

**VII. CIRCULATION ELEMENT**

**TOWN OF SOUTH KINGSTOWN, RI**

**COMPREHENSIVE PLAN**

# TABLE OF CONTENTS

Page

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## List of Figures and Tables

<b>A. Introduction .....</b>	<b>1</b>
<b>B. Existing Conditions</b>	
1. Transportation Facilities	
a. Highways .....	1
b. Public Transit and Other Modes .....	9
c. Pedestrian/Bicycle Paths .....	10
d. Parking .....	10
2. Traffic Characteristics	
a. Volumes .....	11
b. Traffic Controls .....	13
c. Accidents .....	14
<b>C. Future Conditions</b>	
1. State Transportation Projects .....	16
a. Route 138 - New Location, Route 2 to Route 1/URI Connector .....	16
b. Reconstruction of US Route 4 and US Route 1 .....	17
c. Woodruff Avenue/Columbia Street .....	17
d. Main Street, Dale Carlia Corner to Old Post Road .....	17
e. URI Circulation and Route 108 Bypass Study .....	17
f. Bicycle Paths .....	18
g. Kingston Station Intermodal Transportation Facility .....	18
2. Town of South Kingstown Transportation Projects .....	19
3. Critical Transportation Projects	
a. South Road .....	19
b. Woodruff Avenue .....	20
c. US Route 1 .....	21
d. Ministerial Road .....	21
<b>D. Goals, Policies, and Implementation</b>	
1. Consistency with the State Guide Plan .....	21
2. Goals .....	22
Policies	
Implementation	
Responsible Party	
<b>E. References .....</b>	<b>27</b>

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## LIST OF FIGURES AND TABLES

### Page

#### FIGURES

1.	Federal-Aid Highway Urban Area Boundary .....	4
2.	1995-2005 Functional Classification Map .....	5
3.	Federal-Aid System Map 7	
4.	Average Traffic Flow Map 1987, 1988, 1989 .....	12

#### TABLES

1.	Federal Aid System (South Kingstown Roads) .....	6
2.	Functional Classification for Town Roads .....	8
3.	AMTRAK Ridership 1989, Rhode Island .....	10
4.	1989 Average Monthly Traffic US Route 1 .....	13
5.	Location of Major Traffic Controls .....	13
6.	Annual Accident Summary 1985-1989 (South Kingstown) .....	14
7.	Intersection Locations With Five or More Accidents .....	15
8.	Fatal Accident Locations .....	15

## **A. Introduction**

"It may not be the longest or the most scenic or even the most inviting of the old roads, but U.S. Route 1 is easily the most celebrated. It is after all, Number One, and by that very digit attains a certain primacy. More than that, like a strong and slender thread it seems to bind its varied regions along a route that reflects the historical continuity of the eastern seaboard." Where The Old Roads Go, Driving the First Federal Highways of the Northeast, by George Cantor.

The Circulation Element encompasses all modes of transportation: vehicular, public transit with bus and rail, bicycles and pedestrians as well as associated elements of parking. The Town's general objective for the Circulation Element is to provide safe and efficient access within and through the Town for all modes while maintaining the Town's rural qualities and scenic aesthetics.

This element of the Comprehensive Plan is organized around the description of existing and future conditions which lead to the Town's policies and strategies for implementation. The existing conditions intend to provide a knowledge of the basic structure of the roadway network and its patterns of use while the future conditions section outlines proposed transportation projects for both Town and State.

## **B. Existing Conditions**

### **1. Transportation Facilities**

This section describes the major roadways within the Town and current construction. A description of functional classification and the Federal-Aid system is provided to outline the hierarchy and funding characteristics of highways. A description of public transportation including bus and rail usage is given. A brief description of public parking and commuter park-n-ride is provided along with the identification of excess parking capacity at commercial establishments. Also included is a description of the traffic characteristics such as volumes, traffic controls and summary of the number of accidents within the Town.

a. Highways - The Town of South Kingstown is located in the southeastern portion of Washington County, which is served by a varied network of interstate, State and local roads. While, the Town of South Kingstown does not have an interstate road within its boundaries, US Route 1 does provide a link between Massachusetts and Connecticut. US Route 1 runs in a north-south directional travel along the sea coast of Rhode Island Sound at the tip of Narragansett Bay and continues along Block Island Sound providing access to the coastal pond areas of Town. Routes 108 and 110 serve north-south directional travel, while Route 138 (as well as portions of Route 2 between Charlestown and Exeter) serves east-west travel. Route 138 has a connection to Interstate 95 in Hopkinton, to the west, and continues across Narragansett Bay via the Jamestown and Newport Bridges to Newport in the east.

The Town of South Kingstown has jurisdiction over the construction and maintenance of the local road network. However, the State plays a major role in the construction and maintenance of the primary roadways serving South Kingstown. The roadway network can be characterized generally as rural in nature, with the possible exception of Route 1 between the Wakefield cutoff and Route 138. Routes 1, 108 and 138 have the heaviest

traffic near or above 20,000 Average Annual Daily Traffic (AADT) while Route 2 and Route 110 (Ministerial Road) carry just under 5000 AADT.

Route 138 - Route 138 is a two lane roadway with much of the area considered rural and suburban. Right-of-way width varies, though the roadway consists in large part of two, 11 to 12 foot lanes with narrow shoulders on each side. Speed limits vary from 25 to 40 miles per hour along the roadway.

Route 1 - US Route 1 has two sections of roadway within South Kingstown, each consisting of four lanes of travel with variable shoulders and median widths within an approximately 300 foot wide right-of-way. Where a median exists, turns to reverse direction are restricted to specific median openings. The posted speed limit is 50 miles per hour.

Wakefield Cut-off - A new interchange at Tower Hill Road and Route 1 including a bridge over Route 1 was completed in 1992. This interchange, called the "Wakefield Cut-off," has ramps for both northbound and southbound lanes of Route 1. Traffic heading from Wakefield on Tower Hill Road towards Route 1 northbound crosses the bridge over the highway and turns left onto a ramp before entering the flow of traffic. Traffic headed from Wakefield towards Route 1 southbound takes a ramp at the foot of the bridge to enter those lanes. Traffic headed into Wakefield from Route 1 northbound exits the highway on a ramp leading to the bridge, then travels west on Tower Hill Road towards Wakefield. There is currently no Wakefield exit for northbound Route 1 traffic. Tower Hill Road between Dale Carlia Corner and Route 1 was also reconstructed during 1990-91 with new drainage, sidewalks and curbing.

### Functional Classification and Federal-Aid System

Two essential concepts in understanding the hierarchy of roads are Functional Classification and the Federal-Aid System.

Functional classification is the process by which streets and highways are grouped into classes or systems, according to the character of service they are intended to provide. The major concept behind the functional classification system is the relationship between roads and the various functions they serve. In general, the two basic functions of a road are access to property and travel mobility.

The determination of the road's principal use also determines to which of the three major functional classifications the road belongs. These three major classifications are local, collector, and arterial. In general, the access/mobility relationship of these three major classifications is as follows:

- a. Local: emphasizes the land access function
- b. Collector: offers a balanced service for both functions
- c. Arterial: emphasizes a high level of mobility for through movement

In addition to the access/mobility relationship, another factor that must be considered in determining functional classification is the type of area to be served by the road or street. For the purposes of functional classification, there are two major area types, the urban

area (based on Census definitions of small urban areas and urbanized areas) and the rural area.

South Kingstown is part of the small urban area boundary (an area having a population of 5,000 or more) included in the 1980 Census as the Wakefield-Narragansett Pier, reference Figure 1 Urban Area Boundary Map, area number 5. Figure 2 shows the Functional Classification Map for the Town of South Kingstown.

Functional classification is also used by the Town's Public Works Department, which utilizes a computer based pavement management program, to inventory and prioritize roadway improvements.

The functional systems are also used to determine eligibility under the Federal-Aid system.

Federal-Aid system routes are those roadways upon which Federal-Aid highway funds may be used. The Federal-Aid system through South Kingstown has three categories, Primary, Urban and Secondary. These three categories represent nearly 72 miles of roadway within the Town.

Descriptions by route number, segment name and length for South Kingstown are given in Table 1. A Federal-Aid System map is shown in Figure 3. This system serves to classify roadways for funding categories when in need of repair or reconstruction.

