June 2025

Portsmouth

Safe Streets and Roads for All Safety Action Plan

SS4A
SAFE STREETS FOR ALL

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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
BCA	Baseline Crash Analysis
CIP	Capital Improvement Plan
DOT	U.S. Department of Transportation
DPW	Department of Public Works
FHWA	Federal Highway Administration
FI	Fatal and All Injury
FSI	Fatal and Serious Injury
HEZ	Health Equity Zone
HIN	High Injury Network
HRN	High-Risk Network
HSIP	Highway Safety Improvement Program
NAVSTA	Naval Station
RIDOT	Rhode Island Department of Transportation
RIPTA	Rhode Island Public Transit Authority
RRFB	Rectangular Rapid Flash Beacon
SAP	Safety Action Plan
SHSP	Strategic Highway Safety Plan
SRTS	Safe Routes to School
RIBike	Rhode Island Bicycle Coalition
SS4A	Safe Streets and Roads for All
STIP	Statewide Transportation Improvement Program
VRU	Vulnerable Road User

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Executive Summary

SS4A Overview

Safety has been a serious concern for all people travelling in Rhode Island. Through the Federal Highway Administration (FHWA) Safe Streets for All (SS4A) Program, the Rhode Island Public Transit Authority (RIPTA) secured funding in 2022 to support the state and participating municipalities in planning infrastructure improvements that will prevent serious injuries and save lives. With the SS4A grant award and other statewide efforts through the Division of Statewide Planning and the Rhode Island Department of Transportation (RIDOT), the state has been focusing on improving safety on all roadways.

The Town of Portsmouth created this municipal SAP to effectively implement a tangible version of the Safe Streets for All mission, guided by the Safe Systems Approach. The plan encompasses shifting safety needs, known and emerging areas of safety improvement, and identification of priority projects and will help the Town of Portsmouth position for further federal implementation funding.

This SAP 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 do not always tell the full story. Through community events and hosted pop-ups in the Town of Portsmouth, the public could engage in discussion, learn more about the SS4A Program, and were encouraged to participate in an SS4A Safety Survey.

Through the SS4A Program, the Town of Portsmouth, together with other participating municipalities and agencies, received continued opportunity to make improvements to the transportation system that will prevent injuries and save lives. In 2022, USDOT awarded RIPTA SS4A funding to develop comprehensive Safety Action Plans. Although this Safety Action Plan was part of the umbrella program, the Town of Portsmouth received a tailored Plan with comprehensive analysis, public engagement, high-risk area identification, and safety improvement recommendations. RIPTA's statewide plan outlines broader safety concerns and goals across Rhode Island.

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

- 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 Crash Analysis, 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 5 years of crash data (from 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 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 process to gather input from stakeholders and the public as part of the decision-making process (Figure 1).

Safety Action Plan

An action plan outlines the specific steps and strategies to address the safety challenges and goals in Portsmouth. Recommended activities, such as engineering standards, new infrastructure, or policy changes, are articulated to meet the community's goals and objectives. Responsible agencies or individuals coordinate to meet project needs. Finally, benchmarks or metrics provide a way to target projects, timelines, and progress. These benchmarks and metrics provide an important data point for maintaining the progress and transparency of implementation efforts. This SAP is structured around the standard SS4A Action Plan Components (DOT 2022):

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

Figure 1. Town staff gathered community input. The call to action was shared at pop-up events across Aquidneck Island.

Proposal for Future Grant Opportunities

Prioritizing analysis, engagement, and identifying unsafe roadways and intersections, this plan can support ongoing implementation and construction efforts, enhance community safety, address areas of concern, and establish infrastructure for a healthier, happier Portsmouth.

East Main Road is a critical arterial to Portsmouth – and Aquidneck Island's – transportation network. It's commonly cited as a dangerous road by all users, and crash data reflects the safety risk. Recent installment of rectangular rapid flashing beacons (RRFBs) are a welcome safety countermeasure (Figure 2).

Figure 2. East Main Road Rectangular Rapid Flashing Beacons

Key Safety Action Plan Findings

Portsmouth is committed to eliminating traffic deaths and serious injuries on the town'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

- Of the total 160 fatal and injury crashes that occurred in Portsmouth over the last 5 years, 122 occurred on the 24 miles of all modes High Injury Network.
- Despite accounting for 18 percent of the total road mileage, state-owned roads account for 62 percent of crashes resulting in an injury or fatality.
- An injury crash occurs every 2.5 days on Portsmouth's streets.
- The most dangerous month to travel on foot or bike is August.

