March 2025

Newport

Safe Streets and Roads for All Safety Action Plan

SS4A
SAFE STREETS FOR ALL

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AADT	Annual Average Daily Traffic
BCA	Baseline Crash Analysis
BMP	Bicycle Mobility Plan
USDOT	U.S. Department of Transportation
ETC	Equitable Transportation Community
FHWA	Federal Highway Administration
FI	Fatal and All Injury Crash Severities
FSI	Fatal and Serious Injury Crash Severities
HIN	High Injury Network
HRN	High-Risk Network
HSIP	Highway Safety Improvement Plan
PDO	Property Damage Only
RIDOT	Rhode Island Department of Transportation
RIPTA	Rhode Island Public Transit Authority
RRFB	Rectangular Rapid Flash Beacons
SAP	Safety Action Plan
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads for All Program
STIP	Statewide Transportation Improvement Program
VRU	Vulnerable Road Users (i.e., people walking, bicycling, scooting, rolling in a wheelchair or mobility device)

Acknowledgments

This plan was made possible by:

Newport Safety Action Plan Project Management Team
Patricia G. Reynolds, MA Arch | Director of Planning & Economic Development
Rebeccah Trefethen | City Planner

Newport Safety Action Plan External Stakeholders
Aquidneck Land Trust
Grow Smart RI
Bike Newport
Rhode Island Bike Coalition (RIBike)
NAVSTA Newport

Executive Summary

SS4A & Project Overview

Safety has been a serious concern for people travelling in Rhode Island. Through the Federal Highway Administration (FHWA) Safe Streets for All (SS4A) program, RIPTA secured funding in 2022 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 Division of Statewide Planning (RISDIP) and the Rhode Island Department of Transportation (RIDOT), the state has been focusing on improving safety on all roadways.

The SS4A planning project will create municipal Safety Action Plans (SAPs) for 31 participating Rhode Island communities, as well as a statewide Safety Action Plan. The project will establish guidelines to effectively implement a tangible version of the Safe Streets for All mission, guided by the Safe Systems Approach. This approach will encompass shifting safety needs, known and emerging areas of safety improvement, identification of priority projects, and will help the State of Rhode Island and its municipalities position for further federal implementation funding.

This project includes a three-tier safety analysis 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 does not always tell the full story. The project team also attended community events and hosted pop-ups across Rhode Island where the public could engage in deeper discussion and learn more about the project. The public was also encouraged to participate in a Safety Survey pertaining to the SS4A.

Overview

Through the SS4A program, participating municipalities and agencies have the continued opportunity to make improvements to the transportation system that will prevent injuries and save lives. In 2022, the Rhode Island Public Transit Authority and 31 participating municipalities were awarded SS4A funding to develop comprehensive Safety Action Plans. In the end, each municipality will receive a tailored Safety Action Plan with comprehensive analysis, public engagement, high-risk area identification, and safety improvement recommendations. A statewide plan is also being developed to understand broader safety concerns and goals across Rhode Island.

The overarching process for developing the municipal Safety Action Plans includes these general scope and schedule items:

- Discuss community goals (April-May 2024)
- Collect community input (June-September 2024)
- Develop community Safety Action Plans (July 2024-January 2025), including:
    - Safety analysis (baseline, high-risk network, high injury network)
    - Policy discussion
    - Identification of priority locations/projects

Project Components
Safety Analysis

The safety analysis uses data to identify key crash patterns and trends and the contributing factors that have led to fatal and serious injury crashes in the project area. This analysis is based on five 5 years of crash data (2019-2023), collected by enforcement agencies using the State of Rhode Island Uniform Crash Report form, combined with roadway and land use data. Together, this information identifies the types of infrastructure, behavior, and contexts that have the greatest impact on safety performance. Safety analyses inform policy, infrastructure, and programming improvements for all modes of travel.

Engagement

Stakeholder engagement and collaboration ensure that the plan includes diverse perspectives and insights, identifies risks not apparent in the data, and provides concurrence for solutions. Engagement was held early and at key points throughout the project, to gather input from stakeholders and the public as part of the decision-making process.

Safety Action Plan

An action plan outlines the specific steps and strategies to address the safety challenges and goals, in Newport, explored throughout this plan. Recommended activities, such as safety-focused processes, new infrastructure, or policy changes, are articulated to meet the plan's goals and objectives. Responsible agencies or individuals to coordinate on each activity are identified. Finally, benchmarks or metrics are also generated to provide a way for the city to target projects, timelines, and progress. These benchmarks and metrics also provide an important data point for maintaining the progress and transparency of implementation efforts. This Safety Action Plan is structured around the standard SS4A Action Plan Components, listed below:

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

Proposal for future grant opportunities

By prioritizing analysis, engagement, and action planning, the Safety Action Plans help prepare municipalities to submit grant proposals. This will support ongoing implementation and construction efforts, enhancing community safety, addressing areas of concern, and establishing infrastructure for healthier, happier communities.

Key Safety Action Plan Findings

Newport is committed to eliminating traffic deaths and serious injuries on the city's streets by 2034. This Safety Action Plan is the roadmap to that goal. This plan was crafted through comprehensive safety analyses and community engagement activities which found that:

Safety Analysis

- Compared to people in vehicles, people walking, bicycling, or riding a motorcycle were much more likely to be injured or killed when crashes occured.
- Peak tourist season in Newport, July and August, saw the highest numbers of crashes.
- State roads accounted for 67 percent of crashes resulting in an injury or fatality, even though they make up 10 percent of total roadway mileage.

Community Engagement

- Survey respondents expressed that they are looking for change on Newport's roadways.
- The community expressed a desire to implement expanded and improved pedestrian and bicyclist infrastructure, particularly in high pedestrian areas.
- Local leaders and activists elevated the importance of developing a Safe Routes to School program to ensure children and families can travel safely to and from school.

Key Safety Action Plan Outcomes

To achieve zero traffic deaths and serious injuries by 2034, the City of Newport identified the four core strategy categories listed below. Each strategy contains numerous actions to advance policy changes, infrastructure projects, and new processes to build a safer Newport.

	1. Adopt a **Regional Approach** to Support Safer Streets
	2. Increase **Roadway Safety** and **Slow Speeds**
	3. Increase **Community Commitment** to Vision Zero
	4. Manage **Post-Crash Care** and **Data** Transparency

Introduction

Meeting the Challenge

Safety is a serious concern for people traveling in Rhode Island. Through the U.S. Department of Transportation (DOT), the Safe Streets and Roads for All (SS4A) program provides funding for communities to plan and implement projects that will prevent injuries and save lives. In 2023, Rhode Island and 31 participating municipalities, including the City of Newport, were awarded SS4A funding to develop comprehensive Safety Action Plans.

This Safety Action Plan outlines strategies to enhance roadway safety, reduce fatalities, and prevent serious injuries for drivers, pedestrians, cyclists, and public transit users in the City of Newport. Newport intends to use this Safety Action Plan to apply for implementation grants under the SS4A Program and other grants available such as those through the Federal Highway Administration (FHWA).

This Safety Action Plan includes a baseline crash analysis (BCA), which evaluates overall crash patterns and assesses hot spots where crashes have occurred. It also includes a systemic safety analysis (FHWA 2013), which identifies common risk factors that contribute to crashes across the entire transportation network. This combined approach, based on recent crash history and systemic risk factors, allows the City of Newport to identify the high injury network and develop effective, context-specific solutions. Combining these two approaches also enables the City of Newport to balance reactive measures that address locations where crashes are occurring with proactive measures that address areas of risk during future project implementation. This Safety Action Plan is structured around the standard SS4A Action Plan Components, listed below:

1. Leadership Commitment and Goal Setting
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7. Strategy and Project Selections
8. Progress and Transparency

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

Safe System Approach

The Safe System Approach has been adopted by the transportation community to identify and reduce risks found in the transportation system. This 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 Safety Action Plan 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 injury severity when a mistake does occur.

Source: U.S. Department of Transportation

Figure 1. Principles and Objectives of a Safe System Approach

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. Utilizing proactive tools to address safety issues before crashes occur.

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

The Safe System Approach provides a framework for identifying and prioritizing projects. The Safe System Approach was used to ensure this Safety Action Plan:

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

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

The balance between these approaches is also present through the BCA, which identifies high-level patterns for fatal and serious injury crashes that have occurred, and the systemic safety analysis, which identifies risk factors that could lead to future fatal and serious injury crashes if left unaddressed.

How does the Safe System Approach interact with Complete Streets?

Complete Streets are streets that prioritize safety, accessibility, convenience, and comfort for people walking, using a mobility device, riding a bicycle or scooter, taking transit, and driving, regardless of their age and ability.

The aim of Complete Streets aligns with the Safe System Approach. The Green and Complete Streets policy is a tool to implement more complete and safe streets, that will support safety goals.

Figure 2. Newport City Hall and an accessible crosswalk with signs and pedestrian-scale lighting

Municipal Background

The City of Newport is a coastal island community of approximately 11 square miles, one third of which is water. Located at the southern end of Aquidneck Island, it is surrounded by three major waterbodies – Narragansett Bay to the west, the Sakonnet River to the east, and the Atlantic Ocean to the south. Newport connects to the mainland by the Claiborne Pell/Newport Bridge which first connects to

Jamestown and by the two bridges in Portsmouth – the Mount Hope Bridge to Bristol and to Tiverton via the Sakonnet River Bridge.

Newport is one of three communities that comprises Aquidneck Island, including the Towns of Middletown and Portsmouth. Aquidneck Island is part of Rhode Island's East Bay, marked by historic architecture, ample natural resources, an active tourism and recreational economy, and popular open spaces and destinations such as Fort Adams and Benton Point State Parks, in Newport. The City's vibrant downtown, scenic Cliff Walk, world renowned historic mansions, and boating competitions make Newport a sought-after community and destination.

Newport is a community of about 25,000 residents[1] and hosts millions of visitors annually.[2] Newport's population is aging, with 21 percent of residents ages 65 or above, as compared to the Rhode Island average of 18 percent. Newport also attracts families and young people; 15 percent of the population is 18 or younger, is slightly below the state average, of 19 percent.[3]

The city is home to the Newport County Campus of the Community College of Rhode Island (CCRI) and Salve Regina University, alongside one elementary school, one middle school, and one high school. In addition, Newport's Naval War College, located within the Naval Base, is the largest employer on the island and employs about 9,000 military and civilian personnel. The largest private employment sector is the service industry, making up more than 80 percent of private employment.[4]

The transportation system serving the people living and working in or visiting Newport have evolved over the centuries. At one time people got around on foot, on horseback, horse drawn transportation, or water transportation. Today, echoes of this historic infrastructure, merge with echoes of a transportation system that molded itself around automobiles in the 20th century, presents transportation challenges, including safety. Past Newport plans have committed Newport to Vision Zero and built momentum for this effort. The *Keep Newport Moving Plan* (2023) recommended that Newport develop a Vision Zero Action plan and advance Vision Zero principles to eliminate severe traffic crashes. Before that, in 2021, City Council voted to pass the *Green and Complete Streets Policy*, an important step toward ensuring that transportation projects are designed with consideration for all road users and the environment.

Newport's *Strategic Plan* (2024) also placed an emphasis on transportation and highlights a few key recent wins in support of transportation goals including, accelerated improvements to streets and sidewalks by doubling the repaving budget and securing state matching funds and completed traffic calming improvements for Hillside Avenue. In September, the Newport City Council passes a speed management resolution that [awaiting file from City Staff].

The time is now for a renewed and intentional focus on transportation safety in Newport.

[1] U.S. Census, American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2023, https://data.census.gov/table/ACSDP5Y2023.DP05?q=newport+city+ri+population
[2] https://www.visitrhodeisland.com/industry/
[3] U.S. Census, American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2023, https://data.census.gov/table/ACSDP5Y2023.DP05?q=newport+city+ri+population
[4] https://www.cityofnewport.com/living-in-newport/about-newport/city-profile

Figure 3. White bikes called "ghost bikes" memorialize people killed in traffic crashes. Middletown resident Kayla Watson died on her bicycle after being hit by a large truck on Admiral Kalbfus Blvd on October 11, 2023.

Figure 4. "Dangerous Intersection" sign on Marlborough Street in Newport

An Island-wide Approach to Roadway Safety

At five miles wide by 15 miles long, Aquidneck Island is a compact and relatively flat island comprised of three municipalities and many destinations.

Out of all trips that begin and end on Aquidneck, 80 percent are four miles or less, and more than 50 percent are two miles or less.

This makes Aquidneck Island the perfect size and scale for an active, healthy, and sustainable lifestyle where walking and biking are viable options for many shorter trips. This is especially important in the busy summer months when additional traffic can degrade the sense of community and connection that people love about the island.

Per *Ride Island*, an initiative led by Bike Newport and Grow Smart Rhode Island, the potential for active transportation on Aquidneck Island is unfortunately not realized today because there are very few places to safely ride a bike and few walkable neighborhoods.

Implementing the safety strategies in this plan can help give people more safe and comfortable choices for how they get around.

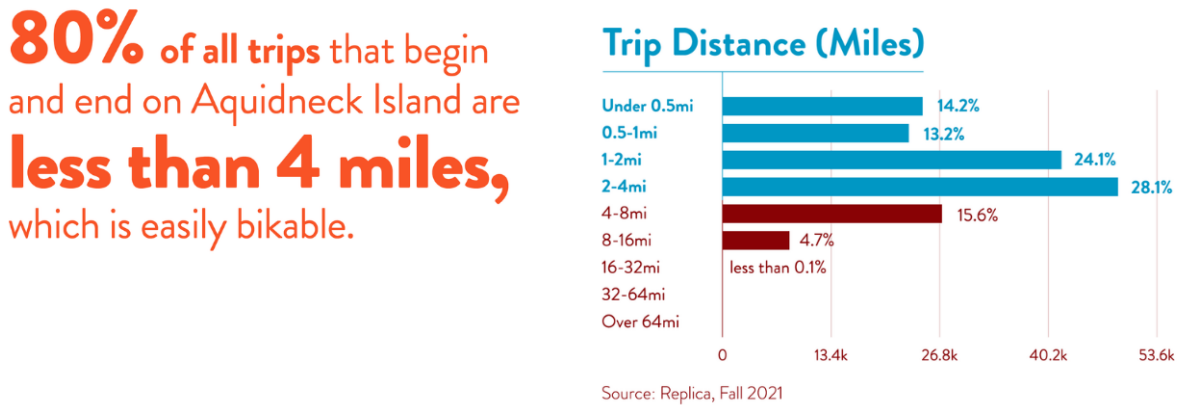

Figure 5. Key finding from the Ride Island Bike Plan, illustrating the potential for active transportation trips on Aquidneck Island

Municipal-State Coordination

Coordination between municipalities and the state is an important part of successful implementation of road safety projects, particularly in areas where roadway networks include a mix of local and state jurisdiction. The singular focus of the municipality is contrasted with the need for the Rhode Island Department of Transportation (RIDOT) to consider systemwide improvements. RIDOT is aligned with the Safe Streets and Roads for All (SS4A) program in both its current participation in developing the parallel Statewide Safety Action Plan and its recent development of roadway safety plans that advance Vision Zero, the underlying mission of SS4A.

What is Vision Zero?

Vision Zero is a strategy to eliminate deaths and serious injuries from traffic crashes. First implemented in Sweden, cities and towns across Massachusetts and the United States are putting Vision Zero into practice to save lives. By committing to this goal, communities

The Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Plan (HSIP), Statewide Transportation Improvement Program (STIP), Bicycle Mobility Plan (BMP), and RI Vulnerable Road User Safety Assessment (VRU Safety Assessment), among other RIDOT plans, document the criteria and process involved in safety 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 the priority safety concerns in Rhode Island.*

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

1. Leadership Commitment and Goal Setting

1.1 Leadership Commitment

The City of Newport leaders are committed to the goals set forth in this Safety Action Plan. The Newport City Council adopted a resolution on February 12, 2025, in support of Vision Zero (provided in Appendix A), which formally adopted the following goals and commitments:

- *"The Vision Zero: Safe Streets for All goal of eliminating traffic deaths and serious injuries on City Streets by 2034, and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.*
- *A commitment to establishing a continuous and evolving evaluation framework that includes regular analysis and tracking of the implementation progress of Keep Newport Moving and the supportive 2025 Safety Action Plan. This framework will involve the ongoing assessment and revision of strategies, actions and metrics to ensure progress toward the goal of eliminating traffic deaths and serious injuries by 2034."*

The resolution and local news coverage, in the Newport Daily News, are provided in Appendix A.

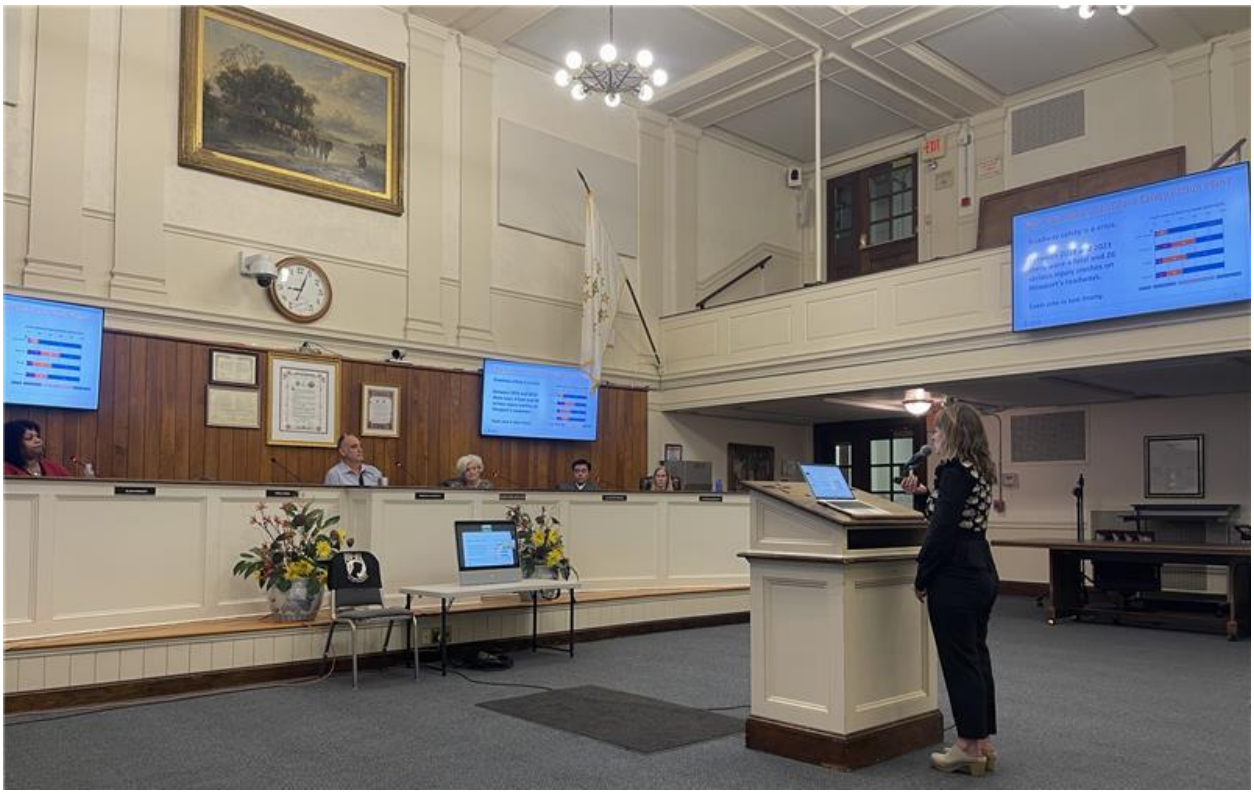

Figure 6. Safety Action Plan consultant Shawna Kitzman (Toole Design) presenting safety data to Newport City Council

1.2 Goal Setting

The primary goal of this Safety Action Plan is to **achieve zero roadway fatalities and serious injuries by 2034.**

Safety Action Planning touches on many other areas of public interest. This effort also supports Newport's four goals outlined in the 2022 *Newport Transportation Master Plan*:

- **Equity**: Support the mobility needs of people of all ages, abilities, races, and economic backgrounds.
- **Access**: Support economic development in Newport through increased multimodal access to local businesses, tourist destinations, and job centers.
- **Mode Shift**: Increase the share of trips made by walking, biking, and transit.
- **Environment**: Prepare for the impacts of climate change and embrace Newport's environmental resources.

Furthermore, Newport's 2024 *Strategic Plan*[5] includes Newport's Multimodal Transportation Network as one of the City's five Strategic Outcome Areas, stating that:

- Newport strives to connect our community through a variety of safe, reliable, convenient, and innovative transportation options.

Figure 7. Recent Newport plans that inform Newport's transportation goals

[5] https://www.cityofnewport.com/CityOfNewport/media/main/Newport-Strategic-Plan-2024-Raftelis-Final-6-18-24.pdf

2. Planning Structure

Numerous partners are essential to plan implementation. These partners include different levels of government that manage Newport's roads. Across the state Rhode Island Department of Transportation controls 17 percent of the roadways, municipalities control 75 percent private roads comprise 8 percent, and federal interstates make up less than 1 percent of Rhode Island's roadway infrastructure. Other key partners who helped develop the plan and who will be key to its success includes the Newport Police Department, Aquidneck Land Trust, Bike Newport, and others. This section describes the current and future roles these groups will plan related to transportation safety.

2.1 Current Planning Organizational Description

This Safety Action Plan was developed in close collaboration with the City of Newport, members of the Aquidneck Land Trust, Rhode Island Bike Coalition (RIBike), and Bike Newport advocacy groups.

2.2 Recommended Organizational Changes Post-Safety Action Plan

To set Newport up for success in implementing this Safety Action Plan, the City defined the following roles and responsibilities, as show in Table 1.

Table 1. Vision Zero Roles and Responsibilities

Responsibilities	Staff Level	Oversight Level
Implement the Plan	• Regional Transportation Planner [NEW role] • Newport Planning Staff	• Aquidneck Island Transportation Commission [NEW body] • Newport Transportation Working Group
Monitor and Evaluate Outcomes Post Implementation	• Regional Transportation Planner [NEW role]	• Aquidneck Island Transportation Commission [NEW body]
Update the Plan	• Regional Transportation Planner [NEW role]	• Aquidneck Island Transportation Commission [NEW role] • Newport Transportation Working Group

At the local level and as called for in the Newport Strategic Plan (2024), a **Newport Transportation Working Group** will be formed, consisting of the Newport City Engineer, Police Chief, and Parking Attendant. The Transportation Working Group will be responsible for oversight and implementation of all aspects of Newport's transportation goals, including Vision Zero. The **Newport planning staff** will support this group and work with them to facilitate implementation of this Safety Action Plan.

At the regional level, this plan proposes leveraging and expanding the Aquidneck Land Trust Resilience Team to include transportation staff and regional coordination, to support Vision Zero across the three Aquidneck Island municipalities: Newport, Middletown, and Portsmouth. Regional coordination includes

forming the **Aquidneck Island Transportation Commission**, comprised of Aquidneck Island's municipal planners, engineers, public works, and Fire/Police Department leadership to meet quarterly. The commission could also include representatives from each municipality's Bicycle and Pedestrian Advisory Committee (as applicable), or other elected or appointed boards, as appropriate, and from Bike Newport, Naval Station (NAVSTA) Newport, the Greater Newport Chamber of Commerce, and RIPTA.

NOAA's Marine Operations Center Facility, which is in construction on NAVSTA Newport's campus, could also be represented once established.

The regional commission would be supported by one full-time, permanent **Regional Transportation Planner** position at the Aquidneck Land Trust, responsible for overseeing the implementation of the three municipal Action Plans, annual reviews, data analysis, and public interface. This new role will foster an island-wide approach to transportation safety and free up capacity for local staff.

This new Regional Transportation Planner role will foster an island-wide approach to transportation safety and free up capacity for local staff.

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3. Safety Analysis

3.1 Analysis Overview

The safety analysis uses data to identify key crash patterns, trends, and contributing factors that have led to fatal and serious injury crashes in the City of Newport. This analysis is based on five 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 Chapter 7.

The key findings from the analysis are presented below. The methodology for the analysis is described in Appendix D.

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 some crash types where there are fewer data points (e.g., crashes involving pedestrians), crashes that did not result in a death or serious injury may be included to help reveal crash patterns.

Why look at five years of crash data?

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

3.2 Baseline Crash Analysis

The key findings that informed Newport's Safety Action Plan are presented below, complete results can be found in Appendix C.

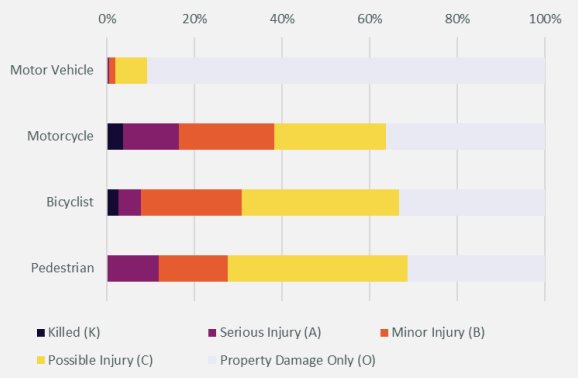
3.2.1 What types of crashes happened in Newport from 2019-2023?

In Newport, according to the five-year (2019 to 2023) crash dataset used for the Safety Action Plan:

12% of all crashes led to someone being killed or injured (334 crashes).

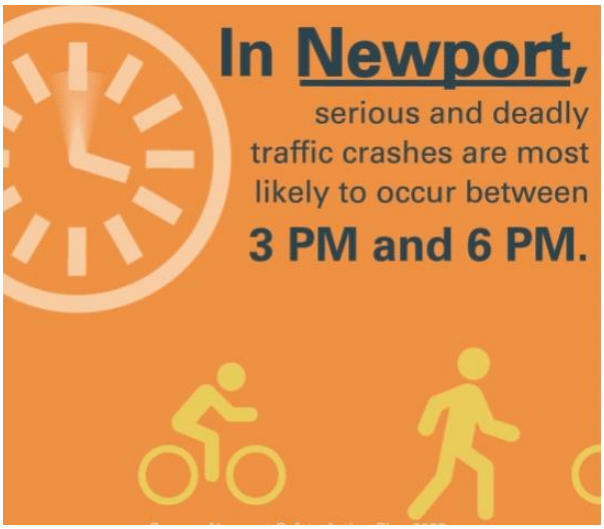
30 (1%) of harmful crashes led to someone being killed or ***seriously*** injured.