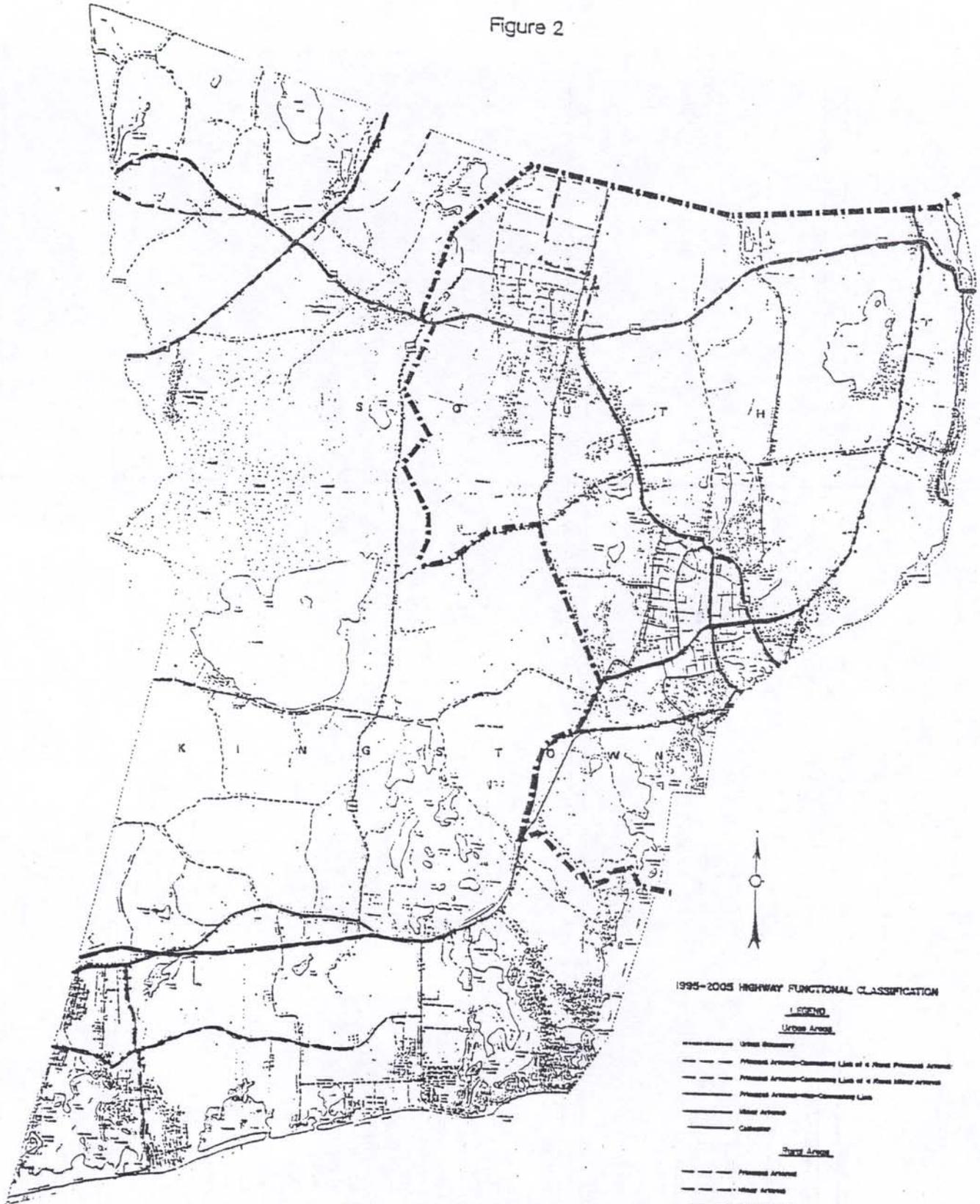
#### Local Road Classification

The Town Public Works Department has also developed a classification system that is consistent with that of RIDOT for local roads for this element of the Comprehensive Plan (Table 2). Note: four roads are asterisked denoting State roads. There are: primary, secondary and local roads. The road right-of-way widths and construction standards within each classification should reflect this street hierarchy. The design of each type of street should be tailored to its function. This is most important when planning new local residential streets in the Town. In establishing a street hierarchy for Town streets, standards must reflect the principles outlined below:

- Safety - fast through-traffic is excluded from local neighborhoods.
- Maintenance efficiency - road maintenance operations and the routing of snow plows and school buses can be done in a more effective manner.
- Residential quality - the hierarchy encourages design of subdivision roads in which all residences take access from local roads serving a limited number of units. This increases safety on the streets.
- Crime prevention - the closing off of grid streets to form cul-de-sacs and more identifiable community blocks can decrease the crime in an area;
- Land use efficiency - the reduced speed and traffic flow reduces the need for deep yard setbacks. This results in an increased rear yard area or an overall decrease in lot size.
- Lower housing costs - better local street design means less paving and less stormwater drainage problems, which can decrease the cost of a home.



Figure 2



1995-2005 HIGHWAY FUNCTIONAL CLASSIFICATION  
SOUTH KINGSTOWN

1995-2005 HIGHWAY FUNCTIONAL CLASSIFICATION

LEGEND

Urban Areas

- Urban Boundary
- Precast Arterial-Collector Link of a Road Precast Arterial
- Precast Arterial-Collector Link of a Road Minor Arterial
- Precast Arterial-Minor-Collector Link
- Minor Arterial
- Collector

Rural Areas

- Precast Arterial
- Minor Arterial
- Minor Collector
- Minor Collector

Interstates - Highways

- Interstate Highway (Urban and Rural Areas)

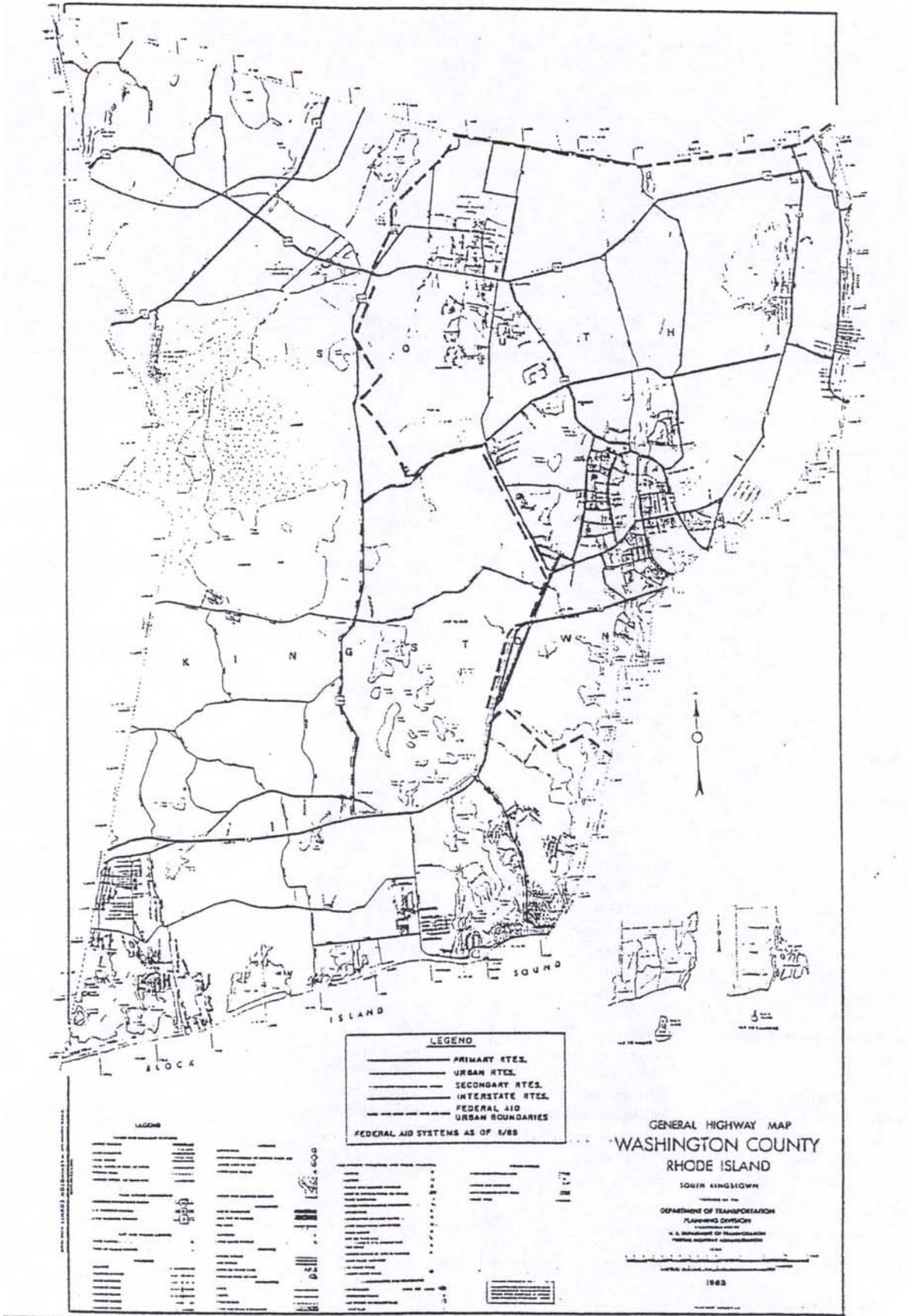
**Table 1**  
**Federal Aid System (South Kingstown Roads)**

