and resources and promote a more equitable distribution of safety improvements across the state.

This chapter outlines the plan's key elements, its relationship with the municipal SAPs, and integration into a statewide strategy. It highlights the importance of engagement through working groups, public surveys, and stakeholder and public feedback to shape the plan and address state and community concerns.

1.1 Goals and Approach

This Statewide SAP, developed under the Safe Streets and Roads for All (SS4A) Program, is designed to improve road safety statewide through a comprehensive, data-driven strategy. The overarching goal of the Statewide SAP is to significantly **reduce** and eventually **eliminate** fatalities and serious injuries across Rhode Island.

To attain this overarching goal, the Statewide SAP has the following **specific goals** (DOT 2025a):

SS4A Program Goals

- Create **implementable** SAP rooted in the Safe System Approach (DOT 2025c).
- Help municipalities remain **ready to adapt** to current and emerging safety and mobility challenges across all transportation modes.
- Support multi-jurisdictional **collaboration** and regional **impact**.
- Promote broad public involvement/**engagement** and **equitable access** to information for underserved and minority communities and low-income areas.
- Keep municipalities in a position for continued **funding eligibility** for SS4A implementation.

This plan emphasizes a Safe System Approach, aiming to reduce risks and enhance safety for all road users. Specifically, the Safe System Approach focuses on anticipating common driver mistakes (and proactively designing infrastructure and policies to reduce their occurrence and severity) combined with crash analyses to create a comprehensive plan to improve safety. This plan fosters coordination between state and municipal safety plans, incorporates Title VI considerations, and focuses on areas with the highest risk and injury rates. By utilizing stakeholder input, applying proven safety countermeasures, and promoting alternative transportation options like walking, cycling, and transit, the SAP strives to create safer, more inclusive roads in Rhode Island.

1.2 Major Plan Elements

The SAP outlines a multifaceted approach to enhancing road safety in Rhode Island through data-driven analysis, collaboration with local stakeholders, proven strategies, and a coordinated action plan that prioritizes both high-risk and high-injury areas.

The SAP includes the following chapters:

- **Chapter 2: Safety Analysis:** This chapter details the safety analysis used to guide preparation of the Action Plan, including baseline crash data to identify existing safety issues. It highlights high-risk networks (HRN) and high-injury networks (HIN) for locations where safety improvements are most needed.
- **Chapter 3: Title VI Considerations:** This chapter addresses nondiscrimination in transportation safety, highlighting disparities in safety across different communities and vulnerable populations in Rhode Island. It frames this discussion using Title VI of the Civil Rights Act of 1964 to ensure safety improvements benefit disadvantaged communities.
- **Chapter 4: Other Rhode Island Plans Related to Roadway Safety:** This chapter reviews existing statewide and regional plans related to road safety that complement the Statewide SAP.
- **Chapter 5: Action Plan:** The Action Plan details how roadway safety could be addressed. It describes proven safety countermeasures and strategies to reduce fatal and serious injuries, outlines how municipal projects were selected, and explains the integration of municipal and statewide safety initiatives.
- **Chapter 6: Progress and Transparency:** This chapter explains how progress on the Statewide SAP will be reported to the public to maintain transparency. It also presents how the Statewide SAP will be coordinated with other plan updates to reflect ongoing safety improvements.

1.3 Relationship to Municipal Plans

The Statewide SAP was developed following the creation of 31 municipal SAPs in Rhode Island. While these municipal SAPs were all created during the same time period, their approaches were tailored based on the particular needs and desires of the communities. This Statewide SAP and the 31 municipal SAPs were developed through an SS4A grant that the Rhode Island Public Transit Authority (RIPTA) received from the Federal Highway Administration (FHWA) in 2023 (RIPTA 2025).

The Statewide SAP complements and supports local safety initiatives by incorporating prioritized safety countermeasures as well as projects recommended in the municipal SAPs. It also includes statewide analyses of Rhode Island's HIN and high-crash locations and an assessment of the safety countermeasures that should generally be prioritized in the state's different geographic contexts (e.g., rural/small town, suburban, or large town/city).

Various statewide planning efforts have established protocols for municipalities when a safety issue on a state-owned roadway in their jurisdiction is identified. The Vulnerable Road User (VRU) Safety Assessment (RIDOT 2023c) describes how RIDOT developed a process for local agencies to:

- Request a safety improvement (with the local agency performing the planning part of the Highway Safety Improvement Program [HSIP] process).
- RIDOT then determines whether the improvement is eligible for HSIP funds and distributes the funds needed to the local agency so that they can administer the construction of the improvements.

In addition, while RIDOT is not eligible for the SS4A competitive grant program, it can support cities, towns, the Narragansett tribal government, and the metropolitan planning organization (MPO) (which are eligible).

Given that this is the first Statewide SAP for Rhode Island and was created in tandem with municipal SAP development, it serves as an “umbrella” for summarizing municipal priorities and strategies across the state. Any future update of the Statewide SAP will continue to refine its statewide priorities. Therefore, for future municipal SAP updates, municipalities should refer to the Statewide SAP so that statewide priorities can be considered.

1.4 Engagement and Collaboration

Stakeholder engagement and collaboration ensures that this SAP includes diverse perspectives and insights, identifies risks not apparent in the data, and provides concurrence for solutions. Public engagement was conducted early on and at key junctures throughout the development of the SAPs, including stakeholders and the public as part of the decision-making process. The aim of SS4A is to define a technically and culturally appropriate framework for consultation as project implementation takes place.

1.4.1 Engagement Activities

A total of 66 in-person engagement events were conducted across various municipalities between July 2024 and October 2024. This included 13 events held in July, 29 held in August, 20 held in September, and 4 held in October. The engagement process was entirely in-person and did not include any virtual events or workshops.

Municipal engagement activities included more formal, scheduled meetings with elected officials and interested community members, as well as casual pop-ups or tabling events. Locations were secured and necessary technology identified in coordination with the communities for public engagement events. For in-person meetings/events, handouts and information were provided to facilitate electronic access to project websites and related information. For supplemental events conducted by municipal staff and others, digital materials were supplied for distribution. Coordination with the communities was carried out to accommodate speakers for translations as needed. RIPTA’s Safe Harbor languages include Spanish, Portuguese, Haitian, Chinese (Cantonese and Mandarin), Khmer, French, Italian, Thai, Lao, and Arabic. Google Translate was made available on the project website when accommodations could not be arranged. For each event, an agenda, a completed sign-in sheet, photos, notes, and other documentation were developed.

The engagement schedules were continually updated as the communities identified new stakeholders, when new activities were scheduled, and when new priorities were identified.

Public engagement opportunities during the development of the municipal SAPs included:

- Stakeholder and public engagement approach that addressed strategies and accessibility for all participants.
- Community-wide survey, available from June to September 2024, available both on paper and online to statewide and local stakeholders as well as members of the public. A website facilitated feedback collection through interactive maps and comment boxes on dedicated pages for each municipality.

- In-person engagement events that were organized and customized at the municipal level for each participating community.

Stakeholder events were established and hosted as identified and requested by municipalities, in accordance with SS4A guidelines. During the engagement period (June to October 2024), those guidelines identified the following municipal outreach components:

- **Leadership Commitment and Goal Setting:** Determining and drafting a Letter of Commitment that lays out crash and injury / death reduction goals.
- **Planning Structure:** Understanding where transportation safety decisions are made, and then recommending improvements that are consistent with that structure.
- **Equity Considerations:** Using data and local knowledge to understand where certain groups can and should be reached.
- **Policy and Progress Changes:** Creating outreach opportunities to support infrastructure recommendations, but also to institutionalize infrastructure safety improvement decisions.

1.4.2 Stakeholder Feedback (Statewide Stakeholder Working Group)

Stakeholders representing municipalities; economic development; tourism; health; accessibility; pedestrian, bike, and transit advocacy organizations; and state agencies contributed to the Statewide SAP.

Stakeholder engagement ensures that any project is aligned with the interests of those who can influence or are affected by it, leading to more successful, sustainable outcomes. For this effort, stakeholders brought a variety of perspectives, interests, and expertise, providing valuable insights and feedback that helped improve decision-making.

The Statewide Stakeholder Working Group was formed in June 2024. At its first meeting, an overview of the effort was given, including the goals, level of analysis, types of public engagement, a description of the Working Group's role, and a schedule. The Working Group's role initially was to provide municipal engagement advertising support and to review engagement materials.

Working Group members discussed how the project could address equity on statewide and municipal scales. Working Group members were also asked if they knew of resources that should be reviewed as part of the SS4A effort that had not already been considered and whether any stakeholders that were not currently part of the Working Group should be engaged. Lastly, members were asked how the project could help their groups meet their safety goals.

The Working Group subsequently met four more times throughout the project to guide the development of the Statewide SAP and provide feedback on both the municipal and Statewide SAP drafts.

The following organizations were included as key stakeholders in the Working Group:

- Bike Newport
- Community Action Programs & Health Equity Zones
- GrowSmartRI
- Governor's Commission on Disabilities
- Rhode Island Bicycle Coalition
- Rhode Island Commerce
- Rhode Island Department of Health
- Rhode Island Division of Statewide Planning (RIDSP)
- Rhode Island Department of Transportation (RIDOT)

- Rhode Island League of Cities & Towns
- Rhode Island Transit Riders

1.4.2.1 Stakeholder Feedback Summary

In addition to the Working Group, in-person stakeholder events were incorporated through:

- Interactive meetings with community stakeholders
- Pop-up events
- Charettes or workshops
- Community stakeholder interviews
- Focus group discussions
- Presentations at pre-existing board/committee meetings by request

The following lists the **key findings** from stakeholder feedback:

- **Project Delays:** Concerns about drawn out processes for state road projects.
- **Design and Character:** Maintaining design and community character in improvements.
- **Traffic and Parking:** Issues with traffic circles, parking loss, and traffic congestion, especially near schools.
- **Safety Concerns:** Speeding, unsafe intersections, and lack of pedestrian infrastructure.
- **School and Pedestrian Safety:** Need for better pedestrian facilities, safer school bus stops, and improved circulation around schools.
- **Development Impacts:** Need for better traffic safety planning and infrastructure for new developments.
- **Public Engagement:** Need for public education programs on speeding and pedestrian safety.
- **Traffic Safety Review:** More streamlined process for approving traffic improvements.

1.4.3 Public Feedback

A public survey was conducted to gather feedback on transportation modes and their connection to roadway safety concerns. The survey had 2,579 respondents, including 2,458 online responses and 121 paper responses.

The survey questions were grouped into three main categories:

- **Respondent Roles:** Determining whether the respondent was a staff member of a statewide or local government agency, a member of a statewide or local advocacy organization, or a member of the public.
- **Demographics and Travel Patterns:** Using respondents' home zip codes to ensure sufficient representation at both statewide and municipal levels. However, many of the demographic questions were optional so that respondents who did not feel comfortable providing that information could still complete the survey.
- **Community Condition and Needs:** Assessing the type and condition of roadway infrastructure, as well as identifying locations perceived as dangerous or uncomfortable for pedestrians and bicyclists.

At the state level, the survey was distributed through stakeholder networks, statewide agency websites, email lists, social media platforms, and a combination of traditional and modern advertising channels. These efforts included distributing press releases to local media outlets, placing advertisements on RIPTA assets such as buses and bus stops, displaying promotional flyers in community buildings, and promoting the survey using QR codes and paper formats to encourage participation outside formal meetings.

Respondents were required to provide their zip codes to access municipality-specific questions. At the municipal level, survey promotion methods included:

- Municipal website and social media accounts such as Mayor's or municipality's Facebook pages and Instagram accounts for localized outreach
- Flyers in key community spaces
- Safe Streets and Roads for All website
- Town Council meetings
- Public transit advertisements
- Community pop-up events

Public feedback was also gathered through an interactive map on the website. Members of the public placed pins on the map to identify locations needing safety improvements or having safety concerns and shared any other relevant feedback. As of March 2025, approximately 2,911 public comments had been submitted, with pins dropped to highlight safety needs. Most of the comments are centered around Providence.

The following lists the key findings from the public survey:

- **Pedestrian/Bicycle:** Need for better sidewalk and bikeway maintenance, more complete networks with separated bike infrastructure, and safer street crossings.
- **Transit:** Need for improved shelters, lighting, and seating at bus stops; better maps, signage, and more frequent service.
- **Roadway Conditions:** Need for better pavement conditions, lighting, drainage, and visible lane markings.
- **Overall Safety:** More enforcement of traffic laws and educational efforts to reduce distracted driving.

The following lists the key findings from the interactive online map:

- **Road and Sidewalk Conditions:** Safety risks due to poor road quality, potholes, utility cover issues, and sidewalk damage.
- **Transit Safety:** Concerns about passenger safety on buses, installing better bus stop infrastructure and equipment, and improved lighting.
- **Traffic Safety:** Issues with speeding, reckless driving, distracted driving, and the need for better enforcement of traffic laws.
- **Pedestrian and Bicycle Infrastructure Improvements:** Desire for more sidewalks, safer crossings, improved bike lanes, better street lighting, and safer road designs, particularly in busy or high-traffic areas.
- **School and Community Travel:** Concerns about traffic congestion around schools and the need for safer routes for walking and biking, especially for children.

2. Safety Analysis

2.1 Analysis Overview

The safety analysis uses data to identify key crash patterns and trends, as well as the contributing factors that have led to fatal and serious injury crashes statewide. While the individual municipal SAPs use safety analysis to uncover safety issues at the municipal level, this document summarizes safety at the statewide level.

The safety analysis is based on a study period of 5 years of crash data (2019 to 2023) collected by enforcement agencies using the State of Rhode Island Uniform Crash Report form and roadway and land use data. Together, this information identifies the types of infrastructure, behavior, and contexts that impact safety performance most. Safety analyses inform policy, infrastructure, and programming improvements for all modes of travel, as described in later chapters.

The three safety analyses covered in this section include:

- **Baseline Crash Analysis (BCA):** This analysis is a series of charts, tables, and narratives describing crash trends, key factors, and overall patterns in serious and fatal injury crashes over the study period.
- **High-Risk Network (HRN):** The HRN is an analysis that illustrates locations statewide at high risk for fatal and serious injury crashes based on a statewide systemic safety analysis. This analysis identifies combinations of design features, land use context, economic and social metrics, and more, which correlate with greater risk for future crashes. This especially supports the systemic implementation of low-cost safety treatments.
- **High Injury Network (HIN):** The HIN is made up of roads statewide with the highest concentration of fatal and serious injury crashes during the study period, as well as those with the highest risk for future fatal and serious injury crashes.

Why focus on fatal and serious injury crashes?

The goal of the Safe System Approach is to eliminate fatal and serious injuries. To support that goal, the safety analysis focuses on crash patterns and factors for fatal and serious injury crashes where possible. For less common crash types (e.g., with pedestrians), additional crash severities may be included to help reveal crash patterns.

Why look at 5 years of crash data?

Crashes can fluctuate naturally from year-to-year based on road conditions, community circumstances, and more. A 5-year study period effectively balances changes in safety over time while capturing overall trends. The result is a safety analysis that is comprehensive and supports long-term decision making.

2.2 Baseline Crash Analysis

The BCA is an overview of the state of safety within Rhode Island by summarizing key trends in safety performance, helping to create a shared understanding of the greatest opportunities for safety improvement within the state. The BCA pinpoints the regional and local factors that contribute to frequent and severe crashes. It identifies road segments and intersections most affected by fatal and serious injury crashes.

The BCA answers questions like:

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

2.2.1 Baseline Crash Analysis Findings

To begin the BCA, a list of crash frequencies by travel mode (e.g., motor vehicle, motorcycle, bicycle, or pedestrian) and by severity using the KABCO scale (see note below Table 1) was compiled. During the 5-year study period, a total of 176,948 crashes were reported across Rhode Island, with 34,618 crashes (almost 20 percent) involving injuries or fatalities. The full breakdown of crashes by mode and severity is provided in Table 2.

Table 1. Statewide Crash Frequency per Mode (2019-2023)

Mode	K	A	B	C	O	FSI	FI	Total
Motor Vehicle	220	819	3,143	26,386	141,276	1,039	30,568	171,844
Motorcycle	49	307	445	607	611	356	1,408	2,019
Bicycle	5	53	223	554	216	58	835	1,051
Pedestrian	55	222	341	1,189	227	277	1,807	2,034
All Modes	329	1,401	4,152	28,736	142,330	1,730	34,618	176,948

KABCO. Crash severities are based on the KABCO scale, where the severity of a crash is determined by the highest severity injury involved in the crash, where K = Fatal Injury, A = Incapacitating (i.e., Serious) Injury, B = Non-incapacitating Injury, C = Possible Injury, O = Property Damage Only (PDO).

FSI (Fatal and serious injury). Refers to a combination of both K and A severity crashes.

FI (Fatal and all injury). Refers to a combination of K, A, B, and C severity crashes.

BCA (Baseline Crash Analysis). A series of maps, charts, tables, and narratives describing recent crash trends, key factors, and overall patterns in serious and fatal injury crashes over the past 5 years.

VRU (Vulnerable Road User). Non-motorists (bikes, scooters, pedestrians, etc.).

To enable meaningful comparisons across jurisdictions, crash rates are standardized as rates per 10,000 residents. Table 2 shows the rates for all municipalities in the state compared to the overall state average. No clear pattern by size of municipality emerges.

Table 2. Study Period Crash Rate per 10,000 Population (2019-2023)

Municipality	Population	K	A	B	C	O	FSI	FSI Rank	FI	FI Rank	Total
Statewide	1,094,249	3	13	38	263	1301	16	-	316	-	1,617
Barrington	17,244	1	5	10	102	612	6	37	118	38	731
Bristol	22,423	0	8	20	115	1,167	8	35	142	34	1,309
Burrillville	16,195	1	15	27	109	531	17	18	152	31	683
Central Falls	22,382	0	4	16	194	1,025	4	38	214	25	1,239
Charlestown	7,979	3	18	24	107	526	20	10	150	32	677
Coventry	35,703	1	10	29	132	893	12	31	173	28	1,065
Cranston	82,608	4	9	25	272	1,527	13	29	310	10	1,836
Cumberland	36,298	2	6	20	121	592	8	34	150	33	742
East Greenwich	14,099	1	15	30	269	1,593	16	19	315	9	1,908
East Providence	46,879	4	10	33	258	1,379	13	27	304	11	1,684
Exeter	6,970	10	16	52	212	888	26	7	290	12	1,178
Foster	4,502	9	38	40	195	897	47	2	282	15	1,179
Glocester	10,036	5	27	51	147	670	32	4	230	21	900
Hopkinton	8,355	1	13	42	108	590	14	26	164	29	754
Jamestown	5,554	2	0	23	104	814	2	39	130	37	943
Johnston	29,668	4	11	44	310	1,439	15	24	369	6	1,808
Lincoln	22,459	6	13	45	347	1,631	19	12	411	4	2,042
Little Compton	3,624	0	11	55	63	607	11	32	130	36	737
Middletown	17,022	2	13	36	199	1,229	15	25	250	19	1,479
Narragansett	14,621	1	14	40	163	1,215	15	23	218	24	1,434
New Shoreham	962	31	114	457	447	873	146	1	1,050	1	1,923
Newport	25,121	2	10	25	96	971	12	30	133	35	1,103
North Kingstown	27,852	4	12	51	219	1,313	16	21	286	14	1,600
North Providence	34,084	1	6	21	207	1,097	7	36	235	20	1,332
North Smithfield	12,731	2	16	43	301	1,744	19	15	363	7	2,107
Pawtucket	75,127	3	13	48	333	1,487	15	22	396	5	1,883
Portsmouth	17,800	1	15	12	61	525	16	20	90	39	615
Providence	189,531	3	16	44	480	1,924	19	13	543	2	2,467
Richmond	8,089	12	16	45	179	978	28	5	252	18	1,230
Scituate	10,426	4	23	70	192	884	27	6	289	13	1,173
Smithfield	22,037	5	16	47	212	1,409	22	8	281	16	1,690
South Kingstown	31,934	3	11	33	136	1,050	13	28	182	27	1,233
Tiverton	16,322	2	19	40	102	547	21	9	162	30	709

Municipality	Population	K	A	B	C	O	FSI	FSI Rank	FI	FI Rank	Total
Unassigned	N/A	0	0	0	0	0	0	40	0	40	0
Warren	11,114	1	16	54	196	1,323	17	17	267	17	1,590
Warwick	82,887	4	15	63	353	1,602	19	11	436	3	2,038
West Greenwich	6,454	9	23	54	246	1,221	33	3	333	8	1,554
West Warwick	30,953	2	7	22	154	810	9	33	186	26	996
Westerly	23,378	5	14	38	169	1,036	18	16	226	22	1,262
Woonsocket	42,826	3	16	34	169	812	19	14	222	23	1,034

Overall, the raw number of FI and FSI crashes experienced modest declines between 2019 and 2023 (Figure 2). The exact reasons behind this decline are unclear. Data should be closely analyzed over the next few years to understand whether the trend continues, and, if sustained, to identify possible reasons for the decrease.

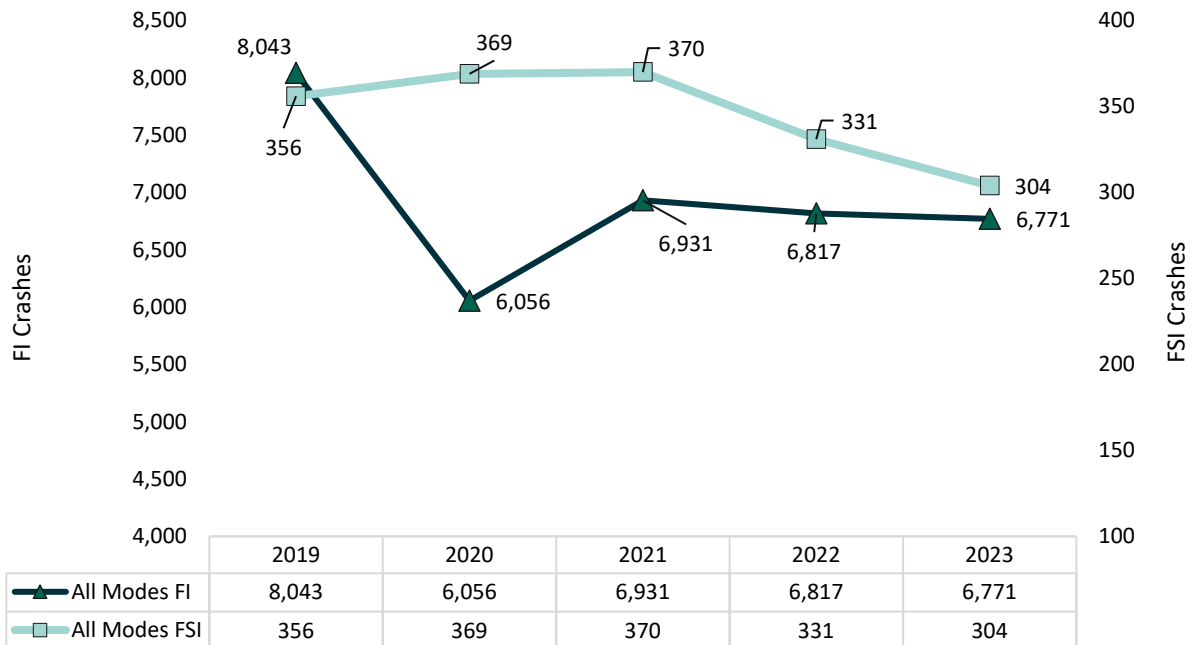


Figure 2. All Modes FI and FSI Crashes by Year (2019-2023)

2.2.2 Crash Type by Mode

While crashes overall saw modest declines, looking at mode for FSI and FI crashes gives a more nuanced perspective statewide. Motor vehicle FSI crashes and bicyclist FSI crashes declined somewhat, with FSI pedestrian crashes experiencing a more dramatic decline. FSI motorcyclist crashes rose during the same period (Figure 3). As with the raw number of FI and FSI crashes, the exact reasons for this decline cannot be speculated on with limited data; further analysis is required.

Compared to FSI crashes, there was less change for FI crashes at the statewide level, with declines for most crash types between 2019 and 2023 (possibly because of traffic decreasing from the COVID-19 pandemic), followed by subsequent increases or flatlining.

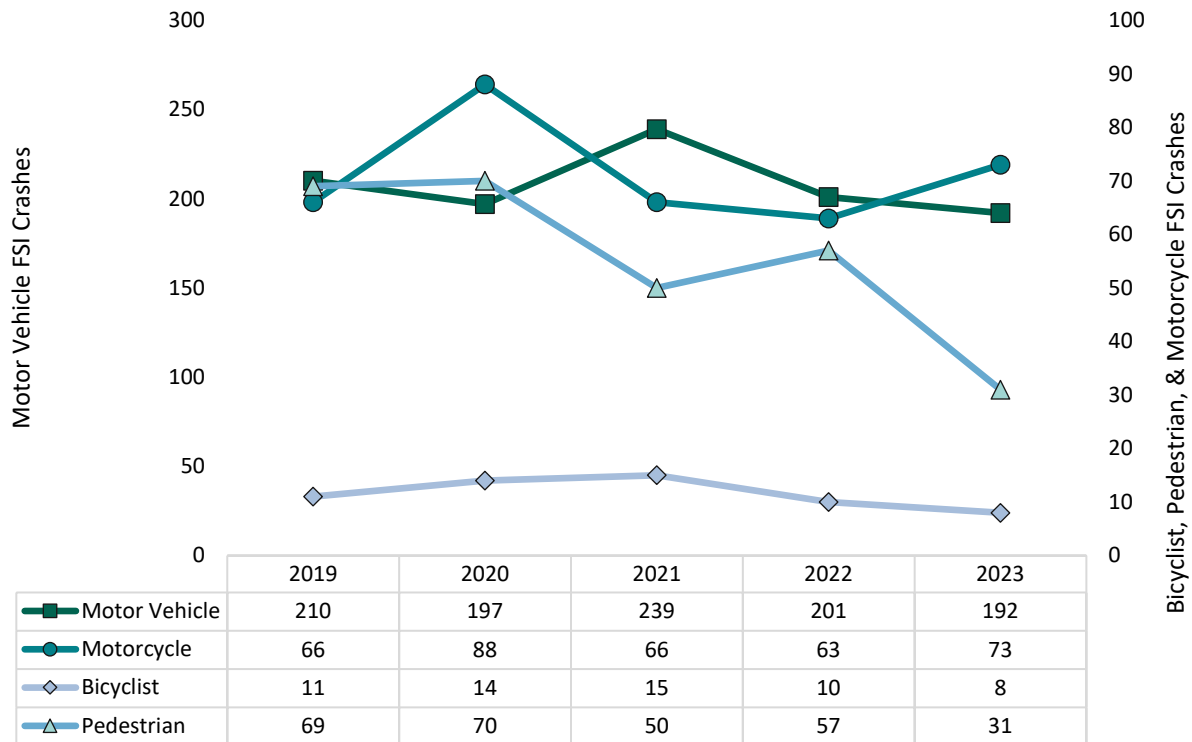


Figure 3. Crashes Resulting in FSI Outcomes by Mode (2019-2023)

While all crashes pose risks, their severity and impact vary depending on the vulnerability of those involved. For example, crashes involving motorcyclists, bicyclists, and pedestrians are more likely to have more serious consequences than crashes involving drivers, given their vulnerability to injury and fatality (Figure 4). The projects that each municipality included in their SAPs were chosen in large part to reduce these types of crashes in particular (though it should be noted that countermeasures that improve pedestrian, bicyclist, and motorcyclist safety also generally improve safety for drivers and passengers of motor vehicles).

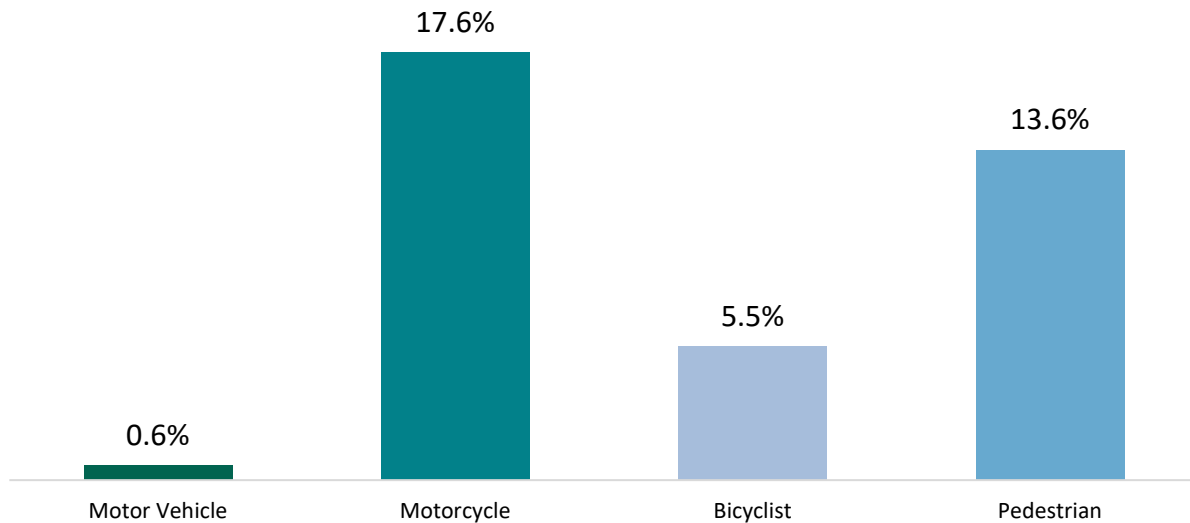


Figure 4. Percentage of All Crashes Resulting in FSI Outcomes (2019-2023)

2.2.3 Crash Manner of Impact, Contributing Factor

Crash data also include the manner of collision and contributing factors identified by law enforcement. Head-on, single vehicle, and sideswipe-opposite direction crashes produce more fatal and serious injury crashes than rear-end or sideswipe-same direction crashes, for example (Figure 5). For each municipal SAP, countermeasures against these types of crashes are emphasized. This includes barriers to separate drivers traveling toward each other on undivided rural roads to reduce head-on or sideswipe-opposite direction crashes, or pavement exit audible warnings for single vehicle crashes.

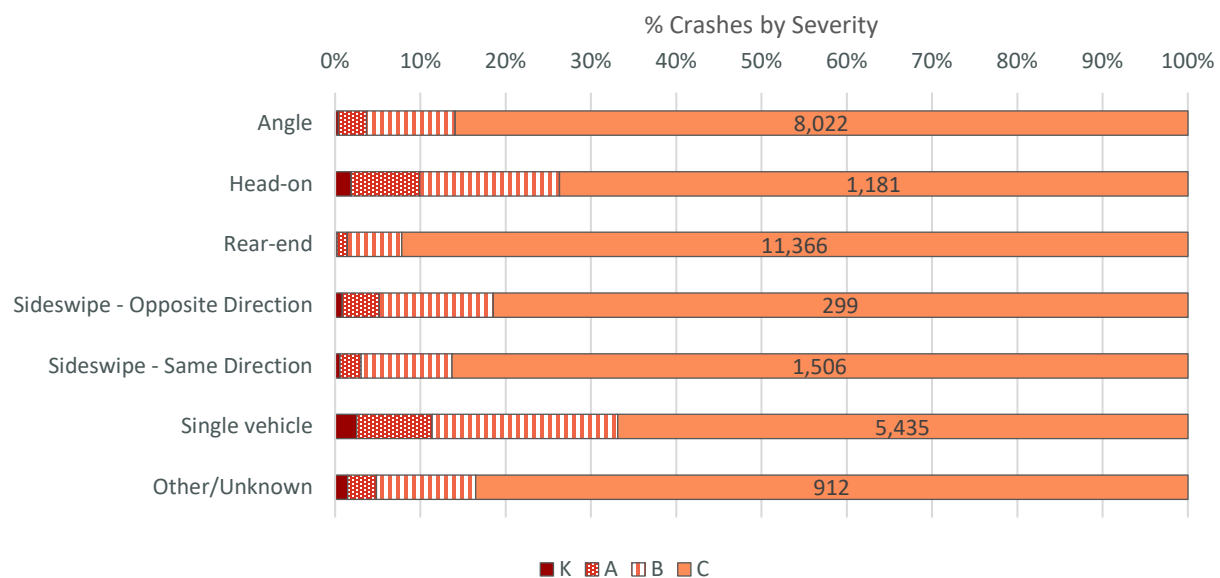


Figure 5. Crash Severity (FI Crashes) by Manner of Impact

An examination of the contributing factors also provides some clarity on potential countermeasures (although more of these may be behavioral than infrastructure-focused). Table 3 shows differences in contributing factors between FSI and FI crashes. Many of them have similar frequencies between the two different crash types, but some differ significantly. For example, crashes involving people not wearing seatbelts comprise 36 percent of FSI crashes, but only 13 percent of FI crashes. Wearing seatbelts does not necessarily impact the total number of crashes, but crashes involving people not wearing seatbelts are more likely to result in injuries or fatalities. Operating under the influence is also associated with more severe crashes.

Table 3. Crash Severity by Contributing Factor (2019-2023)

Crash Actions	Number of FSI Crashes	Percentage of FSI Crashes	Number of FI Crashes	Percentage of FI Crashes
Operating Under the Influence	154	9%	1,356	4%
Distracted Driver	80	5%	1,834	5%
Unrestrained	630	36%	4,570	13%
Young Driver	193	11%	5,274	15%
Senior Driver	300	17%	6,712	19%
Out-of-State Driver	431	25%	8,820	25%
Large Truck	33	2%	340	1%
Construction Zone	37	2%	843	2%
School Bus	3	0%	94	0%
Traffic Control Malfunction	4	0%	184	1%

Note: The above percentages do not sum to 100% because not all crashes have a contributing factor assigned to them and some crashes have multiple contributing factors.

2.2.4 Location Issues

Roadway characteristics were analyzed in a variety of ways. First, within each municipal SAP, all crashes in the jurisdiction were categorized by whether they were at a junction (or intersection) or were non-intersection. Crashes within 250 feet of an intersection were assumed to have taken place at that intersection. Figure 6 shows that a high percentage of pedestrian-related and bicyclist-related crashes occurred at intersections, compared to motor vehicle crashes, for example. This information was used to assess the potential application of different countermeasures—described in Chapter 5—to specific locations within municipalities.

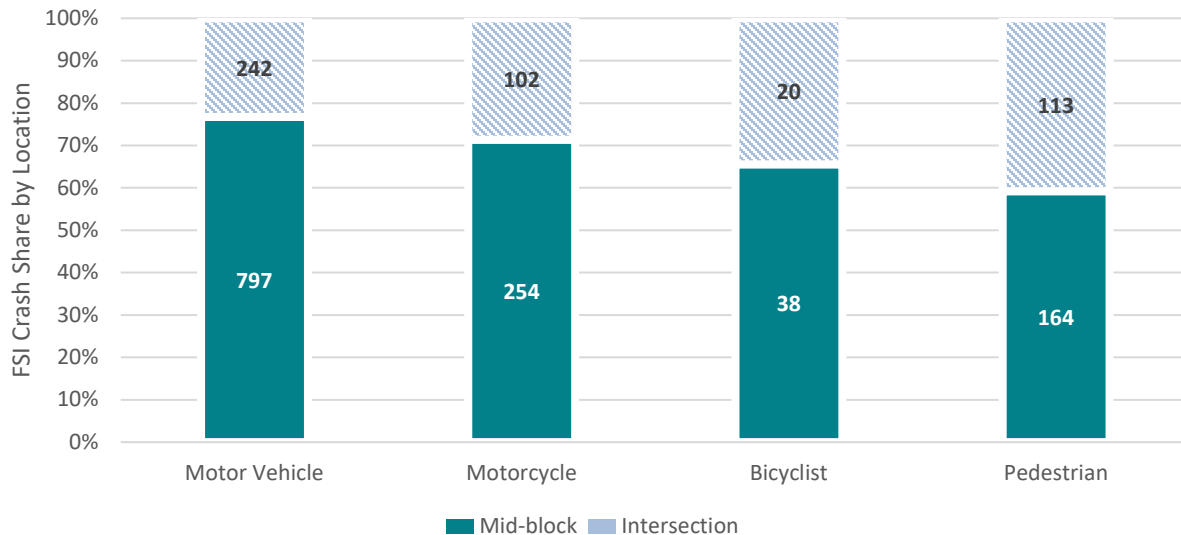


Figure 6. Crashes by Relation to Junction by Mode (2019-2023)

Crashes were also analyzed statewide and at each jurisdiction to determine the type of roadways that were experiencing the greatest number of FI crashes (by number of lanes and by volume) (Table 4). For all modes, the number of FI crashes was highest per mile on roadways with volumes of greater than 10,000 annual average daily traffic (AADT) (which makes sense considering that more traffic creates greater crash opportunities). For motorized vehicles, more FSI crashes occur on multilane roads than on two-lane roads, although for non-motorized users, the pattern is reversed, with two-lane roads reporting more crashes (likely because non-motorized users are more likely to travel on these roads—and are often expressly prohibited from large roadways). Relative crash patterns by number of lanes and AADT were used at the jurisdictional level to determine patterns for each municipality, which influenced the roadways of focus for future improvements.

Table 4. FI Crashes by Roadway Type, Volume, and Mode (2019-2023)

Roadway Type	Traffic Volume (AADT)	Motorized				Non Motorized			
		Motor Vehicles		Motorcyclist		Bicyclist		Pedestrian	
		% of Crashes	per Mile	% of Crashes	per Mile	% of Crashes	per Mile	% of Crashes	per Mile
Two-lane	0 - 1,000	17%	1.10	25%	0.08	27%	0.05	20%	0.08
	1,000 - 10,000	25%	5.38	32%	0.31	36%	0.21	32%	0.40
	10,000+	21%	18.34	18%	0.73	22%	0.52	27%	1.36
	Unknown	0%	0.00	0%	0.00	0%	0.00	0%	0.00
Multilane	0 - 1,000	0%	0.00	0%	0.00	0%	0.00	0%	0.00
	1,000 - 10,000	0%	5.59	1%	0.43	0%	0.00	0%	0.11
	10,000+	9%	22.33	7%	0.81	5%	0.30	7%	0.97
	Unknown	0%	0.00	0%	0.00	0%	0.00	0%	0.00
Freeway		18%	13.28	9%	0.32	1%	0.02	1%	0.07
Other		9%	0.00	8%	0.00	9%	0.00	13%	0.00
Total		100%	4.38	100%	0.20	100%	0.12	100%	0.26

2.2.5 Temporal Patterns and Lighting

Crashes were analyzed to determine the time of day and lighting condition present at the crash site. Table 5 shows FSI crashes by day of week and by 3-hour period. FSI crashes for average weekdays are shown on Figure 7, while FSI crashes for average weekends are shown on Figure 8, combined into only five periods for ease of analysis: Dark (12 AM to 6 AM); AM Peak (6 AM to 9 AM); Midday (9 AM to 3 PM); PM Peak (3 PM to 6 PM); and Dark (6 PM to 12 AM). Note that conditions may not be dark between approximately 6 PM and 8 PM, especially in the summer months, and conversely, a crash at 4 PM in the winter could have dark conditions. However, a single time classification was used for reasons of data consistency across different times of year.

Bolded numbers in Table 5 show the time of day containing the most FSI crashes for that weekday or weekend. For most weekdays, FSI crashes peak in the PM peak period. For Saturdays, FSI crashes peak later, from 6 PM to 9 PM. On Sundays, FSI crashes peak in the afternoon. Unsurprisingly, late evening and early morning FSI crashes are far more common on Friday evening and Saturday evening/Sunday morning than during comparable weekday periods. This is likely a result of more people traveling at that time, possibly in areas with less visibility.

For motorcycle, pedestrian, and bicyclist-involved crashes, crash volumes are even more concentrated during the darker period of the day. This information alone is inadequate to determine whether lighting conditions are behind the crash, but it was used at the municipal level and was combined with qualitative information from police chiefs, planning staff, and the public alike to help guide recommendations in the municipal SAPs.

Table 5. FSI Crashes by Time of Day and Day of Week for All Modes (2019-2023)

Day of Week	12 AM to 3 AM	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM
Monday	25	12	17	25	37	31	30	28
Tuesday	14	10	21	28	25	49	45	36
Wednesday	20	6	27	26	36	46	36	23
Thursday	13	9	22	13	32	49	36	32
Friday	34	9	19	35	37	66	38	61
Saturday	53	13	10	25	50	54	55	44
Sunday	46	19	19	25	42	52	35	30

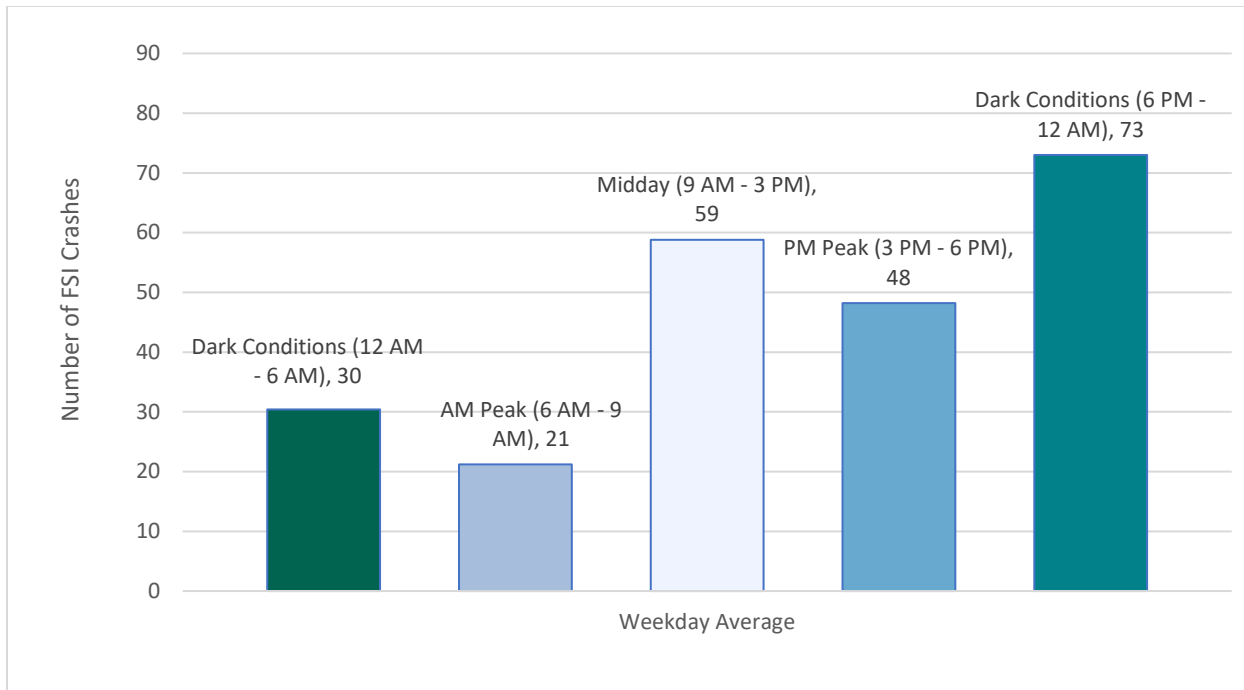


Figure 7. Weekday All Mode FSI Crashes by Time of Day (2019-2023)

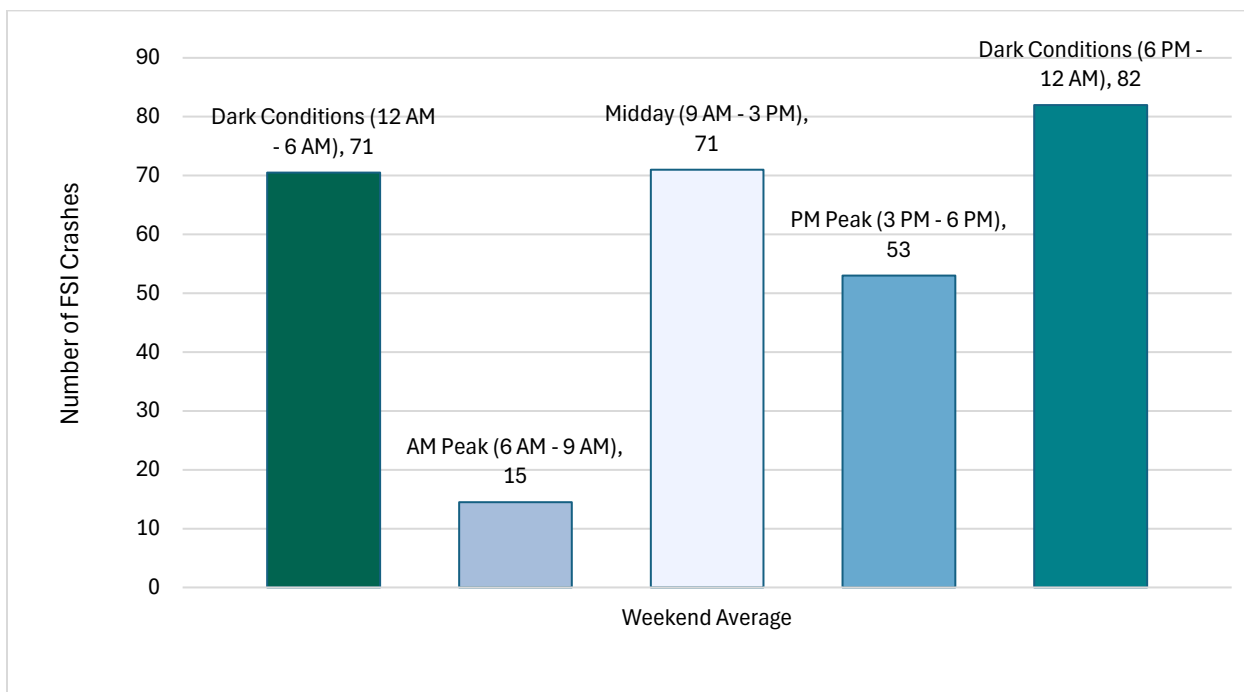


Figure 8. Weekend All Mode FSI Crashes by Time of Day (2019-2023)

Light conditions were also directly measured from police reports, with a majority of crashes occurring in daylight, and about 35 percent of crashes occurring in dark-lit conditions and 8 percent occurring in dark-unlit conditions (Figure 9). Again, this information was combined with other sources at the local level to help guide recommendations.

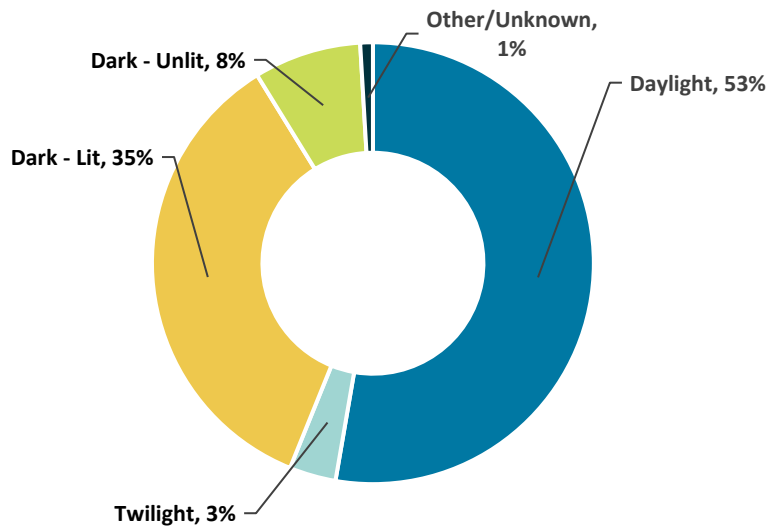


Figure 9. FSI Crashes by Lighting Condition (2019-2023)

2.2.6 Statewide BCA Mapping Inputs and Outputs

Statewide data for FI All Modes, FSI All Modes, and FI VRU Modes (FSI VRU Modes were not mapped because of the small sample size) were created. The data were used to create heatmaps, which reveal several statewide crash patterns.

FI crashes (Figure 10) and FSI crashes (Figure 11) both concentrated in the center of the state, in Providence County, the East Bay, and the West Bay, where much of the state's population is concentrated. FSI crashes are more dispersed throughout the state than FI crashes. This may be a result of high average travel speeds in rural western and southern sections of the state leading to more dispersed crash patterns. In both FI and FSI maps, crashes are concentrated along I-95, I-295, and along the US 1, US 6, US 44, and RI 2, RI 4, and RI 114 Corridors, among others.

FI VRU crashes are more concentrated in the center of the Providence Metropolitan Area (namely within Providence itself), with small crash concentrations within the Newport and Woonsocket areas (Figure 12). This is likely because walking and cycling are far less common in rural land use contexts.

Legend

Lower Crash Density

Higher Crash Density

This map visualizes the relative densities of fatal and injury (FI) crashes of all modes across the state, providing a high-level overview of geographic patterns in crash data.

0 5 10 mi

Figure 10. FI All Modes Crash Heatmap (2019-2023)

RIPTA Safe Streets and Roads for All FSI ALL MODES CRASH HEATMAP - STATEWIDE

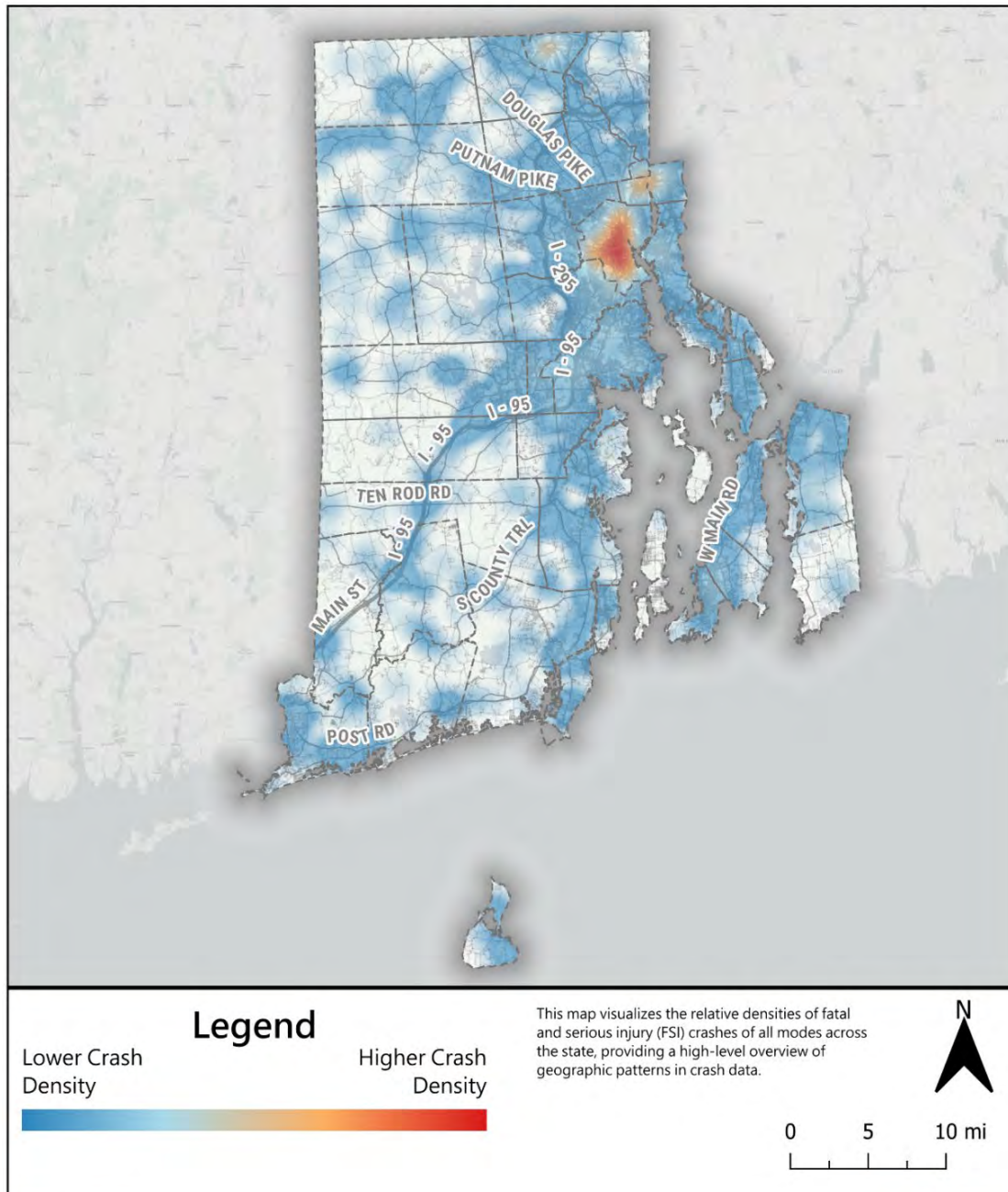


Figure 11. FSI All Modes Crash Heatmap (2019-2023)

RIPTA Safe Streets and Roads for All FI VRU CRASH HEATMAP - STATEWIDE

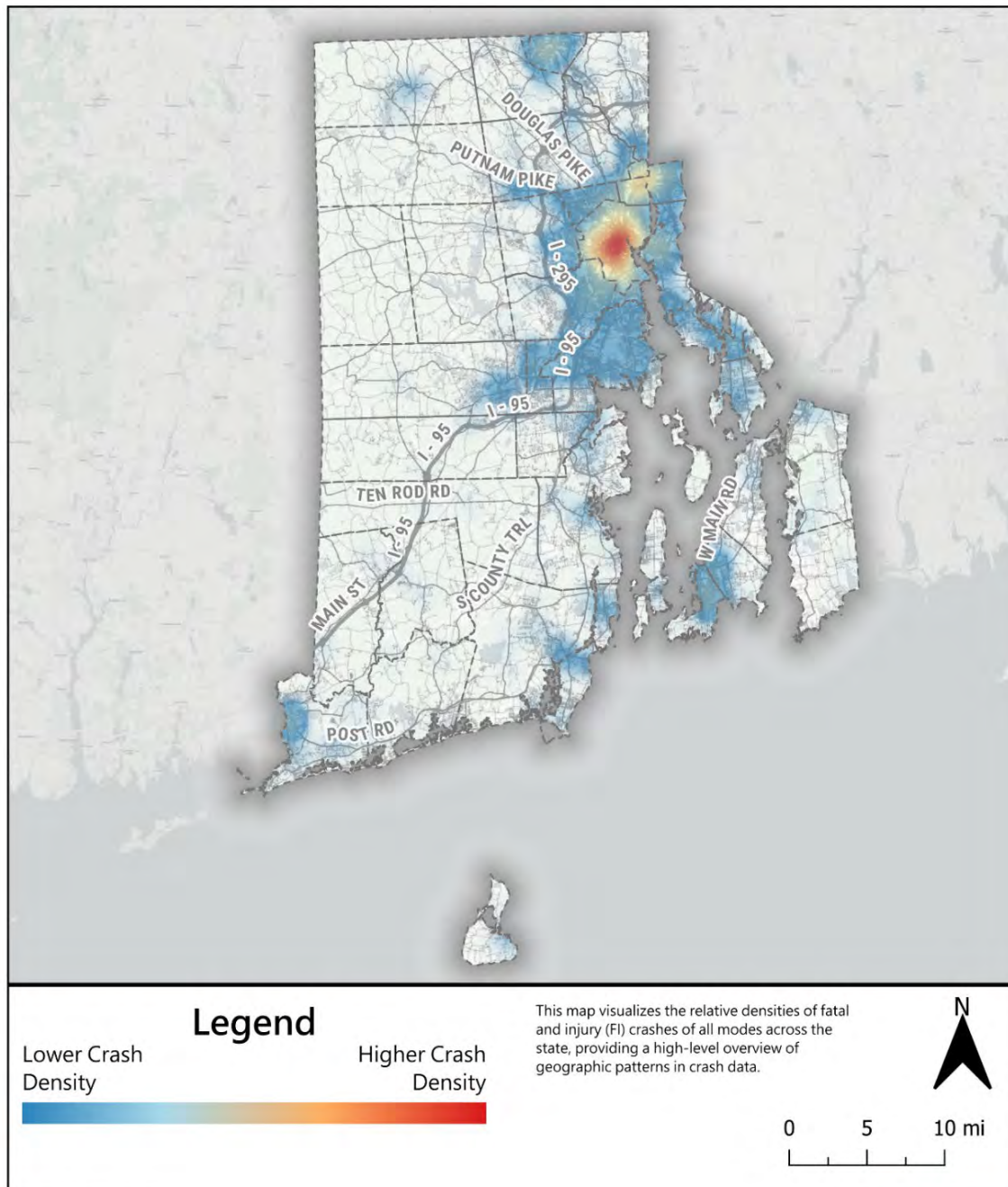


Figure 12. FI VRU Crash Heatmap (2019-2023)

2.2.7 Person-Level Data

Most of the statistics in this section are based on crash metrics and not person-based outcomes. In other words, a crash causing a fatality is labeled as a single fatal crash (although that single crash potentially could have killed or injured more than one person). Additional person-level data (at the municipality and statewide level) is provided in Table 6.

Table 6. Fatalities and Injuries in Rhode Island by Municipality and Statewide (2019-2023)

Municipality	Fatal Injury Count	Suspected Serious Injury Count	Suspected Minor Injury Count	Possible Injury Count	No Apparent Injury Count
Statewide	294	1,583	5,084	40,501	466,918
Barrington	1	9	20	236	3,381
Bristol	0	21	55	348	7,799
Burrillville	4	29	56	238	2,640
Central Falls	1	8	47	591	6,743
Charlestown	2	14	24	119	1,116
Coventry	7	39	119	663	10,219
Cranston	25	85	259	3,209	39,746
Cumberland	7	23	88	605	6,928
East Greenwich	2	24	53	508	6,824
East Providence	17	49	189	1,623	22,024
Exeter	8	13	50	234	1,785
Foster	5	20	24	119	1,140
Glocester	5	29	76	223	1,891
Hopkinton	1	13	46	143	1,362
Jamestown	1	0	14	58	1,024
Johnston	13	33	160	1,285	14,430
Lincoln	9	33	130	1,096	11,724
Little Compton	0	4	23	26	466
Middletown	3	23	77	453	7,137
Narragansett	1	27	73	330	6,247
Newport	4	27	76	305	7,256
New Shoreham	3	12	58	57	383
North Kingstown	8	41	179	843	11,516
North Providence	3	26	84	946	12,208
North Smithfield	4	24	67	540	6,630
Pawtucket	16	103	420	3,529	38,223
Portsmouth	2	32	32	182	3,087
Providence	47	335	997	13,196	121,845
Richmond	9	14	40	218	2,249
Scituate	4	29	92	295	2,908
Smithfield	13	41	124	671	10,436
South Kingstown	7	34	128	592	10,306
Tiverton	3	35	78	230	2,739
Unassigned	0	0	1	14	113
Warren	0	18	70	301	4,822
Warwick	31	146	634	4,036	46,538
Westerly	7	40	104	529	7,610
West Greenwich	5	17	46	219	2,209
West Warwick	5	26	89	682	8,474
Woonsocket	11	87	182	1,009	12,740

2.2.8 Creation of the Baseline Crash Analysis Network

While heatmaps were helpful for determining overall patterns at the statewide and municipal level, it was important to more specifically identify roadway segments with high crash rates. To that end, the following methodology was used after crashes were geocoded:

1. **Roadway Segmentation:** Roadways were segmented to achieve equivalent segment lengths within four different context areas of urban, suburban, rural, and access-controlled freeways. Segment lengths were 0.25 mile within urban contexts, 0.5 mile within suburban contexts, and 1 mile within rural and access-controlled highway contexts. This was accomplished by first dissolving all roadway geometries within a Geographic Information System.
2. **Crash Assignment and Segment Scoring:** All crashes were assigned to roadway segments (with each crash being assigned to all segments within 100 feet of the geolocated location). More severe crashes were prioritized, with K and A crashes receiving scores of 3, B crashes receiving scores of 2, and C crashes receiving a score of 1 (O crashes received no points). To generalize discrete crash locations, a modified sliding window analysis was used, distributing scores for crashes to the assigned segment as well as surrounding segments. Up to five segments around a crash could potentially receive a score, and the exact score that a location received was dependent upon its distance to the center segment.
3. **Percentile Ranking and Selection:** A percentile score for every segment within a certain municipality and context area was assigned.
4. **Post-Processing of Minor Roads:** Minor streets scoring within the top 15 percent of segments were removed if they were due to an intersection with a major street. This is to account for the fact that crashes were assigned to all roadway segments within 100 feet of the crash point and so smaller streets often were assigned many crashes due to the intersecting major roadway.

This method was used to develop the all mode and VRU crash network at the municipality level. Figure 13 shows an example in the Town of Foster. This is combined with the HRN to create an HIN (explained in the sections that follow).

RIPTA Safe Streets and Roads for All Baseline Crash Analysis Map for All Modes - FOSTER

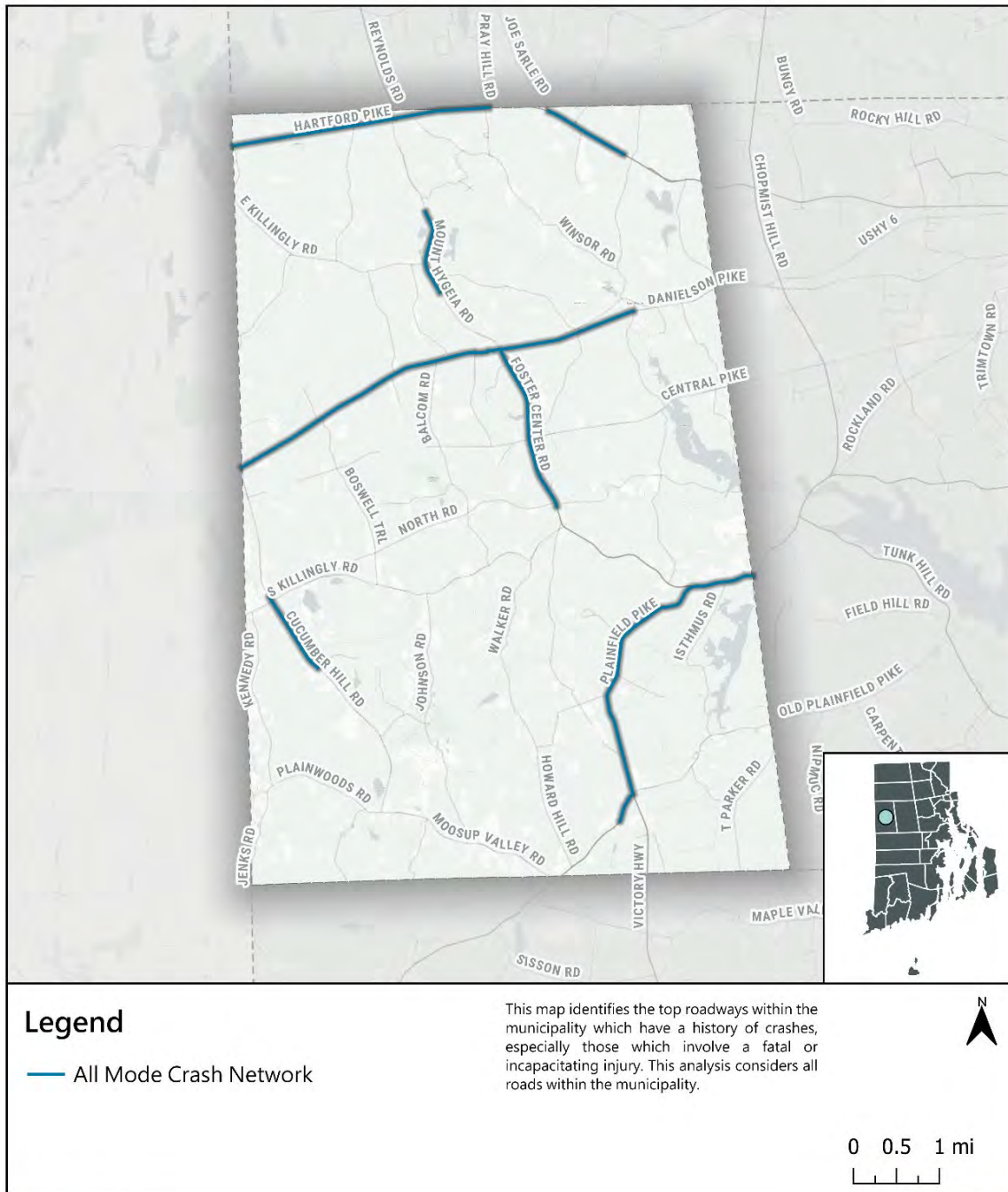


Figure 13. Example of All Modes Crash Network in the Town of Foster (2019-2023)

2.3 High-Risk Network

While the BCA is critical in determining the crashes that *have occurred*, the HRN offers a proactive view of roadway safety. The HRN identifies opportunities to proactively improve traffic safety based on the types of roads and land use contexts that correlate with more frequent crashes. There are combinations of risk factors that are present in locations where there have been high concentrations of fatal and serious injury crashes. These combinations of risk factors, such as roadway jurisdiction and volume, certain vehicle lane configurations, and factors like community context and demographics were then identified in areas that have yet to experience high concentrations of fatal and serious injury crashes. This allows for identification of roadways as dangerous even when data are lacking or not statistically significant.

The HRN is especially valuable in communities with infrequent crashes or crashes that do not concentrate in specific locations. The HRN is also useful when studying crashes involving pedestrians or bicyclists and in rural areas with less vehicle traffic. Both the BCA and the HRN are important tools and can influence the overall strategy for choosing priorities and making investments at the municipality level. Table 7 illustrates the common risk factors considered in assessing risk in Rhode Island.