Crashes by Mode and Severity

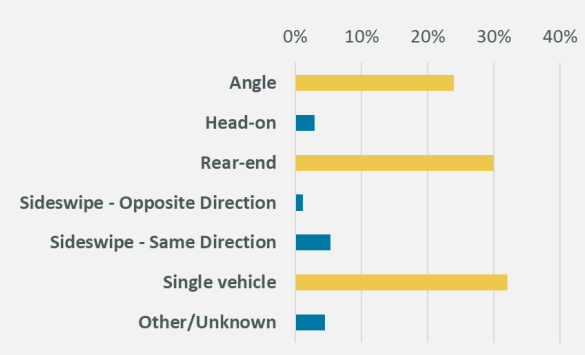


Compared to people in vehicles, people walking, bicycling, or riding a motorcycle were much more likely to be injured or killed when crashes occured.

Sixty-nine percent (69%) of pedestrian crashes and sixty-seven percent (67%) of bicycle crashes led to someone being killed or injured.



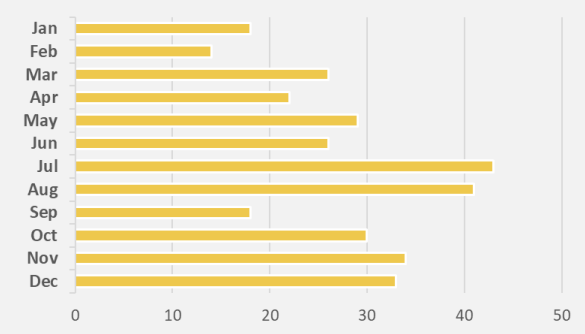
Injury Crash Types (top types highlighted in yellow)



The most common types of crashes in Newport were **angle** (vehicles colliding at an angle), **rear-end** (one vehicle rear-ending another), and **single-vehicle** (a vehicle crashing into a fixed object).

Together these three types accounted for 88% of crashes resulting in an injury or fatality.

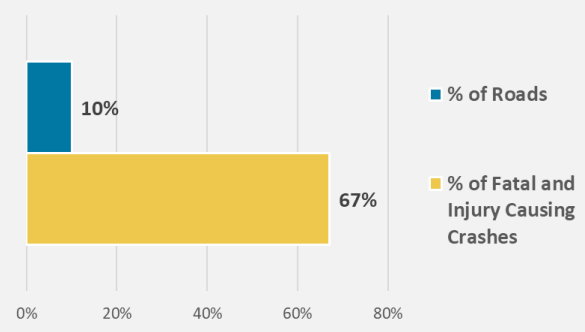
Injury Crashes by Month



Peak tourist season in Newport, July and August, saw the highest numbers of crashes.

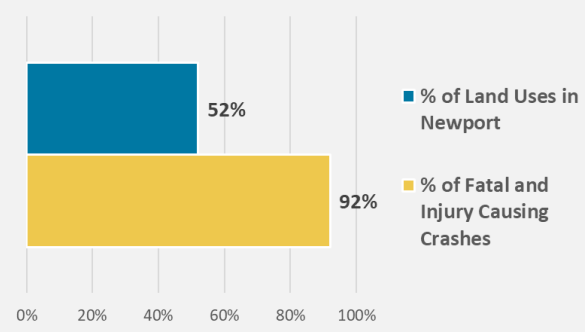
July experienced the most crashes resulting in injury or fatality (38).

State-Owned Roads



State roads accounted for 67% of crashes resulting in an injury or fatality, even though they make up a **10% of total roadway mileage.**

Urban Land Uses



92% of fatal and injury crashes occurred in parts of Newport with **urban land uses**, while only **52% of Newport is classified as urban.**

3.2.2 Where did crashes occur in Newport from 2019-2023?

The hot spot map shown in Figure 8 shows the locations of the fatal and injury crashes that occurred in Newport from 2019-2023. Most injury crashes in Newport happened in and around the Downtown area. Broadway and Memorial Boulevard, the key routes to and from the core of the City, are corridors with the most prominent hot spots. The following sections of this plan explore these crash patterns in more detail.

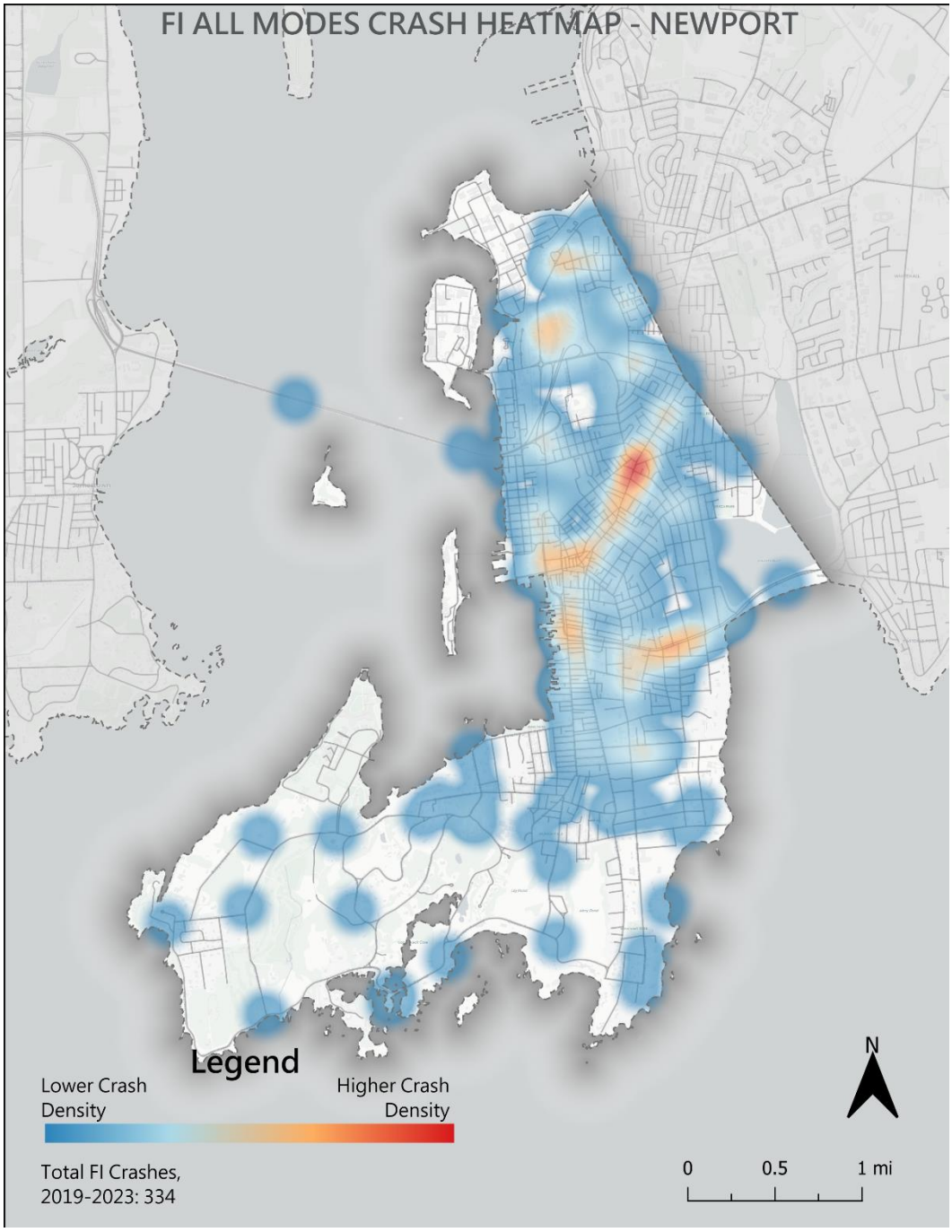


Figure 8. Fatal and Injury Crash Hot Spots (All Modes)

3.3 High-Risk and High Injury Network

Rather than just focusing on locations where crashes have occurred in the past, the high-risk analysis allows city and state leaders to focus on places that are more likely to have future crashes – either because they have a trend of past crashes or because they are similar to other locations that have higher crash rates. The team used statewide data to identify risk factors that are common to places with more crashes. The high-risk factors vary depending on the land use context (urban, suburban, and rural) and the crash type (all crashes vs. only crashes involving people walking and biking). In all contexts and crash types, roads with higher traffic volumes, state-owned roads, streets close to schools, and areas with more zero-vehicle households have higher crash risk. Some of the risk factors vary by land use; for example, in suburban areas places with higher populations of people below age 18 have higher risk. Some of the risk factors vary depending on the type of crash; for example, streets close to parks have a higher risk of crashes involving people walking and biking. See Appendix D for all the risk factors evaluated.

The result of this analysis is the High Injury Network, which combines:

- A **reactive** look at where crashes have occurred in the past. The project team ranked all street segments based on past crashes (2019-2023) and included the top 15 percent of locations in the High-Injury Network.
- A **proactive** look at where future crashes are more likely to occur. Using the high-risk analysis described above, the project team included the top risk tiers (critical, high, and medium) in the High-Injury Network.

3.3.1 What streets have a higher risk of crashes happening in the future?

The project team used this approach to create two combined High Injury Network maps for Newport: one for all modes (Figure 9) and one for vulnerable road users (Figure 10). Key findings:

- The All Modes High Injury Network (Figure 9) accounts for 36 miles, which is roughly 27 percent of Newport's 132 total miles of roadway. Yet it represents 80 percent (24 crashes) of Newport's fatal and serious injury crashes.
- Of the 334 total injury crashes that occurred in Newport over the last five years, 78 percent (261 crashes) occurred on the High Injury Network.
- The Vulnerable Road User Modes High Injury Network (Figure 10) accounts for 26 miles (20 percent) of Newport's 132 total miles of roadway, but represents 89 percent (eight crashes) of Newport's fatal and serious injury crashes involving vulnerable road users.
- Of the 61 total vulnerable road user injury crashes that occurred in Newport over the last five years, 77 percent (47 vulnerable road user crashes), occurred on the Vulnerable Road User High Modes Injury Network.
- Both High Injury Network maps include most of the major roads in Newport, as well as most of the streets in the downtown core. The major streets that provide access to and from Newport and downtown Newport on the High Injury Networks include Broadway, Memorial Boulevard, and Farewell Street. The analysis also found that vulnerable road users' high-risk is more concentrated on local streets. Some of the neighborhood streets with lower traffic volumes but higher risk vulnerable road user levels, include Halsey Street and Gibbs Avenue.

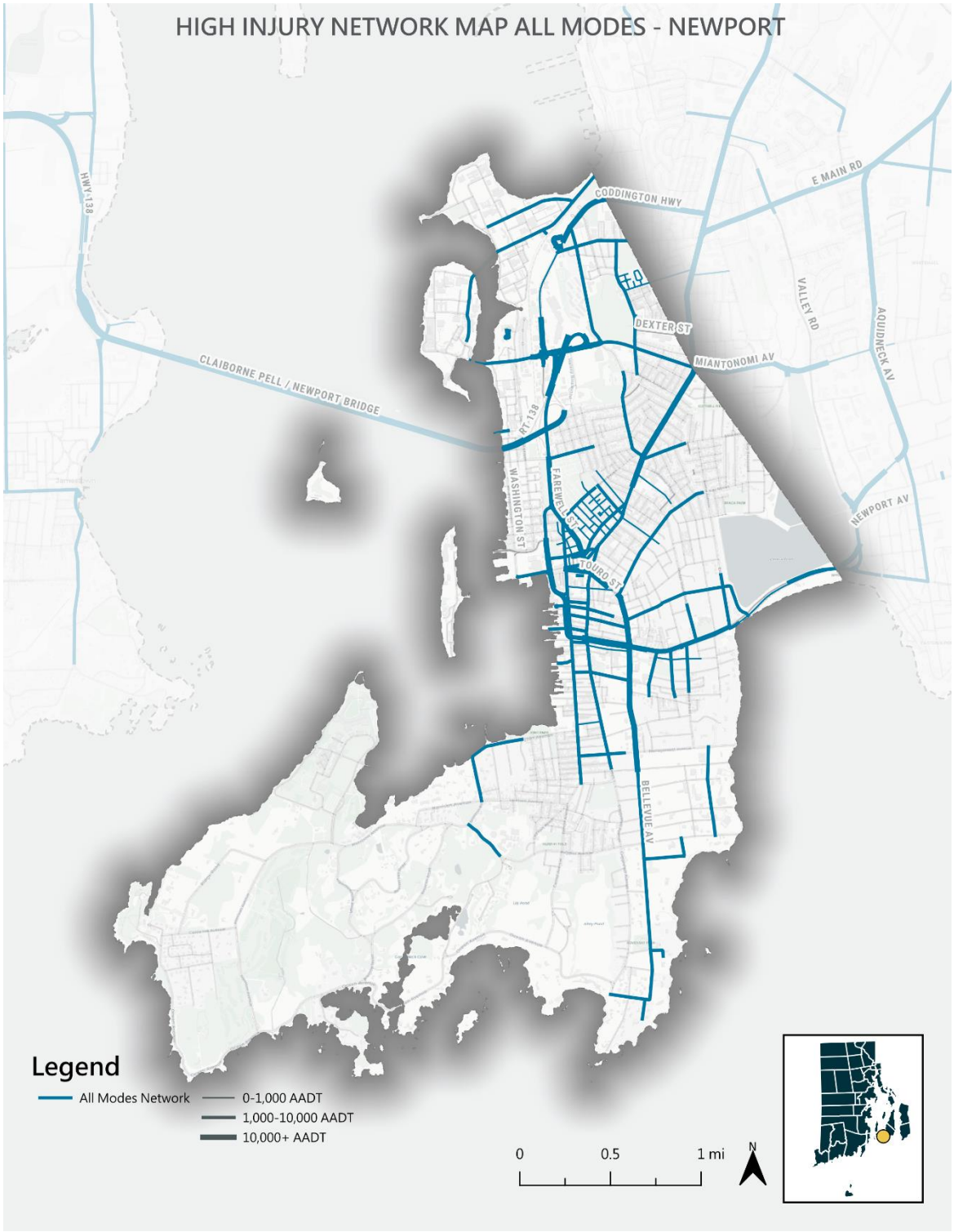


Figure 9. High-Injury Network Map – All Modes (AADT = Average Annual Daily Traffic)

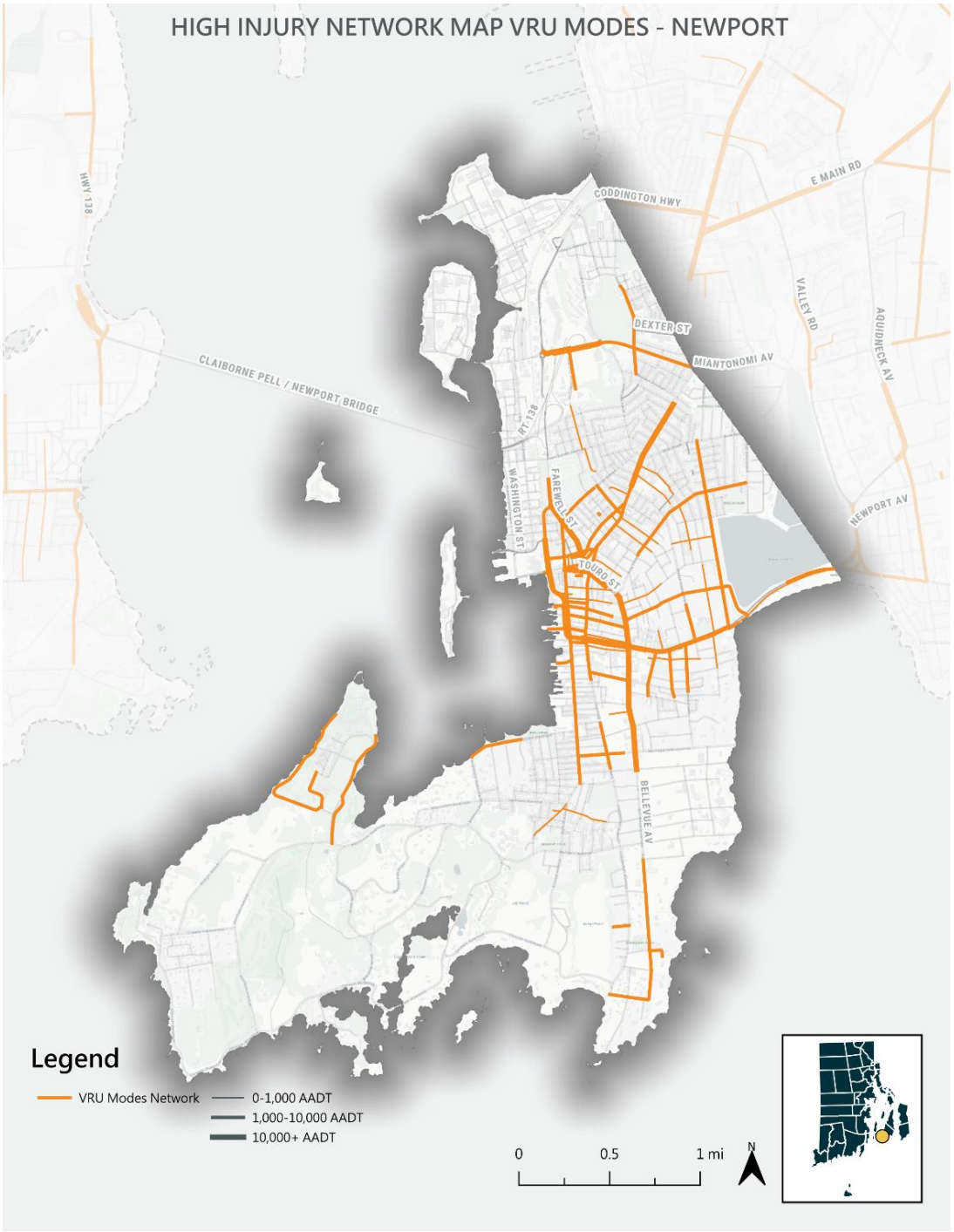


Figure 10. High-Injury Network Map – Vulnerable Road User Modes

(AADT = Average Annual Daily Traffic)

4. Engagement and Collaboration

Stakeholder engagement and collaboration ensure that this Safety Action Plan includes diverse perspectives and insights, identifies risks not apparent in the data, and provides local support for solutions. The team conducted engagement early and at key junctures throughout the plan development, including stakeholders and the public as part of the decision-making process.

4.1 Stakeholders

Many stakeholders contributed to the creation of this plan. Collaborating as a region, leadership from the City of Newport, the Town of Middletown, and the Town of Portsmouth established an early network of key stakeholders to include in the engagement process. These stakeholders helped facilitate public engagement and encourage feedback from the broader community. As outlined in Section 2.2, select organizations and individuals will continue to advise the city as they advance safety solutions and investments during implementation.

When identifying key stakeholders for the Safety Action Plan, the team engaged various organizations and individuals, including those representing the following groups:

Municipal Stakeholders

- Planning department staff
- Public works department staff
- Community Outreach staff
- Local law enforcement
- Middletown Town Council

External Stakeholders

- Aquidneck Land Trust
- Grow Smart RI
- Bike Middletown
- Rhode Island Bike Coalition (RIBike)
- NAVSTA Newport

4.2 Stakeholder Feedback Summary

To facilitate regional coordination on roadway safety, the project team hosted the Aquidneck Island Transportation Safety Summit on October 22, 2024. The City of Newport staff were among the 11 participants who represent the three island municipalities (staff and an elected official), the Aquidneck Land Trust, and the Rhode Island Bike Coalition advocacy group. The workshop focused on shaping plan strategies, actions, and implementation strategy development appropriate to the communities.

Figure 11. The project team held the Aquidneck Island Transportation Safety Summit to develop strategies and actions with key stakeholders.

Newport City Planner Rebeccah Trefethen (left) and the group representing Aquidneck Island municipalities, non-profits, and the team (right) contributed to the development of this plan.

The key themes from this gathering include:

- **Theme 1: Safer Streets**
  Stakeholders support the development of the Rhode Island Department of Statewide Planning and Rhode Island Department of Transportation's Complete Streets Plan and Design Guidelines. There is a need for street design guidance that accounts for accessibility, rooted in best practices and applicable to Newport's context, including narrow historic roadways. Prioritizing areas with the greatest need, infrastructure upgrades should protect pedestrians, transit riders, and bicyclists by incorporating protected bike lanes, accessible sidewalks, and traffic calming at intersections. Additionally, they support testing "quick build" solutions to build community support and political will, and to collect data before investing in permanent changes.

- **Theme 2: Safer Vehicles and Speeds**
  Stakeholder feedback focused on implementing traffic-calming features such as speed humps and narrower lanes to reduce speeding. Suggestions included creating neighborhood-level reduced speed zones and evaluating speed limits to ensure they are context-sensitive and prioritize safety for all road users. Stakeholders expressed support for speed safety cameras in school zones and installing safety countermeasures on municipal vehicle fleets over time.

- **Theme 3: Safer People**
  The group elevated the importance of developing a Safe Routes to School program to ensure children and families can travel safely to and from school. Additionally, promoting safer transportation options such as bike-sharing, e-scooter programs, and encouraging walking, biking, and transit are key strategies conducive to Aquidneck Island. Stakeholders also support mandating defensive driving and road safety information pushed out to new drivers, incorporating training on alternative travel modes like biking, transit, and walking, to cultivate a culture of safety and multimodal awareness among all road users.

- **Theme 4: Post-Crash Care & Data Transparency**

Stakeholder feedback emphasized the need to develop a robust local crash data infrastructure for improved sharing and analysis. Standardizing crash data collection and reporting while making anonymized data accessible online in a user-friendly format was highlighted as a critical step to increase transparency and inform decision-making. Additionally, stakeholders recommended comparing traffic data before and after traffic-calming interventions to evaluate their effectiveness and guide the implementation of future safety measures, ensuring data-driven improvements to transportation systems.

4.3 Public Engagement

Public engagement can transform any planning study into a collaborative effort, resulting in a more practical and responsive plan. This Safety Action Plan is no different, and the team supported the City of Newport to identify points in the process connect with the public about their experiences and thoughts on roadway safety. This feedback is critical data that helped shape plan strategies and actions.

Figure 12. Team staff partnered with Bike Newport to discuss roadway safety at the popular Broadway Open Streets event.

Public engagement opportunities during the development of the Safety Action Plan included:

- Community-wide survey, available both in paper and online
- Tabling and participation at several events throughout Aquidneck Island, which draw a regional audience:
    - newportFILM Screening of *The Street Project* on July 18, 2024
    - Portsmouth Family Day on August 11, 2024
    - Middletown Town Concert on August 12, 2024
    - Aquidneck Farmers' Market on September 7, 2024

- Sakonnet Bike and Stroll on September 14, 2024
- Anna D's Farmers' Market on September 16, 2024
- Middletown Family Day Prevention Coalition on September 28, 2024
- Broadway Open Streets on October 12, 2024

Through these engagement touchpoints, Newport identified safety concerns broadly within the community, educated the public on transportation safety challenges, evaluated support for proposed safety improvements, and established partnerships for long-term improvements.

4.4 Public Engagement Summary

Through surveys, tabling at community events, and meeting regularly with City Planning staff, the City of Newport gained insights from the public to inform this Safety Action Plan and its implementation. Additional survey details and records from the public engagement process are included in Appendix B.

Key Takeaways

- Respondents are open to and looking for change on Newport's roadways.
- There is a desire to implement expanded and improved pedestrian and bicyclist infrastructure, particularly in high pedestrian areas, though concerns of bicyclist and e-bike rider behavior persist.
- Driver behavior concerns, particularly speeding and running stop signs/stop lights, were highlighted by respondents.
- Bus stops are often perceived to be unsafe due to inadequate facilities, lighting, and their proximity to the street (often right off the sidewalk or in areas with no sidewalk).

4.4.2 Community Survey

Paper and online surveys solicited input from the public during the public engagement process. The surveys included questions about travel patterns, important destinations in the community, safety concerns, infrastructure improvement strategies, and how the respondents would weigh various tradeoffs. Open-ended questions allowed respondents to provide thoughts, comments, or questions for the City of Newport's consideration and inclusion in this plan.

Plan Engage provided an online resource that incorporated information and feedback from all participating communities in a single statewide platform. A total of 33 surveys were completed by Newport residents between July 17 and September 16, 2024. *Note that this survey received a relatively low response rate compared to participating Rhode Island communities.*

Survey Responses

- **Survey Households with at Least One Car:** 84 percent
- **Primary Locations of Concern (from survey and in person engagement):** Broadway (13 mentions), Spring Street (11), Bellevue Avenue (10), Memorial Boulevard (8)
- **Primary Themes (from survey and in person engagement):** Behavior (19), Complete Streets (6), Walking (5), Enforcement (4)

Newport has more neighborhood streets than other Aquidneck Island communities, due to its denser development pattern. This provides more opportunities to walk or bike. Walking is a preferred mode for many survey respondents in Newport, as shown in Figure 13. Discussions with community members

indicate a perceived conflict between drivers and walkers or bicyclists who share the streets. This is especially true among the narrow streets in the historic core. Respondents desire increased separation between drivers and people on foot, bike, or using micromobility devises, with more and better crosswalks, as well as bicycle facilities.