06/01/85

State of Rhode Island  
Federal Aid System  
Municipality: South Kingstown (32)      County: 5      Map: 21

Route	Segment Name	From	To	Miles	S/L
<b>Primary</b>					
1	Post Road (US 1)	Charlestown TL	Urban Boundary	4.75	S
1	US 1	Urban Boundary	Narragansett TL	2.50	S
1	Tower Hill Road (US-1)	Narragansett TL	North Kingstown TL	4.50	S
2	South County Trail (Rte. 2)	Richmond TL	Exeter TL	3.50	S
108	Kingstown Road (Rte. 108)	Narragansett TL	Rte. 138	5.50	S
138	Kingstown Road (Rte. 138)	Richmond TL	Urban Boundary	3.40	S
138	Kingstown Road (Rte. 138)	Urban Boundary	Mooresfield Road	3.50	S
138	Mooresfield Road	Kingstown Road	US 1	3.50	S
1138	Proposed Rte. 138	Richmond TL	Exeter TL	3.50	L
2002	URI Connector	Flagg Road	Exeter TL	0.85	L
2002	Flagg Road	North Road	URI Connector	0.40	L
2002	North Road	Rte. 138	Flagg Road	0.60	L
TOTAL				36.50	
<b>Urban</b>					
1,001	Columbia Street	Kingstown Road	Main Street	0.60	L
1,001	Woodruff Avenue	Main Street	Narragansett TL	0.75	L
U001	Post Road	US 1	High Street	2.50	L
U001	Main Street	High Street	Tower Hill Road	1.25	S
U002	South Road	Post Road	Kingstown Road	3.45	L
U003	Broad Rock Road	Kingstown Road	Rte. 138	3.00	L
U004	Curtis Comer Road	South Road	Rte. 108	1.05	L
U004	Saugatucket Road	Kingstown Road	Tower Hill Road	2.45	L
U004	Torrey Road	Tower Hill Road	Middlebridge Road	0.50	L
U004	Middlebridge Road	Torrey Road	Narragansett TL	0.55	L
U005	Service Road to Kingstown	Kingstown Road	Kingstown Road	0.25	L
U005	Old Post Road	Post Road	Dockray Street	0.20	L
U005	Dockray Street	Old Post Road	Post Road	0.20	L
U005	Willard Road	Dockray Street	Rodman Street	0.70	L
U005	Rodman Street	Willard Road	Kingstown Road	0.50	L
U006	High Street	Main Street	Service Road - Kingstown Road	0.90	S
U008	Pond Street	Post Road	Post Road EW	0.50	L
U009	Thirty Acre Road	Kingstown Road	Flagg Road	1.00	L
U009	Flagg Road	Thirty Acre Road	URI Connector	0.45	L
U009	Alumni Avenue	Thirty Acre Road	Flagg Road	0.45	L
U009	Upper College Road	Kingstown Road	Flagg Road	0.60	L
U010	Bridgetown Road	Tower Hill Road	Narragansett TL	0.75	L
U011	Pettaquamscutt	Middlebridge Road	Bridgetown Road	1.50	L
TOTAL				24.10	
<b>Secondary</b>					
4110	Ministerial Road	Post Road	Rte. 138	5.70	S
5203	Old Succotash Road	Succotash Road	Gooseberry Road	0.05	L
5203	Succotash Road	Post Road EW	Narragansett TL	2.00	S
5321	Curtis Comer Road	Ministerial Road	South Road	1.45	L
5322	Tuckertown Road	Ministerial Road	Post Road	2.15	L
TOTAL				11.35	

Figure 3  
Federal Aid Highway System



**Table 2**  
**Town of South Kingstown**  
**Comprehensive Town Plan Functional Classification for Town Roads**  
**February, 1991**

Segment Name	From	To	Miles
<b>A. Primary Roads</b>			
1.0 Minor Collectors (Rural)			
.01 Curtis Corner Road	Ministerial Road	South Road	1.45
.02 Gooseberry Road	Old Succotash Road	End	.75
.03 Green Hill Road	Post Road	End	1.95
.04 Matunuck Beach Road	Post Road EW	End	2.25
.05 Matunuck Schoolhouse Rd.	Charlestown TL	Matunuck Beach Road	2.25
.06 Old Post Road*	US 1	US 1	2.25
.07 Old Succotash Road*	Succotash Road	Gooseberry Road	.05
.08 Tuckertown Road	Ministerial Road	Post Road	2.15
.09 Worden Pond Road	Charlestown TL	Ministerial Road	2.25
<b>TOTAL</b>			<b>15.35</b>
2.0 Collectors (Small Urban)			
.01 Allen Avenue	South Road	High Street	.95
.02 Broad Rock Road	Kingstown Road	Route 138	3.00
.03 Curtis Corner Road	South Road	Route 108	1.05
.04 Flagg Road*	Plains Road	North Road	.90
.05 High Street*	Main Street	Kersey Road	.90
.06 Kersey Road	Kingstown Road	Kingstown Road	.25
.07 Middlebridge Road	Bridgetown Road	Narragansett TL	2.15
.08 North Road	Route 138	Stony Fort Road	.60
.09 Old Post Road*	Post Road	Main Street	.30
.10 Plains Road	Kingstown Road	Flagg Road	1.00
.11 Pond Street	Main Street	US 1	.50
.12 Rodman Street	Allen Avenue	Kingstown Road	.50
.13 Saugatucket Road	Kingstown Road	Tower Hill Road	2.45
.14 South Road	Post Road	Kingstown Road	3.45
.15 Stony Fort Road	North Road	Slocum Road	.40
.16 Torrey Road	Tower Hill Road	Middlebridge Road	.50
.17 Willard Avenue	Old Post Road	Allen Avenue	.70
<b>TOTAL</b>			<b>19.60</b>
<b>B. Secondary Roads</b>			
.01 Biscuit City Road	Route 138	End	.80
.02 Cards Pond Road	Moonstone Beach Road	Matunuck Beach Road	1.16
.03 Church Street	High Street	Kingstown Road	.64
.04 Fairgrounds Road	Liberty Lane	100 Acre Pond Road	1.96
.05 Holley Street (W.)	Main Street	School Street	.25
.06 Holly Road	Post Road	Schoolhouse Road	.77
.07 Kenyon Avenue	Main Street	Salt Pond Road	.66
.08 Mautucket Road	Post Road	Schoolhouse Road	.88
.09 Moonstone Beach Road	Route 1	End	2.27
.10 North Road	Kingstown Road	Saugatucket Road	.87
.11 River Street	Main Street	Columbia Street	.30
.12 Robinson Street	Main Street	Charles Street	.53
.13 School Street	Columbia Street	Kingstown Road	.30
.14 Shannock Road	Commodore Perry Highway	Charlestown TL	1.40
.15 Silver Lake Avenue	Pond Street	Woodruff Avenue	.48
.16 Waites Corner Road	Fairgrounds Road	Usquepaugh Road	1.74
<b>TOTAL</b>			<b>15.01</b>
<b>C. Local Roads</b>			

All Town owned and maintained roads not mentioned in A and B above.