Table 7. Analyzed Risk Factors for Analysis in the HRN

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

An iterative, decision tree, machine-learning algorithm was then used (Figure 14) in which each factor in Table 7 was screened individually to determine whether it can meaningfully differentiate between locations with high and low average crash densities per mile. As with earlier processes, more severe crashes were weighted more heavily than less severe ones in the algorithm. Additionally, risk factors within the urban, suburban, and rural land uses, and by all modes and VRU modes, were considered.

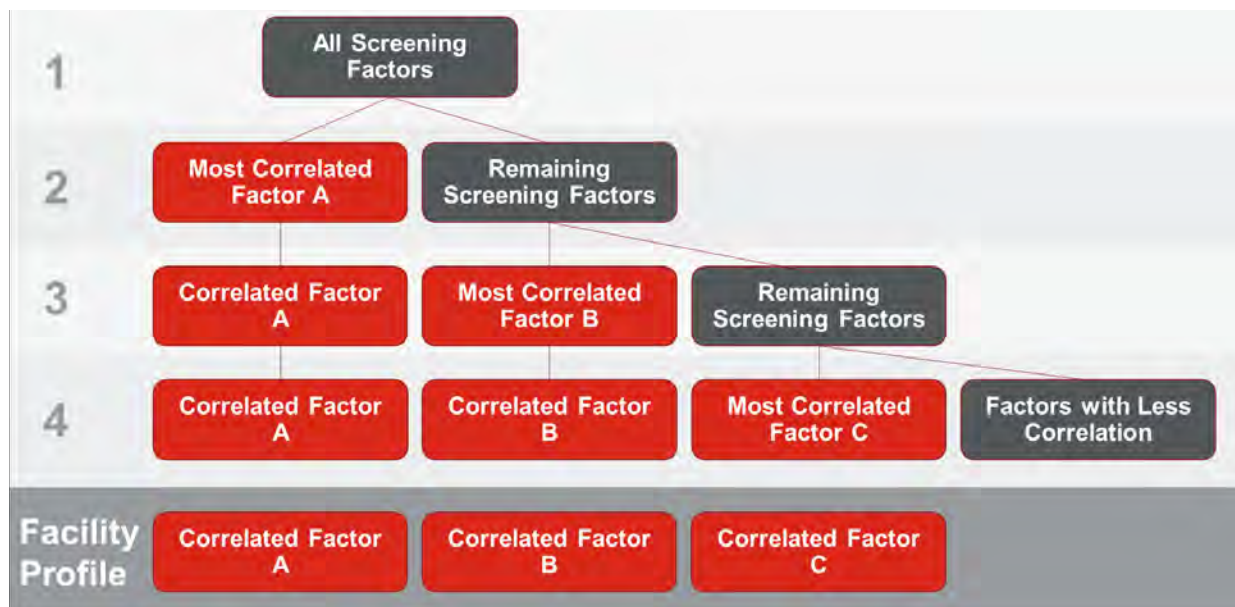


Figure 14. Decision Tree Process for Screening Risk Factors

For each of the different contexts, a chart such as Figure 15 was created. Predicted crash risk was classified into the following categories: Critical, High, Medium, Low, and Minimal. As can be seen in the urban land use context (Figure 15), a relatively small percentage of the roadway network is the site of a large percentage of crashes, suggesting that investments should be prioritized at these locations. Suburban and Rural land use contexts follow broadly similar patterns with some variations. For more information and to access the other charts, refer to Appendix A.

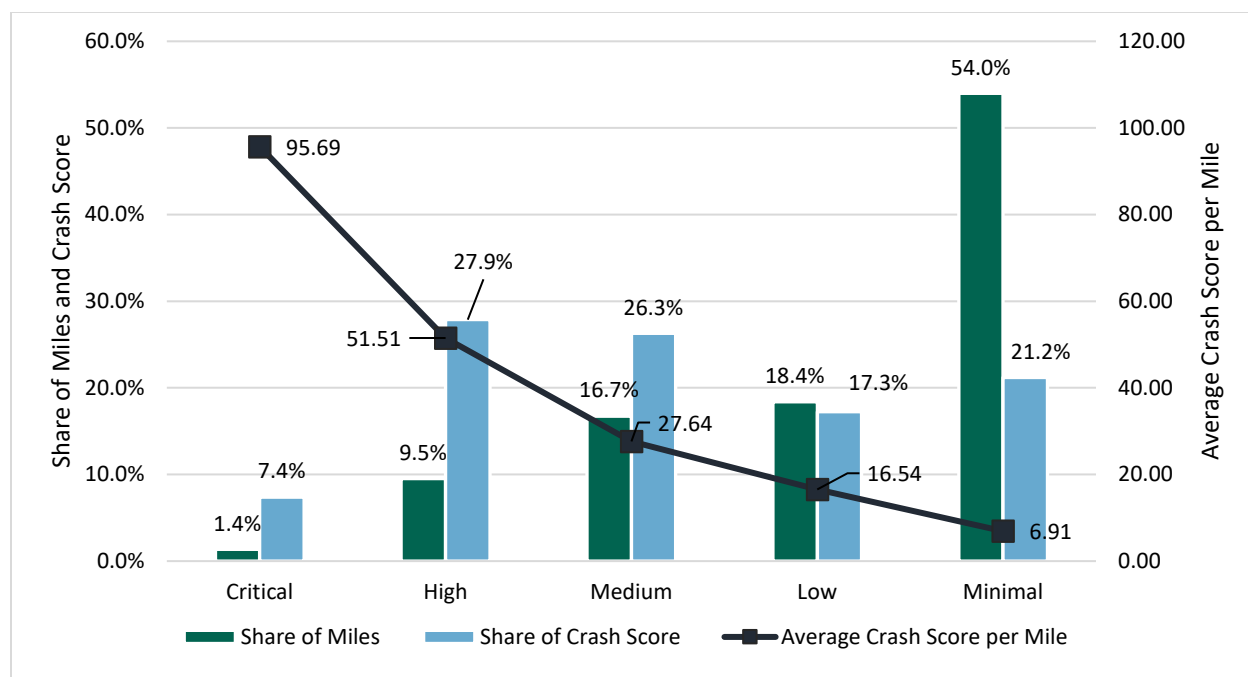


Figure 15. All Modes Crash Risk Profile in Urban Context (2019-2023)

Usually, critical, high, and medium risk scores would merit inclusion into an HRN and an HIN. However, due to the significant variance in size of municipality (with a corresponding variance in mileage by roadway type), each municipality was manually reviewed to identify the number of tiers on which to focus (listed in Table 8). Most municipalities below include the critical, high, and medium categories but larger ones, such as Pawtucket or Providence, consider a smaller number of roadway segments relative to their entire network.

Table 8. Top Risk Tiers by Municipality and Mode Group

Municipality	Selected All Mode Tiers	Selected VRU Mode Tiers
Barrington	Critical, High, Medium	Critical, High, Medium
Bristol	Critical, High	Critical, High, Medium
Burrillville	Critical, High	Critical, High, Medium
Central Falls	Critical	Critical
Charlestown	Critical, High	Critical, High, Medium
Coventry	Critical, High, Medium	Critical, High, Medium
Cranston	Critical, High	Critical, High, Medium
Cumberland	Critical, High, Medium	Critical, High, Medium
East Greenwich	Critical, High, Medium	Critical, High, Medium
East Providence	Critical, High	Critical, High
Exeter	Critical, High, Medium	Critical, High, Medium
Foster	Critical, High, Medium	Critical, High, Medium
Glocester	Critical, High, Medium	Critical, High, Medium
Hopkinton	Critical, High, Medium	Critical, High, Medium
Jamestown	Critical, High, Medium	Critical, High, Medium
Johnston	Critical, High, Medium	Critical, High, Medium
Lincoln	Critical, High	Critical, High, Medium
Little Compton	Critical, High, Medium	Critical, High, Medium
Middletown	Critical, High, Medium	Critical, High, Medium
Narragansett	Critical, High, Medium	Critical, High, Medium
New Shoreham	Critical, High	Critical, High, Medium
Newport	Critical, High, Medium	Critical, High
North Kingstown	Critical, High, Medium	Critical, High, Medium
North Providence	Critical, High	Critical, High, Medium
North Smithfield	Critical, High	Critical, High, Medium
Pawtucket	Critical, High	Critical, High
Portsmouth	Critical, High, Medium	Critical, High, Medium
Providence	Critical	Critical
Richmond	Critical, High, Medium	Critical, High, Medium
Scituate	Critical, High	Critical, High, Medium
Smithfield	Critical, High, Medium	Critical, High, Medium
South Kingstown	Critical, High	Critical, High, Medium
Tiverton	Critical, High, Medium	Critical, High, Medium
Warren	Critical, High, Medium	Critical, High
Warwick	Critical, High, Medium	Critical, High, Medium
West Greenwich	Critical, High, Medium	Critical, High, Medium
West Warwick	Critical, High, Medium	Critical, High, Medium
Westerly	Critical, High, Medium	Critical, High, Medium
Woonsocket	Critical	Critical

2.4 High-Injury Network

The final component of the safety analysis is the creation of the HIN, which evaluates roadways in terms of both the BCA and the proactive HRN analysis. By combining these two analyses into one final network, the HIN communicates a holistic assessment of the need for intervention, based on both a reactive, crash-based scoring system (Section 2.2) and a proactive, risk-based scoring system (Section 2.3). Each roadway segment falls into one of four categories:

- **Reactive:** Segments that appear on the BCA maps based on a top 15 percent crash score for the given mode and municipality.
- **Proactive:** Segments that appear in the top risk tiers for the given mode and municipality. This includes critical and high tiers for the all-modes analysis and critical, high, and medium tiers for the VRU modes analysis, as appropriate (larger municipalities often have more VRU crashes to analyze and so can focus on only one or two tiers, while smaller municipalities may have relatively few VRU crashes and therefore include critical, high, and medium tier crashes).
- **Reactive and Proactive:** Segments that satisfy both the reactive and proactive categories.
- **None:** Segments that satisfy neither the reactive nor proactive categories.

These designations were made for both the all-modes and VRU modes analyses, resulting in a set of HIN maps for each municipality. VRUs were not modeled for rural roadways in the HIN due to a small sample size of crashes.

Locations highlighted on the HIN maps can help guide safety investments and improve safety outcomes by identifying the locations with the greatest potential for safety improvement based on crash history and proactive crash risk. It is important to note that the HIN network does not include interstate highways (although crashes on interstate highways are shown on the heatmaps).

The HINs focus primarily on fatal and serious injury crashes, as well as roadways with elevated risk. The HIN segments, identified on Figure 16 and Figure 17, represent the roadways in Rhode Island with the highest concentrations of all modes or VRU crashes, or with the highest risk of future crashes. As previously noted, roads classified as being in rural areas were not evaluated for the VRU HIN. A combined map of all modes and VRU modes networks can be found on Figure 18.

The All Modes HIN represents 1,609 miles (23 percent) of roadways across the state, capturing 1,418 fatal and serious injury crashes (82 percent of total) and 28,212 fatal and all injury crashes (82 percent of total). To see how this compares to municipalities, refer to Table 9. For the state and most municipalities, approximately a quarter of the roadways account for more than three quarters of the fatal and serious injury crashes across all modes.

The VRU Modes HIN represents 981 miles (14 percent) of roadways across the state, capturing 304 fatal and serious injury crashes (91 percent of total) and 2,085 fatal and all injury pedestrian and bicyclist crashes (79 percent of total). To see how this compares to municipalities, refer to Table 10. For the state and most of its municipalities, less than a quarter of the roadways account for more than 80 percent of the VRU fatal and serious injury crashes. Note that many of the high-risk locations identified in the Rhode Island VRU Safety Assessment (RIDOT 2023c) are located on the VRU Modes HIN.

RIPTA Safe Streets and Roads for All

HIGH INJURY NETWORK MAP FOR ALL MODES - STATEWIDE

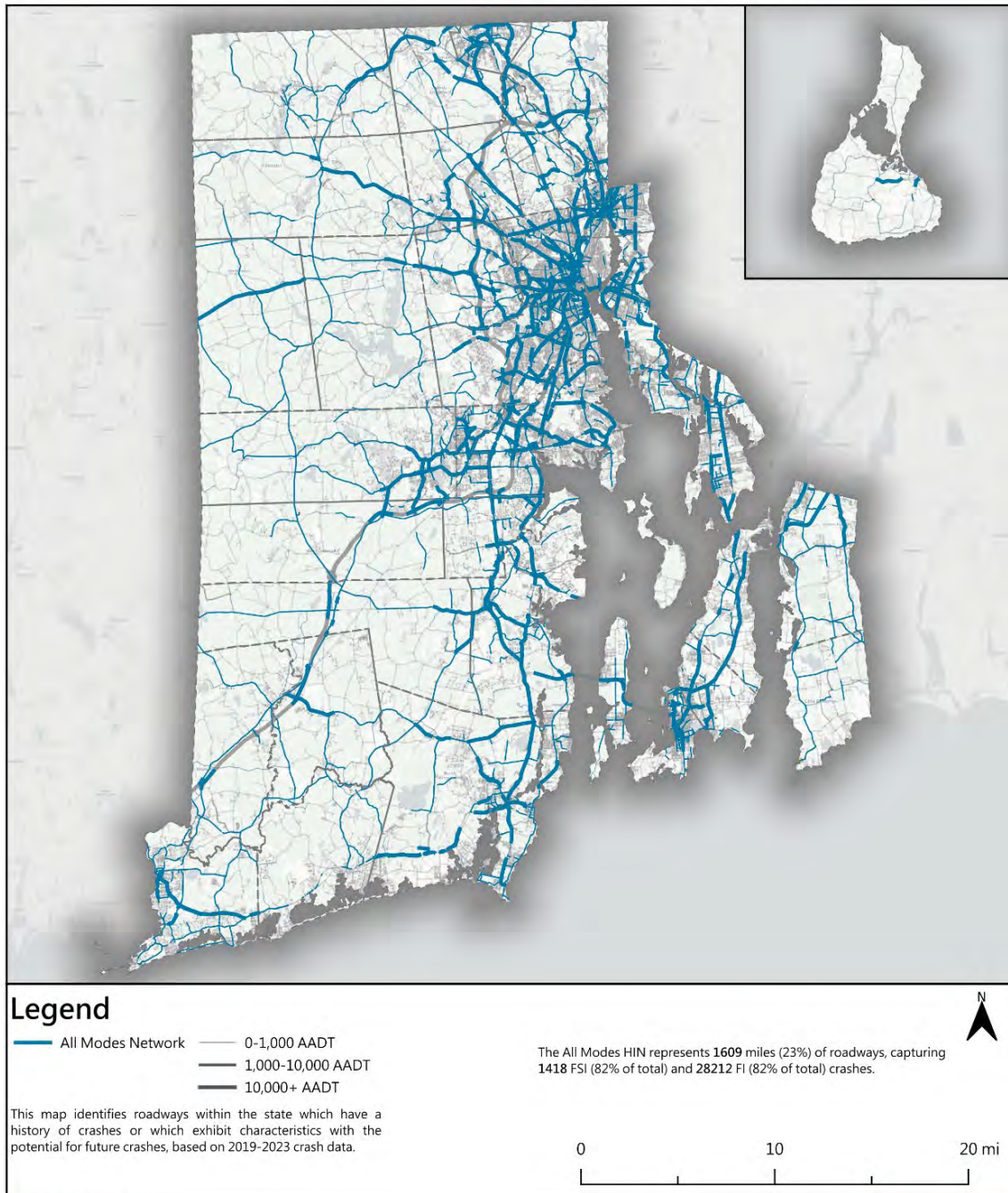


Figure 16. Statewide HIN for All Modes

RIPTA Safe Streets and Roads for All

HIGH INJURY NETWORK MAP FOR VRU MODES - STATEWIDE

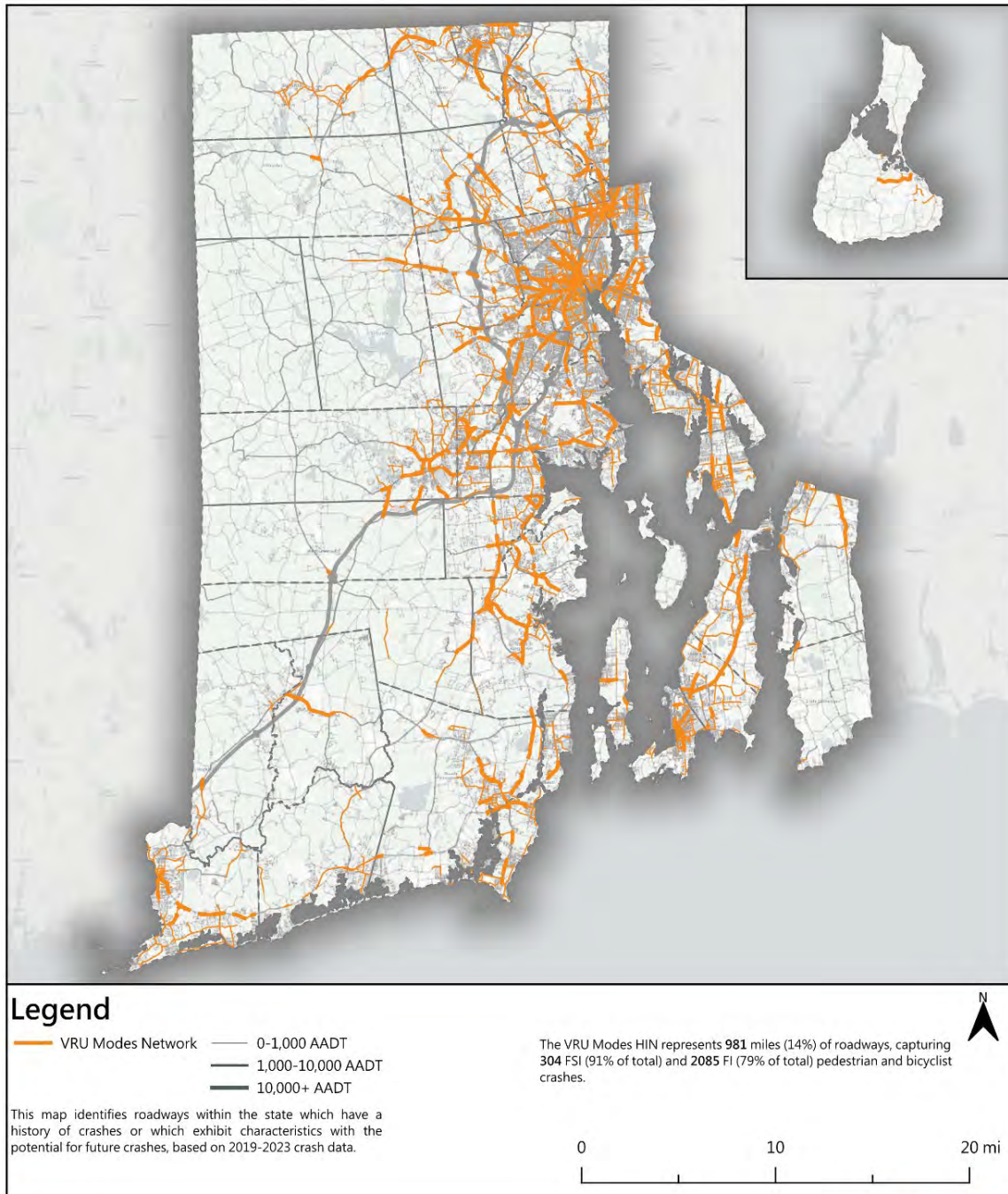


Figure 17. Statewide HIN for VRUs

RIPTA Safe Streets and Roads for All

HIGH INJURY NETWORK MAP - STATEWIDE

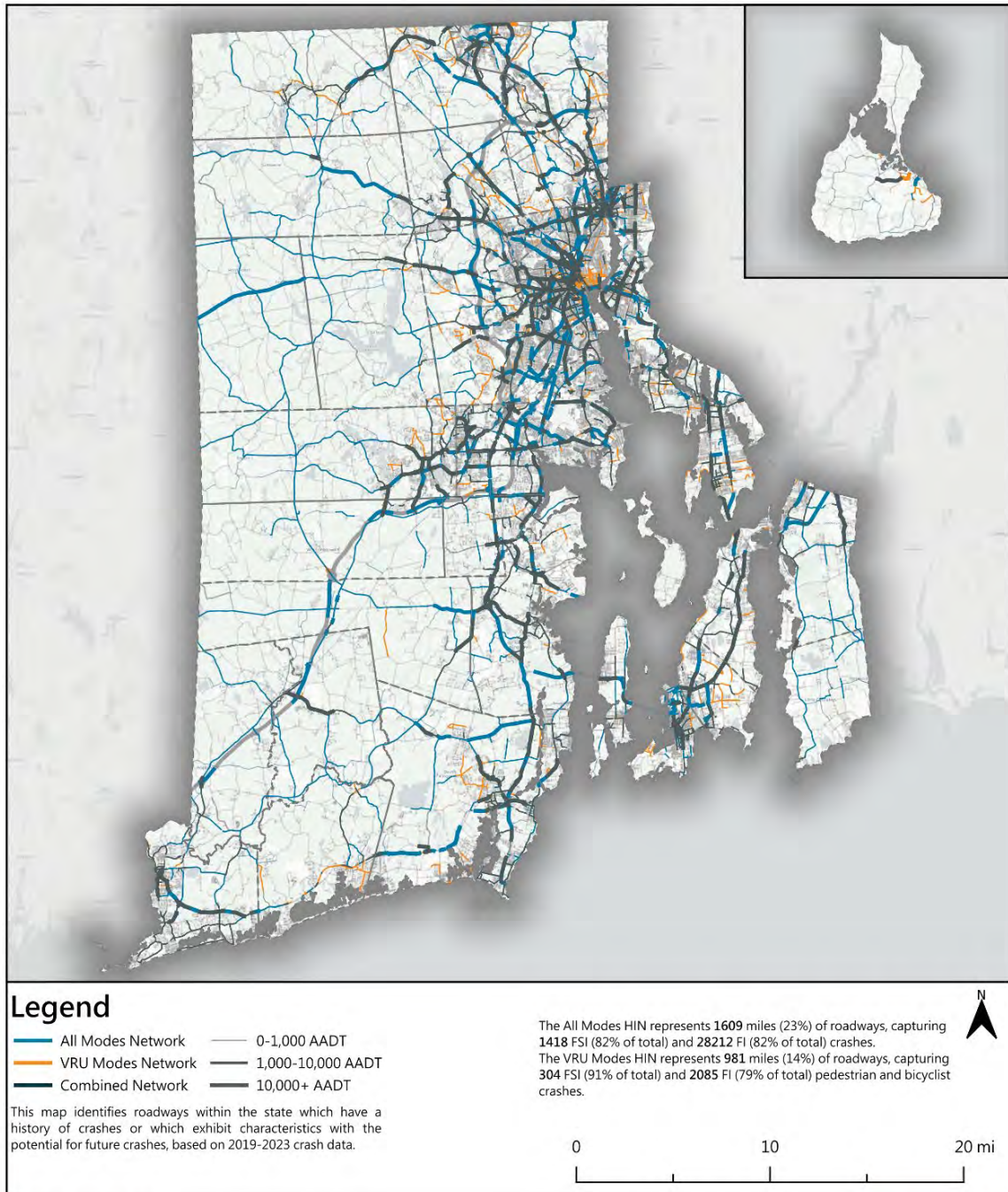


Figure 18. Statewide HIN – Combined

Table 9. All Modes HIN Roadways and Share of Fatal and Serious Injury Crashes by Municipality

Municipality	Mileage of All Modes HIN	Number of Fatal and Serious Injury Crashes	Share of Roadways on the All Modes HIN	Share of Total Fatal and Serious Injury Crashes on HIN
Statewide	1,609	1,418	23%	82%
Barrington	23	10	21%	100%
Bristol	17	12	14%	71%
Burrillville	38	22	21%	81%
Central Falls	7	7	26%	78%
Charlestown	27	14	16%	88%
Coventry	65	33	23%	79%
Cranston	75	86	18%	82%
Cumberland	52	22	25%	79%
East Greenwich	29	20	21%	87%
East Providence	54	58	25%	92%
Exeter	41	15	28%	83%
Foster	33	15	29%	71%
Glocester	45	27	28%	84%
Hopkinton	38	9	26%	75%
Jamestown	25	1	30%	100%
Johnston	50	38	24%	86%
Lincoln	42	35	24%	81%
Little Compton	21	2	27%	50%
Middletown	18	16	15%	64%
Narragansett	37	21	23%	95%
New Shoreham	14	12	38%	86%
Newport	36	24	27%	80%
North Kingstown	81	39	28%	89%
North Providence	20	19	16%	79%
North Smithfield	33	18	26%	75%
Pawtucket	53	94	25%	82%
Portsmouth	24	27	13%	93%
Providence	114	291	23%	81%
Richmond	39	13	28%	57%
Scituate	44	25	26%	89%
Smithfield	44	36	25%	75%
South Kingstown	63	35	21%	83%
Tiverton	45	22	28%	65%
Warren	15	19	26%	100%
Warwick	102	126	19%	84%
West Greenwich	30	19	22%	90%
West Warwick	31	27	24%	93%
Westerly	60	35	27%	81%
Woonsocket	25	64	20%	79%

Table 10. VRU HIN Roadways and Share of VRU FSI Crashes by Municipality

Municipality	Mileage of VRU Modes HIN	Number of Pedestrian and Bicyclist FSI Crashes	Share of Roadways on the VRU HIN	Share of VRU Crashes on VRU HIN
Statewide	981	304	14%	91%
Barrington	27	3	25%	100%
Bristol	21	1	18%	100%
Burrillville	16	0	9%	0%
Central Falls	6	4	22%	100%
Charlestown	20	0	12%	0%
Coventry	27	5	10%	100%
Cranston	58	25	14%	93%
Cumberland	36	4	17%	80%
East Greenwich	21	1	16%	50%
East Providence	38	17	17%	89%
Exeter	8	1	5%	50%
Foster	0	0	0%	0%
Glocester	4	1	2%	100%
Hopkinton	6	1	4%	50%
Jamestown	14	0	17%	0%
Johnston	26	4	12%	67%
Lincoln	34	4	19%	80%
Little Compton	3	2	4%	100%
Middletown	22	5	19%	71%
Narragansett	26	4	16%	80%
New Shoreham	5	0	14%	0%
Newport	26	8	20%	89%
North Kingstown	43	1	15%	50%
North Providence	14	3	11%	100%
North Smithfield	21	1	17%	33%
Pawtucket	47	26	22%	96%
Portsmouth	25	2	13%	100%
Providence	113	109	23%	94%
Richmond	6	0	4%	0%
Scituate	10	0	6%	0%
Smithfield	33	8	19%	89%
South Kingstown	38	5	13%	83%
Tiverton	16	3	10%	60%
Warren	11	5	19%	100%
Warwick	63	17	12%	94%
West Greenwich	5	3	4%	100%
West Warwick	24	5	19%	100%
Westerly	47	9	21%	100%
Woonsocket	21	17	17%	100%

3. Title VI Considerations

This chapter compiles and analyzes statewide demographic data and discusses tools that Rhode Island can use to promote safe, affordable, and effective transportation for all. Data for all municipalities in Rhode Island are included in this analysis. Additionally, local transportation and demographic context is provided in the 31 municipal SAPs that were created concurrently with the Statewide SAP effort (as well as the SAP for Providence, which the City completed in 2025).¹

Statewide data show that disadvantaged areas in Rhode Island carry a higher number of all mode FI and VRU crashes relative to advantaged areas. Considering Title VI factors in the selection of countermeasures can result in tailored approaches and investments to increase road safety for all.

3.1 Title VI of the Civil Rights Act of 1964

According to the Federal Transit Administration (FTA), “Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance” (FTA 2025).

3.1.1 How Title VI Applies to Roadway Safety

The SS4A Program requires recipients to comply with Title VI of the Civil Rights Act of 1964. In addition to this legal obligation, the program emphasizes equity by prioritizing investments in rural, economically disadvantaged, and historically underserved communities and by addressing the safety needs of VRUs such as pedestrians and bicyclists (DOT 2025b, 2025d). Acknowledging these requirements and the needs of these groups, municipalities in Rhode Island evaluated strategies that encourage the fair sharing of resources, address external costs, serve mobility-disadvantaged riders, and enhance overall affordability and economic opportunity while protecting the safety of all travelers. This Statewide SAP recognizes and utilizes the Title VI framework to define nondiscrimination in the context of the statewide allocation of resources.

3.1.2 Relationship to RIDOT and RIPTA Title VI / Nondiscrimination Policies and Programs

All state agencies are required to maintain a Title VI/Nondiscrimination Policy and Program in accordance with the Civil Rights Act,² which includes a review of Title VI factors for programmatic impact. These factors traditionally focus on low income, minority status, nationality, and limited-English Proficiency (LEP) populations. RIDOT’s Title VI Policy highlights programmatic reviews ensuring nondiscrimination in communication, public engagement, the allocation of funding, distribution of projects, prioritization of projects, and other operational responsibilities (RIDOT 2023a). RIPTA also reviews Massachusetts Bay Transportation Authority service standards for Rhode Island routes to ensure they do not have adverse disproportionate impacts on low-income and minority populations. RIPTA also incorporates regular

¹ Note that SAPs do not exist for Charlestown, Exeter, North Smithfield, Scituate, Tiverton, Warwick, and West Greenwich.

² Standard components include review of Title VI factors to ensure an inclusive public outreach process and maintenance of a formal process to receive and process Title VI complaints based on disparate treatment based on a protected class, adverse disproportionate impacts on protected classes, or retaliation due to filing a complaint.

assessment of Environmental Justice or LEP populations for incorporation into public participation and language assistance plans. RIPTA similarly conducts equity analyses for service planning and operational changes (RIPTA 2024b). It also conducts assessments to ensure meaningful access is provided for people with LEP.

The findings within this chapter apply the methodologies of the RIDOT Title VI/Nondiscrimination Policy and the RIPTA Title VI Program to analyze roadway safety.

3.1.3 Methodological Framework for Title VI Analysis

Roadway safety was evaluated to determine whether disadvantaged areas experience a greater number of crashes compared to non-disadvantaged areas. For each Title VI factor, Rhode Island's Census Tracts were divided equally into five quintiles, or groupings, according to the percentage of the population in each tract that represents that designated Title VI factor. These quintiles are termed High Disadvantage Areas, Low Disadvantage Areas, Median Areas, Low Advantage Areas, and High Advantage Areas. There is an associated count of crashes for each quintile and each Title VI factor to illustrate whether there is a greater number of crashes belonging to areas with high proportions of certain disadvantaged populations compared to areas with low proportions of disadvantaged populations.

3.1.3.1 Title VI Factors

Title VI and subsequent statutes (Executive Order 13985 of January 20, 2021) require that service standards and policies do not impart disparate impacts to populations that are:

- **Low-Income:** Any individual whose household income is at or below the Census Bureau's poverty thresholds.
- **Minority:** Any individual who identifies as any category other than White or identifies as White and also Hispanic.
- **Limited English Proficiency:** Any household where a language other than English is spoken at home as the primary language, and with individual(s) who speak or understand English less than very well.
- **Disability:** Any individual who has an impairment that substantially limits one or more major life activity, has a record of such an impairment, or is perceived by others as having such an impairment (U.S. Department of Justice 2025).
- **Sex:** Any individual who encounters discrimination based on sex (U.S. Equal Employment Opportunity Commission 2025).

For this SAP chapter, roadway safety data were analyzed using these factors. Statewide averages of these populations can be found in Table 11.

Table 11. Statewide Averages of Title VI Factors

Title VI Factor	Statewide Average
Low-Income	10.91%
Minority	30.94%
Limited English Proficiency	5.14%
Disability	13.59%
Sex	50.96%

Sources: U.S. Census Bureau, American Community Survey 2019-2023 5 year estimates, Tables B01001, B18101, B03002, B17020, S1602

3.1.3.2 Analysis Methodology

Each Rhode Island Census Tract was classified into one of five quintiles based on its concentration of a particular Title VI factor. Next, crashes that occurred between 2019 and 2023 were assigned to the Census Tracts based on where the crash occurred. Crashes were then grouped according to the five quintiles to generate the charts in this chapter. This organization of the data illustrates where the number of crashes is higher in locations with a higher concentration of disadvantaged populations.

Assessing Comparative Advantage

For the crash analyses, each crash was assigned to a single Census Tract. Then percentile scores for each Title VI factor for each Census Tract were assigned to all crashes. These percentile scores were then divided into five quintiles from areas with the most disadvantage (High Disadvantage Areas) to areas with comparatively the most advantage (High Advantage Areas). The five quintiles were assigned based on the (factor-specific) Title VI burden of the Census Tract in which they are located. The highest of the five quintiles had the highest concentrations of Title VI populations and were thus relatively more disadvantaged (i.e., for the minority populations, the highest quintiles were composed of Census Tracts with the highest proportions of minority populations).

Additional analysis was conducted on crashes that involved VRUs—non-motorists such as people who walk or bike. VRUs sustain greater risks and are more likely to experience serious injuries or fatalities than motorists.

Pedestrians, Cyclists, and Transit Riders Are Vulnerable

Those who walk and bike (i.e., VRUs) are often more susceptible to FSI and FI crashes. This is because of a combination of factors, namely:

- Inadequate pedestrian and bike facilities
- Inherent lack of protection from motorized vehicles when conflicts arise

For pedestrians, a lack of adequate supportive infrastructure including sidewalks, crosswalks, and signals creates an unsafe environment. Likewise, for cyclists—a user type that often shares the road with motorized vehicles—a lack of supportive infrastructure creates a safety issue. While those who bike frequently may be able to safely navigate roads without bike infrastructure, this is not the case for most cyclists. Supportive bicycle infrastructure includes striped and separated bike lanes, bike boxes, cycle tracks, and bike signals.

While transit riders are physically located within large, motorized vehicles for the majority of their trips, they almost always start and end their trips as pedestrians and cyclists. Therefore, infrastructure such as adequate sidewalks as well as mid-block crossings and intersection treatments near stops is critical.

3.2 Rhode Island Title VI Analysis

In the figures that follow, the two top bars represent High Disadvantage and Low Disadvantage areas—the two highest disadvantage area categories. Census Tracts in these categories contain populations that have the highest levels of disadvantage based on Title VI factors. The two bottom bars represent areas

characterized as advantage areas, meaning that the communities that live in these Census Tracts experience comparatively little overall disadvantage.

3.2.1 All Mode FSI Crashes

Figure 19 illustrates FSI crashes—crashes that involved a fatality or serious injury—that occurred in the state between 2019 and 2023. It shows the FSI crash count by the five quintiles, ranging from high disadvantage to high advantage areas. As indicated in the figures as well as the companion table that follows, there are slightly elevated crash levels in areas of high advantage and high disadvantage across the state for some but not all Title VI factors (see Table 12 for All Mode FSI crashes).

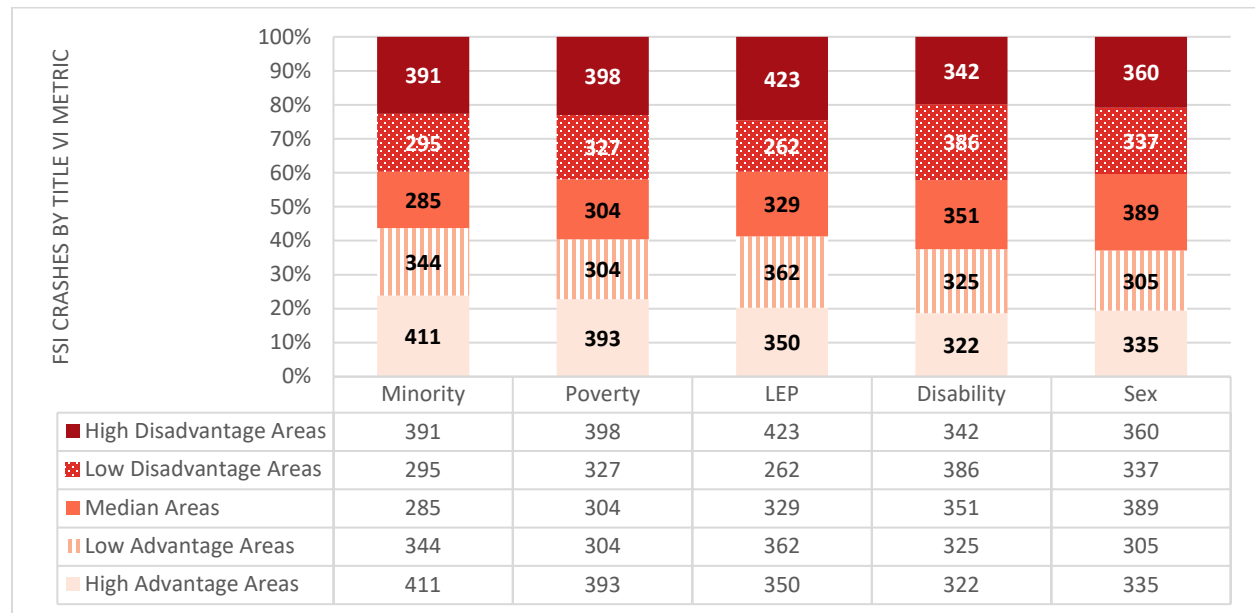


Figure 19. All Mode FSI Crashes by Title VI Metrics

The data reveal the nuanced relationship between FSI crashes and Title VI factors across the state.

- **Minority:** Crashes were slightly concentrated in Census Tracts with high disadvantage (23 percent) as well as high advantage (23 percent).
- **Poverty:** Crashes were slightly concentrated in Census Tracts with high disadvantage (23 percent) as well as high advantage (24 percent).
- **Limited English Proficiency:** There was a higher number of FSI crashes (25 percent) in High Disadvantage Areas.
- **Disability:** Crashes were slightly concentrated in Low Disadvantage Areas (22 percent).
- **Sex:** Crashes were evenly distributed with a slight concentration in Median Areas (23 percent).

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

Title VI Score Category	Percentile	Percentage of All Mode FSI Crashes by Title VI Metric				
		Minority	Poverty	LEP	Disability	Sex
High Disadvantage Areas	80 100%	23%	23%	25%	20%	21%
Low Disadvantage Areas	60 80%	17%	19%	15%	22%	20%
Median Areas	40-60%	17%	18%	19%	20%	23%
Low Advantage Areas	20-40%	20%	18%	21%	19%	18%
High Advantage Areas	0-20%	24%	23%	20%	19%	19%
	Total	100%	100%	100%	100%	100%

3.2.2 All Mode FI Crashes

FI crashes—crashes that resulted in a fatality or an injury of some kind—also occur in every area of the state. For all crashes resulting in injuries or a fatality, a more notable trend is visible where Census Tracts categorized as High Disadvantage areas for all Title VI metrics have a higher number of FI crashes, particularly for minority (29 percent), poverty (30 percent), and LEP (31 percent) status (Figure 20).

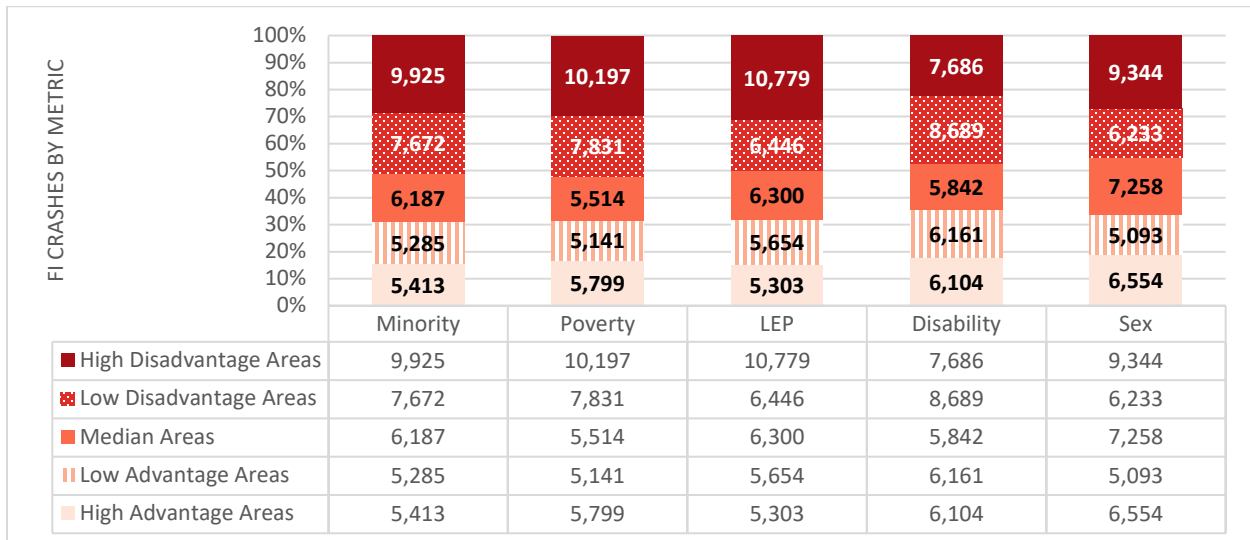


Figure 20. All Mode FI Crashes by Title VI Metrics (2019-2023)

As indicated in Table 13, no advantage area group carries a higher percentage of FI crashes relative to the disadvantaged quintiles.

Table 13. All Mode FI Crashes by Title VI Metrics (2019-2023)

Title VI Score Category	Percentile	Percentage of All Mode FI Crashes by Title VI Metric				
		Minority	Poverty	LEP	Disability	Sex
High Disadvantage Areas	80 100%	29%	30%	31%	22%	27%
Low Disadvantage Areas	60 80%	22%	23%	19%	15%	18%
Median Areas	40-60%	18%	16%	18%	17%	21%
Low Advantage Areas	20-40%	15%	15%	16%	18%	15%
High Advantage Areas	0-20%	16%	17%	15%	18%	19%
	Total	100%	100%	100%	100%	100%

3.2.3 VRU FSI Crashes

The VRU FSI crash analysis results are shown in Figure 21 and Table 14.

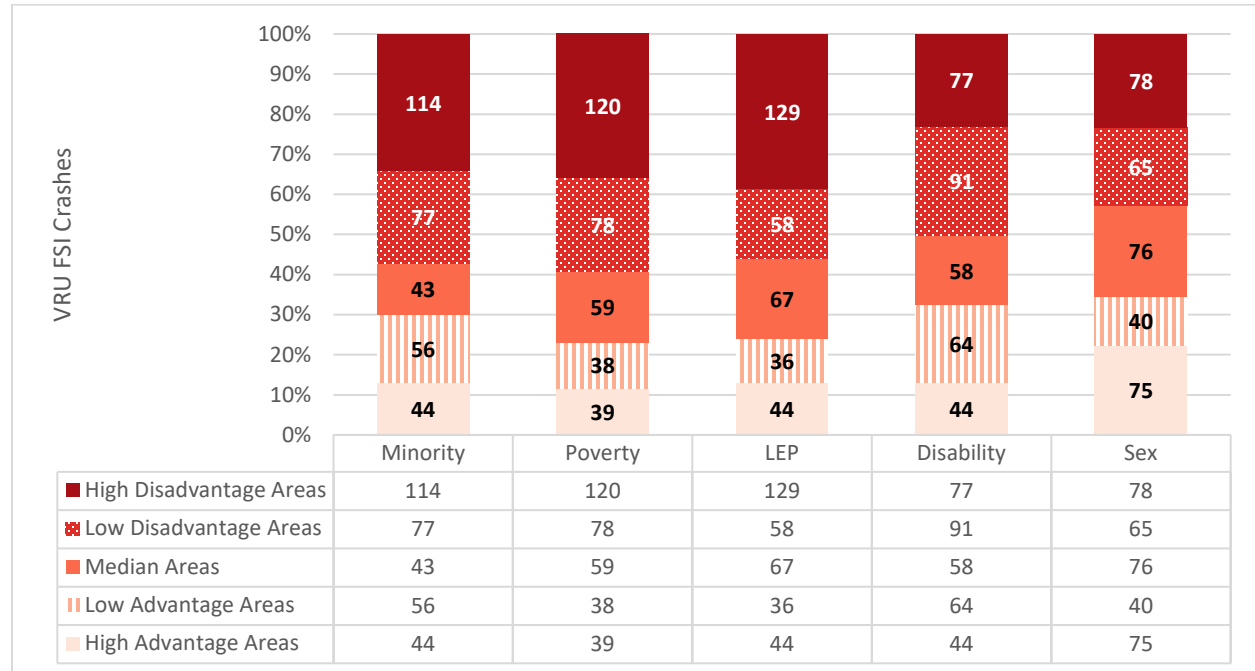


Figure 21. VRU FSI Crashes by Title VI Metrics (2019-2023)

Table 14 indicates that crashes involving VRUs occurred more frequently in Census Tracts belonging to High Disadvantage Areas for all Title VI factors, especially for minority (34 percent), poverty (36 percent), and LEP (39 percent). Both High Disadvantage and Low Disadvantage Areas comprise over half of the crashes in the minority (57 percent), poverty (59 percent), and LEP (56 percent) Title VI factors, illustrating a high proportion of VRU crashes occurring in disadvantaged areas.

Table 14. VRU FSI Crashes by Title VI Metrics (2019-2023)

Title VI Score Category	Percentile	Percentage of VRU FSI Crashes by Title VI Metric				
		Minority	Poverty	LEP	Disability	Sex
High Disadvantage Areas	80 100%	34%	36%	39%	23%	23%
Low Disadvantage Areas	60 80%	23%	23%	17%	27%	19%
Median Areas	40-60%	13%	18%	20%	17%	23%
Low Advantage Areas	20-40%	17%	11%	11%	19%	12%
High Advantage Areas	0-20%	13%	12%	13%	13%	22%
	Total	100%	100%	100%	100%	100%

This concentration of VRU crashes has been documented in previous statewide assessments; the Rhode Island VRU Safety Assessment documented a similarly high concentration of VRU crashes in disadvantaged areas (Table 15): 59 percent of all VRU fatal and serious injury crashes occurred in Environmental Justice areas, illustrating a disproportionate impact that Environmental Justice areas face in experiencing more fatalities and serious injuries compared with non-Environmental Justice areas (RIDOT 2023c).

The assessment defined Environmental Justice areas as any Census Tract the meets one of the following: annual median household income is less than 65 percent of the statewide annual median household

income; minority population is equal or greater than 40 percent of the population; 25 percent of more households have LEP; and minorities are 25 percent or more of the population and the annual median household doesn't exceed 150 percent of the statewide annual median household income.

Table 15. Total and VRU FSI Crashes in Environmental Justice Areas

Type of Crash	Number of Statewide FSI Crashes	Number of EJ Area FSI Crashes	Percentage of EJ Area FSI Crashes
Total K and A Crashes	1,944	704	38%
VRU K and A Crashes	391	231	59%
VRU Percentage	20%	31%	-

Source: Rhode Island VRU Safety Assessment (2023)

Note: The assessment analyzed crash data from 2018 to 2022, so the number of FSI crashes differs from this Statewide SAP.

3.2.4 VRU FI Crashes

The VRU FI crash analysis is shown in Figure 22 and Table 16. The highest concentrations of VRU FI crashes occurred in Census Tracts in High Disadvantage Areas for the following Title VI factors: Minority (38 percent), poverty (40 percent), and limited English proficiency (41 percent).

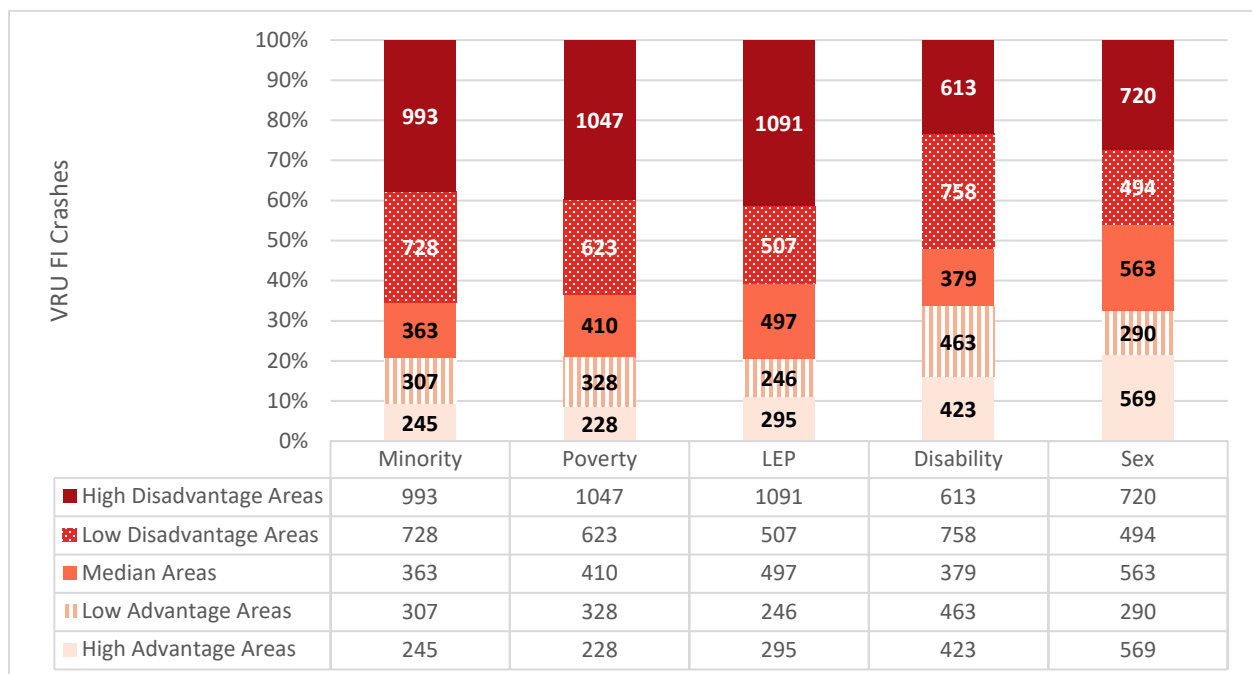


Figure 22. VRU FI Crashes by Title VI Metrics

Table 16 shows that crashes occurred at a high frequency in Census Tracts belonging to the Low Disadvantage and High Disadvantage factors for the following Title VI factors: Minority (66 percent), poverty (64 percent), LEP (60 percent), and disability (52 percent).

Table 16. VRU FI Crashes by Title VI Metrics (2019-2023)

Title VI Score Category	Percentile	Percentage of VRU FI Crashes by Title VI Metric				
		Minority	Poverty %	LEP	Disability	Sex
High Disadvantage Areas	80 100%	38%	40%	41%	23%	27%
Low Disadvantage Areas	60 80%	28%	24%	19%	29%	19%
Median Areas	40-60%	14%	16%	19%	14%	21%
Low Advantage Areas	20-40%	12%	12%	9%	18%	11%
High Advantage Areas	0-20%	9%	9%	11%	16%	22%
	Total	100%	100%	100%	100%	100%

3.2.5 Title VI Analysis and the High-Injury Network

Figure 23 shows the HIN and Census Tracts with minority (illustrated in orange) and low-income (illustrated in purple) populations that surpass the statewide averages. Where both the low income and minority populations exceed the state averages, the Census Tracts are shaded green.

About 31 percent (6,980 miles) of Rhode Island's 22,348-mile roadway network lies in Census Tracts where minority populations and poverty rates exceed statewide averages. Within the HIN, 32.7 percent (526.7 miles of 1,610 miles) fall in these same tracts, indicating a slightly higher concentration of HIN miles in these areas compared to the statewide network overall. The highest concentrations of the HIN are in the Greater Providence area (Providence, Pawtucket, East Providence), Woonsocket, West Warwick, Westerly, and Newport.

HIGH INJURY NETWORK MAP ALL MODES - NORTH

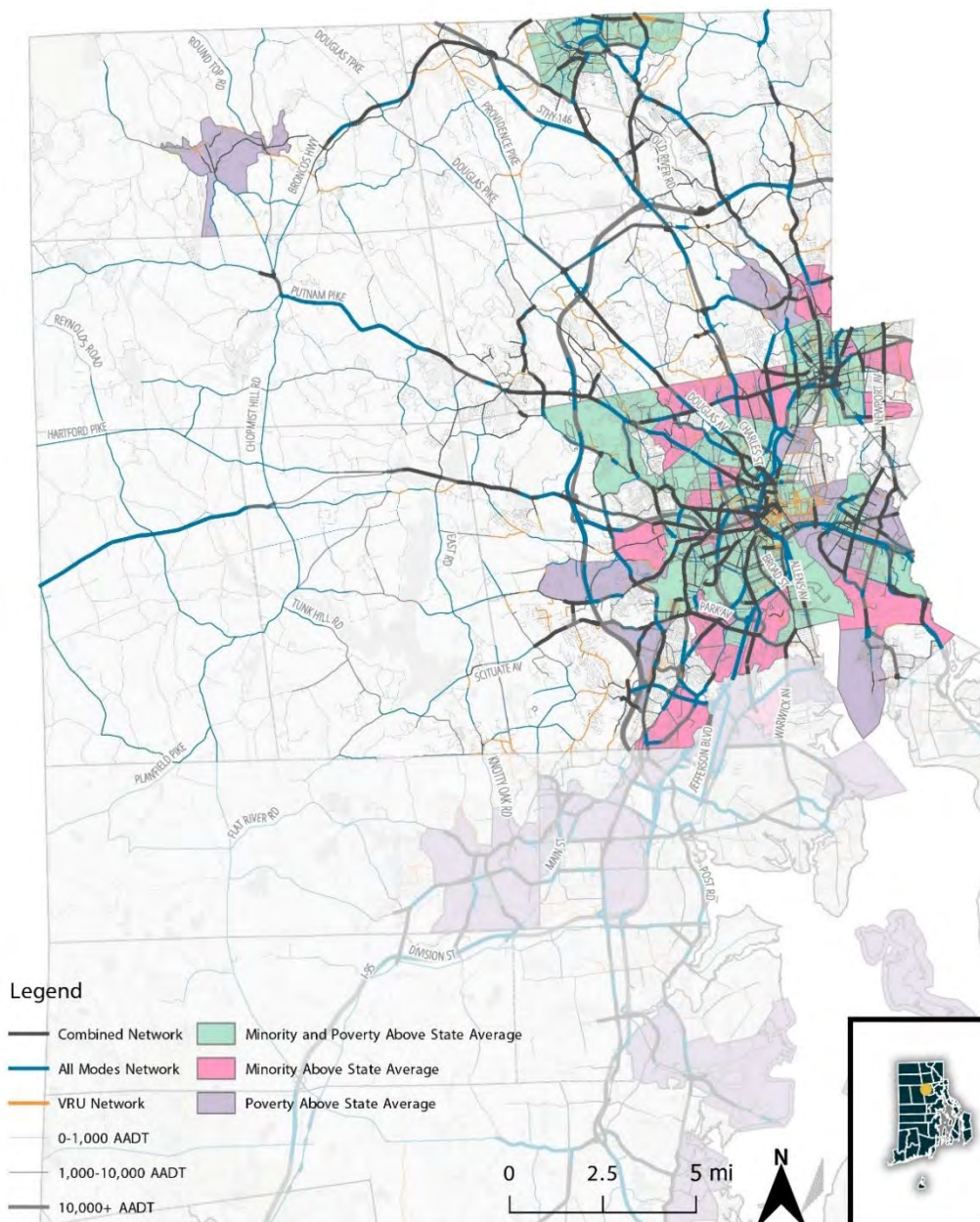
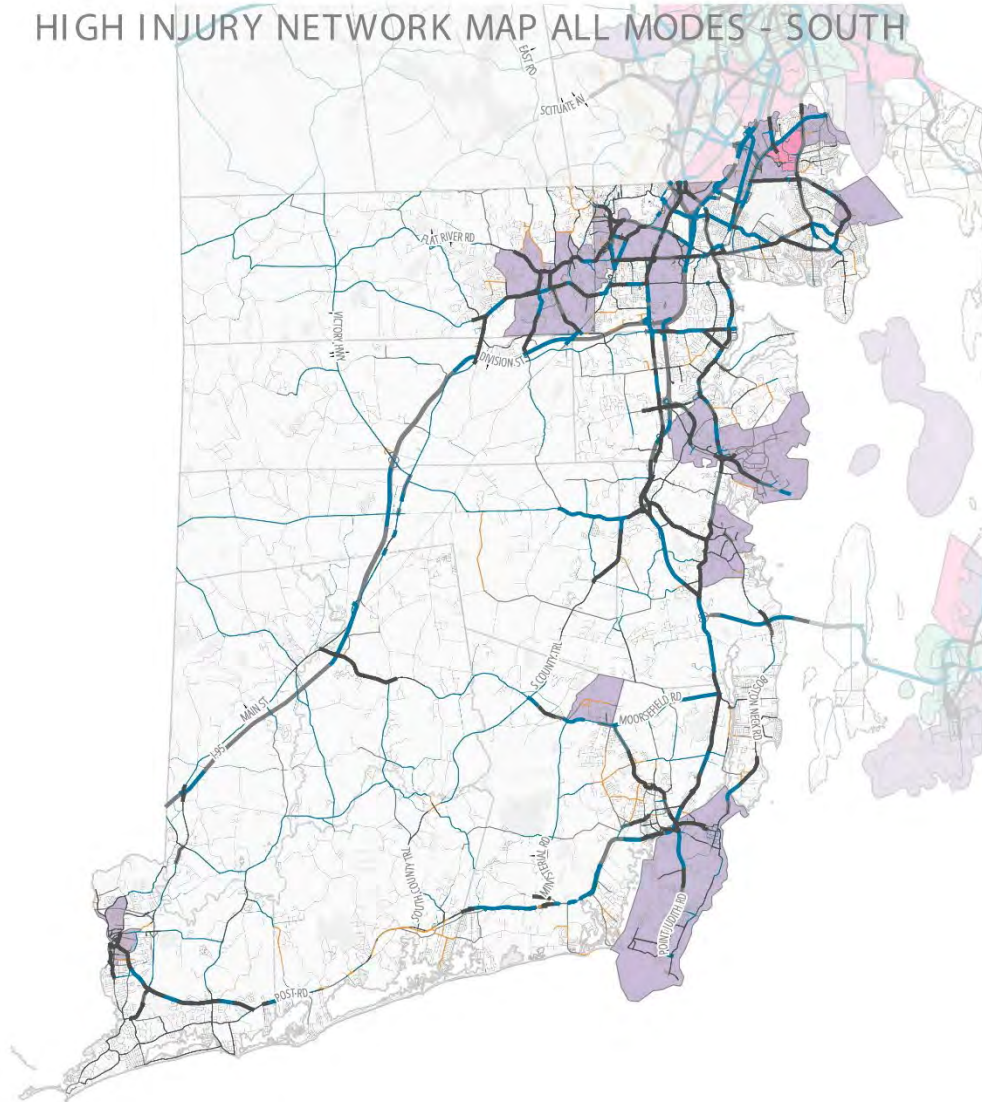


Figure 23. All Modes HIN Map (North) with Census Tracts with Minority or Poverty Populations Above Statewide Averages (2019-2023)

HIGH INJURY NETWORK MAP ALL MODES - SOUTH



Legend

- Combined Network
- All Modes Network
- VRU Network
- 0-1,000 AADT
- 1,000-10,000 AADT
- 10,000+ AADT
- Minority and Poverty Above State Average
- Minority Above State Average
- Poverty Above State Average

0 5 10 mi



Figure 24. All Modes HIN Map (South) with Census Tracts with Minority or Poverty Populations Above Statewide Averages (2019-2023)

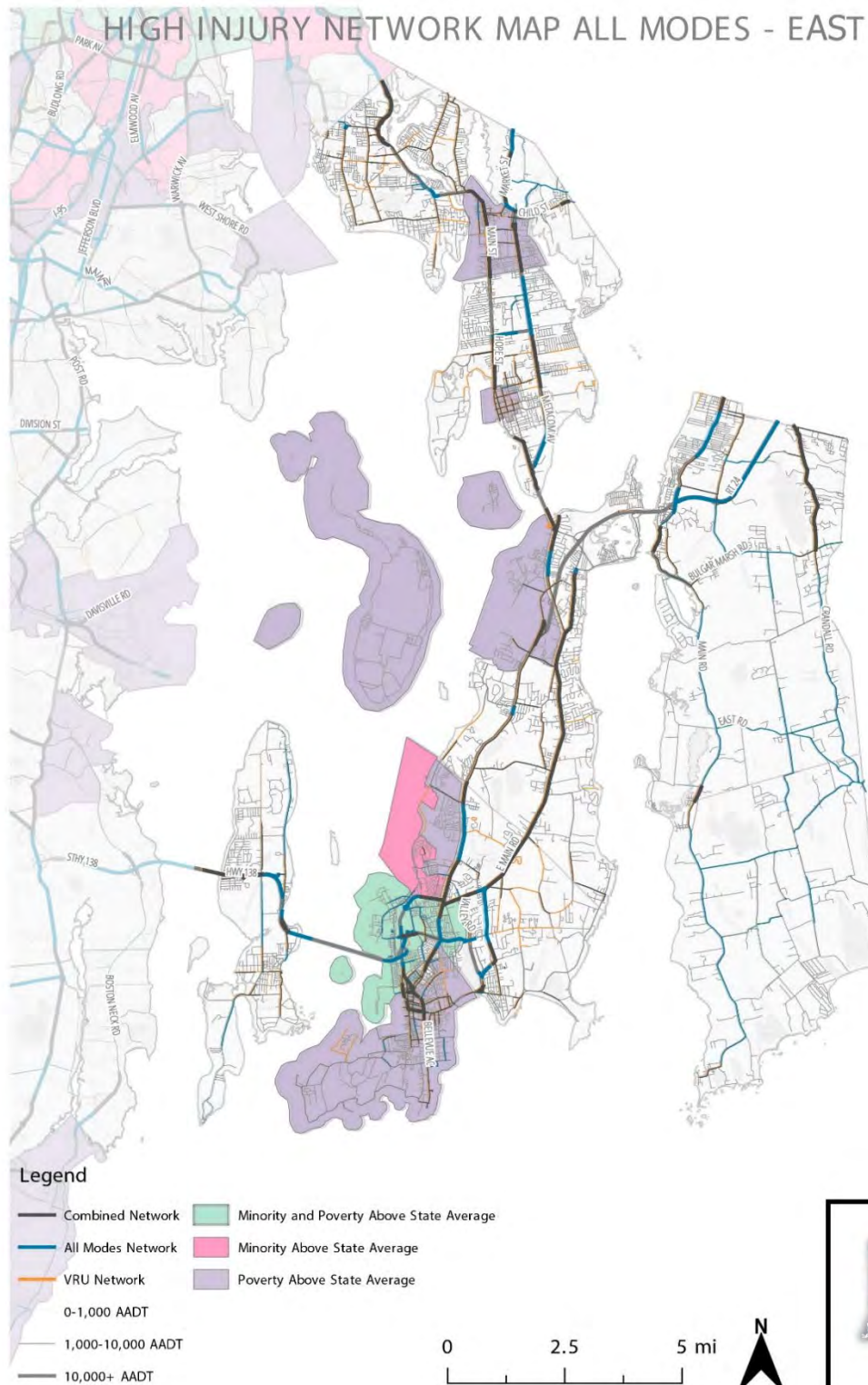


Figure 25. All Modes HIN Map (East) with Census Tracts with Minority or Poverty Populations Above Statewide Averages (2019-2023)

3.3 Safety Disparities in Rhode Island

This analysis shows that severe and fatal crashes are concentrated rather than evenly distributed. They occur more often in areas with high concentrations of Title VI demographic factors, including minority, poverty, and LEP populations. VRU crashes are elevated in both High Disadvantage and Low Disadvantage areas, illustrating the need for safer facilities for bicyclists and pedestrians across the state. While the HIN represents only a slightly larger share of roadways in higher disadvantaged Census Tracts, the disproportionate number of crashes resulting in injuries in these areas indicates that demographic and socioeconomic conditions influence crash risk, and should be considered among other factors when selecting projects and priorities.

Primary Takeaways

- Across modes there are higher numbers of FI crashes occurring in High Disadvantage areas.
- VRU crashes—both FSI and FI— are elevated in High and Low Disadvantage areas.
- There are higher numbers of FSI crashes for all modes in minority, poverty, and LEP High Disadvantage areas, as well as minority and poverty in High Advantage areas.
- Approximately one-third of the HIN is located in Census Tracts with minority or poverty populations above the statewide average; these same Census Tracts account for roughly one-third of all state roads.

The factors contributing to disadvantage vary depending on each community's unique context, so additional investigation into the particular factors at play at the individual municipality level (and addressing those factors with tailored countermeasures) will yield maximum road safety benefits for all. For example, a municipality whose inequities stem from not meeting the transportation access needs of a vulnerable population (e.g., disabled adults who may rely on public transportation for mobility) should focus on infrastructure improvements that improve accessibility. Focusing investments to support communities' unique profiles has the potential to reduce crash risk and impacts on vulnerable populations and improve quality of life in many important areas.

4. Other Rhode Island Plans Related to Roadway Safety

Over time, there have been other planning efforts to document existing roadway safety conditions across the state. These plans, which were published by several agencies, also highlight potential solutions and mitigation strategies. The plans were evaluated against four major themes that serve as the pillars of the Vision Zero and SS4A Programs (as described elsewhere in the plan). These themes include:

- Leadership commitment to road safety
- Elements to address outreach and community engagement
- Recommendations or analysis supporting improved infrastructure and safer speeds
- Mechanisms for data transparency and accountability

As part of this SAP, **over 20 state and local plans related to road safety were reviewed**. Below is a description of the most relevant plans.