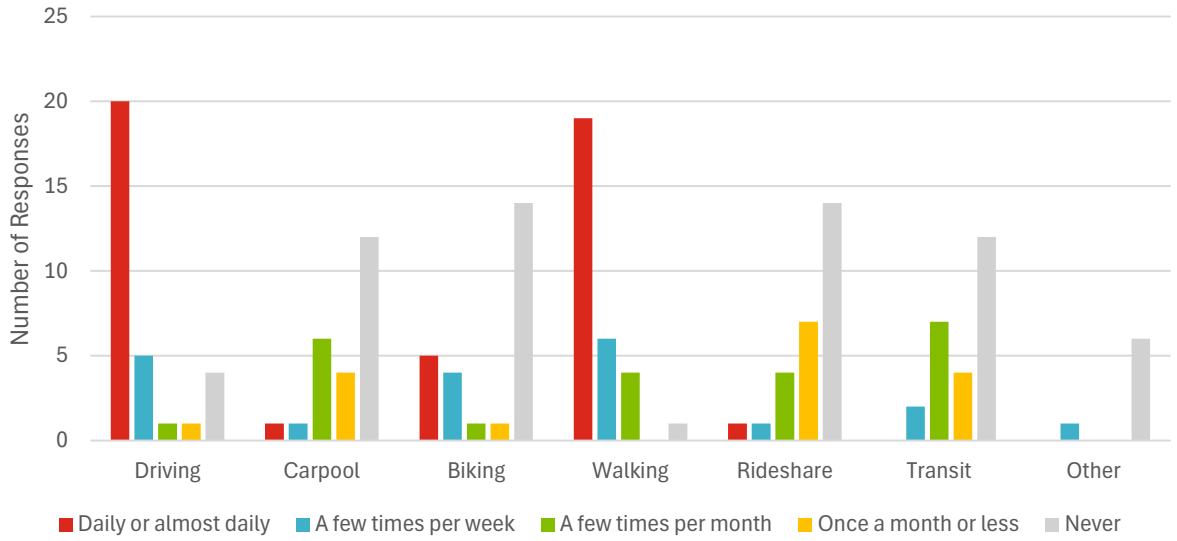


Figure 13. Please check all the ways you travel and the frequency that you travel by that mode (Please select all that apply).

When asked about preferred behavioral shifts to improve roadway safety, respondents indicated the greatest support for enforcement, followed by speed management (including setting appropriate speed limits for the context), and education for distracted drivers, shown in Figure 14.

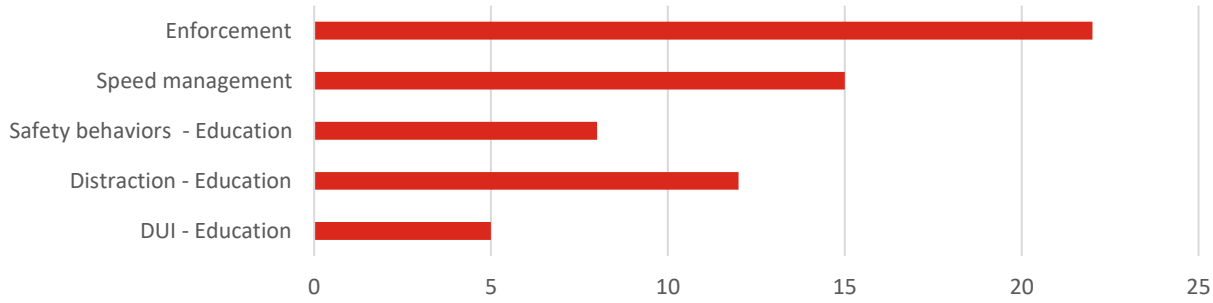


Figure 14. Which of the following behavioral programs do you think would have the greatest impact on improving road safety? Select all that apply.

Table 2 lists the recurring themes presented in the open-ended responses on the interactive survey map and other comment boxes in the survey. This analysis found that Newport is the only community on Aquidneck Island where vehicle speeds are not as important to survey respondents as other aspects of the transportation system. Respondents identified issues nearly evenly across all modes of transportation. Specifically, respondents highlighted their desire for smoother pavement, an improved bicycle network, safer crossing, and bus shelters and signage.

Table 2. Survey Feedback by Theme

Theme		Mentions
Driver Comfort	Smoother pavement	16
	Lower speeds	14
	Better striping	11
	More visible signs	8
Bicyclist/Pedestrian Comfort	Bike network	15
	Safer crossings	15
	Sidewalk network	12
	Slower traffic	8
Transit Rider Comfort	Shelters and seating	16
	Signage	15
	Late night and weekend service	10
Speeding	Speeding	7

Notable Survey Comments

"I work in Providence and live in Newport. My dream would be to eliminate my car commute. I used to ride the bus, but the 1.5 hrs. vs 45 min. was not feasible over time. In both cities I want more protected bike lanes and drivers who are compassionate about cyclists and pedestrians. I HATE hearing that cyclists should be ticketed in a world where the car is always prioritized. Let's combat that sentiment."

"Better and more crosswalks. [Ticket] red light runners."

"Enforce the laws that are on the books. Speeding and distracted driving are huge issues. RI is WAY behind on bike and pedestrian infrastructure. Maybe it's just Newport, but boy, do we need better bike paths. Address the e-bike and e-scooter issue. These are motorized vehicles, and they require training and personal responsibility. Be bold! Consider satellite parking schemes for Newport and other colonial era towns and cities. Keep the cars out of the center."

"Bus stops are not in safe locations (some on the side of busy roads with no sidewalks), also not reliable bus times, and bus takes very long time to travel. Texting and driving is a big problem and there is not a lot of enforcement."

"Newport was extremely dangerous to drive in this summer. The number of cars increased from the summer of 2023 and drivers were frustrated and making all sorts of illegal turns. Also, due to WAZE directions, traffic on our side streets was horrific with the same kind of dangerous driving. Speeding, angry drivers, frustrated locals."

*"[Bicyclists] in Newport do not obey traffic laws and signs.
They drive against traffic, through stop signs and on sidewalks."*

4.4.3 Pop-Up Events

Public input was also gathered by tabling at local community events. At each of these events, the team provided posters, maps, and informational flyers describing the process of the Safety Action Plan. They often opened the conversation with "What's the most dangerous street in Newport?"

The following lists key findings from these public engagement efforts. Feedback is categorized by theme and street.

Pop-Up Feedback Themes

- Concern about lack of sidewalks
- Concern about street parking blocking traffic (especially in June)
- Concern about speeding
- Behavioral issues (pedestrians crossing mid-block or without a signal, drivers not respecting stops or speed sign)
- Concern about lack of lighting at night
- Concern about lack of bike lanes or shared use paths

Figure 15. Multigenerational engagement with kids about roadway safety in Newport.

Table 3 summarizes the comments that the community provided about the roadways that received the most attention.

Table 3. Top Newport Public Comment Locations

Location	Comments
Broadway	Nine individuals expressed significant concerns about safety and accessibility, consistently describing the area as dangerous and poorly maintained. The main themes include inadequate lighting, speeding, the presence of potholes, and confusing signage, which contribute to the perception of Broadway as hazardous, especially given multiple mentions of a pedestrian fatality.
Thames Street	Five respondents highlighted significant issues regarding congestion and safety, noting the difficulty of navigating due to excessive car traffic and obstructive loading activities. Main themes include inadequate road width,

Location	Comments
	challenges for cyclists posed by cobblestones, and concerns about loitering individuals. Concern cited about drivers running red lights at Thames and America's Cup.
Malbone Road	Two responses about Malbone Road emphasize its unsuitability for pedestrians due to a narrow shoulder and high-speed traffic. The combination of multiple bus stops and obstructed visibility from hedges further heightens concerns about the road's safety for both pedestrians and drivers.
Spring Steet/Coggeshall Ave	Four responses reveal safety concerns for cyclists and pedestrians due to inadequate space and poor visibility. Key themes include the narrow biking area that also hampers runners with strollers, the creation of conflict points at crossings, and increased congestion during tourist season.
Ruggles Avenue	The absence of sidewalks and presence of fast-moving large vehicles is of top concern. Key issues include the risk posed by big trucks near the military base, inadequate speed management around speed bumps, and blind spots along the roadway, creating an uncomfortable environment for people walking and biking.
Memorial Boulevard	Four individuals describe the area as dangerous for both pedestrians and cyclists. Main themes include narrow roadways, unplowed sidewalks in winter, unsafe sightlines, and issues with midblock jaywalking, particularly near Dunkin', highlighting a need for better infrastructure and safety measures. Participants noted that a person was killed in a crash here.
Hillside Avenue	Participant has seen improvements surrounding schools, stop signs, and other improvements have made it safer.
Bellevue Avenue	Respondents emphasize the need for improvements to pedestrian infrastructure and the challenges posed by peak tourism season. Key themes include inadequate sidewalks, obstructive street parking during busy months, and additional pole-mounted mirrors at sharp corners to enhance visibility and safety.
Streets around Claiborne Pell Elementary School	Several parents of students do not feel comfortable walking or biking their kids to school, because of e-bike speeds and behavior.
Gerard Avenue	Participants noted concerns about speeding vehicles and the lack of sidewalks, making the area uncomfortable for pedestrians.

5. Equity Considerations

5.1 Defining Equity

Equity was a key consideration during every aspect of this plan development. In the context of the SS4A program, equity is the practice of being fair and impartial when developing plans and strategies. It also means recognizing that people have different starting points and that adjustments need to be made to address imbalances. Imbalances may exist for people in rural areas, economically disadvantaged communities, historically underserved residents, and vulnerable roadway users – including people walking and bicycling. Acknowledging the needs of these groups, the City of Newport evaluated strategies that **encourage the fair sharing of resources, address external costs, promote fair pricing, serve mobility-disadvantaged travelers, and enhance overall affordability and economic opportunity while protecting the safety of all travelers**. These goals were also memorialized as one of the four goals outlined in the 2022 *Newport Transportation Master Plan*, asserting that Newport will, "support the mobility needs of people of all ages, abilities, races, and economic backgrounds."

5.2 Equity Issues

This Safety Action Plan includes an evaluation of how vulnerable and historically disadvantaged groups travel within the boundaries of the City of Newport and seeks, through engagement and data evaluation efforts, to understand the greatest barriers and safety challenges they face. Special efforts were made to reach out to stakeholders and members of the public from a variety of backgrounds and perspectives to better understand their needs and priorities. Policies and project priorities were evaluated against those needs and priorities to appropriately balance actions outlined in this Safety Action Plan.

5.3 Equitable Engagement

Through previous transportation planning processes, engagement events with Newport's underrepresented community revealed valuable insights as part of Ride Island's regional vision for Aquidneck Island. The City of Newport recognized the important input that traditionally underrepresented communities have provided in these previous plans and aimed to leverage that feedback in this Safety Action Plan.

The Ride Island team (including representatives from Bike Newport, Grow Smart RI, and Toole Design) conducted a series of focus groups in 2022 with youth bicyclists, bicycle-dependent Spanish speaking residents, and community representatives of the Newport Health Equity Zone (HEZ). The HEZ is a Rhode Island state initiative and citywide coalition working to remove structural, financial, and environmental barriers to health and well-being. These targeted meetings, consisting of between 6 and 14 participants, were held in familiar, transit-accessible venues to promote safe, non-judgmental, and open dialogue.

5.4 Key Equity Findings

The focus group with middle and high school students who ride bicycles resulted in a suggestion for separated bike lanes to make riding safer and more comfortable. In the focus group with Spanish speaking residents, many participants rode bicycles as primary modes of transportation due to the low cost and ease of use, especially those who had multiple jobs. However, they would use public transportation more

if better service was available. They shared ideas for improved roadway lighting, signage, and separated bike lanes. They agreed that drivers need to be more aware of cyclists and provide adequate space. They indicated that some drivers do not respect cyclists, and bicycle crashes are often due to the lack of driver attention and caution. This contributes to parents preventing their children or teens from riding bikes.

Residents of the Newport HEZs echoed these opinions, indicating a desire to ride more often but noting existing barriers to riding. This group similarly suggested connecting the entire island with safe bicycling and walking infrastructure to increase roadway safety and help alleviate traffic congestion.

Fatal and injury crashes are overrepresented in Newport's disadvantaged communities, based on the Federal Justice 40 index. This multidisciplenary index identifies disadvantaged communities based on exposure to pollution and other environmental hazards, as well as socioeconomic distress.

5.5 How Equity will Impact Planning

The data on transportation crashes underscores the urgent need for targeted safety interventions, particularly in **disadvantaged areas**, where disproportionate injury crashes occur. These interventions should focus on enhancing road infrastructure, implementing traffic calming measures, fairly focusing enforcement efforts, and public awareness campaigns aimed at reducing high-risk behaviors. **Ensuring a fair distribution of resources to address the disparities in transportation safety will be crucial in mitigating fatal injuries and improving overall community well-being.**

The project team used these considerations in the project selection matrix, described in Chapter 7.

Figure 16. Bike-dependent workers (left) indicated a need for greater driver awareness of bicyclists as well as improved street lighting, signage, and separated bike infrastructure. Women affiliated with Newport's Health Equity Zone have lower rates of car-ownership (right). They rely on transit, rideshare, and walking or biking. They'd ride or walk more if they felt safer.

6. Policy and Process Changes

6.1 Defining Policy and Process in Safety Action Planning

Eliminating fatal and serious injury crashes while improving the safety of roads in the City of Newport will require political will and public support for ambitious and transformative policies. The project team explored evidence-based and high-impact policies to reduce fatal and serious injury crashes within the City of Newport. In accordance with FHWA's priorities under the SS4A program, policy recommendations were geared towards providing redundancies to protect human life and address the following areas:

- Leadership commitment to safety
- Equity and community engagement
- Safe infrastructure and safe speeds
- Data-driven transparency and accountability

6.2 Key Policy and Process Findings

6.2.1 Summary of Key Safety Policies

The plans listed in Table 4 were reviewed for the Newport Safety Action Plan. Documents are categorized by their jurisdiction, statewide, regional, i.e., Aquidneck Island, or local to Newport. Each of these plans either support roadway safety directly or support related goals around transportation access, resilience, and equity.

Table 4. Plans and Policies Reviewed

Plan or Policy	Year	Jurisdiction
1. Rhode Island's Complete Streets Action Plan	2015	Statewide
2. Moving Forward RI 2040 Long Range Transportation Plan	2020	Statewide
3. Statewide Bicycle Mobility Plan	2020	Statewide
4. Statewide Transportation Improvement Program Revisions	2022	Statewide
5. Rhode Island Strategic Highway Safety Plan 2023-2027	2022	Statewide
6. Rhode Island Vulnerable Road User Safety Assessment	2023	Statewide
7. Rhode Island Bus Stop Design Guide	2024	Statewide
8. Resilience Improvement Plan	2024	Statewide
9. Aquidneck Island Transportation Study	2011	Regional
10. Aquidneck Island Planning Commission – Strategic Plan	2016	Regional
11. Ride Island Bike Plan	2023	Regional
12. Green and Complete Street Policy	2021	Municipal – Newport
13. Keep Newport Moving – City of Newport Transportation Master Plan	2022	Municipal – Newport
14. Newport Strategic Plan	2024	Municipal – Newport

6.2.2 Summary of Key Findings and Issues

Statewide Plans

The State of Rhode Island's most recent iteration of long-range transportation plans contain ambitious safety recommendations for improved statewide transportation policy across all modes.

Moving Forward RI 2040, the state's long range transportation plan as required by USDOT, serves as a framework for understanding a larger universe of mode-specific comprehensive planning efforts, including the *Rhode Island Vulnerable Road User Safety Assessment* (2023), the *Bicycle Mobility Plan* (2020), and the *Bus Stop Design Guide* (2024). The goals of each plan align with the overarching goals of the comprehensive plan summarized via the following quote:

> *"This plan envisions a multimodal transportation network that connects people, places and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and services, and promote a sustainable and competitive Rhode Island economy." (Moving Forward RI 2024)*

The *Strategic Highway Safety Plan* (2022), which directly supports the Safety Action Plan, opens with a Vision Zero commitment from the RIDOT director Peter Alviti Jr. This plan is organized under three focus areas, (1) Behavioral (e.g. Impaired driving), (2) Infrastructure (e.g. Intersection improvements), and (3) Road Users (e.g. Pedestrians). The *Strategic Highway Safety Plan* encourages municipalities to pursue SS4A funding, specifically noting first-responder service, integrated data development, and new safety technologies as potential pathways to eliminating road fatalities.

The vision for statewide *Bicycle Mobility Plan* includes updated controlling criteria on state owned roads to mandate multimodal consideration in project development, development of a "lending library" of quick build materials to assist municipalities in demonstration projects, a focus on the pedal and park model of bicycle commuter route planning, and an increase in technical assistance to municipalities interested in developing Complete Streets policies.

Other vulnerable road users are addressed in the *Vulnerable Road User Safety Assessment*, targeting three primary strategies, (1) Reducing vulnerable road user exposure to vehicular traffic through infrastructure and behavioral improvements, (2) Installing countermeasures at high-risk locations identified via a *Highway Safety Improvement Plan*, and (3) implementing projects from the *Bicycle Mobility Plan*. This plan includes a risk assessment of vulnerable road user crashes, identifying major contributing factors in crash severity as those taking place on Principal/Minor Arterial roads, streets in urban settings, and under dark conditions where the roadway is lit by streetlights.

Regional: Aquidneck Island

Aquidneck Island has produced several impactful planning studies over the last few decades that provide a comprehensive reimagining of the transportation systems on Aquidneck Island.

Ride Island, also called the *Aquidneck Island Bicycle Network Implementation Plan* (2023), details the creation of an island-wide cohesive network of bicycle and pedestrian facilities. Ride Island is an initiative

of Bike Newport, Grow Smart RI, and Toole Design, with financial support from the van Beuren Charitable Foundation. The Vision is that people will choose to bike and walk for most short trips on the island. *Ride Island* synthesizes previously created plans, studies, and projects to address system gaps and provides actionable recommendations for the towns of Newport, Middletown, and Portsmouth as a regional effort. The primary goals of the initiative are (1) A connected bike network on Aquidneck Island's priority corridors, (2) Gold-level bike/walk community designation, (3) Vision Zero, and (4) +300 percent bike, walk, and transit trips.

The older *Aquidneck Island Transportation Study* (2011) included detailed policy and infrastructure improvements that have been partially executed by local governments. Initial policy recommendations such as adopting Complete Streets ordinances, have moved forward, while the development of an island-wide strategic transportation committee has not yet materialized. The need for a connected bicycle path network was recognized and has been advanced through the *Ride Island* plan and adjustments to the Statewide Transportation Improvement Program.

Local: Newport

In Newport, the *Keep Newport Moving Plan* (2022) and the *Green and Complete Streets Policy* (2021) represent significant progress in multimodal planning and build momentum for this Safety Action Plan.

The *Keep Newport Moving Plan* recommended that Newport develop a Vision Zero Action plan and advances Vision Zero principles to eliminate severe traffic crashes and includes measures such as traffic calming, bike lanes, and car-free weekends on high-traffic streets. Many of the recommendations in this Safety Action Plan serve to advance the recommendations in *Keep Newport Moving.*

In 2021, Newport's City Council voted unanimously to pass the *Green and Complete Streets Policy*, an important step to ensuring that transportation projects are designed with consideration for all road users and the environment. Pursuant with this policy, streets shall be designed and planned, to accommodate all transportation users of all ages and abilities, while respecting the access needs of adjacent land uses. In addition, streets in Newport shall provide transportation choices that are safe, convenient, reliable, and accessible. This policy directed City of Newport departments to incorporate green and Complete Streets principles into appropriate plans, manuals, checklists, regulations, and programs within 3 years.

More recently, the *Newport Strategic Plan* (2024) elevated multimodal transportation as one of the City's five strategic outcomes. Under this strategic outcome, the plan calls for seeking grant funding to implement *Keep Newport Moving*, collaborating with the Ride Island program to extend bike access, and implementation of traffic calming measures. The *Strategic Plan* underscores the City's commitment to implementing the Safety Action Plan and the other plans mentioned above.

6.2.3 Key Policy and Process Recommendations

The plans described above informed the policy and process changes outlined for the City of Newport in Chapter 7.

7. Action Plan

The action plan outlines the specific steps and strategies to address the safety challenges and goals the City of Newport explored throughout this plan. Based on the goals and commitments established in Chapter 1, the City of Newport generated **specific**, **measurable objectives that can be linked to actions and investments**. This City then outlined local and regional processes, new infrastructure, or policy changes needed to meet the goals and objectives. Responsible agencies or individuals to coordinate on each activity were identified. Finally, benchmarks or metrics were generated to enable the City of Newport to target projects, timelines, and progress. These benchmarks and metrics also provide an important data point for maintaining the progress and transparency of implementation efforts described in greater detail in Chapter 8.

Table 5 lists the goals outlined in Chapter 1, accompanied by specific objectives.

Table 5. Newport Safety Goals and Objectives

Category	Goal	Objectives
Safety	Achieve Vision Zero.	• Achieve zero roadway fatalities and serious injuries by 2034.
Equity	Support the mobility needs of people of all ages, abilities, races, and economic backgrounds.	• Equitably direct investments to where they are most needed, based on the Safety Analysis. • Ensure that safety improvements are directed toward historically disadvantage areas of the city.
Access	Support economic development in Newport through increased multimodal access to local businesses, tourist destinations, and job centers.	• Incorporate connections to economic destinations into multimodal safety projects.
Mode Shift	Increase the share of trips made by walking, biking, and transit.	• 300 percent increase in bike, walk, and transit trips.
Environment	Prepare for the impacts of climate change and embrace Newport's environmental resources.	• Incorporate resilient and environmentally sensitive design into transportation projects. • Through mode shift, minimize the need for additional space getting allocated for vehicle travel and parking.

7.1 Action Plan Strategies

To meet these objectives, the City of Newport identified the following strategy categories shown in Figure 17. Each strategy is supported by numerous actions, and below the actions, several sub-actions that the City can act upon to progress toward Vision Zero.

Further specifics on these detailed actions are provided in Table 6. For each sub-action, there is a list of past plans or policies that relate to the action. The table also specifies whether the action is a policy change, process action, or infrastructure project. Actions are presented alongside the parties responsible for implementation, whether that is the Newport Planning Department or Department of Public Works, the proposed new regional transportation planner, or the Police Department. Each action is also linked to one or more of the five goals presented in Table 5. Finally, the relative timeframe for implementing the actions, short-, medium-, or long-term is specified in Table 6.

Figure 17. Newport Safety Action Plan Strategy Categories

Table 6. Newport Safety Action Plan Strategies

ID	Sub-Action Title	Newport, RI Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infra.	Parties	Related Goals	Timeline
Strategy 1	**Adopt a Regional Approach to Support Safer Streets**						
Action 1.1	**Establish an island-wide approach to managing regional Vision Zero efforts, relevant planning, and policy.**						
1.1.a	**Appoint an Aquidneck Island Transportation Commission**	**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. The Commission should coordinate with agencies mentioned in 1.1.b to ensure a strategic and regional cohesion. On a local level, assign Vision Zero implementation to the new Transportation Working Group formed out of the Newport Strategic Plan (2024).	STIP (2023-2031)	Policy	Aquidneck Land Trust Aquidneck municipalities	Safety Equity Access Mode-Shift Enviro.	Short
1.1.b	**Identify regional funding needs and sources**	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**.	STIP (2023-2031)	Process	Aquidneck Land Trust	Safety Equity Access Mode-Shift Enviro.	Medium
1.1.c	**Fund and appoint a dedicated regional planner**	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.	STIP (2023-2031)	Policy	Aquidneck Land Trust	Safety Equity Access Mode-Shift Enviro.	Short
1.1.d	**Conduct Safety meetings and develop annual reports**	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.	STIP (2023-2031)	Process	Regional Planner	Safety Equity Access Mode-Shift Enviro.	Short
1.1.e	**Advance infrastructure that increases climate resiliency**	**Integrate climate resilience into road safety projects** by designing flood-resistant infrastructure such as permeable pavements, implementing high-friction and weather-resistant surfaces to reduce skidding, and using green infrastructure like bioswales and enhanced drainage systems to prevent water pooling and maintain safe driving conditions during extreme weather events.	Resilience Improvement Plan (2024)	Policy	DPW	Enviro.	Short
Action 1.2	**Explore multimodal transportation options to reduce Aquidneck Island's Vehicle Miles Travelled (VMT). Support RIPTA, economic development organization, and other agency efforts to shorten trips and improve transit, Park n' Ride, paratransit, and micro transit options island-wide.**						
1.2.a	**Conduct a Regional Transportation Options Study**	**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.	STIP (2023-2031)	Process	Regional Planner	Safety Equity Access Mode-Shift Enviro.	Short
1.2.b	**Expand intercept parking locations and programs**	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.	STIP (2023-2031)	Policy / Infra.	Regional Planner	Safety Access Mode-Shift	Long
1.2.c	**Improve 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.	Keep Newport Moving (2022)	Policy	RIPTA Regional Planner	Equity Access Mode-Shift Enviro.	Medium
1.2.d	**Revisit zoning to promote diverse housing**	**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 (ADUs).	Moving Forward RI (2040)	Policy	Newport Planning	Equity Mode-Shift Enviro.	Long

ID	Sub-Action Title	Newport, RI Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infra.	Parties	Related Goals	Timeline
Strategy 2	**Increase Roadway Safety and Slow Speeds**						
Action 2.0	**Develop a local Safety Audit procedure**	**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.		Process	Regional Planner	Safety	Short
Action 2.1	**Implement quick build demonstration safety countermeasures and other immediate actions on the High Injury Network.**						
2.1.a	**Identify quick build demonstration projects**	**Evaluate the entire High Injury Network to identify priority locations for quick build demonstration improvement projects**. Identify 1 project per year to take through Actions 2.1.b. 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, following procedures established in 2.0. This process should include opportunities for community input and generate quick-build demonstration solutions.	RI VRU Safety Assessment 2023	Process Infra.	Newport Planning DPW	Safety	Short
2.1.b	**Implement and monitor demonstration projects**	**Implement and monitor quick-build improvements on identified** (in 2.1.a) **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.	RI VRU Safety Assessment 2023	Infra. Process	DPW Newport Planning	Safety	Short
2.1.c	**Take immediate action on the High Injury Network**	**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).		Infra.	DPW	Safety	Short
Action 2.2	**Implement intersection safety countermeasures on the High Injury Network.**						
2.2.a	**Intersection improvement program**	**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 in accordance with Action 2.1. Capital safety improvement projects may include constructing more permanent versions of quick-build projects that tested and established a "footprint" for these capital projects.	Rhode Island SHSP 2023-2027 RI VRU Safety Assessment 2023	Infra.	DPW	Safety	Medium
2.2.b	**Evaluate new traffic signals or pedestrian signals**	**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).	Keep Newport Moving (2022)	Infra.	DPW	Safety	Medium
2.2.c	**Improve safety for motorcyclists**	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.		Infra.	DPW	Safety	Medium
Action 2.3	**Reduce speeds along the High Injury Network.**						
2.3.a	**Evaluate intersection signal timing**	**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 insure adequate pedestrian crossing times and the consideration of lead pedestrian intervals (LPIs) for locations with ped crashes or significant pedestrian volumes.	Keep Newport Moving (2022)	Process Infra.	DPW	Safety	Short
2.3.b	**Evaluate corridor signal timing**	**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.	Rhode Island Strategic Highway Safety Plan 2023-2028	Process Infra.	DPW	Safety	Short
2.3.c	**Install speed cameras in school zones**	**Implement temporary speed safety cameras along the High Injury Network in school zones**.	Rhode Island Strategic	Policy	Newport Planning	Safety	Short