\* State Maintained Roads

- Environmental protection - less impervious surface and less rigid design standards to accommodate natural features should lower the impact to the environment (Bucks County Planning Commission, 1980).

Scenic Highways - Rhode Island is among the states with a Scenic Highway Act. The Rhode Island Act, passed in 1985 (General Law 24-15), is intended "to create and preserve rustic and scenic highways for vehicular, bicycle and pedestrian travel in unhurried, quiet and leisurely enjoyment; to protect and preserve beauty, trees, vegetation, shoreline, and wildlife by establishing protective standards..." A Scenic Highway Board was recently formed within RIDOT to establish standards and to review municipal applications for designating roadways as scenic highways. However, the intent of scenic designation cannot be achieved without appropriate zoning in the corridor. Inappropriate land use along highways may negatively affect the scenic characteristics of the roadside. The Town of South Kingstown has requested and received State designation of Ministerial Road (Route 110) as a Scenic Highway in an effort to preserve its rural character. In addition, portions of U.S. Route 1, both north and south of the Wakefield Cutoff, should be designated as a scenic highway.

b. Public Transit and Other Modes - Public transportation within South Kingstown is provided by the Rhode Island Public Transit Authority (RIPTA) with routes along the major roadways of Routes 1, 108 and 138. These routes primarily serve local travel Monday through Saturday. RIPTA maintains three bus routes with service to South Kingstown; URI-Galilee-Wakefield Mall; Jamestown-Narragansett-Newport-URI; and, Providence-URI. All three routes cover nearly the same routes in South Kingstown; from the Kingston Railroad station along Route 138 to the URI Student Union then along Kingstown Road and High Street to the Peace Dale rotary along Main Street (Route 1 A) past the Wakefield Mall and along Route 1 to the Washington County Court House. The total number of RIPTA ridership throughout Rhode Island has declined by 5.5 percent from 15.7 million passengers in 1988 to 14.9 million passengers in 1989. These figures continue the downward trend of RIPTA ridership with over a 5 million passenger loss from 1980 to 1989.

The South Kingstown Senior Transportation Service also is available to South Kingstown residents 60 years of age or older, free of charge, for non-medical purposes. Friends in Service to Humanity (FISH) provides transportation on an arranged basis to all residents of South Kingstown and Narragansett regardless of age and free of charge when other means of transportation are unavailable.

AMTRAK, a federally subsidized rail system, provides Northeast Corridor (Boston to Washington, DC) service. Fifty miles of the Northeast Corridor is located in Rhode Island, with approximately four and one-half miles in South Kingstown. AMTRAK now serves only three stations in Rhode Island; Providence, Kingston and Westerly. Service to East Greenwich was terminated in January 1989 as a result of low ridership. Railway service in South Kingstown is provided by AMTRAK at the Kingston Station located off Route 138 in the Village of West Kingstown. This station also serves much of the neighboring towns within Washington County. Ridership at the Kingston station increased over 1988 figures though this may in part be due to the closure of the East Greenwich station. Travel to Providence via AMTRAK is only 27 miles and takes approximately 40 minutes; however, the schedules do not make this a commuter train as many of the trains travel southbound.

Parking at the station is well utilized which shows an interest in alternative modes of transportation to the automobile.

T a b l e 3  
AMTRAK Ridership 1989, Rhode Island

<u>Station</u>	
Providence	292,656
Kingston	71,771
Westerly	32,376

There are no public marine facilities located within the Town borders; however, immediately adjacent to the Town line in Narragansett is the ferry terminal in Galilee to Block Island. Private marina slips/docks are maintained along the several salt ponds. There are no public or private air strips located within the Town.

The location of police and fire stations are shown in the Service and Facilities Element.

c. Pedestrian/Bicycle Paths - Until recent years, there had been no meaningful effort to expand the existing sidewalk network in the Town since the W.P.A. Programs in the early 1930's. There is a serious need now to extend walks to provide off-road all-season egress to schools, commercial and recreational areas.

While crosswalks are provided at the intersection of major roads, the Town has identified the need to further emphasize the rights of the pedestrian. For example, at Main Street and Kenyon Avenue in Wakefield, signs are placed daily for motorists to yield to pedestrian in the crosswalk. Enforcement of these regulations are required to enhance pedestrian safety and activity.

Bicycles are excellent sport and recreation vehicles but also offer a serious mode of transportation for many. Bicycling is also an ideal way to appreciate the New England landscape. Rhode Island, including South Kingstown, offers ideal cycling opportunities. The area has an excellent network of back roads, most of them paved but not heavily travelled.

In the more urbanized areas where roads are more heavily congested, bicycle lanes are needed along major streets in order to provide for safe bicycle travel. While there are no existing bike paths in South Kingstown, the State Department of Transportation is planning the construction of a segregated bikeway along the former Narragansett Pier Railroad right-of-way. Additional bikeways, such as a spur to URI, are also being planned.

d. Parking - Public parking is provided along the Main Street corridor in Wakefield. Previous reports noted 234 to 258 on-street parking spaces on Main Street and a 100 space off-street paved municipal lot<sup>1</sup>. Small commuter parking lots, with an estimated

<sup>1</sup> Parking Space Study; 3R Improvements - Main Street, Pare Engineering Corporation, April 11, 1991.

combined capacity of 50 to 60 spaces, are provided at the northeast and southeast quadrants of the intersection of Mooresfield Road (Route 138) and Route 1. Parking spaces are not marked. On one morning in September (1990) shortly before 9 AM, twenty-seven parked vehicles were counted. A Park-n-Ride facility is also located at the Government Center complex on Route 1. This parking facility is combined with parking for the Government Center offices. These fringe parking Park-n-Ride lots are designed to serve as a transfer facility for individuals utilizing car pools.

The Town has identified excess parking capacity at major commercial establishments, particularly in the Wakefield shopping centers. Review of the Town's Zoning Ordinance (Section 720 - Minimum Off-Street Parking Requirements) for commercial retail stores shows one (1) parking space for each 200 square feet of gross leasable floor area (GFA) for retail stores, under 1500 square feet GFA, and one (1) parking space for each 180 square feet of GFA over 1500 square feet GFA. While commercial parking is usually designed to accommodate peak season demand rather than average, demand, a uniform requirement of one (1) parking space for each 200 square feet of GFA could be applied. Landscaping of parking lots for both buffer areas and internal islands also should be introduced to aesthetically enhance the parking lot.