4.1 Moving Forward RI 2050

Adopted in October 2025, this document serves as both the Long Range Transportation Plan (LRTP) and a Metropolitan Transportation Plan (MTP) that identifies safety as both a top challenge to address and an opportunity for improvement (RIDSP 2025). Its goals are to support economic growth, comply with the Act on Climate, strengthen communities, maintain transportation infrastructure, connect people and places, and enhance transportation safety. This plan brings together three master plans to inform the Statewide Transportation Improvement Program (STIP):

- Transit Master Plan (Transit Forward RI) (RIPTA 2020)
- Bicycle Mobility Plan (RIDSP 2020a)
- Congestion Management Process (Rhode Island Department of Administration 2020)

4.2 Rhode Island Strategic Highway Safety Plan

The 2023 Strategic Highway Safety Plan (SHSP) provides overall direction for the implementation of RIDOT safety programs, including the HSIP and the Highway Safety Plan (HSP). The plan also connects with broader safety plans, including the Rhode Island LRTP, MTPs, regional comprehensive master plans, and transit plans. The mission and vision of the plan is to “leverage partnerships and promote equity to bring roadway deaths and serious injuries to zero for all roadway users through safety countermeasures, continuous education, and a positive safety culture.” The SHSP contains a statewide goal to reduce fatalities and serious injuries 25 percent by 2027 and move to zero by 2050.

To achieve this goal, the SHSP guides RIDOT in implementing a data-driven safety decision-making process to prioritize funding projects and activities that provide the greatest improvement to areas with the greatest need for safety. The SHSP applies the FHWA Safe System Approach through a holistic, statewide view to implement proven and effective safety countermeasures while strengthening stakeholders’ commitments through safety investments, behavioral initiatives, and training.

A review of statewide crash data through 2021 made the following observations:

- Impaired driving is a co-factor in many of the state's fatalities.
- There is an observed increase in risk-taking behavior, with increasing overlap between speed, impaired driving, unbelted fatalities, and unhelmeted motorcycle fatalities in various combinations.
- There is an observed increasing occurrence of overlap between non-motorist (pedestrian and cyclist) fatalities and speed-related fatalities.
- There is an increasing overlap between young driver and unbelted fatalities.

Based on these observations, the plan identified 12 emphasis areas with the greatest opportunity to achieve the SHSP goals (Figure 26). The plan further organizes these 12 emphasis areas into three focus areas of behavior, infrastructure, and road users. Each focus area contains strategies and actions for each emphasis area using the 4E approach of transportation safety (enforcement, education, emergency response, and engineering), as well as actions for leaderships and responsible partners.

Implementation of the SHSP relies on local partnerships, with the identification of activities to address priority safety concerns taking place at the local level. The SHSP identifies that RIDOT is not an eligible applicant for competitive SS4A funding, but can support cities, towns, tribal governments, and the Rhode Island MPO to access these funds to address a range of safety challenges that span all emphasis areas adopted by the SHSP.

4.3 State Transportation Improvement Program

The Rhode Island STIP identifies the transportation projects that the state intends to implement using U.S. Department of Transportation (DOT) funds (RIDSP 2021). All projects in the STIP must be consistent with and support the implementation of the goals of the LRTP developed by the Rhode Island MPO. The most recent STIP was adopted by the State Planning Council and covers the federally required time period of federal fiscal year (FFY) 2022-2025, with additional information included for FFY 2026-2031. The STIP presents a 10-year program of over \$6 billion in funding for transportation projects from FFY 2022 to 2031. Most projects included in the STIP are focused on asset management to keep and maintain the state's existing infrastructure in a state of good repair.

The STIP highlights Rhode Island's three top priorities for transportation projects in the state:

- State of Good Repair (SOGR)
- Expanding Transportation Options
- Multimodal Transportation Safety

The STIP's primary priority is SOGR projects, which focus on addressing safety through the replacement of assets as they near the end of their useful lives. After the SOGR projects, the second priority area is to



Figure 26. RIDOT SHSP Emphasis Areas

expand transportation options in the state, through the modernization of transit, improvement and expansion of the active transportation network, support for community improvements and implementing Complete Streets, and investment in “smart” infrastructure. Finally, the third priority for the STIP is to make improvements to multimodal transportation safety by addressing safety hot spots in order to reduce serious injuries and roadway fatalities and provide infrastructure improvements or tools to enhance safety. The remaining projects in the STIP are focused on congestion management and traffic alleviation, improving connectivity, or future potential projects.

4.4 Rhode Island Complete Streets Action Plan (Under Development)

The state of Rhode Island emphasizes the importance of incorporating Complete Streets design features in the construction and modification of roads and highways. Design features aim to enhance and improve safety and accessibility of Rhode Island roadways for all users, including pedestrians, bicyclists, and public transportation riders.

The Statewide Complete Streets Plan being developed by RIDSP, in partnership with RIDOT and RIPTA, will act as a guide for building transportation projects that are “complete” and support all roadway users. The plan will include Complete Streets policy recommendations, implementation guidance, and planning guidelines for use by both the state of Rhode Island and its municipal government. Guidelines for roadway planners include those for streets, intersections, traffic calming, bikeways, walkways, transit, green streets, and more.

The Statewide Complete Streets Plan is intended to be used as an overarching guideline for the state. It does not identify priority streets or intersections or recommend Complete Streets projects for implementation. Instead, it is a tool to help state and municipal staff incorporate Complete Streets assets into transportation projects—including those identified by municipal SAPs.

4.5 Rhode Island Vulnerable Road User Safety Assessment

This document utilizes the Safe System Approach framework to better understand safety issues across the state, while also proposing solutions and other mitigation strategies (RIDOT 2023c). Some of the key findings in this assessment revealed that 58 percent of pedestrian fatalities occurred in four municipalities (Providence, Warwick, Cranston, and Pawtucket) and 93 percent of statewide VRU crashes occurred in Environmental Justice tracts. Additionally, some of the items included were a state road crosswalk inventory and a Bicycle Mobility Plan.

4.6 Rhode Island Moving Forward Statewide Bicycle Mobility Plan

Published in 2020, the plan is the first statewide initiative with the specific goal of expanding the bicycle network by identifying potential corridors and supporting the development of policies to effectively execute this goal (RIDSP 2020a). The document illustrates the state’s existing bicycle infrastructure conditions, summarizes state laws and policies related to bicycling, and outlines steps to sustainably implement a plan of this nature.

4.7 Other Plans

Some of the other plans published over time with a connection to safety in mobility in Rhode Island include the following:

- Providence's Great Streets Master Plan (City of Providence 2020)
- Walk Bike PCF (RIDSP 2020b)
- Rhode Island Congestion Management Process (Rhode Island Department of Administration 2020)
- Kennedy Plaza Pedestrian Road Safety Assessment (City of Providence 2014)
- Keep Newport Moving: City of Newport Transportation Master Plan (City of Newport 2023)
- City of Providence's Bicycling Master Plan (City of Providence 2013)
- Rhode Island's Comprehensive Outdoor Recreation Plan (RIDSP 2019)
- Rhode Island Department of Environmental Management (RIDEM) Environmental Justice Policy (RIDEM 2023)
- Rhode Island Bus Stop Design Guide (RIPTA 2024a)
- South Kingstown's Road Safety Assessment (RSA) on US Route 1 (Town of South Kingstown 2017)
- Transit Forward Rhode Island 2040: Rhode Island Transit Master Plan (RIPTA 2020)
- Portsmouth's West Main Road's Road Safety Assessment (Town of Portsmouth 2021)
- Providence's Woonasquatucket River Corridor Vision Plan (City of Providence 2018)

5. Action Plan

This action plan outlines the safety challenges and goals explored by each municipality in Rhode Island, linking them back to the state's overall goal to prevent serious injuries and save lives. Based on the goals and commitments established by each municipality in their respective SAPs, specific, measurable objectives were linked to actions and investments that can be deployed by the state. In each municipal SAP, recommended activities such as engineering standards, new infrastructure, and/or policy changes were articulated to meet local goals and objectives. Responsible agencies or individuals to coordinate each activity were identified, including RIDOT. Finally, benchmarks or metrics in support of Vision Zero were generated to enable each municipality to target individual projects, timelines, and progress. These benchmarks and metrics also provide an important data point for maintaining the progress and transparency of implementation efforts across Rhode Island.

Municipality goal setting was variable. Some municipalities set an individual goal for roadways within their jurisdiction that was paired with a separate goal to partner with RIDOT on roadways under the state's jurisdiction. Other municipalities set a single goal for all roadways, regardless of jurisdiction. Similarly, some municipalities set interim goals for a reduction in FSI crashes by a certain date, followed by the eventual goal of zero FSI crashes, while others set only a single eventual goal for zero FSI crashes.

Municipalities that established both **interim goals** to reduce FSIs and **long-term targets** to eliminate them entirely reflect a phased approach to improving roadway safety across different types of roadways.

- For **all roadways**, the most common **interim goal** is a **75 percent reduction in FSIs by 2035**, representing a significant step toward safer streets and communities.
- In addition to these interim benchmarks, municipalities also committed to **long-term goals of achieving zero FSIs**, with target years ranging from **2030 to 2050**. These long-term goals reflect each municipality's broader vision for eliminating traffic-related deaths and serious injuries altogether.

The timelines and targets vary based on local conditions, resources, and jurisdictional control. For example, municipalities often set more ambitious goals for **town-managed roadways**, where they have greater authority to implement safety improvements, while timelines for **state-managed roads** may be more gradual.

Table 17 synthesizes the FSI reduction targets on all roadways, municipal roadways, and state roadways set by Rhode Island municipalities in their SAPs.

In future updates, Rhode Island could include statewide benchmarks and targets for reducing and eliminating FSI crashes. These targets and benchmarks could then be referenced by municipalities in their future SAP updates.

Table 17. FSI Reduction Targets on all Roadways, Municipal Roadways, and State Roadways

Target	Maximum	Minimum
All Roadways		
Reduction in FSI (%)	75%	50%
Reduction in FSI (Target Year)	2035	2030
Zero FSI (Target Year)	2050	2030
Municipal Roadways		
Reduction in FSI (%)	50%	50%
Reduction in FSI (Target Year)	2040	2028
Zero FSI (Target Year)	2050	2030
State Roadways		
Reduction in FSI (%)	50%	50%
Reduction in FSI (Target Year)	2040	2030
Zero FSI (Target Year)	2050	2034

5.1 Proven Safety Countermeasures

To help stakeholders quickly identify and apply the most effective and context-appropriate safety solutions, countermeasures are categorized by targeted crash type, implementation timeframe, land use context, crash reduction factor (CRF), and estimated per-unit cost range.

Four main countermeasure types were identified for implementation in Rhode Island (intersection, general segment elements, bike-pedestrian, and speed management). Detailed implementation guidance for each countermeasure can be found in Appendix B. Some countermeasures apply to more than one category type. When this applies, both icons are displayed in the countermeasure name title block. The countermeasures address a range of safety issues. Twenty-five countermeasures could be developed in the short-term, or within the first 5 years. Twenty-two could be implemented in the mid-term, or between 5 and 10 years, and 29 would most likely be implemented in the long-term, or 10 years or more into the future.

Land use and development intensity influence the character and needs of an area, impacting factors like travel speeds, parking needs, recreational events, and commercial activities. Not all countermeasures are most effective in every land use or development context. Tailoring countermeasures to various land use and development contexts can be an effective way to ensure implementation aligns with the character and needs of the area. For the municipal SAPs as well as this Statewide SAP, each countermeasure was assigned to the particular context for maximum effectiveness. These contexts were characterized by land use and development intensity.

CRF measure the expected percentage reduction in fatal and serious injury crashes after implementing a specified safety improvement. For this study, CRFs were collected from national or state research organizations such as FHWA, the National Cooperative Highway Research Program, and various state DOTs to provide an effective platform for comparing the countermeasures. Information was not available in every instance, but in the end, a CRF was identified for about 70 percent (52) of the countermeasures identified.

Lastly, an estimated per unit cost range for each countermeasure provides relative cost and cost-effectiveness. This approach ensures transparency, aids in cost-benefit analysis, and supports efficient resource allocation. Cost can vary greatly based on the size and scope of a roadway safety project. Starting

with a survey of background and field research, a cost range was estimated per unit for each countermeasure. These cost ranges were categorized into three tiers.

- Tier 1: Up to \$149,999
- Tier 2: From \$150,000 to \$499,999
- Tier 3: \$500,000 or greater

Ascribing a per unit cost range allows an agency to estimate planning-level cost estimates using the cost tiers; dimensions for per-unit cost estimate ranges are based on 2024 dollars.

Cost Countermeasures

Tier 1 cost countermeasures are mostly comprised of signs, striping, delineators, minor lighting upgrades, modest intersection updates, and weather/vegetation mitigation.

Tier 2 cost countermeasures include signal upgrades, bus stop extensions, chicanes, mid-block crossings, smaller roundabouts, driveway closures, shoulder improvements, and speed safety cameras.

Tier 3 cost countermeasures include road diets, new turn lanes and interchanges, center concrete medians, new sidewalks and shared use paths, larger or more complex roundabouts, corridor lighting, variable speed limits, and corridor access management.

5.2 Project Selection

As previously stated, the Statewide SAP complements and supports local safety initiatives by aligning with the municipal SAPs developed for 31 participating communities. The municipal SAPs focus on specific safety issues, needs, and priorities within each community, while **the Statewide SAP serves as an overarching framework to integrate local efforts into a cohesive, statewide strategy. This will in turn improve access to funding and resources as well as promote the distribution of safety improvements across the state.**

The individual location-specific projects recommended by each municipal SAP are nested within the Statewide SAP (Appendix C). These projects are identified and developed by each municipal SAP to address safety concerns at specific intersections or corridors. Based on these plans, statewide trends and patterns can be assessed and systemic approaches or projects can be identified that address common safety concerns across municipal boundaries and across the state. This integration strengthens local efforts and creates a comprehensive, Statewide SAP with a greater overall impact.

5.2.1 Municipal Approaches

As part of a collaborative effort lead by RIPTA, SAPs were developed for 31 of the 39 communities in Rhode Island. Of the eight communities that did not participate in this effort, only one, the City of Providence, developed an independent SAP. The remaining seven communities have yet to develop a SAP.

During the development of each municipal SAP, initial projects and strategies were identified and prioritized to provide an effective and transparent approach to improve safety within the transportation system. For the 31 participating municipalities, a countermeasure toolkit reference document, as exhibited in Appendix B, was provided. A prioritization matrix was developed to provide strategic tools for each municipality to evaluate and rank safety projects based on their impact and feasibility. The matrix can be used to assess each project's potential to address critical safety issues and its alignment with overall safety

goals. By assigning scores or weights to various criteria (such as severity of risk, cost, and implementation timeline), the matrix will help identify high-priority projects that balance reactive and proactive strategies. The score or weight for each criterion was determined by local needs and priorities. Incorporating all these elements in this SAP's priorities will allow projects to meet the greatest safety challenges while meeting the priorities of the SS4A Program.

Observed trends in proven countermeasures selected for each project across municipalities are summarized in Table 18. In addition to these trends, it was also noted that numerous communities are conducting cross-departmental conversations regarding the coordination of efforts to implement recommended projects, as well as which department budget will be used to fund ongoing maintenance after grant funding ends.

Table 18. Observed Trends in Proven Countermeasures

Observed Trends/Proven Countermeasures	Description
Utility Poles/Sidewalk Widening or Utility Pole Relocation	Utility poles are hindering pedestrian travel; however, there is a lack of data to point to any pedestrian crashes caused by the placement of a utility pole.
Lack of Accessibility/ADA Improvements	Several municipalities have antiquated equipment and crosswalks due to deferred repair and/or maintenance, citing accessibility and visibility concerns.
Drivers Not Yielding to Pedestrians at Crosswalks/Rectangular Rapid Flashing Beacons (RRFBs)	Several municipalities are proposing RRFBs to increase yielding rates. However, RRFBs must be placed in locations with adequate sightlines to improve compliance.
Speeding/Speed Enforcement Cameras	Several municipalities are proposing speed enforcement cameras, which are currently only allowed in school zones.
Existing Stone Walls/Needed Space for Facilities Requiring Additional Right-of-Way	Many Rhode Island communities are characterized by historic stone walls defining property lines, and residents want to preserve these features when making safety improvements.
Inadequate Public Beach Access/Shared Use Trails, Pedestrian Bridges, etc.	Several municipalities cited a need for infrastructure that supports improved and safer access to public beaches.

A full list of selected projects can be found in Appendix C. Where discrepancies between the municipal projects in Appendix C and the municipal SAPs exist, this plan defers to the municipal SAP.

5.2.2 City of Providence

The City of Providence's Safe Streets Plan, completed in 2025, adopts the Safe System Approach to reduce the number of fatalities and serious injury crashes in the city. The SAP identifies a targeted list of historically unsafe or high-risk intersections. These intersections were ranked and ordered into three tiers identifying where safety treatments are of the highest priority, with Tier 1 being the most critical, Tier 2 being critical, and Tier 3 being important but not critical. The SAP also provides the City with an "Infrastructure Toolbox," or a toolbox of interventions to guide the transformation of the design of the street network organized by priority tier and applied to three different street contexts: local streets, collector streets, and arterial streets.

The City of Providence identified 43 actionable strategies in the SAP. Of those strategies, the following actions mirror trends observed in other Rhode Island community SAPs:

- Improve sidewalk and roadway infrastructure maintenance to improve accessibility.
- Add crosswalk marking and accessible ramps to every crosswalk location where they are absent to enhance visibility and improve compliance with federal requirements.

- Determine and implement standards for crosswalk comfort and accessibility, such as rectangular rapid flashing beacons.
- Establish procedures to address sidewalk obstructions, such as utility poles, and avoid new obstructions.
- Evaluate departmental structures and coordinate transportation workflows internally.

5.2.3 Statewide Approach

Rhode Island has been evaluating and planning for improved safety for some time. In 2023, RIDOT released an updated SHSP (RIDOT 2023b). The SHSP is part of the state's HSIP, which is a federal-aid program that uses funds to implement strategies and countermeasures that reduce fatalities and serious injuries on all public roads. The SHSP is also part of the STIP, which identifies projects for funding, and collaborates and coordinates with the HSP, which documents Rhode Island's safety program and progress toward performance targets. These efforts work together to enforce roadway safety standards, investigate safety violations, and conduct research on driver behavior and traffic safety. Building from these initiatives, as well as safety elements of other multimodal plans and the municipal SAPs, the Statewide SAP was developed to identify and implement systemic approaches or projects that help Rhode Island meet its safety goals. Chapter 4 contains a more detailed description of Rhode Island statewide plans with safety elements.

5.2.3.1 Policies, Guidelines, and Standards

This plan identifies policies, guidelines, and standards that can be implemented or fostered at the statewide level in order to make systemic improvements to safety.

Education

To drive these improvements, there is a critical need to increase public awareness, expand educational initiatives, and leverage social media campaigns that promote a consistent and widespread understanding of roadway safety. These campaigns should focus on youth and older adults and work to build a community culture of safety, emphasizing safe driving, biking, and walking. Examples include school-based education programs or tailored outreach to vulnerable populations, such as older adults, on the safe use of transportation resources that are available. Internal education should be prioritized within RIDOT's Engineering Divisions and among participating municipalities. A key objective should be equipping teams with the tools and knowledge to effectively apply the Safe System Approach in investment and development decision-making at all levels.

Post-Crash Care

A recurring finding is the need for improved post-crash management and care. A post-crash evaluation and response process should be developed to determine whether infrastructure upgrades reduce the potential for future crashes. By monitoring these trends and identifying best practices, lessons learned can be incorporated into future projects and/or design manuals. Several communities also identified the need for support for crash survivors and families of crash victims. There is a need for the development of a support network for these individuals, providing medical and/or psychological assistance in the wake of a crash.

Walkway Obstructions

Utility poles have proven to be a consistently observed obstruction to the accessibility and walkability of many communities' sidewalk infrastructure. Their placement on narrow sidewalks can severely limit the usable space, creating barriers for pedestrians—particularly those who may be using a mobility device,

such as wheelchairs or scooters, or other devices such as strollers. As such, there is a need to explore the feasibility of removing or relocating utility poles out of the sidewalk. If this is not feasible due to cost or limitation identified by local utility companies, the state should explore the possibility of widening sidewalks to provide adequate space for people walking or rolling.

Statewide Design Standards

Other needs include the development of statewide policy that identifies standards and design guidelines for implementing roadway safety projects, ensuring consistency and effectiveness across communities, regardless of land use context or resources available. The guidelines should explicitly identify safety as a primary factor/consideration in roadway design and requirements; RIDOT's Highway Design Manual (RIDOT 2008) and Traffic Design Manual (RIDOT 2025) identify safety as a primary factor. Not only will this effort provide unified guidance to municipalities, but it will also align local municipal planning efforts with state and federal requirements. For example, lighting, or lack thereof, was cited as a potential crash contributing factor in several communities. A lighting study could be used to identify and set lighting standards that can be applied to the entire HRN/HIN. Other standards or policies to develop include the information on municipal maintenance of transportation infrastructure.

5.2.3.2 Priorities

The following subsection breaks down priorities by type.

State Routes

Based on a review of the municipal SAPs, several priorities were identified that transcend local networks or specific land use contexts and are universal to the state of Rhode Island. Communities are focused on improving and modernizing infrastructure design, developing better ongoing maintenance practices, and establishing Complete Streets measures. Statewide efforts to improve safety should focus on state roads, as multiple state roads were identified as priority corridors by the municipal SAPs and recommendations have called for collaboration and partnership with RIDOT, RIPTA, and other stakeholders to implement projects along state roads.

Road Departures

Many recommendations from the municipal SAPs include countermeasures to combat roadway departures, reflecting a direct response to the high number of single-vehicle crashes documented within local communities (Figure 27). This trend is especially pronounced in areas characterized as rural, where factors such as high travel speeds, limited roadway lighting, and great distances between emergency services often contribute to an elevated risk of serious injury or fatal crashes when vehicles leave the roadway. Prioritizing future projects intended to prevent vehicles from unintentionally leaving the roadway and to reduce the severity of crashes when departures do occur supports safer travel for all road users regardless of community size or setting.

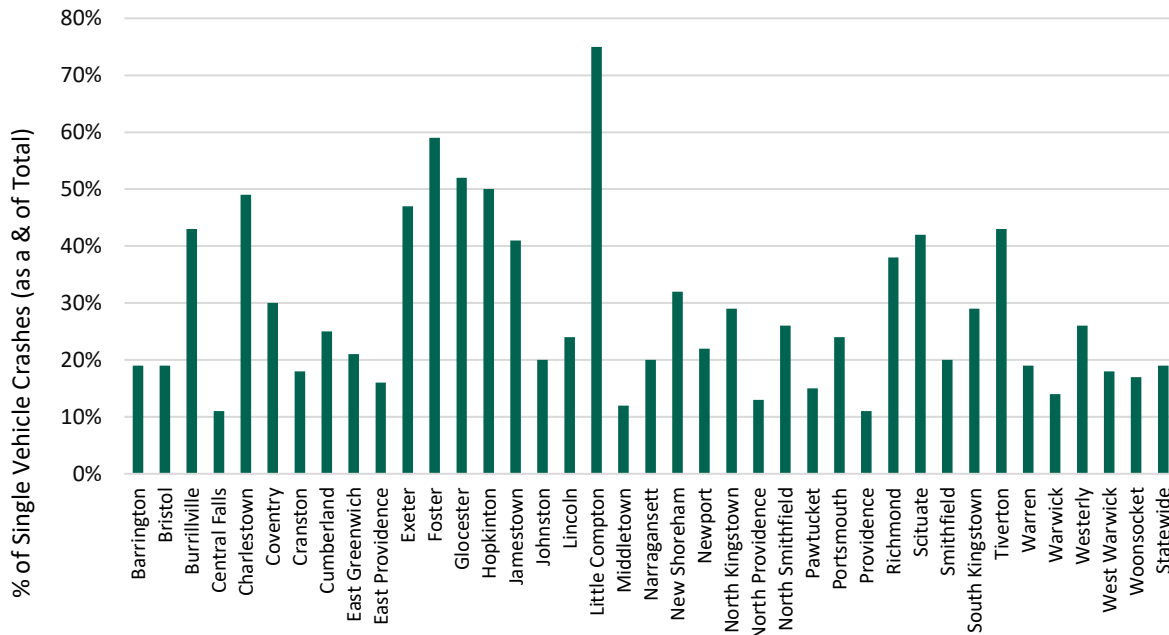


Figure 27. Percentage of Single Vehicle Crashes by Community (as a Percentage of Total Crashes)

Speed Enforcement

Speed enforcement is another priority area of concern identified by numerous communities, particularly in school zones or near schools generally. Many municipalities have noted that excessive vehicle speeds in these areas increase the risk and severity of crashes, posing a serious threat to pedestrian safety. As such, speed enforcement cameras and neighborhood traffic calming measures have been recommended in numerous locations, where allowable, to ensure consistent speed management.

Pedestrian Safety

In general, pedestrian safety should also be prioritized moving forward, as many pedestrian-oriented countermeasures were identified by municipalities looking for safe connections and spaces for pedestrians and school bus and transit users. Accessibility should be a key emphasis for pedestrian-focused projects, with numerous observations and concerns regarding lack of visibility and antiquated infrastructure that is not in compliance with current Americans with Disabilities Act (ADA) requirements. Priority improvements include removing sidewalk obstructions (specifically utility poles), installing additional pedestrian and bicycle-related pavement markings, and improving street crossings and conditions along the HIN and in densely settled land use contexts. In more urban areas, particular focus should be applied to enhance safety and access to public transit stops.

5.2.3.3 Funding Mechanisms

To facilitate the implementation of the priorities identified, it is recommended to begin with quick build projects and other refinements that do not need to be studied. These may include maintenance, installing speed limit signage, installing speed feedback signage, or conducting sightline improvements. A majority of

these projects can be funded through the annual STIP process, using funds dedicated to safety planning projects, such those under the HSIP.

Long-term infrastructure changes will require further planning and investment. These may include curb extensions, road diets, rectangular rapid flashing beacons, intersection geometry changes, narrowed lanes, bus stop improvements, and parking restrictions at intersections to improve visibility. Many of these projects are good candidates for the SS4A Program, with grant funding available for the implementation of recommendations from the municipal SAPs. Other potential grant programs include the Transportation Alternatives set aside under the FHWA Surface Transportation Block Grant program, which funds small-scale transportation projects, including pedestrian and bicycle facilities, which can help to align safety projects with broad bicycle-pedestrian goals. Similarly, the FHWA Congestion Mitigation and Air Quality Improvement project can support safety projects for bicyclists and pedestrians that also contribute to reduced vehicle emissions.

The full menu of safety countermeasures, including implementation timeframe and cost range, is included in Appendix B.

6. Progress and Transparency

In order to track project implementation and progress towards the vision and goals, the Statewide SAP should be evaluated regularly, with periodic progress reports noting accomplishments and alignment with state and federal best practices.

6.1 Plan Updates

This is the first Statewide SAP for Rhode Island. While there is no mandated update schedule for SAPs, this plan could inform and reflect the updates made to other statewide plans such as the LRTP, which is updated every 5 years. It could also be informed by updates to the municipal SAPs.

As previously indicated, this inaugural Statewide SAP effort, as well as the 31 municipal SAPs that were conducted concurrently, were funded by a 2023 SS4A grant award. Given that other entities were not eligible for this funding opportunity, RIPTA was the award recipient. However, RIPTA does not have jurisdiction over state or local roadway design and safety standards. Therefore, going forward, this plan's recommendations will be addressed in coordination with RIDSP, RIDOT, other state agencies, and the municipalities.

6.2 Progress Reporting for the Public

Primary updates will occur at the municipal level. However, it is also important to track progress statewide, so RIPTA will work to maintain and share a record of actions taken to support the recommendations in this SAP. A dashboard could be developed at the statewide level to support implementation across the State of Rhode Island. Statewide dashboards offer a centralized way to track crashes and safety projects across municipalities, helping identify trends, monitor progress, and guide resource allocation. Dashboards can be generated separately for public and internal agency use, providing different levels of detail for decision makers, while maintaining transparency with the public. By standardizing data and improving visibility, dashboards enhance coordination among local agencies and support more strategic, data-driven decisions under programs like SS4A.

7. References

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Appendix A: Safety Analysis Methods

Safety Analysis Methods

Safe Streets and Roads for All

June 2025



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Acronyms and Abbreviations

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

1. Introduction

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

2. Analysis Data

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

Table 1. Key Datasets

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

2.1 Land Use Context

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

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

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

2.2 Crash Geocoding

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

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

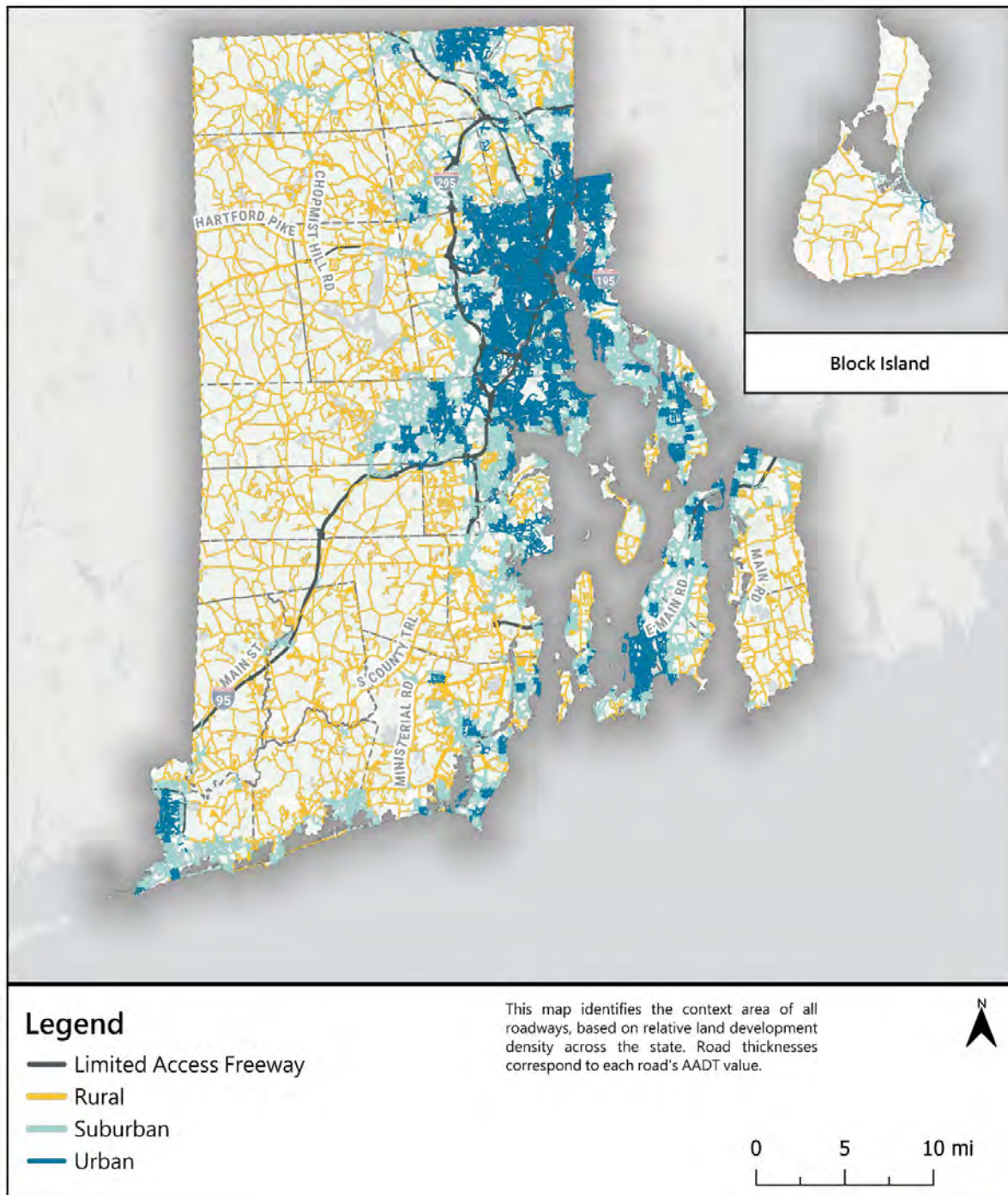


Figure 1. Context Area Assignment on Roadway Network

3. Crash Density Heatmaps

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

4. Baseline Crash Analysis Exhibits

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

Table 2. Baseline Crash Analysis Exhibits Content Overview

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

5. Baseline Crash Analysis Maps

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

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

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

5.1 Roadway Segmentation

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

Table 3. Roadway Re-segmentation Lengths by Context Area

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

5.2 Crash Assignment and Segment Scoring

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

Table 4. Crash Severity Scores

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

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

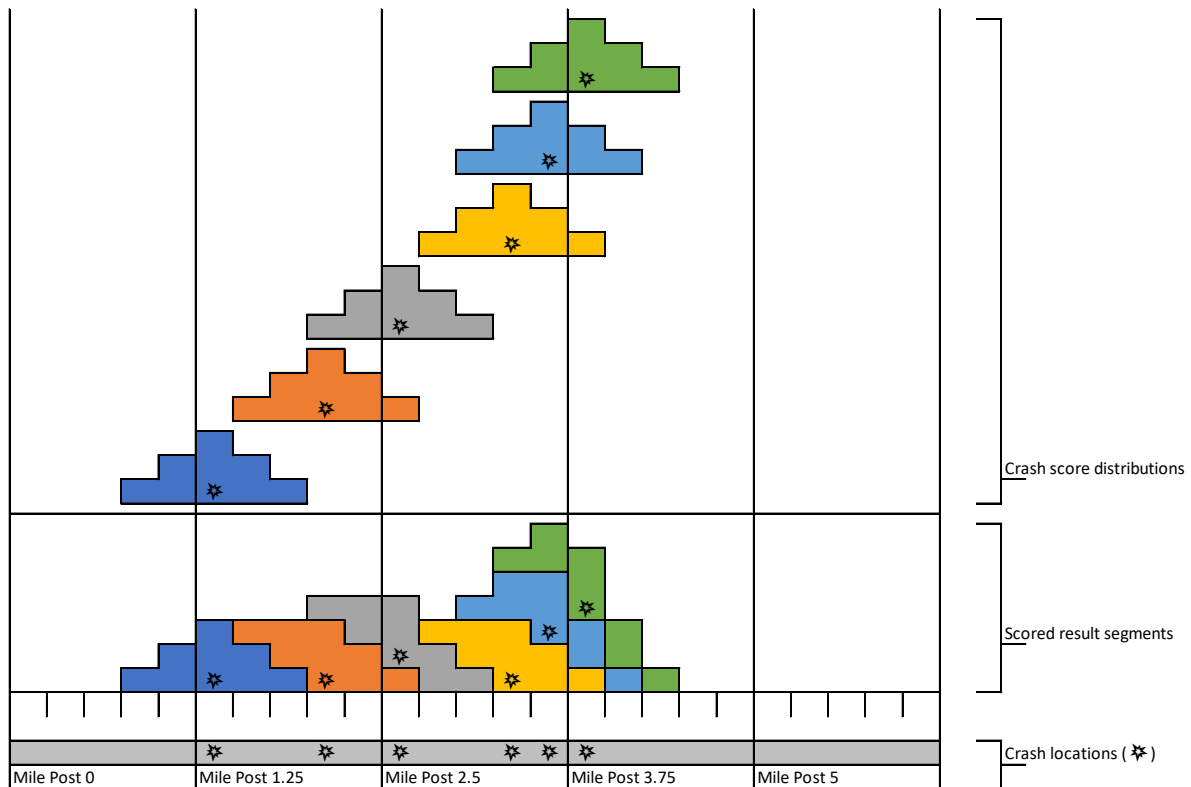


Figure 2. Sliding Window Analysis and Crash Distribution Schematic

5.3 Percentile Ranking and Selection

Once the sliding window analysis process was complete, the results were analyzed based on distributed crash scores to identify the top scoring roadway segments based on the distributed crash scores within each municipality. A percentile ranking was computed for each segment within each context area and each

municipality, then the top 15 percent of all roads were selected, as visualized in Figure 3. Breaking the ranking process out by municipality and context area ensures that every municipality is compared only against itself to determine the final target roadways, rather than comparing roadways in different context areas. Approximately 15 percent of each municipality's roadway network was selected as the final target roads, including 15 percent within each context area where adequate crash data exist (e.g., municipal networks in a context with zero crashes resulted in no target roads).

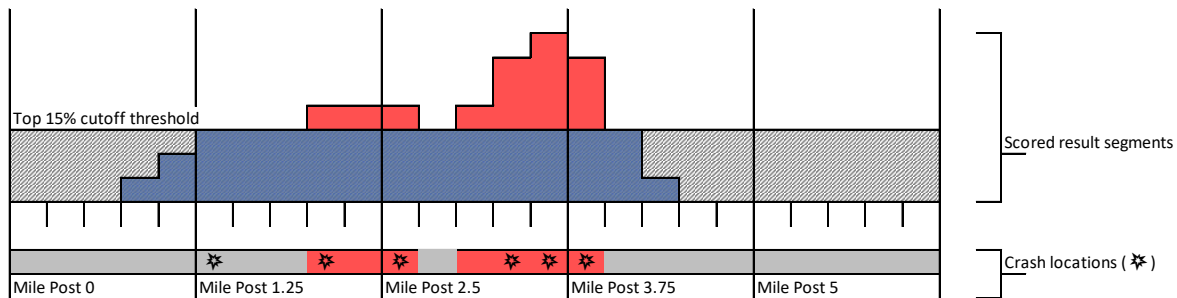


Figure 3. Percentile Ranking of Distributed Crash Scores

5.4 Post-Processing of Minor Roads

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

6. Risk-Based Analysis

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

6.1 Systemic Screening Factors

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

these generators should be removed. Instead, facilities near such generators may require additional support through safety investments.

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

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

Table 5. Systemic Screening Factors Analyzed

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

6.2 Analysis Process

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

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

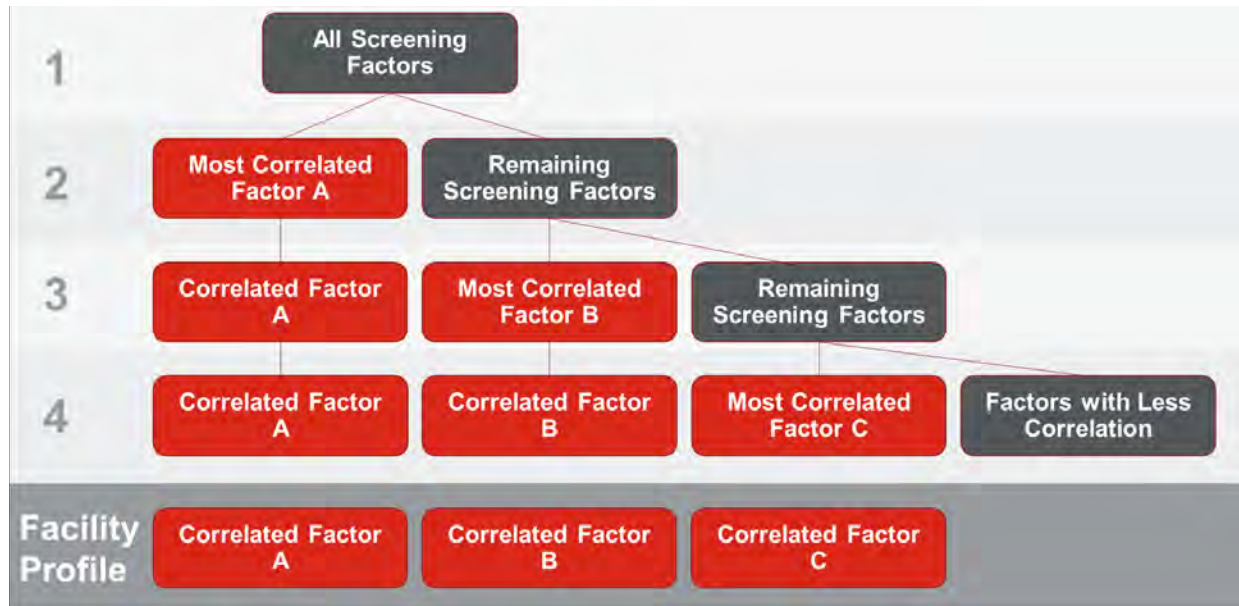


Figure 4. Illustration of the Decision Tree Process for Screening Combinations of Crash Risk Factors

6.3 Analysis Results

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

6.3.1 All Modes – Urban Context

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

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

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

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

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

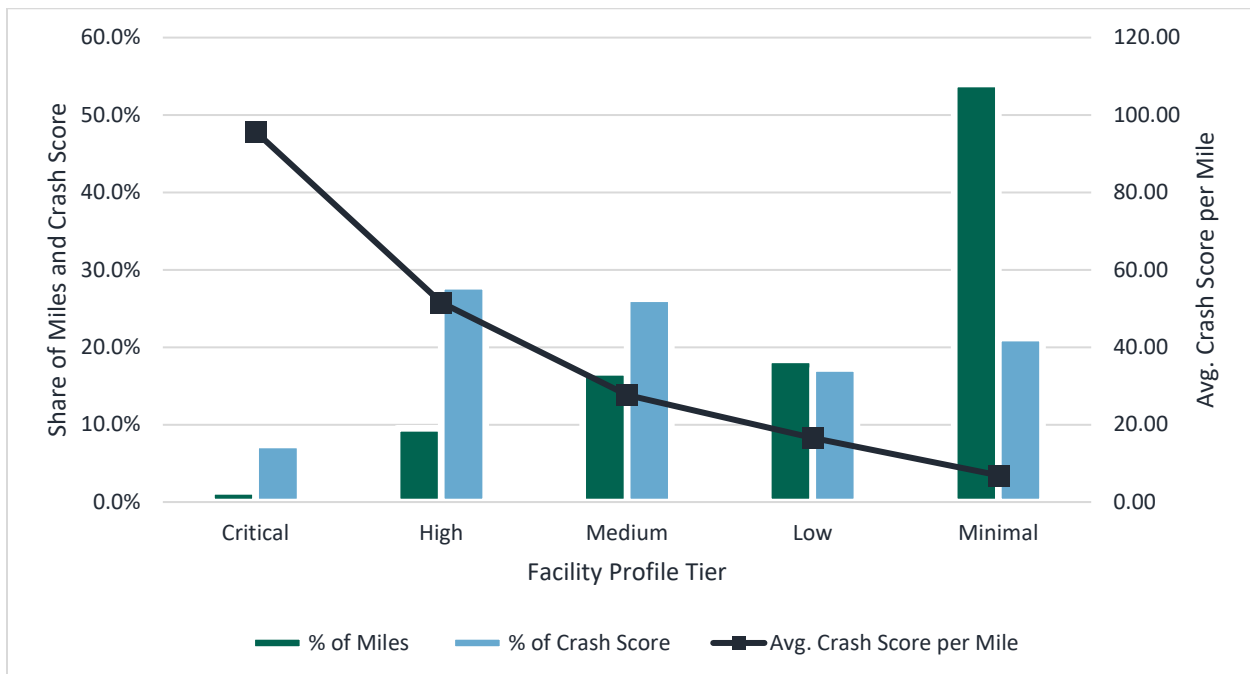


Figure 5. All Modes Facility Profile Tier Summary, Urban Context

6.3.2 All Modes – Suburban Context

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

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

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

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

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

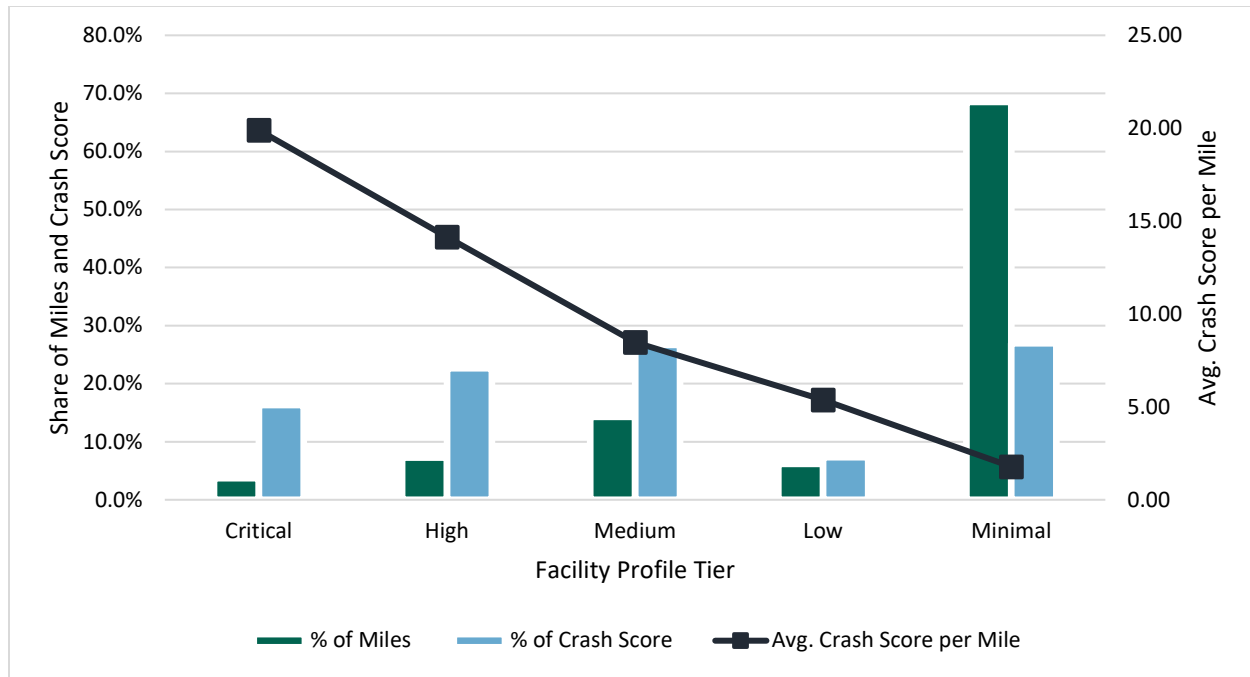


Figure 6. All Modes Facility Profile Tier Summary, Suburban Context

6.3.3 All Modes – Rural Context

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

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

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

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

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

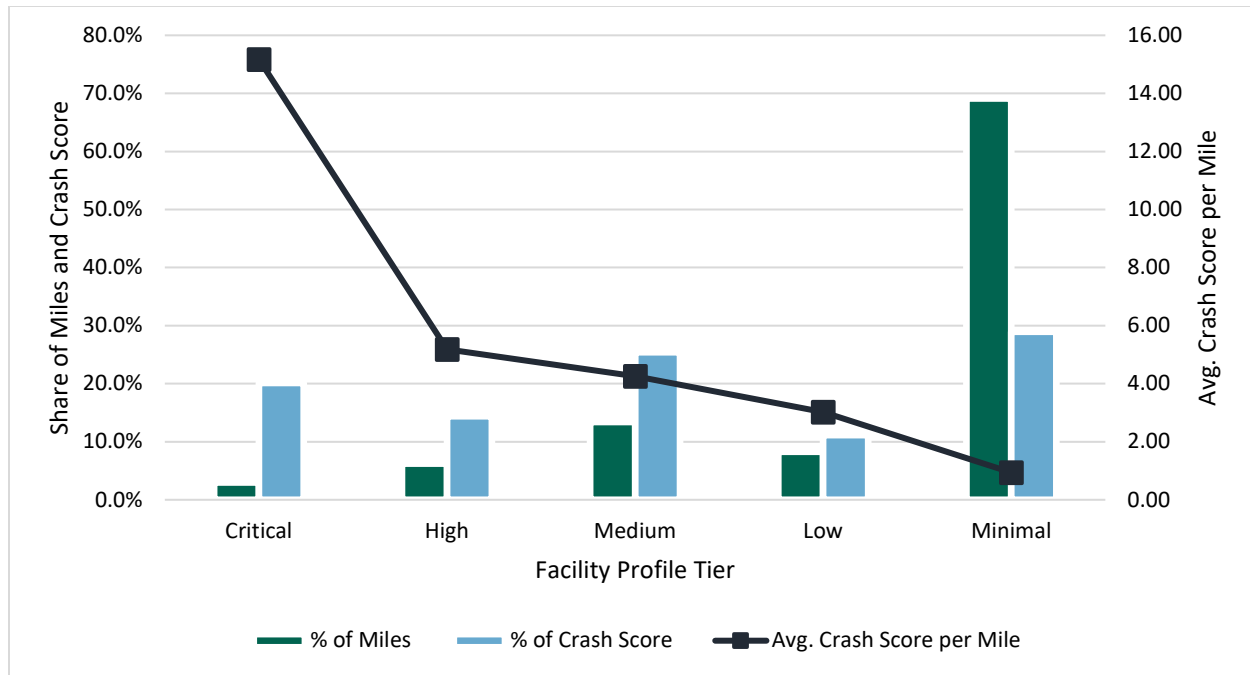


Figure 7. All Modes Facility Profile Tier Summary, Rural Context

6.3.4 Vulnerable Road User Modes – Urban Context

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

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

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

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

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

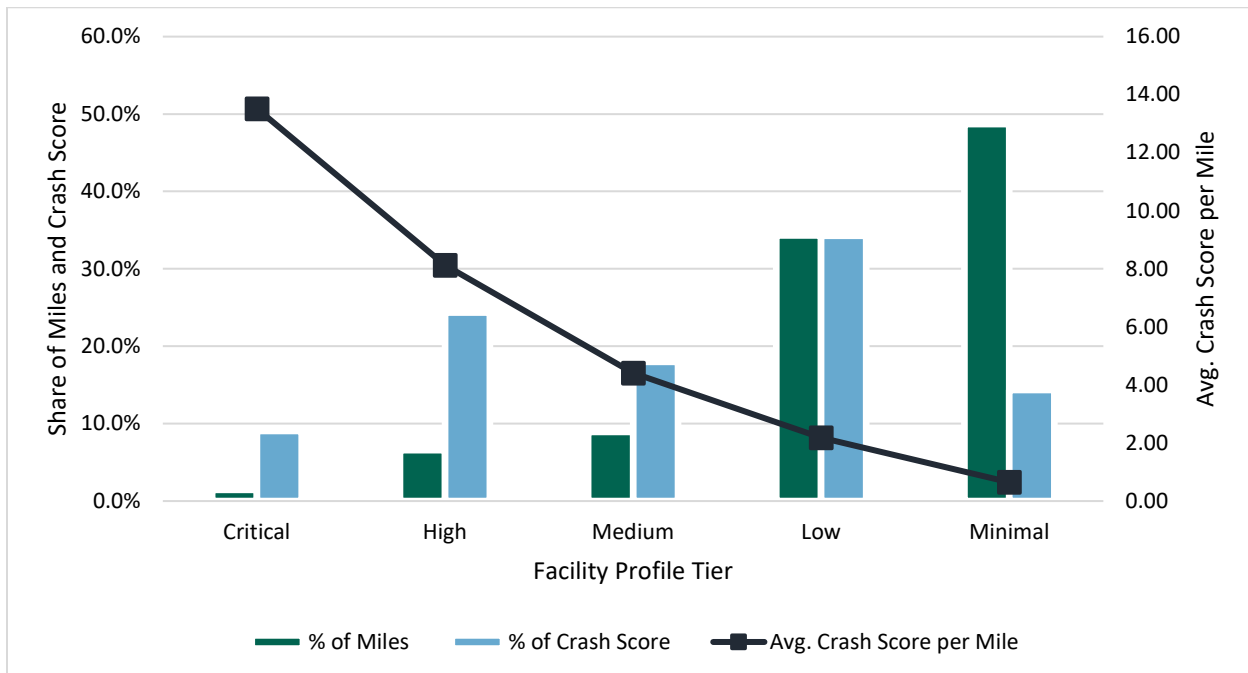


Figure 8. Vulnerable Road User Modes Facility Profile Tier Summary, Urban Context

6.3.5 Vulnerable Road User Modes – Suburban Context

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

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

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

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

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

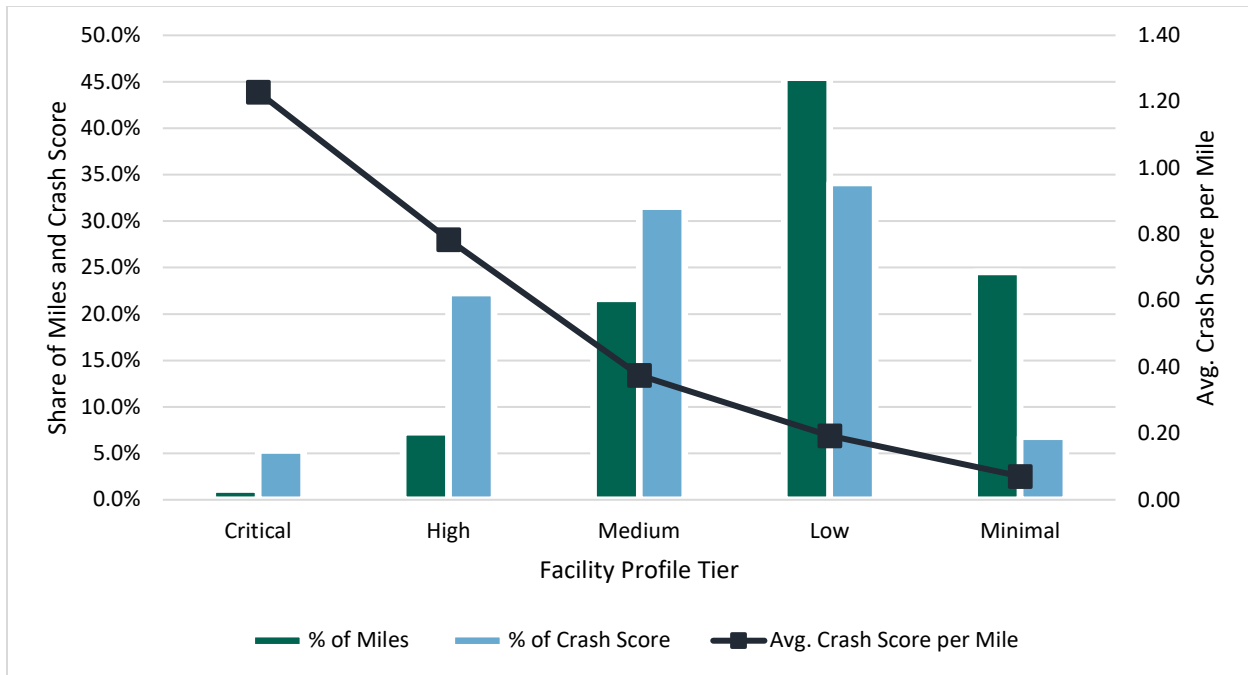


Figure 9. Vulnerable Road User Modes Facility Profile Tier Summary, Suburban Context

6.4 Top Tier Identification

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

Table 16. Top Risk Tiers by Municipality and Mode Group

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

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

7. High-Injury Network

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

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

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

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

8. Disclaimer

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

Appendix B: Countermeasure Toolkit

Countermeasure Toolkit

Safe Streets and Roads for All

June 2025



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1. Intersection Countermeasures



Intersection Countermeasures



1 Advance Dilemma Zone Detection

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



Advance Dilemma Zone Detection

Targeted Crash Type and/or Behavior

Traffic safety; failure to stop at red traffic signal lights

Facility Type



Intersection

Timeframe

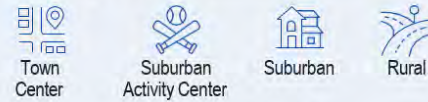


Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

8.2% (All); 43.6% (Angle)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Estimated Cost:

Site and need specific each intersection

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

2 Advanced Stop/Yield Markings

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



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

Targeted Crash Type and/or Behavior

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

Facility Type



Intersection

Timeframe

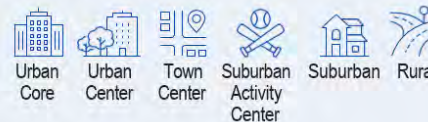


Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

90%

Fatality/Injury

96%

Property Damage Only

100%

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Estimated Cost:

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

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

3 Concrete Curb Extensions

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



Concrete Curb Extension
Original photo taken in field

Targeted Crash Type and/or Behavior

Speed-related crashes;
pedestrian-related crashes;
angle crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness
and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

35%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999

Estimated Cost:

>\$150,000 per unit



Source: <https://menlopark.gov/files/sharedassets/public/v13/public-works/documents/transportation/transportation-projects/menloparkvzap-countermeasuretoolbox.pdf>

4 Cross Traffic Does Not Stop - Adding Signage for Awareness

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



Cross Traffic Does Not Stop Sign
Photo courtesy of Wikimedia Commons,
<https://commons.wikimedia.org/>

Targeted Crash Type and/or Behavior

Unsignalized intersection
safety

Facility Type



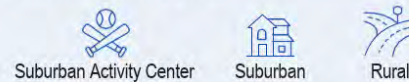
Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness
and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999

Estimated Cost:

\$500 - \$1,000 per intersection



Source: NA

5 Daylighting and Intersection Parking Restrictions

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



Daylighting/Intersection Parking Restrictions

Photo courtesy of Wirestock Creators/Adobe Stock

Targeted Crash Type and/or Behavior

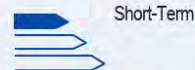
Angle crashes; pedestrian-related crashes

Facility Type



Intersection

Timeframe



Short-Term

Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

11%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999

Estimated Cost:

\$2,000-\$20,000 per intersection

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

6 Dedicated Left and Right Turn at Intersections

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



Dedicated Left and Right Turn at Intersections

Photo courtesy of Vitakot/stock photo

Targeted Crash Type and/or Behavior

Rear end crashes; angle crashes

Facility Type



Intersection

Timeframe

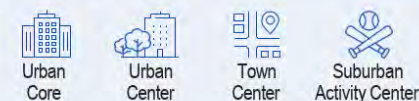


Mid-Term

Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

14%

Fatality/Injury

23%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999 to

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

Estimated Cost:

\$120,000 to

\$499,999 per intersection

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

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

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



Displaced Left-Turn

Targeted Crash Type and/or Behavior

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

Facility Type



Intersection

Timeframe



Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 3: Manage Conflicts in Time

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

TBD

Fatality/Injury

TBD

Property Damage Only

TBD

Cost

Cost Tier Level (1-3):

Tier 3: \$ \$ \$ \$ >\$500,000

Estimated Cost:
\$3-5M per intersection

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

8 Diverging Diamond Interchange (DDI)

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



Diverging Diamond Interchange (DDI)
Photo courtesy of George/Adobe Stock

Targeted Crash Type and/or Behavior

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

Facility Type



Intersection

Timeframe

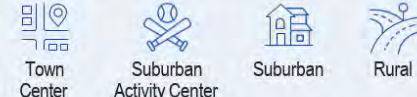


Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

14.2%

Fatality/Injury

44.2%

Property Damage Only

8.0%

Cost

Cost Tier Level (1-3):

Tier 3: \$ \$ \$ \$ >\$500,000

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

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

9 Intersection Lighting and Illumination

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



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

Targeted Crash Type and/or Behavior

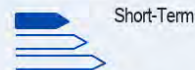
Nighttime crashes; angle crashes; rear-end crashes; pedestrian-related crashes

Facility Type



Intersection

Timeframe

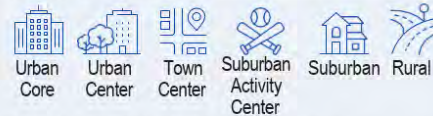


Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

32.6% (Angle); 43.8% (Vehicle/Pedestrian)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$2,000-\$4,000 per unit

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

10 Intersection Realignment

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



Intersection Realignment
Photo courtesy of Ceogh/Freerange Stock

Targeted Crash Type and/or Behavior

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

Facility Type



Intersection

Timeframe



Long-Term

Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999 to



Estimated Cost:

\$100,000-\$2.5M per intersection

Tier 3 \$ > \$500,000

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

11 Intersection Signal Coordination

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



Intersection Signal Coordination
Photo courtesy of Max Safaniuk/Adobe Stock

Targeted Crash Type and/or Behavior

Rear-end crashes; angle

crashes; pedestrian-related crashes

Facility Type



Intersection

Timeframe



Mid-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Tier 3: Manage Conflicts in Time

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

62%

Fatality/Injury

NA

Property Damage Only

59%

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

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

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

12 Intersection Stop Ahead or Yield Ahead Warning Signs

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



Intersection Stop Ahead Warning Sign
Photo courtesy of Carlos Santa Maria/Adobe Stock

Targeted Crash Type and/or Behavior

Failure to stop crashes;

failure to yield crashes

Facility Type



Intersection

Timeframe



Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness
and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

27%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$500 - \$1,000
per intersection

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

13 LED Bordered Stop Sign

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



LED Bordered Stop Sign
Photo courtesy of knelson20/Adobe Stock

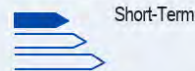
Targeted Crash Type and/or Behavior

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

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

9.1%

Fatality/Injury

9.4%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

Estimated Cost:

\$500-\$1,500 per unit



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

14 No Turn On Red

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



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

Targeted Crash Type and/or Behavior

Angle crashes; pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

3%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

Estimated Cost:

\$200-\$3,500 per unit



Source: https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwas18041/#ref

15 Overhead Flashing Beacon Signal

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



Overhead Flashing Beacon Signal
Photo courtesy of Christina Xu/flickr Creative Commons

Targeted Crash Type and/or Behavior

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

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

10.2%



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

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

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

16 Radar Activated Flashing Border Stop Signs

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



Radar Activated Flashing Border Stop Sign

Photo courtesy of knelson20/Adobe Stock

Targeted Crash Type and/or Behavior

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

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

41.1% (Angle Crashes)

Fatality/Injury

NA



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

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

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

17 Reduced Left-Turn Conflict

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



Reduced Left-Turn Conflict
Photo courtesy of Hans Haase/Wikimedia Creative Commons

Targeted Crash Type and/or Behavior

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

Facility Type



Intersection

Timeframe

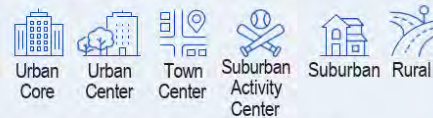


Mid-Term to Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

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

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999 to

Tier 2: \$\$\$

Tier 3: \$\$\$\$ > \$500,000

Estimated Cost:

\$100,000-\$2.5M per intersection

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

18 Reflective Backplates/LED Borders

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



Reflective Signal Backplate
Photo courtesy of Tracy Elford/Pexels

Targeted Crash Type and/or Behavior

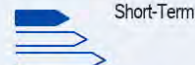
Intersection crashes; angle crashes; rear-end crashes; pedestrian-related crashes

Facility Type



Intersection

Timeframe



Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

15%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$6,000 - \$12,000 per unit

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

19 Roundabouts

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



Roundabout
Photo courtesy of Cavan Images/Adobe Stock

Targeted Crash Type and/or Behavior

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

Facility Type



Intersection

Timeframe

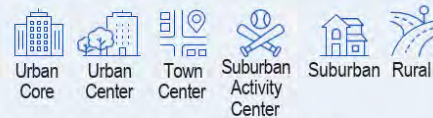


Long-Term

Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

58-67%

Fatality/Injury

78-82%



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 3: \$ \$ \$ \$ >\$500,000

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

Source: FHWA;

<https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>

20 Signal Ahead Signs

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



Signal Ahead Sign
Photo courtesy of jeffwqa/Adobe Stock

Targeted Crash Type and/or Behavior

Failure to stop at signalized intersections

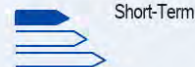
Facility Type



Intersection

Street

Timeframe

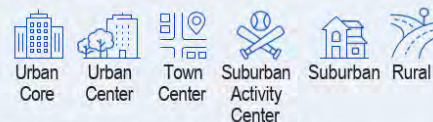


Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

10-27%



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999

\$ \$ \$ \$

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

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

21 Turbo Roundabouts

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



Turbo Roundabout

Photo courtesy of livq/Wikimedia Creative Commons

Targeted Crash Type and/or Behavior

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

Facility Type



Intersection

Timeframe

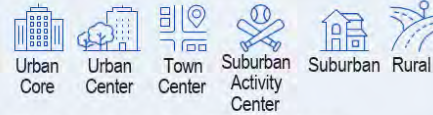


Long-Term

Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

76%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Estimated Cost:

Tier 3: \$\$\$\$ >\$500,000

\$2M-\$5M Site/
project specific

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

22 Vegetation Control Near Intersections

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



Vegetation near Intersection

Photo courtesy of oldmn/Adobe Stock

Targeted Crash Type and/or Behavior

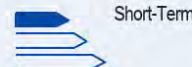
Angle crashes; failure to yield crashes; pedestrian-related crashes

Facility Type



Intersection

Timeframe

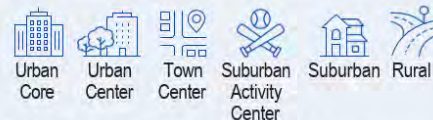


Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Estimated Cost:

Tier 1: \$ <\$149,999

\$100-\$600 per
acre

\$\$\$

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

23 Yellow Change Interval

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



Yellow Change Interval
Photo courtesy of Luis/Adobe Stock

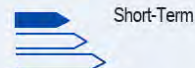
Targeted Crash Type and/or Behavior

Intersection crashes; failure to yield crashes; rear-end crashes; angle crashes

Facility Type



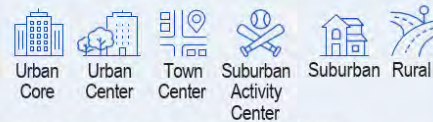
Timeframe



Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

8-14%

Fatality/Injury

12%



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Estimated Cost:

\$25,000 - \$50,000 per intersection

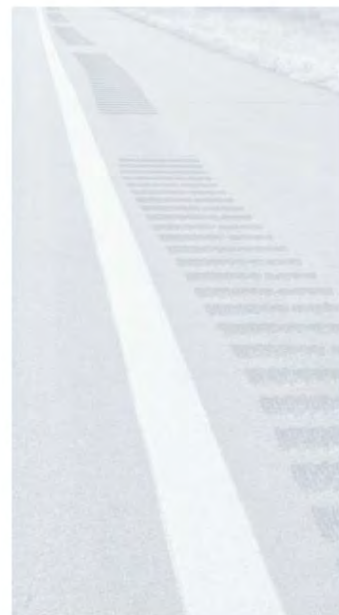
Source: FHWA;

<https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals>

2. General Segment Elements Countermeasures



General Segment Elements Countermeasures



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

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



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

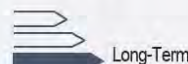
Targeted Crash Type and/or Behavior

Road condition safety

Facility Type



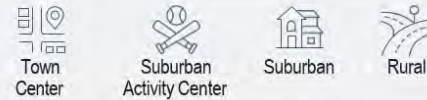
Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 2: \$150,000 - \$499,999
Estimated Cost: \$150,000-\$200,00 per installation

Source: NA

25 Center Left-Turn Lane

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



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

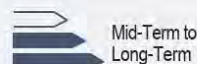
Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type



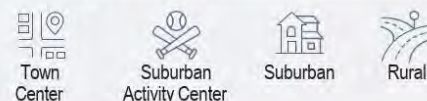
Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

36%

Fatality/Injury

34.8%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):
Tier 1: <\$149,999
Tier 3: >\$500,000
Estimated Cost: \$125,000-\$1M per mile

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



26 Corridor Access Management

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



Corridor Access Management
Photo courtesy of Song_about_summer/Adobe Stock

Targeted Crash Type and/or Behavior

Rear end crashes; angle crashes

Facility Type



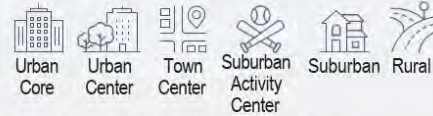
Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

11% (A, B, C)



Property Damage Only

5%



Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Tier 3: \$\$\$ >\$500,000



Estimated Cost:

\$50,000-\$500,000 per unit

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

27 Led Lighting Fixture Upgrades

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



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

Targeted Crash Type and/or Behavior

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

Facility Type



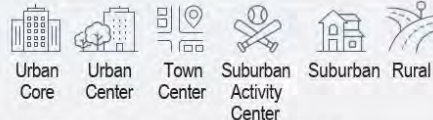
Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

28%-nighttime injury crashes; 42%-nighttime injury pedestrian crashes at intersections



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Estimated Cost:

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

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



28 Lighting (Additional Continuous Roadway Corridor Lighting)

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



Continuous Corridor Lighting
Photo courtesy of rh2010/Adobe Stock

Targeted Crash Type and/or Behavior

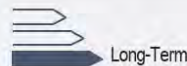
Nighttime crashes; roadway departure crashes; pedestrian-related crashes

Facility Type



Street

Timeframe



Long-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

21%

Fatality/Injury

27%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 2: \$ \$ \$ \$150,000 - \$499,999 to
Tier 3: \$ \$ \$ \$ >\$500,000

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

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

29 Living Snow Fence

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



Living Snow Fence
Photo courtesy of Ilya Yurkin/Pxhere

Targeted Crash Type and/or Behavior

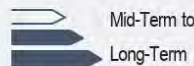
Road condition safety and visibility

Facility Type



Street

Timeframe



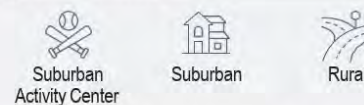
Mid-Term to

Long-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

11%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

Estimated Cost:

\$5,000 per mile

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



30 Local Road Safety Plans

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



Photo courtesy of troyanphoto/Adobe Stock

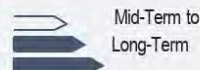
Targeted Crash Type and/or Behavior

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

Facility Type



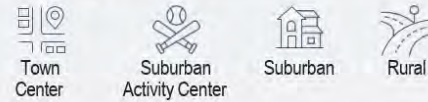
Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

17%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999 to
Tier 2: \$ \$ \$
Tier 3: \$ \$ \$ \$ > \$500,000

Estimated Cost:

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

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

31 Longitudinal Rumble Strips

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



Longitudinal Rumble Strips

Photo courtesy of MarekPhotoDesign/Adobe Stock

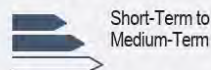
Targeted Crash Type and/or Behavior

Run-off road crashes; head-on crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

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

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999
Tier 2: \$ \$ \$
Tier 3: \$ \$ \$ \$

Estimated Cost:

\$500 - \$6,000
per mile

Source: FHWA; <https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads>



32 Median Barriers

Physical barriers in the center of multi-lane roads that prevent head-on collisions by separating opposing traffic flows. Barriers may be rigid (concrete), semi-rigid (guardrail) or flexible (high tension cable) based on roadway context.