ID	Sub-Action Title	Newport, RI Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infra.	Parties	Related Goals	Timeline
			Highway Safety Plan 2023-2029		City Manager		
2.3.d	**Develop a traffic calming program**	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.	Rhode Island Strategic Highway Safety Plan 2023-2031 RI VRU Safety Assessment Rhode Island Complete Street Action Plan (2015)	Policy	Newport Planning	Safety	Medium
Action 2.4	**Design for safety for all users.**						
2.4.a	**Repair and improve crosswalks**	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.	RI VRU Safety Assessment Rhode Island SHSP 2023-2027 (2022)	Process	Newport Planning	Safety	Medium
2.4.b	**Conduct a sidewalk connectivity study**	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.	RI VRU Safety Assessment	Process	Newport Planning	Safety Equity Access	Medium
2.4.c	**Dedicate funding for sidewalk maintenance**	Dedicate funding for regular sidewalk maintenance and connections and crosswalk repairs identified in 2.4.a and b.		Policy	Newport Planning City Manager	Safety	Short
2.4.d	**Clarify sidewalk clearance responsibilities and offer assistance**	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.	RI VRU Safety Assessment	Policy	Newport Planning	Safety	Short
2.4.e	**Increase awareness of sidewalk issue reporting**	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.		Process	Newport Planning	Safety	Short
2.4.f	**Evaluate bus stop placement**	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.	Bus Stop Design Guide (2024)	Infra.	DPW	Safety Mode-Shift	Medium
2.4.g	**Increase bus stop accessibility**	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.	Bus Stop Design Guide (2024)	Infra.	DPW	Equity Access Mode-Shift	Medium
2.4.h	**Support investment in Aquidneck Island's active transportation network**	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.	Ride Island Bike Plan (2023)	Process Infra.	Newport Planning DPW	Safety Mode-Shift Enviro.	Short
2.4.i	**Comply with Statewide Complete Streets policies and design recommendations**	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 RI Department of Transportation to advance safety investments on state-owned roadways and infrastructure.	Moving Forward RI (2040)	Process	Newport Planning DPW	Safety	Short
Action 2.5	**Expand the "Ride to the Beach" route outlined in the Keep Newport Moving Plan to enhance connectivity, improve access to coastal destinations, and encourage sustainable transportation options.**						

ID	Sub-Action Title	Newport, RI Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infra.	Parties	Related Goals	Timeline
2.5.a	**Implement event traffic management that prioritizes multimodal safety**	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.	Keep Newport Moving (2022)	Policy	DPW Newport Police	Safety Access Mode-Shift	Short
2.5.b	**Close Thames Street to cars during the tourism season**	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 Sq & Thames Street, and Memorial Boulevard & Thames Street.		Infra.	DPW	Safety Access Mode-Shift	Medium
2.5.c	**Install bottle filling stations**	Provide bottle filling stations at tourist / pedestrian heavy areas, such as the Cliff Walk & Bellevue to reduce heat and fatigue related emergencies.		Infra.	DPW	Access Mode-Shift	Short
Action 2.6	**Invest in long-term infrastructure changes.**						
2.6.a	**Invest in permanent infrastructure to slow speeds**	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.	RI VRU Safety Assessment	Infra.	DPW	Safety Mode-Shift	Long
2.6.b	**Strategically improve street lighting**	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.	Rhode Island SHSP 2023-2027 (2022)	Infra.	Newport Planning	Safety Mode-Shift	Short
2.6.c	**Require new developments to accommodate people on foot and 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.		Infra.	Newport Planning	Safety Mode-Shift	Medium
2.6.d	**Increase safe access to library, public buildings**	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.		Infra.	DPW	Safety Equity Mode-Shift	Medium

ID	Sub-Action Title	Newport, RI Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infra.	Parties	Related Goals	Timeline
Strategy 3	**Increase Community Commitment to Vision Zero**						
Action 3.1	**Expand Vision Zero education for all ages.**						
3.1.a	**Advance a Safe Routes to School Program**	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.	Moving Forward RI (2040) Rhode Island VRU Safety Assessment (2023)	Policy	Newport Planning	Safety Equity Mode-Shift	Short
3.1.b	**Encourage students and families to walk and bike to school**	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.	Ride Island Bike Plan (2023)	Process	Newport Planning	Safety Equity Mode-Shift	Medium
3.1.c	**Educate older adults about roadway safety**	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.		Process	Regional Planner	Safety Equity Mode-Shift	Short
3.1.d	**Increase transit access for older adults**	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.		Policy	Newport Planning Senior Center	Safety Equity Mode-Shift	Medium
Action 3.2	**Expand municipal commitment to safer driving and safer vehicles.**						
3.2.a	**Prioritize safety oriented enforcement**	Prioritize enforcement of **violations that have major impacts on safety** rather than infractions that do not pose a safety risk.		Policy	Newport Police Department	Safety Equity Access Mode-Shift Enviro.	Short

ID	Sub-Action Title	Newport, RI Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infra.	Parties	Related Goals	Timeline
3.2.b	**Streamline crash reporting**	Ensure that **crash reporting** and investigation adequately captures crashes involving people walking and bicycling and historically marginalized road users.	Statewide Bicycle Mobility Plan (2020)	Process	Newport Police Department	Safety Equity Access Mode-Shift Enviro.	Medium
3.2.c	**Evaluate the municipal vehicle fleet**	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.		Policy and Process	DPW City Manager	Safety	Long
Action 3.3	**Develop an awareness campaign.**						
3.3.a	**Develop and distribute Vision Zero communications**	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.	Moving Forward RI (2040)	Process	Newport Planning	Safety	Short
3.3.b	**Host a student contest to design yard signs**	Create and promote a **"20 is Plenty" yard sign** campaign.		Process	Regional Planner	Safety	Medium
3.3.c	**Create an education campaign**	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.		Process	Regional Planner	Safety Access	Medium
Action 3.4	**Update internal and external metrics to include safety metrics**						
3.4.a	**Update the Key Performance Indicators**	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.		Policy	Newport Planning City Manager	Safety Enviro.	Medium
3.4.b	**Update the Council Action Form**	Amend the Council Action Form (CAF) 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.		Policy	Newport Planning	Safety	Short

ID	Sub-Action Title	Newport, RI Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infra.	Parties	Related Goals	Timeline
Strategy 4	**Manage Post-Crash Care and Data Transparency**						
Action 4.1	**Support families of victims**	Support the families of crash victims through enhanced emergency response and medical and psychological assistance (Families for Safe Streets)		Process	Newport Planning	Safety Equity	Short
Action 4.2	**Provide resources for post-crash mental health**	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.		Process	Newport Planning	Safety Equity	Short
Action 4.3	**Develop a publicly available island-wide crash database.**						
4.3.a	**Standardize data collection**	**Standardize crash data collection** and reporting and share anonymized data online.		Process	Newport Police Department	Safety Equity	Short

7.2 Proven Safety Countermeasures

Under the FHWA's Proven Safety Countermeasures Initiative (PSCi), a series of 28 countermeasures and strategies to effectively reduce fatal and serious injury crashes was introduced (FHWA 2024) to stakeholders and the public during plan development. Each countermeasure provides a focused way to address at least one of the following safety areas:

- Speed management
- Intersection safety
- Roadway departures
- Pedestrians and bicyclists

Some of the countermeasures are also crosscutting, addressing several safety areas. The safety countermeasures are applicable across a wide spectrum of road types with applications for dense urban road networks, rural roads, less traveled two-lane state and county roads, signalized and unsignalized crossings, and horizontal curves, just to name a few. Considerations, applications, and expected safety benefits are provided for each countermeasure.

The City of Newport used these FHWA Proven Safety Countermeasures (see link under References at the end of this plan) as a starting point to generate the projects provided in this Safety Action Plan.

7.3 Strategy and Project Selection

During the development of this Safety Action Plan, initial projects and strategies were identified and prioritized to provide an effective and transparent approach to improve safety within the transportation system.

The project team also used a prioritization matrix (Table 7) as a strategic tool for the City of Newport to evaluate and rank safety projects based on their impact and feasibility. The matrix provides a tool for assessing each priority project's (Figure 18) 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 of these elements in this Safety Action Plan's priorities will allow projects to meet the greatest safety challenges while meeting the priorities of the SS4A Program.

The top scoring and thus highest priority projects include:

- Broadway - Admiral Kalbfus Road to Washington Square
- Memorial Boulevard - America's Cub Avenue to Middletown town line
- America's Cup Avenue - Farewell Street to Thames Street
- Bellevue Avenue - Kay St to Coggeshall Avenue
- Thames Street - Farewell St to Morton Avenue
- Touro Street - Thames St to Mt Vernon Street

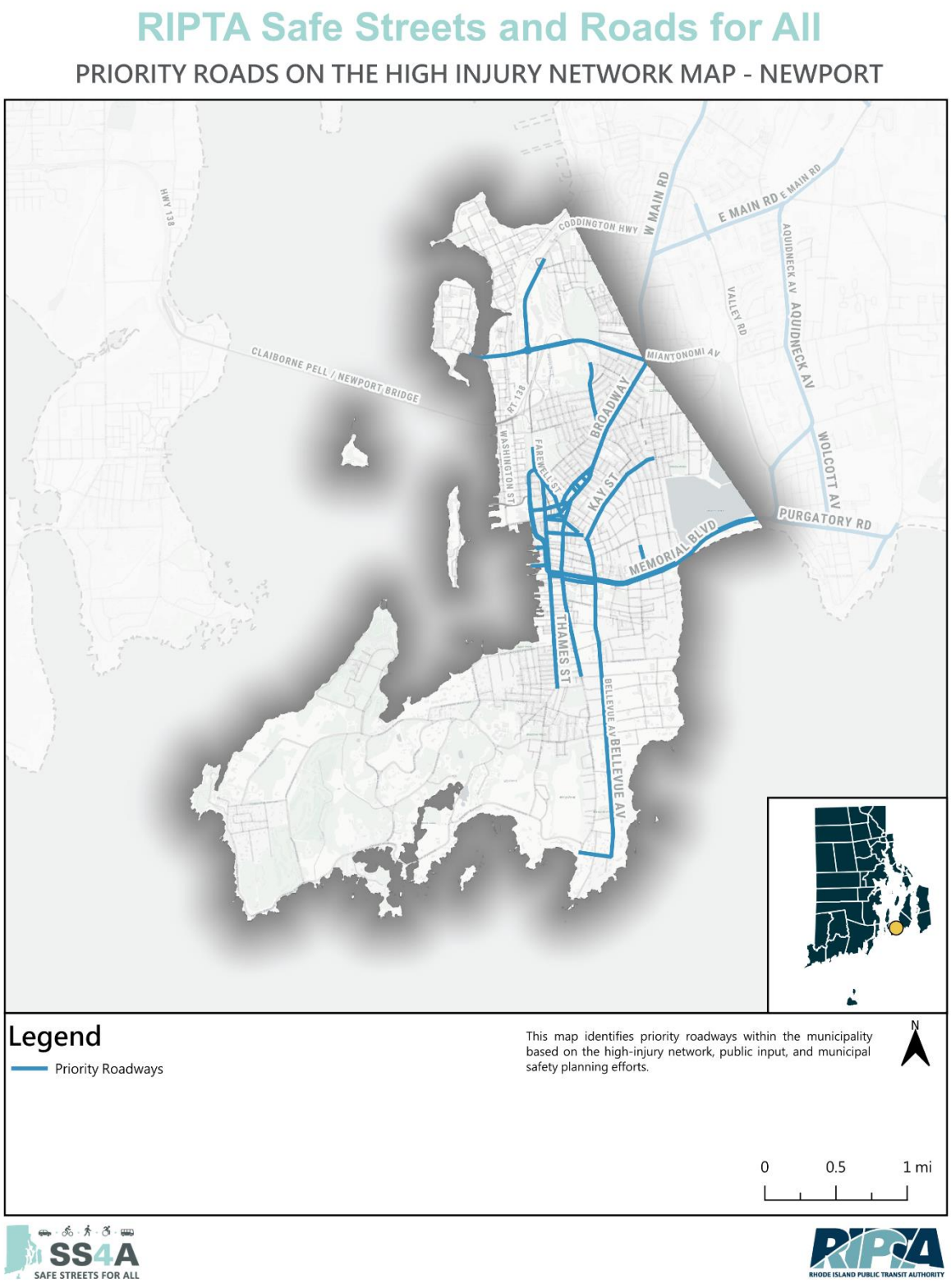


Figure 18. Newport Safety Action Plan Priority Projects

Table 7. Newport Safety Action Plan Project Prioritization Matrix

Criteria	Broadway - Admiral Kalbfus Rd to Washington Sq	Memorial Blvd - America's Cup Ave to Middletown town line	Admiral Kalbfus Rd - Smith Rd to Broadway	Marlborough St - America's Cup Ave to Broadway	America's Cup Ave - Farewell St to Thames St	Malbone Rd - Bedlow Ave to Broadway	Bellevue Ave - Kay St to Coggeshall Ave	Spring St - Broadway to Webster St	James T Connell Memorial Rd - Van Zandt Ave to Maple Ave	Thames St - Farewell St to Morton Ave	Kay St - Bellview Ave to Eustis Ave	Farewell St - Van Zandt Ave to Washington Sq/Broadway	Touro St - Thames St to Mt Vernon St
Total for All Criteria	**24**	**24**	**22**	**23**	**25**	**22**	**25**	**23**	**21**	**24**	**18**	**23**	**24**
Total Safety Criteria Met	**11**	**11**	**11**	**11**	**11**	**8**	**11**	**9**	**9**	**10**	**6**	**10**	**12**
Is segment or intersection on the High-Injury Network? (point for each type)	3	3	2	2	2	2	2	2	1	1	1	1	1
Is segment or intersection on corridor with high-predictive-crash score?	3	3	3	4	4	2	4	3	2	4	1	4	6
Will project improve safety for drivers?	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project improve safety for pedestrians or bicyclists?	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project improve safety for transit users?	1	0	1	1	0	0	1	0	1	0	0	1	1
Is project likely to reduce speeds along corridor or intersection?	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project improve visibility of other motorists, pedestrians, and bicyclists?	1	1	1	1	1	1	1	1	1	1	1	1	1
Does project align with a Safe Routes to School plan or other local transportation safety initiative?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Has project been identified in road safety audit or similar evaluation?	0	1	1	0	1	0	0	0	1	1	0	0	0
Total Equity Criteria Met	**6**	**7**	**6**	**6**	**7**	**7**	**6**	**7**	**6**	**7**	**7**	**6**	**6**
Will project improve fairness in resource distribution?	0	1	0	0	1	1	0	1	0	1	1	0	0
Will project improve fairness in external cost distribution?	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project incorporate or improves Universal Design?	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project improve travel affordability?	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project improve connectivity for community cut off by previous transportation infrastructure investment?	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project improve connectivity to goods and services in the area?	1	1	1	1	1	1	1	1	1	1	1	1	1
Does project address deferred upgrades to infrastructure?	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Context Criteria Met	**4**	**3**	**2**	**3**	**4**	**4**	**4**	**4**	**3**	**4**	**2**	**3**	**3**
Is project located near a school/school zone or other facility serving large numbers of vulnerable individuals?	1	1	0	0	1	1	0	1	0	1	0	0	0
Is project located downtown or in a dense commercial or residential area?	1	0	0	1	1	1	1	1	1	1	1	1	1
Is project located in a rural area?	0	0	0	0	0	0	0	0	0	0	0	0	0
Is project located in a suburban or general commercial area?	1	1	1	1	1	1	1	1	1	1	1	1	1
Does project have demonstrated public support?	1	1	0	0	1	1	1	1	0	1	0	0	0
Was project identified in a prior comprehensive plan or transportation plan?	1	1	1	1	1	1	1	1	1	1	0	1	1
Cost/Timeline													
Total Cost/Timeline Criteria Met	**3**	**3**	**3**	**3**	**3**	**3**	**4**	**3**	**3**	**3**	**3**	**4**	**3**
Is project part of STIP/CIP or local funded priority?	0	0	0	0	0	0	1	0	0	0	0	1	0
Are project cost and timeline well understood?	0	0	0	0	0	0	0	0	0	0	0	0	0
Can project be implemented using existing local resources?	1	1	1	1	1	1	1	1	1	1	1	1	1
Have grants, loans, or other funding opportunities been identified to support the project?	0	0	0	0	0	0	0	0	0	0	0	0	0
Can project be implemented in the short term (first 5 years after plan completion)?	1	1	1	1	1	1	1	1	1	1	1	1	1
If not feasible in the short term, can the project be implemented in the mid-term (less than 10 years after plan completion)?	1	1	1	1	1	1	1	1	1	1	1	1	1
Have partnerships been identified to support project implementation?	0	0	0	0	0	0	0	0	0	0	0	0	0
Is the road owned locally (L) or by RIDOT (R)?	R	R	R	L	R	L	L	L	R	L	L	L	L

8. Progress and Transparency

A process and tools for measuring progress and providing transparency were established with residents and other relevant stakeholders. Progress and transparency methods were developed for both the Safety Action Plan and for future use during implementation.

Biweekly team meetings allowed progress to be tracked and reported to the broader group of stakeholders. Regular touchpoints were established with community leadership, who were invited to be involved in all major decisions. The project team also maintained quarterly and annual reporting on project progress throughout plan development in accordance with FHWA requirements for the SS4A grant.

To deliver on progress and transparency goals during implementation, the City of Newport is committed to providing the following on an ongoing basis:

- **Progress Measures:**
  - **Annual Reporting**: Regularly assess the progress made toward reducing roadway fatalities and serious injuries. This involves annual public and accessible reporting on the outcomes achieved through the action plan.
  - **Outcome Data**: Provide relevant data or information measuring the impact of implemented strategies. This data-driven approach helps track improvements over time.
- **Transparency Measures:**
  - **Public Posting**: Make the Safety Action Plan available to the public by posting it online. Transparency ensures that residents, stakeholders, and interested parties can access this Safety Action Plan's details, including all regular updates.
  - **Ongoing Communication**: Maintain an open line of communication with the community and stakeholders during updates, city hall meetings, and engagement sessions to foster transparency and build trust.
  - **Regular City Council Updates**: Regular updates will keep the City Council current on activities and progress to share with constituents.

These progress and transparency measures provide a platform for ongoing accountability as this Safety Action Plan is implemented. These reports should capture the activities and progress since the previous reporting period. They should also be related directly to the actions, priority projects, and strategies provided in Chapter 7. Progress under each of these strategies should be documented and celebrated in these reports, ensuring that project success builds on previous activities and reporting.

8.1 Summary of Key Timeline and Actions

Progress on Vision Zero implementation starts with the short-term actions. Table 8 contains the short-term actions listed in Table 6, organized by the party responsible for implementation. Each of these actions is paired with a target month, following the adoption of the Safety Action Plan, that the action should be implemented.

Table 8. Short Term Actions

Action	Sub-Action Title	Policy / Process / Infra.	Lead Party	Timeline for implementation (months)
1.1.a	**Regional Transportation Commission**	Policy	Aquidneck Land Trust	2
1.1.c	**Dedicated regional planner**	Policy	Aquidneck Land Trust	12
1.1.d	**Vision Zero meetings and reporting**	Process	Regional Planner	18
2.0	**Local Safety Audit procedure**	Process	Regional Planner	18
3.1.c	**Older adult education**	Process	Regional Planner	18
1.2.a	**Regional Transportation Options Study**	Process	Regional Planner	24
2.1.c	**Immediate action on the High Injury Network**	Infra.	DPW	4
2.3.a	**Intersection signal timing**	Process	DPW	6
2.3.b	**Corridor signal timing**	Process	DPW	6
2.5.a	**Seasonal congestion mitigation**	Policy	DPW	6
2.5.c	**Pedestrian comfort & health**	Infra.	DPW	12
1.1.e	**Climate Resiliency**	Policy	DPW	12
2.1.b	**Implement and monitor demo projects**	Infra.	DPW	18
3.4.b	**Update the CAF**	Policy	Newport Planning	2
2.4.i	**Statewide complete streets**	Process	Newport Planning	4
3.3.a	**VZ communications**	Process	Newport Planning	4
2.1.a	**Identify demo projects**	Process	Newport Planning	6
2.4.e	**Sidewalk issue reporting**	Process	Newport Planning	6
4.1	**Families of victims**	Process	Newport Planning	6
4.2	**Post-crash mental health**	Process	Newport Planning	6
2.4.d	**Sidewalk clearance responsibilities**	Policy	Newport Planning	8
2.3.c	**Speed cameras in school zones**	Policy	Newport Planning	12
2.4.h	**Active transportation network**	Process	Newport Planning	12
2.6.b	**Lighting**	Infra.	Newport Planning	12
3.1.a	**SRTS**	Policy	Newport Planning	12
2.4.c	**Dedicated crosswalk and sidewalk funding**	Policy	Newport Planning	18
3.2.a	**Safety oriented enforcement**	Policy	Newport Police Department	4
4.3.a	**Standard data collection**	Process	Newport Police Department	8

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Appendix A: Resolution

THE CITY OF NEWPORT

RESOLUTION
OF THE
COUNCIL
No. 2025-21

WHEREAS: the life and health of all persons living and traveling within the City of Newport is our utmost priority, and no one should die or be seriously injured while traveling on local streets and roadways; and

WHEREAS: the Center for Disease Control cites traffic crashes as among the leading cause of deaths in the United States; and

WHEREAS: information provided by the Vision Zero Network, states that children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities; and

WHEREAS: Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and equitable mobility; and

WHEREAS: streets and transportation systems have traditionally been designed to prioritize the efficient movement of motor vehicles, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move people of all ages and abilities safely, including pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS: Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities. Transportation planners, engineers, and policymakers are therefore expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS: in addition to the "Green and Complete Streets Policy" adopted in June of 2021, the City of Newport has adopted "Keep Newport Moving", Newport's Transportation Master Plan in April of 2023, where Vision Zero was listed as a critical design and policy strategy to accomplish the goals listed within "Keep Newport Moving;" and

WHEREAS: making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS: improvements to transportation conditions also reduces greenhouse gas (GHG) emissions, therefore increasing public health, and positively impacting economic development, particularly for tourism-dependent communities such as Newport; and

THE CITY OF NEWPORT

RESOLUTION
OF THE
COUNCIL

No. 2025-21

WHEREAS: the State of Rhode Island has committed to the development of and adoption of an updated Complete Streets Plan and Design Guidelines by 2025, which establishes a statewide and municipal Complete Streets policy and prioritization method to inform project selection and delivery; and

WHEREAS: a complete Vision Zero Safety Action Plan includes a leadership commitment to the eventual goal of zero roadway fatalities and serious injuries that includes either setting a target date to reach zero or setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date; and

WHEREAS: Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

WHEREAS: for Vision Zero to be accepted, it must be thoughtfully integrated into municipal procedures and embraced by community stakeholders, City Boards & Commissions, City Staff - including police and emergency services, school communities, neighborhood organizations, community groups, and the public at large. NOW THEREFORE BE IT

RESOLVED: that the Council adopts, as follows:

The Vision Zero: Safe Streets for All goal of eliminating traffic deaths and series injuries on City Streets by 2034, and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal; and

A commitment to establishing a continuous and evolving evaluation framework that includes regular analysis and tracking of the implementation progress of Keep Newport Moving and the supportive 2025 Safety Action Plan. This framework will involve the ongoing assessment and revision of strategies, actions and metrics to ensure progress toward the goal of eliminating traffic deaths and serious injuries by 2034.

IN COUNCIL
READ AND PASSED
FEBRUARY 12, 2025

Laura C. Swistak, CMC
City Clerk

NewportRI.com | The Newport Daily News

LOCAL

Newport commits to goal of zero serious traffic injuries or fatalities. Here's how

Savana Dunning
Newport Daily News

Published 5:17 a.m. ET Feb. 19, 2025

Key Points

- Vision Zero is a term referring to the goal to eliminate all serious traffic injury and fatalities through roadway design and engineering.
- The City of Newport identified Vision Zero as a goal it seeks to achieve in its Green and Complete Streets policy as well as its Transportation Master Plan.
- Newport City Council committed to ensuring the success of its Vision Zero goal as a part of the process in getting a "Vision Zero Action Plan" in place, the final draft of which should be in by April.

Within the past five years, there have been four crashes on Newport's roadways that have resulted in death, and another 26 that have resulted in serious injury. While the small city's stats might not seem alarming, it is a part of a nationwide surge in traffic fatalities that began in 2020 and 2021.

As a part of a federal program designed to tackle this problem, the City of Newport has made an official commitment to the elimination of serious injury and fatalities on its roadways, a goal referred to as "Vision Zero," through regular crash analysis and systematic review of transportation planning efforts.

"Really, the underlying concept here is that humans make mistakes and they're vulnerable, and if a mistake is made on your streets, that shouldn't result in death," said Shawna Kitzman, a senior transportation planner with Toole Design, at Newport City Council's Feb. 12 meeting.

Kitzman and the team at Toole Design, a transportation design and planning firm with a location in Boston, are helping the city design a "Vision Zero Safety Action Plan," as a part of

a federal and state effort to accomplish the long-term goal of the complete elimination of serious traffic injury and traffic fatality on national, statewide and local roadways.

The term “Vision Zero” was introduced in 1997 in Sweden when the country adopted the long-term goal to eliminate the risk of serious injury and fatality resulting from traffic accidents. The approach supporting the goal, “Safe System,” emphasizes the development of safer roadways to ensure traffic accidents are less severe, rather than focusing on prevention through traffic law enforcement.

Since 1997, other countries have been inspired by Vision Zero and adopted related policies of their own, including the United States. In 2022, the U.S. Department of Transportation released the National Roadway Safety Strategy, adopting the Vision Zero goal and implementing the Safe System Approach to achieve it. To support this new policy, the Infrastructure Investment and Jobs Act established the Safe Streets and Roads for All grant program, administered by USDOT’s Federal Highway Administration, to fund regional and local initiatives related to the Vision Zero goal.