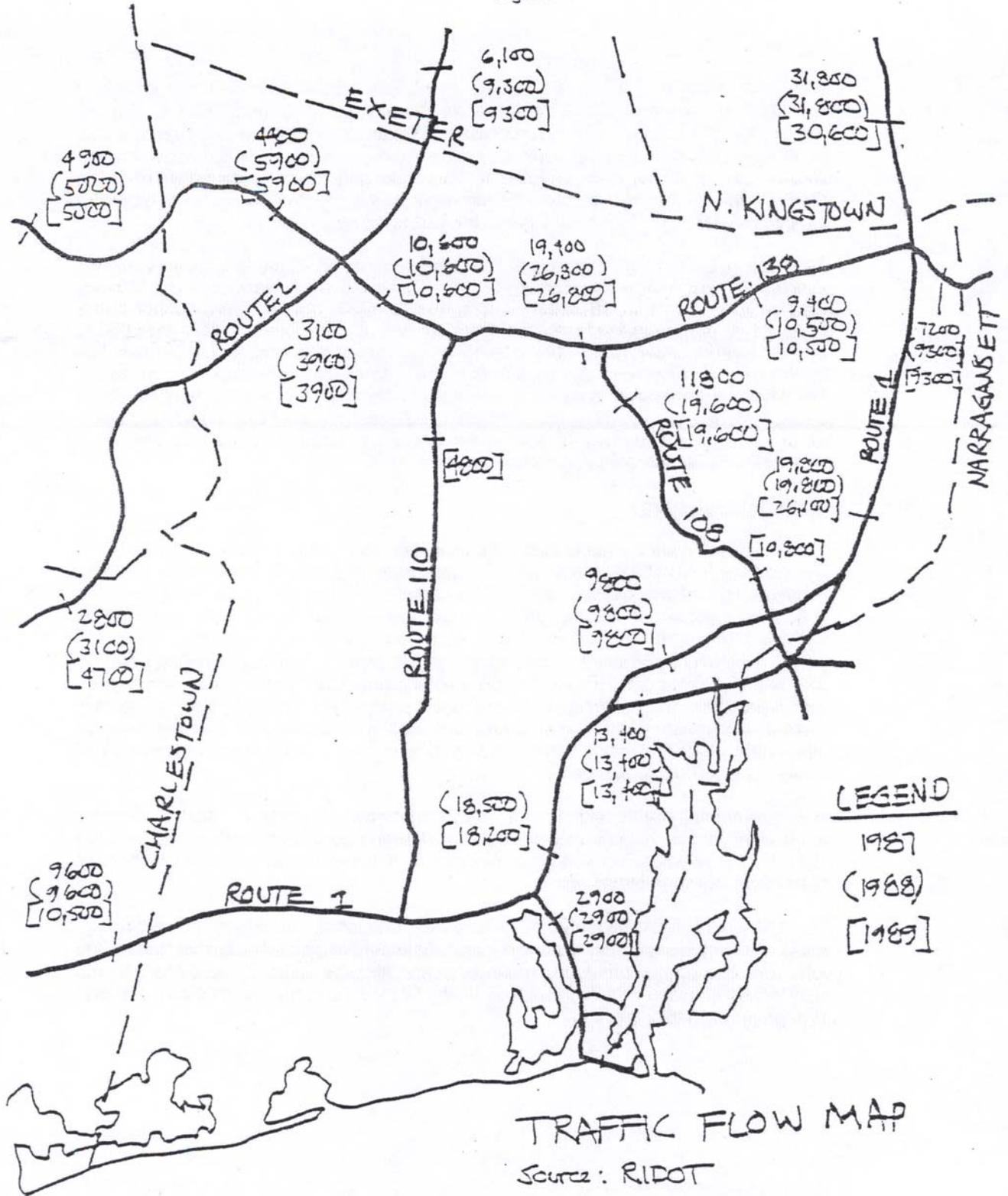
## 2. Traffic Characteristics

- a. Volumes - Traffic volume data was collected from Rhode Island Department of Transportation (RIDOT) including 1987, 1988 and 1989 Traffic Flow Maps showing Annual 24 Hour Average Daily Traffic. These maps have been reproduced for the Town of South Kingstown, and surrounding communities in Figure 4. A comparison of 1987, 1988 and 1989 traffic flow maps show a steady increase in traffic volumes. RIDOT maintains a permanent count station (#3200010011) within South Kingstown on US Route 1 between Jerry Brown Farm Road and Camp Fuller Road. A permanent count station provides information such as; Average Hourly Traffic (AHT) by hour of day, day of week and month, for both northbound and southbound directions, Monthly Average Daily Traffic (MADT) by day of week and month, hourly and monthly percentages of AADT as well as the 100 highest hours.

Average monthly traffic variations for 1989 are shown in Table 4. Based upon the southbound direction (northbound direction data is incomplete for four months), the highest traffic volumes occur during the months of July and August, which are 50 percent higher than average for the year.

During the typical a.m. peak hours of 7 to 9 a.m., the northbound direction has approximately 700 vehicles per hour (vph) while the southbound direction has approximately 300 vph. The directional distribution is reversed in the p.m. peak hours of 4 to 6 p.m., with the northbound direction handling approximately 500 vph and the southbound direction having approximately 800 vph.

Figure 4



**Table 4**

1989 Average Monthly Traffic  
US Route 1, South Kingstown

	<u>Northbound</u>	<u>Southbound</u>	<u>TOTAL</u>
JAN	6,941	6,417	13,358
FEB	6,941	6,663	13,604
MAR	7,586	7,261	14,847
APR	7,663	7,961	15,624
MAY	--	10,207	--
JUN	--	9,706	--
JUL	--	13,614	--
AUG	--	13,432	--
SEP	9,457	9,930	19,387
OCT	8,499	8,150	16,649
NOV	7,359	7,399	14,758
DEC	7,173	6,897	14,070
AVE	7,708	8,991	16,699

b. Traffic Controls - Traffic control devices consist of such regulatory signs as STOP and YIELD control for minor street approaches to intersections. Three or four-way STOP control is typically used at intersections to meter traffic flow. At intersections with high accident locations or geometric deficiencies, flashing beacons are installed. At intersections where warranted by vehicular or pedestrian activity, full traffic signal controls are installed. A traffic signal is proposed at the intersection of Route 138 and Fair Grounds Road. All traffic signals throughout the Town are owned and maintained by RIDOT. Table 5 shows the type and location of traffic controls at major intersections throughout South Kingstown.

**Table 5**

Location and Type of Traffic Controls

Traffic Signals

- Woodruff Avenue/Columbia Street at Main Street
- Tower Hill Road at Kingstown Road
- Curtis Corner Road/Saugatucket Road at Kingstown Road
- Kingstown Road at Charles Street
- Kingstown Road at MacArthur Boulevard
- Kingstown Road at U.S. Route 1, South-bound Off-ramp
- U.S. Route 1 at Government Center
- U.S. Route 1 U-turns (2 total)
- Kingstown Road at Moorsefield Road
- Kingstown Road at Upper College Road
- Kingstown Road at Plains Road/Ministerial Road
- Kingstown Road at South County Trail
- Kingstown Road at Fair Grounds Road (proposed, 1991)

4-Way Stop/3-Way Stop

- Moonstone Beach Road at Matunuck School House Road
- South Road at Dockray Road
- South Road at Allen Avenue
- South Road at Curtis Corner Road
- Woodruff Avenue at Robinson Street
- Saugatucket Road at Broad Rock Road

Flashing Beacon

- Worden's Pond Road/Tuckertown Road at Ministerial Road
- U.S. Route 1 at Saugatucket Road

This list is not intended to be a complete list of all roads within the Town, but is representative of the major circulation network through the Town.

c. Accidents

Accidents statistics were collected from the South Kingstown Police Department Annual Report 1989. The report shows information for the past five years, 1985-1989. While the total number of accidents decreased in 1989 as compared to 1988, statistics dating as far back as 1981 show an overall increase in the number of accidents. Of note is the number of fatalities: there were six fatalities in 1987 and four fatalities in 1988. Table 6 shows the total number of accidents from 1985-1989 by type of road and the number injured and fatal accidents.

**Table 6**

Annual Accident Summary (South Kingstown)

	<u>1985-1989</u>				
	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
Total Number of Accidents	1109	1129	1194	1181	1161
Types of Roads:					
State Roads	581	620	646	648	700
Town Roads	290	288	348	329	259
Private Property	233	219	197	196	195
Government Property	5	2	3	4	0
Fatal Accidents	2	1	6	4	1
Number Injured	277	269	300	319	305

Source: South Kingstown Police Department Annual Report 1989

Table 7 lists the intersection locations with five or more accidents, and Table 8 lists the sites of fatal accidents.