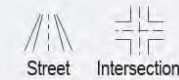
Median Barriers

Photo courtesy of Kenneth Spensler/Adobe Stock

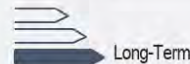
Targeted Crash Type and/or Behavior

Head-on crashes; opposite-direction sideswipe crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

86%

Fatality/Injury

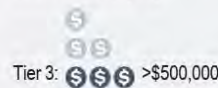
88%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):



Tier 3: >\$500,000

Estimated Cost:

\$500,000 per mile

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=974>

33 Pavement Friction Management

Increased pavement friction, especially in high-risk areas like curves or intersections. Techniques include high-friction surface treatments to reduce skidding and enhance control during adverse weather.



Pavement Friction Management

Photo courtesy of ArtificialHorizons/Adobe Stock

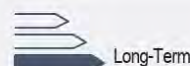
Targeted Crash Type and/or Behavior

Roadway departure crashes; intersection crashes; pedestrian-related crashes

Facility Type



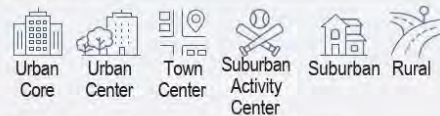
Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

20%

Fatality/Injury

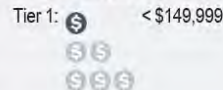
63%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):



Tier 1: <\$149,999

Estimated Cost:

\$20-\$30 per sq. yard

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/walkways_brochure.pdf



34 Road Safety Audit

Formal examination of the safety performance of an existing or future road segment or intersection by an independent team to identify potential safety concerns and recommend improvements.



Road Safety Audit

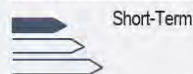
Targeted Crash Type and/or Behavior

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

Facility Type



Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

10-60%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Estimated Cost:

\$25,000-\$50,000 per specific needs

Source: FHWA;

<https://highways.dot.gov/safety/proven-safety-countermeasures/road-safety-audit>

35 Roadside Design at Curves

Enhanced roadside environment near curves with features like clear zones, barriers, or improved signage to reduce risks of road departure crashes.



Roadside Design at Curves

Photo courtesy of sumroeng/Adobe Stock

Targeted Crash Type and/or Behavior

Run-off road crashes

Facility Type



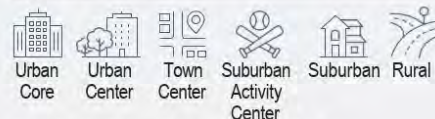
Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

27%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999 to



Tier 3: \$ >\$500,000

Estimated Cost:

Site and need specific

Source: FHWA; <https://safety.fhwa.dot.gov/provencountermeasures/fhwasa18029/ch4.cfm>



36 Safety Edge

A sloped pavement edge applied during road construction or resurfacing, allowing vehicles that drift off the road to return safely by reducing the risk of tire scrubbing against a vertical edge.



Safety Edge
Photo courtesy of Fenny/Adobe Stock

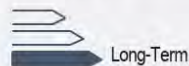
Targeted Crash Type and/or Behavior

Run-off road crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

21%-Run-off road crashes; 19%- Head-On crashes

Fatality/Injury

11%



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$2,000-\$5,000 per mile

Source: FHWA; <https://highways.dot.gov/safety/proven-safety-countermeasures/safetyedgesm>

37 Vegetation Management Along Corridors (Countywide Spray Program to Supplement Mowing)

Targeted use of herbicides in areas where mowing alone isn't sufficient to manage vegetation, helping to keep sightlines clear along rural or suburban roads.



Countywide Spray Program
Photo courtesy of Kristina Blokhin/Adobe Stock

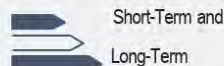
Targeted Crash Type and/or Behavior

Run-off road crashes; wildlife collisions

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$100-\$600 per acre

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



38 Wide Shoulder Area (Gravel or Paved But Not Combination)



A wide shoulder area provides a safe space for vehicles to pull over, emergency stops, or non-motorized use. Using a consistent material, either gravel or paved, prevents uneven surfaces that could affect vehicle control when exiting or re-entering the roadway.



Wide Shoulder Area

Photo courtesy of Ravi/Adobe Stock

Targeted Crash Type and/or Behavior

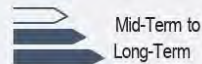
Speed-related crashes; run-off-road crashes; head-on crashes; nighttime crashes

Facility Type



Street

Timeframe



Mid-Term to Long-Term

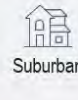
Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



Suburban Activity Center



Suburban



Rural

High Level Safety Benefit (CRF) - Total

34%

Fatality/Injury

49%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999 to

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



Estimated Cost:

\$5,000-

\$150,000 per mile

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7755>; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7757>

3. Bike-Pedestrian Countermeasures



Bike-Pedestrian Countermeasures



39 Bicycle Boxes



Pavement marking boxes placed at intersections allow cyclists to wait in front of vehicles during red lights, reducing conflicts and giving cyclists a head start when the light turns green.



Bicycle Box
Photo courtesy of itdp/Flickr Creative Commons

Targeted Crash Type and/or Behavior

Bicycle-related intersection crashes

Facility Type



Intersection

Timeframe



Mid-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



Urban Core



Urban Center



Town Center

High Level Safety Benefit (CRF) - Total

15% (Pedestrian, Bicycle)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$15 per square foot

Source: <https://menlopark.gov/files/sharedassets/public/v3/public-works/documents/transportation/transportation-projects/menloparkvzap-countermeasuretoolbox.pdf>

40 Bicycle Signals



Dedicated traffic signals for cyclists to provide safe and efficient movement through intersections.



Bicycle Signal
Photo courtesy of Adam L. Coppola/Flickr Creative Commons

Targeted Crash Type and/or Behavior

Bicycle-related intersection crashes

Facility Type



Intersection

Timeframe



Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



Urban Core



Urban Center



Town Center

High Level Safety Benefit (CRF) - Total

87.5%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

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



Estimated Cost:

\$250,000 per four-leg intersection (includes APS/CPS)

Source: NACTO;
<https://nacto.org/case-study/bicycle-signal-at-russell-boulevard-at-sycamore-lane-davis-ca/>



41 Bike/Pedestrian Signal Concurrency



Coordinating pedestrian and cyclist signals/phases to provide adequate crossing time.



Bike/Ped Signal Concurrency Sign
Photo courtesy of Isaac Mitchell/Pexels Public Domain

Targeted Crash Type and/or Behavior

Bicycle-pedestrian-related intersection crashes

Facility Type



Intersection

Timeframe



Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



Urban Core



Urban Center



Town Center

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

Signal time adjustment
\$2,000 - \$5,000 per phase

Source: NA

42 Bus Stop Extensions or Safety Improvements



Extending bus stop zones (increasing pedestrian space) improves access and safety for transit riders, pedestrians, and bicyclists while boarding or exiting buses.



Bus Stop Extensions/Safety Improvements
Photo courtesy of Austin Transportation and Public Works/Flickr Public Domain

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Street Intersection

Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



Urban Core



Urban Center



Town Center



Suburban Activity Center

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

50%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

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



Estimated Cost:

\$35,000-
\$50,000 site
and location
specific

Source: http://pedbikesafe.org/PEDSAFE/casestudies_detail.cfm?CM_NUM=5&CS_NUM=50



43 Crosswalk Visibility Enhancements Including Pavement Marking Striping and Signing



High-visibility markings, such as ladder or zebra patterns, increasing the visibility of crosswalks, alerting drivers to potential pedestrian crossings.



Crosswalk Visibility Enhancements

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Intersection

Timeframe



Short-Term

Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

19%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Estimated Cost:

\$500-\$15,000 per crossing

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?acid=4124>

44 Curb Ramps and Sidewalk Utility Coordination



Ramps provide smooth, safe transitions between sidewalks and crosswalks, benefiting pedestrians with mobility aids. Coordinating utilities on sidewalks maintains clear walk zones and proper delineation.



Curb Ramps/Sidewalk Utility Coordination

Photo courtesy of knelson20/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Intersection

Timeframe



Med-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ <\$149,999



Estimated Cost:

\$500 - \$10,000 per square foot

Source: NA



45 Hardened Centerlines



Physical barriers in the centerline of a road discourage vehicles from crossing into opposing lanes, reducing head-on collision risks, and slowing driver turning movements by delineating tighter turning radii.



Hardened Centerline
Photo courtesy of Portland Bureau of Transportation/
Creative Commons

Targeted Crash Type and/or Behavior

Speed-related crashes at intersections; angle crashes; pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

67%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$500-\$5,000
per leg of the
intersection

Source: CMF Clearinghouse;

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1692>

46 In-Street Pedestrian Crossing Signs (R1-6 or R1-6a)



Signs placed at pedestrian crossings to increase driver awareness and encourage yielding to pedestrian.



In-street Pedestrian Crossing Sign
Photo courtesy of karagubis/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

18%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$500-\$1,000
per unit

Source: CMF Clearinghouse;

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9022>



47 Leading Pedestrian Intervals (LPI)



Traffic signal strategy that gives pedestrians and bicyclists a head start at crosswalks before vehicles receive a green light, improving their visibility and reducing conflicts with turning vehicles.



Leading Pedestrian Interval
Photo courtesy of methaphum/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes;
Bicycle-related crashes

Facility Type



Intersection

Timeframe



Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



Urban Core



Urban Center



Town Center

High Level Safety Benefit (CRF) - Total

13%

Fatality/Injury

14%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$2,000-\$100,000 per phase or signal (APS/CPS may be needed)

Source: CMF Clearinghouse;

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9918>

48 Medians and Refuge Crossing Islands



Raised barriers in the middle of the road provide pedestrian refuge, allowing them to cross one direction of traffic at a time.



Crossing Island
Josip Ivankovic/Unsplash

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Street Intersection

Timeframe



Long-Term

Design Hierarchy Tier

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

Applicable Context Zone



Urban Core



Urban Center



Town Center

High Level Safety Benefit (CRF) - Total

46-56% (pedestrian crashes)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$50,000 - \$500,000 per unit

Tier 3: \$ \$ \$ \$ >\$500,000

Source: <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>



49 Mid-Block Curb Extensions or Bulb Outs



Curb extensions, or “bulb-outs,” narrow the roadway, shorten pedestrian crossings, slow vehicles and improve pedestrian visibility at intersections.



Intersection/Mid-block Curb Extension/
Bulb-out
Photo courtesy of Richard Dridul/Wikimedia Commons

Targeted Crash Type and/or Behavior

Pedestrian-related crashes;
angle crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness
and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

35%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

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

Estimated Cost:

\$5,000
-\$150,000 per
unit

Source: NA

50 New or Wider Buffers Between Types of Traffic User Modes



Increased separation between vehicle and pedestrian spaces or bike lanes enhances safety by minimizing conflicts.



New/Wider Buffers Between Traffic/
User Types
Photo courtesy of alpegori/Adobe Stock

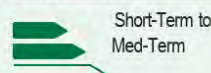
Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related
crashes

Facility Type



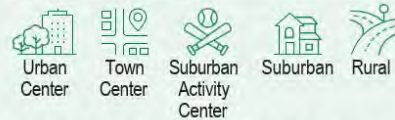
Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

50-56% (bicycle crashes)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999 to
Tier 2: \$\$
Tier 3: \$\$\$ > \$500,000

Estimated Cost:

\$5,000 -
\$30,000 per mile

Source: FHWA; <https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-23-025.pdf>



51 On-Street Parking



Strategically placed parking along streets helps create a buffer for pedestrians and manage traffic speeds.



On-Street Parking
Photo courtesy of Kirk Fisher/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes; sideswipe crashes; pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

52%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$5,000-\$10,000 per parking space

Source: CMF Clearinghouse;
<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9253>

52 Passive Pedestrian Detection



Automatic pedestrian detection at intersections or crosswalks without requiring a push button. Using sensors, cameras, or thermal imaging, the system detects when a pedestrian is waiting to cross, triggering the pedestrian signal phase accordingly.



Passive Pedestrian Detection
Photo courtesy of Greg Borenstein/Flickr

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

22% (pedestrian)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$2,000-\$10,000 per unit

Source: <http://www.pedbikesafe.org/pedsafe/>



53 Paved Safety or Shared Use Shoulders



Paved shoulder areas provide a separate space for bicyclists and pedestrians. It also provides space for vehicles to recover, reducing roadway departure crashes and space for vehicles needing to pull over.



Paved Shoulder

Photo courtesy of Balser/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related crashes

Facility Type



Street

Timeframe



Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



Suburban Activity Center



Suburban



Rural

High Level Safety Benefit (CRF) - Total

71% (pedestrian)

Fatality/Injury

NA



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999 to

Tier 2: \$ \$ \$

Tier 3: \$ \$ \$ > \$500,000

Estimated Cost:

\$100,000-

\$500,000 per

mile

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/walkways_brochure.pdf

54 Pedestrian Hybrid Beacons (PHB)



Traffic control devices activated by pedestrians at mid-block crossings or unsignalized intersections. The unique PHB red lights flash to alert drivers and provides a safe crossing interval for pedestrians.



Pedestrian Hybrid Beacon (PHB)

Photo courtesy of Austin Transportation and Public Works/Flickr

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Street Intersection

Timeframe



Mid-Term

Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



Urban Core



Urban Center



Town Center



Suburban Activity Center

High Level Safety Benefit (CRF) - Total

29%

Fatality/Injury

15%



Property Damage Only

NA



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999 to

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

Tier 3: \$ \$ \$ \$

Estimated Cost:

\$125,000 -

\$250,000 per

unit

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2911>



55 Pedestrian Warning Crossing Signage (W11-1, 2, etc.)



Warning signs that alert drivers to upcoming pedestrian crossings or other conditions, improving driver awareness and reducing collision risks.



Pedestrian Crossing Sign

Photo courtesy of Arvind Balaraman/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes; animal-related crashes; intersection-related crashes; curve-related crashes; school zone crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

12.1%

Fatality/Injury

18.6%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < \$149,999

Estimated Cost:

\$500- \$1,000 per unit



Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8892>; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8893>

56 Pedestrian-Scale Lighting



Lighting positioned to illuminate sidewalks and crosswalks, specifically enhancing pedestrian visibility at night.



Pedestrian-Scale Lighting

Photo courtesy of Fotolyse/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

60%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: < \$149,999 to

Estimated Cost:

\$2,500-\$4,000 per unit

Tier 3: > \$500,000



Source: http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=8&CS_NUM=86



57 Protected Crossing Phase/Pedestrian Scramble



Dedicated signal phase that halts all vehicle movement to allow pedestrians to cross in all directions simultaneously, reducing conflicts with turning vehicles.



Pedestrian Scramble
Photo courtesy of anaya/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Intersection

Timeframe



Design Hierarchy Tier

Tier 3: Manage Conflicts in Time
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

51%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$50,000-\$100,000 per unit

Source: CMF Clearinghouse;

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4117>

58 Protected Intersection



Intersection designs that separate cyclists, pedestrians, and motor vehicles using physical barriers or islands to reduce collision risks, particularly between turning vehicles and vulnerable road users.



Protected Intersection
Photo courtesy of Beyond DC/Flickr

Targeted Crash Type and/or Behavior

Bicycle-related intersection crashes

Facility Type



Intersection

Timeframe



Design Hierarchy Tier

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

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$50,000-250,000+ per intersection

Tier 3: \$ \$ \$ \$ > \$500,000

Source: <https://www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero/Tools-and-Guidelines/Multimodal-Safety-Engineering-Toolbox-Web-Format/Protected-Intersections>

59 Public Plazas or Parklets



Street space repurposed into pedestrian-friendly areas such as plazas or small parks (parklets), often in urban settings, to enhance public space while improving delineation for driving lanes.



Public Plaza/Parklet
Photo courtesy of Seattle DOT Photos/Flickr

Targeted Crash Type and/or Behavior

Pedestrian-related crashes, angle crashes, rear-end crashes; speed-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

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

Estimated Cost:

\$20,000-
\$150,000 per unit

Source: <https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/parklets/>

60 Raised Crosswalk



A Raised Crosswalk is an elevated pedestrian crossing designed to slow vehicle speeds, improve visibility of pedestrians, and enhance safety by aligning the crossing with the sidewalk level. It acts as a traffic calming measure.



Raised Crosswalk
Photo courtesy of Arnold Reinhold/Wikimedia Commons

Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

46% (pedestrian crashes)

Fatality/Injury

46%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999
\$ \$ \$ \$

Estimated Cost:

\$5,000-
\$30,000 per unit

Source: CMF Clearinghouse: <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=136>



61 Rectangular Rapid Flashing Beacons (RRFB)



Flashing beacons activated by pedestrians at unsignalized crosswalks to alert drivers of pedestrian presence, increasing crossing visibility and safety.



Flashing Rectangular Beacon
Photo courtesy of Seattle Lara Justine/Flickr

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

47.4% (pedestrian)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$10,000 - \$100,000 per unit

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9024>

62 Restripe Crosswalks and Stop Bars



Crosswalks and stop bars repainted to improve visibility and encourage drivers to be aware of pedestrian crossing areas and where to stop.



Restripe crosswalks/stop bars
Photo courtesy of Mario Cuadros/Pexels

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

8.3%-18.9%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$1,000-\$5,000 per unit

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8955>



63 Separated Bicycle Lanes



Physically separated bicycle lanes prevent interactions with motor vehicles, improving safety for cyclists by reducing collision risks.



Separated Bicycle Lane

Targeted Crash Type and/or Behavior

Bicycle-related crashes

Facility Type



Street

Timeframe



Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



Urban Core



Urban Center



Town Center



Suburban Activity Center

High Level Safety Benefit (CRF) - Total

30-49%; 53%- Bicycle/Vehicle crashes

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

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

Tier 3: \$ \$ \$ \$ > \$500,000

Estimated Cost:

\$50,000-
\$500,000 per
mile

Source: FHWA; <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

64 Shorter Signal Cycle Length



Reduced cycle length to decrease pedestrian and bicyclist wait times, making it safer and more efficient for pedestrians to cross intersections, and ultimately reducing non-intersection pedestrian crossings.



Shorter Signal Cycle Length
Photo courtesy of Ryan Smith/Flickr

Targeted Crash Type and/or Behavior

Bicycle and pedestrian-related intersection crashes

Facility Type



Intersection

Timeframe



Design Hierarchy Tier

Tier 3: Manage Conflicts in Time

Applicable Context Zone



Urban Core



Urban Center



Town Center



Suburban Activity Center

High Level Safety Benefit (CRF) - Total

37%

Fatality/Injury

12%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

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

Tier 3: \$ \$ \$ \$ > \$500,000

Estimated Cost:

\$30,000 to
\$250,000 per
intersection
(if new signal
required to add
APS/CPS)

Source: CCMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=383>



65 Sidewalks and Shared-Use Paths



Designated pathways for pedestrians or multiple users (e.g., cyclists and pedestrians), often separated from traffic to provide safe travel alternatives for non-motorized users.



Sidewalks/Shared-Use Path
Photo courtesy of Phil Champion/Wikimedia Commons

Targeted Crash Type and/or Behavior

Pedestrian and bicycle-related crashes

Facility Type



Street

Timeframe



Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

Sidewalks (65-89%)- Pedestrians; Paved Shoulders (71%) - Pedestrian crashes

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

Tier 3: \$\$\$ > \$500,000

Estimated Cost:

\$100,000-\$4.5M per mile

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/Walkways_508.pdf

66 Transverse Striping and Curb Extensions Using Flex-Posts or Bollards



Transverse striping and flex posts used to change the dimensions of driving lanes within the right-of-way. Typical applications include temporary islands, median extensions, chicanes, tightened intersection turning radii, and buffers between different user types.



Transverse Striping and Flex-Post/Bollard Curb Extensions

Photo courtesy of Tricky Shark/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes; pedestrian-related crashes; angle crashes

Facility Type



Street Intersection

Timeframe

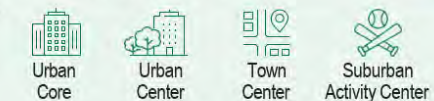


Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

34%

Fatality/Injury

36% (A,B,C)

Property Damage Only

28%

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

Tier 3: \$\$\$ > \$500,000

Estimated Cost:

\$500- \$5,000 per unit

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=138>



67 Turning Vehicles Yield to Pedestrians Signage



Signs (MUTCD R10-15) remind drivers to yield to pedestrians when turning at intersections, enhancing safety by reducing conflicts between vehicles and crossing pedestrians.



Turning Vehicles Yield to Pedestrians
Photo courtesy of elvis901/Adobe Stock

Targeted Crash Type and/or Behavior

Pedestrian-related crashes

Facility Type



Intersection

Timeframe



Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

25% (Pedestrian crashes)

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

\$500 - \$2,000 per unit (overhead/mast-mounted signs will cost more)

Source: <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9017>

4. Speed Management Countermeasures



Speed Management Countermeasures



68 Appropriate Speed Limits for All Road Users



Speed limits that reflect road type, surrounding environment/land use, and traffic volume help manage driving speeds, reduce crash severity, and accommodate all road users safely.



Appropriate Speed Limits for All Road Users

Photo courtesy of ansyvan/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type



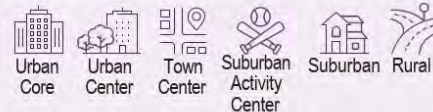
Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

26%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

New signs & posts
\$500 - \$1,500 per unit

Source: <https://safety.fhwa.dot.gov/provencountermeasures/appropriate-speed-limits.cfm>



69 Chicanes

Alternating curb extensions or other design features along a road create a winding pattern, slowing traffic by encouraging drivers to reduce speed.



Chicanes
Photo courtesy of Zigmunds/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type



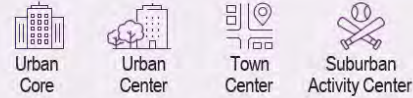
Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

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



Estimated Cost:

\$10,000-
\$50,000 per
unit, assume
multiple units
installed

Source: NA

70 Horizontal Curve Delineation incl. Chevron Signs (Optional Radar Activated Flashing Border)

Visual cues and markings that enhance the visibility of curved road sections, guiding drivers safely through these areas. Chevron-shaped signs marking curves, often with radar-activated flashing features, to alert drivers to reduce speed in advance of sharp turns.



Horizontal Curves/Chevron Signing
Photo courtesy of Suthin/Adobe Stock

Targeted Crash Type and/or Behavior

Roadway departure crashes

Facility Type



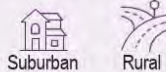
Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

35%-44%

Fatality/Injury

15%-60%

Property Damage Only



Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999



Estimated Cost:

Static signs \$500-
\$1,000 per unit, radar-
activated flashing signs
\$2,500-\$8,000 per unit,
pavement markings
\$10,000 per mile

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10362>
FHWA; https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation.cfm#psc-footnote

71 Road Diet or Lane Reallocation



Reconfiguration of travel lanes, often converting a four-lane road to two through lanes and a center left-turn lane, which calms traffic, improves safety, and creates space for bike lanes or wider sidewalks.



Road Diet

Photo courtesy of Complete Streets/Flickr

Targeted Crash Type and/or Behavior

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

Facility Type



Street

Timeframe



Long-Term

Design Hierarchy Tier

Tier 1: Remove Severe Conflicts

Tier 2: Reduce Vehicle Speeds

Applicable Context Zone



Urban Core



Urban Center



Town Center



Suburban Activity Center

High Level Safety Benefit (CRF) - Total

19-47%

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Estimated Cost:

Tier 2: \$ \$ \$ \$150,000 - \$499,999 to
Tier 3: \$ \$ \$ \$ >\$500,000

\$150,000 -
\$1M per mile

Source: FHWA; <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration>

72 Speed Cushion or Speed Hump (<5K AADT)



Raised sections of pavement used on low-speed roads (usually <5,000 annual average daily traffic) to slow vehicles and improve safety in residential or pedestrian-heavy areas.



Speed Hump

Photo courtesy of Richard Dridul/Wikimedia Commons

Targeted Crash Type and/or Behavior

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

Facility Type



Street

Timeframe



Short-Term

Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



Urban Core



Urban Center



Town Center



Suburban Activity Center



Suburban



Rural

High Level Safety Benefit (CRF) - Total

NA

Fatality/Injury

NA

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Estimated Cost:

Tier 1: \$ \$ \$ \$ <\$149,999

\$1,000 - \$10,000
per unit

Source: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-cushion/>



73 Speed Safety Cameras/Radar Speed Detection



Cameras or radar systems that monitor vehicle speeds, helping to enforce speed limits and reduce speeding-related crashes by deterring violations.



Speed Safety Cameras
Photo courtesy of Andrei Armiagov/Adobe Stock

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type



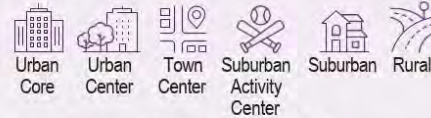
Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

54%

Fatality/Injury

48%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

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

Estimated Cost:

\$100,000 -
\$350,000 per unit

Source: FHWA; https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Cameras_508.pdf

74 Transverse Rumble Strips (Rubber, Plastic, or Milled-In)



Strips running across the roadway (typically before intersections or stop signs) to alert drivers with sound and vibration, helping to reduce speeds and increase awareness. Strips can either be traditional rumble strip grooves in pavement or installed raised rubber or plastic strips.



Transverse Rumble Strips
Photo courtesy of trainman111/Adobe Stock

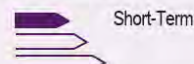
Targeted Crash Type and/or Behavior

Nighttime crashes; speed-related crashes; pedestrian-related crashes; distracted driving and attentiveness mitigation

Facility Type



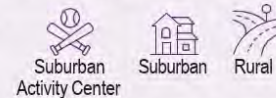
Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

13%

Fatality/Injury

29%

Property Damage Only

14%

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999
\$ \$ \$ \$

Estimated Cost:

\$2,000 -
\$3,000 per unit

Source: CMF Clearinghouse; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9046>



75 Variable Speed Limits



Speed limits that adjust based on real-time road conditions (e.g., weather, traffic volume), enhancing safety by reducing speed differentials between vehicles.



Variable Speed Limits
Photo courtesy of Wonderlane/Flickr

Targeted Crash Type and/or Behavior

Speed-related crashes

Facility Type



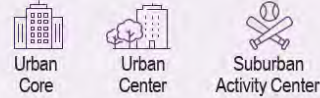
Timeframe



Design Hierarchy Tier

Tier 2: Reduce Vehicle Speeds
Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

34%

Fatality/Injury

51%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

\$ \$ \$

Tier 3: \$ \$ \$ > \$500,000

Estimated Cost:

\$50,000-
\$500,000 per
unit

Source: FHWA; <https://highways.dot.gov/safety/proven-safety-countermeasures/variable-speed-limits>

76 Wider Edge Lines



Wider white edge lines improve lane visibility and support lane-keeping, particularly in low-light or adverse weather conditions.



Wider Edge Lines
Photo courtesy of Ianu Arius/Adobe Stock

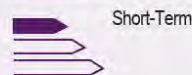
Targeted Crash Type and/or Behavior

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

Facility Type



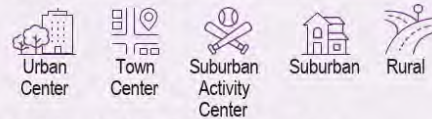
Timeframe



Design Hierarchy Tier

Tier 4: Increase Attentiveness and Awareness

Applicable Context Zone



High Level Safety Benefit (CRF) - Total

37%

Fatality/Injury

42%

Property Damage Only

NA

Cost

Cost Tier Level (1-3):

Tier 1: \$ < \$149,999

\$ \$ \$

Estimated Cost:

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

Source: FHWA; <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4737>



Appendix C: Selected Projects

Where discrepancies between the municipal projects in Appendix C and the municipal SAPs exist, this plan defers to the municipal SAPs.

Barrington Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
BA1	Barrington Safe Streets and Roads for All Safety Action Plan	Route 114/Old County Road (East Providence City Limits to Federal Road / Massasoit Avenue)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Conduct a corridor study to assess the long-term feasibility of redesigning Route 114 into one lane in each direction with center turn lanes and/or roundabouts at major intersections. Consider also a shared use path, improved RIPTA bus stop access, and resilience elements. Coordinate with East Providence. Consider alternative shoulder treatment that provide space for people walking and biking. Conduct an engineering study to reduce the speed limit. Assess feasibility of removing U-turn lanes north of Old River Road. Install a sidewalk to Walker Farm. Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. Assess feasibility of narrowing the Old County/Middle Highway intersection.	Barrington	2025	Recommendation	SS4A Project Proposal
BA2	Barrington Safe Streets and Roads for All Safety Action Plan	County Road (Federal Road / Massasoit Avenue to Fairway Drive)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Reduce speed limit Review intersections with Federal Road /Massasoit Avenue and Lincoln Avenue Evaluate new midblock crossings near RIPTA stops with RRFBS Repurpose shoulder as a bike lane Routine maintenance and repair along sidewalks Retime signal at Maple Avenue Explore removing center turn lane and install bike lanes, wider sidewalks, while maintaining some turn pockets	Barrington	2025	Recommendation	SS4A Project Proposal
BA3	Barrington Safe Streets and Roads for All Safety Action Plan	County Road (Fairway Drive to Warren Town Line)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Explore removing center turn lane and install bike lanes, wider sidewalks, while maintaining some turn pockets Explore options to redesign Rumstick Road intersection Repurpose shoulder as a bike lane Upgrade existing midblock crossings Study circulation and safety challenges at Sowams Road and New Meadow Road	Barrington	2025	Recommendation	SS4A Project Proposal
BA4	Barrington Safe Streets and Roads for All Safety Action Plan	County Road/Middle Highway (East Providence City Limits to Wampanoag Trail)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Consider neighborhood traffic calming treatments on Middle Highway. Upgrade or install sidewalks along Middle Highway. Evaluate reduced corner radii and mini roundabout at the intersection of Middle Highway and Primrose Hill Road. Conduct an intersection study with the goal of reducing the intersection size at Belton Drive. Install advanced warning signs and enhanced delineation of curves approaching Wampanoag Trail along County Road. Upgrade sidewalks, where feasible, and conduct an engineering study to reduce the speed limit East of Middle Highway along County Road. Conduct corridor study on County Road west of Middle Highway, to determine how to repurpose shoulder as either a shared use path, bike lanes, or to close sidewalk gaps. Conduct a traffic study to assess the feasibility of a road diet along Willett Avenue through the traffic circle, including options to modernize the traffic circle.	Barrington	2025	Recommendation	SS4A Project Proposal

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
BA5	Barrington Safe Streets and Roads for All Safety Action Plan	Sowams Road (New Meadow Road to County Road)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Install sidewalks to close gaps Improve sidewalks and crosswalks near Sowams School Traffic calming/speed enforcement Vegetation trimming Where feasible, paint a bike lane or explore neighborhood roads as alternative routes	Barrington	2025	Recommendation	SS4A Project Proposal
BA6	Barrington Safe Streets and Roads for All Safety Action Plan	New Meadow Road (Massachusetts State Line to County Road)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve intersections along the corridor with reduced corner radii, curb extensions, and traffic calming Where feasible, install painted bike lanes and signage. Install sidewalks between Deep Meadow Road and Christine Drive. Review roadway grading to improve drainage. Evaluate feasibility of relocating utility poles or widening sidewalk. Assess feasibility of installing curbing to physically separate the sidewalk. Improve Hampden Meadows Elementary School access with traffic calming and a crosswalk upgrade at Robbins Drive/Kent Street and a new crossing and RRFB at Lamson Road. Systemically consider curve delineation signage.	Barrington	2025	Recommendation	SS4A Project Proposal
BA7	Barrington Safe Streets and Roads for All Safety Action Plan	Massasoit Avenue / Martin Avenue / Lamson Road (Bowden Avenue to New Meadow Road)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install sidewalk on Massasoit Avenue and Martin Avenue, upgrade sidewalk on Lamson Road Neighborhood traffic calming Install high visibility crosswalks Reduce intersection radii	Barrington	2025	Recommendation	SS4A Project Proposal
BA8	Barrington Safe Streets and Roads for All Safety Action Plan	Lincoln Avenue (Washington Road to County Road)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	ADA and resiliency improvements at intersection with Washington Road No Right Turn on Red at Middle Highway intersection Upgrade sidewalks and crosswalks along corridor Review midblock crossing spacing and feasibility of bike facilities Review intersection with County Road	Barrington	2025	Recommendation	SS4A Project Proposal
BA9	Barrington Safe Streets and Roads for All Safety Action Plan	Federal Road/Massasoit Avenue (Middle Highway to Bowden Avenue)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Conduct an operational analysis of the County Road, Massasoit Avenue, and Federal Road intersection. Evaluate crosswalk installation with appropriate safety countermeasures at Bowden Avenue. Conduct an intersection study of Federal Road and Middle Highway. Install sidewalks and bike facilities between Middle Highway and Upland Way. Upgrade midblock crossings on Federal Road to improve visibility. Upgrade curb ramp at Upland Way to be ADA compliant.	Barrington	2025	Recommendation	SS4A Project Proposal
BA10	Barrington Safe Streets and Roads for All Safety Action Plan	Middle Highway (County Road to Nayatt Road)	Barrington, RIDOT	SS4A/FHWA	Pedestrian, Bike	Install continuous bike facilities from East Providence line to Nayatt Road. Study major intersections. Conduct Safe Routes to School study focused on traffic calming and enhanced crosswalk solutions near Primrose Hill Elementary School, Barrington Middle School, and the areas between. Upgrade bike path crossing to include high visibility crossing treatments. Assess the feasibility of closing sidewalk gaps.	Barrington	2025	Recommendation	SS4A Project Proposal

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
BA11	Barrington Safe Streets and Roads for All Safety Action Plan	Various Town Center Streets (West to County Road)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Retime the signal at Maple Avenue and County Road. Evaluate curb extensions on Waseca Avenue near County Road. Systemically restripe crosswalks as continental crosswalks. Systemically identify opportunities to reduce the width of driveway curb cuts along the corridor. Assess the feasibility of removing portions of the shoulder of Waseca Avenue between County Road and Wood Avenue to expand the sidewalk. Explore neighborhood traffic calming opportunities, particularly on Waseca Avenue and Anoka Avenue. Reduce the intersection size at West Street/Waseca Avenue and West Street/Anoka Avenue. Conduct parking study at West Street and Maple Avenue.	Barrington	2025	Recommendation	SS4A Project Proposal
BA12	Barrington Safe Streets and Roads for All Safety Action Plan	Rumstick Road (County Road to Apple Tree Lane)	Barrington, RIDOT	SS4A/FHWA	Pedestrian, Bike	Conduct an intersection study at Rumstick Road and County Road. Install sidewalks between Jennys Lane and Woodland Road and from Brentonwood Avenue to Chachapacassett Road. Consider installing additional advanced warning signs, upgrading striping to be high visibility, and/or installing RRFBS at crossings. Determine if additional speed enforcement is necessary. Consider crossing improvements at Nayatt Road. At the Rumstick Road/ Chachapacassett Road intersection, assess the feasibility of an intersection redesign. South of Chachapacassett Road, concurrent with repaving, explore opportunities for neighborhood traffic calming.	Barrington	2025	Recommendation	SS4A Project Proposal
BA13	Barrington Safe Streets and Roads for All Safety Action Plan	Nayatt Road (Washington Road to Rumstick Road)	Barrington, RIDOT	SS4A/FHWA	Pedestrian, Bike	Install a sidewalk from Broadview Drive to Middle Highway. Assess the feasibility of painted bike lanes and signage along the corridor. Upgrade existing marked crosswalks near the Rhode Island Country Club and Nayatt School. Advance traffic calming solutions near the Nayatt School. Trim vegetation along the corridor. Conduct studies to reduce the size of intersections on Nayatt Road at Washington Road, Middle Highway, and Rumstick Road. Assess the feasibility of installing a sidewalk from Middle Highway to Washington Road.	Barrington	2025	Recommendation	SS4A Project Proposal
BA14	Barrington Safe Streets and Roads for All Safety Action Plan	Washington Road (County Road to Nayatt Road)	Barrington, RIDOT	SS4A/FHWA	Pedestrian, Bike	Assess the feasibility of modernizing the traffic circle at Willett Avenue/County Road. Upgrade existing sidewalks, where feasible, throughout the corridor and close sidewalk gaps where sidewalks do not exist today. Consider traffic calming, particularly near schools. Assess opportunities to upgrade crosswalks and curb ramps. Conduct an engineering study to reduce the corridor speed limit. Conduct corridor study to assess the feasibility of a separated cycling/multiuse path facility. Conduct intersection studies of the feasibility of reducing corner radii along the corridor, notably at Nayatt Road and Lincoln Avenue.	Barrington	2025	Recommendation	SS4A Project Proposal

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
BA15	Barrington Safe Streets and Roads for All Safety Action Plan	Bay Springs Avenue (Leslie Avenue / Edwin Street to Washington Road)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Reduce travel lane width and stripe a bike lane Neighborhood traffic calming Improve crossing at East Bay Bike Path ADA improvements at Narragansett Avenue and Washington Road intersections	Barrington	2025	Recommendation	SS4A Project Proposal
BA16	Barrington Safe Streets and Roads for All Safety Action Plan	Ferry Lane (Rumstick Road to Matthewson Road)	Barrington, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Assess the feasibility of a sidewalk or install advisory shoulders Assess the feasibility of transforming corridor into neighborhood greenway Install traffic calming elements Reinforce intersection with Matthewson Road	Barrington	2025	Recommendation	SS4A Project Proposal

Bristol Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
BR1	STIP 2022-2031 (Revision 14 with Pending Changes)	Hope Street and Ferry Road Resurfacing & Sidewalks, Phase 2	RIDOT	2022 NSBP, HSIP and RICAP Match (design); 2023 Earmark (construction)	Vehicular, Pedestrian	Resurfacing of RI Route 114 and upgrading of sidewalks along the way.	Bristol	2024-2025	Active	STIP ID 1299, PTS ID 0076L
BR2	STIP 2022-2031 (Revision 14 with Pending Changes)	RI-136, Metacom Avenue (Chestnut Street to Warren Town Line)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	Bristol	2028-2031	Active	STIP ID 1301, PTS ID 0079V
BR3	Bristol Safe Streets and Roads for All Safety Action Plan	Ferry Road/Route 114 (Columban Drive to Mt. Hope Bridge)	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Traffic calming; pedestrian/bicyclist amenities; fill sidewalk network gap from Metacom Avenue to existing crosswalk; reconsider roundabout or alternative intersection solution	Bristol	2025	Recommendation	SS4A Project Proposal
BR4	Bristol Safe Streets and Roads for All Safety Action Plan	Ferry Road (Route 114) (Columban Drive to Hope Street)	Bristol, RIDOT	SS4A/FHWA	Pedestrian, Bike	Note that DOT is already planning sidewalks on the west side (Wood Street -Metacom Avenue); consider adding bike access, enhance crosswalks, lighting, and signage	Bristol	2025	Recommendation	SS4A Project Proposal
BR5	Bristol Safe Streets and Roads for All Safety Action Plan	Hope Street (Ferry Road to Constitution Street)	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Move, eliminate, or improve (bump out) Walley Street crosswalk; add signage/traffic calming treatments at curve	Bristol	2025	Recommendation	SS4A Project Proposal
BR6	Bristol Safe Streets and Roads for All Safety Action Plan	Hope Street (Constitution Street to Franklin Street)	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Implement raised crosswalks, curb extensions, and other traffic calming measures; improve crosswalk visibility and accessibility; enhance bicycle/pedestrian infrastructure	Bristol	2025	Recommendation	SS4A Project Proposal
BR7	Bristol Safe Streets and Roads for All Safety Action Plan	Hope Street (Washington Street to Asylum Road)	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Install traffic calming features; add separated bike lanes or a multi-use path connecting to the East Bay Bike Path; improve crosswalk safety; emphasize preserving historical character	Bristol	2025	Recommendation	SS4A Project Proposal
BR8	Bristol Safe Streets and Roads for All Safety Action Plan	Hope Street (Asylum Road to Jefferson Lane)	Bristol, RIDOT	SS4A/FHWA	Vehicular	Traffic calming in school zone, speed enforcement	Bristol	2025	Recommendation	SS4A Project Proposal
BR9	Bristol Safe Streets and Roads for All Safety Action Plan	Metacom Avenue (Ferry Road to Mount Hope Avenue)	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve intersection sight lines; improve and install sidewalks, bike lanes, and other pedestrian/bicycle amenities; implement speed management	Bristol	2025	Recommendation	SS4A Project Proposal
BR10	Bristol Safe Streets and Roads for All Safety Action Plan	Metacom Avenue (Mount Hope Avenue to Sowams Road)	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Redesign intersections with curb extensions, high-visibility crosswalks, and pedestrian signals; add new crosswalks; implement speed limit reduction and enforcement	Bristol	2025	Recommendation	SS4A Project Proposal
BR11	Bristol Safe Streets and Roads for All Safety Action Plan	Metacom Avenue (Sowams Road to town line)	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Implement traffic calming or road diet; add pedestrian/bike amenities and fill gaps in the sidewalks network; connect pedestrian amenities between neighborhoods to the east and west sides of town	Bristol	2025	Recommendation	SS4A Project Proposal
BR12	Bristol Safe Streets and Roads for All Safety Action Plan	Bay View Avenue	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Road diet and traffic calming; add designated bike facilities; add pedestrian infrastructure to upper east end; consider Complete Streets approach	Bristol	2025	Recommendation	SS4A Project Proposal
BR13	Bristol Safe Streets and Roads for All Safety Action Plan	Sherry Avenue and Perry Street	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Move forward Wood Street Extension as alternative route for bikes/pedestrians; add signage/safety treatments at Chestnut; improve pedestrian sidewalks/crosswalks; widen street	Bristol	2025	Recommendation	SS4A Project Proposal
BR14	Bristol Safe Streets and Roads for All Safety Action Plan	Naomi Street	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Prioritize safe access to the high school for all modes; improve sidewalks; add signage/treatments at Chestnut	Bristol	2025	Recommendation	SS4A Project Proposal
BR15	Bristol Safe Streets and Roads for All Safety Action Plan	Poppasquash Road	Bristol, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Traffic calming measures; visibility treatments; sidewalk improvements	Bristol	2025	Recommendation	SS4A Project Proposal

Burrillville Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
BU1	STIP 2022-2031 (Revision 14 with Pending Changes)	Pavement Improvements - Putnam Pike and Reservoir Road	RIDOT	RICAP Match, STBG (design); NHPP, RICAP Match, STBG (construction)	Vehicular, Bike	Resurfacing of the roadway, including active transportation improvements, such as a dashed advisory bike lane, alongside additional improvements to traffic safety and stormwater.	Burrillville, Glocester	2022-2025	Active	STIP ID 1304, PTS ID 2605N
BU2	Burrillville Safe Streets and Roads for All Safety Action Plan	Lapham Farm Road	Burrillville	SS4A/FHWA	Vehicular	Institute a suite of countermeasures to improve roadway conditions around horizontal and vertical curves and the intersections. Improve sightlines and visibility at intersections, especially ensuring stop signs are easy to see. Install edge lines to demarcate the roadway edge. At horizontal curves, consider improvements such as chevron signs, clear zones, adding/widening shoulders, cable barriers, and metal beam guardrails. When resurfacing the road, consider the use of SafetyEdge technology to eliminate the potential for vertical drop-off at the pavement edge.	Burrillville	2025-2026	Recommendation	SAP
BU3	Burrillville Safe Streets and Roads for All Safety Action Plan	Pascoag - Elm Street Recreation Trail Terminus	Burrillville	SS4A/FHWA	Vehicular, Pedestrian, Bike	Install more visible signage at Elm Street entrance to make residents more aware of the Recreation Trail and the parking lot at the trailhead (including EV Parking). Use pavement markings and additional signage along Elm Street and Eastern Avenue to direct people to and from the trailhead as it is currently difficult to find	Burrillville	2025-2026	Recommendation	SAP
BU4	Burrillville Safe Streets and Roads for All Safety Action Plan	Pascoag - Main Street and South Main Street	Burrillville, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Convert intersection to an all-way stop by installing stop signs and other pavement markings as needed, such as stop bars. Repaint stop bars and crosswalk markings on Sayles Avenue. Restrict parking within 20 feet of crosswalks to improve visibility. Install RRFBs at mid-block crosswalks along Main Street between Sayles Avenue and Bridge Way.	Burrillville	2025-2026	Recommendation	SAP
BU5	Burrillville Safe Streets and Roads for All Safety Action Plan	Pascoag - Reservoir Road and South Main Street	Burrillville, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Restrict parking within 20 feet of crosswalks to improve visibility. Restripe pavement markings. Install "Pedestrian Crossing Ahead" signage roughly 200 feet south of the intersection.	Burrillville	2025-2026	Recommendation	SAP
BU6	Burrillville Safe Streets and Roads for All Safety Action Plan	Pascoag - North Main Street and Main Street	Burrillville, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install crosswalk and signage across North Main Street to connect into side entrance of Bradford Court (coordinate with property owners). Install a new left turn lane for traffic travelling northbound on Main Street and wanting to turn left onto North Main Street. To accommodate left turn lane, remove parts of the grass strip on the west side of Main Street and remove and reset curb line to accommodate a road-widening.	Burrillville	2025-2026	Recommendation	SAP
BU7	Burrillville Safe Streets and Roads for All Safety Action Plan	Chapel Street Sunoco Station and Skate Park	Burrillville, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install a new crosswalk with RRFBS across Chapel Street to connect the existing sidewalk on the south side to the Sunoco Station. Install a new 50 foot stretch of sidewalk and curb ramp in front of the Sunoco Station to receive the new crosswalk. Reduce the size of curb cut at the Sunoco Station to better control in/out movements.	Burrillville	2025-2026	Recommendation	SAP
BU8	Burrillville Safe Streets and Roads for All Safety Action Plan	Harrisville - Callahan School	Burrillville, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Restrict parking within 20 feet of crosswalks connecting to the school entrance pathway. Reconstruct sidewalk sections in poor condition. Install detectable warning panels on curb ramps. Install curb extensions on either side of the crosswalk to make the crossing shorter to slow traffic.	Burrillville	2025-2026	Recommendation	SAP

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
BU9	Burrillville Safe Streets and Roads for All Safety Action Plan	Harrisville - Chapel Street and Main Street	Burrillville, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Reinstall pedestrian crossing sign on the east side of Main Street that was knocked down. Reconstruct crosswalk and stop bar across Main Street to not be at a skewed angle such that it is a shorter distance to cross. Restrict parking near intersection to increase visibility. Replace detectable warning panels on curb ramps. Reduce the horizontal curve on Chapel Street to slow traffic and make the intersection a more traditional 3-way "T" intersection. This can be accomplished using low-cost methods such as flex posts and/or pavement markings or more costly but permanent methods, by removing and resetting curb lines.	Burrillville	2025-2026	Recommendation	SAP
BU10	Burrillville Safe Streets and Roads for All Safety Action Plan	Harrisville - Main Street and East Avenue	Burrillville, RIDOT	SS4A/FHWA	Vehicular	Install detectable warning panels on curb ramps. Repaint faded pavement markings. Restrict parking within 20 feet of intersection to increase visibility. Consider intersection redesign alternatives such as making it permanently signalized or installing a roundabout.	Burrillville	2025-2026	Recommendation	SAP
BU11	Burrillville Safe Streets and Roads for All Safety Action Plan	Harrisville - Mowry Street	Burrillville, RIDOT	SS4A/FHWA	Pedestrian	Reconstruct crosswalk on the south side of Mowry Street to connect into existing sidewalk. Install wayfinding signage to direct people to the Recreation Trail.	Burrillville	2025-2026	Recommendation	SAP
BU12	Burrillville Safe Streets and Roads for All Safety Action Plan	High School - East Avenue	Burrillville, RIDOT	SS4A/FHWA	Vehicular	Install speed feedback signs on East Avenue around 400 feet in each direction of the High School entrance. Restrict temporary parking on East Avenue during school pick-up time using temporary methods, such as cones and signage. If satisfactory, make permanent changes to the curb line to restrict ability to park in this area.	Burrillville	2025-2026	Recommendation	SAP
BU13	Burrillville Safe Streets and Roads for All Safety Action Plan	East Avenue and Broncos Highway	Burrillville, RIDOT	SS4A/FHWA	Vehicular	Add signal ahead signage Broncos Highway Northbound south of the intersection with East Avenue where there is a hill crest.	Burrillville	2025-2026	Recommendation	SAP
BU14	Burrillville Safe Streets and Roads for All Safety Action Plan	Douglas Turnpike and Broncos Highway	Burrillville, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Verify loading capacity of span wire and add backplates and reflective borders to all traffic lights. Adjust pedestrian crossing time to give leading interval.	Burrillville	2025-2026	Recommendation	SAP
BU15	Burrillville Safe Streets and Roads for All Safety Action Plan	Victory Highway and Douglas Turnpike	Burrillville, RIDOT	SS4A/FHWA	Vehicular	Reduce the length of the curb at the Sunoco station to create a dedicated driveway entrance/exit away from the intersection. Repaint faded pavement markings. Continue to coordinate with RIDOT on proposed TIP project and development of a roundabout design or other intersection alternatives.	Burrillville	2025-2026	Recommendation	SAP
BU16	Burrillville Safe Streets and Roads for All Safety Action Plan	Mapleville - Victory Highway and Main Street	Burrillville, RIDOT	SS4A/FHWA	Vehicular	Convert Sandhill Road into a 1-way street eastbound. Convert Main Street between Sandhill Road and Victory Highway into a 1-way street northbound. Reconfigure the skewed intersections of Victory Highway and Sandhill Road and Main Street to be at a 90-degree angle. Add horizontal curve chevron signs along Victory Highway.	Burrillville	2025-2026	Recommendation	SAP

Central Falls Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CF1	Walk Bike PCF, January 2020	Broad Street (Cumberland Line to Chestnut Street)	BSRI, Town of Cumberland (RI), RIPTA, RIDOT	HSIP, NHPP, RIHMA, CDBG	Bike, Pedestrian	Separate bike lanes and ADA accessibility	Central Falls	2020	Recommendation	N/A
CF2	Walk Bike PCF, January 2020	Lonsdale Avenue (Lincoln Line to Main Street)	RIPTA, RIDOT, JPC	Municipal Paving Program, RI*STARS, CDBG	Pedestrian	Streetscape and crosswalk improvements at intersections and bus stops	Central Falls, Pawtucket	2020	Recommendation	N/A
CF3	Walk Bike PCF, January 2020	Roosevelt Avenue (Broadway to Exchange Street)	RIDEM, RIDOT, FRA, G&W	Municipal Paving Program, CDBG	Bike	Enhance Blackstone River Bikeway	Central Falls, Pawtucket	2020	Recommendation	N/A
CF4	Walk Bike PCF, January 2020	Washington Street / Hawes Street (Hunt Street to Barton Street)	CFSD	RI*STARS, CDBG	Bike	Create comfortable spine through the heart of Central Falls	Central Falls	2020	Recommendation	N/A
CF5	Walk Bike PCF, January 2020	Chestnut Street / Blackstone Street (Washington Street to High Street)	RIDOT, CFSD	Municipal Paving Program, CDBG	Bike	Create safe greenway route on Chestnut Street	Central Falls	2020	Recommendation	N/A
CF6	Walk Bike PCF, January 2020	Pine Street (Crossman Street to Barton Street)	JPC, RIDOT	RIDEM Urban & Community Forestry Program, Municipal Paving Program, CDBG	Pedestrian	Strengthen walking connections from Central Falls to PCF train station and Conant District	Central Falls, Pawtucket	2020	Recommendation	N/A
CF7	Walk Bike PCF, January 2020	Hunt Street (Dexter Street to Samoset Avenue)	RIPTA, RIDOT, CFSD	Municipal Paving Program, RI*STARS, CDBG	Pedestrian	Create a comfortable east-west walking route across the northern part of Central Falls	Central Falls	2020	Recommendation	N/A
CF8	Walk Bike PCF, January 2020	Cowden Street (Dexter Street to Broad Street)	RIDOT, CFSD	RI*STARS	Bike	Narrow travel and parking lanes to add parking-protected bike lanes between Cottage Street and Benefit Street	Central Falls	2020	Recommendation	N/A
CF9	Walk Bike PCF, January 2020	Higginson Avenue / Lonsdale Avenue / Claremont Street / Moore Street (Lincoln Line to Dexter Street)	RIDOT, RIPTA, Town of Lincoln, RI	Municipal Paving Program, RI*STARS, CDBG	Bike	Create a continuous neighborhood greenway route between Dexter Street and Lonsdale Avenue	Central Falls	2020	Recommendation	N/A
CF10	Walk Bike PCF, January 2020	Cross Street (Dexter Street to Blackstone River)	RIDOT, CFSD, JPC	STIP, CDBG	Bike	Create a comfortable east/west neighborhood greenway route to connect people biking between Central Avenue	Central Falls, Pawtucket	2020	Recommendation	N/A
CF11	Walk Bike PCF, January 2020	Broad Street (Blackstone Street to Barton Street)	BSRI, RIPTA, CFSD	HSIP, NHPP, RIHMA, CDBG	Bike, Pedestrian	Continue the goals of the Broad Street Regeneration Initiative by creating more space for Regeneration Initiative by creating more space for people walking and on bikes with expanded sidewalks, slower vehicle traffic, and separated bike lanes.	Central Falls, Pawtucket	2020	Recommendation	N/A
CF12	Walk Bike PCF, January 2020	Dexter Street (Lonsdale Avenue to Pawtucket Line)	RIPTA, CFSD, JPC, RIDOT	Municipal Paving Program, CDBG	Bike	Consider streetscape enhancements to improve the experience for people walking, biking, and taking transit with parking chicanes to slow vehicle traffic and bus bulbs to provide more efficient in-lane bus operations.	Central Falls	2020	Recommendation	N/A
CF13	Walk Bike PCF, January 2020	Sacred Heart Avenue / Charles Street (Broad Street to Roosevelt Avenue)	BVTC, RIDOT	RI*STARS, CDBG	Bike	Connect people biking to the future Blackstone River Bikeway alignment using separated bike lanes on Sacred Heart Avenue between Broad Street and High Street	Central Falls	2020	Recommendation	N/A
CF14	STIP 2022-2031 (Revision 14 with Pending Changes)	(Lincoln Town Line to Heaton Street) and US 1 Pawtucket Avenue (Providence Town Line to Garden Street)	RIDOT	Outyear, RICAP Match, STBG (design); Outyear (construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation. Additional improvements to pedestrian infrastructure and stormwater drainage may be included.	Central Falls, Pawtucket	2025-2026	Active	STIP ID 1306, PTS ID 0082J
CF15	STIP 2022-2031 (Revision 14 with Pending Changes)	Broad Street Regeneration Initiative	RIDOT	AugRed, RICAP Match (design); Closeouts, RICAP Match (construction)	Vehicular, Bike, Pedestrian	Reconstruct full length of Broad Street through three communities to create complete street; Include pavement, stormwater drainage, turning/parking lanes, sidewalks, streetscape amenities, shade trees.	Central Falls, Pawtucket, Cumberland	2022-2023	Active	STIP ID 9007, PTS ID 0004D. Combined with PIDs 1307 and 1317
CF16	Central Falls Safe Streets and Roads for All Safety Action Plan	Review Automated Traffic Safety Cameras	CFPD, Central Falls DPW, Central Falls Department of Planning	SS4A/FHWA	Vehicular	Review the existing Automated Traffic Safety Cameras locations and evaluate expanding the deployment to reduce speeding and unsafe driving behaviors.	Central Falls	2028-2030	Recommendation	N/A
CF17	Central Falls Safe Streets and Roads for All Safety Action Plan	Expand Automated Traffic Safety Cameras	Central Falls DPW, Central Falls Department of Planning	SS4A/FHWA	Vehicular	Advocate for an increased radius beyond the current school locations that allows for automated traffic safety cameras	Central Falls	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CF18	Central Falls Safe Streets and Roads for All Safety Action Plan	Establish a Program to Conduct RSAs	Central Falls DPW, CFPD	SS4A/FHWA	Vehicular	Establish a program to conduct road safety audits (RSA) at high-crash locations to identify contributing factors and inform appropriate countermeasures within 48 hours of a fatal crash.	Central Falls	2025-2028	Recommendation	N/A
CF19	Central Falls Safe Streets and Roads for All Safety Action Plan	Enhance New and Ongoing Driver Education	CFPD, RIDOT, other municipalities	SS4A/FHWA	Vehicular	Collaborate with the Rhode Island Department of Motor Vehicles (DMV) on incorporating Safety Action Planning concepts into their new driver manual and license renewal mailings.	Central Falls, other municipalities within Rhode Island	2030-2035+	Recommendation	N/A
CF20	Central Falls Safe Streets and Roads for All Safety Action Plan	Zoning Review	Central Falls Department of Planning, Central Falls DPW	SS4A/FHWA	Vehicular, Bike, Pedestrian	Undertake a review of the City's zoning ordinance and land development and subdivision review regulations to identify changes that will improve safety. Make changes that integrate safe and Complete Streets design standards into ordinance and subdivision regulations through the Safe System Approach. Evaluate development review process to potentially integrate multimodal traffic safety review.	Central Falls	2028-2030	Recommendation	N/A
CF21	Central Falls Safe Streets and Roads for All Safety Action Plan	Infill and Redevelopment	Central Falls Department of Planning, Central Falls City Council	SS4A/FHWA	Vehicular, Bike, Pedestrian	Incentivize infill and redevelopment of underutilized commercial land to increase walkable and bikeable places that reduce exposure to motor vehicle traffic.	Central Falls	2030-2035+	Recommendation	N/A
CF22	Central Falls Safe Streets and Roads for All Safety Action Plan	Safety Action Planning/Complete Streets Checklist	Central Falls Department of Planning, Central Falls DPW	SS4A/FHWA	Vehicular, Bike, Pedestrian	Institute a Safety Action Planning/Complete Streets checklist to institutionalize prioritizing safety first in all stages of capital project planning and development, and project review.	Central Falls	2028-2030	Recommendation	N/A
CF23	Central Falls Safe Streets and Roads for All Safety Action Plan	Become a Safe Routes to School Leader	Central Falls City Council, Central Falls School District, Central Falls Department of Planning	SS4A/FHWA	Vehicular, Bike, Pedestrian	Become a leader in Safe Routes to School in Rhode Island by adopting policies that promote and prioritize the program.	Central Falls	2028-2030	Recommendation	N/A
CF24	Central Falls Safe Streets and Roads for All Safety Action Plan	Promote Safe Routes to School	Central Falls City Council, Central Falls School District	SS4A/FHWA	Vehicular, Bike, Pedestrian	Promote Safe Routes to School programming to all schools and integrate Safety Action Planning principles into school transportation policies and efforts.	Central Falls	2025-2028	Recommendation	N/A
CF25	Central Falls Safe Streets and Roads for All Safety Action Plan	Develop School Zone Design Guidelines	Central Falls City Council, Central Falls School District	SS4A/FHWA	Vehicular, Bike, Pedestrian	Develop school zone design guidelines through the lens of the Safe System Approach, recognizing the unique vulnerabilities of children.	Central Falls	2025-2028	Recommendation	N/A
CF26	Central Falls Safe Streets and Roads for All Safety Action Plan	Develop a Target Speed Limit	Central Falls DPW, Central Falls Department of Planning	SS4A/FHWA	Vehicular	Adopt a policy that formalizes a target speed in Central Falls based on a desired safety outcome rather than existing speed.	Central Falls	2025-2028	Recommendation	N/A
CF27	Central Falls Safe Streets and Roads for All Safety Action Plan	Update Traffic Safety Manuals	Central Falls DPW, Central Falls Department of Planning	SS4A/FHWA	Vehicular, Pedestrian	Update the existing construction traffic safety manuals to include provisions for vulnerable road users. Specify that facility closures that impact these users should be the last option available particularly in school zones and pedestrian safety zones, and that accessible alternatives should be provided.	Central Falls	2028-2030	Recommendation	N/A
CF28	Central Falls Safe Streets and Roads for All Safety Action Plan	Update Right-of-Way Design Manual and Traffic Control Handbook	Central Falls DPW, Central Falls Department of Planning	SS4A/FHWA	Vehicular, Bike, Pedestrian	Update Right-of-Way Design Manual and Traffic Control Handbook to reflect best practices in roadway design that prioritizes the safety of the most at-risk road users, which includes those walking, biking, and rolling.	Central Falls	2028-2030	Recommendation	N/A