This is where Rhode Island comes in. The Rhode Island Public Transit Authority was able to secure a $5 million grant through the federal program to develop a statewide action plan with the help of 31 participating municipalities, including Newport. As a part of this process, the municipalities will acquire their own Safety Action Plans, which are currently being drafted.

In order for the plan to move forward, it needed a show of commitment from municipal leaders to the effort, including a commitment to regular analysis and tracking of the progress of the plan as well as Newport’s Transportation Master Plan: Keep Newport Moving. The resolution committing the council was approved by all Newport City Council members with the exception of Councilor Lynn Underwood Ceglie, who, in an unfortunate coincidence, was absent from that meeting because she was recovering from a minor car accident.

This is not the first time the term Vision Zero has been mentioned within Newport City Hall. In 2021, the city adopted a “Green and Complete Streets” policy, which encourages the use of multiple forms of transportation by accommodating these different types of transit, such as bicycling or walking, through roadway design. An “incomplete” road, therefore, is one that could be uncomfortable or even deadly for those not traveling in a car to use, according to Smart Growth America and the National Complete Streets Coalition. It's within this policy that the city first commits itself to the goal of “Vision Zero.”

“It is the policy of the City of Newport to develop a safe, comfortable, reliable, efficient, integrated and completely connected multimodal transportation network providing access, mobility, safety, and connections to all users consistent with Vision Zero initiatives,” the policy states.

This set a precedent further solidified by Keep Newport Moving, the Transportation Master Plan the city adopted in April 2023, which references adopting Vision Zero as the framework through which the city should approach traffic safety and recommends the city create a Vision Zero Action Plan.

What’s next?

With the council’s commitment and support, the next steps for Kitzman and the city is completion of the Safety Action Plan, which is expected around April of this year. Once adopted, Kitzman said the city will be able to apply for federal grant money to implement the actions within the plan.

Kitzman is also helping Middletown and Portsmouth develop their Safety Action Plans, as the team believes in an Island-wide approach to the issue. Other strategies within the plan Kitzman addressed at the meeting includes slowing speeds, managing post-crash care and data transparency and increasing community commitment to the Vision Zero goal.

At the meeting, Councilor Xay Khamsyvoravong, who served as the city’s mayor when council approved the Transportation Master Plan, said this was one of the most important items they had made a decision on that night.

“The feeling that you have when you drive by or walk up to an accident site, and you see a some vehicle smashed up, or maybe a bike smashed up, is absolutely horrifying, but the sense of relief you feel when you hear the voice of somebody on the other side, they might be pretty banged up but they’re alive and they’re cognizant and they’re with it, you don’t forget that and its important,” Khamsyvoravong said. “That sense of relief should be the normal that we operate with in this community. We should be able to get from Admiral Kalbfus (Road) down to the Third Ward and Ocean Drive, whether it's on foot or on bike or by car, without fearing that sense of relief that we feel when we hear that person talking on the other side isn’t going to be the norm.”

Appendix B: Public Engagement Materials

SAFE STREETS FOR ALL!

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

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

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

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

请填写本调查问卷，
分享您对交通安全的看法!

សូមចែករំលែកគំនិតរបស់អ្នកអំពីសុវត្ថិភាព
ដឹកជញ្ជូនដោយបំពេញការស្ទង់មតិនេះ!

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

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

กรุณาแบ่งปันความคิดของคุณเกี่ยวกับความปลอดภัยในการขนส่งโดยทำแบบสำรวจนี้ !

ກະລຸນາແບ່ງປັນຄວາມຄິດຂອງທ່ານກ່ຽວກັບຄວາມປອດໄພໃນການຂົນສົ່ງໂດຍການເຮັດສຳຫຼວດນີ !

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

SS4A
SAFE STREETS FOR ALL

RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

https://tinyurl.com/4xtzk6ct

List of Aquidneck Island Community Pop-Ups & Stakeholder Events

Town	#	Event	Time	Date	Overnight	Staff 1	Staff 2	Staff 3	Status
Aquidneck	1	NewportFIlm	6-8:30	18-Jul	No	Alexis	Quinn		Complete
Middletown	0	BPAC	5-7PM	25-Jun	No	Quinn			Complete
Portsmouth	1	Family Day	12:30PM	11-Aug	Yes	Quinn	Salma		Complete
Middletown	1	Town Concert	6-8PM	12-Aug	No	Quinn	Salma		Complete
Aquidneck	1	Film Screening	7-9PM	13-Aug	Yes	Shawna	Sara		Complete
Aquidneck	1	Aquidneck Farmer's Market	9AM-12PM	7-Sep	No	Shawna	Quinn		Complete
Portsmouth	1	Sakonnet Bike and Stroll	8:15AM-12PM	14-Sep		Russ	Emily		Complete
Portsmouth	1	Anna D's Farmer's Market	2-6PM	16-Sep		Shawna	Moctar		Complete
Middletown	1	Family Day (Prevention Coalition)	3:30PM-8PM	28-Sep	No	Coleen	Russ		Completed
Newport	1	Broadway Open Streets	–	12-Oct	No	Coleen	Blythe		Completed

TOOLE DESIGN

2 OLIVER STREET
SUITE 305
BOSTON, MA 02109

617.619.9910
TOOLEDESIGN.COM

FOCUS GROUP NOTES

February 28, 2025
Re: Aquidneck Island Bicycle Network Focus Groups

Conexion Latina Participants

Ride Island Project Team: Bari Freeman (Bike Newport), Shawna Kitzman (Toole Design), and John Flaherty (Grow Smart Rhode Island)
Lead: Rebekah Gomez, Executive Director of Conexion Latina

This Focus Group is the first known organized conversation with Newport's predominant Spanish speakers who rely on bicycles for transport. Many participants do not speak or understand English, and the interpretation of the conversation was kindly provided by Conexion Latina staff.

Dialogue

This community's input is very valuable to the discussion of Aquidneck Island's bicycle infrastructure and policy.

General feedback:

- Newport is generally a welcoming and peaceful community.

1. Why ride (fun, transport, exercise, other)?
   - Commute to one or more jobs (many in hospitality and food service)
   - Errands such as trips to the supermarket or health care
   - Daily activities such as spending time with family

2. When do you prefer to ride?
   - Many bike approximately 5 days per week, over week days and weekends.
   - In the summer, they're more likely to bike 7 days per week.
   - In the winter, they ride less, due to falling risks related to cold temperatures, ice, and snow.
   - Commute times (many have multiple jobs):
     - 8am and 10pm
     - 9am to 3am
     - 9am to 4 pm to 11pm

3. Given the option, many participants would ride their bikes more. Many do not own a car.

4. What solutions would improve biking on Aquidneck?
    - Improve driver awareness of and adequate space for bicyclists. Some drivers do not respect cyclists, and bicycle crashes are often due to the lack of driver attention and caution. This contributes to parents preventing their children or teens from riding bikes.
    - Improve bicycle infrastructure (i.e. bike lanes) on major roadways and roundabouts.
        - Broadway (especially near Newport Hospital)
        - Van Zandt Street
        - East and West Main Road
        - Admiral Kalbfus, including the roundabout
        - Warner Street
    - Increase the number and quality of streetlights.
    - There is a need to ride bikes on the sidewalk of West Main Road. Bari clarified that the Middletown government allows sidewalk riding, however Newport officials will ticket. Only youth under age 13 can ride on the sidewalk.
    - Increase roadway and trail lighting. There is a fear with walking or riding in poorly lit areas. Often, bicyclists will dismount and walk their bikes out of concern for personal safety.
    - Improve wayfinding signage.
    - Increase secure bicycle storage at workplaces and residential areas (bicycles are often stolen due to high demand, especially in the summer).

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SUITE 305
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FOCUS GROUP NOTES

February 28, 2025
Re: Aquidneck Island Bicycle Network Focus Groups

Fab Newport Student Participants

Students: Diego Gomez, Marvin Cruz, Diego Lopez, Dima Rojas, Ian Marchand, Lucas Robinson, Mary Ellen Williams, Georgia (last name uncertain), and Angel Nunez
Fab Newport Lead: Chris Gross
Bike Newport Support: Marissa Caito and Maria Figueras

Dialogue

1. Why ride (fun, transport, exercise, other)?
   - Fun
   - Transport to destinations, such as school, the library, parks, or convenience stores

2. When do you prefer to ride?
   - Summer, or when the weather is nice
   - Two participants indicate they ride to school. Out of several hundred students at their school, only a couple bikes are usually in the bike rack
   - A couple do not ride much or at all, but are interns at Bike Newport. One identifies as “an indoor person”.

3. What routes do you prefer to take?
   - Some ride on sidewalks, although they understand it may be illegal
   - Back roads are preferred over main roads

4. Do you have access to other modes?
   - Most participants get rides from family or friends
   - Walk
   - Take RIPTA

5. What solutions would improve biking on Aquidneck?
   - West Main Road has no shoulder and doesn’t feel safe
   - Bike is in storage at home (multi-unit), and not easily accessible; some students lack a safe and secure place to store a bike at home.
   - Lack of protected bike lanes with fast cars does not feel comfortable

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SUITE 305
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FOCUS GROUP NOTES

February 28, 2025
Re: Aquidneck Island Bicycle Network Focus Groups

HEZ Community Group Participants

Nycole, Shanette, Phyllis, Cynthia, Nat, and Ms. Pauline

Dialogue

1. Why ride (fun, transport, exercise, other)?
   - All three
   - Exercise and freedom
   - Enjoyment and as a commute mode when car's getting fixed at mechanic

2. When do you prefer to ride?
   - Spring or summer

3. Do you have access to other modes?
   - I don't want a car
   - Respondents take a mix of public transit, private car, Lyft, or walk

4. What barriers prevent you from riding more than you want?
   - Lack of bicycling accommodations, including storage at home and destinations
   - Lack of safe riding lane or sidewalk to ride on along West Main

5. What solutions would improve biking on Aquidneck?
   - More and wider bike lanes (specifically on Girard Ave, Malbone Rd)
   - Connect entire island with safe passages
   - To reduce traffic congestion and increase roadway safety, invest in tourism-focused alternatives to driving, such as increasing bike infrastructure and advertising bike rentals at hotels and other tourism destinations; improve transit service and frequency
   - Key destinations include Fort Adams, King's Park, Rogers School, EVERYWHERE!

Appendix C: Baseline Crash Analysis

Newport

Safe Streets and Roads for All

Safety Action Plan: Baseline Crash Analysis Summary

February 2025

Municipality Logo

1. Safety Analysis

The Descriptive Crash Analysis Summary is a key input to Newport's Safety Action Plan. This memorandum summarizes the findings from a review of data on the most recent five years of crashes that occurred in Newport.

1.1 Analysis Overview

Crashes, especially serious crashes are not randomly occurring nor evenly distributed. The safety analysis, described on the following pages, uses data to identify key crash patterns, trends, and contributing factors in Newport, with a specific focus on crashes where someone died or was seriously injured. This analysis is based on five years of crash data (2019 to 2023) collected by enforcement agencies using the State of Rhode Island Uniform Crash Report form, paired with roadway and demographics data using spatial analysis. Together, this information identifies the types of infrastructure, behavior, and contexts that most impact safety performance.

Why focus on fatal and serious injury crashes?

In alignment with the Safe System Approach, the goal of the Safety Action Plan is to eliminate fatal and serious injuries on roads. To support that goal, the safety analysis focuses on crash patterns and factors of crashes where at least one person was killed or ***seriously*** *injured* (the person needed to be brought for medical attention). This excludes the most common type of crash, a property damage only crash, to focus instead on human safety impacts.

For less common crash types (e.g., crashes involving people walking), this analysis also highlights trends in crashes that led to ***any injury***. By considering crashes resulting in any injury, a pattern of critical safety needs within the community becomes more apparent, despite a lower sample size.

Why look at five years of crash data?

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

2. Descriptive Crash Analysis Findings

The Descriptive Crash Analysis presents an overview of the state of road safety within Newport, to pinpoint the regional and local factors that contribute to frequent and serious crashes. This analysis aims to create a shared understanding of the greatest needs and opportunities for safety improvement within the community.

This analysis answers questions like:

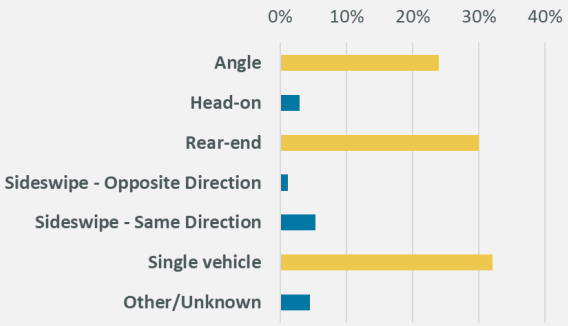
- How has crash frequency changed in recent years?
- How do crash patterns vary by road users' modes of travel?
- What behaviors and environmental factors are most prevalent among severe crashes?
- How do safety outcomes correlate with factors such as poverty or transportation access?
- What roadway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

2.1 Key Takeaways

In **Newport**, according to the five-year (2019 to 2023) crash dataset used for the Safety Action Plan:

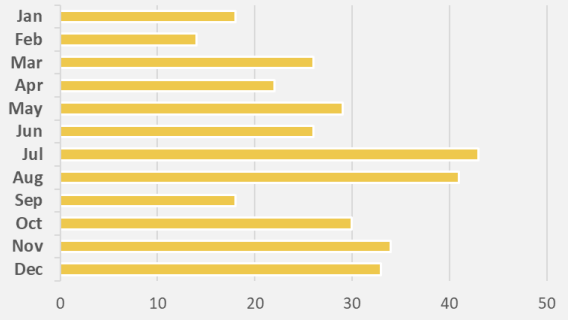
12% of all crashes led to someone being killed or injured (334 crashes)
30 (1%) of these crashes led to someone being killed or ***seriously*** injured

Crash Types



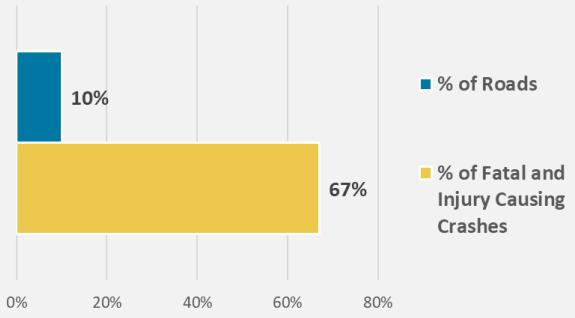
The most common types of crashes in Newport were, **angle** (vehicles colliding at an angle), **rear-end** (one vehicle rear-ending another), and **single-vehicle** (a vehicle crashing into a fixed object).
Together these three types account for 88% of crashes resulting in an injury or fatality.

Crashes by Month



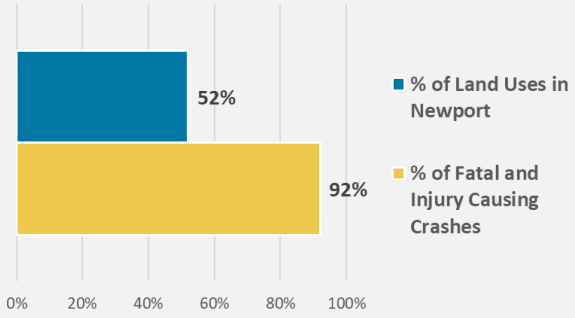
July and August saw the highest numbers of crashes. July experienced the most crashes resulting in injury or fatality (38).

State-Owned Roads



State roads account for 67% of crashes resulting in any injury or fatality, even though they make up a **lower share of total roadway mileage (10%).**

Urban Land Uses



92% of fatal and injury crashes occurred in parts of Newport with **urban land uses**, while **52% of Newport is urban.**

2.2 Overall Crash Statistics

In Newport, in the five-year crash dataset used for the Safety Action Plan, there were:

- **Total Crashes**: 2,778
- **Total Fatal and Injury (FI) Crashes**: 334 (12% of all crashes)
- **Total Crashes Fatal and Serious injury-causing (FSI) Crashes**: 30 (1% of all crashes)
  - 9 involving **vulnerable road users (VRU)** – 3 involving bicyclists; 6 involving pedestrians (Newport has the 3rd-highest rate of bicycle-involved fatal and ***serious*** injury-causing crashes and 8th-highest rate of pedestrian-involved fatal and ***serious*** injury-causing crashes per capita of 39 municipalities in Rhode Island)
  - 9 involving **motorcyclists only**
  - 12 involving **motorists only**
  - 1.19 bicycle-involved fatal and ***serious*** injury-causing crashes per 10k people (Newport has the 8th-highest rate statewide)

Figure 1 illustrates the number of crashes resulting in any injury or fatality, per year, in Newport compared to statewide. After a peak of 78 fatal and injury crashes in 2019, and a subsequent dip to 49 crashes in 2020, crashes remained stable in the years between 2021-2023, at 63 to 76 crashes resulting in any injury or fatality per year. More recently, in 2022, crashes resulting in any injury or fatality increased to 76.

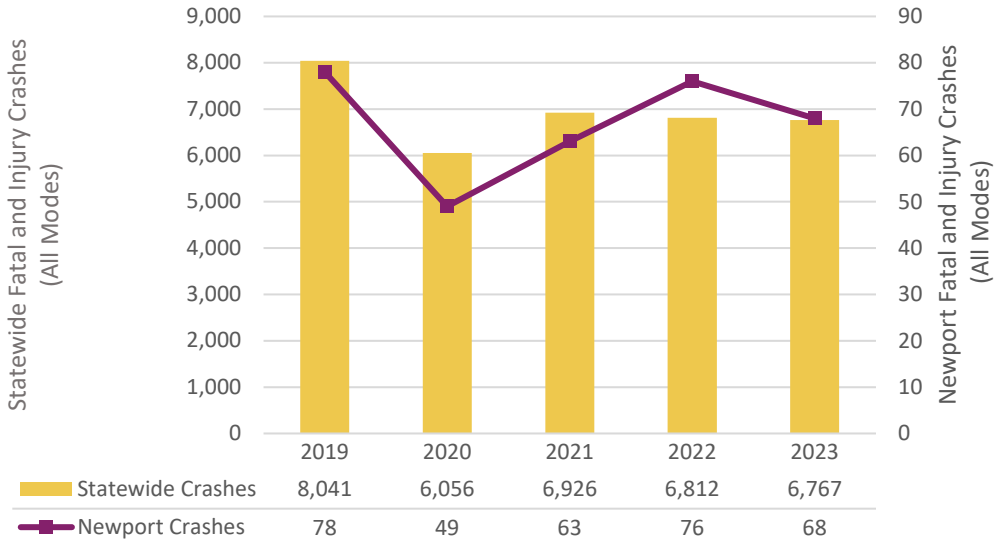


Figure 1: Newport vs. Statewide Crashes Resulting in an Injury or Fatality, by Year, All Modes (2019-2023)

There were 61 crashes resulting in any injury or fatality between 2019 and 2023 involving **someone walking or bicycling** (vulnerable road users). Generally, the average number of crashes resulting in any injury or fatality involving pedestrians or bicyclists fluctuated between 10 and 12 crashes per year, with 2019 as an outlier at 17 crashes.

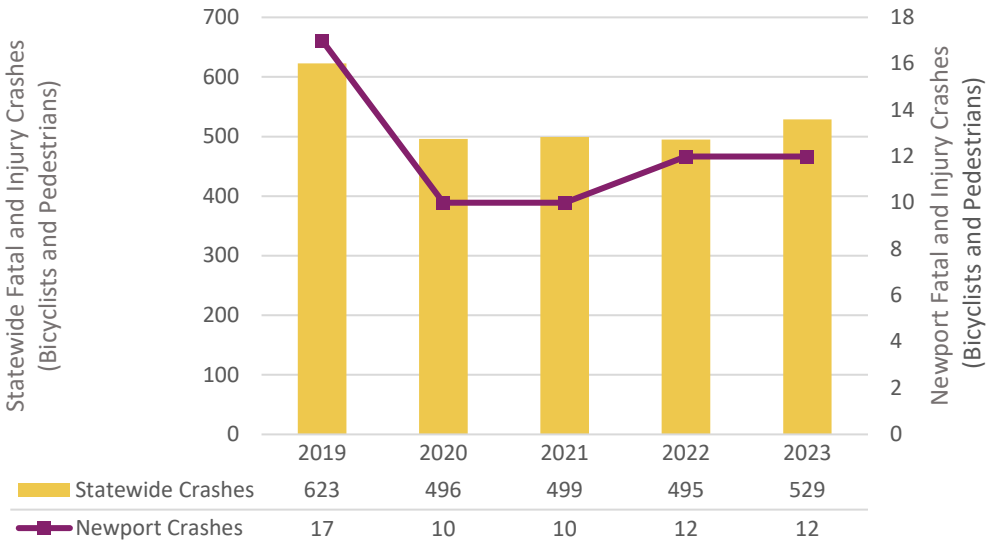


Figure 2: Newport vs Statewide Crashes Resulting in an Injury or Fatality, by Year, Walking and Bicycling (2019-2023)

Figure 3 illustrates the severity of crashes by road user modes. Road users are differently susceptible to being killed or injured when they are involved in a crash. **Sixty-nine percent (69%) of pedestrian crashes and sixty-seven percent (67%) of bicycle crashes** led to someone being killed or injured.

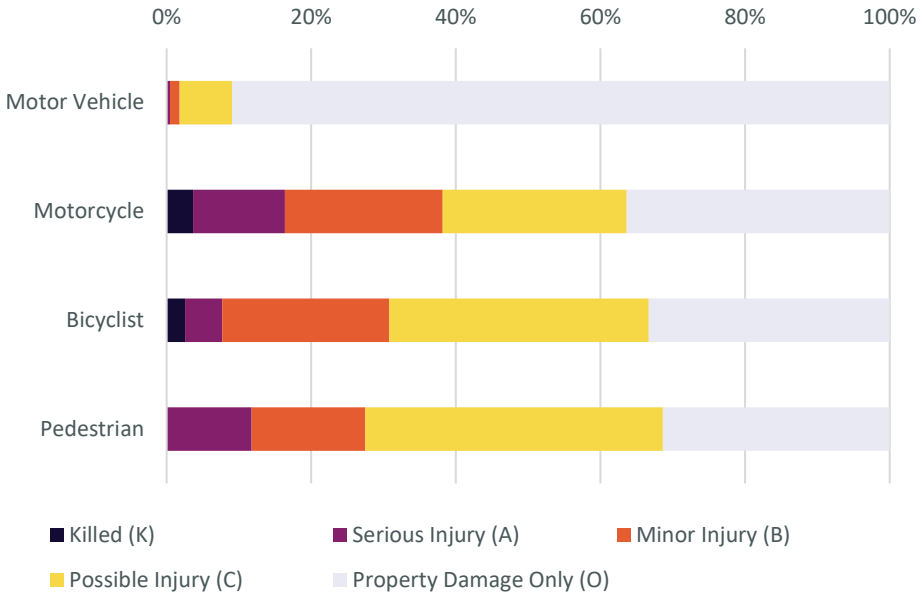


Figure 3: Newport Crashes, by Mode and Severity (2019-2023)

2.3 What Types of Crashes Occur?

Figure 4 illustrates fatal and injury crashes in Newport by type, meaning how the vehicles or road users involved collided. The top crash types in fatal and ***serious*** injury-causing-causing crashes were **single-vehicle** and **angle** crashes – which accounted for 80% of crashes. Rear-end, angle, and single-vehicle were the top crash types in crashes resulting in any injury or fatality – accounting for 86% of crashes.

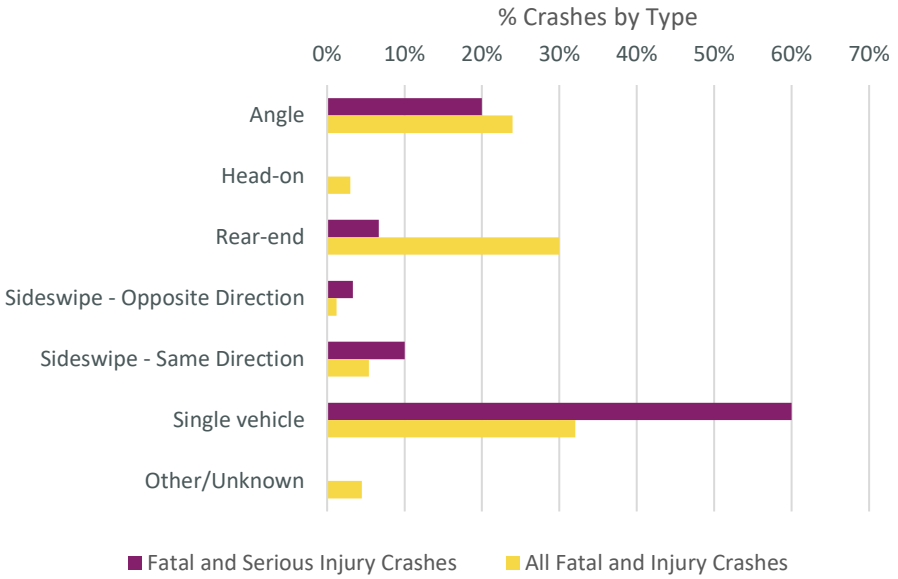


Figure 4: Newport Crashes, by Type and Severity, All Modes (2019-2023)

Figure 5 illustrates that in Newport the top reported contributing factors in fatal and ***serious*** injury-causing-causing crashes were **unrestrained drivers**, **out-of-state drivers,** and **senior drivers.** Out-of-state drivers were also a top contributing factor in crashes resulting in any injury or fatality. These factors are based on police reports and give insight as to what may have influenced the severity of crashes.