Community Engagement

- Although Portsmouth is auto oriented, there is desire among residents to walk, ride a bike, and, to a lesser degree, take transit. One clear barrier to these types of trips is that many residents do not feel safe walking or biking on the roadways as they are today.
- There is strong demand for improved sidewalk coverage, particularly in areas surrounding the four schools, and along East Main Road.
- Driver comfort is also a priority, with support for smoother pavement, better lighting, and lower speeds on Portsmouth's roads.
- 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 Town of Portsmouth 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 Portsmouth.

- Adopt a **Regional Approach** to Support Safer Streets
- Increase **Roadway Safety** and **Slow Speeds**
- Increase **Community Commitment** to Vision Zero
- 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 (USDOT), 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 2022, Rhode Island and 31 participating municipalities, including the Town of Portsmouth, were awarded SS4A funding to develop comprehensive safety action plans.

This Safety Action Plan provides strategies to enhance roadway safety, reduce fatalities, and prevent serious injuries for drivers, pedestrians, cyclists, and public transit users in the Town of Portsmouth, and more broadly, Aquidneck Island (Figure 3). Portsmouth intends to use this Safety Action to apply for implementation grants under the SS4A Program and other grants available such as those through the Federal Highway Administration (FHWA).

This plan analyzes overall crash patterns utilizing a Baseline Crash Analysis (BCA). The Baseline Crash Analysis assesses hot spots where crashes have occurred, and a systemic safety analysis 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 Town of Portsmouth to identify the high injury network, and develop effective context-specific solutions. Combining these two approaches also allows Portsmouth to balance reactive measures that address locations where crashes are occurring with proactive measures that address areas of risk during future project implementation. This SAP is structured around the standard SS4A Action Plan Components (DOT 2022), listed below:

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

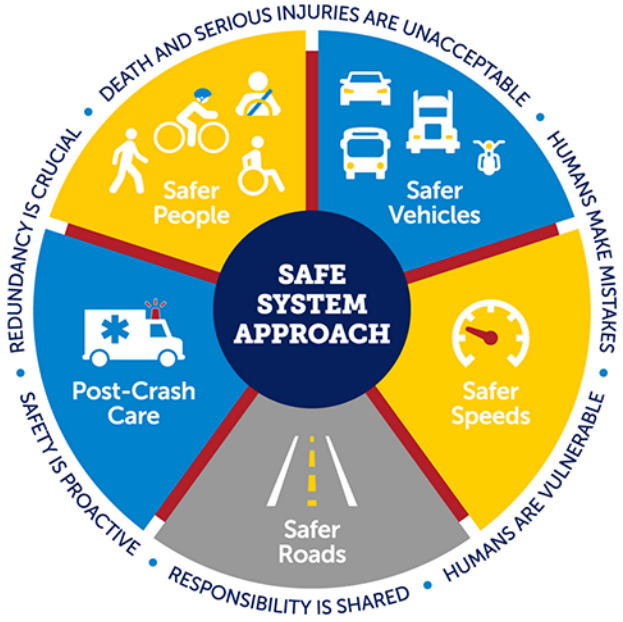
The Safety Action Plan details strategies that complement SS4A goals to eliminate fatal and serious injury crashes. Included here are individual projects, safety countermeasure opportunities, and recommended policy changes to address safety and mobility challenges in an equitable and sustainable way.

Figure 3. Aquidneck Island's three towns participated in a workshop to learn about the Safe System Approach and shape the region's Safety Action Plans

Safe System Approach

The Safe System Approach has been adopted by the transportation community to identify and reduce risks found in the transportation system (DOT 2025). 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 4). The Safe System Approach anticipates human mistakes, proactively designs infrastructure to reduce the risk of those mistakes occurring and seeks to reduce the crash severity when a mistake does occur.