Coventry Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CO1	STIP 2022-2031 (Revision 14 with Pending Changes)	Sandy Bottom Road Streetscape (Wood Street to Main Street)	Coventry	Outyear (construction)	Vehicular, Bike, Pedestrian	Install sidewalks and curbing on both sides of the road, install landscape areas and lighting for pedestrians and traffic, improved street conditions and new pavement, bike route/paths, park benches and other foot amenities.	Coventry	2027	Active	STIP ID 5018, PTS ID TBD
CO2	STIP 2022-2031 (Revision 14 with Pending Changes)	Trestle Trail - West Section - Paving	RIDOT	Carbon, GEB, RICAP Match, STBG; AugReg, Outyear, RICAP Match (construction)	Bike, Pedestrian	Extend the current Trestle Trail terminus from the Village of Summit to the Connecticut State Line, where it will meet the CT Greenway.	Coventry	2024-2027	Active	STIP ID 9002, PTS ID 0026M
CO3	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 117, Centerville and Legris Avenue (RI Route 33 to Quaker Lane)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Coventry, West Warwick	2026-2029	Active	STIP ID 1416, PTS ID 0081T
CO4	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 117, Flat River Road (Hill Farm Road to Read School House Road)	RIDOT	Outyear (design)	Vehicular, Pedestrian	Mill and overlay, wheelchair ramp improvements.	Coventry	2031	Active	STIP ID 9537, PTS ID TBD. Project may require funding beyond 2031
CO5	Coventry Safe Streets and Roads for All Safety Action Plan	Blackrock Elementary School - Gervais Street	Coventry	SS4A/FHWA	Vehicular, Pedestrian	Construct roughly 0.55 mile of new sidewalk on the south side of Gervais Street from Knotty Oak Road to Blackrock Road. Install new crosswalk and RRFBs at intersection of Gervais Street and Knotty Oak Road connecting into the existing sidewalks. Install new crosswalks at intersection of Gervais Street and LaForge Drive and consider other traffic calming measures, such as a raised intersection.	Coventry	N/A	Recommendation	SAP
CO6	Coventry Safe Streets and Roads for All Safety Action Plan	Tiogue Elementary - East Shore Drive and Rawlinson Drive	Coventry	SS4A/FHWA	Vehicular, Pedestrian	Construct roughly 1,000 feet of new sidewalk on the east side of East Shore Drive from the new subdivision to the south to the school driveway to the north. Make improvements at the skewed intersection of East Shore Drive and the school driveway to slow traffic. Construct roughly ½ mile of new sidewalk the full length Rawlinson Drive from Tiogue Avenue to Mohawk Street. Construct roughly 530 feet of new sidewalk on East Shore Drive from Rawlinson Drive to Seneca Street.	Coventry	N/A	Recommendation	SAP
CO7	Coventry Safe Streets and Roads for All Safety Action Plan	Hopkin Hills Elementary - Johnson Boulevard and York Drive	Coventry	SS4A/FHWA	Pedestrian	Construct roughly 150 feet of new sidewalk to fill a gap on the south side of Johnson Boulevard from the elementary school entrance to West Lake Drive. Reconstruct roughly 3,000 feet total of existing sidewalk on both sides of York Drive.	Coventry	N/A	Recommendation	SAP
CO8	Coventry Safe Streets and Roads for All Safety Action Plan	Arnold Road, New London Turnpike, and Centre of New England Boulevard	Coventry	SS4A/FHWA	Vehicular, Pedestrian	Verify loading capacity of mast arms and add backing plates to all signals. At Arnold Road and New London Turnpike, institute No Turn on Red policy or add Yield to Pedestrian sign. Install a crosswalk and curb ramps across Salvas Avenue where it intersects with New London Turnpike. Reconstruct roughly 150' of existing raised paver sidewalk with concrete on New London Turnpike between Salvas Avenue and Centre of New England Boulevard. Install crosswalk, curb ramps and pedestrian crossing signals across Centre of New England Boulevard and extend median island forward to provide refuge during crossing and slow vehicle speeds. Install crosswalk, curb ramps and pedestrian crossing signals across New London Turnpike at intersection with Centre of New England Boulevard.	Coventry	N/A	Recommendation	SAP
CO9	Coventry Safe Streets and Roads for All Safety Action Plan	Flat River Road at Plainfield Pike	Coventry, RIDOT	SS4A/FHWA	Vehicular	Reconfigure the intersection to a more traditional 3-way intersection which can include maintaining the slip lane as a right-turn only from Route 117 to Route 14.	Coventry	N/A	Recommendation	SAP
CO10	Coventry Safe Streets and Roads for All Safety Action Plan	Flat River Road at Hopkins Hollow Road	Coventry, RIDOT	SS4A/FHWA	Vehicular	Trim vegetation regularly to improve sightlines. Move stop bar up and make more perpendicular to roadway to improve sightlines.	Coventry	N/A	Recommendation	SAP

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CO11	Coventry Safe Streets and Roads for All Safety Action Plan	Western Coventry Elementary - Flat River Road	Coventry, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Construct roughly 730 feet of sidewalk on the north side of Flat River Road between the entrances to Bowen Hill Road. Install RRFBs at the crosswalk leading to the school entrance. Consider the use of speed safety cameras in this location to automate speed enforcement.	Coventry	N/A	Recommendation	SAP
CO12	Coventry Safe Streets and Roads for All Safety Action Plan	Main Street at South Main Street	Coventry, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Add pedestrian crossing signals on either side of the shopping plaza driveway entrance. Add crosswalk on the east side of Main Street. Consider a No Turn on Red from South Main Street northbound to Main Street eastbound.	Coventry	N/A	Recommendation	SAP
CO13	Coventry Safe Streets and Roads for All Safety Action Plan	Washington Street and Sandy Bottom Road	Coventry, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Add crosswalks across Sandy Bottom Road and west side of Washington Street. Construct new sidewalks down Sandy Bottom Road and coordinate with TIP Project 5018 on Sandy Bottom Road (programmed 2027). Removing right-turn slip lane and reconfigure the intersection to more traditional T-intersection. Verify the additional weight of the backplates would not exceed loading capacity and, if able, add backplates to traffic signals.	Coventry	N/A	Recommendation	SAP
CO14	Coventry Safe Streets and Roads for All Safety Action Plan	Tiogue Avenue and Arnold Road	Coventry, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Repaint crosswalks using continental markings. Replace faded pedestrian request buttons and signs. Verify the additional weight of the backplates would not exceed loading capacity and, if able, add backplates to traffic signals. Evaluate the necessity and functioning of each driveway adjacent to intersection and consider closing or combining certain driveways or adjusting to right-in/right-out only.	Coventry	N/A	Recommendation	SAP
CO15	Coventry Safe Streets and Roads for All Safety Action Plan	Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive	Coventry, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Construct roughly 2 miles of new sidewalk along Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive. Sidewalk should be on both sides of the road for 1.5 miles from South Main Street to Harkney Hill Road but may continue from there southwards on the west side only 2000' to Linda Drive. Consider a road diet using pavement markings only to neck the road down to one travel lane in each direction with expanded shoulder room for cyclists. At the intersection of Reservoir Road and Tiogue Avenue, institute access management measures for adjacent businesses to reduce the length of curb cuts	Coventry	N/A	Recommendation	SAP

Cranston Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CR1	STIP 2022-2031 (Revision 14 with Pending Changes)	Bike Path Resurfacing and Preservation	RIDOT	Outyear, RICAP Match (design); 2024 Earmark, AugReg, Carbon, GEB, Outyear PY State, RICAP Match, TAP (construction)	Bike	Maintenance and resurfacing of existing bike paths and other bike assets throughout the state.	Cranston, Warwick, West Warwick	2022-2031	Active	STIP ID 12111, PTS ID 0029Q
CR2	STIP 2022-2031 (Revision 14 with Pending Changes)	Bridge Group 51A – Route 37 C-2	RIDOT	2020-2021 Bridge, Bridge Formula, NHPP, PY State, RICAP Match (construction)	Vehicular	Part of larger bridge project. Safety Improvements to Pontiac Avenue, Sockanosset Cross Road, and the Route 37 on- and off-ramps, including the introduction of dual left-turn lanes northbound onto Sockanosset Cross Road, widening of the Route 37 West off-ramp onto Pontiac Avenue (Bridge #126401), and signal improvements to improve traffic flow.	Cranston, Warwick	2022-2023	Active	STIP ID 3132, PTS ID 2601E
CR3	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 5, Lambert Lind Highway (Mayfield Avenue to I-95)	RIDOT	AugRed, NHPP, RICAP Match (design); NHPP, RICAP Match (construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Cranston, Warwick	2022-2025	Active	STIP ID 1415, PTS ID 0079B
CR4	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 5, Atwood Avenue (Cranston Street to RI Route 14, Plainfield Pike)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, new sidewalks installation.	Cranston	2029-2031	Active	STIP ID 9560, PTS ID TBD. Project may require funding beyond 2031
CR5	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 5, Oaklawn Avenue (Mayfield Ave to Cranston Street)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, new sidewalks installation.	Cranston	2029-2031	Active	STIP ID 9561, PTS ID TBD. Project may require funding beyond 2031
CR6	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 117, Warwick Avenue (Park Avenue to Broad Street)	RIDOT	Outyear (design)	Vehicular, Pedestrian	Mill and overlay, wheelchair ramp improvements.	Cranston	2031	Active	STIP ID 9564, PTS ID TBD. Project may require funding beyond 2031
CR7	STIP 2022-2031 (Revision 14 with Pending Changes)	High Risk Rural Roads	RIDOT	HSIP, RICAP Match (design and construction)	Vehicular	Roadway departure countermeasures such as striping, signing, rumble strips, high friction surface treatments, and guardrail. Resurfacing/regrading may be required at the Route 10 South/Garfield Road exit ramp. Traffic signal improvements includes a new traffic signal system at the Route 3/165 intersection and an RRFB at the midblock pedestrian crossings along Route 165 near the Connecticut State Border.	Cranston, Exeter, Foster	2022-2024	Active	STIP ID 5475, PTS ID 2604N
CR8	Cranston Safe Streets and Roads for All Safety Action Plan	Dyer Avenue (Farmington Avenue to Governor Street)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Transit	Realign Meadow Avenue intersection at a right angle with a stop sign and improved visibility Upgrade crosswalks with raised crossings and lighting and evaluate for Rapid Rectangular Flashing Beacons (RRFB) Install missing curb ramps at intersections and crosswalks throughout Install missing sidewalks Where new sidewalks are installed, better define driveways to improve access management Add on-street bicycle lanes Enhanced delineation at curves with reflective delineators and pole strips Study intersection at Farmington Avenue for additional traffic control Align bus stops and crosswalks	Cranston	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CR9	Cranston Safe Streets and Roads for All Safety Action Plan	Dyer Avenue (Governor Street to Park Avenue)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Study Cranston Street intersection for traffic signal modifications Repair sidewalks in poor condition Install ADA accessible curb ramps with detectible warning strips where missing at crosswalks Install painted curb extensions at Industrial Road Mark a pedestrian zone in areas with asphalt sidewalks next to parking lots to prevent cars from parking in sidewalk area. Install bicycle lanes, with buffer where width allows At Washington Secondary Trail crossing, repaint crosswalk and add pedestrian scale lighting, stop bars, and RRFB Consider adding trail gateway signage or art installation to draw attention to the crossing Install chevron signs, reflective strips, and reflective delineators at the curve Consider traffic signal modifications and operations changes at Park Avenue intersection Add reflective backplates to traffic signals	Cranston	N/A	Recommendation	N/A
CR10	Cranston Safe Streets and Roads for All Safety Action Plan	Park Avenue (Cranston Street to Gansett Avenue)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Install missing ADA curb ramps and repaint faded crosswalks Additional crosswalks, including potential RRFBs at high-volume crossings Install stop bars at Washington Secondary Trail crossing signal Formalize striped shoulder as marked bicycle lanes	Cranston	N/A	Recommendation	N/A
CR11	Cranston Safe Streets and Roads for All Safety Action Plan	Park Avenue (Gansett Avenue to Cranston City Hall)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Redesign Park Avenue/Reservoir Avenue intersection Traffic calming Install missing ADA curb ramps and repaint faded crosswalks Install RRFBs at high-volume pedestrian crossings Redesign striped medians as landscaped medians with pedestrian refuges at crosswalks Formalize striped shoulder as marked bicycle lanes Narrow travel lanes on the Gansett Avenue approach	Cranston	N/A	Recommendation	N/A
CR12	Cranston Safe Streets and Roads for All Safety Action Plan	Park Avenue (City Hall to Route 10)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Coordinate with Cranston High School to better leverage Elsie Street and High School Avenue for school pick-up and drop-off Repaint faded crosswalk markings Install ADA accessible curb ramps with detectible warning strips where missing at crosswalks Study pedestrian crossing volumes and install RRFBs at top crossing locations Daylight crosswalks, intersections, and driveways using parking restrictions or curb extensions Install buffered bicycle lanes Study potential lane reduction near Route 10 to allow space for continuous bicycle lanes at pinch point	Cranston	N/A	Recommendation	N/A
CR13	Cranston Safe Streets and Roads for All Safety Action Plan	Park Avenue (Route 10 to Broad Street)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Convert shoulders to dedicated bicycle lanes to provide an east-west connection through central Cranston toward Providence. Sidewalk improvements near school Traffic calming Speed limit enforcement	Cranston	N/A	Recommendation	N/A
CR14	Cranston Safe Streets and Roads for All Safety Action Plan	Phenix Avenue (Highland Street to Atwood Avenue)	Cranston, RIDOT	SS4A/FHWA	Vehicular	Traffic calming Speed limit enforcement Redesign the intersection of Phenix Avenue and Atwood Avenue	Cranston	N/A	Recommendation	N/A
CR15	Cranston Safe Streets and Roads for All Safety Action Plan	Phenix Avenue, Hope Road, and Wilbur Avenue Intersections	Cranston, RIDOT	SS4A/FHWA	Vehicular	Redesign the intersection, considering potential conversion to a roundabout	Cranston	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CR16	Cranston Safe Streets and Roads for All Safety Action Plan	Broad Street (Montgomery Avenue to Park Avenue)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Daylight crosswalks, intersections, and driveways using parking restrictions or curb extensions Repaint faded crosswalk markings Install ADA accessible curb ramps with detectible warning strips where missing at crosswalks Adjust crosswalk locations to allow ADA accessible curb ramps, moving away from utility poles and storm drains Extend median noses to create pedestrian refuges Clarify operations at the intersection of Broad Street/Norwood Avenue/US 1A Install buffered bicycle lanes	Cranston	N/A	Recommendation	N/A
CR17	Cranston Safe Streets and Roads for All Safety Action Plan	Broad Street (Park Avenue to Narragansett Street)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Daylight crosswalks, intersections, and driveways using parking restrictions or curb extensions Study pedestrian crossing volumes and install RRFBs at top crossing locations Add pedestrian crossing signs at crosswalks Repaint faded crosswalk markings Adjust crosswalk locations to allow ADA accessible curb ramps, moving away from utility poles and storm drains Install pedestrian-scale lighting at crosswalks Prohibit on-street parking in intersections Install reflective center line delineators and reflective strips on utility poles around curves Consider redesigning intersection with Post Road/Narragansett Street as a standard T-intersection Install buffered bicycle lanes	Cranston	N/A	Recommendation	N/A
CR18	Cranston Safe Streets and Roads for All Safety Action Plan	Gansett Avenue/ Cranston Street (Park Avenue to Field Street)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Traffic calming Speed limit enforcement Enhanced crosswalk visibility, including potential RRFBs Daylight crosswalks, intersections, and driveways using parking restrictions or curb extensions Curb ramp and sidewalk repairs and installations Prohibit parking in intersections Curb extensions to tighten wide turn radii Explore potential to provide access to the Washington Secondary Trail—which crosses under Gansett Avenue – to provide off-street access to Bain Middle School and recreational facilities	Cranston	N/A	Recommendation	N/A
CR19	Cranston Safe Streets and Roads for All Safety Action Plan	Cranston Street (Field Street to Niantic Avenue)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Daylight crosswalks, intersections, and driveways using parking restrictions or curb extensions Study pedestrian crossing volumes and install RRFBs at top crossing locations Create new access points to the Washington Secondary Trail to increase its utility as an alternative parallel route Update traffic signals with leading pedestrian intervals Install pedestrian refuges in locations where center turn lanes are not needed Install pedestrian scale lighting at crosswalks Convert painted median to raised, landscape medians for traffic calming and add pedestrian refuges when next to crosswalks Install reflective backplates on traffic signals	Cranston	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CR20	Cranston Safe Streets and Roads for All Safety Action Plan	Atwood Avenue (RI Route 5) (City boundary to Cranston Street)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Sidewalk and curb ramp improvements Repaint crosswalks with high visibility markings Study for potential road diet to repurpose space for multimodal facilities and narrow lane widths Redesign roundabout at Atwood Avenue/Cranston Street/Oaklawn Avenue with narrower, more clearly defined lanes Prohibit parking next to crosswalks, intersections, and driveways Study pedestrian crossing volumes and install RRFBs at high-volume locations Consider redesigning Atwood Avenue/Fletcher Avenue intersection	Cranston	N/A	Recommendation	N/A
CR21	Cranston Safe Streets and Roads for All Safety Action Plan	Oaklawn Avenue (Cranston Street to Dean Parkway)	Cranston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Redesign roundabout at Atwood Avenue/Cranston Street/Oaklawn Avenue with narrower, more clearly defined lanes Redesign intersection at Dean Parkway Traffic calming Sidewalk and curb ramp repairs	Cranston	N/A	Recommendation	N/A

Cumberland Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CU1	STIP 2022-2031 (Revision 14 with Pending Changes)	Corridor - RI Route 123 Dexter Street	RIDOT	NHPP, Outyear, PY State (design); Outyear (construction)	Vehicular, Pedestrian	Reconstruction of RI Route 123 Dexter Street from RI Route 114 Broad Street to the Massachusetts State Line, including installation of new sidewalks and a reset of existing granite curbing.	Cumberland	2025-2029	Active	STIP ID 9540, PTS ID TBD
CU2	STIP 2022-2031 (Revision 14 with Pending Changes)	Pavement Improvements - CUM	RIDOT	RICAP Match, NHPP (design); AugRed, RICAP Match, STBG (construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement, limited sidewalk extension and ADA-accessible ramp installation. Additional safety improvements may also be included.	Cumberland	2022-2024	Active	STIP ID 1318, PTS ID 2605Q. Project coordinated with TIPID 1347 under same PTSID
CU3	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 122, Mendon Road (RI Route 120, Nate Whipple Highway to Homestead Road)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, limited sidewalks replacement, wheelchair ramp improvements.	Cumberland	2029-2031	Active	STIP ID 9539, PTS ID TBD. Project may require funding beyond 2031
CU4	Cumberland Safe Streets and Roads for All Safety Action Plan	Ralco Way / Carpenter Street	Cumberland	SS4A/FHWA	Vehicular	Install paint stop bar on Carpenter Street westbound approach. Add lane striping on all approaches to the intersection. Evaluate Ralco Way northbound and southbound approaches for potential stop sign control. Access management for curb cut on northeast corner of intersection.	Cumberland	N/A	Recommendation	SAP
CU5	Cumberland Safe Streets and Roads for All Safety Action Plan	Ann and Hope Way	Cumberland, RIDOT	SS4A/FHWA	Pedestrian, Transit	Install RRFB at existing crosswalk at 1 Ann and Hope Way. Restripe crosswalks across Ann and Hope Way. Add bus shelters to existing bus stop locations. Install ADA-compliant curb ramps. Install APS pedestrian push buttons and countdown timers at signals on either end of the roadway.	Cumberland	N/A	Recommendation	SAP
CU6	Cumberland Safe Streets and Roads for All Safety Action Plan	Broad Street / Mill Street	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install curb bump-outs. Daylighting to improve sight distance. Upgrade crosswalk signs to fluorescent.	Cumberland	N/A	Recommendation	SAP
CU7	Cumberland Safe Streets and Roads for All Safety Action Plan	Broad Street / John Street	RIDOT	SS4A/FHWA	Vehicular	Add LEDs around Do Not Enter signs on John Street. Daylighting to improve visibility of 'Do Not Enter' signs on John Street. Paint Do Not Block Box and install signage at Mendon Express gas station driveways	Cumberland	N/A	Recommendation	SAP
CU8	Cumberland Safe Streets and Roads for All Safety Action Plan	Broad Street / Bernard F. Norton School	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Relocate crosswalk across Broad Street in between school driveways and install RRFB at crosswalk. Work with school to create a more efficient drop-off/pick-up pattern.	Cumberland	N/A	Recommendation	SAP
CU9	Cumberland Safe Streets and Roads for All Safety Action Plan	High Street / Dexter Street	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Restripe crosswalks in continental style across Dexter Street to be consistent. Install ADA-compliant curb ramps. Install APS pedestrian push buttons and countdown timers. Update phasing to incorporate pedestrian phase. Install Left-Turn Yield on Green signs.	Cumberland	N/A	Recommendation	SAP
CU10	Cumberland Safe Streets and Roads for All Safety Action Plan	Dexter Street / Curran Road	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install advance warning signage on Dexter Street approaching intersection. Install ADA-compliant curb ramps. Stripe crosswalks in continental style across Curran Road approaches. Maintenance for existing sidewalks.	Cumberland	N/A	Recommendation	SAP
CU11	Cumberland Safe Streets and Roads for All Safety Action Plan	High Street / Blackstone Street	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install curb bump-outs on the northwest corner of the intersection to reduce roadway space, shorten pedestrian crossing, and reduce speeds for right-turn onto Blackstone Street. Stripe crosswalk in continental style across Blackstone Street approach. Upgrade beacon to full rectangular rapid flashing beacon (RRFB) on pedestrian crossing sign for High Street.	Cumberland	N/A	Recommendation	SAP
CU12	Cumberland Safe Streets and Roads for All Safety Action Plan	Diamond Hill Road / Angell Road / Bear Hill Road	RIDOT	SS4A/FHWA	Vehicular	Evaluate the necessity and functioning of each driveway south of the intersection and consider closing or combining driveways or adjusting to right-in/right-out only.	Cumberland	N/A	Recommendation	SAP
CU13	Cumberland Safe Streets and Roads for All Safety Action Plan	Diamond Hill Road / Diamond Hill Park	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Continue working with abutter to create landing for crosswalk. Install RRFB for crosswalk. Install speed feedback signs along Diamond Hill Road in the vicinity of the Ice Cream Machine.	Cumberland	N/A	Recommendation	SAP

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
CU14	Cumberland Safe Streets and Roads for All Safety Action Plan	Diamond Hill Road / Wrentham Road / Pine Swamp Road	RIDOT	SS4A/FHWA	Vehicular	Install curve warning signage. Install speed feedback signs.	Cumberland	N/A	Recommendation	SAP
CU15	Cumberland Safe Streets and Roads for All Safety Action Plan	Mendon Road / Nate Whipple Highway	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install ADA-compliant curb ramps. Install APS pedestrian push buttons and countdown timers. Install RRFB at crosswalk to the elementary school south of the intersection. Restripe crosswalks in continental style. Evaluate coordinating signal with Mendon Road at Manville Hill Road.	Cumberland	N/A	Recommendation	SAP
CU16	Cumberland Safe Streets and Roads for All Safety Action Plan	Mendon Road / Manville Hill Road	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Define sidewalks and parking around Poppy's Restaurant to protect safe pedestrian space. Restripe crosswalks in continental style. Install ADA-compliant curb ramps. Install APS pedestrian push buttons and countdown timers. Evaluate coordinating signal with Mendon Road at Nate Whipple Highway.	Cumberland	N/A	Recommendation	SAP
CU17	Cumberland Safe Streets and Roads for All Safety Action Plan	Mendon Road / Route 116 / Scott Road	RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Add pavement markings to Scott Road. Install RRFB for crosswalk south of Scott Road. Restripe all crosswalks in continental style. Install ADA-compliant curb ramps. Install APS pedestrian push buttons and countdown timers at signal. Incorporate pedestrian phase at signal. Install lane designation signage at signal. Sidewalk and curb repairs.	Cumberland	N/A	Recommendation	SAP

East Greenwich Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
EG1	STIP 2022-2031 (Revision 14 with Pending Changes)	East Greenwich Main Street Resurfacing and Sidewalk Rehabilitation (1st Avenue to Division Street)	East Greenwich	2023 Earmark, RICAP Match (design); Outyear (construction)	Vehicular, Pedestrian	Resurfacing of US 1 Main Street from 1st Avenue to Williams Street Sidewalk and crosswalk improvements will be made between 1st Avenue and Division Street, along with drainage improvements where necessary.	East Greenwich	2024-2027	Active	STIP ID 5038, PTS ID 0077Q
EG2	STIP 2022-2031 (Revision 14 with Pending Changes)	Pavement Improvements - Route 4	RIDOT	NHPP, RICAP Match (design); Closeouts, NHPP, RICAP Match (construction)	Vehicular	Road resurfacing	East Greenwich, North Kingston	2024-2025	Active	STIP ID 9558, PTS ID 2608F. Project previously included in TIPID 9993
EG3	East Greenwich Safe Streets and Roads for All Safety Action Plan	Main Street/Post Road (US 1) Corridor	East Greenwich, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve pedestrian connectivity and safety with bicycle lanes, RRFB, and sidewalk bump-outs.	East Greenwich	N/A	Recommendation	SAP
EG4	East Greenwich Safe Streets and Roads for All Safety Action Plan	Intersection of South County Trail (RI Route 2) and Division Street	East Greenwich, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	To improve traffic flow and pedestrian connectivity with updated signal equipment, adaptive signal network, sidewalk extension, additional pedestrian crossings, and a multi-lane roundabout.	East Greenwich	N/A	Recommendation	SAP
EG5	East Greenwich Safe Streets and Roads for All Safety Action Plan	Intersection of Post Road (US 1) and Old Forge Road / Cedar Avenue	East Greenwich, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve traffic safety with updated signal equipment, crosswalk restriping, and a two-lane roundabout.	East Greenwich	N/A	Recommendation	SAP
EG6	East Greenwich Safe Streets and Roads for All Safety Action Plan	Intersection of Rocky Hollow Road and Crompton Avenue	East Greenwich	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve pedestrian connectivity with a bike lane or shared-use path.	East Greenwich	N/A	Recommendation	SAP
EG7	East Greenwich Safe Streets and Roads for All Safety Action Plan	Intersection of Middle Road and South County Trail (RI Route 2)	East Greenwich, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve pedestrian connectivity with sidewalks and crosswalks and by closing an illegal slip lane.	East Greenwich	N/A	Recommendation	SAP

East Providence Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
EP1	STIP 2022-2031 (Revision 14 with Pending Changes)	Ten Mile River Greenway, Segment 1-4	East Providence	2024 Earmark, Loca, Outyear, PY State, RICAP Match (construction)	Bike, Pedestrian	Bicycle/pedestrian path to follow city-owned right-of-way along Turner Reservoir, completing the remaining segments of the Ten Mile River Bikeway.	East Providence	2024-2026	Active	STIP ID 5045, PTS ID TBD
EP2	STIP 2022-2031 (Revision 14 with Pending Changes)	Bridge Group 49 -- Henderson Bridge	RIDOT	2021-2022 Bridge, AugRed, PY State, STBG (construction)	Vehicular, Bike, Pedestrian	Bridge # 060001: Replacement with narrower structure; streetscape improvements; installation of separated bicycle and pedestrian lanes. Bridges #059501 and 059601: Removal in conjunction with streetscape improvements.	East Providence	2022-2025	Active	STIP ID 3061, PTS ID 0017B
EP3	STIP 2022-2031 (Revision 14 with Pending Changes)	US 44, Taunton Avenue (US 1A/RI Route 114 to Massachusetts State Line)	RIDOT	NHPP, RICAP Match (other)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	East Providence	2022-2023	Active	STIP ID 1323, PTS ID 0076R
EP4	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 114, Pawtucket Avenue (Warren Avenue to Marietta Street)	RIDOT	NHPP, RICAP Match (design); Outyear (construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	East Providence	2024-2028	Active	STIP ID 1325, PTS ID 0080Y
EP5	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 1A, Newport Avenue (Pawtucket Avenue to Federal Street)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	East Providence, Pawtucket	2028-2031	Active	STIP ID 1375, PTS ID 0082E
EP6	STIP 2022-2031 (Revision 14 with Pending Changes)	US 6 Highland Avenue (County Street to Massachusetts State Line)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, wheelchair ramp improvements.	East Providence	2029-2031	Active	STIP ID 9507, PTS ID TBD. Project may require funding beyond 2031
EP7	STIP 2022-2031 (Revision 14 with Pending Changes)	Pawtucket Avenue (Veteran's Memorial Parkway to Warren Avenue)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, sidewalks replacement.	East Providence	2028-2031	Active	STIP ID 9525, PTS ID TBD
EP8	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 103, Warren Avenue (Broadway to Pawtucket Avenue)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, sidewalks replacement.	East Providence	2030-2031	Active	STIP ID 9532, PTS ID TBD. Project may require funding beyond 2031
EP9	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 114A, Pleasant Street (RI Route 114, Pawtucket Avenue to Massachusetts State Line)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, wheelchair ramp improvements.	East Providence	2029-2031	Active	STIP ID 9533, PTS ID TBD. Project may require funding beyond 2031
EP10	STIP 2022-2031 (Revision 14 with Pending Changes)	US 44, Taunton Avenue (Pawtucket Avenue to Washington Bridge Ramps) and Waterman Avenue (from Taunton Avenue)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, sidewalks replacement.	East Providence	2026-2029	Active	STIP ID 9546, PTS ID TBD
EP11	East Providence Safe Streets and Roads for All Safety Action Plan	South Broadway (Waterman Avenue to Veterans Memorial Parkway)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Crosswalk visibility enhancements, curb extensions, landscape planting areas, median barriers, and protected bike lanes.	East Providence	N/A	Recommendation	N/A
EP12	East Providence Safe Streets and Roads for All Safety Action Plan	Taunton Avenue (Valley Street to City/State line)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Crosswalk visibility enhancements, medians and pedestrian refuge islands, pedestrian crossing signs, curb extensions, planting areas, and bike lanes.	East Providence	N/A	Recommendation	N/A
EP13	East Providence Safe Streets and Roads for All Safety Action Plan	Waterman Avenue (Broadway to Pawtucket Avenue)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Crosswalk markings, curb ramps, and pedestrian refuge island or curb extensions at all major and minor intersections to help reduce speeding.	East Providence	N/A	Recommendation	N/A
EP14	East Providence Safe Streets and Roads for All Safety Action Plan	Pawtucket Avenue (Brightbridge Avenue to Mountain Avenue)	East Providence, RIDOT	SS4A/FHWA	Vehicular	Traffic calming measures should be implemented. If current/projected vehicle volume does not support road diet, then enforcement may be a key option for this corridor. Other recommendations include driveway consolidation to eliminate the many conflict points that occur due to vehicles turning into and out of business entries/exits.	East Providence	N/A	Recommendation	N/A
EP15	East Providence Safe Streets and Roads for All Safety Action Plan	Warren Avenue (Follett Street to Pawtucket Avenue)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Recommendations include removal of on-street parking and installation of a center turn lane and/or landscaped median. Added crosswalks and curb extensions could help with access for people walking and traffic calming.	East Providence	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
EP16	East Providence Safe Streets and Roads for All Safety Action Plan	Wampanoag Trail (Pawtucket Avenue to East Shore Expressway)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Bike	Close slip-lanes, reduce corner curb radii, narrow vehicle lane widths, improve clarity of on/off ramps at Expressway, and install bike lanes and median.	East Providence	N/A	Recommendation	N/A
EP17	East Providence Safe Streets and Roads for All Safety Action Plan	North Broadway (Taunton/Waterman Avenue to Greenwood Avenue)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Intersection daylighting with curb extensions, reduced turn radii at intersections, intersection redesign and/or closure of slip lanes, pedestrian crossing signs, and bike lanes.	East Providence	N/A	Recommendation	N/A
EP18	East Providence Safe Streets and Roads for All Safety Action Plan	Intersection of Willett Avenue and Crescent View Avenue	East Providence, RIDOT	SS4A/FHWA	Vehicular	Potential to redesign the intersection through elimination of the slip lanes and creating a straightforward four-way intersection with a traffic signal.	East Providence	N/A	Recommendation	N/A
EP19	East Providence Safe Streets and Roads for All Safety Action Plan	Bullocks Point Avenue (Crestview to Adams)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Traffic calming recommendations include high-viz crosswalks, completion of sidewalk gaps, and installation of curb extensions or tree planting zones to break up the currently continuous on-street parking lane.	East Providence	N/A	Recommendation	N/A
EP20	East Providence Safe Streets and Roads for All Safety Action Plan	Warren Street (Valley Street to Ninth Street)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Bike	Curb extensions, traffic control device studies. Installation of bike lanes and improved visibility at crossings.	East Providence	N/A	Recommendation	N/A
EP21	East Providence Safe Streets and Roads for All Safety Action Plan	Newport Avenue (Greenwood Avenue to City border)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	With an AADT of 13,000, a 4-3 road diet should be studied for feasibility. Pedestrian crossings parallel to Newport should be well-marked with high-viz markings. Slip lane at Narragansett Park Drive should be removed. Install a pedestrian refuge island on Roger Williams Avenue at the intersection with Newport Avenue to reduce roadway space.	East Providence	N/A	Recommendation	N/A
EP22	East Providence Safe Streets and Roads for All Safety Action Plan	Wampanoag Trail (Mink Street to Forbes Street)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Transit, Bike, Pedestrian	Potential recommendations include formalizing bus stop pull-offs and incorporating crossings for people walking, rolling, or biking by (1) redesigning intersections at Mink Street and Veterans Memorial Parkway and Forbes Street and Veterans Memorial Parkway into a roundabout with accommodations for people walking, rolling, or biking, (2) constructing a pedestrian/bicyclist bridge or tunnel to cross the parkway at Forbes Street.	East Providence	N/A	Recommendation	N/A
EP23	East Providence Safe Streets and Roads for All Safety Action Plan	Pawtucket Avenue (Bullocks Point Avenue to Wheeler Avenue)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Study AADT to determine potential for a 4-3 road diet. Pedestrian crossings parallel to Pawtucket should be well-marked with high-viz markings.	East Providence	N/A	Recommendation	N/A
EP24	East Providence Safe Streets and Roads for All Safety Action Plan	Intersection of Newman Avenue and Pawtucket Avenue	East Providence, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Recommendations include tightening of turning radii or medians and removing slip lanes. A high-viz crosswalk or raised crosswalk should be added to the intersection across Ferris Avenue	East Providence	N/A	Recommendation	N/A
EP25	East Providence Safe Streets and Roads for All Safety Action Plan	Forbes Street (Wampanoag Trail to Willett Avenue)	East Providence, RIDOT	SS4A/FHWA	Bike	Explore the opportunity for a buffered bike lane on both sides of the street (or, alternatively, a two-way protected bike lane on the north side of Forbes Street on the eastern section).	East Providence	N/A	Recommendation	N/A
EP26	East Providence Safe Streets and Roads for All Safety Action Plan	Veterans Memorial Parkway (1st Street to 2nd Street)	East Providence, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Recommendations include adding formal crosswalks (potentially with flashing beacons) at several key intersections, such as 1st Street (near Teofilo Braga Way), Mercer Street (near the bike path parking lot), and Hamilton Street. General safety for vehicles as well as people walking, rolling, or biking may be improved with intersection redesigns. A roundabout will be installed at Lyon Street and the parkway as part of a new development. If designed correctly, safety and access for people walking, rolling, or biking can be improved with roundabout designs.	East Providence	N/A	Recommendation	N/A

Foster Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
F1	Foster Safe Streets and Roads for All Safety Action Plan	Captain Isaac Paine Elementary School	Foster, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Ensure safe crossing across busy roads with crosswalks. Ensure safe evacuation to nearby shelters with sidewalks.	Foster	N/A	Recommendation	SAP
F2	Foster Safe Streets and Roads for All Safety Action Plan	Intersection of Danielson Pike (US 6), Mount Hygeia Road and Foster Center Road (RI Route 94)	Foster, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve safety of critical intersections with speed feedback signs, speed cameras, a roundabout, crosswalks, and removing channelized right turns.	Foster	N/A	Recommendation	SAP
F3	Foster Safe Streets and Roads for All Safety Action Plan	Intersection of Hartford Pike (RI Route 101) and Mount Hygeia Road (RI Route 94)	Foster, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve safety of critical intersections with speed feedback signs, speed cameras, intersection signalization, crosswalks, and sidewalks.	Foster	N/A	Recommendation	SAP
F4	Foster Safe Streets and Roads for All Safety Action Plan	Intersection of Plainfield Pike (RI Route 102) and Foster Center Road (RI Route 94)	Foster, RIDOT	SS4A/FHWA	Vehicular	Reduce conflicting points for vehicles at Intersections with a raised median/structure and a roundabout. Improve safety of critical intersections with speed feedback signs, speed cameras, and flashing LED chevron signs.	Foster	N/A	Recommendation	SAP

Glocester Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
G1	Glocester Safe Streets and Roads for All Safety Action Plan	Intersections of Putnam Pike (US 44), Chopmist Hill Road, and Chestnut Hill Road	Glocester, RIDOT	SS4A/FHWA	Vehicular	Improve safety of critical intersections with a roundabout, T-intersection, or signalized intersection	Glocester	N/A	Recommendation	SAP
G2	Glocester Safe Streets and Roads for All Safety Action Plan	Putnam Pike (US 44), near Smithfield Town Boundary	Glocester, Smithfield, RIDOT	SS4A/FHWA	Vehicular	Reduce confusion of changing/merging lanes among drivers to avoid crashes with a road diet, speed feedback signs, or lowering hill for sight clearance	Glocester, Smithfield	N/A	Recommendation	SAP
G3	Glocester Safe Streets and Roads for All Safety Action Plan	Intersection of Reynolds Road and Killingly Road	Glocester, RIDOT	SS4A/FHWA	Vehicular	Reduce over speeding at the curve to avoid potential crashes at the guardrail with flashing LED chevron signs, a small roundabout, or speed feedback sign. Increase visibility of the intersection with recessed pavement markers or lighting.	Glocester	N/A	Recommendation	SAP
G4	Glocester Safe Streets and Roads for All Safety Action Plan	Intersection of Putnam Pike (US 44) and Pine Orchard Road	Glocester, RIDOT	SS4A/FHWA	Vehicular	Reduce unnecessary/too many driveway entrances at high-speed corridors like Putnam Pike with a partial closure or T-intersection. Ensure drivers stay within their speed limit at high-speed corridors and crash hotspots with a speed feedback sign or lowering hill for sight clearance.	Glocester	N/A	Recommendation	SAP
G5	Glocester Safe Streets and Roads for All Safety Action Plan	Intersection of Sawmill Road and Snake Hill Road	Glocester	SS4A/FHWA	Vehicular	Improve safety of critical intersections with a signalized intersection	Glocester	N/A	Recommendation	SAP
G6	Glocester Safe Streets and Roads for All Safety Action Plan	Intersection of Long Entry Road and Eddy Road	Glocester	SS4A/FHWA	Vehicular	Increase visibility of the intersection with lighting. Ensure drivers can conveniently navigate sharp curves of HIN both day and night with road signage.	Glocester	N/A	Recommendation	SAP
G7	Glocester Safe Streets and Roads for All Safety Action Plan	Intersection of Victory Highway and Cross Road	Glocester, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Treat skewness of intersections with a T-intersection. Improve pedestrian facilities with a sidewalk and a crosswalk.	Glocester	N/A	Recommendation	SAP
G8	Glocester Safe Streets and Roads for All Safety Action Plan	High Speed Corridor Hotspots on Putnam Pike (US 44)	Glocester, RIDOT	SS4A/FHWA	Vehicular	Ensure drivers stay within their speed limit at high-speed corridors and crash hotspots with speed feedback signs, rumble strips, or speed humps	Glocester	N/A	Recommendation	SAP
G9	Glocester Safe Streets and Roads for All Safety Action Plan	Sharp curves within the HIN	Glocester, RIDOT	SS4A/FHWA	Vehicular	Ensure drivers can safely navigate sharp curves of HIN both day and night with flashing LED chevron signs, lighting, well defined pavement markings, or speed feedback signs	Glocester	N/A	Recommendation	SAP
G10	Glocester Safe Streets and Roads for All Safety Action Plan	T-intersections	Glocester, RIDOT	SS4A/FHWA	Vehicular	Improve T-intersections' safety throughout Glocester with Advance T-intersection warning signs, flashing beacons on stop signs, or dynamic advanced intersection warning systems	Glocester	N/A	Recommendation	SAP
G11	Glocester Safe Streets and Roads for All Safety Action Plan	Multimodal Facilities in Harmony Village and Chepachet Village	Glocester, RIDOT, RIPTA	SS4A/FHWA	Pedestrian, Bike, Transit	Improve pedestrian facilities in the town and to the surrounding destination areas with sidewalks and crosswalks. Encourage bike riding in the town and to the surrounding destination areas with bike lanes and bike racks. Increase transit ridership within the town with bus stop improvements and crosswalks at bus stops.	Glocester	N/A	Recommendation	SAP
G12	Glocester Safe Streets and Roads for All Safety Action Plan	Local roads	Glocester	SS4A/FHWA	Vehicular	Improve safety of the local roads with well-defined pavement markings and lighting	Glocester	N/A	Recommendation	SAP

Hopkinton Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
H1	STIP 2022-2031 (Revision 14 with Pending Changes)	Main Street Handicap Access Sidewalk (Highview Avenue to Spring Street)	Hopkinton	Outyear (construction)	Pedestrian	Design/construction to improve the sidewalk that runs approximately 1,000 feet along RI Route 3 Main Street from Highview Avenue to Spring Street. Work will include modification of existing drainage structures, where necessary, replacement of curbs with granite curbing, and restoration of a crosswalk.	Hopkinton	2027-2028	Active	STIP ID 5058, PTS ID 0133E
H2	STIP 2022-2031 (Revision 14 with Pending Changes)	I-95 (Connecticut State Line to Baker Pines Road)	RIDOT	NHPP, RICAP Match (design); AugRed, NHPP, RICAP Match (construction)	Vehicular	Mill and overlay of the roadway. Additional improvements to traffic safety	Hopkinton, Richmond	2022-2024	Active	STIP ID 9520, PTS ID 2604S
H3	Hopkinton Safe Streets and Roads for All Safety Action Plan	Main Street/Nooseneck Hill Road (RI Route 3) Corridor	Hopkinton, RIDOT	SS4A/FHWA	Pedestrian, Bike	Improve safety of corridor with sidewalk reconstruction, bicycle lanes or shared-use paths, and street lighting	Hopkinton	N/A	Recommendation	SAP
H4	Hopkinton Safe Streets and Roads for All Safety Action Plan	Intersection of Main Street (RI Route 3) and Mechanic Street	Hopkinton, RIDOT	SS4A/FHWA	Vehicular	Reduce speeds and improve traffic circulation with circulation changes and speed feedback signs	Hopkinton	N/A	Recommendation	SAP
H5	Hopkinton Safe Streets and Roads for All Safety Action Plan	Intersection of Main Street (RI Route 3) and Highview Avenue	Hopkinton, RIDOT	SS4A/FHWA	Vehicular	Reduce traffic speeds and regulate traffic with signalization and clear foliage	Hopkinton	N/A	Recommendation	SAP
H6	Hopkinton Safe Streets and Roads for All Safety Action Plan	Intersection of Nooseneck Hill Road (RI Route 3) and Maxson Hill Road/Cemetery Lane	Hopkinton, RIDOT	SS4A/FHWA	Vehicular	Improve sight lines and safety with a T-intersection and added median islands	Hopkinton	N/A	Recommendation	SAP
H7	Hopkinton Safe Streets and Roads for All Safety Action Plan	Intersection of Main Street/Nooseneck Hill Road (RI Route 3) and Ashaway Road	Hopkinton, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve traffic safety and decrease speeds with clear foliage, signalization, and added crosswalks	Hopkinton	N/A	Recommendation	SAP
H8	Hopkinton Safe Streets and Roads for All Safety Action Plan	Intersection of Main Street (RI Route 3) and Woodville Road	Hopkinton, RIDOT	SS4A/FHWA	Vehicular	Improve sight lines by converting signal to four-way stop control or installing radar detector	Hopkinton	N/A	Recommendation	SAP
H9	Hopkinton Safe Streets and Roads for All Safety Action Plan	Intersection of Nooseneck Hill Road (RI Route 3) and Chase Hill Road	Hopkinton, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve sight lines and safety with a T-intersection and RRFB	Hopkinton	N/A	Recommendation	SAP

Jamestown Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
JA1	STIP 2022-2031 (Revision 14 with Pending Changes)	Jamestown Safe Routes to School - Melrose and Lawn Avenue Schools	Jamestown	Other Federal, RICAP Match	Pedestrian	ADA sidewalk accessibility, curb and crosswalk upgrades on North Road (between Swinburne Street and Valley Street) and on Lawn Avenue Project around two schools.	Jamestown	2023	Active	STIP ID 1335, PTS ID TBD
JA2	STIP 2022-2031 (Revision 14 with Pending Changes)	Jamestown Bike Route Connector	Jamestown	RIDOT RIHMA	Bike	Design an on-road bike route connecting Jamestown bike path at Elred Avenue to Conanicus Avenue.	Jamestown	2024	Active	STIP ID 5060, PTS ID TBD
JA3	Jamestown Safe Streets and Roads for All Safety Action Plan	Narragansett Avenue, Lawn Avenue to Conanicus Avenue	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Add crosswalk bump-outs, signal backplates with retroreflective borders, improve post office parking, add raised intersections.	Jamestown	N/A	Recommendation	N/A
JA4	Jamestown Safe Streets and Roads for All Safety Action Plan	Lawn Avenue, Narragansett Avenue to Arnold Avenue	Jamestown, RIDOT	SS4A/FHWA	Pedestrian	Construct new perpendicular curb ramps and extend sidewalk along the field.	Jamestown	N/A	Recommendation	N/A
JA5	Jamestown Safe Streets and Roads for All Safety Action Plan	Intersection of North Road, Watson Avenue, Valley Street	Jamestown, RIDOT	SS4A/FHWA	Pedestrian	Add crosswalk bump-outs, extend sidewalk, construct sidewalk and curbing on the northwest corner, add RRFBs, construct accessible curb ramps.	Jamestown	N/A	Recommendation	N/A
JA6	Jamestown Safe Streets and Roads for All Safety Action Plan	Conanicus Avenue at Park Avenue	Jamestown, RIDOT	SS4A/FHWA	Vehicular	Close northern side Park Avenue access on Conanicus Ave	Jamestown	N/A	Recommendation	N/A
JA7	Jamestown Safe Streets and Roads for All Safety Action Plan	Conanicus Avenue and Bay View Drive	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Adjust curb line, install crosswalk, and realign the intersection.	Jamestown	N/A	Recommendation	N/A
JA8	Jamestown Safe Streets and Roads for All Safety Action Plan	Conanicus Avenue and East Shore Road	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install a roundabout or remove slip lane, and install crosswalks.	Jamestown	N/A	Recommendation	N/A
JA9	Jamestown Safe Streets and Roads for All Safety Action Plan	East Shore Road between Conanicus Avenue and RI Route 138 westbound ramp	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Reallocate existing roadway space and install crosswalk.	Jamestown	N/A	Recommendation	N/A
JA10	Jamestown Safe Streets and Roads for All Safety Action Plan	East Shore Road between RI Route 138 westbound ramp and Eldred Avenue	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Bike	Introduce a bike lane or a shared use path and add speed safety cameras.	Jamestown	N/A	Recommendation	N/A
JA11	Jamestown Safe Streets and Roads for All Safety Action Plan	East Short Road and Eldred Avenue	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Bike	Introduce a bike lane or a shared use path and remove slip lane.	Jamestown	N/A	Recommendation	N/A
JA12	Jamestown Safe Streets and Roads for All Safety Action Plan	Southwest Avenue and Spring/High Street	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Add raised crosswalks/speed humps, shift crosswalk closer to the intersection, construct accessible curb ramps, and replace signage.	Jamestown	N/A	Recommendation	N/A
JA13	Jamestown Safe Streets and Roads for All Safety Action Plan	Southwest Avenue	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Bike	Narrow roadway, introduce a bike lane or shared use path, add speed safety cameras.	Jamestown	N/A	Recommendation	N/A
JA14	Jamestown Safe Streets and Roads for All Safety Action Plan	Southwest Avenue, Beavertail Road, and Hamilton Avenue	Jamestown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Realign intersection, improve crosswalk visibility, and shift crosswalk closer to the intersection.	Jamestown	N/A	Recommendation	N/A
JA15	Jamestown Safe Streets and Roads for All Safety Action Plan	Beavertail Road	Jamestown, RIDOT	SS4A/FHWA	Bike	Introduce a bike lane or a shared use path.	Jamestown	N/A	Recommendation	N/A
JA16	Jamestown Safe Streets and Roads for All Safety Action Plan	Fort Getty Road	Jamestown, RIDOT	SS4A/FHWA	Bike	Introduce a bike lane or a shared use path.	Jamestown	N/A	Recommendation	N/A
JA17	Jamestown Safe Streets and Roads for All Safety Action Plan	Walcott Avenue between High Street and Fort Wetherhill Road	Jamestown, RIDOT	SS4A/FHWA	Bike	Introduce a bike lane or a shared use path.	Jamestown	N/A	Recommendation	N/A

Johnston Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
JO1	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 5, Atwood Avenue (Central Avenue to RI Route 14)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	Johnston	2026-2029	Active	STIP ID 1337, PTS ID 0082T
JO2	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 14, Plainfield Pike (I-295 to Route 5/Atwood Avenue)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	Johnston	2026-2029	Active	STIP ID 1340, PTS ID 0079W
JO3	STIP 2022-2031 (Revision 14 with Pending Changes)	US 6A (Hartford Avenue, C-3)	RIDOT	NHPP, RICAP Match (design); Outyear, NHPP, RICAP Match (construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Johnston, Providence	2023-2027	Active	STIP ID 1429, PTS ID 0138C
JO4	Johnston Safe Streets and Roads for All Safety Action Plan	Plainfield Pike (Taylor Road to School Street)	Johnston, RIDOT	SS4A/FHWA	Vehicular, Bike	Speed feedback signs, speed limit enforcement; consider bike lanes to improve connectivity or medians to eliminate conflicting turning movements.	Johnston	N/A	Recommendation	N/A
JO5	Johnston Safe Streets and Roads for All Safety Action Plan	Plainfield Pike (School Street to eastern boundary)	Johnston, RIDOT	SS4A/FHWA	N/A	N/A	Johnston	N/A	Recommendation	N/A
JO6	Johnston Safe Streets and Roads for All Safety Action Plan	Killingly Street (southern boundary to Greenville Avenue)	Johnston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Traffic calming; enhanced pedestrian crossings; consolidate driveways.	Johnston	N/A	Recommendation	N/A
JO7	Johnston Safe Streets and Roads for All Safety Action Plan	Greenville Avenue (Cherry Hill Road to I-295)	Johnston, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Consider bike/ped facilities; speed enforcement and traffic calming measures	Johnston	N/A	Recommendation	N/A
JO8	Johnston Safe Streets and Roads for All Safety Action Plan	Greenville Avenue (I-295 to Sanders Road)	Johnston, RIDOT	SS4A/FHWA	Vehicular, Bike	Speed enforcement; traffic calming; bike lanes	Johnston	N/A	Recommendation	N/A
JO9	Johnston Safe Streets and Roads for All Safety Action Plan	Putnam Pike	Johnston, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Enhance pedestrian crossings and visibility with curb extensions; bike bridge over Route 44; reduce curb cuts; add sidewalks and vegetation.	Johnston	N/A	Recommendation	N/A
JO10	Johnston Safe Streets and Roads for All Safety Action Plan	George Waterman Road (Putnam Pike to Greenville Avenue)	Johnston, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Install lighting and signage to improve visibility, particularly at intersections and near high-crash locations; implement speed management strategies and increased enforcement; study feasibility of bike facility on road or provide signage and connections to Woonasquatucket Trail.	Johnston	N/A	Recommendation	N/A
JO11	Johnston Safe Streets and Roads for All Safety Action Plan	Hartford Avenue (Borden Avenue to I-295 at west)	Johnston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Speed enforcement; improved sidewalks; consolidated driveways; curb extensions at Memorial Avenue; study feasibility of removing slip lanes at intersection with Atwood Avenue	Johnston	N/A	Recommendation	N/A
JO12	Johnston Safe Streets and Roads for All Safety Action Plan	Hartford Avenue (I-295 at east to Bishop Hill Road)	Johnston, RIDOT	SS4A/FHWA	Vehicular	Install medians to reduce turning conflicts.	Johnston	N/A	Recommendation	N/A
JO13	Johnston Safe Streets and Roads for All Safety Action Plan	Atwood Avenue (Hilton Drive to Stone Hill Road)	Johnston, RIDOT	SS4A/FHWA	Vehicular	Consider road diet; access management strategies; signal timing optimization to reduce congestion	Johnston	N/A	Recommendation	N/A
JO14	Johnston Safe Streets and Roads for All Safety Action Plan	Atwood Avenue (Stone Hill Road to southern boundary)	Johnston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Consider road diet; ADA compliant sidewalk upgrades; pedestrian refuge islands at high activity crossing locations; curb extension at Simmonsville.	Johnston	N/A	Recommendation	N/A
JO15	Johnston Safe Streets and Roads for All Safety Action Plan	Woonasquatucket River Greenway Trail extension	Johnston, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Safer crossings at intersections (Greenville Avenue /Manton Avenue); wayfinding signage; lighting enhancements; connection points to surrounding neighborhoods; bridge over Route 44 and extend north along existing haul road.	Johnston	N/A	Recommendation	N/A
JO16	Johnston Safe Streets and Roads for All Safety Action Plan	Bishop Hill Road and Central Avenue Intersection	Johnston, RIDOT	SS4A/FHWA	Vehicular	Intersection reconfiguration; raised medians to reduce turning movement conflicts; striped shoulders; roadway lighting.	Johnston	N/A	Recommendation	N/A

Lincoln Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
LI1	STIP 2022-2031 (Revision 14 with Pending Changes)	New River Road (School Street to Northern Lincoln Elementary School)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	Lincoln	2030-2031	Active	STIP ID 1342, PTS ID 0082F. Project may require funding beyond 2031
LI2	STIP 2022-2031 (Revision 14 with Pending Changes)	School Street (RI Route 126 to Main Street)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	Lincoln	2022-2026	Active	STIP ID 1347, PTS ID 0076M. Project coordinated with TIPID 1318 and 1322 under same PTSID
LI3	STIP 2022-2031 (Revision 14 with Pending Changes)	Sayles Hill Road (RI Route 146 to RI Route 126)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation.	Lincoln	2026-2029	Active	STIP ID 1371, PTS ID 0080W
LI4	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 126, River Road (Martins Way to Logan Drive)	RIDOT	Outyear (design)	Vehicular, Pedestrian	Perform a thin overlay of RI Route 126 from Martins Way to Logan Drive. The project may also include wheelchair ramp improvements.	Lincoln	2031	Active	STIP ID 9508, PTS ID TBD. Project may require funding beyond 2031
LI5	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 116/George Washington Highway (RI Route 7 to Lincoln Mall)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, wheelchair ramp improvements.	Lincoln, Smithfield	2027-2031	Active	STIP ID 9534, PTS ID TBD
LI6	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 122, Lonsdale Avenue (Central Falls Town Line to Cumberland Town Line)	RIDOT	Outyear, RIDOT RIHMA, STBG (design); Outyear (construction)	Vehicular, Pedestrian	Mill and overlay, limited sidewalks replacement, wheelchair ramp improvements.	Lincoln	2025-2029	Active	STIP ID 9556, PTS ID TBD
LI7	Lincoln Safe Streets and Roads for All Safety Action Plan	Develop a bike/ped plan	Lincoln Planning, Lincoln DPW	SS4A/FHWA	Pedestrian, Bike	Develop a town-wide Bicycle and Pedestrian Network Plan that aligns with the Rhode Island Statewide Bicycle Mobility Plan to establish a roadmap for making walking and bicycling comfortable and safe and prioritizing streets for infrastructure changes. Prioritize connections between town village centers, economic centers, schools, and community resource centers.	Lincoln	2030-2035+	Recommendation	N/A
LI8	Lincoln Safe Streets and Roads for All Safety Action Plan	Improve recreation access	Lincoln Planning, Lincoln DPW	SS4A/FHWA	Pedestrian, Bike	Connect existing bicycle and pedestrian facilities in residential areas to trails and destinations including Lincoln Woods, Blackstone River Greenway, the regional trail network in Cumberland County, and potential future paths, such as extensions to the Woonasquatucket River Greenway.	Lincoln	2030-2035+	Recommendation	N/A
LI9	Lincoln Safe Streets and Roads for All Safety Action Plan	Coordinate with regional groups	Lincoln Planning, Woonasquatucket River Watershed Council	SS4A/FHWA	Pedestrian, Bike	Coordinate with surrounding municipalities and staff at Blackstone Valley National Heritage Corridor, and Woonasquatucket River Watershed Council to prioritize regional bike connections. Consider connections between Lincoln Woods, the Smithfield Woonasquatucket River Greenway extension, and the Blackstone River Greenway to encourage safe outdoor recreation.	Lincoln	2028-2030	Recommendation	N/A
LI1	Lincoln Safe Streets and Roads for All Safety Action Plan	Comply with ADA standards	Lincoln Planning, AARP, Lincoln Senior Center, Lincoln DPW	SS4A/FHWA	Vehicular	Develop an ADA Transition Plan for Lincoln, building on RIDOT's 2016 ADA Transition Plan. Create a roadmap to achieve full ADA accessibility on local sidewalks, prioritizing the High Injury Network, areas near schools, village centers, and areas targeted for increased dense, mixed-use development, and other areas identified for zoning improvement.	Lincoln	2028-2030	Recommendation	N/A
LI11	Lincoln Safe Streets and Roads for All Safety Action Plan	Create shared streets	Lincoln Planning, Lincoln DPW	SS4A/FHWA	Pedestrian	Target infrastructure improvements and beautification in dense neighborhoods or village centers, particularly Manville, considering shared streets, bump outs, raised crossings, and pedestrian comfort amenities such as street trees and benches. Prioritize intersection treatments in village centers that mitigate speed and improve pedestrian safety.	Lincoln	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
LI12	Lincoln Safe Streets and Roads for All Safety Action Plan	Increase sidewalk coverage	Lincoln Planning, Lincoln DPW	SS4A/FHWA	Pedestrian	Add sidewalks on roadways with high pedestrian demand, such as those in denser neighborhoods or near/surrounding amenities. Consider temporary pedestrian lanes and other low-cost rural road solutions on local and low-volume streets in the short-term. Develop a long-term plan to identify priority locations for permanent sidewalk infrastructure appropriate for the roadway context.	Lincoln	2028-2030	Recommendation	N/A
LI13	Lincoln Safe Streets and Roads for All Safety Action Plan	Improve pedestrian crossings	Lincoln Planning, Lincoln DPW, Lincoln PD	SS4A/FHWA	Vehicular, Pedestrian	Target at least 1 pedestrian crossing improvement per year along the High Injury Network. Solutions might include signal improvements, such as the installation of RRFBs or long-term design changes such as raised crosswalks.	Lincoln	2025-2028	Recommendation	N/A
LI14	Lincoln Safe Streets and Roads for All Safety Action Plan	Implement new sidewalk funding	Lincoln Planning, Lincoln Planning Board	SS4A/FHWA	Pedestrian	Establish a sidewalk funding program from sidewalk exemptions granted to new developments. Work with the Planning Board and other relevant stakeholders to research and implement the program.	Lincoln	2025-2028	Recommendation	N/A
LI15	Lincoln Safe Streets and Roads for All Safety Action Plan	Identify grants	Lincoln Planning	SS4A/FHWA	Pedestrian, Bike	Identify and apply to federal and state grant programs that could support improved pedestrian infrastructure and multi-use paths.	Lincoln	2025-2028	Recommendation	N/A
LI16	Lincoln Safe Streets and Roads for All Safety Action Plan	Unify land use and transport policies	Lincoln Planning, Lincoln Planning Board	SS4A/FHWA	Vehicular, Pedestrian, Bike	Unify transportation and land use planning and policies to prioritize the safety of all road users by reviewing and update land use policy where necessary and developing context-sensitive, Complete Streets design standards.	Lincoln	2025-2028	Recommendation	N/A
LI17	Lincoln Safe Streets and Roads for All Safety Action Plan	Update and improve zoning	Lincoln Planning, Lincoln Planning Board	SS4A/FHWA	Vehicular, Pedestrian, Bike, Transit	Amend Lincoln's zoning to include mixed-use, zoning overlays, historic designations, and other types of zoning that supports Smart Growth to target development where transportation alternatives can be best used (adjacent to planned transit, bicycle, and pedestrian facilities; or near school and other amenities), improve housing/transportation affordability, or reduce sprawl.	Lincoln	2028-2030	Recommendation	N/A
LI18	Lincoln Safe Streets and Roads for All Safety Action Plan	Adjust subdivision regulations	Lincoln Planning, Lincoln Planning Board	SS4A/FHWA	Vehicular	Update the Land Development and Subdivision Regulations to align with emerging national best practices, for example lane width not to exceed 12 feet, per guidance released by the American Association of State Highway and Transportation Officials (AASHTO).	Lincoln	2028-2030	Recommendation	N/A
LI19	Lincoln Safe Streets and Roads for All Safety Action Plan	Implement traffic calming	Lincoln DPW, Lincoln Planning, Lincoln PD, Lincoln FD, RIDOT	SS4A/FHWA	Vehicular	Implement traffic calming features along the High Injury Network and in village centers, prioritizing low-cost, high-impact improvements, and where warranted, considering interventions such as road diets, chicaning, raised intersections, gateway treatments, intersection daylighting, speed cushions, speed tables, street murals for slow streets, and bump outs. Work with first responders to mitigate issues with speed humps/tables on emergency corridors.	Lincoln	2025-2028	Recommendation	N/A
LI20	Lincoln Safe Streets and Roads for All Safety Action Plan	Establish a quick build process	Lincoln DPW, Lincoln PD, Lincoln FD, RIDOT	SS4A/FHWA	Vehicular	Develop a process to monitor quick-build improvements on demonstration corridors. Implementation projects should include educational campaigns on how to use new infrastructure and the process the town is taking to measure conditions before and after installation. Monitoring should include the collection of data on speed, volumes across modes, driver behaviors, as well as personal anecdotes and photos. Metrics should be based on the goals of the intervention, for example slower vehicle speeds or improved pedestrian comfort, and should be planned to be made permanent if data proves the intervention's success.	Lincoln	2025-2028	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
LI21	Lincoln Safe Streets and Roads for All Safety Action Plan	Improve maintenance	Lincoln DPW	SS4A/FHWA	Vehicular	Identify immediate maintenance items and target immediate, short, and medium-term improvements. Immediate improvements may include, but are not limited to, vegetation maintenance, sign placement, mirrors, signage quality, and surface patching.	Lincoln	2025-2028	Recommendation	N/A
LI22	Lincoln Safe Streets and Roads for All Safety Action Plan	Launch SeeClickFix	Lincoln DPW	SS4A/FHWA	Vehicular	Launch and use the SeeClickFix public reporting tool to respond to maintenance requests and safety issues. Use SeeClickFix as a platform to solicit feedback on quick-build projects during/after their trial periods to be included in their evaluation.	Lincoln	2025-2028	Recommendation	N/A
LI23	Lincoln Safe Streets and Roads for All Safety Action Plan	Assess pedestrian lighting	Lincoln DPW	SS4A/FHWA	Vehicular, Pedestrian	Assess roadways for poor street lighting and low illumination. Identify locations for presence and need of pedestrian-level lighting, timing, and brightness in high trafficked pedestrian areas and village centers.	Lincoln	2028-2030	Recommendation	N/A
LI24	Lincoln Safe Streets and Roads for All Safety Action Plan	Create an RSA plan	RIDOT, Lincoln DPW, Lincoln Planning	SS4A/FHWA	Vehicular	Develop a Road Safety Audit (RSA) plan to request RIDOT investigation of state-owned roads present on the High Injury Network, prioritizing roads that have experienced serious and fatal crashes that have yet to be addressed by interventions.	Lincoln	2030-2035+	Recommendation	N/A
LI25	Lincoln Safe Streets and Roads for All Safety Action Plan	Execute the RSA plan	RIDOT, Lincoln DPW, Lincoln Planning	SS4A/FHWA	Vehicular	Execute the RSA plan, with a member of town government assigned as the lead to report on RSA progress and track the implementation of interventions. Dedicate municipal capital funding for implementing RSA recommendations, completing before and after evaluations, and procurement of materials or vendor services. Coordinate with RIDOT via call or meeting every six months following the completion of each RSA until each objective has been addressed.	Lincoln	2030-2035+	Recommendation	N/A
LI26	Lincoln Safe Streets and Roads for All Safety Action Plan	Establish a street forest strategy	Lincoln Arborist, Lincoln DPW, Lincoln Planning	SS4A/FHWA	Vehicular	Plant and incorporate native trees and shrubs into traffic calming measures such as curb extensions, roundabouts, and pedestrian refuge islands. Work with the town Arborist to determine which plantings are locally appropriate and will enhance, not impede, transportation infrastructure.	Lincoln	2028-2030	Recommendation	N/A
LI27	Lincoln Safe Streets and Roads for All Safety Action Plan	Implement the street forest strategy	Lincoln Arborist, Lincoln DPW, Lincoln Planning	SS4A/FHWA	Pedestrian, Bike	Expand the tree coverage along walking and bicycling routes to provide comfort and shade, building off lessons learned from Front Street's beautification effort. Consider application of green Complete Streets standards. Incorporate tree planting areas into context sensitive design standards, with other pedestrian safety and comfort improvements such as benches, pocket parks, and landscaped center refuge islands.	Lincoln	2030-2035+	Recommendation	N/A
LI28	Lincoln Safe Streets and Roads for All Safety Action Plan	Install speed cameras	Lincoln Public Schools, Lincoln PD, RIDOT	SS4A/FHWA	Vehicular	Identify and install speed cameras where possible in school zones as defined by the Rhode Island General Assembly (Rhode Island General Laws, Title 31, Chapter 31-41.3 - Automated School-Zone-Speed-Enforcement System Act of 2016).	Lincoln	2028-2030	Recommendation	N/A
LI29	Lincoln Safe Streets and Roads for All Safety Action Plan	Rethink speed limits	Lincoln DPW, Lincoln Planning	SS4A/FHWA	Vehicular	Adopt a policy that formalizes target speed in Lincoln based on a desired safety outcome rather than existing speed.	Lincoln	2028-2030	Recommendation	N/A
LI30	Lincoln Safe Streets and Roads for All Safety Action Plan	Reduce speeds	Lincoln DPW, Lincoln Planning	SS4A/FHWA	Vehicular	Identify places where operating speed is consistently higher than the target speed and apply speed reduction countermeasures such as narrowing lanes, improving sight lines, chicanes, speed feedback signs.	Lincoln	2028-2030	Recommendation	N/A
LI31	Lincoln Safe Streets and Roads for All Safety Action Plan	Develop enforcement strategies	Lincoln PD, Lincoln Administration	SS4A/FHWA	Vehicular	Develop enforcement strategies and funding streams that focus on changing user behaviors that cause crashes. Seek external funding to support traffic enforcement operations such as those available through the Department of Justice.	Lincoln	2028-2030	Recommendation	N/A
LI32	Lincoln Safe Streets and Roads for All Safety Action Plan	Update crash reporting	Lincoln PD	SS4A/FHWA	Vehicular	Update and regularly deploy trainings for law enforcement officers on how to complete and file crash reports.	Lincoln	2025-2028	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
LI33	Lincoln Safe Streets and Roads for All Safety Action Plan	Prioritize HIN enforcement	Lincoln PD	SS4A/FHWA	Vehicular	Add streets on the High Injury Network to areas already identified by the police department as experiencing high risk of speeding or other traffic violations to be prioritized in enforcement efforts.	Lincoln	2025-2028	Recommendation	N/A
LI34	Lincoln Safe Streets and Roads for All Safety Action Plan	Support senior education	Lincoln Senior Center, AARP, AAA, Lincoln PD	SS4A/FHWA	Vehicular, Transit	Partner with town and other local senior centers, AARP, and AAA to offer educational workshops for older adults on defensive driving, sharing the road with other modes, using special transportation programs available to them (such as RIPTA's RIDE, and reduced senior fare program), and other safety strategies.	Lincoln	2025-2028	Recommendation	N/A
LI35	Lincoln Safe Streets and Roads for All Safety Action Plan	Improve the senior shuttle	Lincoln Senior Center, Other Municipalities	SS4A/FHWA	Transit	Increase offerings of the senior center shuttle program to provide rides to medical appointments and weekend shopping trips. Seek municipal capital funding or external funding sources to support more frequent trips, and coordinate with local shuttle programs in other nearby towns.	Lincoln, Other Municipalities	2028-2030	Recommendation	N/A
LI36	Lincoln Safe Streets and Roads for All Safety Action Plan	Advocate for transit improvement	Lincoln Planning, RIPTA, Lincoln Senior Center	SS4A/FHWA	Transit	Identify ways to improve access to transit and paratransit and explore options with RIPTA. This would prioritize reinstating transit service through Manville.	Lincoln, Other Municipalities	2030-2035+	Recommendation	N/A
LI37	Lincoln Safe Streets and Roads for All Safety Action Plan	Develop a Walk/Bike family program	Lincoln Planning, Lincoln Public Schools, Lincoln PD	SS4A/FHWA	Bike	Partner with local bicycle shops and Parent-Teacher-Organization groups to develop an activity program focused on families and young children. Activities might include "Bike Rodeos" that teach safe biking techniques, bike or walking "buses" where children get to school on bike or foot together with adult supervision, walk/bike/roll family field trips at Lincoln Woods or the Blackstone River Greenway, among others. The activities should be sensitive to their school's location, only encouraging students to participate in walk/bike events where there is appropriate safety infrastructure.	Lincoln	2030-2035+	Recommendation	N/A
LI38	Lincoln Safe Streets and Roads for All Safety Action Plan	Establish a youth leadership program	Lincoln Planning, Lincoln Public Schools	SS4A/FHWA	Vehicular, Bike	Explore the prospect of developing youth engagement programs to generate support for safe streets from Lincoln students. This includes options such as a youth transportation leadership program, holding competitions for high school students to develop safe roadway behavior campaign signs, establishing a bike repair club, or potentially a Vision Zero scholarship for graduating seniors.	Lincoln	2030-2035+	Recommendation	N/A
LI39	Lincoln Safe Streets and Roads for All Safety Action Plan	Adopt SRTS	Lincoln Planning, Lincoln Public Schools	SS4A/FHWA	Vehicular, Pedestrian	Develop an SRTS plan for each K-12 public school in Lincoln. Explore resources such as the Safe Routes Partnership and other local organizations that advance student education.	Lincoln	2028-2030	Recommendation	N/A
LI40	Lincoln Safe Streets and Roads for All Safety Action Plan	Launch Vision Zero education	Lincoln Public Schools, Lincoln PD, Lincoln FD, Lincoln DPW	SS4A/FHWA	Vehicular	Launch educational programs in schools focused on defensive, distracted, and impaired driving, road-sharing awareness, and Vision Zero principles for new drivers. Students should have lessons relevant to their age, ability to travel unsupervised, and modes available to them.	Lincoln	2028-2030	Recommendation	N/A
LI41	Lincoln Safe Streets and Roads for All Safety Action Plan	Implement safety campaigns	Lincoln Public Schools, Lincoln PD	SS4A/FHWA	Vehicular	Through Lincoln schools and the police department, implement regular road safety education campaigns to target driver behavior. Topics should be relevant to transportation safety issues in town, such as seatbelt use, distracted driving, driving under the influence, or the impacts of speeding, and should periodically be updated with new topics to ensure the curriculum is relevant and timely.	Lincoln	2028-2030	Recommendation	N/A
LI42	Lincoln Safe Streets and Roads for All Safety Action Plan	Review school zones	Lincoln Public Schools, Lincoln Planning, Lincoln DPW	SS4A/FHWA	Vehicular	Review and improve school zone policies, regulations, and evaluate requirements for new school construction and renovations.	Lincoln	2030-2035+	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
LI43	Lincoln Safe Streets and Roads for All Safety Action Plan	Formalize the committee	Lincoln Department Chairs, Local Advocates	SS4A/FHWA	Vehicular	Formalize the Safety Action Plan committee as an interdepartmental transportation safety body and hold quarterly meetings each year with the committee members. There should be representation from Lincoln Planning, Public Works, Police, Fire, Schools, or Senior Center, advocates, and other members of the public.	Lincoln	2025-2028	Recommendation	N/A
LI44	Lincoln Safe Streets and Roads for All Safety Action Plan	Apply for funding	Lincoln Planning	SS4A/FHWA	Vehicular	Apply for federal implementation grant funding assistance to advance Safety Action Plan actions and priorities.	Lincoln	2025-2028	Recommendation	N/A
LI45	Lincoln Safe Streets and Roads for All Safety Action Plan	Update SAP	Lincoln Planning	SS4A/FHWA	Vehicular	Establish a cadence for updating the Action Plan, for example every 5 years.	Lincoln	2028-2030	Recommendation	N/A
LI46	Lincoln Safe Streets and Roads for All Safety Action Plan	Report crash trends	Lincoln Planning, Lincoln PD	SS4A/FHWA	Vehicular	Publish yearly reports on fatal and serious injury crashes in Lincoln to increase accountability, public transparency, and progress toward Vision Zero Goals. The report should include fatal and serious crashes by mode, contributing factors (such as speed or environmental conditions), and road design characteristics (such as number of lanes, functional classification).	Lincoln	2025-2028	Recommendation	N/A
LI47	Lincoln Safe Streets and Roads for All Safety Action Plan	Track STIP projects	Lincoln Planning	SS4A/FHWA	Vehicular	Designate a town staff leader to track upcoming state asset management and STIP projects and act as the communicator between the Vision Zero committee team and RIDOT.	Lincoln	2025-2028	Recommendation	N/A
LI48	Lincoln Safe Streets and Roads for All Safety Action Plan	Coordinate with state agencies	Lincoln Planning, Lincoln DPW	SS4A/FHWA	Transit	Communicate consistently with state agencies, in particular, RIDOT, the Department of Statewide Planning, and RIPTA to discuss upcoming STIP projects, RSA requests, opportunities for technical assistance, and the need for increased bus service to Lincoln, particularly in Manville.	Lincoln	2025-2028	Recommendation	N/A
LI49	Lincoln Safe Streets and Roads for All Safety Action Plan	Advocate for data transparency	Lincoln Administration	SS4A/FHWA	Vehicular	Advocate for transparency surrounding transportation safety through the creation of a statewide crash data portal, like those available in neighboring states of Connecticut and Massachusetts.	Lincoln	2028-2030	Recommendation	N/A
LI50	Lincoln Safe Streets and Roads for All Safety Action Plan	Establish data request	RIDOT, Lincoln Planning	SS4A/FHWA	Vehicular	Establish a recurring data request with RIDOT to receive all crashes on state and local roads in Lincoln. Data is currently only available to those who complete a non-disclosure agreement but is necessary to track Vision Zero progress. Complete this task only until there is a statewide public data portal available, at which point it can be retired.	Lincoln	2025-2028	Recommendation	N/A
LI51	Lincoln Safe Streets and Roads for All Safety Action Plan	Create a GIS portal	Lincoln Planning, Lincoln DPW	SS4A/FHWA	Pedestrian, Bike	Develop a publicly available GIS inventory of sidewalks, crossings, bicycle facilities, signage, and streetlights to improve internal coordination and track improvements.	Lincoln	2028-2030	Recommendation	N/A
LI52	Lincoln Safe Streets and Roads for All Safety Action Plan	Create public dashboard	Lincoln Planning, Lincoln DPW	SS4A/FHWA	Vehicular	Standardize local crash data and develop a reporting structure to share anonymized data online in a public facing data dashboard.	Lincoln	2028-2030	Recommendation	N/A