**Table 7**  
**Intersection Locations with Five or More Accidents**

<b>Year</b>	<b>Intersection</b>	<b>Injuries</b>	<b>Property Damage</b>	<b>Total</b>
1990	Main Street and Kingstown Road	3	7	10
	RI Route 138 and US Route 1	7	15	22
1989	RI Route 138 and US Route 1	16	17	33
	Main Street and Kingstown Road	1	8	9
	RI Route 108 and US Route 1	0	6	6
	RI Route 138 and RI Route 108	1	4	5
	RI Route 138 and Stony Fort Road	2	3	5
1988	RI Route 138 and US Route 1	14	15	29
	RI Route 108 and US Route 1	4	3	10
	RI Route 108 and Curtis Corner	2	3	5
	RI Route 138 and RI Route 108	2	5	7
	RI Route 138 and South County Trail (RI Route 2)	3	3	6
	Kingstown Road and RI Route 138	2	6	5
	RI Route 108 and Saugatucket Road	2	6	8
	RI Route 2 and Kingstown Road	1	4	7
	Saugatucket Road and Broad Rock Road	1	4	5
	US Route 1 and Torrey Road	4	1	5
	Woodruff Avenue and Main Street	1	4	5

Source: RIDOT

**Table 8**  
**Fatal Accident Locations**

<b>Year</b>	<b>Location</b>
1989	- Commodore Perry, 250 feet south of Succotash Road 10/8/89, 1 a.m., FIXED OBJECT
1988	- RI Route 2 and Barbers Pond Road 10/19/88, 3 p.m., ANGLE
	- US Route 1 and Shannock Road 10/24/88, 9 p.m., HEAD-ON
	- Tower Hill Road and Perry Ave 7/12/88, 8 a.m., SKIDDING
	- US Route 1 and Government Center 5/6/88, 12 p.m., BROADSIDE
	- US Route 1 and Old Post Road 9/20/88, 9 a.m., FIXED OBJECT

Source: RIDOT

### C. Future Conditions

#### 1. State Transportation Projects

The State Division of Planning prepares the Transportation Improvement Program (TIP) in conjunction with the Rhode Island Department of Transportation (RIDOT), the Rhode Island Public Transit Authority (RIPTA), and cities and towns. The objectives of the Division of Planning are: 1) to prepare strategic and systems plans for the State; 2) to coordinate activities of the public and private sectors within this framework of policies and programs; 3) to assist local governments in management, finance, and planning; and 4) to advise the Governor and others concerned on physical, social, and economic topics. The most recent TIP is the twelfth in a series. It covers the period October 1, 1991 to September 30, 1997.

The TIP presents a six-year program of funding transportation projects for federal fiscal years 1992 through 1997. The first two years, 1992 and 1993, comprise the Biennial Element, in which projects must be listed in order to receive individual funding authorization. For a complete listing of all State transportation projects proposed within the Town of South Kingstown, refer to the latest TIP. The Town will review and make recommendations to RIDOT on the road programs which it wishes to include in the TIP, and the prioritization of those projects at two-year intervals. The Town's recommendations (as well as the State TIP itself) will change depending on availability of funding, State and federal regulations, new transportation initiatives and local conditions.

The Town has adopted the following priority list for TIP projects scheduled for FY 1991 – 1997:

1. Succotash Road (RRR Program)
2. Route 138 (New Location)
3. Main Street (RRR Program)
4. Woodruff Avenue/Columbia Street
5. Route 108 (Route 108 to Narragansett Town Line)
6. Route 110 (Ministerial Road)
7. Kingstown and URI Transportation Improvements
8. High Street (Main Street to Route 108)
9. Route 138 (Upgrade)
- 10a. Plains Road (North End)
- 10b. Wolf Rocks RR Crossing Elimination

Note: There is no priority ranking for the Route 4/U.S. Route 1 project.

The following is a more detailed description of some of the State transportation projects.

- a. Route 138 New Location, Route 2 to Route 1 including URI Connector - The proposed relocation of Route 138 to a new location north of the University of Rhode Island would extend from approximately Route 2 in West Kingstown to the existing partially constructed interchange in North Kingstown on U.S. Route 1, a distance of 6.1 miles. A connector road from this relocated highway to the URI campus is also proposed. The new alignment section north of Hundred Acre Pond and the University of Rhode Island will bypass the

historic Village of Kingston to the north and reduce through traffic. The existing roadway through this village will continue to serve local travellers and is expected to improve circulation in Kingston and the URI campus. The connecting road from the new alignment to URI will promote a more direct route for commuters.

b. Reconstruction of Route 4 and US Route 1 - The State DOT has proposed the reconstruction of Route 4 and U.S. Route 1 from Lafayette Road in North Kingstown to the Wakefield Cutoff in Wakefield. This route is a major corridor to the State's beaches and serves daily commuter traffic from various points in South County to the Providence metropolitan area. As of July 1991 the Town had indicated that it favored a partially controlled access roadway with median turnarounds similar to Route 1 south of the project area. Crossing the highway would only be allowed at selected points and access to the highway from abutting roads and private property would be one-directional. The Town prefers the "green" area provided by the median turnarounds and would like to see the area suitably landscaped to create a parkway-like effect. The Town also favors a limited access highway but felt that frontage roads paralleling the main highway would create too much pavement area and would disrupt the roadside aesthetics.

The proposed interchange at the intersection of Mooresfield/Bridgetown Roads and U.S. Route 1 is not supported by the Town. The proposed construction of relocated Route 138 may reduce traffic volumes at this intersection. The Town would require more justification for the complete reconstruction of this intersection by RIDOT, and would prefer to wait until such time as the full impact of the relocated Route 138 and the implementation of the cloverleaf intersection at U.S. Route 1 and 138 in North Kingstown can be evaluated.

c. Woodruff Avenue/Columbia Street, Route 108 to Narragansett Town Line - Minor reconstruction is proposed with little widening of the road to occur as the typical roadway cross sections will have two 11 foot travel lanes with a 2 foot curb offset for a total roadway width of 26 feet. Sidewalks are to be constructed on one side.

d. Main Street, Dale Carlia Corner to Old Post Road Construction is scheduled to start in Spring 1993.

e. URI Circulation and Route 108 Bypass Study - This study, officially named the Kingston and URI Transportation Improvements Study, is being undertaken in order to evaluate the existing and future traffic-related needs of the Kingston/URI area, and to develop solutions to improve the circulation and distribution of traffic in the study area. Initially, the study will consist of a traffic circulation study and conceptual design for short-term transportation improvements, and will lead to the development of various alternatives for a Kingston By-Pass and URI circulation improvements. The evaluation of the by-pass and circulation alternatives will be the principal focus of the Environmental Assessment (EA). Possible corridor alternatives include:

1. Kingston By-Pass - An evaluation of various alternatives to extend Route 108 from its present terminus at existing Route 138 to the new URI Connector Road, which will terminate at a new location (to be determined) within the Kingston/URI vicinity.
2. URI Circulation Improvements - This phase of the project will include an evaluation of:
  - a) the present circulator/distributor system within the URI campus;
  - b) the development of alternatives for improved traffic circulation; and,
  - c) mass transportation

and bicycle access routes. Full consideration of the constraints posed by the URI Connector road and the various Kingston by-pass alternatives will be required to successfully accomplish this objective.

f. Bicycle Paths - In 1985, RIDOT initiated a program to promote the bicycle as a mode of transportation. Whenever feasible and cost-effective, highway improvement projects include provisions to allow safe bicycling along the facility. For example, bicycle-safe drainage grates are specified for all non-freeway road reconstruction and improvements projects. These and other features are funded as part of the construction cost of the project. The bike path construction and studies are to be 100 percent federally funded provided the path is used as a transportation facility to school or work, and not just for recreation.

A Class 1 bikeway facility is proposed to follow the abandoned Narragansett Pier Railroad line in South Kingstown and Narragansett. The location of the railroad right-of-way makes it ideal to be used as an alternative transportation access. A feasibility study is currently (1991) being conducted by the Planning Division of RIDOT and it is anticipated that 10 percent design plans will be completed in late 1991. Final design work would take an additional year and construction another year or two. The process requires permits from the RI Department of Environment Management, RI Historical Preservation Commission, RI Coastal Resources Management Council, and the US Army Corps of Engineers. Public hearings are also required. Additional branches of this bikeway are worthy of consideration. The Town's Comprehensive Plan Advisory Committee has suggested two additional bikeway routes to branch off of the Narragansett Pier Railroad bikeway. The first would be the Indian Run path, approximately 2.3 miles in length, running east-west through the Town, and connecting many of the Town's recreational facilities, and would provide access to the northern part of the Dale Carlia commercial area. The second branch would be the URI path, which would run approximately 1.5 miles from the Town-owned Junior High School to the University of Rhode Island. This path could also connect the Rolling Acres neighborhood with the Junior High School - O'Brien property - South Road School complex. It would have to be planned to cross future subdivisions along South Road as they become developed, and it might access the Biscuit City Road area via a link through the Tefft Hill subdivision or through Potter Memorial Wood.

g. Kingston Station Intermodal Transportation Facility - This project initiated in 1992 by RIDOT to create an intermodal transportation center at the Kingston Railroad Station on Route 138. Preliminary plans include:

- A restored Kingston Station, which was severely damaged by fire in December 1988;
- A multi-modal, landscaped parking facility for 100-150 spaces, to allow sufficient parking for rail users, bike path users, bus riders and carpoolers/vanpoolers;
- A terminus to the Narragansett/South Kingstown Bicycle Facility;
- Improved Station grounds; and,
- Public facilities to encourage tourism.