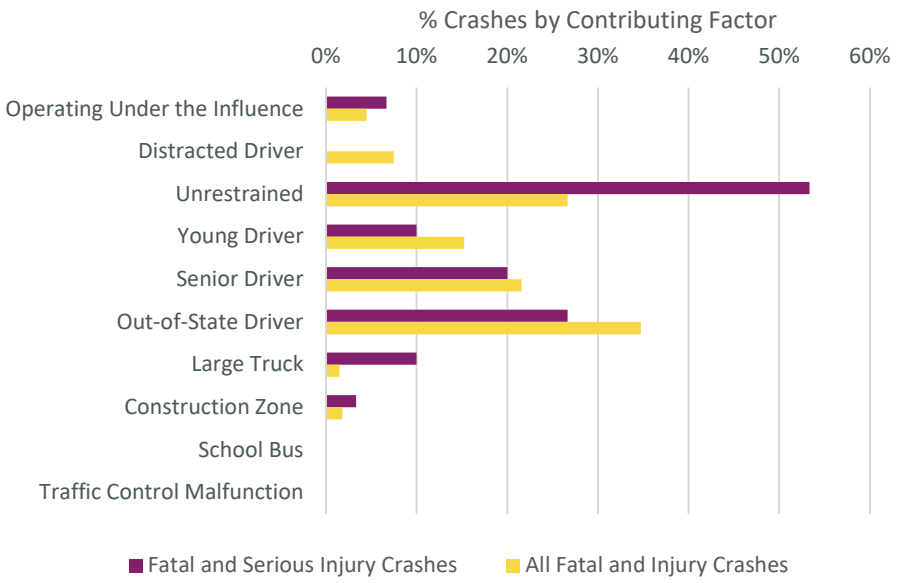
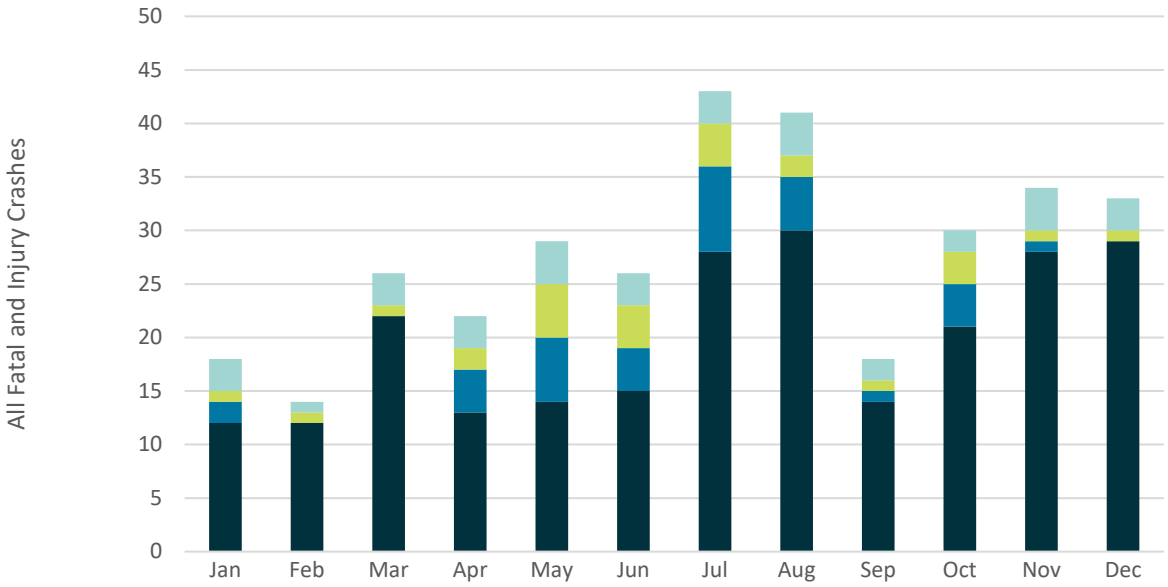


Figure 5: Newport Crashes, by Contributing Factor and Severity, All Modes (2019-2023)

2.4 When Do Crashes Occur?

In Newport, crashes resulting in any injury or fatality were more frequent during the **summer months, particularly in July and August**, which saw the highest numbers of crashes. July experienced the most crashes resulting in injury or fatality – with 38 crashes. Motorcycle-involved crashes were most frequent from May to August, peaking in July. Crashes involving bicyclists were higher in the spring and summer, particularly in May and June. Pedestrian crashes were relatively consistent throughout the year (Figure 6).



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrian	3	1	3	3	4	3	3	4	2	2	4	3
Bicyclist	1	1	1	2	5	4	4	2	1	3	1	1
Motorcycle	2	0	0	4	6	4	8	5	1	4	1	0
Motor Vehicle	12	12	22	13	14	15	28	30	14	21	28	29

Figure 6: Newport Crashes Resulting in an Injury or Fatality, by Month by Mode (2019-2023)

Figure 7 illustrates that crashes resulting in any injury or fatality were more frequent from **on all weekdays** between **3 PM to 6 PM** – reflecting afternoons when a large number of people are traveling.

		Time of Day								
	From	*12 AM*	*3 AM*	*6 AM*	*9 AM*	*12 PM*	*3 PM*	*6 PM*	*9 PM*	
	To	*3 AM*	*6 AM*	*9 AM*	*12 PM*	*3 PM*	*6 PM*	*9 PM*	*12 AM*	
Day of Week	*Mon*	2	1	8	**11**	9	**11**	8	4	All Fatal and Injury Crashes All Modes
	Tues	3	0	6	9	8	**16**	4	1	
	Wed	1	1	7	5	10	**13**	4	5	
	Thu	2	0	8	4	7	**11**	7	3	
	Fri	4	0	6	8	**11**	**18**	7	4	
	Sat	7	1	1	7	9	9	8	5	
	Sun	5	0	2	2	10	9	8	4	
		Dark Conditions		AM Peak	Light Conditions		PM Peak	Dark Conditions		

Figure 7: Newport Crashes Resulting in an Injury or Fatality, by Time of Day and Day of Week, All Modes (2019-2023)

Figure 8 illustrates that the largest share **of all crashes resulting in any injury or fatality** occurred during **daylight conditions (71%)**– likely when more travel occurs**.** Twenty-eight percent (28%) occurred during dark-lit (17%), dark-unlit (6%), and twilight (5%) conditions. This trend indicates a potential need to evaluate roadway lighting conditions in Newport to ensure roads are appropriately lit during dark and twilight conditions. It is important to note that data on lit versus unlit conditions comes from police reports and reflects the presence of streetlights, not the adequacy of lighting conditions for visibility.

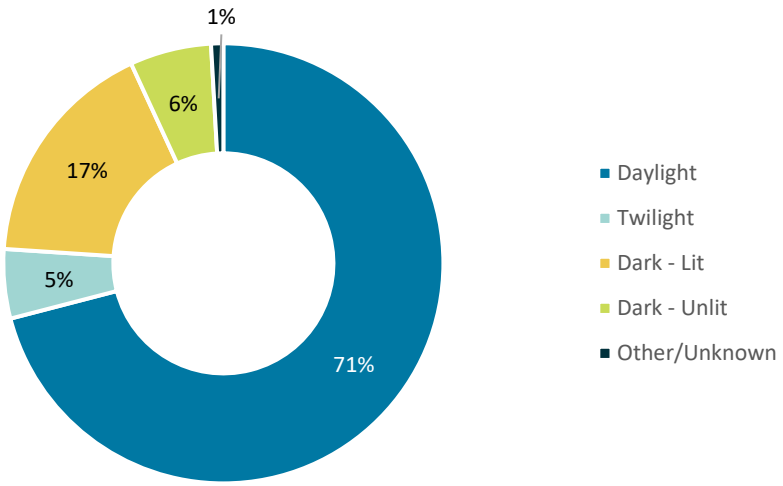


Figure 8: Newport Crashes Resulting in an Injury or Fatality, by Lighting Condition, All Modes (2019-2023)

Figure 9 highlights that a large share of all crashes resulting in any injury or fatality involving bicyclists and pedestrians occurred during **daylight conditions (74%)** and **dark-lit conditions (13%).**

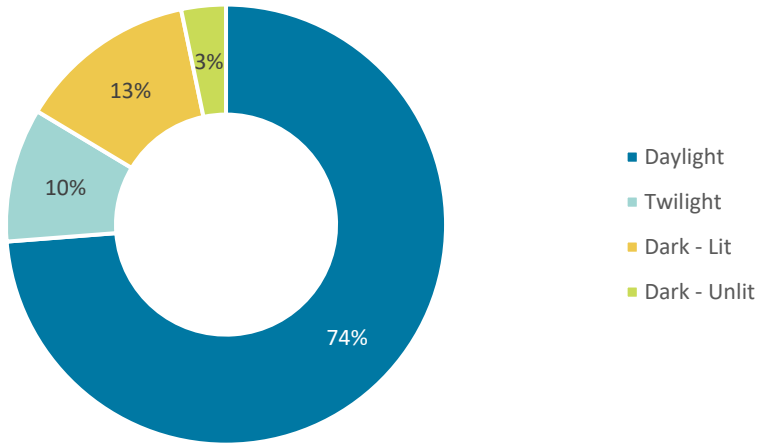


Figure 9: Newport Crashes Resulting in an Injury or Fatality, by Weather Condition, Walking or Bicycling (2019-2023)

Figure 10 illustrates that a large share of all crashes resulting in any injury or fatality occurred during **clear weather conditions (84%).** Nine percent (9%) occurred during rain or winter weather. This trend does not mean that inclement weather conditions are somehow safer; rather, likely most travel occurs during clear or dry conditions.

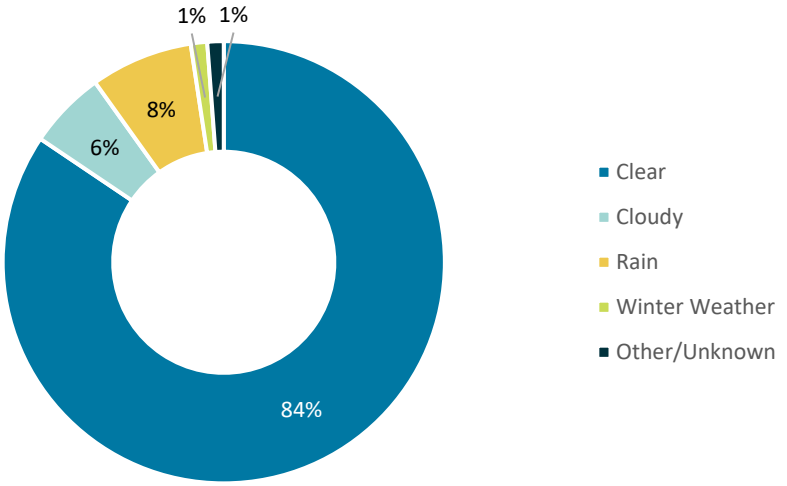
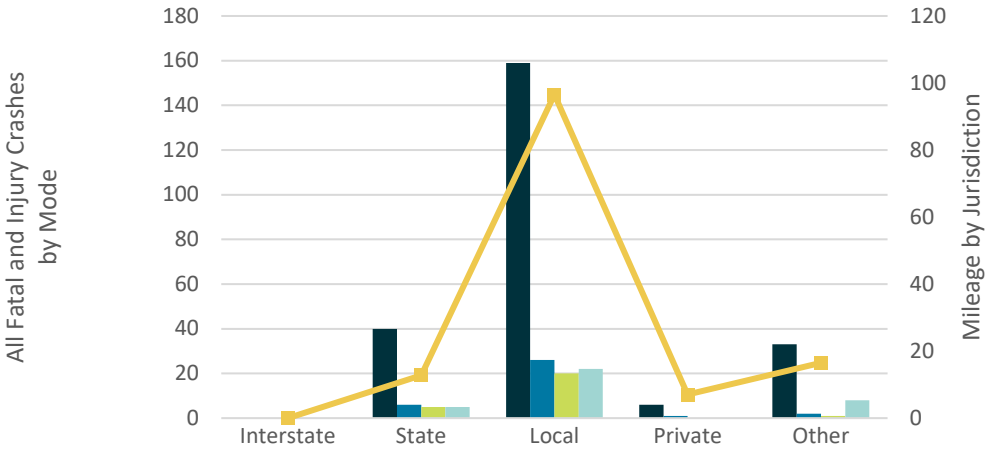


Figure 10: Newport Crashes Resulting in an Injury or Fatality, by Weather Condition, All Modes (2019-2023)

2.5 Where Do Crashes Occur?

A greater number of fatal and ***serious*** injury-causing crashes occurred on **local roads** and on **intersections (for non-motorized modes) and midblock locations (for motorized modes)** compared to other road types and intersections.

Crashes resulting in any injury or fatality occurred disproportionally on **local roads**. Local roads had a higher number of crashes resulting in any injury or fatality (227 crashes; or 68% of fatal and injury crashes), and they make up a larger amount of the total roadway mileage in Newport (73%). **State roads** account for 56 crashes (67%) resulting in any injury or fatality, even though they make up a lower share of total roadway mileage (10%). Note that "Other" roads are likely also local roads or military roads that were not correctly categorized in the data.



	Interstate	State	Local	Private	Other
Motor Vehicle	0	40	159	6	33
Motorcycle	0	6	26	1	2
Bicyclist	0	5	20	0	1
Pedestrian	0	5	22	0	8
Mileage	0	13	97	7	17

Figure 11: Newport Crashes Resulting in an Injury or Fatality, by Mode and Road Owner (2019-2023)

Road owner information based on Highway Performance Monitoring System (HPMS) data for 2023

In Newport, a **large share of crashes resulting in any injury or fatality occurred at intersections** across all modes. Fifty-seven percent (57%) of motorcyclist- and fifty percent (50%) of bicyclist-involved crashes resulting in any injury or fatality occurred at an intersection (Figure 12).

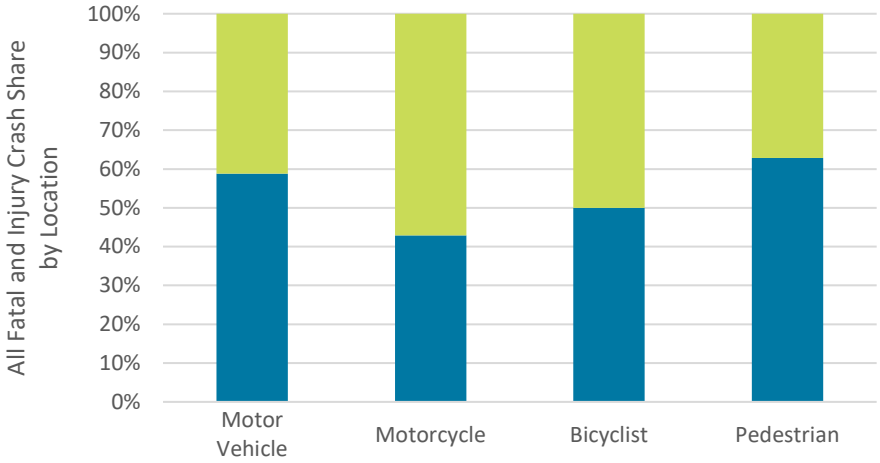


Figure 12: Newport Crashes Resulting in an Injury or Fatality, by Location and Mode (2019-2023)

Medium-volume roads (1,000 – 10,000 average daily vehicles) accounted for **63% of motorcyclist-, 50% of bicyclist- and 39% of motorist-involved crashes resulting in any injury or fatality** (Figure 13).

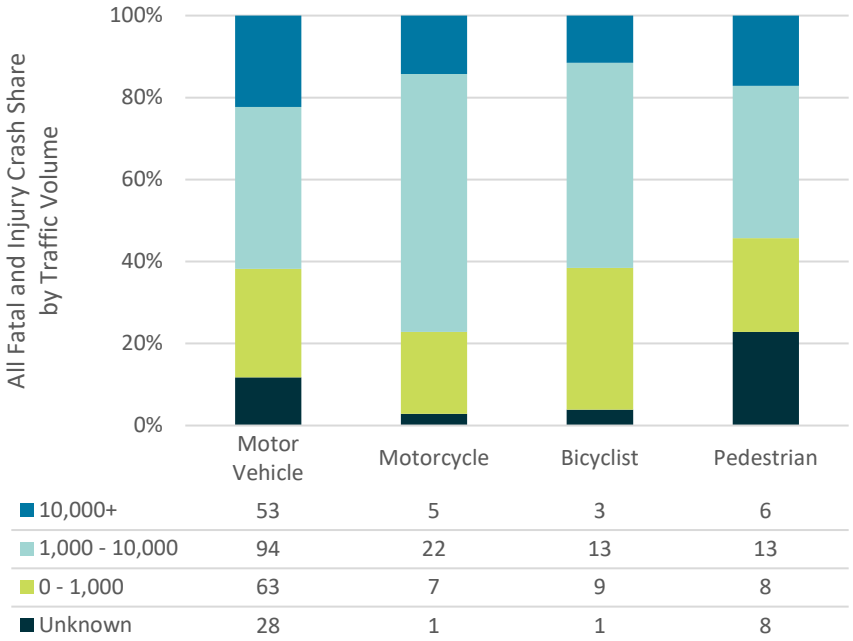
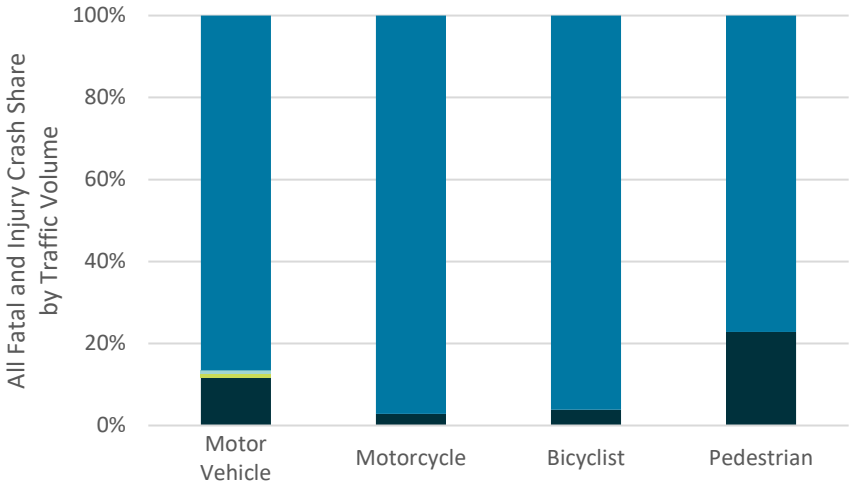


Figure 13: Newport Crashes Resulting in an Injury or Fatality, by Traffic Volume and Mode (2019-2023)

Figure 14 illustrates the injury or fatality-causing crashes by mode and roadway lane type. **Ninety-eight percent (98%)** of roads in Newport are **two-lane roads**, and the remainder of these roads, two percent (2%), are freeways. **Eighty-seven percent (87%)** of crashes resulting in any injury or fatality occurred on **two-lane roads**.



	Motor Vehicle	Motorcycle	Bicyclist	Pedestrian
Two-lane	206	34	25	27
Multilane	2	0	0	0
Freeway	2	0	0	0
Other	28	1	1	8

Figure 14: Newport Crashes Resulting in an Injury or Fatality, by Lane Type and Mode (2019-2023)

Ninety-two percent (92%) of crashes resulting in any injury or fatality are in areas with **urban land uses**, which represent 52% of Newport's area composition (Figure 15).

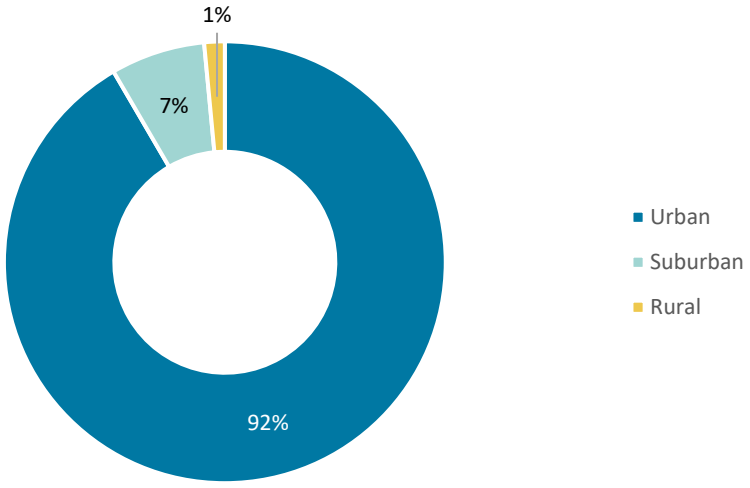


Figure 15: Newport Crashes Resulting in an Injury or Fatality, by Land Use Type (2019-2023)

Forty-five percent (45%) of crashes resulting in any injury or fatality occurred in **high and low disadvantaged areas**. This is slightly greater than the overall make up of Newport, where 32% of the municipality is identified as high and low disadvantaged areas (Figure 16).

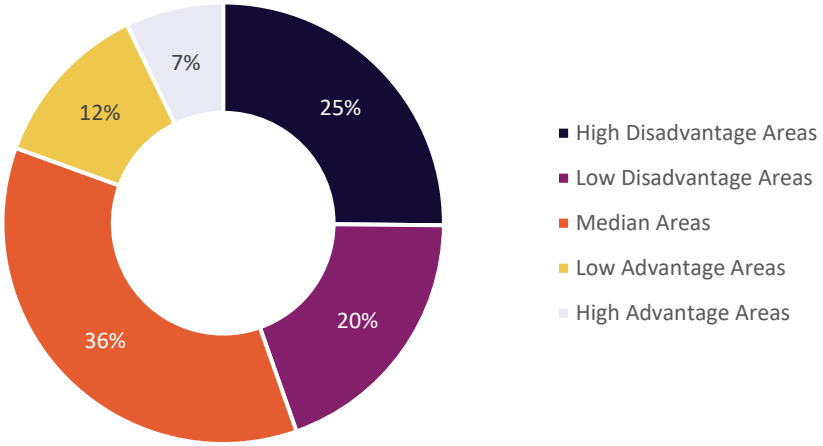
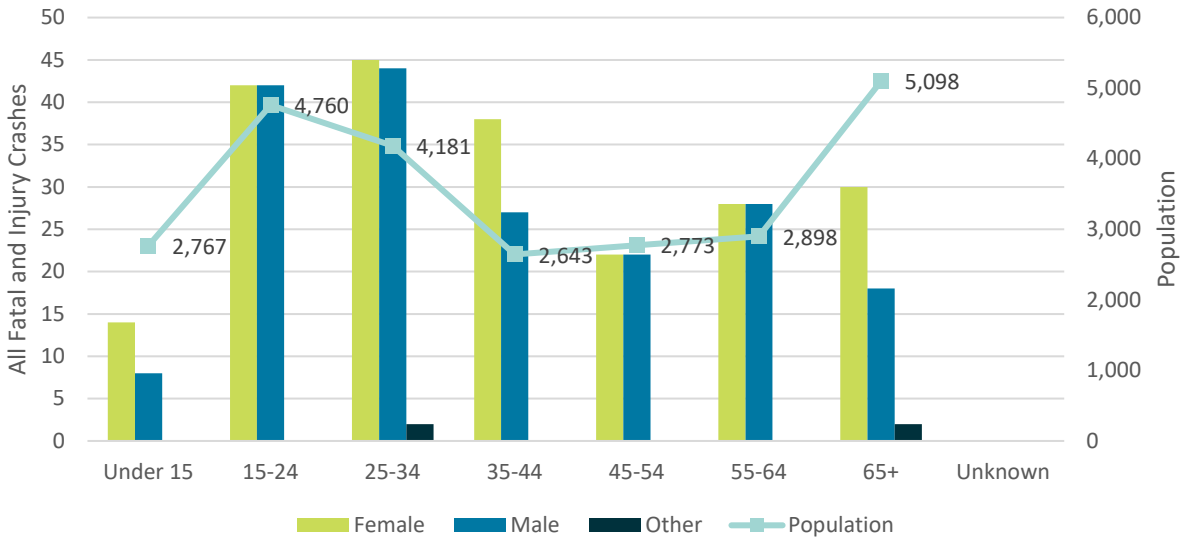


Figure 16: Newport Crashes Resulting in an Injury or Fatality, by Communities of Disadvantage (2019-2023)
Communities of Disadvantage information based on Justice 40

2.6 Who Are Involved in Crashes?

A high proportion of **female drivers ages 15-24, 25 to 34, and 35-44** were involved in crashes resulting in any injury or fatality compared to other age/gender groups.

Note, crash reports only collect demographic information that covers the road users' age and gender. Insights into additional demographic information such as race and ethnicity can be gathered through other types of analysis that look at the demographics in the place the crash took place.



3. Next Steps

In the next steps of the Plan, the key takeaways from this analysis will be explored through additional spatial analyses to understand the roads where crashes that lead to fatalities or serious injuries are most frequent, and identification of potential safety countermeasures, policies, and strategies that could reduce roadway fatalities and serious injuries.

Appendix D: High Injury Network and High-Risk Network Methodology and Results

Safety Analysis Methods

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) Safer Streets and Roads for All (SS4A) municipal safety action plans. Draft analysis methods were determined collectively with AECOM and RIPTA at the onset of the project 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.

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 the table below.

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 RI	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

Category	Dataset	Source	Version	Description	Application
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
	Justice 40 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

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 half-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 half-mile tile was categorized as rural, suburban, or urban when the urban percentage metric is between 0-15%, 15-50%, or 50-100%, 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 is assigned to the roadway segment, as shown in Figure 1. Crashes are assigned to the context area category with which the crash point intersects.