Little Compton Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
LC1	STIP 2022-2031 (Revision 14 with Pending Changes)	Pavement Improvements - LCM, TIV	RIDOT	Closeouts, RICAP Match, STBG (design); Closeouts, NHPP, Outyear, PROTECT, RICAP Match, STBG, PY State (construction)	Vehicular, Pedestrian	Road repavement, improvements to pedestrian access and traffic safety may be included.	Little Compton, Tiverton	2022-2026	Active	STIP ID 1351, PTS ID 2606H. Project includes former STIP IDS (various)
LC2	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 81 Crandall Road Resurfacing	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Little Compton, Tiverton	2028-2031	Active	STIP ID 1403, PTS ID 0081N
LC3	Little Compton Safe Streets and Roads for All Safety Action Plan	The Commons, Town Center	Little Compton, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Convert the northern side of Commons Street to a one-way westbound direction, implement back-in angle parking, add crosswalks with enhanced visibility, add RRFBs, add bike lanes.	Little Compton	N/A	Recommendation	N/A
LC4	Little Compton Safe Streets and Roads for All Safety Action Plan	Main Street (Route 179), between Colebrook Road / Stone Church Road and Westport Harbor Road / Adamsville Road	Little Compton, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Intersection redesign to a T-intersection, narrow Crandall Road, add speed safety cameras, add lighting, add sidewalks.	Little Compton	N/A	Recommendation	N/A
LC5	Little Compton Safe Streets and Roads for All Safety Action Plan	Long Highway at Colebrook Road	Little Compton, RIDOT	SS4A/FHWA	Vehicular	Intersection redesign to a T-intersection or roundabout, add speed safety cameras.	Little Compton	N/A	Recommendation	N/A
LC6	Little Compton Safe Streets and Roads for All Safety Action Plan	Long Highway at Snell Road and Pottersville Road	Little Compton, RIDOT	SS4A/FHWA	Vehicular	Intersection redesign to a T-intersection or roundabout, add speed safety cameras.	Little Compton	N/A	Recommendation	N/A
LC7	Little Compton Safe Streets and Roads for All Safety Action Plan	West Main Road (Route 77), between Old Main Road and Town Way	Little Compton, RIDOT	SS4A/FHWA	Vehicular, Bike	Intersection redesign to a T-intersection, add bike lanes, add speed safety cameras.	Little Compton	N/A	Recommendation	N/A
LC8	Little Compton Safe Streets and Roads for All Safety Action Plan	West Main Road (Route 77) at Swamp Road	Little Compton, RIDOT	SS4A/FHWA	Vehicular, Bike	Implement vegetation management, add bike lanes, and speed safety cameras.	Little Compton	N/A	Recommendation	N/A
LC9	Little Compton Safe Streets and Roads for All Safety Action Plan	West Main Road (Route 77) at Warrens Point Road	Little Compton, RIDOT	SS4A/FHWA	Vehicular, Bike	Intersection redesign to a Y-intersection, add bike lanes, add speed safety cameras.	Little Compton	N/A	Recommendation	N/A
LC10	Little Compton Safe Streets and Roads for All Safety Action Plan	Sakonnet Point Road (SR 77)/Bluff Head Avenue near Sakonnet Harbor	Little Compton, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve parking, add crosswalks, add a walkway, and add bike lanes.	Little Compton	N/A	Recommendation	N/A
LC11	Little Compton Safe Streets and Roads for All Safety Action Plan	South Shore Road	Little Compton, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve parking, add a walkway, and add bike lanes.	Little Compton	N/A	Recommendation	N/A

Middletown Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
M1	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 214, Valley Road (RI Route 138A Aquidneck Avenue to RI Route 138 East Main Road)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway from Green End Avenue to RI-138 East Main Road. Sidewalk and ADA-accessible ramp. Replacement will be performed for the entirety of the route, from Aquidneck Avenue to East Main Road	Middletown	N/A	Active	STIP ID 1359, PTS ID 0082Y
M2	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 138A, Aquidneck Avenue (Purgatory Road to Green End Avenue)	RIDOT	Outyear, RICAP Match, STBG (design); Outyear (construction)	Vehicular, Pedestrian	Resurfacing of the roadway from Purgatory Road to Reservoir Avenue. Sidewalk and ADA-accessible ramp replacement will be performed for the entirety of the route, from Purgatory Road to Green End Avenue.	Middletown	2025-2027	Active	STIP ID 5070, PTS ID TBD
M3	STIP 2022-2031 (Revision 14 with Pending Changes)	Purgatory Road Sidewalk Installation (Aquidneck Avenue to Paradise Avenue)	Middletown	2022 Earmark, Outyear, RICAP Match, TAP (construction)	Pedestrian	Install a sidewalk along Purgatory Road between the Atlantic Beach District and Second Beach.	Middletown	2025-2026	Active	STIP ID 5072, PTS ID 9009D
M4	STIP 2022-2031 (Revision 14 with Pending Changes)	East Main Road Shared Use Path - Phase 2 - Turnpike Avenue to Union Street and Sandy Point Avenue to Enter	RIDOT	Outyear (design + construction). May require funding beyond 2031	Vehicular, Bike, Pedestrian	Create a shared-use path for pedestrians and bicyclists within the East Main Road (RI Route 138) corridor, from Turnpike Avenue to Union Street and Sandy Point Avenue to Enterprise Center, including signal improvements to intersections of Union Street and Sandy Point Avenue at East Main Road.	Middletown, Portsmouth	2029-2031	Active	STIP ID 9005, PTS ID TBD. Section of RI-138 (Union Street to Sandy Point Avenue) to be funded under TIP ID 9004
M5	STIP 2022-2031 (Revision 14 with Pending Changes)	Pell Bridge Ramps, Phase 1	RIDOT	RICAP Match, STBG (construction)	Vehicular, Bike, Pedestrian	Full reconstruction of JT Connell and Coddington Highway, improvements to traffic safety, and construction of a shared use path. Project previously named JT Connell Highway.	Middletown, Newport	2022-2023	Active	STIP ID 1364, PTS ID 0050A
M6	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 138A, Aquidneck Avenue (East Main Road to Green End Avenue)	RIDOT	RIDOT RIHMA, STBG (design); Local, NHPP, RICAP Match, RIDOT RIHMA, STBG (construction)	Vehicular, Pedestrian	Road repavement, sidewalk improvements	Middletown	2022-2025	Active	STIP ID 1355, PTS ID 0082U
M7	STIP 2022-2031 (Revision 14 with Pending Changes)	Pavement Improvements - West Main & Sprague	RIDOT	Closeouts, NHPP, RICAP Match, RIDOT RIHMA, STBG (design); AugRed, NHPP, Outyear, RICAP Match, RIDOT RIHMA (construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation. Additional improvements to traffic safety may be included.	Middletown, Portsmouth	2022-2025	Active	STIP ID 1376, PTS ID 0131K. Project coordinated with TIPIID 1360
M8	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 138, East Main Road (Portsmouth T/L to Aquidneck Avenue)	RIDOT	NHPP, RICAP Match, STBG (design); NHPP, RICAP Match (construction)	Vehicular, Pedestrian	Road resurfacing, improvements to traffic safety may be included.	Middletown, Portsmouth	2022-2026	Active	STIP ID 1380, PTS ID 2608X. Project includes scope under TIPIID 1357 for portion of East Main Road
M9	Middletown Safe Streets and Roads for All Safety Action Plan	East Main Road	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants described significant safety issues on East Main Road, calling it extremely dangerous for drivers and people walking and biking. Key issues include speeding, narrow vehicle lanes that make it difficult for vehicles to safely navigate around cyclists, and a lack of sidewalks, particularly endangering children getting off school buses. There was a consensus that the entire road feels unsafe, and many people avoid it altogether. Suggestions for improvements, such as lower speed limits and better traffic management, are met with skepticism about their effectiveness, and there is a call for more frequent crosswalks to deter unsafe crossing, especially near the Mobile gas station.	Middletown	N/A	N/A	SS4A SAP
M10	Middletown Safe Streets and Roads for All Safety Action Plan	West Main Road	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants described this road as dangerous for both pedestrians and cyclists. Issues includes lack of sidewalks, speeding vehicles, and a lack of safe crosswalks near transit stops. There was a sense of urgency about the danger posed by fast vehicles. A young participant noted the absence of a bike path, reflecting a desire for improved cycling infrastructure, especially as older students access local businesses.	Middletown	N/A	N/A	SS4A SAP

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
M11	Middletown Safe Streets and Roads for All Safety Action Plan	Paradise Avenue	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants described significant safety and accessibility issues, such as confusing intersections and unclear right-of-way, which complicates walking to the beach. Concerns were raised about fast vehicles in an area lacking sidewalks and adequate shoulders, making it uncomfortable for pedestrians.	Middletown	N/A	N/A	SS4A SAP
M12	Middletown Safe Streets and Roads for All Safety Action Plan	Third Beach Road	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants emphasized serious safety concerns due to speeding vehicles and the absence of sidewalks. People walk along the road to access the beach and local attractions, such as the Norman Bird Sanctuary and nearby farms, despite lack of pedestrian facilities. There is a clear call for sidewalks to improve safety and connectivity for pedestrians on this road.	Middletown	N/A	N/A	SS4A SAP
M13	Middletown Safe Streets and Roads for All Safety Action Plan	Green End Avenue	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants highlighted speeding vehicles and the lack of sidewalks.	Middletown	N/A	N/A	SS4A SAP
M14	Middletown Safe Streets and Roads for All Safety Action Plan	Aquidneck Avenue	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants emphasized that there are safety issues accessing J.H. Gaudet Middle School. For example, there are no sidewalks for students getting on and off the bus. There are also calls to make it safer and easier for students to cross the street near the school.	Middletown	N/A	N/A	SS4A SAP
M15	Middletown Safe Streets and Roads for All Safety Action Plan	Sachuest Point Road	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants noted that encroaching dunes, sand, and plants cause visibility issues on this road. Additionally, the lack of a shoulder or designated space for running or walking makes it uncomfortable for pedestrians and cyclists navigating this area, especially for recreation.	Middletown	N/A	N/A	SS4A SAP
M16	Middletown Safe Streets and Roads for All Safety Action Plan	Indian Avenue	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	The safety concern due to the absence of shoulders and sidewalks, making it uncomfortable for running or walking.	Middletown	N/A	N/A	SS4A SAP
M17	Middletown Safe Streets and Roads for All Safety Action Plan	Wapping Road	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Concerns at this location included a lack of sidewalks, speeding vehicles, and its use as a cut through street.	Middletown	N/A	N/A	SS4A SAP
M18	Middletown Safe Streets and Roads for All Safety Action Plan	Newport Avenue	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants focused on the issue of drivers running stop signs.	Middletown	N/A	N/A	SS4A SAP
M19	Middletown Safe Streets and Roads for All Safety Action Plan	Broadway	Middletown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Participants highlighted lack of visibility and pedestrian infrastructure. They expressed a desire for improved lighting, particularly lit crosswalks.	Middletown	N/A	N/A	SS4A SAP

Narragansett Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NA1	STIP 2022-2031 (Revision 14 with Pending Changes)	South Pier Road (RI Route 108 to Boon Street)	Narragansett	Local funding, STBG (Design); STBG, RICAP Match (construction)	Vehicular, Pedestrian	Reconstruction of the roadway, sidewalk replacement, and ADA-accessible ramp installation.	Narragansett	2023-2026	Active	STIP ID 1361, PTS ID 0081F
NA2	STIP 2022-2031 (Revision 14 with Pending Changes)	William C. O'Neill Bike Path Extension - Phase 4B	Narragansett	Outyear, RICAP Match, TAP	Bike	Design and construct the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach.	Narragansett	2025-2027	Active	STIP ID 5089, PTS ID 0020G
NA3	STIP 2022-2031 (Revision 14 with Pending Changes)	Ocean Road Beautification - Phase 1 & 2 (South Pier Road to Beach Street)	Narragansett	Outyear (construction)	Pedestrian	Sidewalks and applicable pedestrian improvements along Ocean Road from Beach Street to South Pier Road.	Narragansett	2028-2031	Active	STIP ID 5093, PTS ID 0037B
NA4	Narragansett Safe Streets and Roads for All Safety Action Plan	Bonnet Shores Road at Webster Avenue	Narragansett	SS4A/FHWA	Vehicular, Pedestrian	Install an overhead light on the utility pole at the intersection (if feasible). Install crosswalk across Bonnet Shores Road. Consider installing a raised crosswalk as a traffic calming feature. Add pedestrian warning signs (MUTCD W11-2) on the Bonnet Shores Road approaches. Investigate traffic calming measures on Bonnet Shores Road. Speed enforcement on Bonnet Shores Road. Discuss vegetation trimming with abutters.	Narragansett	N/A	Recommendation	N/A
NA5	Narragansett Safe Streets and Roads for All Safety Action Plan	Kingstown Road near Former Library	Narragansett	SS4A/FHWA	Vehicular, Pedestrian	Install rectangular rapid flashing beacons (RRFB) at crosswalk. Install textured pavement on Kingstown Road between the former library driveway and Boon Street.	Narragansett	N/A	Recommendation	N/A
NA6	Narragansett Safe Streets and Roads for All Safety Action Plan	Kingstown Road at Boon Street	Narragansett	SS4A/FHWA	Vehicular, Pedestrian	Remove the first parking spaces at the southwest and northeast corners of the intersection. Install high visibility crosswalk pavement markings. Replace the grate on the northeast corner of the intersection that has parallel bars capable of catching a bike tire. Install curb extensions. Resolve drainage issues at curb ramps.	Narragansett	N/A	Recommendation	N/A
NA7	Narragansett Safe Streets and Roads for All Safety Action Plan	Boon Street at Congdon Street	Narragansett	SS4A/FHWA	Vehicular, Pedestrian	Remove parking spaces, stripe No Parking Zones, and install flex posts on. The west side of Boon Street in front of Boon Street Market opposite Congdon Street. Congdon Street in front of Abbott Properties. Upgrade crosswalks to high visibility continental-style pavement markings. Remove the unused curb cut and replace with a curbed sidewalk. As a short-term measure, install curb stops at the edge of the street to keep cars off the sidewalk. Install overhead lights on the utility poles on the east side of Boon Street at Congdon Street. Install Share the Road signs on Boon Street between South Pier Road and Kingstown Road. Have a police detail on Friday-Saturday nights and all-day Friday-Sunday in the summer, plus holidays. Establish a traffic management plan with Boon Street Market.	Narragansett	N/A	Recommendation	N/A
NA8	Narragansett Safe Streets and Roads for All Safety Action Plan	South Pier Road at Boon Street/Gibson Avenue	Narragansett	SS4A/FHWA	Vehicular, Pedestrian	Stripe a dashed centerline on South Pier Road through the intersection. Stripe a no parking area on Boon Street SB between Perkins Street and South Pier Road. Add two missing crosswalks. Install a pedestrian refuge area for the recommended crosswalk across the west side of South Pier Road. Upgrade existing curb ramps to be ADA-compliant. Discuss vegetation trimming with the owner of 184 Boon Street. Enforce illegal parking.	Narragansett	N/A	Recommendation	N/A
NA9	Narragansett Safe Streets and Roads for All Safety Action Plan	South Pier Road East of Boon Street	Narragansett	SS4A/FHWA	Vehicular, Pedestrian	Upgrade crosswalks to high visibility continental style pavement markings. Refresh all pavement markings. Add overhead lighting to the utility pole at Walnut Street.	Narragansett	N/A	Recommendation	N/A
NA10	Narragansett Safe Streets and Roads for All Safety Action Plan	Boston Neck Road at Bridgetown Road	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Transit	Replace pedestrian signal equipment. Extend the sidewalk to the bus stop at the northeast corner. Add sidewalk on the west side north to Indian Trail. Add landing pads at the bus stops on Boston Neck Road north of Bridgetown Road where a sidewalk is not proposed.	Narragansett	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NA11	Narragansett Safe Streets and Roads for All Safety Action Plan	Boston Neck Road at Christofaro Park	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Transit	Update playground and pedestrian warning signs. Install high-visibility crosswalk and RRFB at the bus stop next to Cumberland Farms. Replace missing northbound bus stop sign.	Narragansett	N/A	Recommendation	N/A
NA12	Narragansett Safe Streets and Roads for All Safety Action Plan	Boston Neck Road at Mettatuxet Road	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Update pedestrian warning signs to fluorescent yellow. Install two-sided pedestrian warning signs. Relocate Washington Trust sign. Install RRFB (in progress by RIDOT).	Narragansett	N/A	Recommendation	N/A
NA13	Narragansett Safe Streets and Roads for All Safety Action Plan	Boston Neck Road at West Bay Drive	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Transit	Improve sight lines for vehicles turning from West Bay Drive onto Boston Neck Road. Add an overhead light for the southbound bus stop or relocate the stop 90 feet south to the existing utility pole with an overhead light. Add landing pads at all bus stops on Boston Neck Road that are not on a sidewalk.	Narragansett	N/A	Recommendation	N/A
NA14	Narragansett Safe Streets and Roads for All Safety Action Plan	Boston Neck Road at Sprague Bridge	Narragansett, RIDOT	SS4A/FHWA	Pedestrian	Add crosswalk and install RRFB.	Narragansett	N/A	Recommendation	N/A
NA15	Narragansett Safe Streets and Roads for All Safety Action Plan	Boston Neck Road at Town Beach	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install RRFBs at two of the three existing crosswalks. Implement a road diet for Boston Neck Road southbound.	Narragansett	N/A	Recommendation	N/A
NA16	Narragansett Safe Streets and Roads for All Safety Action Plan	Lower Narragansett Avenue	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Convert the existing parking lane on the north side of Lower Narragansett Avenue into a shared use path for walking and cycling and/or add a sidewalk.	Narragansett	N/A	Recommendation	N/A
NA17	Narragansett Safe Streets and Roads for All Safety Action Plan	Kingstown Road at Caswell Street	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Restripe the existing crosswalks to have high visibility continental style pavement markings. Add a high visibility crosswalk and curb ramps across Lower Narragansett Avenue.	Narragansett	N/A	Recommendation	N/A
NA18	Narragansett Safe Streets and Roads for All Safety Action Plan	Ocean Road at Memorial Square	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Remove the one parking space near the Towers on the SB side of Ocean Road. Construct ADA-compliant curb ramps. Add pedestrian warning signs at the crosswalk. Install curb extensions. Enforce no parking regulations near the Towers.	Narragansett	N/A	Recommendation	N/A
NA19	Narragansett Safe Streets and Roads for All Safety Action Plan	Ocean Road between Congdon and Central Streets	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Install high visibility crosswalks with RRFBs and/or curb extensions just north of Rodman Street, just north of Central Street, and just south of Congdon Street. Consider using textured paint on crosswalks or crosswalk approaches. Install R9-20 signs showing cyclists can use the full lane.	Narragansett	N/A	Recommendation	N/A
NA20	Narragansett Safe Streets and Roads for All Safety Action Plan	Ocean Road at South Pier Road	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Remove slip lane. Possibly reconfigure into a parklet. Move stop bar on South Pier Road east closer to Ocean Road. Install RRFB and curb extensions at the crosswalk across Ocean Road. Add ADA-compliant curb ramps at the Pier 5 driveway. Add advanced warning signage for the crosswalk for drivers turning left from South Pier Road onto Ocean Road. Add reflective signage (MUTCD W1-7 or similar) along the Seawall to warn drivers traveling east on South Pier Road of its presence. Additional chevron signs may be needed on the curve. Better enforce no parking regulations on the Seawall opposite South Pier Road.	Narragansett	N/A	Recommendation	N/A
NA21	Narragansett Safe Streets and Roads for All Safety Action Plan	Wright Rotary (Route 108 at Kingstown Road)	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Add signage on the Route 108 northbound and southbound approaches to indicate that both lanes must yield to traffic in the rotary. Realign the Route 108 southbound and Kingstown Road approaches to increase the horizontal deflection entering the rotary. Add RRFBs and high visibility pavement markings to crosswalks.	Narragansett	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NA22	Narragansett Safe Streets and Roads for All Safety Action Plan	Caswell Corner (Route 108 at South Pier Road/Woodruff Avenue)	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Prohibit left turns into and out of the driveway at the Stop & Shop gas station closest to the intersection. Install accessible pedestrian signals across each slip lane. Replace the missing traffic signal head visor on the Woodruff Avenue eastbound approach. If feasible, add backplates with retroreflective borders on the traffic signal heads. Replace dull or deteriorating signal heads. Increase the volume of the audible tones at pedestrian signals. Add a sidewalk on the north side of Woodruff Avenue between Point Judith Road and Flood Ford. Install a pedestrian signal across Woodruff Avenue at Flood Ford. Extend the sidewalk on the south side of Woodruff Avenue from the Route 1 North off-ramp to the South Kingstown town line. Conduct an access management study between Woodruff Avenue and Mariner Square.	Narragansett	N/A	Recommendation	N/A
NA23	Narragansett Safe Streets and Roads for All Safety Action Plan	Route 108 at Salt Pond Plaza	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Reorient the pedestrian signal push buttons on the pole on the southwest corner of the intersection. Replace the pedestrian pushbutton signage with signage that points to the associated pushbutton. Repair the broken pedestrian signals at the northwest and southwest corners of the intersection. Restripe the crosswalk across the Salt Pond Plaza driveway to high-visibility continental style.	Narragansett	N/A	Recommendation	N/A
NA24	Narragansett Safe Streets and Roads for All Safety Action Plan	Route 108 at Palm Beach Avenue	Narragansett, RIDOT	SS4A/FHWA	Vehicular	Install backplates with retroreflective borders on the traffic signal heads.	Narragansett	N/A	Recommendation	N/A
NA25	Narragansett Safe Streets and Roads for All Safety Action Plan	Route 108 and Galilee Escape Road	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Convert portions of the shoulder(s) on Route 108 and westbound Galilee Escape Road into separated bike lanes. Implement a road diet on Route 108 southbound and Galilee Escape Road westbound. Complete gaps in the sidewalk network on Route 108.	Narragansett	N/A	Recommendation	N/A
NA26	Narragansett Safe Streets and Roads for All Safety Action Plan	Route 108 at Knowlesway Extension	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Implement No Turn on Red on the Knowlesway Extension eastbound approach. Update crosswalk pavement markings to high visibility continental style. Add reflective tape to existing traffic signal backplates. Improve the drainage at the southwest corner.	Narragansett	N/A	Recommendation	N/A
NA27	Narragansett Safe Streets and Roads for All Safety Action Plan	Ocean Road at Scarborough Beach	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Transit	Implement a road diet and/or install a shared use path in or adjacent to the northbound lanes. Add high visibility crosswalks with RRFBs at Burnside Avenue, between St James and Elizabeth Roads, and across Burnside Avenue. Install RRFBs and high visibility pavement markings at existing crosswalks. Relocate the northbound bus stop closest to Elizabeth Road to just north of Elizabeth Road.	Narragansett	N/A	Recommendation	N/A
NA28	Narragansett Safe Streets and Roads for All Safety Action Plan	Galilee Escape Road at Great Island Road	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Install lighting in the slip lane island, at the end of the median on the Galilee Escape Road, and on the north side of the intersection. Install RRFB at the northern crosswalk. Install separated bike lanes the full length of the Galilee Escape Road with a two-stage turn queue box to direct cyclists turning left from the Galilee Escape Road WB onto Great Island Road southbound (requires a 4-way stop).	Narragansett	N/A	Recommendation	N/A
NA29	Narragansett Safe Streets and Roads for All Safety Action Plan	Great Island Road and Sand Hill Cove Road	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install RRFBs at the crosswalks. Upgrade all crosswalks to have high-visibility pavement markings. Add curb extensions as feasible.	Narragansett	N/A	Recommendation	N/A
NA30	Narragansett Safe Streets and Roads for All Safety Action Plan	Ocean Road at Point Judith Road	Narragansett, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Implement a road diet on Point Judith Road between Sand Hill Cove Road and Ocean Road. Shrink the size of the intersection; consider a roundabout. Restripe crosswalks to high-visibility continental style. Convert excess pavement to a parklet, additional space to walk or bike, and/or angle parking.	Narragansett	N/A	Recommendation	N/A

New Shoreham Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NS1	STIP 2022-2031 (Revision 14 with Pending Changes)	Corn Neck Road Sidewalks (Ocean Avenue to Beach Avenue)	New Shoreham	Outyear (construction)	Pedestrian	Install sidewalks along the west side of Corn Neck Road along Block Island State Beach from Ocean Avenue to Beach Avenue.	New Shoreham	2027-2028	Active	STIP ID 5097, PTS ID TBD
NS2	STIP 2022-2031 (Revision 14 with Pending Changes)	Chapel Street Sidewalks (Old Town Road to Water Street)	New Shoreham	Outyear (construction)	Pedestrian	Add sidewalks to the southern side of Chapel Street from Old Town Road to Water Street at the ferry landing.	New Shoreham	2027-2028	Active	STIP ID 5098, PTS ID TBD
NS3	New Shoreham Safe Streets and Roads for All Safety Action Plan	Corn Neck Road (Crescent Beach Cottages to North Light Beach)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Assess feasibility of a shared use path or advisory shoulders. If infeasible, assess where a shared use path or shoulder widening can be applied on portions of the corridor with steep grades. Pave dirt road intersection aprons to reduce debris in roadway. Continue to conduct routine vegetation abatement. Install speed feedback/traffic calming signage on downhill approaches. Study whether removal or upgrade to existing guardrails can be safer for all roadway users. Install enhanced curve delineation signage at key blind spot curves. Increase corridor-wide speed enforcement during summer months. Develop a pavement management plan and proactively identify when Corn Neck Road will be resurfaced next.	New Shoreham	2025	Recommendation	SAP
NS4	New Shoreham Safe Streets and Roads for All Safety Action Plan	Spring Street (Mohegan Trail to Amy Dodge Lane)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Where feasible, install a sidewalk or shared use path to connect from the Old Harbor area to tourism destinations like the Southeast Light and Bluffs. Pave apron of Amy Dodge Lane and Southeast Road to reduce debris on shoulder. Upgrade existing broken speed feedback sign with a working town-maintained speed feedback sign. Enhance chevron curve delineation signage throughout the corridor. Explore traffic calming opportunities to encourage appropriate speeds through curves and downhill approaches. Evaluate existing parking regulations near the Southeast Light to ensure parked vehicles do not create unsafe conditions for all modes navigating the curve. Consider restricting parking on the shoulder. Develop a pavement management plan and proactively identify when Spring Street will be resurfaced next.	New Shoreham	2025	Recommendation	SAP
NS5	New Shoreham Safe Streets and Roads for All Safety Action Plan	Old Town Road (Center Road to Connecticut Avenue)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Install additional curve delineation. Install corridor-wide traffic calming such as speed feedback signs, speed humps, horizontal deflection, and increased speed enforcement. Assess the feasibility of a shared use path on the south side of road. Tighten corner radii at the intersection with Center Road. Study realigning Connecticut Avenue on both approaches to be closer to 90 degrees.	New Shoreham	2025	Recommendation	SAP

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NS6	New Shoreham Safe Streets and Roads for All Safety Action Plan	Mohegan Trail (Lakeside Drive to Spring Street)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Pave the aprons of the Bluffs overlook to reduce dirt and debris on Mohegan Trail and evaluate whether realigning this intersection and/or narrowing the apron width would improve safety. Consider removing or upgrading guardrails to be safer for all roadway users. Conduct routine vegetation abatement to improve sight lines and provide additional unpaved space for people walking. Conduct a corridor study of the feasibility of either installing a shared use path or widening the road to provide a shoulder for people walking and biking. Near Payne Road, consider installing larger moped restriction signage and curve delineation signage. Evaluate existing parking lot regulations and alignment at the Bluffs Staircase and Southeast Light to ensure parked vehicles do not create unsafety conditions for all modes navigating adjacent curves. Consider restricting parking on the shoulder. Explore traffic calming on straightaways near Bluffs. Speed feedback signs may be an effective way to alert roadway users to their speed compared to safe speeds to navigate approaching curves. Develop a pavement management plan and proactively identify when Mohegan Trail will be resurfaced next.	New Shoreham	2025	Recommendation	SAP
NS7	New Shoreham Safe Streets and Roads for All Safety Action Plan	West Side Road (Center Road to Cooneymus Road)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Southwest of Dunn Town Road, resurface roadway. Explore the feasibility of either installing a shared use path, extending the sidewalk beyond West Lane, or widening the road to provide a shoulder for people walking and biking. Consider upgrading or removing guardrails along the corridor to be safer for all roadway users. Assess the feasibility of realigning Y-shaped intersections at Old Mill Road and Champlin Road. Pave apron of John Dodge Cemetery Road and Off West Side Drive. Install speed feedback signs and slow speeds signage along the downhill between Old Mill Road and John Dodge Cemetery Road near Dories Cove Road. Install curve delineation signage. Assess feasibility of narrowing intersection apron to standardize turning movements at Grace Cove Road. Explore traffic calming opportunities near the park/skatepark/playground and a crosswalk near West Lane	New Shoreham	2025	Recommendation	SAP
NS8	New Shoreham Safe Streets and Roads for All Safety Action Plan	Cooneymus Road (West Side Road to Center Road)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Resurface roadway and upgrade guardrails. Through resurfacing, explore the feasibility of either installing a shared use path or widening the road to provide a shoulder for people walking and biking. Install additional curve delineation signage. Concurrent with repaving, consider repaving side street aprons to reduce sand and debris in roadway. Install speed feedback signs near dangerous curves. Realign intersections to meet at closer to 90 degrees.	New Shoreham	2025	Recommendation	SAP

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NS9	New Shoreham Safe Streets and Roads for All Safety Action Plan	Payne Road and Pilot Hill Road (High Street to Mohegan Trail)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Enhance curve delineation signage. Consider relocating existing signs closer to intersections or near decision points before turns. Install speed feedback signs or additional speed limit signs. Evaluate realigning the intersection of Pilot Hill Road and Mohegan Trail. Clean vegetation near school zone and speed limit signs.	New Shoreham	2025	Recommendation	SAP
NS10	New Shoreham Safe Streets and Roads for All Safety Action Plan	Beach Avenue /Ocean Avenue / Corn Neck Road (Circulator Roadway Network)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	At Ocean Avenue/Beach Avenue, evaluate whether changes to stop control would improve safety and reduce driver confusion, and the impact to people walking across Beach Avenue. Evaluate whether Fire Department curb cut can be narrowed to reduce crossing distance for people walking. At Corn Neck Road/Beach Avenue, explore opportunities to daylight the crosswalk and increase visibility for people crossing the road. Along Beach Avenue, explore the feasibility of extending the sidewalk along Beach Avenue. Explore upgrading or removing the road guardrails to be safer for all roadway users. Along Ocean Avenue, assess feasibility of an intersection diet by tightening corner radii and advancing the stop bar closer to the intersection to improve visibility. Clarify parking on shoulder near Poor People's Pub. Along Corn Neck Road, implement findings of ongoing resilience and dune restoration projects.	New Shoreham	2025	Recommendation	SAP
NS11	New Shoreham Safe Streets and Roads for All Safety Action Plan	Center Road (Off Center Road to Cooneymus Road)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Explore the feasibility of a shared use path along the east side of the road. Consider removing or upgrading the guardrails along the corridor to be safer for all modes. Consider installing chevron curve delineation signage and speed feedback signs on downhills to alert roadway users to changes in roadway context and to encourage safer speeds. Consider realigning Cooneymus Road to meet Center Road closer to 90 degrees. Consider reducing the corner radii of the intersection with Old Town Road and clearing vegetation to improve visibility and slow turning speeds at the corner. Develop a pavement management plan and proactively identify when Center Road will be resurfaced next.	New Shoreham	2025	Recommendation	SAP
NS12	New Shoreham Safe Streets and Roads for All Safety Action Plan	High Street (Payne Road/Pilot Hill Road to Weldon's Way)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Explore traffic calming opportunities near Block Island School. Upgrade existing crosswalk near Block Island School and assess driveway and lane configuration within school parking lot to identify circulation and safety improvements. Enhance curve delineation signage near Highview Lane and continue to conduct routine vegetation abatement to improve sight lines and sign visibility. Explore traffic calming opportunities on the northbound downhill approaching Old Harbor. At the intersection with Weldon's Way, upgrade curb cuts and explore curb extensions. Develop a pavement management plan and proactively identify when High Street will be resurfaced next.	New Shoreham	2025	Recommendation	SAP

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NS13	New Shoreham Safe Streets and Roads for All Safety Action Plan	Old Harbor Roadway Network (From Old Town Road to High Street/Spring Street)	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Square up the intersection of Spring Street at High Street near the Statue of Rebecca so that Spring Street meets High Street at a 90-degree angle with a stop sign. Remove stop bars on High Street and Water Street to allow typical yield flow through the traffic circle. Install curb extensions and realign crosswalks for a shorter pedestrian crossing. Assess the feasibility of closing Weldon’s Way to general vehicle traffic in the summer months. In the alternative, redesign the roadway to have two 10 foot travel lanes, one 8 foot parking lane, and a wide sidewalk or mixed-use path on one side of the road. Restripe transverse crosswalks on Chapel Street and Weldon’s Way as continental or ladder crosswalks. Assess whether TIP Project #5098, Chapel Street Sidewalks, should be implemented. Evaluate the feasibility of sidewalk between Dodge Street and Chapel Street on Old Town Road. Assess whether an advanced warning sign is needed for intersection/stop sign downhill on Dodge Street. Assess significant pedestrian crossing movements at the corner of Dodge Street and Water Street. Where feasibility, daylighting crosswalks and installing curb extensions along Water Street.	New Shoreham	2025	Recommendation	SAP
NS14	New Shoreham Safe Streets and Roads for All Safety Action Plan	Corn Neck/Ocean/Old Town Intersection	New Shoreham, RIDOT	SS4A/FHWA	Unknown	Evaluate opportunities to install curb extensions to shorten crossing distances for people walking, increase space for people standing or waiting near the intersection, and to improve sight lines. Explore feasibility to install mountable aprons where curb extensions are prohibitive but smaller corner radii could increase safety. If curb extensions are installed, restripe crosswalks and stop bars to align with curb extensions, shorten crossing distances, and improve sight lines. On the southwest corner of the intersection, evaluate feasibility of moving utility pole and other signs out of the sidewalk. Clarify parking on the shoulder next to the sidewalk near Poor People’s Pub/Captain Nick’s	New Shoreham	2025	Recommendation	SAP

Newport Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE1	STIP 2022-2031 (Revision 14 with Pending Changes)	Farewell Street Pavement Preservation and Sidewalk (America's Cup Avenue to Van Zandt Avenue)	Newport	Outyear, RICAP Match, TAP (construction)	Vehicular, Pedestrian	Resurface RI Route 238 Farewell Street in conjunction with sidewalk improvements. These improvements entail sidewalk repairs, new granite curbing, and additional accommodations for ADA accessibility.	Newport	2025-2029	Active	STIP ID 5106, PTS ID TBD
NE2	STIP 2022-2031 (Revision 14 with Pending Changes)	Bellevue Avenue ADA Sidewalk/Access Improvements (Kay Street to Ocean Avenue)	Newport	Outyear, RICAP Match, TAP (construction)	Pedestrian	ADA improvements to sidewalks	Newport	2025-2030	Active	STIP ID 5107, PTS ID TBD
NE3	STIP 2022-2031 (Revision 14 with Pending Changes)	Safe Routes to School - Hillside Avenue Sidewalks	Newport	RICAP Match, TAP (construction)	Pedestrian	ADA improvements to sidewalk and/or new sidewalk installation on Hillside Avenue from Bedlow Avenue to Maple Avenue	Newport	2022	Active	STIP ID 5109, PTS ID 2605K
NE4	STIP 2022-2031 (Revision 14 with Pending Changes)	Pell Bridge Ramps, Phase 2	RIDOT	2018 BUILD, 2021 GO Bond, AugRed, Carbon, PROTECT, RICAP Match, STBG, TAP (construction)	Vehicular, Bike, Pedestrian	Reconstruction and construction of roadway and ramps, improvements to traffic safety, sidewalks, construction of roundabout and shared use path. Project previously named "Reconstructing Pell Bridge Approaches."	Newport	2022-2024	Active	STIP ID 9201, PTS ID 0050B
NE5	Newport Transportation Master Plan (Draft), January 2023	S1: Admiral Kalbfus Road (Third Street to Broadway)	Parks, Trees and Open Space Commission; Planning & Economic Development, RIPTA, Public Services	Capital Improvement Program or Federal and State Grants (CRP, CMAQ, HISP, RAISE, SS4A, STBG)	Bike, Pedestrian	Reduce width of travel lanes and eliminate shoulders to reduce speeds. Construct a shared use path for pedestrians and bicyclists. Create safer intersections that promote slower speeds.	Newport	2023	Recommendation	N/A
NE6	Newport Transportation Master Plan (Draft), January 2023	S2: Relocate and Signalize Thames Street Crosswalk	Planning and Economic Development, Public Services, City Council, Discover Newport, Greater Newport Chamber of Commerce, RIDOT	Capital Improvement Program or RIDOT SMART Grant Program	Vehicular, Pedestrian	Due to the intersection being the most significant source of traffic congestion, crosswalks should be relocated north and be signalized to reduce the potential for conflicts. This will require the construction of several short sections of sidewalk.	Newport	2023	Recommendation	N/A
NE7	Newport Transportation Master Plan (Draft), January 2023	S3: Signal Timing and Phasing Changes at Bellevue Avenue / Memorial Boulevard	Planning and Economic Development, Public Services, City Council, RIDOT	Capital Improvement Program or RIDOT SMART Grant Program	Vehicular, Pedestrian	Changes to the intersection's signal timing and phasing which currently require very long delays for pedestrians crossing Memorial Boulevard, leading to confusion.	Newport	2023	Recommendation	N/A
NE8	Newport Transportation Master Plan (Draft), January 2023	S4: Signal Timing and Phasing Changes on Broadway	Planning and Economic Development, Public Services, City Council, RIDOT	Capital Improvement Program	Vehicular, Pedestrian	Evaluate traffic signals for short term improvements.	Newport	2023	Recommendation	N/A
NE9	Newport Transportation Master Plan (Draft), January 2023	S5: Dr Marcus Wheatland Boulevard/Equality Park W (Gould Street to Marlborough Street)	Planning and Economic Development, Public Services, City Council	Capital Improvement Program	Bike	Calm traffic and accommodate a shared lane bikeway on Dr Marcus Wheatland Boulevard /Equality Park West. Reduce vehicle speeds by narrowing travel lanes and installing speed humps and pedestrian crossing islands.	Newport	2023	Recommendation	N/A
NE10	Newport Transportation Master Plan (Draft), January 2023	S6: Thames and Spring Streets	Planning and Economic Development, Public Services, City Council, Discover Newport, Greater Newport Chamber of Commerce	Capital Improvement Program	Vehicular, Pedestrian	Various approaches to reduce conflicts between people driving, vehicle parking, loading and walking on Thames Street, especially during peak season.	Newport	2023	Recommendation	N/A
NE11	Newport Transportation Master Plan (Draft), January 2023	S7: Shared Narrow Streets Pilot	Planning and Economic Development, Public Services, City Council	Capital Improvement Program	Vehicular, Pedestrian	Traffic calming, signage and other techniques to enhance safety of pedestrians. Selected streets should have a curb-to-curb width of 15 feet to 18 feet	Newport	2023	Recommendation	This project is to inform the longer term project #S17.

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE12	Newport Transportation Master Plan (Draft), January 2023	S8: Memorial Boulevard (Thames Street to Rhode Island Avenue)	Planning and Economic Development, Public Services, Newport Recreation Department, City Council, Discover Newport, Greater Newport Chamber of Commerce, RIDOT	Capital Improvement Program	Vehicular, Bike, Pedestrian	Complete section of Ride to Beach lane by installing a quick-build, separated bike facility, house the amount of car traffic on Memorial Avenue in fewer lanes and install a separate bikeway in the remaining space.	Newport	2023	Recommendation	Upgrade bikeway with permanent separation in the future.
NE13	Newport Transportation Master Plan (Draft), January 2023	S9: Memorial Boulevard (Rhode Island Avenue to Middletown)	Planning and Economic Development, Public Services, RIPTA, City Council, Discover Newport, Greater Newport Chamber of Commerce	Federal and State Grants (RAISE, SS4A, CRP, CMAQ, HISP, STBG)	Bike, Pedestrian	Separate bike lanes, Recommendation signal for vehicular left turns into parking lot.	Newport	2023	Recommendation	Funding strategy detailed in plan's appendix
NE14	Newport Transportation Master Plan (Draft), January 2023	S10: Touro Street and Bellevue Avenue (Thames Street to Narragansett Avenue)	Planning and Economic Development, Public Services, RIPTA, City Council, Discover Newport, Greater Newport Chamber of Commerce	Capital Improvement Program	Bike, Pedestrian	Evaluate the need for on-street parking on Bellevue Avenue, reduce width of travel lanes to accommodate dedicated bike facilities, retime traffic signals for easier crossing.	Newport	2023	Recommendation	N/A
NE15	Newport Transportation Master Plan (Draft), January 2023	S11: North End Multimodal Connections	Planning and Economic Development, Public Services, Building, Zoning, and Inspections, City Council	Private Partnership	Pedestrian	Build a strong east-west bicycle and pedestrian connection through the RK Shopping Center to Miantonomi Park and the shoreline, through Rolling Green, Festival Field, and AHEPA (Senior Living Complex)	Newport	2023	Recommendation	N/A
NE16	Newport Transportation Master Plan (Draft), January 2023	S12: Ocean Loop (Wellington Avenue, Halidon Avenue, Brenton Road, Beacon Hill Road, Harrison Avenue, Ridge Road, Castle Hill Avenue, Ocean Avenue)	Planning and Economic Development, Public Services, City Council, Discover Newport, Greater Newport Chamber of Commerce, Bike Newport	Federal and State Grants (RAISE, SS4A, CRP, CMAQ, HISP, STBG)	Bike, Pedestrian	Add traffic calming features throughout the route, shared lane markings, bike lanes, designated pull-offs and places to enjoy the scenery, bike repair stations, benches, drinking water and restrooms.	Newport	2023	Recommendation	Funding strategy detailed in plan's appendix
NE17	Newport Transportation Master Plan (Draft), January 2023	S13: Sidewalks - Narragansett and Ruggles	Planning and Economic Development, Public Services, City Council	Pavement Management Program, State or Federal Grant Program	Pedestrian	Construct new sidewalk and close sidewalk gaps on Narragansett Avenue and Ruggles. Prioritize improvements along Narragansett Avenue between Spring Street and Ochre Point	Newport	2023	Recommendation	N/A
NE18	Newport Transportation Master Plan (Draft), January 2023	S14: America's Cup Avenue (Farewell Street to Thames Street)	Planning and Economic Development, Public Services, RIPTA, City Council, Discover Newport, Greater Newport Chamber of Commerce	Federal and State Grants (RAISE, SS4A, CRP, CMAQ, HISP, STBG)	Bike	House the amount of car traffic on America's Cup Avenue in fewer travel lanes and install a separated two-way bikeway along the Newport Harbor side of the street. Manage curbside conflicts through signage, pick-up/drop-off zones, and enforcement. Provide crossing improvements for pedestrians crossing America's Cup Avenue at Poplar Street and Elm Street. Retain existing tree-lined median.	Newport	2023	Recommendation	Funding strategy detailed in plan's appendix
NE19	Newport Transportation Master Plan (Draft), January 2023	S15: Broadway (Gould Street to Miantonomi Avenue)	Planning and Economic Development, Public Services, RIPTA, City Council, Discover Newport, Greater Newport Chamber of Commerce	Federal and State Grants (RAISE, SS4A, CRP, CMAQ, HISP, STBG)	Bike	Align the bikeway with Broadway's transit service by installing floating bus stops and shelters with real-time arrival information. Prioritize pedestrian and bicycling safety in the intersection design and signal phasing.	Newport	2023	Recommendation	Funding strategy detailed in plan's appendix