2. Town of South Kingstown Transportation Projects - The Town of South Kingstown's Department of Public Works has developed ongoing programs which are included in the capital improvement program. The total for the Public Works Improvement Program, 1991-92 Element is \$551,000. The following is a description and a summary of each of the programs included.

- Road Improvement Program - The Road Improvement Program incorporates four program elements which collectively seek to meet the defined system-wide needs of the Town's highway system. The program includes asphalt paving, road reconstruction, road upgrading and road hazard correction. Projects for 1991-92 include Phase I of the Oaks and Green Hill Road, Moonstone Beach Road and other small projects.
- Equipment and Vehicle Acquisition - The purpose of the public works equipment replacement program is to replace all the public works vehicles and equipment on a systematic basis.
- Drainage Improvement Program - The Town maintains an ongoing program for the resolution of surface water runoff problems which generate environmental and safety problems on Town roads and which cause damage to both public and private property. While funds are allocated over a six year horizon to the villages, the Matunuck Beach Road stormwater management project and the detention pond at Matunuck School are targeted for immediate implementation.
- Bridge Improvement Program - This is an ongoing program to preserve and maintain all bridges located in the Town's highway system. The program is based on a professional engineering study which was prepared by a consultant during the summer of 1985. The Bridge Maintenance and Repair Program will service the following structures during the 1991-92 fiscal year; Silver Lake Avenue and Dugway Bridge Road bridge. The Town owns and maintains the following eleven bridges: Railroad Street, Silver Lake Avenue, Dugway Bridge Road, Church Street, Spring Street, Indian Run, Walmsley Lane, Saugatucket Road, Plains Road, Columbia Street, and Middlebridge Road. The Saugatucket Road Bridge and the Plains Road Bridge are proposed to be replaced starting in 1992 and 1995 respectively. The Saugatucket Road Bridge will require right-of-way acquisition.
- Sidewalk Construction and Maintenance Program - The Public Works Department is proposing the construction or reconstruction of concrete walks with curbs of approximately a thousand feet or more per year for the next six years. Portions of the following roads are included in the element; Robinson Street, Holley Street, Gooseberry Road, Kingstown Road, Spring Street, Austin Street, Whitford Street, Winter Street, South Road, Rodman Street, and Sweet Fern Lane.

### 3. Critical Transportation Projects

A number of highway construction/reconstruction projects are of critical concern when planning for South Kingstown's future. These projects merit special attention in their planning, design and implementation phases.

- a. South Road -- This is a Town-owned, two-lane collector road which runs from Route 138 in the Village of Kingston to Old Post Road in Wakefield. It is almost

entirely residential in character. It has been the focus of several large residential subdivisions during the past decade, and will continue to experience pressure for additional development in the future. It is also one of the Town's most scenic roadways, from the historic homes in Kingston to the farms and open fields along lower South Road. Numerous stone walls and thick roadside trees give South Road a special character worthy of protection.

However, the roadway geometry of South Road has several deficiencies as it is largely a winding road with horizontal and vertical curves throughout. The pavement width is fairly constant, varying from 22 to 24 feet. Sidewalks are provided only in a few isolated areas.

A 1988 traffic study<sup>1</sup> conducted for a major residential development recommended that the road be widened and straightened, with improvements to storm drainage, curbing and sidewalks. Improvements of the type recommended, while providing for traffic safety, do not recognize the scenic and residential character of the road. It is the policy of the Town of South Kingstown to upgrade roadway conditions along South Road yet maintain its unique character.

To this end, the following policies and actions are endorsed:

- 1) Roadway pavement width shall respect the character of adjacent land uses. Widening should only be conducted where such widths will not degrade roadside features, such as stone walls, significant tree, homes, etc.
- 2) Continuous sidewalks along the west side of South Road throughout its length will be constructed and maintained.
- 3) Significant trees shall not be disturbed.
- 4) Development of residential lots having direct frontage on South Road is discouraged. Where frontage lots are unavoidable, site design standards which maintain the rural character are encouraged.
- 5) Special site planning and design standards shall be developed through zoning and subdivision regulations to preserve natural, historical and scenic features.
- 6) A network of off-road bicycle paths will be encouraged to link existing and future residential subdivisions and to connect with Town-owned schools and recreation areas, The Biscuit City Road area, and URI.

b. Woodruff Avenue - This is a two-lane urban collector which provides a major link between Wakefield and Narragansett. Particularly since the construction of the Salt Pond Shopping Center in Narragansett in 1986, Woodruff Avenue has become a very important connection between the Main Street business district and the Point Judith Road shopping centers in Narragansett. This road is primarily residential

<sup>1</sup> Gordon R. Archibald, Inc. Kingston Area Traffic Study, January 1988.

south of Robinson Street to the Town line, and possesses many estates and historic homes, stone walls, fine old trees and scenic vistas of Silver Lake.

In endorsing the upgrading of this road, the Town will require a very high degree of sensitivity to the scenic qualities found here. The Town will work with the State DOT, with the Town of Narragansett, and with local residents to minimize the impacts of construction.

c. U.S. Route 1 - Of particular importance in the future upgrading of U.S. Route 1 is the need to control roadway access. The Town favors a limited access highway, similar to that portion of Route 1 south of Wakefield.

In the vicinity of the Government Center and the Wakefield Cutoff interchange, the need for access control is particularly critical. As development expands easterly and northerly from the Wakefield Mall area toward the Government Center (see discussion in the Land Use Element) it is extremely important to prevent direct driveway access onto Route 1. Future business uses should be required to provide an access road, such as the Kelley Way access road partially constructed as part of the cutoff project. No future commercial expansion into this area of Route 1 should be permitted unless provision for a suitable access road has first been made in order to avoid direct driveway access onto Route 1.

d. Ministerial Road - This rural collector road is designated as State Route 110. It is 6.1 miles long and extends from Kingstown Road (Route 138) at the Plains Road intersection in West Kingstown to Old Post Road (Route 1A) in Perryville. The RI Department of Transportation has proposed the upgrading of this highway to a cleared width of 38 feet. The Town has stressed the need to preserve the rural scenic character of this highway, and to protect wetland areas along its length. There are numerous areas of natural vegetation, particularly rhododendron and mountain laurel which may be disturbed or lost as a result of highway reconstruction. The Town will work with RIDOT and local citizens to assure that final design plans are consistent with the character of the road.

#### **D. Goals, Policies, and Implementation**

##### **1. Consistency with the State Guide Plan**

State Guide Plan Element 611, Interim Ground Transportation Plan - Year 2010, was adopted in order to provide the State with an updated transportation plan and to certify that Rhode Island is carrying out a continuing, comprehensive, cooperative transportation planning process in compliance with federal laws and regulations. The Ground Transportation Plan is intended to serve as the State's basis for coordinated policy judgments and decisions for future development of the State's transportation facilities and services.

The plan encompasses all modes of ground transportation: highway, bus, rail paratransit, bicycle, and those facilities (e.g., freight terminals, ports) that meet the following criteria:

- are publicly operated or financially supported;
- are anticipated to require public support to insure the future public service provided by the system; or

- are anticipated to have a public need or an important interaction with other publicly sponsored facilities.

The following eight goals were set forth:

1. Provide a balanced transportation system in terms of the type and levels of services needed to meet travel demand.
2. Improve existing transportation facilities and services in order to provide for safe, dependable, and convenient passenger travel.
3. Develop innovative transportation programs that will be cost-effective and will further other State goals.
4. Support the efficient movement of goods for industry.
5. Develop an energy-efficient transportation system.
6. Develop transportation programs that contribute toward implementing environmental, economic, and other State policies.
7. Provide transportation services for the elderly and handicapped.
8. Make plans and decisions in coordination with other states, State and local officials, interest groups, and the public.