Source: DOT 2025

Figure 4. Safe System Approach Infographic

Principles of a Safe System Approach

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

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

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

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

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

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

The Safe System Approach provides a framework for identifying and prioritizing projects. This 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 plan's recommendations and priorities, the Town of Portsmouth 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 strategies is addressed through the Baseline Crash Analysis, 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. A Complete Streets policy is a tool to implement more complete and safe streets that will support safety goals.

Municipal Background

The Town of Portsmouth is located on Aquidneck Island with two other communities, the Town of Middletown and the City of Newport. A coastal island community within Rhode Island's East Bay, Portsmouth is marked by historic architecture, ample natural resources, an active tourism and recreational economy, and popular open space in destinations such as Colt State Park and East Bay Bike Path (both on the mainland). Each of these elements contribute to Portsmouth's character of sought-after New England living.

Portsmouth is approximately 23 square miles at the northern end of Aquidneck Island, surrounded by three major bodies of water — Narragansett Bay to the west, Sakonnet River to the east, and Mount Hope Bay to the north. Portsmouth connects to the mainland by two bridges: the Mount Hope Bridge to Bristol and to Tiverton via the Sakonnet River Bridge.

Portsmouth is a community of about 18,000 residents (U.S. Census Bureau 2024). This historic farming town has an aging population, with 24.4 percent of residents aged 65 or above, similar to Middletown and Newport at 23 percent and 21 percent, respectively. This is compared to the Rhode Island average of 18 percent and the U.S. average of 17.7 percent. Portsmouth is also home to many families, with high quality schools such as Melville Elementary School, which earned the prestigious Five Star Rating in 2024 (Rhode Island Department of Education 2025). Portsmouth's population of people under age 18 is 19.7 percent, slightly higher than the state average of 18.6 percent.

Housing is the primary land use within Portsmouth. Notably, there is no downtown district within the town, though strip-style commercial development defines the primary corridors of state-owned East Main Road (Figure 5) and West Main Road. Sidewalks or shared use paths are few and far between, creating a challenging environment for people walking or rolling, bicycling, or taking transit.

Photo credit: Newport Daily News

Figure 5. A driver waits at a traffic signal to travel on East Main Road

An Island-wide Approach to Roadway Safety

At 5 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 4 miles or less, and more than 50 percent are 2 miles or less (Figure 6).

This makes Aquidneck Island the perfect size and scale for an active, healthy, and sustainable lifestyle where walking and biking are viable options for short 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 6. Key findings from the Ride Island 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 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 the United States are putting Vision Zero into practice to save lives. By committing to this goal, communities orient multiple departments and initiatives around life-saving transportation solutions.

The Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Transportation Improvement Program (STIP), Bicycle Mobility Plan, and Rhode Island Vulnerable Road User (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

Town of Portsmouth leaders are committed to the goals set forth in this Safety Action Plan. The Portsmouth Town Council adopted a resolution on January 27, 2025 (provided in Appendix A). The resolution formally adopted the following goals and commitments:

> *The Town of Portsmouth adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.*
>
> *The Town of Portsmouth adopts the goal of eliminating traffic deaths and serious injuries by 2034 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.*
>
> *The Town of Portsmouth commits to establishing a continuous evaluation framework, including regular analysis of crash data and systematic review of the 2024 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.*

1.2 Goal Setting

This effort will support the town's transportation vision outlined in the 2023 revision of the Portsmouth Comprehensive Community Plan (Town of Portsmouth 2022), which states:

> *Portsmouth will enjoy a safe, efficient and well-maintained multi-modal transportation network that increases mobility for all residents, supports the growth of business activity, reduces negative impacts on the natural environment, and enhances the character and quality of life of the community.*

Based in part on the town's Comprehensive Community Plan goals, as well as coordination with Aquidneck Island municipalities, the following goals guide this plan.

- **Safety:** Achieve zero roadway fatalities and serious injuries by 2034.
- **Access:** Support the safe movement of goods and people essential to the economic vitality and quality of life in Portsmouth (Figure 7).
- **Mode Shift:** Achieve a well-balanced multimodal transportation system that reduces automobile dependency.
- **Environment**: Make transportation decisions that promote energy conservation, healthy communities, and environmental quality.

Figure 7. Portsmouth's Island Park neighborhood is a destination for all ages. Committing to Vision Zero will reinforce the Town's quality of life by increasing roadway safety.