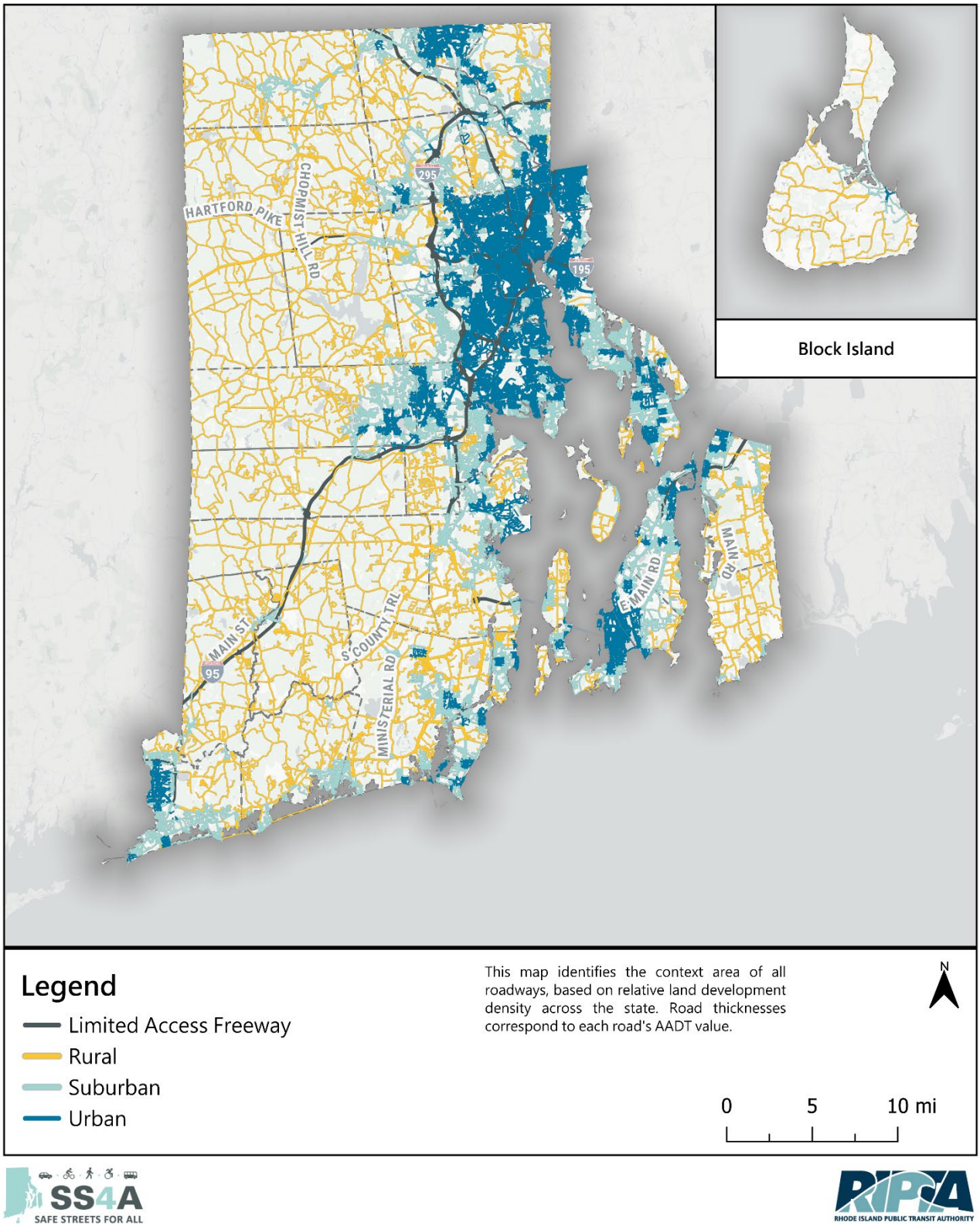


Figure 1 Context Area Assignment on Roadway Network

Crash Geocoding

Rhode Island crash data was 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% of crashes were geolocated using latitude and longitude information, though some crash locations proved to be unreliable. After the re-geocoding process, approximately 89% of crashes were successfully geolocated and provided a reliable foundation for later analyses.

The re-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.

Crash Density Heatmaps

The crash density heatmaps serve to 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 higher 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 conducted for this project 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 crashes with severities of FSI and FI.

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 large 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 1 below, 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

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 higher severity crashes. This is achieved through a sequence of analysis steps:

- Roadway Re-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 vulnerable road users, including all crashes which involved at least one pedestrian or bicyclist.

Roadway Re-segmentation

First, all roadways across the state of Rhode Island were re-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 1, 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 miles	Short segments reflect the dynamic, dense environments of urban areas
Suburban	0.50 miles	Medium segments reflect the hybrid context of suburban areas
Rural	1.00 miles	Long segments reflect the sparser networks of rural areas and more effectively capture sparse crash patterns
Access-Controlled Freeways	1.00 miles	Long segments better capture crash patterns along higher-speed freeways

Crash Assignment and Segment Scoring

Once roadways were re-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 2.

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 1. These distributed crash scores are then totaled and used as the final crash score for the given segment.

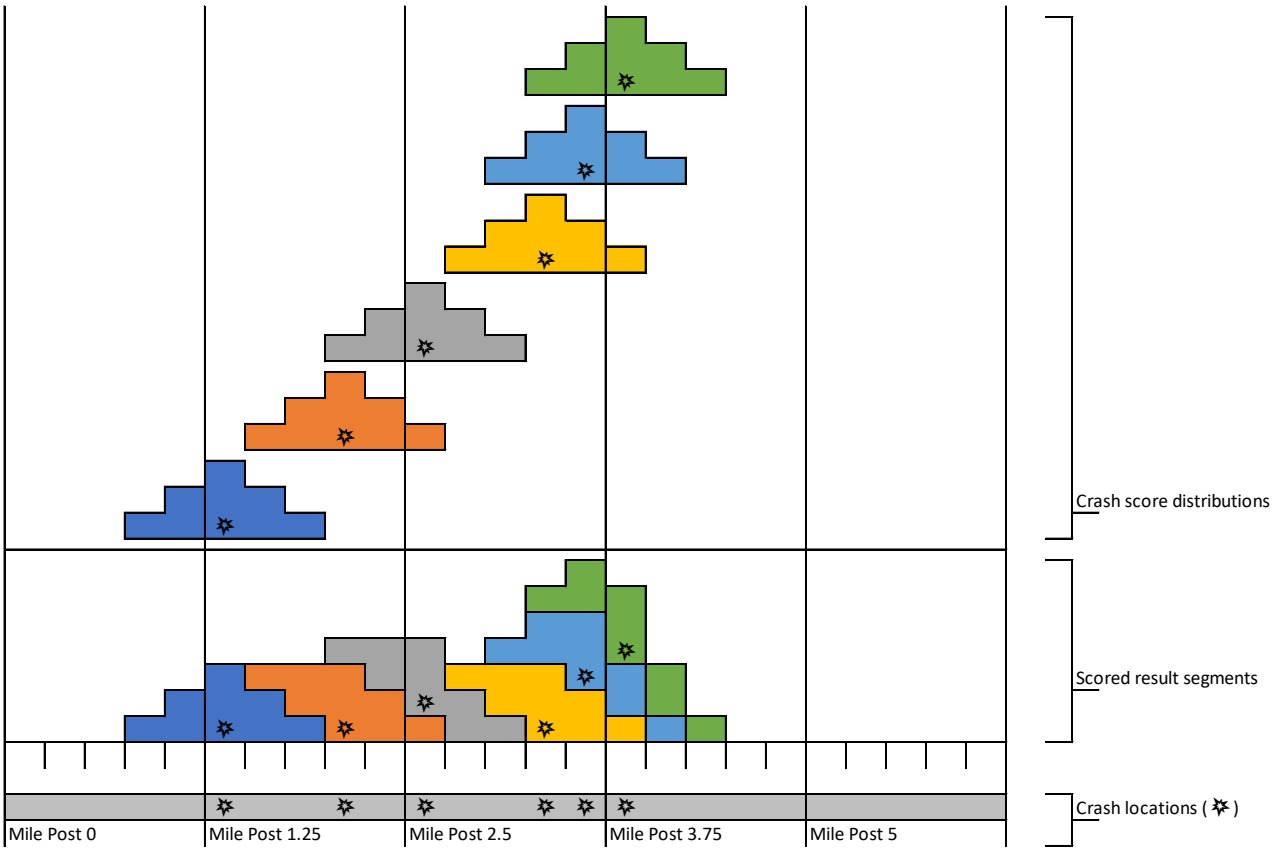


Figure 2. Sliding Window Analysis and Crash Distribution Schematic

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 is computed for each segment within each context area and each municipality, then the top 15% of all roads are selected, as visualized in Figure 2. 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% of each municipality's roadway network was selected as the final target roads, including 15% within each context area where adequate crash data exists (e.g., municipal networks in a context with zero crashes resulted in no target roads).

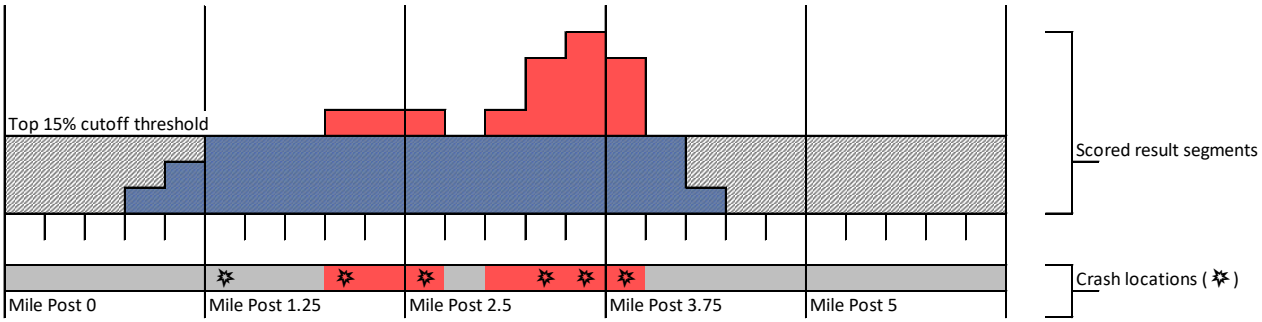


Figure 3. Percentile Ranking of Distributed Crash Scores

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 score 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 vulnerable road users.

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 higher frequencies of severe crashes. The results of this analysis, combined with the baseline crash analysis mapping results produce the final high injury network.

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 higher 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 vulnerable road user (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 4 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 ¼ Mile, Not Within ¼ Mile
Proximity to a Public Park	Within ¼ Mile, Not Within ¼ 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%

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 3 illustrates the decision tree algorithm where multiple correlated factors define a facility profile.

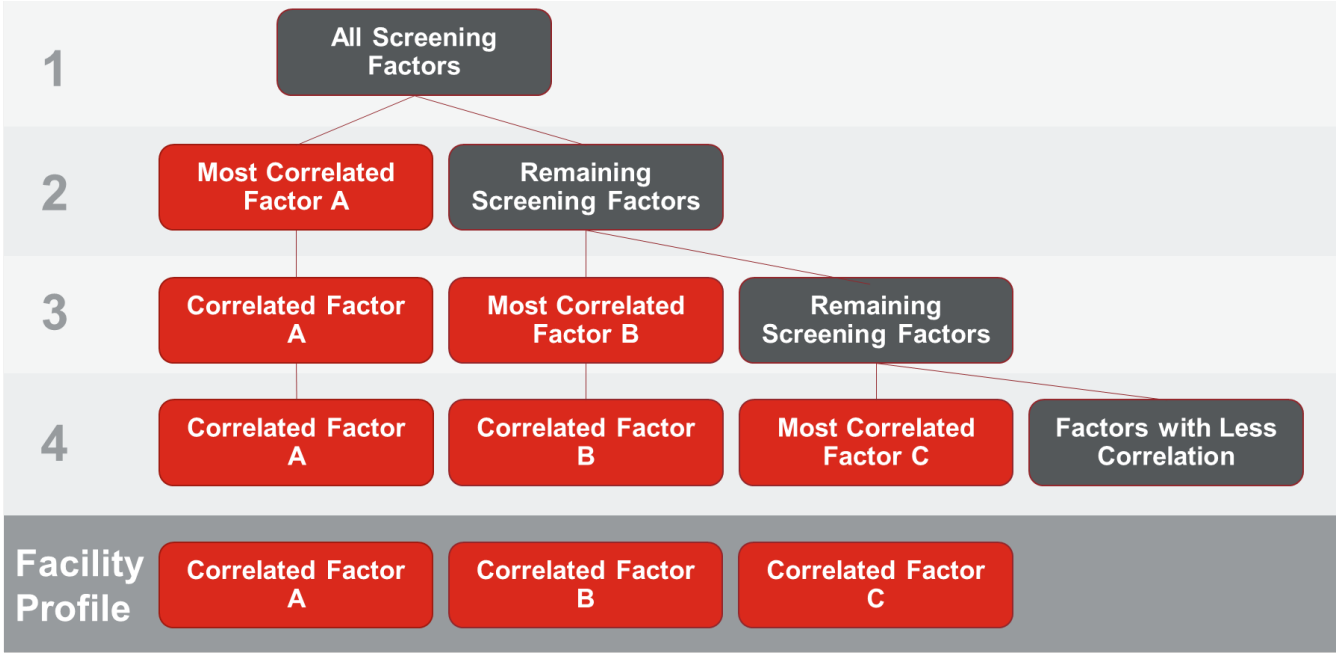


Figure 4. Illustration of the Decision Tree Process for Screening Combinations of Risk Factors

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 higher levels of crash risk for each mode.

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.

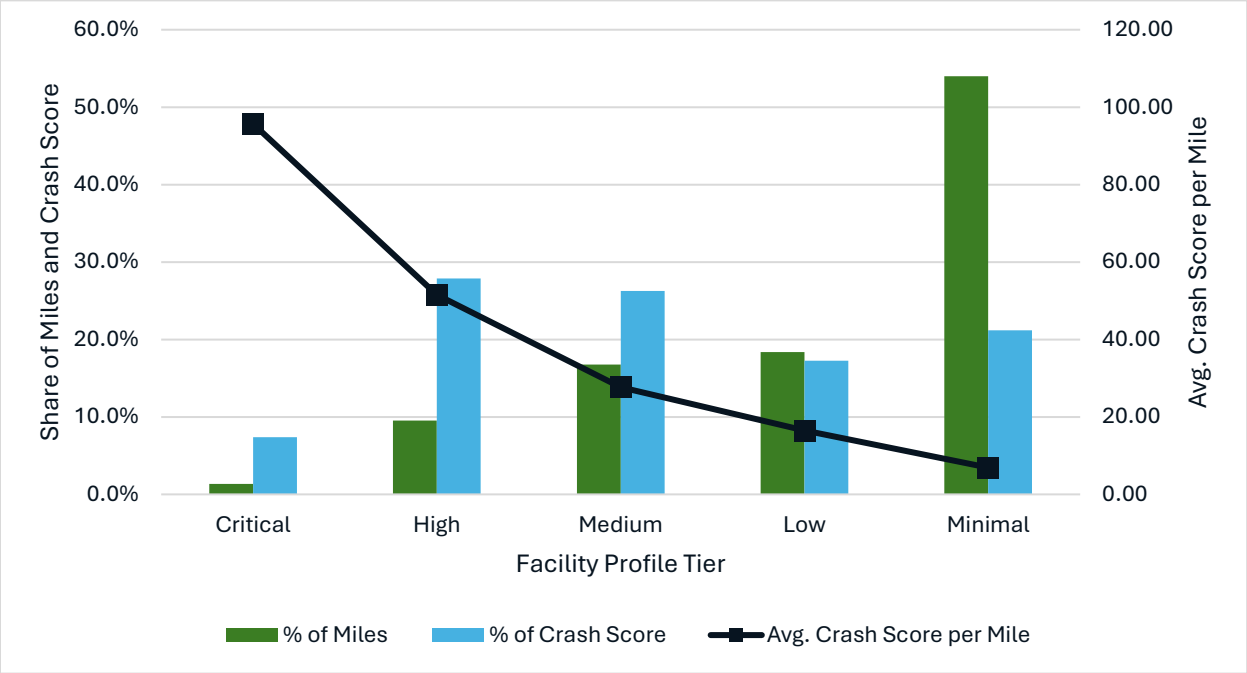
Table 6. All modes facility profile tier definitions, urban context

Facility Profile Tier	Facility Profile Definition				
	Traffic Volume Range (AADT)	% Zero Vehicle Households	Roadway Jurisdiction	% Population Below 2x Poverty Level	Within 1/4 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	Facility Profile Metrics				
	Avg. 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%

Table 8. All modes facility profile tier summary, urban context



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 9. All modes facility profile tier definitions, suburban context

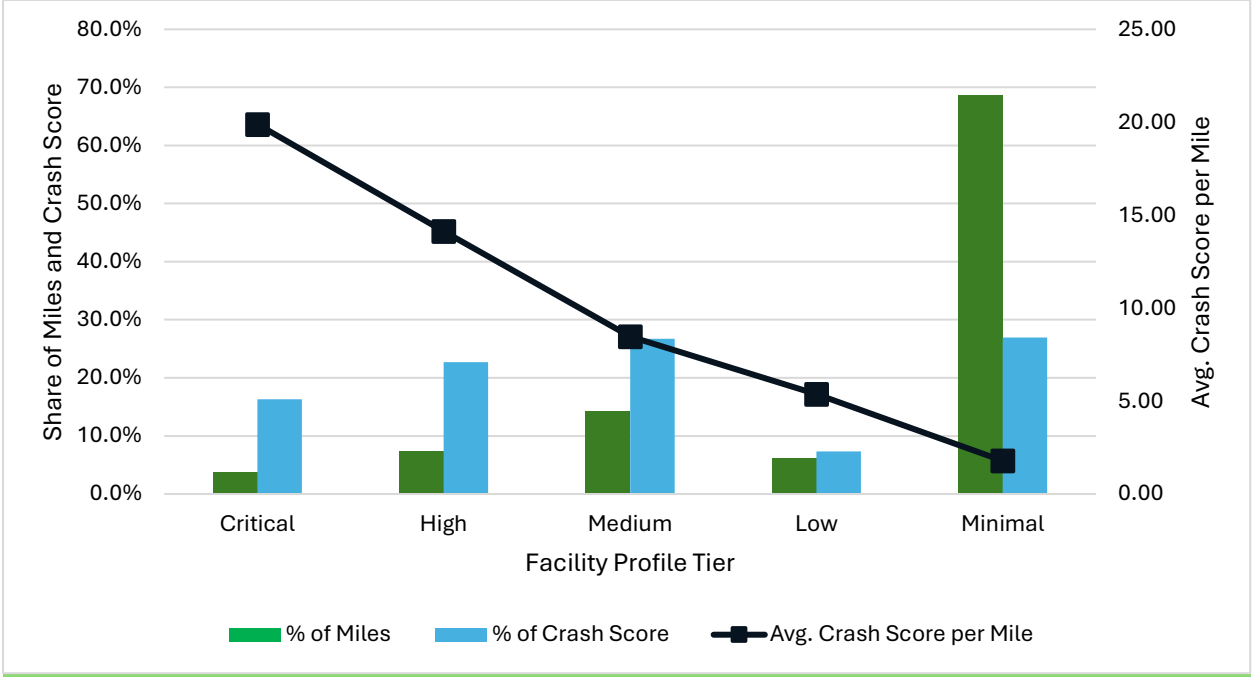
	Facility Profile Definition					
Facility Profile Tier	**Roadway Jurisdiction**	**Traffic Volume Range (AADT)**	**Within 1/4 Mile of School**	**Lane Configuration**	**% Zero Vehicle Households**	**% Population Below 18**
Critical	State	10,000+	Yes			
	State	10,000+	No	Multilane		
High	State	10,000+	No	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 10. All modes facility profile tier metrics, suburban context

Facility Profile Tier	Facility Profile Metrics				
	Avg. 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%

Table 11. All modes facility profile tier summary, suburban context



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.

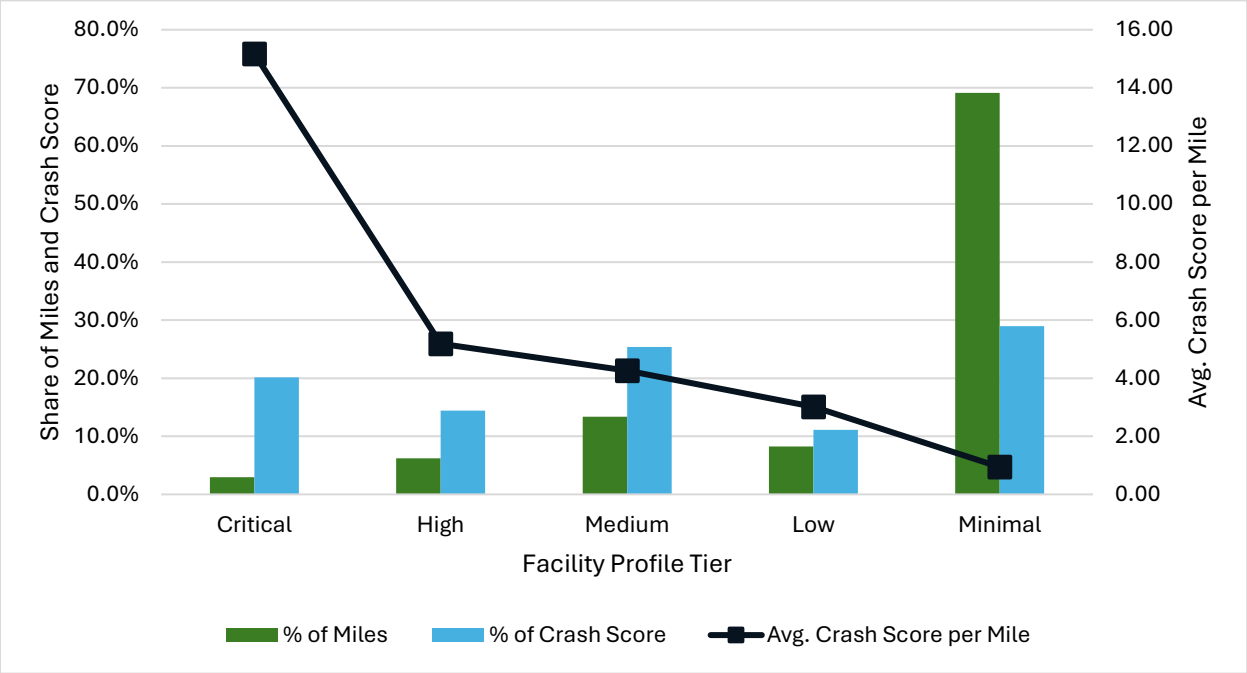
Table 12. All modes facility profile tier definitions, rural context

	Facility Profile Definition		
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 13. All modes facility profile tier metrics, rural context

	Facility Profile Metrics				
Facility Profile Tier	Avg. 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%

Table 14. All modes facility profile tier summary, rural context



Vulnerable Road User Modes – Urban Context

This section presents risk-based facility profile analysis models for crashes of vulnerable road user 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 15. Vulnerable road user modes facility profile tier definitions, urban context

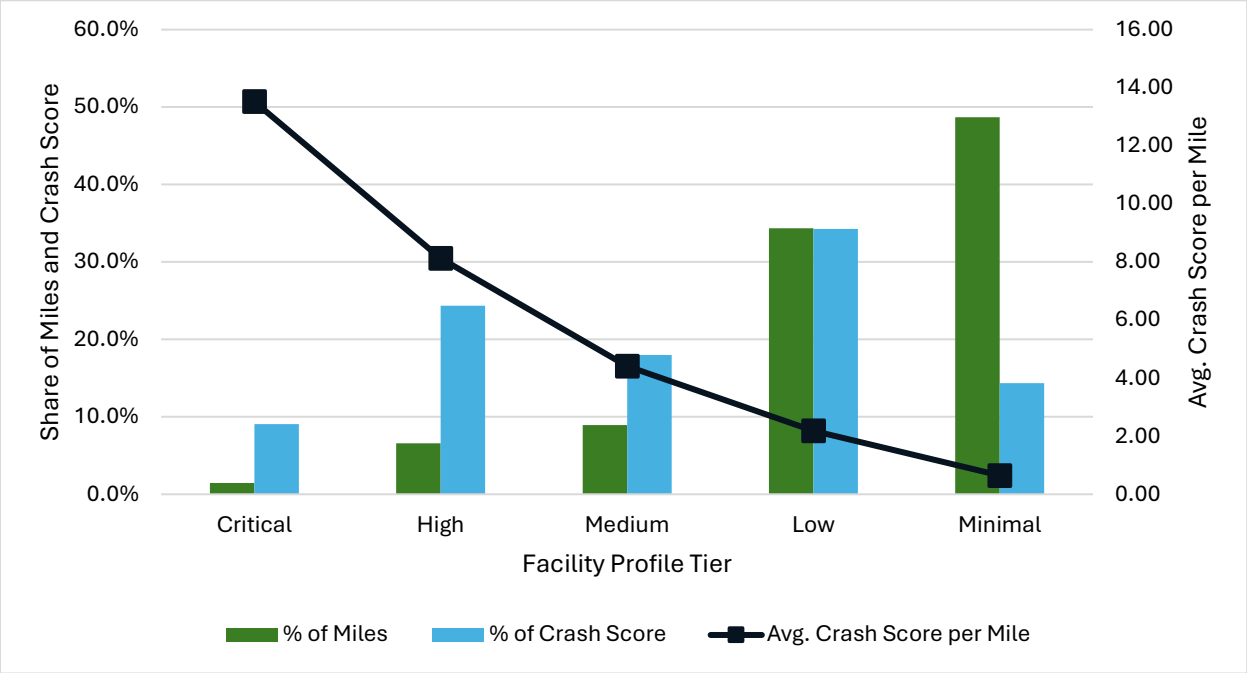
	Facility Profile Definition					
Facility Profile Tier	**% Zero Vehicle Households**	**Traffic Volume Range (AADT)**	**% Population Below 18**	**Within 1/4 Mile of School**	**% Population Below 2x Poverty Level**	**Within 1/4 Mile of Public Park**
Critical	Over 20%	1,000+	Below 10%			
High	Over 20%	1,000+	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 16. Vulnerable road user modes facility profile tier metrics, urban context

Facility Profile Tier	Facility Profile Metrics				
	Avg. 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%

Table 17. Vulnerable road user modes facility profile tier summary, urban context



Vulnerable Road User Modes – Suburban Context

This section presents risk-based facility profile analysis models for crashes of vulnerable road user 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.