## 2. Goals

The following Town goal and policies are based in part on relevant policies contained within the 1986 Comprehensive Plan and the above State policies.

**Overall Goal of the Circulation Element:**

**To integrate safe transportation modes in the Town without disrupting the aesthetic, environmental and cultural values of the community.**

**Policy 1.1** - The Town will make every effort to encourage alternatives to the single-occupant automobile as a means of transportation.

**Policy 1.2** - The Town endorses development of the Kingston Multimodal Transportation Facility and the restoration/renovation of the Kingston Railroad Station and associated improvements to passenger waiting and convenience areas.

### **Implementation**

- The Town shall encourage public transportation usage including RIPTA bus ridership with emphasis on adherence to schedules.

Responsible Party: Planning Department

- The Town, in cooperation with RIDOT and RIDEM, shall encourage the use of shuttle buses to the beach areas during summer months in an effort to reduce traffic congestion on Route 1.

Responsible Party: Town Manager's Office, Planning Department.

- The Town will participate in a Project Area Committee (PAC) to implement the Kingston Multimodal Facility.

- The Town shall encourage AMTRAK to investigate more frequent stops at Kingston for use by commuters to Providence.

Responsible Party: Town Manager's Office, Planning Department

- The Town shall continue to maintain existing sidewalks and to construct new sidewalks where needed. The Town shall encourage construction of sidewalks on collector type roads and within a 1/2 mile radius of schools as well as encouraging the connection of sidewalks and/or bicycle paths within and between new subdivisions. New sidewalk construction shall include provisions for wheelchair ramp access. Wheelchair ramp access will also be added to existing sidewalks where feasible.

Responsible Party: Planning Department, Planning Board, Department of Public Works

- The Town shall establish well-defined crosswalk pavement markings and enforce regulations for motorists to STOP for pedestrians in crosswalks.

Responsible Party: Department of Public Works, Police Department

- The Town shall encourage the use of bicycles and, where feasible, may request that RIDOT adds bicycle lanes on all new or upgraded State roads. Where feasible, bicycle lanes will be added to existing Town-owned collector roads.

Responsible Party: Town Manager's Office, Planning Department

**Policy 1.3** - The Town's policy will be to periodically review its Zoning Ordinance and Subdivision Regulations to ensure that the circulation policies are reflected.

### **Implementation**

- The Town has identified an excess number of required parking spaces especially for commercial businesses over 1500 square feet of gross leasable area. Therefore, the Town shall consider amending its Zoning Ordinance to decrease the parking requirements to prevent overpaying.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall also encourage or require more effective landscaped areas in parking lots by amending its Zoning Ordinance.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall amend its Zoning Ordinance to provide for shared parking areas and to permit parking on adjacent or nearby land.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall amend its Subdivision Regulations to provide for a variable street hierarchy and flexible standards for street widths, paving and pedestrian/bicycle circulation.

**Policy 1.4** - The Town of South Kingstown recognizes the importance of proper street lighting for public safety. The Town will upgrade areas with inadequate and/or nonexistent street lighting on the following priority basis, and street lighting in other areas will be discouraged:

- those areas with a relatively high accident rate;
- those areas with a relatively high crime rate;
- those areas with a concentration of elderly or infirmed residents such as elderly housing projects or nursing homes; and,
- areas of special or unusual character, (e.g. church or school).

## **Implementation**

- The Town shall undertake a program to convert existing incandescent and mercury vaporstreet lights to high pressure sodium lights.

**Policy 1.5** - The Town will continue to improve its policy of coordination with RIDOT on State Transportation projects, by maintaining contact with RIDOT during all phases of planning, design and construction. The Town will insist on its rights of equal partnership with the State authorities.

**Policy 1.6** - The Town endorses improvements to Woodruff Avenue and Columbia Street while maintaining the scenic quality of the area.

**Policy 1.7** - The Town is conceptually in favor of the Kingston/URI Transportation Improvements Study and recommends the formation of a Project Area Committee (PAC) to monitor progress on this project.

**Policy 1.8** - The Town endorses the reconstruction of US Route 1 to the Wakefield Cutoff as a partially controlled access roadway with median turnarounds. This type of facility would be similar to Route 1 south of the project area in that crossing the highway would only be allowed at selected points and private access would be one directional. The median turnarounds would allow for reversing direction. The Town prefers the "green" area provided by median turnarounds and wishes to avoid narrow center islands or concrete median barriers. The Town also favors design solutions that limit direct access onto the highway in order to maintain the rural nature abutting the highway. The Town does not endorse the construction of an interchange at US Route 1 and Route 138. The need for the interchange should be re-evaluated only after the relocation of Route 138 has been fully evaluated.

**Policy 1.9** - The Town strongly endorses the conversion of the abandoned Narragansett Pier Railroad right-of-way into a bike path.

**Policy 1.10** - The Town endorses the relocation of Route 138 and the URI Connector, provided environmental and social impacts are minimized. The width of the URI Connector which is proposed as a four-lane road must be justified to the satisfaction of the Town prior to any final designs approvals. At this time, the Town endorses the connector road as a two-lane highway. The impact of stormwater runoff on the adjacent aquifer is of particular concern. The Town does not endorse the concept of a by-pass road from Route 108 to the east of Kingston due to the presence of built-up neighborhoods such as Bean Farm Drive, and also due to the extent of wetlands. The Town will explore the option of using Stony Fort-Road as a partial means of by-passing the Village of Kingston.

**Policy 1.11** - The Town endorses the proposed improvements to Main Street with particular emphasis on upgraded street amenities as outlined in the Economic Development Element.

## **Implementation**

- The Town shall maintain a dialogue with RIDOT through all phases of road construction.  
Responsible Party: Planning Department, Town Manager's Office

- The Town shall review all phases of RIDOT plans, solicit comments from the public, and submit formal comments to the State.

Responsible Party: Town Council, Town Managers Office, Planning Department

**Policy 1.12** - The Town supports minimizing the use of oil and salts on roads especially in environmentally sensitive areas except where essential for public safety.

## **Implementation**

The Town shall work with RIDOT to reduce the amount of salt and oil added to the roads.

Responsible Party: Planning Department

**Policy 1.13** - The Town will promote the highest aesthetic standards for roadway design and visual quality along major roads.

## **Implementation**

- The Town shall seek designation of portions of U.S. Route 1 as Scenic Highways, in accordance with the State Act.

Responsible Party: Town Council, Planning Department

- The Town shall promote the adoption of a Highway Overlay District in its Zoning Ordinance in order to control, among other things, roadside aesthetics.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall promote the phasing out of existing billboards along all roadways in the Town, with maximum application of the legal powers it may have to do so.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall continue to prohibit the construction of new billboards throughout the Town.

Responsible Party: Town Council, Planning Department

- The Town shall develop a meaningful street tree planting program where appropriate and shall retain existing significant trees when constructing new roadways and sidewalks.

Responsible Party: Planning Department, Conservation Commission

- The Town shall consider the option of providing underground utilities where feasible on all new or reconstructed State or local streets or highways.

Responsible Party: Planning Department, Public Utilities Department

**Policy 1.14** - The Town will review regularly its Subdivision regulations related to transportation elements.

## **Implementation**

- The Town shall review the need for flexible standards for roadway/driveway construction, including widths and type of material, in an effort to minimize the extent of impervious surfaces, reduce construction costs and encourage energy conservation.

Responsible Party: Planning Department, Planning Board, Department of Public Works

- The Town shall review the need to establish a maximum length of road with a cul-de-sac.

Responsible Party: Planning Department, Planning Board, Department of Public Works

**Policy 1.15** - The Town will promote the use of the Town parking lot off Main Street in Wakefield and to provide better signage.

**Policy 1.16** - The Town will encourage an energy-efficient pattern of development which avoids urban sprawl and scattered type of land development. The Town endorses a Land Use Plan having a concentration of population and services in a central core area.

## **Implementation**

- The Town shall pursue peripheral development outside of the Wakefield - Peace Dale - Kingston core which discourages major population growth.

Responsible Party: Town Council, Planning Department, Planning Board

- A network of bicycle and footpaths shall be developed to encourage alternative transportation modes in the central areas of Town.

Responsible Party: Planning Department, Town Manager's Office

## **E. REFERENCES**

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