2. Planning Structure

Numerous partners are essential to plan implementation. These partners include different levels of government that manage Portsmouth's roads. Across the state, RIDOT controls 17 percent of the roadways, municipalities control 75 percent of roadways, private roads comprise 8 percent, and federal interstates make up less than 1 percent of Rhode Island's roadway infrastructure.

In addition to the Portsmouth Planning Department, key partners who helped develop the plan and who will be key to its success include the Portsmouth Police Department, Aquidneck Island Land Trust, Bike Newport, and others. This chapter describes the current and future roles these groups will plan related to transportation safety.

2.1 Current Planning Organization

This plan was developed in close collaboration with the Safety Action Plan Task Force members. The 10 Task Force members, identified by the Town Planner, include an elected official, municipal leadership from the Police Department, Town Planning, Public Works, a local business owner, a retired Portsmouth planner, and a resident advocate. The Town does not have an Engineering Department; engineering services are provided by consultants.

The Task Force acted as a liaison to their departments, organizations or communities, supporting pop-up events, and responding to draft strategies and actions. Meeting three times between June 2024 and January 2025, the Task Force provided technical feedback, ideas for communication and outreach events, and helped shape this plan. As a result, this plan has been developed by people who will be both impacted by and responsible for the implementation of Vision Zero actions outlined herein.

Figure 8. Municipal leadership including law enforcement, elected officials, a business owner, and a local advocate (in safety vest) helped develop this plan and will help implement it.

2.2 Recommended Organizational Changes Post-Safety Action Plan

To set Portsmouth up for success in implementing this Safety Action Plan, the Town defined the roles and responsibilities in Table 1. Some of these roles and bodies are proposed to support the plan's implementation, while others build on existing structures and responsibilities.

Table 1. Safety Action Plan Roles and Responsibilities

Responsibilities	Staff Level	Oversight Level
Implement the Plan	▪ Regional Transportation Planner [new role] ▪ Portsmouth Planning Staff ▪ Portsmouth Police Department ▪ Portsmouth Department of Public Works	▪ Aquidneck Island Transportation Commission [new body]
Monitor and Evaluate Outcomes Post-Implementation	▪ Regional Transportation Planner [new role]	▪ Aquidneck Island Transportation Commission [new body]
Update this Plan	▪ Regional Transportation Planner [new role]	▪ Aquidneck Island Transportation Commission [new body]

At the local level, **the Portsmouth Town Planner and Assistant Town Planner, Director of Public Works, and Police Chief and/or Lieutenant Assistant** will continue the momentum from this process. This group will be responsible for oversight and implementation of all aspects of Portsmouth's transportation goals. The **Portsmouth planning staff** will work with others to implement this Safety Action Plan.

At the regional level, this plan recommends identifying an existing organization that can support Safety Action Planning across the three Aquidneck Island municipalities of Middletown, Newport, and Portsmouth. Regional coordination includes forming the **Aquidneck Island Transportation Commission**, comprised of Aquidneck Island's municipal planners, Director of Public Works, and Police Department leadership to meet quarterly.

As determined by the municipalities, the commission could include representatives from each municipality's Bicycle and Pedestrian Advisory Committee, or other elected/ appointed boards, as appropriate, and from Bike Newport, Naval Station (NAVSTA) Newport, the Greater Newport Chamber of Commerce (which spans Portsmouth), and the Rhode Island Public Transit Authority (RIPTA).

The National Oceanic and Atmospheric Association 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, with an established organization identified to host. This role would be responsible for overseeing the implementation of the three municipal action plans, annual reviews, data analysis, and public engagement. This new role will foster an island-wide approach to transportation safety and provide technical support for local staff.

This new Regional Transportation Planner role will foster an island-wide approach to transportation safety and provide technical support for local staff.

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 Portsmouth. This analysis is based on 5 years of crash data (from 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.

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 few 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 5 years of crash data?