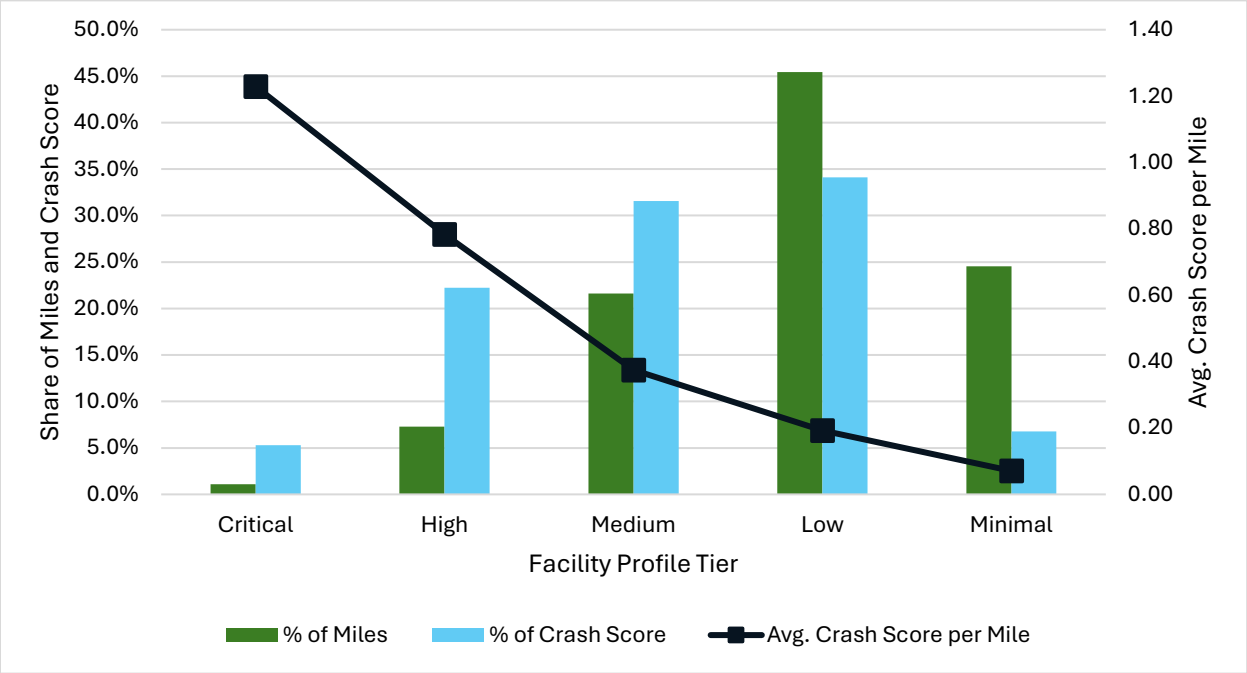
Table 18. Vulnerable road user modes facility profile tier definitions, suburban context

Facility Profile Tier	Facility Profile Definition						
	Traffic Volume Range (AADT)	% Zero Vehicle Households	Within 1/4 Mile of School	Roadway Jurisdiction	Within 1/4 Mile of Public Park	% Population Below 18	% Population Below 2x Poverty Level
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 19. Vulnerable road user modes facility profile tier metrics, suburban context

Facility Profile Tier	Facility Profile Metrics				
	Avg. 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%

Table 20. Vulnerable road user modes facility profile tier summary, suburban context



Top Tier Identification

Typically, Critical, High, and Medium risk tiers are automatically included in the development of a High Injury Network (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 10-20% 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 are summarized in Table 4.

Table 21. 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

High Injury Network

The final component of the safety analysis is the creation of the High Injury Network (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 sliding window analysis and risk-based analysis for both all modes and VRU modes analyses. Each roadway segment falls into one of four categories:

Reactive: Segments which appear on the baseline crash analysis maps based on a top 15% crash score for the given mode and municipality.

Proactive: Segments which appear in the top risk tiers for the given mode and municipality.

Reactive & Proactive: Segments which satisfy both the reactive and proactive categories.
None: Segments which 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.

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. Toole Design Group, LLC makes 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 E: Project Engagement Summary & Stakeholder List

TRANSPORTATION SAFETY SUMMIT

AQUIDNECK ISLAND MUNICIPALITIES

Image 1: Representatives of Aquidneck Island municipalities, regional organizations, and advocacy groups convene at the Transportation Safety Summit.

Subject:
Summary of the Transportation Safety Summit

Location:
Middletown, RI

Date:
Tuesday, October 22, 2024

Attendees:

- Shawna Kitzman: Senior Planner, Toole Design (Host)
- Quinn Molloy: Project Planner, Toole Design (Host)
- Salma Haoudi: Project Planner, Toole Design (Host)
- Perri Sheinbaum: Project Planner, Toole Design (Host)
- Aaron Lindo: Assistant Planner, Town of Portsmouth
- Lori Turner: Healthy Communities Coordinator, Town of Middletown
- Rebeccah Trefethen: City Planner, City of Newport
- Hayden McDermott: Assistant Planner, City of Newport
- Tom Welch: Town Council Vice President, Town of Middletown
- Gary Crosby: Retired Planner, Town of Portsmouth
- Anita Guo: Principal Planner, Town of Middletown
- Betty Bourret: Interim Director, RI Bike Coalition
- Katie Lopez: Community Liaison, City of Newport
- Lea Hitchen: Town Planner, Town of Portsmouth
- Paige Myatt: Director of Climate Resilience, Aquidneck Land Trust
- Robert Hanley: DPW Director, Town of Middletown

Aquidneck Island Safety Summit Summary

This memo presents a summary of the insights and feedback gathered during the Transportation Safety Summit from representatives of Aquidneck Island municipalities, the Aquidneck Land Trust, and the Rhode Island Bike Coalition advocacy group.

The organizing team kicked off the workshop by presenting the core principles of Vision Zero, ensuring that all participants, regardless of their background, had a solid understanding of this key concept. Next, an icebreaker activity helped participants connect and become familiar with one another before diving into discussion and idea sharing.

Participants formed two diverse groups, each thoughtfully composed with representatives from different organizations and municipalities to foster varied discussions. The groups rotated through two-themed stations: one focused on Safer Streets and Safer Vehicles and Speeds; the other focused on Safer People and Post-Crash Care & Data Transparency. At the conclusion of each theme discussion, participants voted on two or three preferred strategies per theme. To ensure unbiased insights, the organizing team covered prior group responses before the next group arrived.

The four key themes discussed—Safer Streets, Safer Vehicles and Speeds, Safer People, and Post-Crash Care & Data Transparency— were all reflective of the five Vision Zero components. The following sections reflect the feedback and input from the activities.

Theme 1: Safer Streets

Improving street infrastructure involves finding the right balance between design, functionality, and safety. While stakeholders expressed strong support for design strategies that enhance street safety, they also raised concerns about potential visual clutter and the challenges posed by limited space. Among the strategies discussed, the following emerged as top priorities:

- Develop a street design guide based on best practices.
- Focus on infrastructure safety improvements in areas with the greatest need.
- Separate pedestrians and bicyclists from vehicles with protected bike lanes, accessible sidewalks, and safer intersections.
- Test “quick-build” solutions for temporary evaluation, such as speed bumps.

Key discussion points and insights:

Concerns or doubts about…

- Raised crosswalks not serving as effective visual cues and potentially causing confusion for drivers and pedestrians.
- Hedges and other landscaping features obstructing visibility and posing safety risks for road users.
- Drivers failing to fully stop at stop signs, creating safety risks by rolling through intersections.

- Adding protected bike lanes on existing streets, due to limited right-of-way as a significant barrier on key corridors.
- Installing crosswalks at every transit stop, with suggestions to limit crosswalks on East and West Main roads to maintain smoother traffic flow.
- Sign clutter, as too many signs can overwhelm drivers and reduce their effectiveness.

Support for…

- More bus shelters to improve the experience for transit users and encourage public transportation.
- Pedestrian signage and Rectangular Rapid Flashing Beacons (RRFBs).

Challenges around…

- Historic properties, where the boundaries between public roads and private property are often unclear, complicating the allocation of space for transportation infrastructure.

Discussion of…

- Newport's minimal use of slip lanes, with only one located near City Hall.
- Safety risks at intersections where pedestrians and vehicles receive green signals simultaneously, increasing the potential for conflicts.

Theme 2: Safer Vehicles and Speeds

Discussions led to a strong consensus among participants on the need to reduce speeds across ALL neighborhoods to promote safer environments. Participants explored strategies for managing vehicle fleets and enforcing speed limits through cameras. Key priorities that emerged included:

- Install traffic-calming features, such as speed humps and narrower lanes.
- Create neighborhood zones with 15 mph limits and adjusting speed limits by location—Set 20 mph in residential areas and 25 mph on larger roads.

Key discussion points and insights:

Concerns or doubts about…

- Pursuing changes to driver's education programs, viewing them as the responsibility of the state.

Support for…

- Enhanced bike, pedestrian, and transit infrastructure, as well as shared micromobility solutions, and infrastructure improvements to support these initiatives.
- Shuttle lots and local bus circulators as potential solutions to improve mobility on the island.
- E-bike users to display special identification, such as a red rear light, to distinguish them from traditional bicycles, as drivers may misjudge the speed of faster-moving e-bikes.

- Implementation of a "dummy speed camera" to raise awareness, ensuring compliance with state regulations requiring signage and advance warning, and promoting the initiative through local media.
- Lower speed limits across entire neighborhoods, rather than individual streets.

Challenges around…

- Gathering the necessary political support.

Discussion of…

- Families for Safe Streets, with detailed insights shared about the program's structure, popularity, and how it has expanded to other communities.
- Informal local education efforts, such as high school programs and development roles through CCRI's Lincoln campus, including the student driver liaison program. Although these programs may not impact tourists, they could foster a culture of safety among younger drivers on the island.
- Implementation of local training initiatives with a dedicated coordinator, and carefully integrating these efforts into the school system.
- Presence of an SRTS program in Newport, with the possibility that it may have been initiated by public works.
- Creation of 15 mph neighborhood zones and adjusting speed limits based on location— with strong support for the 15 mph throughout the town residential neighborhoods and removal of the qualifier "especially in areas with many walkers and cyclists,"

Theme 3: Safer People

Human behavior plays a pivotal role in transportation safety, and education emerged as a key focus area during the discussion. Participants emphasized the need to shift cultural norms surrounding mobility through initiatives like defensive driving courses and community awareness campaigns. The following strategies arose as the top participant priorities for a safer transportation culture:

- Develop a Safe Routes to School program.
- Promote safer transportation options through bike-sharing, e-scooter programs, and encouraging walking, biking, and transit.
- Mandate defensive driving and road safety courses for new drivers, including training on alternative travel modes (e.g., biking, transit, and walking).

Key discussion points and insights:

Concerns or doubts about…

- Driver's education programs which often fail to teach students how to interact safely with other modes of transportation, such as bicyclists and pedestrians.

Support for…

- "Build it and they will come" approach as people are unlikely to adopt biking or other alternative modes of transportation without adequate infrastructure to support safe travel.

Challenges around…

- Political barriers to implementing new transportation programs and policies.
- Carpooling initiatives, given the town's predominantly high-income population, which may prefer individual transportation options.

Discussion of…

- Newport's existing Safe Routes to School program.

Theme 4: Post-Crash Care & Data Transparency

Enhancing post-crash care and improving transparency around crash data are critical steps toward building trust, accountability, and public safety. Participants emphasized the importance of creating better data-sharing platforms and fostering stronger coordination among emergency services. The following strategies were identified as priorities for this theme:

- Develop local crash data infrastructure for sharing.
- Standardize crash data collection and reporting and share anonymized data online in a user-friendly format.
- Compare traffic data before and after traffic calming interventions to evaluate effectiveness and guide future applications.

Key discussion points and insights:

Concerns or doubts about…

- Specific processes for accessing mental health services available for first responders exposed to traumatic events.

Support for…

- Completion of the 2019 data transparency initiative that RIDOT initially planned but did not follow through on.
- Establishment of policy infrastructure to develop a crash data dashboard for Aquidneck Island.
- Creation of an online platform for public access to crash data (island-wide crash data system) to improve transparency and public awareness.

Challenges around…

- Rhode Island's lack of publicly available crash data, noting that RIDOT's reluctance to release data may be driven by concerns over potential lawsuits.

Discussion of…

- High number of crashes occurring on East Main Street and Broadway.
- Oakland's success in demonstrating that emergency vehicles can navigate streets with separated bike lanes.
- Establishing policy infrastructure to develop a crash data dashboard for Aquidneck Island.

APPENDIX

DRAFT STRATEGIES	TALLY
Safer Streets	
Develop a street design guide based on best practices.	**8**
Make infrastructure safety improvements in areas with the greatest need.	**7**
Separate pedestrians and bicyclists from cars with protected bike lanes, accessible sidewalks and safer intersections.	**6**
Test "quick build" solutions for temporary evaluation and data collection.	**6**
Improve visibility between road users with better lighting, raised intersections and clear corners.	2
Use low-cost safety improvements like signage, speed feedback, pavement markings and pedestrian-friendly signals.	2
Integrate safe street design standards into zoning and subdivision ordinances.	2
Remove right turn on red, slip lanes, and limit right-turn-only lanes.	1
Create a Vision Zero program with dedicated staff to apply a safety lens to all planning, design and resource allocation.	1
Implement signal modifications that reduce serious crashes.	0
Add crosswalks at all transit stops, place stops on the far side of intersections and give transit priority at lights.	0
Limit roads in urban areas to two lanes (one in each direction), particularly near schools.	0
Safer Vehicles & Safer Speeds	
Install traffic calming features like speed humps and narrower lanes to encourage slower driving.	**11**
Create neighborhood zones with a 15mph speed limit. Adjust speed limits based on location, with 20mph in neighborhoods and 25mph on larger roads.	**9**

Switch government and municipal contractor fleets to safer, low-mass vehicles with technologies like collision sensors and speed monitors.	1
Use traffic safety cameras to enforce speed and/or red-light violations with income-based fines to ensure fairness.	1
Advocate for state policies that support the expansion of safer, smaller and lighter vehicles with features that protect vulnerable road users and regulate speeding.	0
Implement a school zone speed limit program.	0
Safer People	
Develop a Safe Routes to School program.	**7**
Promote safer transportation options through bike-sharing, e-scooter programs and encouraging walking, biking and transit.	**7**
Make defensive driving and road safety courses mandatory for new drivers. Include training on all travel options (e.g. biking, transit, walking).	**6**
Collect data that includes demographics to better target safety efforts.	2
Expand Vision Zero understanding of all practitioners, stakeholders and decision makers for inclusion in daily work.	2
Share road safety responsibility across municipal departments and partners.	1
Develop annual road safety campaigns, focusing on risky behaviors like speeding, distracted, impaired and aggressive driving.	0
Promote alternatives to driving alone through programming.	0
Establish a local chapter of Families for Safe Streets.	0
Safer routes to hospitals or grocery stores	0
Post-Crash Care & Data Transparency	
Develop local crash data infrastructure for sharing	**9**
Standardize crash data collection and reporting and share anonymized data online in a simple format.	**7**
Compare traffic data before and after traffic calming interventions to assess effectiveness and refine future applications.	3
Develop an annual or bi-annual report of recent safety trends, serious injury and fatal crashes, and progress on implementation of strategies.	2
Improve coordination between emergency services, hospitals, traffic safety and planning staff.	1
Create a Crash Response Team to review high-risk areas and sites of severe crashes to recommend safety improvements.	1
Use data to inform future street safety designs and policies.	1
Advocate for state policies that support safer, smaller, lighter vehicles with speed control features.	0
Provide first-aid training to residents to help after crashes.	0
Regularly evaluate safety interventions to assess successful and unsuccessful elements.	0

Table 1: List of themes and preferred strategies (most preferred at the top)

Image 2: Group photo.

List of Newport Stakeholders

Municipal Stakeholders

- Planning & Economic Development Department
  - Patricia Reynolds, Director, Planning & Economic Development
  - Rebeccah Trefethen, City Planner, Department of Planning & Development
  - Hayden McDermott, Assistant Planner, Department of Planning & Development
  - Keiry Lopez, Community Liaison
- Newport City Council
  - Charles Holder, Chair & Mayor
  - Lynn Underwood Ceglie, Vice Chair
  - Xay Khamsyvoravong
  - Jeanne Marie Napolitano
  - Stephanie Smyth
  - Ellen Pinnock
  - David Carlin III

External Stakeholders

- Aquidneck Land Trust
  - Paige Myatt, Director of Climate Resilience
- Grow Smart RI
  - John Flaherty, former Deputy Director
- Bike Newport
  - Bari Freeman, Executive Director
- Rhode Island Bike Coalition (RIBike)
  - Betty Bourret, Interim Director
- Naval Station (NAVSTA) Newport
  - Cornelia Mueller, Community Planning Liaison Officer

TOOLE DESIGN

141 TREMONT STREET
9TH FLOOR
BOSTON, MA 02111

617.619.9910
TOOLEDESIGN.COM

ENGAGEMENT SUMMARIES

A summary of key findings from public engagement events for RIPTA Safe Streets for All. Events are summarized by event, intro street specific feedback and more general statements. Each comment on a particular street or theme represents a different participant.

Broadway Street Fair (Newport)

Date: 10/12/2024
Location: Newport, Rhode Island – Broadway Street at Bike Newport Booth

Overall Summary: Saturday midday (11am-4pm), community wide event including tourists, families, singles, bikers, hyper local people (who lived off Broadway St), and many local vendors/business owners. Attendees from all over Aquidneck island. People drawn to the table were interested by the traffic safety signage, the Bike Newport information, or had children who wanted snacks. Walking around the fair and asking vendors their opinions was a very effective tactic in getting more in-depth conversations with locals. Generally, people were really grateful we were doing the survey at all and supportive of the prospect of a Traffic Safety Plan, feeling it is needed on the island. Most people brought up East and West Main and many people talked about a specific extents of E Main or cut through that was pivotal to allowing bikers to “ride the whole island”.

Approximate Engagement: +50

Streets specific feedback

Middletown

- East Main Road
  - Riding bikes doesn’t feel comfortable, especially from Clement’s Marketplace to the polo fields
  - Could use a bike route from Sandy Point Ave to Glen Road so that it would be possible to go from the beaches to Union St and Middle Rd on a bike
  - One person expressed they were concerned that a Road diet on East Main would make it impossible for a car to pass “that person that just wants to go 25 mph the whole way” and that would “back up traffic”
  - Needs dedicated, safe bike lanes and complete sidewalks along the whole way
  - Posted police officers have a positive effect on speeding (people slow down) but if a police officer is not there the speeds go back up
  - No sidewalk, no options other than to ride or walk in traffic
  - Wish people were able to ride bikes on E Main & W Main
  - Variable speed limit; people drive too fast
  - No sidewalks
  - Wish there were more dedicated bike lanes
- West Main Rd
  - Speeding is an issue, needs dedicated bike lanes and sidewalks

    - » No sidewalk, no options other than to ride or walk in traffic
    - » Will ride backroads to avoid using a scooter on this road
    - » People travel 45 mph in 25 mph zones
    - » Wish there were more dedicated bike lanes
- Purgatory
    - » People travelling around First Beach need a place to turnaround and the intersections are confusing, a roundabout was suggested to improve the intersection safety and allow the turnaround movement that is needed
- Turner St & Wyatt St
    - » Cars go too fast
- Sunset Street & Hillside Street
    - » People drive too fast, there are a lot of kids nearby. Once needed to call RIPTA because the bus was going too fast and hit a sign twice.

<u>Newport</u>

- Broadway
    - » Used as a cut through to the highway, people don't come to complete stops
    - » Need to park on the sidewalk for loading and unloading; dedicated loading zones and enforcement of parking would be helpful
    - » People drive too fast down Broadway
    - » Wish it was two lanes with a center turn lane
- Thames St
    - » Too narrow for cars and bikes
    - » A lot of pedestrians in the roadway
- Prospect Hill Street
    - » Too narrow and fast because of cut-through traffic despite sidewalks
- Green St
    - » Side streets that feed Memorial feel like people are speeding and pulling out onto Memorial too quickly
- John Street
    - » People use John St as a cut-through to avoid lights on Bellevue and Memorial Blvd, cut-through drivers are driving too fast and it doesn't feel safe despite sidewalks
- America's Cup
    - » Delivery trucks with sidewalks and bike traffic "get squeezed" between Bannisters wharf and the hotel
        - Not enough accommodation for delivery vehicles on America's Cup
    - » There are crosswalks without stoplights and no one is yielding to pedestrians – wish there was a stoplight or more protection
- Spring St
    - » Narrow for all the uses and traffic volumes (bikes and cars)
    - » "needs a bike lane" is too tight currently for cars and bikes, has been suggested but plans for improvement have been cancelled due to side street parking concerns
    - » People on the side streets turning onto Spring Street do not stop; call it the 'Spring Street Roll'
    - » By the Spring and Bull St intersection can never see cars coming as a pedestrian that walks to work every day
    - » Wish there was a bike path
- Gibbs Ave

    - From Broadway to Kay St, there's parking on both sides but not enough room for bikers and cars going both ways
    - No one stops at stop signs, especially on the reservoir side
- Rhode Island Ave
    - Used as a cut-through, problems with people speeding and conflicts with pedestrians
- Malbone Rd
    - Not safe on a bike, park intersection unsafe
- JT Connell Highway Roundabout
    - Crossing as a pedestrian is difficult because vehicles do not yield at the crossings
    - Is ugly and needs a crosswalk
- Ocean Drive
    - Wish could bike down Ocean Drive safely; not enough of a shoulder and people drive really quickly around the corners and curves
- Green End Avenue & Miantonomi Avenue
    - There is a "Dangerous Intersection" sign; it's hard to see people
- Bellevue Avenue
    - Wish able to bike from downtown to Touro Park and the mansions and Fort Adams
    - Wish the sidewalk was improved; currently it's crumbling asphalt
    - Great place for a bike path
- Ayrult St
    - Parking on both sides of the street and a curve, bad sight distance
- Burman Road
    - Wish the existing bike path were longer

<u>Portsmouth</u>

- West Main
    - Intersection with Union, there's a left-hand turn at the light from West Main onto Union which feels unsafe as it is a skewed intersection, it is confusing and scary for both peds and drivers and accidents have been known to happen there.
- Anthony Road
    - To Mello's Farm/Boyds Lane "is scary" on a bike
- Redwood Road
    - Feels safe for biking, therefore if there was a cut through for bike's to Burma Rd (a off-road pathway), you "could bike the whole island"

General statements

- Sidewalks
    - People desire better maintenance of sidewalks
- Biking
    - People talking about biking were very focused on how to make the whole island bikeable
    - Bike lanes along roads near the beach have too much sand in them to feel safe biking ("a traditional bike or a moped") so even if there is a bike lane, it doesn't feel safe to use it
    - Wish there were more raised bike lanes without taking sidewalk away
    - Wish there were bike paths by the water
- Public Transportation
    - People started by saying how there "just so many more cars/people than there used to be" and then they would ask if there was a way to incentivize people leaving their car behind, a shuttle, or more frequent train routes so that tourist could get onto the island without their cars.

    - » Another, mentioned wanting for preferential treatment for island residents for community funded events based on license plates/residential status
        - Coleen thought: if free/reduced parking is provided for residents at events, that could further encourage tourists to use alternate forms of transportation to get to island events
- Driver behavior
    - » People are driving too fast, not coming to complete stops, and pulling out in front of traffic at bad times
- Rotary
    - » One person shared that they feel “People don’t know how to drive in the rotary and I almost got squished” (as a vehicle)
- Crossings/Intersection
    - » “The Marriot intersection is nuts” – walking and driving feels unsafe
    - » Rhode Island Ave and K Street intersection -> is skewed and feels unsafe as a pedestrian
    - » The Touro and Spring St intersection is confusingly marked and crosswalks need to be improved, a bus apparently got stuck here
- Vehicle Parking
    - » Wish there was more residential specific parking and parking restrictions
    - » Cruise ships cause issues
    - » Wis hthere was more satellite parking so that there was less parking downtown; park and rides and bus services from parking lots/decks on outside of downtown area
- Bicycle Parking
    - » Need more bike racks everywhere
    - » Would love bicycle parking at the train station
- Lane width & # of lanes on streets
    - » Some street shouldn’t be two lanes; can take away a lane and add bicycle facility
- Parks
    - » Wish could bike/walk to major parks like Miantonomi Park
- Bicycle Rule of the Road
    - » Need more enforcement for bicyclists running red lights

Team Insights

- Tourists and locals alike were impressed and hopeful about the existing bikeability and how close the island is to being completely bikeable

Newport Film

Date: 7/18/24
Location: Aquidneck Park, Newport, Rhode Island

Overall Summary: Well-attended event. Primarily approached attendees and asked them to take the survey. As the survey was down, team members talked to asked questions about what they found to be important.

Approximate Engagement: +30

Streets specific feedback

- East Main Road
    - » Speeding
- Bellevue

    - » Would like to see more rounded, pole mounted mirrors, particularly in the sharp corner by the southern extent of the street
- Washington Bridge
    - » Participant finds it to be generally unsafe
- Tuckerman Ave
    - » Participant is a part-time resident who is unhappy with roads being repaved (unneeded); concerned with how taxpayer money is used; doesn't think transportation safety is a priority
- Valley Road
    - » Participant would like to see improved sidewalks between West/East Main Roads; more connectivity of sidewalks so can get to places; see people with strollers, dogs walking on grass or road and it's not safe
- Common Fence Point (Portsmouth)
    - » Want to see more sidewalks in neighborhood
- Highland Road (Tiverton)
    - » Could be a one way road with a bike lane, more lights. Currently a narrow, poorly lit residential road, lots of people walking their dogs.

General statements

- Tourism
    - » Participant finds the small novelty cars that can be rented to be unsafe
    - » Participant hates the motorized scooters
    - » Visiting participant wishes for more local trolley stops in Newport
    - » More bike paths to protect tourists
    - » Tourists have a "lack of spatial awareness"
- Multimodality
    - » Participant finds bicycles to be stressful because they might not have experience biking locally, and generally does not like when cyclists are in the road
    - » Nervous when bikes are in the sidewalks
    - » Desire for more bike lanes and sidewalks
    - » Does not like center bike lanes, thinks there should be more bike lanes, and for those that exist to be more clearly and safely defined
    - » Participant wants more bike lanes and sidewalks
    - » Participant **(retired couple)** would love to see better connected bike paths that are maintained year
    - » Participant would like to see transit routes made more efficient with fewer transfers, a connection to the airport (thinks improved transit is important for bicycle and pedestrian use)
    - » Competition for space on the roads between modes
    - » Participant has noticed the ghost bikes and thinks it is a shame
    - » (Little Compton) Participant says there are no sidewalks here, and thinks it would be scary to walk
- Speeding
    - » Participant **(late teens/early twenties)** does not like driving in Rhode Island at all,
        - "Everyone is always in a rush."
        - "The five minutes you're going to save is not worth the ten people you're going to kill."
- Behavior
    - » Participant concerned about increasing number of vehicles who change lanes with no turn signal
    - » Would like to see improved, more frequent driver education

Team insights

- Participants were most frequently concerned with interactions between bicycles, pedestrians, and motor vehicles.
- Tourists on rented bikes, mopeds, and mini-cars were cited as behaving dangerously.
- Participants were more concerned with the development of new bicycle and pedestrian infrastructure than at other events.