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE20	Newport Transportation Master Plan (Draft), January 2023	S16: Rhode Island Avenue (Memorial Boulevard to Broadway)	Planning and Economic Development, Public Services, City Council, Discover Newport, Greater Newport Chamber of Commerce	Federal and State Grants (RAISE, SS4A, CRP, CMAQ, HISP, STBG)	Bike	Install streetscape enhancements to improve the experience for people biking with traffic calming, signage, and shared lane markings.	Newport	2023	Recommendation	Funding strategy detailed in plan's appendix
NE21	Newport Transportation Master Plan (Draft), January 2023	S17: Spring Street (Broadway to Narragansett Avenue)	Planning and Economic Development, Public Services, City Council, Discover Newport, Greater Newport Chamber of Commerce	Capital Improvement Program	Bike	Streetscape enhancements to improve the experience for people biking with traffic calming, signage, and shared lane markings. Improve intersection visibility and ease of crossing by physically enforcing vehicle parking setbacks with sidewalk extensions at busy side streets.	Newport	2023	Recommendation	N/A
NE22	Newport Transportation Master Plan (Draft), January 2023	S18: Narrow Streets between Thames and Spring Streets (Memorial Boulevard to Narragansett Avenue)	Planning and Economic Development, Public Services, City Council, Discover Newport, Greater Newport Chamber of Commerce	Capital Improvement Program	Pedestrian	Make policy and design changes to the narrow streets connecting Spring and Thames Streets. As a first step, move obstructions from the sidewalks including signposts (by placing on buildings or consolidating), and improve vehicle parking enforcement. Designate one side as accessible route.	Newport	2023	Recommendation	N/A
NE23	Newport Transportation Master Plan (Draft), January 2023	S19: Farewell Street (at America's Cup Boulevard) to JT Connell Highway (at Admiral Kalbfus Road)	Planning and Economic Development, Public Services, RIPTA, City Council, Discover Newport, Greater Newport Chamber of Commerce	Capital Improvement Program	Pedestrian	Close the sidewalk gap that will exist between Van Zandt and America's Cup Avenue once the Pell Bridge project is complete. Reduce the width of the travel lanes to the minimum dimensions necessary to accommodate transit, widen the existing sidewalk, and install a new sidewalk on the west side of the street.	Newport	2023	Recommendation	N/A
NE24	Newport Safe Streets and Roads for All Safety Action Plan	Appoint an Aquidneck Island Transportation Commission	Aquidneck Land Trust, Aquidneck Municipalities	SS4A/FHWA	Vehicular, Pedestrian, Bike	Appoint a regional Aquidneck Island Transportation Commission, comprised of Aquidneck Island's municipal planners, engineers, Department of Public Works (DPW), and Fire/Police Department leadership to meet quarterly. May include a representative from each municipality's Bicycle and Pedestrian Advisory Committee, as appropriate.	Newport, Other Municipalities	2025-2028	Recommendation	N/A
NE25	Newport Safe Streets and Roads for All Safety Action Plan	Identify regional funding needs and sources	Aquidneck Land Trust	SS4A/FHWA	Vehicular, Pedestrian, Bike	On a local level, assign Vision Zero implementation to the new Transportation Working Group formed out of the Newport Strategic Plan (2024).	Newport	2028-2030	Recommendation	N/A
NE26	Newport Safe Streets and Roads for All Safety Action Plan	Fund and appoint a dedicated regional planner	Aquidneck Land Trust	SS4A/FHWA	Vehicular, Pedestrian, Bike	Identify funding needs for effective management and implementation of Newport's Safety Action Plan. Coordinate with the Town of Portsmouth, the Town of Middletown, Newport's Naval Station and regional entities, such as the Aquidneck Land Trust. Capture efficiencies and recognize the island's cohesive transportation network across municipal boundaries.	Newport, Other Municipalities	2025-2028	Recommendation	N/A
NE27	Newport Safe Streets and Roads for All Safety Action Plan	Conduct Safety meetings and develop annual reports	Newport Regional Planner	SS4A/FHWA	Vehicular, Pedestrian, Bike	Establish one full-time, permanent Regional Transportation Planner position responsible for overseeing the implementation of the three municipal Action Plans, annual review, data analysis, and public interface. This hire should demonstrate an understanding of housing and economic development fundamentals, to inform cross-disciplinary decision making. House this position in the Aquidneck Land Trust Resilience Team.	Newport	2025-2028	Recommendation	N/A
NE28	Newport Safe Streets and Roads for All Safety Action Plan	Advance infrastructure that increases climate resiliency	Newport DPW	SS4A/FHWA	Vehicular, Pedestrian, Bike	Hold quarterly Vision Zero meetings with the Aquidneck Island Transportation Commission and conduct annual review of the Action Plan. Include a work plan for projects to be implemented in the upcoming year.	Newport	2025-2028	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE29	Newport Safe Streets and Roads for All Safety Action Plan	Conduct a Regional Transportation Options Study	Newport Regional Planner	SS4A/FHWA	Vehicular, Transit	Fund a Regional Transportation Options Study to evaluate alternative modes and innovative options, such as public transit and/or shared micromobility, to reduce short-trips by private vehicle and reduce island-wide congestion. Consider coordinated transportation and land use decisions. Explore the concept of a transportation fee for all non-resident/employee vehicles on island, creating a dedicated fund to enhance the actualization of an active transportation network, balanced against affordability considerations for people who work on the Island but cannot afford to live on the Island. Couple with the evaluation of dedicated, off-island or outside of the city center core subsidized parking and island shuttle service, including potential for water taxi, to reduce High Injury Network congestion, especially during peak tourism periods.	Newport	2025-2028	Recommendation	N/A
NE30	Newport Safe Streets and Roads for All Safety Action Plan	Expand intercept parking locations and programs	Newport Regional Planner	SS4A/FHWA	Vehicular, Transit	Expand intercept parking lots outside of downtown or outside of Newport with free and frequent shuttle services to downtown and other key destinations during peak seasons. Visitors are already encouraged to part at the Newport Gateway Center on the north side of downtown, within walking distance from most attractions. Complement this with clear wayfinding signage, mobile apps, and tourist information for the visitor center, attractions and hotels promoting shuttle routes, schedules, and nearby parking availability. Partner with navigation apps through programs like Waze for Cities and Google Maps Content Partners to provide localized information and navigation tips for out-of-town drivers.	Newport	2030-2035+	Recommendation	N/A
NE31	Newport Safe Streets and Roads for All Safety Action Plan	Improve transit	RIPTA, Newport Regional Planner	SS4A/FHWA	Vehicular, Transit	Work with RIPTA to increase frequency on local bus routes in Newport. Route 67, the free Bellevue Trolley to tourist destinations is a high frequency route, the other RIPTA bus routes in Newport are all lower frequency. Consider which of these the less frequent routes serves the largest potential travel market for local residents and employees and work with RIPTA to increase frequency. Explore ways to expand the new Route 67, the free Bellevue Trolley.	Newport	2028-2030	Recommendation	N/A
NE32	Newport Safe Streets and Roads for All Safety Action Plan	Revisit zoning to promote diverse housing	Newport Planning	SS4A/FHWA	Vehicular, Transit	Revisit zoning to allow for such residential forms that allow young adults and families, parents of grown children, and older adults to age in place on Aquidneck Island without relying exclusively on driving. Promote life-cycle housing options by encouraging denser village developments, cohousing communities, and accessory dwelling units.	Newport	2030-2035+	Recommendation	N/A
NE33	Newport Safe Streets and Roads for All Safety Action Plan	Develop a local Safety Audit procedure	Newport Regional Planner	SS4A/FHWA	Pedestrian	Develop a local safety audit procedure, consistent with national best practice, where by there is a first phase community walk audit to assess existing perceptions of safety, risk factors and potential solutions with the public, and a second phase as part of the design process (i.e., Road Safety Audit (RSA) of 60% plans) and in partnership with the design consultant team. The process should include an abbreviated flow for quick-build demonstration projects and a more expansive process for full reconstruction capital projects.	Newport	2025-2028	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE34	Newport Safe Streets and Roads for All Safety Action Plan	Identify quick build demonstration projects	Newport DPW, Newport Planning	SS4A/FHWA	Vehicular	Evaluate the entire High Injury Network to identify priority locations for quick build demonstration improvement projects. Identify 1 project per year. Begin with corridors under local control and with the largest number of fatal and severe crashes. Consider corridors with potential local partners such as schools or medical facilities, thus combining connections to population and institutions that could partner in project deployment. Conduct Road Safety Audits on identified demonstration corridors. This process should include opportunities for community input and generate quick-build demonstration solutions.	Newport	2025-2028	Recommendation	N/A
NE35	Newport Safe Streets and Roads for All Safety Action Plan	Implement and monitor demonstration projects	Newport DPW, Newport Planning	SS4A/FHWA	Vehicular	Implement and monitor quick-build improvements on identified demonstration corridors. Implementation should include programming to share the benefits of safety countermeasures with the community and train road users on how to use potentially new infrastructure. Monitoring should include data collection such as, crashes, multimodal volumes, speeds, personal stories, and photos. Projects should be intended to remain in place permanently, if monitoring suggests success, or converted into a more permanent construction, or removed if another approach is through to lead to more success.	Newport	2025-2028	Recommendation	N/A
NE36	Newport Safe Streets and Roads for All Safety Action Plan	Take immediate action on the High Injury Network	Newport DPW	SS4A/FHWA	Vehicular	Implement immediate action items High Injury Network-wide that do not need to be studied, planned, or designed - this may include maintenance (including pavement and restriping faded markings), speed limit signage, speed feedback signs, or sightline improvements (landscaping, spot parking restrictions).	Newport	2025-2028	Recommendation	N/A
NE37	Newport Safe Streets and Roads for All Safety Action Plan	Intersection improvement program	Newport DPW	SS4A/FHWA	Vehicular	Build capital safety improvements at the 30 identified high crash intersections within 6 years. While long term reconstruction is being planned, pursue immediate changes, short-term actions, and interim improvements. Capital safety improvement projects may include constructing more permanent versions of quick-build projects that tested and established a "footprint" for these capital projects.	Newport	2028-2030	Recommendation	N/A
NE38	Newport Safe Streets and Roads for All Safety Action Plan	Evaluate new traffic signals or pedestrian signals	Newport DPW	SS4A/FHWA	Vehicular, Pedestrian	Conduct a signal warrant analysis or signal infrastructure assessment to determine the feasibility of new signal installations. Based on that analysis, implement safety-oriented signal improvements, such as Right Turn on Red restrictions, the elimination of permissive left turns, removal of channelized right turns, upgrade to LED signals, install reflective backplates, etc. Consider priority locations for signal infrastructure assessment which may recommend traffic signal infrastructure reconstruction that would include latest best practices, especially related to pedestrian signals and push-buttons. Consider priority locations for signal warrant analysis to determine feasibility of new signal installations, and/or Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).	Newport	2028-2030	Recommendation	N/A
NE39	Newport Safe Streets and Roads for All Safety Action Plan	Improve safety for motorcyclists	Newport DPW	SS4A/FHWA	Vehicular	Incorporate motorcycle-specific design measures such as high-friction surface treatments at curves and intersections, clear lane markings, motorcycle-friendly guardrails, and advanced warning systems to reduce crash risk and enhance rider safety.	Newport	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE40	Newport Safe Streets and Roads for All Safety Action Plan	Evaluate intersection signal timing	Newport DPW	SS4A/FHWA	Vehicular, Pedestrian	Evaluate signal timing at top crash intersections. Evaluate clearance intervals (i.e., yellows and all-reds) which can be a major contributing factor in angle and rear-end collisions at signalized intersections. Simultaneously ensure adequate pedestrian crossing times and the consideration of lead pedestrian intervals (LPIs) for locations with ped crashes or significant pedestrian volumes.	Newport	2025-2028	Recommendation	N/A
NE41	Newport Safe Streets and Roads for All Safety Action Plan	Evaluate corridor signal timing	Newport DPW	SS4A/FHWA	Vehicular	Evaluate signal timing on coordinated signal systems along corridors to ensure consistency with target speeds. Consider how cycle length changes and offset changes can help reduce corridor speeds. This can be done as part of a jurisdiction-wide optimization project.	Newport	2025-2028	Recommendation	N/A
NE42	Newport Safe Streets and Roads for All Safety Action Plan	Install speed cameras in school zones	Newport Planning, Newport City Manager	SS4A/FHWA	Vehicular	Implement temporary speed safety cameras along the High Injury Network in school zones.	Newport	2025-2028	Recommendation	N/A
NE43	Newport Safe Streets and Roads for All Safety Action Plan	Develop a traffic calming program	Newport Planning	SS4A/FHWA	Vehicular	Develop and implement a traffic calming program, focused on local roads. Use both qualitative and quantitative data to identify high priority locations for safety projects near school zones, routes to schools, transit corridors, parks, and other youth-serving or older adult-serving facilities. Establish a typology for roadways that could be posted at 15 or 20 mph (i.e., functional class, AADT, land use context). Determine legislative allowance to lower speeds. Include signage and traffic calming infrastructure.	Newport	2028-2030	Recommendation	N/A
NE44	Newport Safe Streets and Roads for All Safety Action Plan	Repair and improve crosswalks	Newport Planning	SS4A/FHWA	Vehicular, Pedestrian	Conduct an audit to identify where Newport's marked crosswalks are degraded and require replacement and new crosswalks are needed to complete a comprehensive pedestrian network. Identify potential erroneous crosswalks in locations without relevant trip generators/destinations or without appropriate safety measures and consider removing.	Newport	2028-2030	Recommendation	N/A
NE45	Newport Safe Streets and Roads for All Safety Action Plan	Conduct a sidewalk connectivity study	Newport Planning	SS4A/FHWA	Pedestrian	Use capital funding to conduct a citywide sidewalk connectivity study that would evaluate land-use, density, future development plans, ROW, etc. to help prioritize segments that can evolve into capital improvement projects that not only address connectivity, but also ADA compliance (including transit accessibility). Address gaps in the pedestrian network, focused on connectivity in high-traffic areas, near schools, public transit stops, and community hubs. Prioritize historically underserved areas and populations.	Newport	2028-2030	Recommendation	N/A
NE46	Newport Safe Streets and Roads for All Safety Action Plan	Dedicate funding for sidewalk maintenance	Newport Planning, Newport City Manager	SS4A/FHWA	Pedestrian	Dedicate funding for regular sidewalk maintenance and connections and crosswalk repairs.	Newport	2025-2028	Recommendation	N/A
NE47	Newport Safe Streets and Roads for All Safety Action Plan	Clarify sidewalk clearance responsibilities and offer assistance	Newport Planning	SS4A/FHWA	Pedestrian	Clearly outline municipal and state duties about sidewalk clearance and potentially fine those who are non-compliant. Investigate options for assisting those who are unable to comply with the policy. Explore opportunities for the Town to provide snow shovels to households if the cost presents a barrier.	Newport	2025-2028	Recommendation	N/A
NE48	Newport Safe Streets and Roads for All Safety Action Plan	Increase awareness of sidewalk issue reporting	Newport Planning	SS4A/FHWA	Pedestrian	Advertise the existing public reporting system (Report It! Newport!) as a means to report missing, damaged, or obstructed sidewalks by marking locations on a map, uploading photos, and providing descriptions.	Newport	2025-2028	Recommendation	N/A
NE49	Newport Safe Streets and Roads for All Safety Action Plan	Evaluate bus stop placement	Newport DPW	SS4A/FHWA	Pedestrian, Transit	Coordinate with RIPTA to evaluate public bus stop placement, shelters, and pedestrian scale lighting through the lens of a rider. For example, adjust stops from nearside to far side stops to reduce pedestrian mid-block crossing threat.	Newport	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE50	Newport Safe Streets and Roads for All Safety Action Plan	Increase bus stop accessibility	Newport DPW	SS4A/FHWA	Pedestrian, Transit	Enhance bus stop accessibility by implementing infrastructure upgrades aligned with best practices from the Bus Stop Design Guide, including ADA-compliant features, improved seating, shelter, and clear pedestrian pathways.	Newport	2028-2030	Recommendation	N/A
NE51	Newport Safe Streets and Roads for All Safety Action Plan	Support investment in Aquidneck Island's active transportation network	Newport Planning, Newport DPW	SS4A/FHWA	Pedestrian, Bike, Transit	Coordinated with Ride Island, advance the implementation of the Ride Island Plan and identify the goals and schedule of expansion of the connected, active transportation network that provides low-stress infrastructure on designated roadways. Infrastructure may include context-sensitive bicycle and pedestrian facilities. Prioritize the development of bike lanes, pedestrian paths, and transit hubs along the High Injury Network.	Newport	2025-2028	Recommendation	N/A
NE52	Newport Safe Streets and Roads for All Safety Action Plan	Comply with Statewide Complete Streets policies and design recommendations	Newport Planning, Newport DPW	SS4A/FHWA	Vehicular	Support the development of RIDSP Complete Street Plan & Design Guidelines. Upon completion, incorporate street design guidance on local roads. Coordinate with RIDOT to advance safety investments on state-owned roadways and infrastructure.	Newport	2025-2028	Recommendation	N/A
NE53	Newport Safe Streets and Roads for All Safety Action Plan	Implement event traffic management that prioritizes multimodal safety	Newport DPW, Newport PD	SS4A/FHWA	Vehicular, Pedestrian, Bike	Identify and expand traffic circulation and routes to mitigate congestion for multi-day festivals and events. Develop temporary bike and pedestrian routes to be used for the duration of the event.	Newport	2025-2028	Recommendation	N/A
NE54	Newport Safe Streets and Roads for All Safety Action Plan	Close Thames Street to cars during the tourism season	Newport DPW	SS4A/FHWA	Vehicular, Pedestrian	Close Thames Street to cars May to October for pedestrian use only. Allow delivery trucks in at specific times for drop-offs. Provide designated ride share pick up and drop off locations at through-street intersections, such as Washington Square and Thames Street, and Memorial Boulevard and Thames Street.	Newport	2028-2030	Recommendation	N/A
NE55	Newport Safe Streets and Roads for All Safety Action Plan	Install bottle filling stations	Newport DPW	SS4A/FHWA	Pedestrian	Provide bottle filling stations at tourist / pedestrian heavy areas, such as the Cliff Walk & Bellevue to reduce heat and fatigue related emergencies.	Newport	2025-2028	Recommendation	N/A
NE56	Newport Safe Streets and Roads for All Safety Action Plan	Invest in permanent infrastructure to slow speeds	Newport DPW	SS4A/FHWA	Vehicular, Pedestrian	Implement long-term investments to slow speeds on the High Injury Network which may include road diets, roundabouts, speed humps, raised crosswalks, narrowed lanes, and parking restrictions at intersections to improve visibility.	Newport	2030-2035+	Recommendation	N/A
NE57	Newport Safe Streets and Roads for All Safety Action Plan	Strategically improve street lighting	Newport Planning	SS4A/FHWA	Vehicular	Evaluate roadway lighting along the High Injury Network. Establish planning level coordination with RI Energy, who maintains all streetlights, so faded or burned-out lighting can be identified, and key gaps can be evaluated along the High Injury Network.	Newport	2025-2028	Recommendation	N/A
NE58	Newport Safe Streets and Roads for All Safety Action Plan	Require new developments to accommodate people on foot and bike	Newport Planning	SS4A/FHWA	Vehicular, Pedestrian, Bike	Require new developments that require Development Plan Review to fund improved roadway safety infrastructure, such as pedestrian scale lighting, signal(s), and/or bicycle or pedestrian facilities within a one-half-mile buffer.	Newport	2028-2030	Recommendation	N/A
NE59	Newport Safe Streets and Roads for All Safety Action Plan	Increase safe access to library, public buildings	Newport DPW	SS4A/FHWA	Vehicular, Pedestrian	Enhance older adult safety by installing larger, high-contrast signage for better visibility, extending pedestrian signal timing to accommodate slower walking speeds near the senior center, and improving accessibility with features like curb ramps and well-lit crosswalks.	Newport	2028-2030	Recommendation	N/A
NE60	Newport Safe Streets and Roads for All Safety Action Plan	Advance a Safe Routes to School Program	Newport Planning	SS4A/FHWA	Pedestrian, Bike	Expand the Safe Routes to School (SRTS) program within Newport Public Schools (grades K-12) to educate children and teenagers about safe travel and incentivize active transportation.	Newport	2025-2028	Recommendation	N/A
NE61	Newport Safe Streets and Roads for All Safety Action Plan	Encourage students and families to walk and bike to school	Newport Planning	SS4A/FHWA	Pedestrian, Bike	Partner with Bike Newport, Newport Public Schools, YMCA, public libraries, and similar organizations to develop a walking school bus and/or bike training program for exposure to families and young children. Promote designated walk/bike to school days to support alternative transportation modes to cars.	Newport	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE62	Newport Safe Streets and Roads for All Safety Action Plan	Educate older adults about roadway safety	Newport Regional Planner	SS4A/FHWA	Vehicular	Partner with the senior center, AARP, and AAA to offer educational workshops and Newport-specific flyers for older adults on defensive driving, sharing the road with other modes, and other safety strategies.	Newport	2025-2028	Recommendation	N/A
NE63	Newport Safe Streets and Roads for All Safety Action Plan	Increase transit access for older adults	Newport Planning, Newport Senior Center	SS4A/FHWA	Transit	Partner with the senior center to offer free monthly or weekly transit passes to older adults interested in trying transit, help applying for RIPTA's senior fare program, and bus travel training sessions.	Newport	2028-2030	Recommendation	N/A
NE64	Newport Safe Streets and Roads for All Safety Action Plan	Prioritize safety oriented enforcement	Newport PD	SS4A/FHWA	Vehicular	Prioritize enforcement of violations that have major impacts on safety rather than infractions that do not pose a safety risk.	Newport	2025-2028	Recommendation	N/A
NE65	Newport Safe Streets and Roads for All Safety Action Plan	Streamline crash reporting	Newport PD	SS4A/FHWA	Vehicular, Pedestrian, Bike	Ensure that crash reporting and investigation adequately captures crashes involving people walking and bicycling and historically marginalized road users.	Newport	2028-2030	Recommendation	N/A
NE66	Newport Safe Streets and Roads for All Safety Action Plan	Evaluate the municipal vehicle fleet	Newport DPW, Newport City Manager	SS4A/FHWA	Vehicular	Evaluate the Direct Vision of City's fleet vehicles and install countermeasures in low-vision vehicles over time. Direct Vision refers to everything a driver can see out the windows without the aid of mirrors or cameras. Effective countermeasures include cross-over mirrors, passenger side camera systems, side guards, and audible warning when turning right. This minimizes harm to pedestrians and/or bicyclists.	Newport	2030-2035+	Recommendation	N/A
NE67	Newport Safe Streets and Roads for All Safety Action Plan	Develop and distribute Vision Zero communications	Newport Planning	SS4A/FHWA	Vehicular	Develop a Newport Vision Zero webpage and develop public service announcements about Vision Zero. Convey infrastructural changes to the High Injury Network with a consistent Vision Zero and safety message. Cross-promote with the public library, senior center, and public schools.	Newport	2025-2028	Recommendation	N/A
NE68	Newport Safe Streets and Roads for All Safety Action Plan	Host a student contest to design yard signs	Newport Regional Planner	SS4A/FHWA	Vehicular	Create and promote a "20 is Plenty" yard sign campaign.	Newport	2028-2030	Recommendation	N/A
NE69	Newport Safe Streets and Roads for All Safety Action Plan	Create an education campaign	Newport Regional Planner	SS4A/FHWA	Vehicular	Implement a focused, data-driven education campaigns to address key risks in driver behavior. Potential themes based on the crash analysis include distracted driving, night-life oriented messaging about responsible transportation options, family-oriented signage with messages like "Drive Safe, Dad—We're Waiting for You" to emotionally connect with male drivers, and seatbelt utilization. Partner with local messengers for these campaigns such as tourism organizations, bars and restaurants, schools, and employers.	Newport	2028-2030	Recommendation	N/A
NE70	Newport Safe Streets and Roads for All Safety Action Plan	Update the Key Performance Indicators	Newport Planning, Newport City Manager	SS4A/FHWA	Vehicular	In its next iteration, update the Strategic Plan Multimodal Transportation Key Performance Indicators (KPIs) to include safety through crash trends. Suggested KPI: "Percent change in fatal and serious injury crashes overall, and specifically involving people walking and bicycling." Note the currently the Resilient Infrastructure Strategic Outcome includes, "Percent change in the number of traffic accidents" as a KPI.	Newport	2028-2030	Recommendation	N/A
NE71	Newport Safe Streets and Roads for All Safety Action Plan	Update the Council Action Form	Newport Planning	SS4A/FHWA	Vehicular	Amend the Council Action Form checklist used by the Inter-Departmental Traffic Committee (ITC) to evaluate citizen transportation concerns to include safety. The additional safety elements should include whether a project is located along the High Injury Network and whether a project includes safety countermeasures. This will ensure that the ITC considers safety in their recommendations to the Council and that Safety Action Plan related actions are tracked.	Newport	2025-2028	Recommendation	N/A
NE72	Newport Safe Streets and Roads for All Safety Action Plan	Support families of victims	Newport Planning	SS4A/FHWA	Vehicular, Pedestrian, Bike	Support the families of crash victims through enhanced emergency response and medical and psychological assistance (Families for Safe Streets)	Newport	2025-2028	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NE73	Newport Safe Streets and Roads for All Safety Action Plan	Provide resources for post-crash mental health	Newport Planning	SS4A/FHWA	Vehicular	Partner with local nonprofit behavioral health organizations, such as Newport Mental Health, to enhance post-crash emergency protocols by incorporating mental health support and offering trauma-informed first aid training to the community.	Newport	2025-2028	Recommendation	N/A
NE74	Newport Safe Streets and Roads for All Safety Action Plan	Standardize data collection	Newport PD	SS4A/FHWA	Vehicular	Standardize crash data collection and reporting and share anonymized data online.	Newport	2025-2028	Recommendation	N/A

North Kingstown Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NK1	STIP 2022-2031 (Revision 14 with Pending Changes)	Wickford Village Sidewalk and Resiliency Enhancements	North Kingstown	Outyear (design and construction)	Vehicular, Pedestrian	Rehabilitation of historic bridge structures, resurfacing of the roadway, and sidewalk improvements to improve pedestrian accessibility.	North Kingstown	2028-2031	Active	STIP ID 3223, PTS ID TBD
NK2	STIP 2022-2031 (Revision 14 with Pending Changes)	Post Road and West Main Road - Curbing and Sidewalks (RI Route 1A to Camp Avenue, US 1 to Brown Street)	RIDOT	Closeouts, RICAP Match (design); 2023 Earmark, Closeouts, Outyear, RICAP Match, STBG	Pedestrian	This project includes installing sidewalks on both sides of Post Road in North Kingstown between Camp Avenue and West Main Street, and West Main Street from Post Road to Brown Street.	North Kingstown	2022-2026	Active	STIP ID 5120, PTS ID 0055H. Work on West Main Street previously listed under TIP ID 1368
NK3	STIP 2022-2031 (Revision 14 with Pending Changes)	Sidewalks on Route 102 (Home Depot - Wickford Junction)	North Kingstown	Outyear, RICAP Match, PY State (construction)	Pedestrian	Installation and extension of sidewalks along the northern side of Route 102 from Wickford Junction to RI Route 4.	North Kingstown	2025-2027	Active	STIP ID 5127, PTS ID TBD
NK4	North Kingston Safe Streets and Roads for All Safety Action Plan	Brown Street / Phillips Street / Boston Neck Road	North Kingstown, RIDOT	SS4A/FHWA	Vehicular	Add no parking signage, striping, and/or flexible delineator posts at the corner of the intersection on the west side of Brown Street to improve sight lines by deterring parking near the intersection. Replace broken and missing detectable warning panels and ensure ADA-compliant curb ramps and landing areas.	North Kingstown	N/A	Recommendation	N/A
NK5	North Kingston Safe Streets and Roads for All Safety Action Plan	West Main Street / Main Street / Brown Street	North Kingstown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve signage for eastbound drivers, where currently only a "Yield to Pedestrians When Turning" sign exists. Install cast iron detectable warning panels. Ensure ADA-compliant curb ramps and landing areas.	North Kingstown	N/A	Recommendation	N/A
NK6	North Kingston Safe Streets and Roads for All Safety Action Plan	Post Road / West Main Street	North Kingstown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Adjust signal timing. Install continental-style crosswalks to improve visibility. Install cast iron detectable warning panels. Ensure ADA-compliant curb ramps and landing areas. Add backplates with retroreflective borders to the signal heads, if feasible. Consider removing one lane on West Main Street westbound, as there is only one receiving lane on Tower Hill Road for left turns from West Main Street, installing bump outs or widening the pedestrian median island. Ensure landscaped areas do not affect sight lines.	North Kingstown	N/A	Recommendation	N/A
NK7	North Kingston Safe Streets and Roads for All Safety Action Plan	Post Road / Gate Road	North Kingstown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Adjust signal timing. Install continental-style crosswalks to improve visibility. Install cast iron detectable warning panels. Add pedestrian warning signage. Add retroreflective tape on existing signal head backplates; for signals without backplates, add backplates with retroreflective borders to the signal heads, if feasible.	North Kingstown	N/A	Recommendation	N/A
NK8	North Kingston Safe Streets and Roads for All Safety Action Plan	Post Road / Devils Foot Road / Newcomb Road	North Kingstown	SS4A/FHWA	Vehicular, Pedestrian	Adjust signal timing. Install individual ADA-compliant curb ramps for each crosswalk, replacing "apex" curb ramps that serve multiple crosswalks. Add backplates with retroreflective borders to the signal heads, if feasible. Evaluate the potential for a protected left turn from Newcomb Road to mitigate turning conflicts.	North Kingstown	N/A	Recommendation	N/A
NK9	North Kingston Safe Streets and Roads for All Safety Action Plan	Post Road / Frenchtown Road	North Kingstown	SS4A/FHWA	Vehicular, Pedestrian	Install sidewalks and a new crosswalk to connect between RIPTA bus stops. Modify signal phasing to restrict right turns when the pedestrian signal is active. Install continental-style crosswalks to improve visibility. Add backplates with retroreflective borders to the signal heads, if feasible.	North Kingstown	N/A	Recommendation	N/A
NK10	North Kingston Safe Streets and Roads for All Safety Action Plan	Tower Hill Road (between Haverhill Avenue and Wickford Lumber)	North Kingstown	SS4A/FHWA	Vehicular	Install chevron signs to enhance safety on the curve in the road. Consider establishing a school zone and installing speed cameras.	North Kingstown	N/A	Recommendation	N/A
NK11	North Kingston Safe Streets and Roads for All Safety Action Plan	Boston Neck Road / Hamilton Allenton Road / Salisbury Avenue	North Kingstown	SS4A/FHWA	Vehicular, Pedestrian	Adjust signal timing to allow more time for pedestrians to cross. Fix signal detection loop to ensure it functions properly.	North Kingstown	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NK12	North Kingston Safe Streets and Roads for All Safety Action Plan	Wickford Junction	North Kingstown	SS4A/FHWA	Vehicular, Pedestrian	Install pedestrian signals. Install continental-style crosswalks to improve visibility. Add backplates with retroreflective borders to the signal heads, if feasible.	North Kingstown	N/A	Recommendation	N/A
NK13	North Kingston Safe Streets and Roads for All Safety Action Plan	Ten Rod Road (Route 102) / Route 2	North Kingstown, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Transit	Install pedestrian signals. Install continental-style crosswalks at the intersection. Install sidewalks on Ten Rod Road, with sufficient space for a bus stop.	North Kingstown	N/A	Recommendation	N/A
NK14	North Kingston Safe Streets and Roads for All Safety Action Plan	North Quidnessett Road / Harrison Street	North Kingstown	SS4A/FHWA	Vehicular	Consider replacing all-way stop control with oversized chevron signs, sequential dynamic chevrons, or new fluorescent curve signs. Install updated guardrails, possibly cable barriers.	North Kingstown	N/A	Recommendation	N/A
NK15	North Kingston Safe Streets and Roads for All Safety Action Plan	School Street corridor (near Davisville Middle School)	North Kingstown	SS4A/FHWA	Vehicular, Pedestrian	Upgrade existing crosswalks with continental-style crosswalk. Add new high-visibility crosswalks in the vicinity of the school, including a Rectangular Rapid Flashing Beacon (RRFB) and/or a raised crossing. Consider adding yield stop bars to supplement pedestrian signage. Add advance pedestrian signage.	North Kingstown	N/A	Recommendation	N/A
NK16	North Kingston Safe Streets and Roads for All Safety Action Plan	Annaquatucket Road corridor (near High School)	North Kingstown	SS4A/FHWA	Vehicular, Pedestrian	Replace current crosswalks with high-visibility crosswalks in the vicinity of the school; include an RRFB and/or a raised crossing. Install improved lighting at the intersection of Fairway Drive and Annaquatucket Road. Upgrade stop signs and add stop ahead signage from all directions. Install more high-visibility curve warnings in both directions, such as oversized chevron signs. Update existing guardrails and add new guardrails as needed at drop-offs.	North Kingstown	N/A	Recommendation	N/A
NK17	North Kingston Safe Streets and Roads for All Safety Action Plan	Slocum Road / Glen Hill Drive	North Kingstown	SS4A/FHWA	Vehicular	Install street lighting on the corner of the intersection to increase visibility at night. Review signing practices to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) to ensure hidden driveway signage and high-visibility curve signs are added as needed. Add flexible delineator posts with reflective tape at curves near the stop to make the roadway more visible. Update existing guardrails and add new guardrails as needed at drop-offs.	North Kingstown	N/A	Recommendation	N/A

North Providence Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NP1	STIP 2022-2031 (Revision 14 with Pending Changes)	Corridor - RI Route 104 Waterman Avenue /Farnum Pike	RIDOT	Outyear (design + construction)	Vehicular, Pedestrian	Resurfacing and sidewalk improvements (including sidewalk replacement) along RI Route 104 Farnum Pike and Waterman Avenue between US 44 and RI Route 116. Part of larger project that involves work on Esmond-Georgiaville Bridge	North Providence, Smithfield	2027-2031	Active	STIP ID 3394, PTS ID 0082W. Resurfacing work previously listed under TIP ID 1394.
NP2	STIP 2022-2031 (Revision 14 with Pending Changes)	Route 7 Douglas Pike (Providence City Line to Burrillville Town Line)	RIDOT	NHPP, RICAP Match (design); AugRed, NHPP, RICAP Match (construction)	Vehicular, Pedestrian	Road resurfacing, sidewalk replacement/repair in North providence. Additional traffic safety improvements may be included.	North Providence, North Smithfield, Smithfield	2022-2026	Active	STIP ID 1578, PTS ID 2605S
NP3	North Providence Safe Streets and Roads for All Safety Action Plan	Mineral Spring Avenue (From Smith Street to Brown Avenue)	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	Mineral Springs Avenue is a priority east-west corridor in North Providence. This segment is urban in character and connects to businesses, medical facilities, and other key resources. This corridor currently has high traffic and unfavorable facilities for active transportation users. The sidewalks are relatively narrow, with minimal buffer between motor vehicle traffic. There are also many obstructions along the sidewalk, impacting ADA compliance.	North Providence	N/A	Recommendation	N/A
NP4	North Providence Safe Streets and Roads for All Safety Action Plan	Mineral Springs Avenue (From Brown Avenue to town limits)	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian, Bike	This segment of Mineral Springs Avenue has a wider cross section, with two travel lanes and a center turn lane. There are no bike facilities. The crosswalks are narrow, have multiple utility pole obstructions, and minimal buffer between motor vehicle traffic. One possibility for future change is to add safer pedestrian crossings, bike facilities, and green infrastructure like Old Tower Road in Kingston, Rhode Island.	North Providence	N/A	Recommendation	N/A
NP5	North Providence Safe Streets and Roads for All Safety Action Plan	Fruit Hill Avenue (From Route 44 to Greenfield Avenue)	SS4A SAP	SS4A/FHWA	Pedestrian	The northern segment of Fruit Hill Avenue is frequently used by schoolchildren. The Avenue is wide, with narrow sidewalks and minimal traffic calming interventions in place. The existing crossing facilities are inadequate for pedestrians, creating a high safety risk for students walking to school.	North Providence	N/A	Recommendation	N/A
NP6	North Providence Safe Streets and Roads for All Safety Action Plan	Fruit Hill Avenue (From Route 44 to Evans Park Road)	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	This segment of Fruit Hill Avenue intersects other streets at an angle, creating skewed intersections that promote dangerous turning speeds. This is especially problematic near schools. The existing pedestrian facilities and inadequate, as they are narrow and not ADA-compliant.	North Providence	N/A	Recommendation	N/A
NP7	North Providence Safe Streets and Roads for All Safety Action Plan	Smithfield Road (From Mineral Springs Avenue to Waterview Lane)	SS4A SAP	SS4A/FHWA	Pedestrian, Vehicular	The northern segment of Smithfield Road is in a residential neighborhood, with multiple apartment buildings. The Road lacks adequate pedestrian facilities and its design encourages high speeds. Smithfield Road would be a strong candidate for speed humps and intersection treatments along the corridor.	North Providence	N/A	Recommendation	N/A
NP8	North Providence Safe Streets and Roads for All Safety Action Plan	Smithfield Road (From Mineral Springs Avenue to Gentian Avenue)	SS4A SAP	SS4A/FHWA	Pedestrian, Vehicular	The southern segment of Smithfield Road is a popular walking route for students. The road currently has wide shoulders and multiple blind spots, encouraging high speeds and making pedestrians hard to see.	North Providence	N/A	Recommendation	N/A
NP9	North Providence Safe Streets and Roads for All Safety Action Plan	Charles Street	SS4A SAP	SS4A/FHWA	Vehicular	Charles Street has inefficient land uses that impacts the safety for travelers in the area. The corridor could benefit from land use and streetscape improvements, which would lead to traffic calming and safer conditions for all travelers.	North Providence	N/A	Recommendation	N/A
NP10	North Providence Safe Streets and Roads for All Safety Action Plan	Waterman Avenue	SS4A SAP	SS4A/FHWA	Bike, Vehicular	Waterman Avenue will serve as a key connector to a new bike path being constructed along the Woonasquatucket River, raising the importance of improving multimodal safety along the corridor. Currently, the roadway lacks bicycle facilities. The current sidewalks are narrow, have a variety of utility pole obstructions, and lack a sufficient buffer to separate from the motor vehicle traffic.	North Providence	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
NP11	North Providence Safe Streets and Roads for All Safety Action Plan	Smith Street	SS4A SAP	SS4A/FHWA	Pedestrian	Smith Street faces high speeds of travel given the wide cross section that promotes dangerous travel speeds. Sidewalks are narrow and lack an adequate buffer. Pedestrian crossings also face visibility issues as there are no restrictions on parking close to intersections, impacting safety for pedestrians. The corridor would benefit from intersection treatments such as bump outs, as well as improved pedestrian facilities.	North Providence	N/A	Recommendation	N/A
NP12	North Providence Safe Streets and Roads for All Safety Action Plan	Douglas Avenue (From Mineral Springs Avenue to Tanglewood Lane)	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	The northern segment of Douglas Avenue currently has a high volume of high-speed traffic, despite falling along a corridor of high-density apartment units. There are multiple RIPTA stops on Douglas Avenue, so this is a key connector for those living in the nearby apartments to access transit. The existing sidewalks are in poor condition and there are multiple uncontrolled driveways that increase the risk for pedestrians along the corridor.	North Providence	N/A	Recommendation	N/A
NP13	North Providence Safe Streets and Roads for All Safety Action Plan	Douglas Avenue (From Mineral Springs Avenue to Lubec Street)	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	The southern segment of Douglas Avenue is a high-speed corridor with a school located in the middle of it. This serves as a key access point for students accessing the school. Despite that, there are minimal safe pedestrian crossings, leaving students at risk when traveling to school.	North Providence	N/A	Recommendation	N/A
NP14	North Providence Safe Streets and Roads for All Safety Action Plan	Woonasquatucket Avenue and Allen Avenue	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian, Bike	The intersection of Woonasquatucket Avenue and Allen Avenue will be a key connection point between North Providence and the future alignment of the Woonasquatucket River Greenway. Currently, the intersection lacks any safe pedestrian crossing facilities. Potential pedestrian and bicycle safety countermeasures should be evaluated for this location. The project should continue to encompass the driveway to the Allendale Mill complex, as this is the publicly owned road that will be connected by bridge to the Greenway.	North Providence	N/A	Recommendation	N/A
NP15	North Providence Safe Streets and Roads for All Safety Action Plan	Allen Avenue	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	Allen Avenue will be a key connector to the future alignment of the Woonasquatucket River Greenway. Currently, the roadway lacks a sidewalk. The roadway would be a strong candidate for the construction of a sidewalk and other pedestrian safety countermeasures.	North Providence	N/A	Recommendation	N/A
NP16	North Providence Safe Streets and Roads for All Safety Action Plan	High Service Avenue	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	High Service Avenue currently hosts high vehicle speeds given the wide cross section. Additionally, the alignment of cross streets creates a high number of conflict points for active transportation users. Reallocating some of the roadway to active transportation users would improve safety for those modes.	North Providence	N/A	Recommendation	N/A
NP17	North Providence Safe Streets and Roads for All Safety Action Plan	Centerdale Bypass	SS4A SAP	SS4A/FHWA	Vehicular	This road is a high capacity, three lane one way road that carries vehicular traffic around the dense Centerdale Village.	North Providence	N/A	Recommendation	N/A
NP18	North Providence Safe Streets and Roads for All Safety Action Plan	Gentian Avenue	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	The intersection of Gentian Avenue and Smithfield Road is irregular, difficult to cross, features sidewalk gaps, and an atypical commercial driveway leading into the intersection at an angle.	North Providence	N/A	Recommendation	N/A
NP19	North Providence Safe Streets and Roads for All Safety Action Plan	Brookside Avenue	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	This road is a local cut through with the potential for high speeds, a blind hill, and disrupted sidewalks.	North Providence	N/A	Recommendation	N/A
NP20	North Providence Safe Streets and Roads for All Safety Action Plan	Leo Avenue	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	This road is a local cut through with the potential for high speeds, a blind hill, and disrupted sidewalks.	North Providence	N/A	Recommendation	N/A
NP21	North Providence Safe Streets and Roads for All Safety Action Plan	Central Avenue	SS4A SAP	SS4A/FHWA	Vehicular, Pedestrian	Central Avenue is home to the McGuire Elementary School. It has parking conflicts, gaps in the sidewalk network, and an unprotected crossing at Fruit Hill Avenue, also on the High Injury Network.	North Providence	N/A	Recommendation	N/A

Pawtucket Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PA1	Walk Bike PCF, January 2020	Daggett Avenue / Bloodgood Street (Cottage Street to Armistice Boulevard)	PSD, RIDOT	Municipal Paving Program	Bike, Pedestrian	Separate bike lanes and repair sidewalks/crosswalks	Pawtucket	2020	Recommendation	N/A
PA2	Walk Bike PCF, January 2020	Roosevelt Avenue / Mendon Avenue / Bucklin Street (Broadway to Newport Avenue)	City of Attleboro (MA), RIDOT	Municipal Paving Program, RI*STARS, CDBG	Bike, Pedestrian	Create safe greenway route	Pawtucket	2020	Recommendation	N/A
PA3	Walk Bike PCF, January 2020	Benefit Street (Broadway to Central Avenue)	RIPTA, RIDOT, PSD, FRA, G&W	Municipal Paving Program, RI*STARS, STIP (HSIP), CDBG	Pedestrian	Improve walking conditions for pedestrians	Pawtucket	2020	Recommendation	N/A
PA4	Walk Bike PCF, January 2020	Hughes Avenue / London Avenue (Mendon Avenue to Daggett Avenue)	RIDOT, CFS	STIP, CDBG	Pedestrian	N/A	Pawtucket	2020	Recommendation	N/A
PA5	Walk Bike PCF, January 2020	Broad Street (Barton Street to Exchange Street)	RIPTA, BSRI, RIDOT	HSIP, NHPP, RIHMA, CDBG	Bike, Pedestrian	Separate bike lanes as part of Broad Street Regeneration Initiative	Pawtucket	2020	Recommendation	N/A
PA6	Walk Bike PCF, January 2020	Barton Street (Pine Street to Broad Street)	JPC, RIDOT	Municipal Paving Program, RI*STARS, CDBG	Bike	Create continuous bike way from Washington Street to Hughes Street	Pawtucket	2020	Recommendation	N/A
PA7	Walk Bike PCF, January 2020	Exchange Street / Goff Avenue / Spring Street (Pine Street to North Bend Street)	RIPTA, PSD, JPC, RIDEM, BVTC, RIDOT	Municipal Paving Program, CDBG	Bike, Pedestrian	Implement bus lanes, separate bike lanes	Pawtucket	2020	Recommendation	N/A
PA8	Walk Bike PCF, January 2020	Division Street / South Bend Street / North Bend Street (Spring Street to York Avenue)	PSD, FRA, G&W	Municipal Paving Program, RI*STARS, CDBG	Bike, Pedestrian	Division Street to provide separated bike lanes between South Bend Street and George Bennet Highway.	Pawtucket	2020	Recommendation	N/A
PA9	Walk Bike PCF, January 2020	Taft Street / Roosevelt Avenue (Exchange Street to I-95)	RIDEM, BVTC	Municipal Paving Program, RI*STARS, CDBG	Bike	Enhance the existing Blackstone River Bikeway from Taft Street to Roosevelt Avenue	Pawtucket	2020	Recommendation	N/A
PA10	Walk Bike PCF, January 2020	Bloomfield Street / Mt Vernon Boulevard (Armistice Boulevard to Beverage Hill Boulevard)	RIDOT	Municipal Paving Program, RI*STARS, CDBG	Bike	Create comfortable neighborhood on the north/south greenway route.	Pawtucket	2020	Recommendation	N/A
PA11	Walk Bike PCF, January 2020	Pine Street (PCF Station to Main Street)	RIPTA, JPC, RIDOT	RI*STARS, CDBG	Bike, Pedestrian	Create better conditions for pedestrians walking to new PCF train station	Pawtucket	2020	Recommendation	N/A
PA12	Walk Bike PCF, January 2020	Federal Street / Benedict Street / York Avenue / Gates Street (Division Street to Armistice Boulevard)	RIDOT	STIP, CDBG	Bike	Create comfortable east/west neighborhood greenway route	Pawtucket	2020	Recommendation	N/A
PA13	Walk Bike PCF, January 2020	Pine Street / Garden Street (Main Street to Grace Street)	JPC, RIDOT	RI*STARS, CDBG	Bike	Create a couplet of one-way separated bike lanes	Pawtucket	2020	Recommendation	N/A
PA14	Walk Bike PCF, January 2020	Pleasant Street / Taft Street / Bowles Court / Alfred Stone Road (I-95 to Providence Line)	JPC, RIDOT	RI*STARS, CDBG	Bike	Strengthen Blackstone River Bikeway from Taft Street to border of Providence	Pawtucket	2020	Recommendation	N/A
PA15	Walk Bike PCF, January 2020	West Avenue / Grace Street (Pine Street to Main Street)		Municipal Paving Program, CDBG	Bike	Create comfortable route from Providence border to Pawtucket	Pawtucket	2020	Recommendation	N/A
PA16	Walk Bike PCF, January 2020	Sayles Avenue (West Avenue to East Avenue)		STIP, CDBG	Bike	Create comfortable neighborhood greenway route	Pawtucket	2020	Recommendation	N/A
PA17	Walk Bike PCF, January 2020	East Avenue (Sayles Avenue to Providence Line)	RIPTA	Municipal Paving Program, CDBG	Bike	Provide separated bike lanes on East Avenue	Pawtucket	2020	Recommendation	N/A
PA18	Walk Bike PCF, January 2020	Broadway (Attleboro Line to Walcott Street)	RIDOT, RIPTA, PSD, MassDOT, City of Attleboro, MA	Municipal Paving Program, RI*STARS, CDBG, HSIP	Bike, Pedestrian	Create safe crossings for people using the bus and accessing schools along the corridor.	Pawtucket	2020	Recommendation	N/A
PA19	Walk Bike PCF, January 2020	Liverpool Avenue / Orient Avenue (Central Avenue to Armistice Boulevard)	RIDOT	RI*STARS, CDBG	Bike	Create a comfortable and safe north/south neighborhood greenway route to connect Armistice Boulevard to Central Avenue	Pawtucket	2020	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PA20	Walk Bike PCF, January 2020	Mendon Avenue / Carter Avenue (Cottage Street to York Avenue)	RIDOT, PSD	Municipal Paving Program, CDBG	Bike	Use traffic calming features, such as parking chicanes, to create a comfortable neighborhood greenway route on Mendon Avenue	Pawtucket	2020	Recommendation	N/A
PA21	Walk Bike PCF, January 2020	Perrin Avenue (Central Avenue to Armistice Boulevard)	RIDOT	RI*STARS, CDBG	Bike, Pedestrian	Create a comfortable north/south neighborhood greenway route with continuous sidewalks along both sides of the street.	Pawtucket	2020	Recommendation	N/A
PA22	Walk Bike PCF, January 2020	York Avenue (Central Avenue to Division Street)	RIDOT	CDBG	Bike, Pedestrian	Create a comfortable north/south neighborhood greenway route with continuous sidewalks along both sides of the street.	Pawtucket	2020	Recommendation	N/A
PA23	Walk Bike PCF, January 2020	North Bend Street (Central Avenue to Spring Street)		Municipal Paving Program, CDBG	Bike	Create a north/south neighborhood greenway route with continuous sidewalks along both sides of the street and marked crosswalks at intersecting streets.	Pawtucket	2020	Recommendation	N/A
PA24	Walk Bike PCF, January 2020	Dexter Street / Main Street (Central Falls Line to Park Place)	RIDOT, RIPTA, JPC	Municipal Paving Program, RI*STARS, STIP (HSIP), CDBG	Bike, Pedestrian	Consider removing one southbound travel lane between Goff Avenue and Bayley Street to provide space for separated bike lanes.	Pawtucket	2020	Recommendation	N/A
PA25	Walk Bike PCF, January 2020	Carter Avenue (York Avenue to Daggett Avenue)	RIDOT, PSD	Municipal Paving Program, CDBG	Pedestrian	Improve conditions for people walking to Potter-Burns Elementary and Lyman B Goff Middle Schools by completing sidewalks on both sides of the street and marking crosswalks across and along the street at intersections.	Pawtucket	2020	Recommendation	N/A
PA26	Walk Bike PCF, January 2020	Weeden Street / Barton Street (Lincoln Line to Pine Street)	RIPTA, JPC, RIDOT	RI*STARS, CDBG	Bike, Pedestrian	Implement traffic-calming features to encourage slow motor vehicle speeds, and other items.	Pawtucket	2020	Recommendation	N/A
PA27	Walk Bike PCF, January 2020	Downtown Pawtucket Loop	RIPTA, JPC, RIDOT	RI*STARS, CDBG	Bike, Pedestrian	Conduct analysis to restore two-way access on one-way streets to improve permeability and legibility. Consider eliminating slip lanes and tightening geometry.	Pawtucket	2020	Recommendation	N/A
PA28	Walk Bike PCF, January 2020	Smithfield Avenue (Lincoln Line to Providence Line)	Town of Lincoln, RI, RIPTA, PSD, RIDOT	Municipal Paving Program, CDBG	Bike	Consider removing parking on one side of the street to provide space for separated bike lanes.	Pawtucket	2020	Recommendation	N/A
PA29	Walk Bike PCF, January 2020	Conant Street (Weeden Street to Main Street)	JPC	RI*STARS, CDBG	Bike	Implement traffic-calming features to encourage slow motor vehicle speeds and create a more comfortable environment for people riding bikes to/from the new train station.	Pawtucket	2020	Recommendation	N/A
PA30	Walk Bike PCF, January 2020	Main Street / School Street / Walcott Street (High Street to I-95)	RIDOT, RIPTA	Municipal Paving Program, RI*STARS, STIP (HSIP), CDBG	Bike, Pedestrian	Conduct an analysis to determine the feasibility of reducing vehicle travel lanes around this junction to make space for standard or separated bike lanes to allow people riding bikes to more comfortably travel over the Main Street Bridge.	Pawtucket	2020	Recommendation	N/A
PA31	Walk Bike PCF, January 2020	School Street / Prospect Street (Main Street to Beverage Hill Avenue)	RIDOT, RIPTA	Municipal Paving Program, CDBG	Bike, Pedestrian	Create a couplet of separated bike lanes to provide a comfortable biking route along the eastern side of the Seekonk River.	Pawtucket	2020	Recommendation	N/A
PA32	Walk Bike PCF, January 2020	Mineral Spring Avenue / Church Street (North Providence Line to Park Place)	RIPTA, PSD, JPC, RIDOT, Town of North Providence, RI	Municipal Paving Program, RI*STARS, RIDEM Urban & Community Forestry Program	Bike, Pedestrian	Create a comfortable and safe east-west walking corridor between downtown Pawtucket and North Providence.	Pawtucket	2020	Recommendation	N/A
PA33	Walk Bike PCF, January 2020	Columbus Avenue (Division Street to Newport Avenue)	RIDOT, RIPTA, FRA, G&W	RIDEM Urban & Community Forestry Program, Municipal Paving Program, CDBG	Pedestrian	Improve walking conditions on this east-west corridor by marking crosswalks at intersecting streets and at mid-block locations near bus stops and continuing to plant street trees.	Pawtucket	2020	Recommendation	N/A
PA34	Walk Bike PCF, January 2020	Division Street / Grace Street (Pine Street to Prospect Street)	RIPTA	Municipal Paving Program, RI*STARS, CDBG	Pedestrian	Provide a pedestrian connection across the Seekonk River at the Division Street Bridge	Pawtucket	2020	Recommendation	N/A
PA35	Walk Bike PCF, January 2020	Pine Street / Garden Street (Grace Street to Pawtucket Avenue)		Municipal Paving Program, CDBG	Bike	Create a couplet of one-way separated bike lanes in the direction of travel to make a key connection for people biking to/from the Conant District area and PCF Station.	Pawtucket	2020	Recommendation	N/A
PA36	Walk Bike PCF, January 2020	East Avenue (Pawtucket Avenue to Sayles Avenue)	RIPTA, PSD	Municipal Paving Program, RI*STARS, CDBG	Bike, Pedestrian	Continue separated bike lanes from Sayles Avenue to Pawtucket Avenue.	Pawtucket	2020	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PA37	Walk Bike PCF, January 2020	Pidge Avenue / Ridge Street (Pawtucket Avenue to Pleasant Street)		Municipal Paving Program, RI*STARS, CDBG	Bike	Create an east/west neighborhood greenway route between Main Street and Pleasant Street.	Pawtucket	2020	Recommendation	N/A
PA38	Walk Bike PCF, January 2020	Cottage Street (Attleboro Line to Central Avenue)	RIDOT, RIPTA, PSD, FRA, G&W	Municipal Paving Program, RI*STARS, STIP (HSIP), CDBG	Bike, Pedestrian	Install ADA-compliant sidewalks and curb ramps along street. Add mid-block crosswalks at bus stops.	Pawtucket	2020	Recommendation	N/A
PA39	Walk Bike PCF, January 2020	Newport Avenue (Attleboro Line to East Providence Line)	RIDOT, RIPTA, PSD, MassDOT, City of Attleboro	Municipal Paving Program, STIP (HSIP)	Bike, Pedestrian	Consider implementing a road diet with one lane in each direction, a center turn lane at key intersections, and separated bike lanes.	Pawtucket	2020	Recommendation	N/A
PA40	Walk Bike PCF, January 2020	George Bennett Highway / East Pawtucket Industrial Highway (Broadway to Beverage Hill Avenue)	RIDOT, G&W	RI*STARS, CDBG	Pedestrian	Improve conditions for people walking by filling in sidewalk gaps on both sides of the street and mark crosswalks.	Pawtucket	2020	Recommendation	N/A
PA41	Walk Bike PCF, January 2020	Armistice Boulevard (North Bend Street to Seekonk Line)	RIDOT, RIPTA, FRA, G&W	Green Economy Bond, HSIP, CDBG	Bike, Pedestrian	Create separated bike lanes east of George Bennett Highway.	Pawtucket	2020	Recommendation	N/A
PA42	Walk Bike PCF, January 2020	Cottage Street / Underwood Street / Walcott Street (Central Avenue to Main Street)	RIDOT, RIPTA	Municipal Paving Program, STIP (HSIP), CDBG	Bike	Create a comfortable and safe neighborhood greenway route between Central Avenue and Exchange Street.	Pawtucket	2020	Recommendation	N/A
PA43	Walk Bike PCF, January 2020	I-95 Overpass between Exchange and Walcott Bridges (Broadway to Cottage Street)	RIDOT	Municipal Paving Program, CDBG	Pedestrian	Use FHWA STEP Guide to select crossing treatments to help people safely and comfortably cross Underwood Street.	Pawtucket	2020	Recommendation	N/A
PA44	Walk Bike PCF, January 2020	Main Street (Park Place to Pawtucket Avenue)	RIDOT, RIPTA, JPC	Municipal Paving Program, RI*STARS, HSIP, CDBG	Bike, Pedestrian	Consider time-restricted on-street parking to create shared bus/bike lanes during the morning peak-hour commute times to speed up bus travel times and reliability on the R Line and Route 1.	Pawtucket	2020	Recommendation	N/A
PA45	Walk Bike PCF, January 2020	George Street / Park Place (Main Street to Pawtucket Avenue)	RIDOT, RIPTA, JPC	Municipal Paving Program, RI*STARS, CDBG	Bike, Pedestrian	Evaluate the feasibility of removing one travel lane in each direction to make space for separated bike lanes.	Pawtucket	2020	Recommendation	N/A
PA46	Walk Bike PCF, January 2020	Pawtucket Avenue (George Street to Providence Line)	RIDOT, RIPTA, City of Providence	Municipal Paving Program, RI*STARS, HSIP	Bike, Pedestrian	Create a people-centric Pawtucket Avenue by implementing separated bike lanes, streetscape enhancements, and safe crossing opportunities.	Pawtucket	2020	Recommendation	N/A
PA47	Walk Bike PCF, January 2020	Utility Corridor (School Street to Ten Mile River Greenway)	National Grid, FRA, G&W	Green Economy Bond, DEM Outdoor Recreation; Grant, STIP (TAP)	Bike, Pedestrian	Work with private partners to establish a new shared-use path for people riding bikes and walking in the power utility right-of-way to provide an off-street east-west connection between Prospect Street and the Ten Mile River Greenway.	Pawtucket	2020	Recommendation	N/A
PA48	Walk Bike PCF, January 2020	Beverage Hill Avenue (Prospect Street to Narragansett Park Drive)	RIPTA, RIDOT, FRA, G&W	Municipal Paving Program, RI*STARS, CDBG	Pedestrian	Complete a comfortable pedestrian connection between Prospect Street and the Narragansett Park Plaza.	Pawtucket	2020	Recommendation	N/A

Portsmouth Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO1	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Pedestrian	Review pedestrian signal equipment to identify and resolve any issues.	Portsmouth	2021	Work Order	N/A
PO2	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Pedestrian	Install continental style pavement markings at all marked crosswalks.	Portsmouth	2021	Work Order	N/A
PO3	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Pedestrian	Inventory existing crosswalk locations throughout the study area to determine the need for consolidation or reconsideration of location to accommodate pedestrian desire lines including bus stop locations.	Portsmouth	2021	Work Order	N/A
PO4	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth		Pedestrian	Install pedestrian signal heads with countdown timers, APS pushbuttons, and detectable warning panels at all signalized crossings. If there are no existing pedestrian phases programmed, revise traffic signal timings to incorporate the appropriate pedestrian phases.	Portsmouth	2021	RIDOT to Program	N/A
PO5	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, RIPTA		Pedestrian	Coordinate with RIPTA regarding bus stop locations and roadway facilities.	Portsmouth	2021	Pending discussion with RIPTA	N/A
PO6	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth		Pedestrian	Reconstruct all existing non-compliant sidewalks and wheelchair ramps with an ADA compliant design. Ensure no pinch points less than 36 inches and appropriate sidewalk slopes throughout the corridor.	Portsmouth	2021	RIDOT to Program	N/A
PO7	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	Town of Portsmouth		Vehicular, Bike, Pedestrian	Consider developing a complete streets initiative within the Town, which would evaluate multi-modal transportation along West Main Road.	Portsmouth	2021	Pending decision from Town of Portsmouth	N/A
PO8	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	Town of Portsmouth		Bike	Evaluate bicycle activity along West Main Road (between Stringham Road and Mill Lane) to provide appropriate pavement markings and signage per Manual on Uniform Traffic Control Devices (MUTCD), Chapter 9	Portsmouth	2021	Pending decision from Town of Portsmouth	N/A
PO9	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Remove existing speed limit signs and install new speed limit signs spaced more appropriately.	Portsmouth	2021	Work Order	N/A
PO10	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Review and re-evaluate the existing speed limits throughout the corridor to ensure they are appropriate and safe.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO11	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Review roadway curves and associated speeds along the corridor.	Portsmouth	2021	Analysis completed by RIDOT, signage included in work order	N/A
PO12	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Increase the all red and yellow phases at traffic signals with frequent red light running incidents.	Portsmouth	2021	Pending review by RIDOT	N/A
PO13	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	Portsmouth Police Department		Vehicular	Consider a speed enforcement campaign on West Main Road to discourage speeding.	Portsmouth	2021	Ongoing enforcement	N/A
PO14	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Portsmouth Police Department		Vehicular	Install dynamic speed feedback signs to discourage speeding along West Main Road.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO15	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	Town of Portsmouth		Vehicular	Consider updating the speed management action plan to identify the particular locations where speeding is a problem in the Town.	Portsmouth	2021	Pending decision from Town of Portsmouth	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO16	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth		Vehicular	Evaluate the existing conditions along the corridor to determine if the current guardrail installation is appropriate. If guardrail is needed, consider its installation	Portsmouth	2021	Analysis completed by RIDOT, signage included in work order. Possible guardrail installation pending RIDOT decision	N/A
PO17	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth		Vehicular	Evaluate the feasibility of installing centerline rumble strips where there is separated double yellow centerlines on West Main Road at locations such as the curve south of King Charles Drive as well as the curves around Raytheon to reduce crossover crashes. If strips are needed, consider installation.	Portsmouth	2021	Pending Town of Portsmouth decision to investigate	N/A
PO18	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth		Vehicular	Consider installing delineators in areas where there is a high volumes of roadway departure/crossover crashes as well as minimal driveways. The corridor between Almeida Terrace and Raytheon is a potential candidate.	Portsmouth	2021	Consider 6 months past work order and additional alternative(s) installation	N/A
PO19	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth		Vehicular	Consider converting the corridor to a partial access roadway based on recommendations from the AITS.	Portsmouth	2021	Consider 6 months past work order and additional alternative(s) installation	N/A
PO20	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Consider the installation of High Friction Surface Treatment (HFST) at critical curve locations.	Portsmouth	2021	Consider 6 months past work order and additional alternative(s) installation	N/A
PO21	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Review and restripe STOP bars and install stop signs on all side streets at unsignalized intersections where necessary.	Portsmouth	2021	Work order	N/A
PO22	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Install traffic signal ahead and intersection ahead warning signage on West Main Road to increase driver awareness of the upcoming intersection due to the spacing of the signalized intersections, specifically for the intersection of West Main Road at Flanagan Road.	Portsmouth	2021	Work order	N/A
PO23	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Install additional and larger Advance Warning signage to enhance the visibility of intersections to approaching drivers.	Portsmouth	2021	Work order	N/A
PO24	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Consider tree trimming to allow better sight visibility of traffic signals at intersections such as King Charles Drive.	Portsmouth	2021	Work order	N/A
PO25	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Consider the installation of retro-reflective signal head backplates to enhance visibility.	Portsmouth	2021	Work order	N/A
PO26	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Coordinate traffic signal timing between any closely spaced intersections, such as Corys Lane, Hedly Street, and King Charles Drive.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO27	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Review traffic signal timings and phasing to provide more efficient operations and appropriate clearance times.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO28	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT		Vehicular	Revise pavement markings to include cat tracks at intersections to delineate which side of the median to enter when turning onto side streets with medians, such as King Charles Drive and Almeida Terrace.	Portsmouth	2021	Work order	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO29	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT	N/A	Vehicular	Install signage to direct traffic to stay to the right of the median on side streets like King Charles Drive and Almeida Terrace.	Portsmouth	2021	Work order	N/A
PO30	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT	N/A	Vehicular	Revise traffic signal timings and phasing to provide more efficient operations and appropriate clearance times.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO31	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	Vehicular	Consider adding left turn lanes at signals where angle crashes are occurring, such as Hedly Street, Corys Lane, and Union Street.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO32	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	Vehicular	Consider enhanced signage near the intersection with Stringham Road where there is vehicle right-of-way confusion with where southbound traffic on West Main Road should go to get to the Mobil gas station.	Portsmouth	2021	Pending decision by Town of Portsmouth	N/A
PO33	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	Vehicular	Coordinate with local businesses to complete an access management plan for West Main Road through the PAPA.	Portsmouth	2021	Pending decision by Town of Portsmouth and PAPA application	N/A
PO34	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	Vehicular	Consolidate driveways of local businesses to eliminate conflict points between vehicles and vulnerable road users on West Main Road, specifically at the businesses adjacent to John Street.	Portsmouth	2021	Pending decision by Town of Portsmouth and PAPA application	N/A
PO35	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	Vehicular	Consider box widening at intersections with high left turn volumes and a high crash history.	Portsmouth	2021	Pending decision by Town of Portsmouth	N/A
PO36	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	Vehicular	Conduct a feasibility review of re-aligning Corys Lane and Hedley Street.	Portsmouth	2021	Pending decision by Town of Portsmouth	N/A
PO37	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT	N/A	Vehicular	Conduct a comprehensive sign audit to verify sign size/height, retro-reflectivity, current sign standards, consistency, redundancy, and unnecessary signs. Revise signs accordingly.	Portsmouth	2021	Work Order	N/A
PO38	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	Town of Portsmouth	N/A	Vehicular	Town to coordinate with the Emergency Management Agency to review existing Emergency Evacuation Route signage on both East Main Road and West Main Road and update as needed.	Portsmouth	2021	Coordinate with EMA and Town of Portsmouth	N/A
PO39	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT	N/A	Vehicular	Consider restriping crosswalks with the state standard continental style as needed where pavement markings are faded or damaged.	Portsmouth	2021	Work Order	N/A
PO40	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	Vehicular	Exposed sign breakaway posts should be removed or repaired, as necessary.	Portsmouth	2021	Town of Portsmouth to notify RIDOT	N/A
PO41	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT	N/A	Pedestrian	Inventory existing sidewalk and wheelchair ramp condition.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO42	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT	N/A	?	Inventory of existing storm drain conditions.	Portsmouth	2021	Pending decision by RIDOT	N/A
PO43	Road Safety Assessment for West Main Road, Portsmouth - 2021	Road Safety Assessment for West Main Road, Portsmouth - 2021	RIDOT, Town of Portsmouth	N/A	?	Clear the debris including overgrown foliage along all study area roadways.	Portsmouth	2021	Town of Portsmouth to notify RIDOT	N/A
PO44	STIP 2022-2031 (Revision 14 with Pending Changes)	Aquidneck Island Bikeway - Melville Connector	Portsmouth	Outyear (construction)	Bike	Design and construct a shared-use bicycle pedestrian facility linking West Main Road at Old West Main Road to Burma Road at Stringham Road	Portsmouth	2027-2028	Active	STIP ID 5161, PTS ID TBD
PO45	STIP 2022-2031 (Revision 14 with Pending Changes)	Northern Portsmouth Bicycle Route Network Plan	Portsmouth	RICAP Match, TAP (construction)	Bike	Development of a bike route plan for the northern portion of town	Portsmouth	2023	Active	STIP ID 5162, PTS ID TBD

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO46	STIP 2022-2031 (Revision 14 with Pending Changes)	East Main Road Shared Use Path - Phase 1 - Union Street to Sandy Point Avenue	RIDOT	RICAP Match, TAP (construction)	Vehicular, Bike, Pedestrian	Create a safe shared-use path along RI Route 138 from Union Street to Sandy Point Avenue, and also make improvements to handicap accessibility.	Portsmouth	2022	Active	STIP ID 9004, PTS ID TBD. This section of RI-138 previously listed under TIP ID 9005
PO47	STIP 2022-2031 (Revision 14 with Pending Changes)	East Main Road (Hedley Street to Middletown Town line)	RIDOT	NHPP, RICAP Match (design); Outyear (construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and ADA-accessible ramp installation. Additional improvements to traffic safety may be included.	Portsmouth	2024-2028	Active	STIP ID 1379, PTS ID 2609A
PO48	Portsmouth Safe Streets and Roads for All Safety Action Plan	Appoint a regional safety commission	Aquidneck Land Trust, Portsmouth, Middletown, Newport, NAVSTA Newport	SS4A/FHWA	Vehicular, Bike, Pedestrian	Appoint a Regional Transportation Safety Commission, comprised of Aquidneck Island's municipal planners, engineers, Department of Public Works (DPW), Fire Department/Police Department, and non-profit leadership to meet quarterly. The commission may include a representative from each municipality's Bicycle and Pedestrian Advisory Committee, as appropriate.	Portsmouth	2025-2028	Recommendation	N/A
PO49	Portsmouth Safe Streets and Roads for All Safety Action Plan	Identify regional funding needs and sources	Aquidneck Land Trust	SS4A/FHWA		Identify funding needs and sources for effective management and implementation of Portsmouth's Safety Action Plan. Coordinate with the Town of Middletown, the City of Newport, and regional entities, such as the Aquidneck Land Trust, NAVSTA Newport, and RIPTA. Capture efficiencies and focus decisions to benefit the island's cohesive transportation network across municipal boundaries.	Portsmouth	2028-2030	Recommendation	N/A
PO50	Portsmouth Safe Streets and Roads for All Safety Action Plan	Fund and appoint a dedicated regional planner	Aquidneck Land Trust	SS4A/FHWA		Establish a full-time, permanent Regional Transportation Planner position responsible for overseeing the implementation of the municipal Action Plans, as well as their annual review, data analysis, and public interface. This hire should demonstrate an understanding of housing and economic development fundamentals, to inform cross-disciplinary decision making. While focused on roadway safety, other responsibilities may include managing initiatives to expand transportation access and choice.	Portsmouth	2025-2028	Recommendation	N/A
PO51	Portsmouth Safe Streets and Roads for All Safety Action Plan	Conduct Vision Zero meetings and develop annual reports	Portsmouth Planning	SS4A/FHWA	Vehicular, Bike, Pedestrian	Maintain accountability and track progress towards zero by holding quarterly Vision Zero meetings with the Regional Transportation Planner and Transportation Safety Commission. Conduct annual reviews of the Action Plan. Include a work plan for projects to be implemented in the upcoming year. Publicize the Town's progress towards goals on a municipal webpage.	Portsmouth	2025-2028	Recommendation	N/A
PO52	Portsmouth Safe Streets and Roads for All Safety Action Plan	Advance infrastructure that increases climate resiliency	Portsmouth DPW	SS4A/FHWA	Vehicular	Integrate climate resilience into road safety projects by planning, designing, and scoping projects with flood-resistant infrastructure such as permeable pavements, implementing high-friction and weather-resistant surfaces to reduce skidding, and using green infrastructure such as bioswales and enhanced drainage systems. This prevents water pooling and maintains safe driving conditions during extreme weather events.	Portsmouth	2030-2035+	Recommendation	N/A
PO53	Portsmouth Safe Streets and Roads for All Safety Action Plan	Support transportation choice	Portsmouth Planning, RIPTA	SS4A/FHWA	Vehicular, Transit	Explore multimodal transportation options to reduce Aquidneck Island's vehicle miles traveled (VMT). Support RIPTA, economic development initiatives, and other agency efforts to shorten trips and improve transit, Park and Ride, paratransit, and micro-transit options island-wide.	Portsmouth	2028-2030	Recommendation	N/A
PO54	Portsmouth Safe Streets and Roads for All Safety Action Plan	Conduct a regional transportation options study	Portsmouth Planning	SS4A/FHWA	Transit	Fund and conduct a Regional Transportation Options Study to evaluate alternative modes and innovative options, such as public transit, micro-transit, and/or micromobility, to reduce short-trips by private vehicle and reduce island-wide congestion. Evaluate dedicated, off-island subsidized automobile parking and island shuttle service, including potential for water taxi, to reduce High Injury Network congestion, especially during peak tourism periods.	Portsmouth	2030-2035+	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO55	Portsmouth Safe Streets and Roads for All Safety Action Plan	Improve transit	Portsmouth Planning, RIPTA	SS4A/FHWA	Transit	Work with RIPTA, island economic development organizations, and other agency efforts to improve transit, Park and Ride, paratransit, and/or micro transit options island-wide. Explore the options for reinstating the RIPTA FLEX bus program and an island circulator bus system and increase frequency and service on local bus routes.	Portsmouth	2030-2035+	Recommendation	N/A
PO56	Portsmouth Safe Streets and Roads for All Safety Action Plan	Develop a local safety audit procedure	Portsmouth Planning, Portsmouth DPW	SS4A/FHWA	Vehicular	Develop a local safety audit procedure, consistent with national best practices, whereby there is a first phase community walk audit to assess existing perceptions of safety, risk factors, and potential solutions with the public, and a second phase as part of the design process (i.e., Road Safety Audit (RSA) of 60 percent plans).	Portsmouth	2025-2028	Recommendation	N/A
PO57	Portsmouth Safe Streets and Roads for All Safety Action Plan	Update CIP	Portsmouth Planning	SS4A/FHWA	Vehicular, Bike, Pedestrian, Transit	Incorporate multimodal projects into the Town's Capital Improvement Plan (CIP).	Portsmouth	2028-2030	Recommendation	N/A
PO58	Portsmouth Safe Streets and Roads for All Safety Action Plan	Update ongoing plans	Portsmouth Planning	SS4A/FHWA	Vehicular, Bike, Pedestrian, Transit	Review all ongoing, planned, and funded projects on the HIN including the CIP and RIDOT's STIP. Incorporate or advocate for appropriate multimodal improvements into ongoing and/or planned projects.	Portsmouth	2025-2028	Recommendation	N/A
PO59	Portsmouth Safe Streets and Roads for All Safety Action Plan	Identify quick build demonstration projects	Bike Newport, Portsmouth DPW, Portsmouth Planning, RIPTA	SS4A/FHWA	Vehicular	Evaluate the entire High Injury Network to identify priority locations for quick build demonstration projects. Identify one project per year. Begin with corridors under local control and that strategically address Portsmouth's fatal and severe crash trends. Consider partnering with schools, senior centers, or medical facilities. These organizations have shared interest in increasing roadway safety. They may be able to invest in project planning, deployment, and communications. Conduct Road Safety Audits on identified corridors. This process should include opportunities for community input and generate quick build demonstration solutions.	Portsmouth	2025-2028	Recommendation	N/A
PO60	Portsmouth Safe Streets and Roads for All Safety Action Plan	Implement and monitor demonstration projects	Bike Newport, Portsmouth DPW, Portsmouth Planning, RIPTA	SS4A/FHWA	Vehicular	Implement and monitor quick-build improvements on identified demonstration corridors. Include programming to share the benefits of safety improvements with the community and train road users on how to use new infrastructure. Monitor to include data collection such as, crashes, multimodal volumes, speeds, personal stories, and photos. If monitoring suggests success, establish advanced designs or convert into a more permanent construction. If project is unsuccessful, remove and consider reiterating based on data and feedback.	Portsmouth	2025-2028	Recommendation	N/A
PO61	Portsmouth Safe Streets and Roads for All Safety Action Plan	Take immediate action on the High Injury Network	Portsmouth Planning, Portsmouth DPW	SS4A/FHWA	Vehicular	Implement immediate action items along the High Injury Network that don't need to be studied, planned, or designed. These may include maintenance (including repaving and restriping faded roadway markings), installing speed limit signage, installing speed feedback signage, or conducting sightline improvements (landscaping, spot automobile parking restrictions).	Portsmouth	2025-2028	Recommendation	N/A
PO62	Portsmouth Safe Streets and Roads for All Safety Action Plan	Implement intersection improvement program	RIDOT, Portsmouth DPW	SS4A/FHWA	Vehicular	Plan, fund, design, and implement safety improvements at the 13 identified high crash locations within five years. While long-term reconstruction is planned, pursue immediate changes, short-term actions, and interim improvements. Capital safety improvement projects may include constructing more permanent versions of quick-build projects that tested well and established community support.	Portsmouth	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO63	Portsmouth Safe Streets and Roads for All Safety Action Plan	Improve safety for motorcyclists	Portsmouth DPW	SS4A/FHWA	Vehicular	Incorporate motorcycle-specific design measures such as high-friction surface treatments at curves and intersections, clear lane markings, motorcycle-friendly guardrails, and advanced warning systems to reduce crash risk and enhance rider safety.	Portsmouth	2028-2030	Recommendation	N/A
PO64	Portsmouth Safe Streets and Roads for All Safety Action Plan	Evaluate intersection signal timing	RIDOT, Portsmouth DPW	SS4A/FHWA	Vehicular, Pedestrian	Evaluate signal timing at top crash intersections. Evaluate clearance intervals (i.e., yellows and all-reds), which can be a major contributing factor in angle and rear-end collisions at signalized intersections. Simultaneously ensure adequate pedestrian crossing times and the consideration of leading pedestrian intervals (LPIs) for locations with pedestrian crashes or significant pedestrian volumes.	Portsmouth	2025-2028	Recommendation	N/A
PO65	Portsmouth Safe Streets and Roads for All Safety Action Plan	Evaluate corridor signal timing	RIDOT, Portsmouth DPW	SS4A/FHWA	Vehicular	Evaluate signal timing on coordinated signal systems along corridors to ensure consistency with target speeds. Consider how cycle length changes and offset changes can help reduce corridor speeds. This can be done as part of a jurisdiction-wide optimization project.	Portsmouth	2025-2028	Recommendation	N/A
PO66	Portsmouth Safe Streets and Roads for All Safety Action Plan	Install speed cameras in school zones	Portsmouth Planning, Portsmouth DPW, Portsmouth PD	SS4A/FHWA	Vehicular	Continue to install temporary speed safety cameras in school zones. Document speed data for inclusion in the annual Vision Zero report. Communicate updates with the community, per state law and best practices.	Portsmouth	2025-2028	Recommendation	N/A
PO67	Portsmouth Safe Streets and Roads for All Safety Action Plan	Develop a traffic calming program	Portsmouth Planning	SS4A/FHWA	Vehicular	Develop and implement a traffic calming program, focused on local roads. Use both qualitative and quantitative data to identify high priority locations for safety projects near school zones, routes to schools, transit corridors, parks, and other youth-serving or older adult-serving facilities. Establish a typology for roadways that could be posted at 15 or 20 mph (i.e., based on functional class, annual average daily traffic (AADT), land use context). Determine legislative allowance to lower speeds. Include signage and traffic calming infrastructure.	Portsmouth	2028-2030	Recommendation	N/A
PO68	Portsmouth Safe Streets and Roads for All Safety Action Plan	Repair and improve crosswalks	Portsmouth Planning, Portsmouth DPW	SS4A/FHWA	Vehicular, Pedestrian	Conduct a townwide audit to identify where Portsmouth's degraded marked crosswalks require replacement and new, high visibility crosswalks are needed to complete a comprehensive pedestrian network.	Portsmouth	2028-2030	Recommendation	N/A
PO69	Portsmouth Safe Streets and Roads for All Safety Action Plan	Conduct a sidewalk connectivity study	Portsmouth Planning, Portsmouth DPW, RIDOT	SS4A/FHWA	Pedestrian, Transit	Use capital funding to conduct a townwide sidewalk connectivity study that would evaluate land-use, density, future development plans, right of way, etc. This will prioritize segments that can evolve into capital improvement projects to address connectivity, comply with ADA requirements, and increase transit accessibility. Address gaps in the pedestrian network, focused on connectivity in high-traffic areas, near schools, public transit stops, and community hubs. Prioritize historically underserved areas and populations.	Portsmouth	2028-2030	Recommendation	N/A
PO70	Portsmouth Safe Streets and Roads for All Safety Action Plan	Evaluate bus stop placement	Portsmouth DPW, RIPTA	SS4A/FHWA	Pedestrian, Transit	Coordinate with RIPTA to evaluate public bus stop placement, shelters, and pedestrian scale lighting through the lens of a rider. For example, adjust from nearside to far side stops to reduce pedestrian mid-block crossing threat.	Portsmouth	2028-2030	Recommendation	N/A
PO71	Portsmouth Safe Streets and Roads for All Safety Action Plan	Increase bus stop accessibility	Portsmouth DPW, RIPTA	SS4A/FHWA	Transit	Enhance bus stop accessibility by implementing infrastructure upgrades aligned with best practices from the Bus Stop Design Guide, including ADA-compliant features, improved seating, shelter, and clear pedestrian pathways.	Portsmouth	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO72	Portsmouth Safe Streets and Roads for All Safety Action Plan	Support investment in Aquidneck Island's active transportation network	Portsmouth Planning, Bike Newport, Grow Smart RI, van Beuren Charitable Foundation, Portsmouth	SS4A/FHWA	Pedestrian, Bike	Coordinated with Ride Island, advance the implementation of the Ride Island plan and identify the goals and schedule of expansion of the connected, active transportation network that provides low-stress infrastructure on designated roadways. Infrastructure may include context-sensitive bicycle and pedestrian facilities. Prioritize the development of bike lanes, pedestrian paths, and transit hubs along the High Injury Network.	Portsmouth	2025-2028	Recommendation	N/A
PO73	Portsmouth Safe Streets and Roads for All Safety Action Plan	Comply with Statewide Complete Streets policies and design recommendations	Portsmouth Planning, Portsmouth DPW, RIDOT	SS4A/FHWA	Vehicular, Bike	Support the development of RI Department of Statewide Planning's Complete Street Plan & Design Guidelines. Upon completion, incorporate street design guidance on local roads. Coordinate with RIDOT to advance safety investments on state-owned roadways and infrastructure.	Portsmouth	2025-2028	Recommendation	N/A
PO74	Portsmouth Safe Streets and Roads for All Safety Action Plan	Establish a slow "Beach Streets" program	Portsmouth DPW	SS4A/FHWA	Vehicular, Pedestrian, Bike, Transit	Establish a slow "Beach Streets" program around primary public beach areas to prioritize safety for people on foot, bike, or transit. Explore the implementation of Rectangular Rapid Flashing Beacons (RRFB) and/or Pedestrian Hybrid Beacons (PHB).	Portsmouth	2025-2028	Recommendation	N/A
PO75	Portsmouth Safe Streets and Roads for All Safety Action Plan	Implement quick-build projects near beaches	Portsmouth DPW	SS4A/FHWA	Vehicular, Pedestrian, Bike	Use low-cost, quick-build treatments at public beach destinations, such as curb extensions, asphalt art, temporary traffic circles, diverters, and signage to create low stress environments for people walking and biking.	Portsmouth	2025-2028	Recommendation	N/A
PO76	Portsmouth Safe Streets and Roads for All Safety Action Plan	Improve parking and alternative modes	Portsmouth DPW	SS4A/FHWA	Transit	Coordinate with the Regional Transportation Options Study, explore the development of beach loop by providing designated parking served by frequent, reliable, well-branded shuttles or micro-transit at marked stops. Link waterfront destinations to vehicle parking.	Portsmouth	2030-2035+	Recommendation	N/A
PO77	Portsmouth Safe Streets and Roads for All Safety Action Plan	Invest in permanent infrastructure to slow speeds	Portsmouth DPW, Portsmouth Planning, Portsmouth PD, RIDOT	SS4A/FHWA	Vehicular	Conduct a traffic study per RIDOT and implement long-term investments to slow speeds which may include road diets, speed humps, raised crosswalks, narrowed lanes, and parking restrictions at intersections to improve visibility.	Portsmouth	2030-2035+	Recommendation	N/A
PO78	Portsmouth Safe Streets and Roads for All Safety Action Plan	Implement a Traffic Calming program	Portsmouth DPW, Portsmouth Planning, Portsmouth PD, RIDOT	SS4A/FHWA	Vehicular	Use both qualitative and quantitative data to identify high priority locations for safety projects near school zones, routes to schools, transit corridors, parks, and other youth-serving or older adult-serving facilities. Develop and implement a traffic calming program, focused on local roads. Establish a typology for roadways that could be posted at 15 or 20 mph (i.e., functional class, AADT, land use context). Determine legislative allowance to lower speeds. Include signage and traffic calming infrastructure.	Portsmouth	2030-2035+	Recommendation	N/A
PO79	Portsmouth Safe Streets and Roads for All Safety Action Plan	Requires developments accommodate roadway safety	Portsmouth DPW, Portsmouth Planning	SS4A/FHWA	Vehicular, Pedestrian, Bike	Require new developments to fund improved roadway safety infrastructure, such as pedestrian scale lighting, signal(s), and/or bicycle or pedestrian facilities within a 1/2-mile buffer. Ensure the development's primary entrance safely accommodates people on foot, bike, or transit, and includes bicycle parking.	Portsmouth	2028-2030	Recommendation	N/A
PO80	Portsmouth Safe Streets and Roads for All Safety Action Plan	Increase safe access to public library and facilities	Portsmouth DPW, Portsmouth Planning	SS4A/FHWA	Pedestrian	Enhance safety for older adults, children, and families with a focus on municipal destinations. Install larger, high-contrast signage for better visibility, extend pedestrian signal timing to accommodate slower walking speeds, and improve accessibility with ADA-compliant sidewalks and curb ramps. Determine where Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacons (PHB) are appropriate.	Portsmouth	2028-2030	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
PO81	Portsmouth Safe Streets and Roads for All Safety Action Plan	Investigate relocation of utility poles	Portsmouth DPW, Portsmouth Planning	SS4A/FHWA	Vehicular	Utility poles line many of Portsmouth’s roadways, creating a right of way design challenge of primary corridors. Conduct a feasibility study with Aquidneck communities to evaluate the potential to relocate or reconfigure the poles to expand roadway design options.	Portsmouth	2028-2030	Recommendation	N/A
PO82	Portsmouth Safe Streets and Roads for All Safety Action Plan	Advance a Safe Routes to School Program	Portsmouth Public Schools, Bike Newport, RIBike	SS4A/FHWA	Pedestrian, Bike	Establish a grade K-12 public school Safe Routes to School (SRTS) program to educate children, teenagers, and their caregivers about safe travel. Incentivize active transportation. Leverage resources such as the Safe Routes Partnership and local organizations that advance student education.	Portsmouth	2025-2028	Recommendation	N/A
PO83	Portsmouth Safe Streets and Roads for All Safety Action Plan	Explore safety messaging for driver education	Portsmouth Planning, Portsmouth PD	SS4A/FHWA	Vehicular	Investigate implementing driver educational programs focused on defensive driving, road-sharing awareness, and Vision Zero principles for new drivers. Encourage the Rhode Island Department of Motor Vehicles to explore the prospect of holding a competition for high school students to develop safe roadway behavior campaign, for a small scholarship and public recognition.	Portsmouth	2028-2030	Recommendation	N/A
PO84	Portsmouth Safe Streets and Roads for All Safety Action Plan	Encourage students and families to walk and bike to school	Portsmouth Public Schools, Bike Newport, RIBike, Portsmouth Planning	SS4A/FHWA	Pedestrian, Bike	Partner with organizations to develop a walking school bus and/or bike training program. This increases exposure and interest in riding or walking safely children, teenagers, and their caregivers. Promote designated walk/bike to school days to support alternative transportation modes and student independence.	Portsmouth	2028-2030	Recommendation	N/A
PO85	Portsmouth Safe Streets and Roads for All Safety Action Plan	Educate older adults about roadway safety	Portsmouth Planning, AARP Rhode Island, AAA Northeast	SS4A/FHWA	Vehicular	Partner with senior centers, AARP, and AAA to offer educational workshops for older adults on defensive driving, sharing the road with other modes, and other safety strategies.	Portsmouth	2025-2028	Recommendation	N/A
PO86	Portsmouth Safe Streets and Roads for All Safety Action Plan	Prioritize safety-oriented enforcement	Portsmouth PD	SS4A/FHWA	Vehicular	Prioritize enforcement of violations that have major impacts on safety rather than infractions that do not pose a safety risk.	Portsmouth	2025-2028	Recommendation	N/A
PO87	Portsmouth Safe Streets and Roads for All Safety Action Plan	Simplify crash reporting for VRUs and EJ communities	Portsmouth PD, Portsmouth Planning	SS4A/FHWA	Vehicular	Ensure that crash reporting and investigation adequately captures crashes involving vulnerable road users and historically marginalized road users.	Portsmouth	2028-2030	Recommendation	N/A
PO88	Portsmouth Safe Streets and Roads for All Safety Action Plan	Update the municipal vehicle fleet	Portsmouth DPW	SS4A/FHWA	Vehicular	Evaluate the Direct Vision of Town's fleet vehicles and install countermeasures in low-vision vehicles over time. Direct Vision refers to everything a driver can see out the windows without the aid of mirrors or cameras. Effective countermeasures include cross-over mirrors, passenger side camera systems, side guards, and audible warnings when turning right. This minimizes harm to people on foot or bike.	Portsmouth	2030-2035+	Recommendation	N/A
PO89	Portsmouth Safe Streets and Roads for All Safety Action Plan	Create Vision Zero communications	Portsmouth Planning	SS4A/FHWA	Vehicular	Develop and maintain a municipal Vision Zero webpage and develop public service announcements about Vision Zero. Convey infrastructural changes to the HIN with a consistent Vision Zero and safety message. Cross-promote with the public library, senior center, and public schools.	Portsmouth	2025-2028	Recommendation	N/A
PO90	Portsmouth Safe Streets and Roads for All Safety Action Plan	Standardize data collection	RIDOT, RIDSP, Portsmouth Planning, Regional Commission	SS4A/FHWA	Vehicular	Standardize crash data collection and reporting and share anonymized data online	Portsmouth	2025-2028	Recommendation	N/A

Richmond Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
R1	STIP 2022-2031 (Revision 14 with Pending Changes)	Roundabout at Intersection of RI Route 138 and RI Route 112	RIDOT	RICAP Match, STBG (design and construction)	Vehicular	Install new roundabout to alleviate congestion and safety hazards at the intersection of RI Route 138 Kingstown Road and RI Route 112 Richmond Townhouse Road	Richmond	2022-2024	Active	STIP ID 5219, PTS ID 0102R
R2	Richmond Safe Streets and Roads for All Safety Action Plan	Kingstown Road (RI Route 138) Heaton Orchard Road	Richmond, RIDOT	SS4A/FHWA	Vehicular	Enhance visibility and reduce crash risks on high-incident road with T-intersection reconstruction, sightline optimization, and signage and pavement markings upgrade	Richmond	N/A	Recommendation	N/A
R3	Richmond Safe Streets and Roads for All Safety Action Plan	Shannock Hill Road and West Shannock Road Intersection and Sharp Curve just to the East of the Intersection	Richmond, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Enhance visibility and reduce crash risks on high-incident roads with vegetation removal and geometry improvements. Implement infrastructure upgrades to improve driver and pedestrian safety with guardrail installations, flashing chevron signs, and illumination enhancement	Richmond	N/A	Recommendation	N/A
R4	Richmond Safe Streets and Roads for All Safety Action Plan	Richmond Townhouse Road (RI Route 112) / Pine Hill Road / Shannock Hill Road Intersection	Richmond, RIDOT	SS4A/FHWA	Vehicular	Install speed feedback signs at strategic locations with speed feedback signs. Assess feasibility of traffic calming measures such as a roundabout.	Richmond	N/A	Recommendation	N/A
R5	Richmond Safe Streets and Roads for All Safety Action Plan	Church Street (RI Route 91) between Riverview Drive and Switch Road	Richmond, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Expand sidewalk and shared-use path infrastructure with a shared-use path. Ensure pedestrian connectivity between key locations with sidewalk and crosswalk installation. Install speed feedback signs at strategic locations with speed feedback signs.	Richmond	N/A	Recommendation	N/A
R6	Richmond Safe Streets and Roads for All Safety Action Plan	Nooseneck Hill Road (RI Route 3) between I-95 Exit 9 (Old Exit 4) and the Exeter Town Line	Richmond, RIDOT	SS4A/FHWA	Vehicular	Enhance visibility and reduce crash risks on high-incident roads with illumination enhancement. Reduce driver confusion when changing or merging lanes to prevent crashes with a road diet.	Richmond	N/A	Recommendation	N/A

Smithfield Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
S1	STIP 2022-2031 (Revision 14 with Pending Changes)	Woonasquatucket River Greenway Smithfield Trail	WRWC	2024 Earmark, Local	Bike, Pedestrian	Construction of the Woonasquatucket River Greenway trail in town	Smithfield	2024	Active	STIP ID 5171, PTS ID TBD
S2	STIP 2022-2031 (Revision 14 with Pending Changes)	Old County Road Sidewalk Installation Project (Mountindale Road to Wolf Hill Road)	Smithfield	Outyear (construction)	Pedestrian	Removing and disposing existing asphalt sidewalks and installing pre-cast concrete curbing, minor drainage structure modification and new poured in place concrete sidewalks.	Smithfield	2027-2029	Active	STIP ID 5229, PTS ID TBD
S3	Smithfield Safe Streets and Roads for All Safety Action Plan	Church Street / Putnam Pike Intersection	Smithfield, RIDOT	FHWA / SS4A	Vehicular	Conduct intersection study that considers option to convert Church Street spur to a dead end, requiring drivers to access Putnam Pike at the Church Street traffic signal. Work with church to consolidate driveway access to reduce conflict points.	Smithfield	N/A	Recommendation	N/A
S4	Smithfield Safe Streets and Roads for All Safety Action Plan	Old Forge Road (Log Road to Farnum Pike)	Smithfield, RIDOT	FHWA / SS4A	Vehicular	Add reflective signage, markings, and deflectors in advance of the curve on Log Road approaching Old Forge Road. Trim vegetation to improve intersection visibility and visibility of intersection warning signage. Conduct engineering study to consider aligning Old Forge Road and Brayton Road.	Smithfield	N/A	Recommendation	N/A
S5	Smithfield Safe Streets and Roads for All Safety Action Plan	Ridge Road (Ridge View Court to Town Limit)	Smithfield, RIDOT	FHWA / SS4A	Vehicular	Add intersection approach signage for Ridge View Court and Hunters Knoll. Add rumble strips. Add reflective signage, markings, and deflectors around curves.	Smithfield	N/A	Recommendation	N/A
S6	Smithfield Safe Streets and Roads for All Safety Action Plan	Austin Avenue (Town Limit to Mapleville Road)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Add reflective signage, markings, and deflectors around curve. Study need for guardrail at curve. Study potential flooding issues. Assess lighting conditions and install additional lighting as needed. Add pedestrian crossing warning signs to the crosswalk at Mapleville Road. Install intersection approach signage near Mapleville Road. Conduct an engineering study to reduce the speed limit from 30 mph to 25 mph approaching curves.	Smithfield	N/A	Recommendation	N/A
S7	Smithfield Safe Streets and Roads for All Safety Action Plan	Putnam Pike (Garnett Lane to Pleasant View Avenue)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Conduct intersection studies at intersections of Smith Avenue and Greenville Avenue that consider roundabouts, pedestrian crossings, and left turn operations. Conduct an intersection study that considers closing the extended slip lane access from Church Street to Putnam Pike. Work with property owners to explore potential driveway consolidation and/or relocation, especially around curves and near intersections. Work with RIDOT to relocate utility poles, mailboxes, and other obstacles or to widen sidewalks to ensure accessible walkways. Upgrade all crosswalks to high-visibility markings. Install reflective backplates at all traffic signals. Install pedestrian refuge and appropriate enhancements (such as an RRFB) at mid-block crossing near Garnett Lane. Install pedestrian refuge at Austin Avenue. At the intersection with Pleasant View Avenue, extend median to create a pedestrian refuge and consider a raised crossing in the slip lane. On west end, convert painted median and two-way left turn lane to raised median (with U-turn access) to reduce conflict points and increase access management.	Smithfield	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
S8	Smithfield Safe Streets and Roads for All Safety Action Plan	Putnam Pike (Pleasant View Avenue to The Crossing)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Upgrade all crosswalks to high-visibility markings. Install reflective backplates on all traffic signals. Conduct a complete streets study and explore potential lane reduction, addition of bicycle facilities, and speed limit reduction. Install an RRFB at the mid-block crossing by Greenville Public Library (west of Hattie Avenue), which currently crosses four lanes without a refuge or signal. Assess lighting conditions and add pedestrian-scale lighting if needed. Install raised medians with pedestrian refuges at The Village Plaza intersection. Install raised medians where center left turn lane is not needed to manage access. Conduct intersection study at Cedar Swamp Road that considers increasing pavement marking and sign visibility as well as pedestrian crossing countermeasures to address exposure of pedestrians at slip lane. Install one to two additional marked crosswalks with appropriate safety countermeasures between Hattie Avenue and Commerce Street, preferably near bus stops. Include pedestrian refuges if feasible in the selected locations. Install Smithfield gateway signage and landscaping east of The Crossing for drivers entering the town from I-295, signaling a shift from a highway to town condition. Work with RIDOT to relocate utility poles, mailboxes, and other obstacles or to widen sidewalks to ensure accessible walkways. Work with property owners to identify opportunities to consolidate driveways to reduce conflict points through access management.	Smithfield	N/A	Recommendation	N/A
S9	Smithfield Safe Streets and Roads for All Safety Action Plan	Putnam Pike (The Crossing to Esmond Street)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Conduct corridor study that considers access management, driveway consolidation, and additional center medians. Conduct engineering study to evaluate and install new crosswalks with ADA access ramps and appropriate safety countermeasures at Esmond Street. Increase code enforcement for overgrown vegetation spilling onto sidewalks. As new developments apply for permits, limit additional curb cuts on Putnam Pike. Install missing sidewalks.	Smithfield	N/A	Recommendation	N/A
S10	Smithfield Safe Streets and Roads for All Safety Action Plan	Putnam Pike (Greenville Center to Garnett Lane)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Conduct corridor study to determine locations for new pedestrian crossings and potential RRFBs, raised medians for access management, and intersection redesigns. Consider transit stops, trip generators, and redesign of Y intersection pair of Greenville Road and Mapleville Road, such as to a roundabout or standard signalized intersection. Install missing sidewalks. Install median with pedestrian refuge and potential RRFB at mid-block crosswalk west of Garnett Lane. Work with RIDOT to relocate utility poles, mailboxes, and other obstacles or to widen sidewalks to ensure accessible walkway.	Smithfield	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
S11	Smithfield Safe Streets and Roads for All Safety Action Plan	Pleasant View Avenue (Putnam Pike to Spragueville Road)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Bike, Pedestrian	Work with RIDOT to relocate utility poles, mailboxes, and other obstacles or to widen sidewalks to ensure accessible walkways. Study potential for a shared use path. Conduct a study to realign intersection at Cedar Swamp Road at a right angle to improve visibility. Work with schools to identify queuing issues and alternative pick-up/drop-off arrangements to minimize spillover on Pleasant View Avenue. Evaluate potential need for additional turn lanes. Study pedestrian crossings and install RRFBs at high-volume locations. Install raised pedestrian refuges at crosswalks near schools, where space allows. Conduct engineering study to consider reducing speed limit to 25 mph near schools and installing school zone signage. Enhance the Deerfield Park Bike Path to better facilitate off-street connections to the schools that would require fewer students to walk or bike on Pleasant View Avenue.	Smithfield	N/A	Recommendation	N/A
S12	Smithfield Safe Streets and Roads for All Safety Action Plan	Pleasant View Avenue (Spragueville Road to Farnum Pike)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Work with RIDOT to relocate utility poles, mailboxes, and other obstacles or to widen sidewalks to ensure accessible walkways. Study potential for a shared use path. Study intersection at Log Road and consider modifications to improve left turn operations, such as adding a left turn lane or redesigning as a roundabout. Enhanced delineation at curves with reflective delineators, reflective pole strips, and signage. Install a pedestrian crossing(s) north of Gallagher Middle School. Conduct an engineering study to reduce the speed limit to 30 mph.	Smithfield	N/A	Recommendation	N/A
S13	Smithfield Safe Streets and Roads for All Safety Action Plan	Esmond Street (Dean Avenue to Putnam Pike)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Install sidewalks and/or shared use path. Increase code enforcement to trim vegetation blocking intersection visibility. Conduct an engineering study to realign Sebille Road at a right angle to clarify operations at Esmond Street/Dean Avenue/Old County Road/Sebille Avenue intersections. As undeveloped properties are developed, require access management strategies to minimize conflict points.	Smithfield	N/A	Recommendation	N/A
S14	Smithfield Safe Streets and Roads for All Safety Action Plan	Douglas Pike (Whipple Road to Town Limits)	Smithfield, RIDOT	FHWA / SS4A	Vehicular	Add reflective signage, markings, and deflectors in advance of the curves. Install reflective backplates on traffic signals. Install warning signage approaching intersections. Study lighting conditions and install additional lighting where needed.	Smithfield	N/A	Recommendation	N/A
S15	Smithfield Safe Streets and Roads for All Safety Action Plan	Douglas Pike (Whipple Road to I-295)	Smithfield, RIDOT	FHWA / SS4A	Vehicular	Increase code enforcement to trim vegetation blocking intersection visibility. Install warning signage approaching intersections. Study lighting conditions and install additional lighting where needed.	Smithfield	N/A	Recommendation	N/A
S16	Smithfield Safe Streets and Roads for All Safety Action Plan	Douglas Pike/Washington Highway Intersection	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Install sidewalks. Upgrade crosswalk to high visibility. Evaluate potential drainage issues and address as needed. Consider upgrading striped medians to raised medians to encourage slower driving.	Smithfield	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
S17	Smithfield Safe Streets and Roads for All Safety Action Plan	Old County Road (Esmond Street to Old County Elementary School)	Smithfield, RIDOT	FHWA / SS4A	Vehicular, Pedestrian	Install missing sidewalk gaps and replace deteriorated sidewalks. Study pedestrian crossings and install RRFBs at high-volume locations, such as at Old County Elementary School. Install school zone signage at Old County Elementary School. Add reflective signage, markings, and deflectors in advance of the curves Work with RIDOT to relocate utility poles, mailboxes, and other obstacles or to widen sidewalks to ensure accessible walkways. Consider realigning Sebille Road at a right angle to clarify operations at Esmond Street/Dean Avenue/Old County Road/Sebille Avenue intersections. Prohibit parking near intersections. As undeveloped properties are developed, require access management strategies to minimize conflict points.	Smithfield	N/A	Recommendation	N/A

South Kingstown Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
SK1	STIP 2022-2031 (Revision 14 with Pending Changes)	Corridor – RI Route 138, Kingston Road	RIDOT	NHPP, RICAP Match, Outyear (design); Outyear (construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement and extension and ADA-accessible ramp installation; replacement of three bridges within Amtrak Northeast Corridor also included.	South Kingstown	2024-2028	Active	STIP ID 3135, PTS ID 0139C
SK2	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 138 Mooresfield Road C-3 (RI Route 108 Kingston Road to Broad Rock Road)	RIDOT	SPR (design)	Vehicular	Possibility of creating a third phase for RI Route 138 Resurfacing project. Also, a study will be conducted on possibility of realigning intersection of Broad Rock and Stony Fort Road at RI Route 138 in order to make safety improvements.	South Kingstown	2024	Active	STIP ID 3399, PTS ID TBD
SK3	STIP 2022-2031 (Revision 14 with Pending Changes)	2029 Intersection and Crosswalks	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Enhancements to crosswalks, wheelchair ramps, pedestrian crossing devices, left turn lanes, and other work to improve intersections around the state. Work locations will be identified through the Strategic Highway Safety Planning process.	South Kingstown	2028-2031	Active	STIP ID 5383, PTS ID TBD
SK4	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Install post mounted delineators in both directions on the left and right side of the roadway to better delineate the edge of pavement.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, low cost
SK5	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Restripe US 1 to provide a larger left side shoulder and smooth striping of the curve.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Medium benefit, low cost
SK6	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Near Term Solution - Consider the installation of High Friction Surface Treatment (HFST) on US 1 within the curve.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, low cost
SK7	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Near Term Solution - Replace missing recessed pavement markers (RPMs) throughout the corridor.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Medium benefit, low cost
SK8	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Long Term Solution - Consider the installation of rumble strip/stripes.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, medium cost
SK9	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Trim overgrown vegetation along US 1 at the intersection with Saugatucket Road.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, low cost
SK10	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Evaluate the existing guardrail along the corridor to determine if the current installation is appropriate. Revise guardrail accordingly.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Medium benefit, medium cost
SK11	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Review clear zones along the corridor. If a roadside hazard is within the clear zone, remove the hazard, if possible. If not, protect the hazard accordingly.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Low benefit, low cost

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
SK12	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Near Term Solution - Consider replacing the section of cable guardrail within the curve on US 1 per RIDOT guidance to install semi-rigid (w-beam, thrie beam) guardrail within curves.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Low benefit, medium cost
SK13	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Perform drainage analysis to determine the need for additional improvements.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Medium benefit, medium cost
SK14	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Consider a comprehensive sign audit to verify sign height, retro-reflectivity, current sign standards, consistency, redundancy, and unnecessary signs. Revise signs accordingly.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, low cost
SK15	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Install reflective sign strips on all sign posts.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Medium benefit, low cost
SK16	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Consider a speeding enforcement campaign on US 1 to discourage speeding.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	N/A
SK17	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Remove all speed limit signs along the corridor and install new signs spaced more appropriately.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Medium benefit, low cost
SK18	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Near Term Solution - Install dynamic speed feedback signs to discourage speeding along the corridor.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, medium cost
SK19	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Conduct lighting study to determine deficiencies and potential improvements.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Low benefit, low cost
SK20	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Near Term Solution - Implement area-wide lighting installation to improve safety for vehicles and other road users.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Low benefit, medium cost
SK21	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Install stop ahead signs on Saugatucket Road	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, low cost
SK22	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Immediate Term Solution - Install intersection warning signs on US 1 before approaching unsignaled intersection.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, low cost

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
SK23	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Near Term Solution - 1.20 Consider the installation of High Friction Surface Treatment (HFST) on the entrance to Saugatucket Road from US 1 southbound.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	High benefit, low cost
SK24	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Long Term Solution - Install acceleration and deceleration lanes at the intersection of US 1 and Saugatucket Road.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Medium benefit, low cost
SK25	South Kensington RSA - 2017	US 1 (Tower Hill Road). Freeway/expressway between South County Commons and Saugatucket Road	RIDOT	RIDOT FAST Act funds; HSIP Eligible Funds	Vehicular	Long Term Solution - Consider geometric reconstruction to "T" up the intersection of US 1 at Saugatucket Road.	South Kingstown	2017	Recommendation. Information on eventual implementation not immediately available.	Low benefit, high cost
SK26	South Kingstown Safe Streets for All Safety Action Plan	Kingstown Road at Kersey Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Replace yield sign with stop sign; Decrease curb radii on Kersey; Relocate crosswalks at Kingstown Road and the school to improve visibility - install raised crosswalks at the school; Increase the width of the pedestrian refuge area; Upgrade pedestrian crossing signage; Consider prohibiting thru traffic during school drop off and pickup hours; Add do not block the box striping at school driveways.	South Kingstown	2025-2026	Active	N/A
SK27	South Kingstown Safe Streets for All Safety Action Plan	Peace Dale Rotary	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Mid-cost option: Install crosswalk with RRFB and refuge island across Kingstown Road.	South Kingstown	2025-2026	Active	N/A
SK28	South Kingstown Safe Streets for All Safety Action Plan	Kingstown Road at North Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Install flashing Intersection Curve Ahead signs on the Kingstown Road approaches; Upgrade striping through the intersection to high visibility pavement markings; Relocate utility pole on the northwest corner; Install chevrons for Kingstown Road southbound traffic; Mid-cost options: Realign the east side of the intersection to force a turn onto North Road.	South Kingstown	2025-2026	Active	N/A
SK29	South Kingstown Safe Streets for All Safety Action Plan	Kersey Road at North Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Make the intersection a 3-way stop; Upgrade curb ramps to be ADA-compliant; Extend median island to create a refuge area for the crosswalk.	South Kingstown	2025-2026	Active	N/A
SK30	South Kingstown Safe Streets for All Safety Action Plan	Dale Carlia Corner	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Evaluate all signal timings; Repair the audio of the pedestrian signal on the northeast corner (at Bank of America) of the intersection; Add reflective tape to the existing traffic signal head backplates; Mid-cost options: Decrease curb radii; Add stamped concrete/pavers to the intersection to have a traffic calming/welcome matting effect.	South Kingstown	2025-2026	Active	N/A
SK31	South Kingstown Safe Streets for All Safety Action Plan	Route 138 at South Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Refresh pavement markings & signage; Remove parking space on Route 138 East closes to South Road; Evaluate alignment of all intersections and signal timings between Upper College Road and Route 108; Add RRFB and flex posts in hatched areas (in progress by RIDOT) Mid-cost options: Install curb extensions at crosswalk; Realign South Road approach to Route 138 including adjusting the location of the well; Install curb extensions at the 2579 Kingstown Road (opposite Potter Lane) and Kingstown after Old North Road RIPTA stops).	South Kingstown	2025-2026	Active	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
SK32	South Kingstown Safe Streets for All Safety Action Plan	Main Street at High Street	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Narrow curb radii/intersection to move the stop bar on High Street closer to Main Street; Upgrade curb ramps and resolve drainage issues; Add stop sign on the right side of High Street approaching Main Street; Add crosswalk across Main Street east of High Street; Add edge lines on Main Street.	South Kingstown	2025-2026	Active	N/A
SK33	South Kingstown Safe Streets for All Safety Action Plan	Main Street - Cherry Lane to Wright Avenue	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Upgrade all crosswalks to have high visibility and wider 24 inch pavement markings; Install waving pedestrian signals at bike path crossing; Install double-sided pedestrian signs at all crosswalks; Mid-cost options: Install curb extensions at all crosswalks. Remove parking spaces adjacent to crosswalks to improve daylighting; Install speed feedback signs entering Wakefield village.	South Kingstown	2025-2026	Active	N/A
SK34	South Kingstown Safe Streets for All Safety Action Plan	Kingstown Road at Railroad Street	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Low-cost options: Install RRFB at bike path crossing. The RRFB on the south side of Kingstown should be on the southeast corner of the intersection; Upgrade the crosswalk to have high-visibility pavement markings; Remove parking space in front of 1185 Kingstown Road.	South Kingstown	2025-2026	Active	N/A
SK35	South Kingstown Safe Streets for All Safety Action Plan	Route 138, West Kingston	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Complete gaps in the sidewalk network on both sides of Route 138 between Upper College Road and Fairgrounds Road. Install an RRFB at the crosswalk at the Post Office. Install speed feedback signs.	South Kingstown	2025-2026	Active	N/A
SK36	South Kingstown Safe Streets for All Safety Action Plan	Route 1 at Tower Hill Road Service Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Modify the geometry of the service road merging onto Route 1 SB. Stripe gore area between the service road merge and the outer Route 1 southbound travel lane. Consider closing the exit of the service road and having drivers exit via Hampton Way and Kelley Way.	South Kingstown	2025-2026	Active	N/A
SK37	South Kingstown Safe Streets for All Safety Action Plan	Salt Pond Road at Kenyon Avenue	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Convert to a 3-way stop. Narrow curb radii on the southwest corner of the intersection to reduce the crosswalk length; verify with vehicle tracking. Upgrade curb ramps to be ADA-compliant. Install crosswalk across Kenyon Avenue if hospital parking if constructed at northwest corner.	South Kingstown	2025-2026	Active	N/A
SK38	South Kingstown Safe Streets for All Safety Action Plan	SC Bike Path West of Kingstown Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install advanced signage warning of the switchback in the bike path for cyclists traveling eastbound, such as a Harpin Curve Sign (MUTCD W1-11)	South Kingstown	2025-2026	Active	N/A
SK39	South Kingstown Safe Streets for All Safety Action Plan	URI, Campuswide	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Upgrade all crosswalks on campus to have high visibility pavement markings. Install flashing stop signs at all stop controlled intersections with crosswalks. Install RRFBs at all midblock crosswalks.	South Kingstown	2025-2026	Active	N/A
SK40	South Kingstown Safe Streets for All Safety Action Plan	Route 138 at Upper College Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Complete sidewalk gaps on the north and south sides of Route 138 and replace existing sidewalk in poor condition. Upgrade pedestrian signals. Install sidewalk and accessible landing area in front of church. Upgrade curb ramps to be ADA-compliant. Install backplates. with retroreflective borders on signal heads. Evaluate current signal timings.	South Kingstown	2025-2026	Active	N/A
SK41	South Kingstown Safe Streets for All Safety Action Plan	Middlebridge Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install RRFB at the Treaty Rock Park crosswalk and upgrade the crosswalk pavement markings to high visibility.	South Kingstown	2025-2026	Active	N/A
SK42	South Kingstown Safe Streets for All Safety Action Plan	Kingstown Road - High Street to Route 138	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Short term: install ADA-compliant landing areas and crosswalks across Kingstown Road at all bus stops lacking sidewalks. Mid/long term: install sidewalks on both sides of Kingstown Road between High Street and Route 138.	South Kingstown	2025-2026	Active	N/A
SK43	South Kingstown Safe Streets for All Safety Action Plan	Woodruff Avenue	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install sidewalk from the Narragansett town line to the South Kingstown Office Park. Install sidewalk/crosswalks at the intersection of Woodruff Avenue/Salt Pond Road.	South Kingstown	2025-2026	Active	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
SK44	South Kingstown Safe Streets for All Safety Action Plan	Kingstown Road at Route 1	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Replace the vertical traffic signal heads with horizontal mounted signal heads that are visible to drivers approaching the intersection from under the bridge. Install a flashing 'Prepare to Stop Ahead' sign above the northbound lanes before the bridge.	South Kingstown	2025-2026	Active	N/A
SK45	South Kingstown Safe Streets for All Safety Action Plan	Route 1 South to Bridgetown Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	If feasible, install backplates with retroreflective borders on the traffic signal heads for Route 1. Install 'Red Signal Ahead' or similar signs on Route 1 southbound. Confer with RIPTA about safety improvements for adjacent bus stops. Upgrade curb ramps to be ADA-compliant with high-visibility pavement markings (in progress by RIDOT).	South Kingstown	2025-2026	Active	N/A
SK46	South Kingstown Safe Streets for All Safety Action Plan	Route 138 at Graduate Apartments	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Assess the warning signage assembly heights for consistency and compliance with the MUTCD.	South Kingstown	2025-2026	Active	N/A
SK47	South Kingstown Safe Streets for All Safety Action Plan	Matunuck Beach Road and Cards Ponds Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Realign intersection and decrease curb radii. Restrict parking on northwest side of intersection to improve sight distance. Install sidewalks on Matunuck Beach Road from the Elementary School to the Town Beach. Add edge lines to Cards Pond Road westbound to narrow the westbound lane to 10.5 feet.	South Kingstown	2025-2026	Active	N/A
SK48	South Kingstown Safe Streets for All Safety Action Plan	Succotash Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Refresh pavement markings. Install speed feedback signs. Install overhead lights on utility poles in front of Matunuck Oyster Bar. Restrict parking in the shoulder in front of Matunuck Oyster Bar to help the sight distance of vehicles turning out of the parking lot onto Succotash Road.	South Kingstown	2025-2026	Active	N/A
SK49	South Kingstown Safe Streets for All Safety Action Plan	Route 138 at Route 2	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install backplates with retroreflective borders on signal heads. Add Signal Ahead W3-3 signs to the Route 2 southbound and Route 138 westbound approaches on both sides of the road, with the option to install the signs on all four intersection approaches. Possibly incorporate into upcoming RIDOT project.	South Kingstown	2025-2026	Active	N/A
SK50	South Kingstown Safe Streets for All Safety Action Plan	Ministerial Road and Tuckertown Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Add 'All Way' plaques and reflective post panels to the two stop signs that lack them. Relocate the stop sign on the Wordens Pond Road eastbound approach that is partially obstructed by a guy wire. Refresh pavement markings and install edge lines. Investigate drainage patterns	South Kingstown	2025-2026	Active	N/A
SK51	South Kingstown Safe Streets for All Safety Action Plan	Route 1 at Shannock Road	RIPTA SS4A	FHWA / SS4A	Vehicular, Pedestrian	Add a warning sign showing the exit speed limit (MUTCD W1-1A or W13-2). Install high friction surface treatment on the entrance to Shannock Road. Evaluate the length of the deceleration lane.	South Kingstown	2025-2026	Active	N/A

Warren Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WA1	STIP 2022-2031 (Revision 14 with Pending Changes)	Main Street Corridor - Warren	RIDOT	NHPP, RICAP Match, STBG (design); NHPP, RICAP Match (construction)	Pedestrian	Repair and replace sidewalks in Warren along RI Route 114 from Wheaton Street to the Bristol town line.	Warren	2024-2025	Active	STIP ID 1300, PTS ID 2607Z
WA2	STIP 2022-2031 (Revision 14 with Pending Changes)	Safe Routes to School Infrastructure Improvements for Hugh Cole Elementary School and Kickemuit Middle School	RIDOT	RICAP Match, TAP (construction)	Bike, Pedestrian	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Hugh Cole Elementary and Kickemuit Middle Schools, including a bridge over the Kickemuit River at Britto Park to Barker Avenue.	Warren	2022	Active	STIP ID 5267, PTS ID 0162D
WA3	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 114, Main Street (Water Street to Wheaton Street)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Warren	2029-2031	Active	STIP ID 1408, PTS ID 0079N. Project may require funding beyond 2031
WA4	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 136 Metacom Avenue (Bristol Town Line to Everett Street), Arlington Avenue (Metacom Avenue to Kickemuit Road)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Warren	2027-2031	Active	STIP ID 1418, PTS ID TBD
WA5	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 136 Market Street (RI Route 114 to Schoolhouse Road) and Kickemuit Road (Everett Street to Market Street)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Warren	2027-2031	Active	STIP ID 1419, PTS ID 0079U. Project may require funding beyond 2031
WA6	Warren Safe Streets for All Safety Action Plan	Market Street (Main to Kickemuit Road)	Warren, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Study signal timing adjustments, protected turn phases, high-visibility crosswalks, restriping for designated parking, and curb extensions.	Warren	N/A	Recommendation	N/A
WA7	Warren Safe Streets for All Safety Action Plan	Main Street (Beach Street to Village Road)	Warren, RIDOT	SS4A/FHWA	Vehicular, Transit, Pedestrian	Coordinate with Route 114 Resiliency Project, repair sidewalks, and improve transit stop access.	Warren	N/A	Recommendation	N/A
WA8	Warren Safe Streets for All Safety Action Plan	Child Street (Arlington Avenue to Detroit Avenue)	Warren, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Enhance school zone safety features and high-visibility crosswalks.	Warren	N/A	Recommendation	N/A
WA9	Warren Safe Streets for All Safety Action Plan	Child Street (Mayo Drive to Long Lane)	Warren, RIDOT	SS4A/FHWA	Vehicular	Consider road diverters for "right turn only" from Arthur Street and improve signage.	Warren	N/A	Recommendation	N/A
WA10	Warren Safe Streets for All Safety Action Plan	Vernon Street	Warren, RIDOT	SS4A/FHWA	Vehicular	Implement traffic calming measures.	Warren	N/A	Recommendation	N/A
WA11	Warren Safe Streets for All Safety Action Plan	Franklin Street	Warren, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install sidewalks, high-visibility crosswalks, and explore traffic calming measures.	Warren	N/A	Recommendation	N/A
WA12	Warren Safe Streets for All Safety Action Plan	Metacom Avenue (Patterson Avenue to southern boundary)	Warren, RIDOT	SS4A/FHWA	Vehicular	Explore road diet feasibility, improve sight lines, add turn lanes, and consider driveway closures to reduce conflicts.	Warren	N/A	Recommendation	N/A
WA13	Warren Safe Streets for All Safety Action Plan	Metacom Avenue (Child Street to Patterson Avenue)	Warren, RIDOT	SS4A/FHWA	Vehicular	Implement traffic calming, study road diet south of Franklin Street, and engage businesses to improve driveway access management.	Warren	N/A	Recommendation	N/A
WA14	Warren Safe Streets for All Safety Action Plan	Metacom Avenue (north of Child Street)	Warren, RIDOT	SS4A/FHWA	Vehicular	Add warning signage or stop signs and curb extensions.	Warren	N/A	Recommendation	N/A
WA15	Warren Safe Streets for All Safety Action Plan	Main Street (Downtown/Child Street to Bridge)	Warren, RIDOT	SS4A/FHWA	Pedestrian	Improve pedestrian amenities and provide education on safe practices in downtown core.	Warren	N/A	Recommendation	N/A
WA16	Warren Safe Streets for All Safety Action Plan	Main Street (North of Child Street)	Warren, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install traffic calming measures, enhanced crosswalks, and speed feedback signs.	Warren	N/A	Recommendation	N/A
WA17	Warren Safe Streets for All Safety Action Plan	Child Street (Main Street to Arlington Avenue)	Warren, RIDOT	SS4A/FHWA	Vehicular, Bike, Pedestrian	Repair sidewalks, improve pedestrian crossings, and add bike amenities or direct cyclists to Libby Lane route.	Warren	N/A	Recommendation	N/A
WA18	Warren Safe Streets for All Safety Action Plan	Market Street (Kickemuit Road to town line)	Warren, RIDOT	SS4A/FHWA	Vehicular	Implement traffic calming measures and conduct road diet assessment.	Warren	N/A	Recommendation	N/A
WA19	Warren Safe Streets for All Safety Action Plan	Arlington Avenue	Warren, RIDOT	SS4A/FHWA	Vehicular	Explore curb extensions or additional street tree planting for traffic calming.	Warren	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WA20	Warren Safe Streets for All Safety Action Plan	Wood Street and Federal Street	Warren, RIDOT	SS4A/FHWA	Vehicular	Add traffic calming measures, improved signage, and consider traffic diverters.	Warren	N/A	Recommendation	N/A
WA21	Warren Safe Streets for All Safety Action Plan	Water Street (Wheaton Street to Main Street)	Warren, RIDOT	SS4A/FHWA	Vehicular, Bike	Consider one-side parking restriction or one-way conversion, add bike facilities, and implement flooding mitigation measures.	Warren	N/A	Recommendation	N/A
WA22	Warren Safe Streets for All Safety Action Plan	Bike Trail extension from bridge	Warren, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Promote connections to new multi-use path bridge and prioritize sidewalk repairs and transit improvements near affordable housing.	Warren	N/A	Recommendation	N/A

West Warwick Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WW1	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 3, Cowesett Avenue (New London Turnpike to RI Route 2)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Resurfacing of the roadway, limited sidewalk replacement, limited sidewalk extension and ADA-accessible ramp installation.	West Warwick	2028-2031	Active	STIP ID 1313, PTS ID 0083C. Project may require funding beyond 2031
WW2	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 33, Providence Street (Tanglewood Drive to Blossom Street)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Road resurfacing, limited sidewalk replacement and ADA-accessible ramp installation.	Warwick, West Warwick	2027-2031	Active	STIP ID 1417, PTS ID 0079Z
WW3	West Warwick Safe Streets for All Safety Action Plan	Brookside Avenue / Washington Secondary Trail Crossing	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Ensure ADA-compliant sidewalks. Install sidewalks on the north side of Brookside Avenue between the crossing and Crossen Street. Install advance warning signage on Brookside Avenue approaching the Washington Secondary Trail Crossing.	West Warwick	2025-2026	Active	N/A
WW4	West Warwick Safe Streets for All Safety Action Plan	Factory Street (near schools)	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Add crosswalks across Factory Street at key intersections near the schools (e.g., Queen Avenue); consider a raised crosswalk. Install continental-style crosswalks to improve visibility. Install Rectangular Rapid Flashing Beacon (RRFB). Ensure ADA-compliant curb ramps and landing areas. Install a sidewalk on the south side of Factory Street across from Queen Avenue to New London Avenue.	West Warwick	2025-2026	Active	N/A
WW5	West Warwick Safe Streets for All Safety Action Plan	Main Street / Pike Street to East Main Street	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Adjust signal timing. Ensure ADA-compliant curb ramps and landing areas. Install continental-style crosswalks to improve visibility. Ensure functioning pedestrian signals and buttons, replacing equipment as necessary. Add backplates with retroreflective borders to the signal heads, if feasible. Install additional signage, including 'Signal Ahead' signage for drivers heading northbound on Main Street towards East Main Street and two-sided one-way signage at both East Main Street and Pike Street intersections. Remove 'apex' curb ramp and replace with curbing at the corner of East Main Street and Main Street.	West Warwick	2025-2026	Active	N/A
WW6	West Warwick Safe Streets for All Safety Action Plan	Main Street / Legion Way / Providence Street / Washington Secondary Path Crossing	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Evaluate signal phasing to determine if split phases would be beneficial to eliminate potential vehicle conflicts. Ensure functioning pedestrian signals and buttons, replacing equipment as necessary. Add retroreflective tape on existing signal head backplates. Install cast iron detectable warning panels. Install 'AHEAD' plaque on pedestrian crossing sign approaching Archambault Avenue. Long-term: evaluate the intersection for a potential reconfiguration, including a roundabout.	West Warwick	2025-2026	Active	N/A
WW7	West Warwick Safe Streets for All Safety Action Plan	Washington Street / Main Street / St Mary Street	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Improve one-way signage and striping on Saint Mary Street to prevent one-way driving. Add retroreflective tape on existing signal head backplates. Ensure ADA-compliant curb ramps and landing areas.	West Warwick	2025-2026	Active	N/A
WW8	West Warwick Safe Streets for All Safety Action Plan	New London Ave / Church Street / Main Street	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Evaluate the potential for a traffic signal through a traffic signal warrant analysis. Install improved signage for pedestrian crossings. Long-term: evaluate the intersection for a potential reconfiguration to slow turns onto Main St and reduce the width of the intersection; consider the feasibility of a roundabout.	West Warwick	2025-2026	Active	N/A
WW9	West Warwick Safe Streets for All Safety Action Plan	Main Street / West Warwick Avenue / Legris Avenue	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Ensure ADA-compliant curb ramps, landing areas and pedestrian push buttons. Install pedestrian and bicycle warning signage at intersections. Install continental-style crosswalks to improve visibility. Adjust signal phasing to ensure efficient vehicle movement through both intersections.	West Warwick	2025-2026	Active	N/A
WW10	West Warwick Safe Streets for All Safety Action Plan	Cowesett Avenue / Main Street / East Greenwich Avenue	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Ensure ADA-compliant curb ramps, landing areas, and pedestrian push buttons. Install pedestrian and bicycle warning signage at intersections. Install continental-style crosswalks to improve visibility. Adjust signal timing. Ensure functioning pedestrian signals and buttons, replacing equipment as necessary.	West Warwick	2025-2026	Active	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WW11	West Warwick Safe Streets for All Safety Action Plan	Main Street / Highland Street	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install a Rectangular Rapid Flashing Beacon (RRFB) across Main Street at Phenix Avenue. Work with RIPTA to review bus stop locations and potentially relocate the bus stop across from Highland Street. Repair the stairs on the corner of Highland Street to address safety concerns. Consider converting Highland Street to one-way northbound.	West Warwick	2025-2026	Active	N/A
WW12	West Warwick Safe Streets for All Safety Action Plan	East Greenwich Avenue / Greenbush Road	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install advance warning signage on Greenbush Road. Consider traffic calming measures on both Greenbush Road and East Greenwich Avenue, including roadway narrowing where feasible and speed feedback signs mounted on utility poles. Evaluate the potential for a traffic signal through a traffic signal warrant analysis.	West Warwick	2025-2026	Active	N/A
WW13	West Warwick Safe Streets for All Safety Action Plan	Main Street / Wakefield Street	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install 'Turning Vehicles Yield to Pedestrians' signage on Wakefield Street Consider implementing an exclusive pedestrian signal phase to mitigate potential conflicts with westbound turns from Wakefield Street Install cast iron detectable warning panels. Work with property owner to fix the fence separating the sidewalk from the steep drop-off at 825 Main Street	West Warwick	2025-2026	Active	N/A
WW14	West Warwick Safe Streets for All Safety Action Plan	Providence Street / Toll Gate Road / New London Avenue	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Access management for the existing driveways that enter and exit within the intersection to mitigate potential conflicts. Add backplates with retroreflective borders to the signal heads, if feasible. Evaluate signal phasing and timing to potentially reduce vehicle queuing and eliminate vehicular conflicts.	West Warwick	2025-2026	Active	N/A
WW15	West Warwick Safe Streets for All Safety Action Plan	New London Avenue / Legris Avenue	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install individual ADA-compliant curb ramps for each crosswalk, replacing 'apex' curb ramps that serve multiple crosswalks. Evaluate signal phasing and timing. Re-orient the pedestrian push button configuration, which currently activate in the wrong direction. Install improved lighting at the intersection. Install updated signage, including replacing the low hanging State Route signage at the intersection, and adding advanced pedestrian signage for the mid-block crosswalk at the Christ the King Church at 124 Legris Avenue. Add backplates with retroreflective borders to the signal heads, if feasible.	West Warwick	2025-2026	Active	N/A
WW16	West Warwick Safe Streets for All Safety Action Plan	Providence Street / Wakefield Street / River Street	West Warwick / SS4A	FHWA / SS4A	Vehicular, Pedestrian	Install updated signage and striping approaching the crosswalks on Wakefield Street. Install an RRFB on Wakefield Street across from Monsignor De Angeles Manor II. Re-orient the pedestrian push button configuration, which currently activate in the wrong direction. Add backplates with retroreflective borders to the signal heads, if feasible. Review signal phasing to implement safety enhancements, such as lead left turns. Install cast iron detectable warning panels.	West Warwick	2025-2026	Active	N/A

Westerly Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WE1	STIP 2022-2031 (Revision 14 with Pending Changes)	Langworthy Road Sidewalks (Shore Road to Post Road)	Westerly	Outyear (construction)	Pedestrian	Install new sidewalks and curbs along Langworthy Road from Shore Road to Post Road.	Westerly	2026	Active	STIP ID 1479, PTS ID TBD
WE2	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 3, High Street (Oak Street to Ashaway Road)	RIDOT	Outyear (design and construction)	Vehicular, Pedestrian	Mill and overlay, wheelchair ramp improvements.	Westerly	2026-2029	Active	STIP ID 9559, PTS ID TBD
WE3	STIP 2022-2031 (Revision 14 with Pending Changes)	HSIP - Roadway Departure - 2026	RIDOT	HSIP (design); Outyear (construction)	Vehicular	Installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.	Westerly	2025-2028	Active	STIP ID 5412, PTS ID 2608V
WE4	RIDOT Pavement Program	RI Route 3, High Street (Oak Street to Ashaway Road)	RIDOT		Pavement	This line item involves mill and overlay of the roadway with wheelchair ramp improvements.	Westerly	2026-2029	Active	Level and Overlay
WE5	RIDOT Pavement Program	Pavement Improvements - CHA, WES	RIDOT		Pavement	This line item involves resurfacing the roadway, limited sidewalk replacement and ADA-accessible ramp installation. Additional improvements to stormwater drainage may be included as part of this project. Signal improvements were performed along this route at the intersections of Cross Street and John Street. New median guardrail will be installed along the route from Wagner Road to Windflower Road and additional safety improvements may be included in this project.	Westerly	2022-2029	Active	Level and Overlay
WE6	RIDOT Traffic Safety Program	2030 Statewide Safety Improvements	RIDOT		Pavement/Sidewalk	This line item includes installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.	Westerly	2029-2031	Active	Level and Overlay
WE7	RIDOT Traffic Safety Program	2024 MPA/Maintenance	RIDOT		Safety	This line item provides funding to support maintenance activities undertaken to ensure reliability of critical safety infrastructure. Work funded by this line item may include, but is not limited to, sign upgrades, guardrail maintenance, and installation of pedestrian crossing signs.	Westerly	2024	Active	Not listed
WE8	RIDOT Traffic Safety Program	2026 Statewide Safety Improvements	RIDOT		Safety	This line item includes installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.	Westerly	2025-2028	Active	Not listed
WE9	Active Transportation Program	Langworthy Road Sidewalks (Shore Road to Post Road)			Sidewalk	This project will install new sidewalks and curbs along Langworthy Road from Shore Road to Post Road in Westerly.	Westerly	2026	Active	New Construction
WE10	RIDOT Stormwater Program	Stormwater Operations	RIDOT		Not listed	This line item provides funding to support stormwater maintenance and operations.	Westerly	2022-2031	Active	Not listed
WE11	Westerly Safe Streets and Roads for All Safety Action Plan	Canal Street and Railroad Avenue	Westerly	SS4A/FHWA	Vehicular, Pedestrian	Improve crossing facilities at high-traffic intersections with Raised Crosswalks. Upgrade signage for better visibility and flow with Signage Improvements.	Westerly	N/A	Recommendation	N/A
WE12	Westerly Safe Streets and Roads for All Safety Action Plan	Canal Street, Industrial Drive, and Friendship Street	Westerly	SS4A/FHWA	Vehicular	Enhance turn management at this intersection with All-way Stops or Signalized Intersection. Upgrade pavement markings for better visibility and flow with Pavement Markings Improvement.	Westerly	N/A	Recommendation	N/A
WE13	Westerly Safe Streets and Roads for All Safety Action Plan	Broad Street and Elm Street	Westerly	SS4A/FHWA	Vehicular	Implement traffic calming measures to manage speeding with Lane Narrowing and a Roundabout. Upgrade signage for better visibility and flow with Signage Improvements.	Westerly	N/A	Recommendation	N/A
WE14	Westerly Safe Streets and Roads for All Safety Action Plan	Oak Street (Between High Street and Tower Street)	Westerly, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Improve crossing facilities at high-traffic intersections with Crosswalks and RRFBs. Reduce vehicular speeds in residential and commercial areas with Speed Feedback Signs.	Westerly	N/A	Recommendation	N/A
WE15	Westerly Safe Streets and Roads for All Safety Action Plan	State Street (between Beach Street and Westminster Street)	Westerly, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve crossing facilities at high-traffic intersections with crosswalks and RRFBs. Expand sidewalks and bike lanes to fill infrastructure gaps with sidewalks and bike lanes.	Westerly	N/A	Recommendation	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WE16	Westerly Safe Streets and Roads for All Safety Action Plan	Post Road and Dunns Corner Road	Westerly, RIDOT	SS4A/FHWA	Vehicular	Improve access management to reduce conflict points and enhance operational efficiency with a Raised Median. Enhance emergency vehicle visibility and roadway awareness through advanced warning systems with emergency warning signs.	Westerly	N/A	Recommendation	N/A
WE17	Westerly Safe Streets and Roads for All Safety Action Plan	Shore Road (between Via Roma and West Fairway Avenue)	Westerly, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Improve crossing facilities at high-traffic intersections with Enhanced Crosswalks and RRFBs. Expand sidewalks and bike lanes to fill infrastructure gaps with sidewalk improvements and bike lane installation. Reduce vehicular speeds in residential and commercial areas with speed feedback signs and corner radius reductions.	Westerly	N/A	Recommendation	N/A
WE18	Westerly Safe Streets and Roads for All Safety Action Plan	Granite Street (between Ward Avenue/Tower Street and East Avenue/Franklin Street)	Westerly, RIDOT	SS4A/FHWA	Vehicular, Pedestrian, Bike	Reduce vehicular speeds in residential and commercial areas with Speed Feedback Signs. Reduce vehicular speeds to improve safety and enhance multimodal accessibility with a Road Diet. Expand bike lanes to fill infrastructure gaps with Bike Lane Installations.	Westerly	N/A	Recommendation	N/A
WE19	Westerly Safe Streets and Roads for All Safety Action Plan	Atlantic Avenue (between Weekapaug Road and Winnapaug Road)	Westerly	SS4A/FHWA	Vehicular, Pedestrian	Improve crossing facilities at high-traffic intersections with RRFBs. Reduce vehicular speeds in residential and commercial areas with speed feedback signs.	Westerly	N/A	Recommendation	N/A
WE20	Westerly Safe Streets and Roads for All Safety Action Plan	Franklin Street (US 1) and Airport Road/Veterans Way	Westerly, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Consolidate driveways and enhance turn management at key intersections with Raised Medians and Physical Left-Turn Separators. Improve crossing facilities at the high traffic intersection with crosswalks.	Westerly	N/A	Recommendation	N/A

Woonsocket Projects

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WO1	STIP 2022-2031 (Revision 14 with Pending Changes)	Blackstone River Bikeway - Segment 8A	RIDOT	RICAP Match, STBG (design); Outyear (construction)	Bike, Pedestrian	Bicycle/Pedestrian improvements to connect Division Street to Truman Drive in Woonsocket. This project includes a major river crossing.	Woonsocket	2025-2029	Active	STIP ID 5293, PTS ID 0021G
WO2	STIP 2022-2031 (Revision 14 with Pending Changes)	Woonsocket Main Street Improvements (Prospect to Arnold)	Woonsocket	Closeouts, RICAP Match (design); Outyear, RICAP Match, STBG, TAP (construction)	Bike, Pedestrian	Repaving Sidewalks, elongated bump out for pedestrian crossings, lighting improvements, new crosswalks, ADA ramps, bike parking facilities, shared lane markings, signage, street trees, creation of roundabouts, and bike/ped connections to river.	Woonsocket	2022-2026	Active	STIP ID 5309, PTS ID 0191R
WO3	STIP 2022-2031 (Revision 14 with Pending Changes)	Blackstone River Bikeway - Segment 8B-2	RIDOT	GEB (design); Outyear, RICAP Match, TAP (construction)	Bike	Constructing a combination of on-road and off-road bikeway. A walled section and small stream culvert will be built.	Woonsocket (per STIP list), North Smithfield (per RI Bike Mobility Plan)	2024-2026	Active	STIP ID 5319, PTS ID 0021V
WO4	STIP 2022-2031 (Revision 14 with Pending Changes)	Corridor - Woonsocket	RIDOT	NHPP, RIDOT RIHMA (design); RIDOT RIHMA, NHPP, 2023 Earmark, Outyear (construction)	Vehicular, Pedestrian	Resurfacing and sidewalk replacement along Social Street from Main Street in downtown Woonsocket to the Massachusetts State Line. Part of larger project package that involves work on five bridges.	Woonsocket	2023-2027	Active	STIP ID 3207, PTS ID 2607D. Sidewalk work previously listed under TIP ID 5312.
WO5	STIP 2022-2031 (Revision 14 with Pending Changes)	RI Route 122, Mendon Road (Cumberland Hill Road to Massachusetts State Line)	RIDOT	NHPP, RICAP Match (design); Outyear, PROTECT, RICAP Match (construction)	Vehicular, Pedestrian	Roadway reconstruction, wheelchair ramp improvements.	Woonsocket	2023-2027	Active	STIP ID 9538, PTS ID 2606U
WO6	Woonsocket Safe Streets and Roads for All Safety Action Plan	Hamlet Avenue / Park Avenue	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Install APS pedestrian push buttons and countdown timers. Restripe crosswalks in continental style across Hamlet Avenue. Improve one-way signs by trimming vegetation. Add 'Do Not Enter' signs with LED Lights.	Woonsocket	2025-2026	Active	N/A
WO7	Woonsocket Safe Streets and Roads for All Safety Action Plan	Hamlet Avenue / Greene Street / Carrington Avenue / Front Street	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Evaluate intersection for stop-control rather than yield control. Paint stop bar to align with curb on opposite side for Greene Street at Carrington Avenue (if applying stop-control at intersection). Restripe crosswalk in continental style across Front Street. Reconfigure curbline in front of church to reduce turning radius and shorten pedestrian crossing. Add one-way signage and 'Do Not Enter' signs to Greene Street and Carrington Avenue. Add curb bump outs to Greene Street along existing triangle island. Install crosswalk across Greene Street and Carrington Avenue and relocate east crosswalk across Hamlet Avenue at Front Street to Carrington Avenue. Install crosswalk and ADA compliant curb ramps along Hamlet Avenue between Greene Street and Carrington Avenue. Stripe parking spaces (currently utilized as municipal parking) within the Front Street area north of Hamlet Avenue.	Woonsocket	2025-2026	Active	N/A
WO8	Woonsocket Safe Streets and Roads for All Safety Action Plan	Main Street / Court Street / High Street	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Install APS pedestrian push buttons and countdown timers. Install curb bump-outs to reduce crossing distance. Relocate crosswalks and convert apex ramps to individual ADA-compliant curb ramps to reduce crossing distance.	Woonsocket	2025-2026	Active	N/A
WO9	Woonsocket Safe Streets and Roads for All Safety Action Plan	South Main Street / Market Square / River Street	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Install APS pedestrian push buttons and countdown timers for each crosswalks. Install pedestrian refuge islands as feasible with ADA-compliant curb ramps. Assess pedestrian phase - exclusive vs concurrent with leading pedestrian interval (LPI) and update signal phasing as needed. Assess adding additional street lighting. Assess vehicle clearance intervals and update as needed. Add 'Turning Vehicles Yield to Pedestrians' or 'No Turn On Red' signage.	Woonsocket	2025-2026	Active	N/A
WO10	Woonsocket Safe Streets and Roads for All Safety Action Plan	Hamlet Avenue / Cumberland Hill Road / Cumberland Street	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Install APS pedestrian push buttons and countdown timers. Install ADA-compliant curb ramps. Restripe crosswalks in continental style. Install pedestrian warning signs in advance of slip lanes.	Woonsocket	2025-2026	Active	N/A

Unique ID	Plan	Project Name	Project Sponsor/ Partner	Potential Funding	Project Type	Description	Municipality	Year	Status	Comments
WO11	Woonsocket Safe Streets and Roads for All Safety Action Plan	Cumberland Street / Cass Avenue	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Install APS pedestrian push buttons properly located in proximity to curb ramps, and countdown timers. Install retroreflective backplates on signal heads. Install pedestrian warning signs in advance of slip lanes.	Woonsocket	2025-2026	Active	N/A
WO12	Woonsocket Safe Streets and Roads for All Safety Action Plan	Cass Avenue / Elm Street	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Relocate stop bar on Elm Street closer to intersection. Add curb and sidewalk to north side of Elm Street to define edge of roadway. Restripe crosswalk in continental style across Elm Street and install ADA-compliant curb ramps. Designate loading space for auto repair shop outside crosswalk and visibility zones. Install pedestrian warning signage for vehicles traveling eastbound on Cass Avenue.	Woonsocket	2025-2026	Active	N/A
WO13	Woonsocket Safe Streets and Roads for All Safety Action Plan	Clinton Street / Cumberland Street	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Update pedestrian phase to include 'don't walk' phase. Install APS pedestrian push buttons and countdown timers where lacking. Restripe crosswalks in continental style.	Woonsocket	2025-2026	Active	N/A
WO14	Woonsocket Safe Streets and Roads for All Safety Action Plan	Social Street / Cumberland Street	Woonsocket	SS4A/FHWA	Vehicular, Pedestrian	Install ADA-compliant curb ramps where lacking. Install APS pedestrian push buttons and countdown timers. Stripe crosswalks across Cumberland Street northbound approach and restripe existing crosswalk markings in continental style.	Woonsocket	2025-2026	Active	N/A
WO15	Woonsocket Safe Streets and Roads for All Safety Action Plan	Mendon Road / Park East Drive / Talcott Street	Woonsocket, RIDOT	SS4A/FHWA	Vehicular, Pedestrian	Install pedestrian refuge island across northern crosswalk with ADA-compliant curb ramps. Signalize crosswalk with APS pedestrian push buttons and countdown timers. Install pedestrian crossing signage and/or rectangular rapid flashing beacon (RRFB) for crosswalk to east of intersection across Park East Drive. Restripe crosswalk in continental style across Talcott Street. Re-evaluate geometry to possibly eliminate slip lanes and install curb bump-outs.	Woonsocket	2025-2026	Active	N/A