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

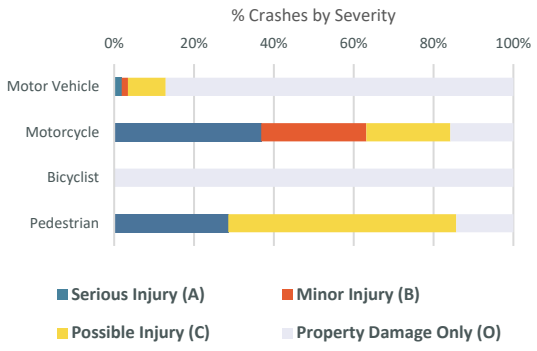
3.2 Baseline Crash Analysis

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

3.2.1 What Types of Crashes Happened in Portsmouth from 2019 to 2023?

15% of all crashes led to someone being killed or injured (160 crashes) and 29 (3%) of these crashes led to someone being killed or seriously injured.

Crashes by Mode and Severity



Eighty-six percent of pedestrian crashes led to someone being killed or injured. Only one bicycle crash was reported during the study period; this crash did not result in an injury, though motor vehicle-bicycle crashes tend to be higher severity as well.

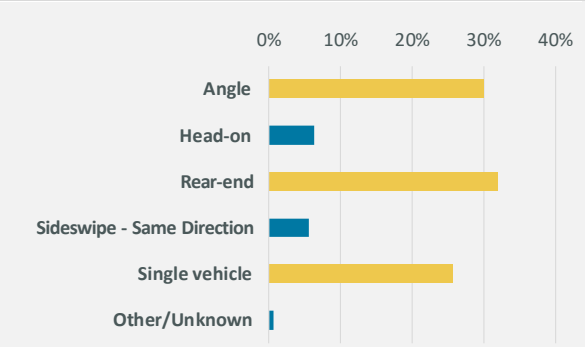
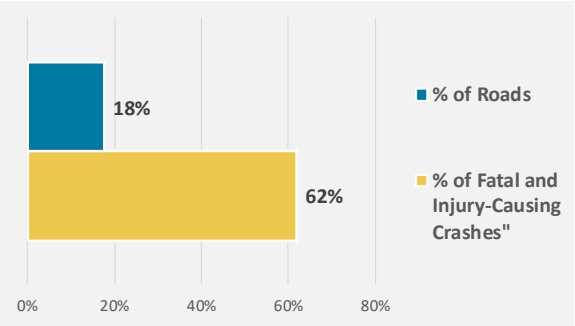
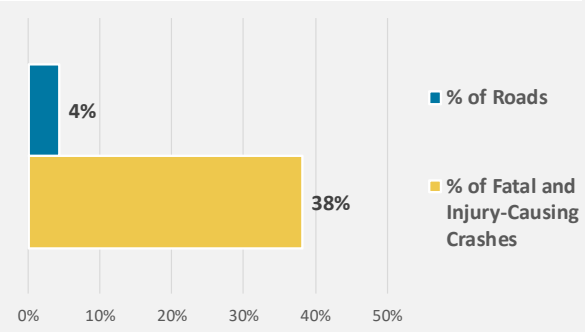
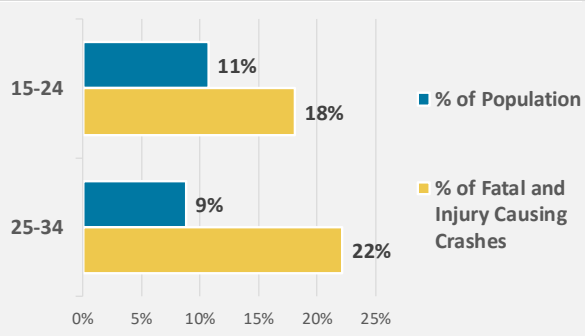
Crash Types		The most common types of crashes in Portsmouth were **angle** (vehicles colliding at an angle), **rear-end** (one vehicle rear-ending another), and **single-vehicle** (a vehicle crashing into a fixed object). Together these three types account for 86 percent of crashes resulting in an injury or fatality.
State-Owned Roads		**Despite only accounting for 18 percent** of the total road miles in Portsmouth, **state-owned roads account for 62 percent of crashes resulting in an injury or fatality** (99 crashes).
Multilane Roads		While only **4 percent of the roads in Portsmouth are multilane**, these roads accounted for **38 percent of fatal and injury-causing crashes**.
Age Groups Involved		**40 percent of fatal and injury crashes** involved **people ages 15 to 34,** while only **20 percent of Portsmouth's population** are in this age group.

Figure 9. An island-wide approach will make for a stronger network rooted in transportation choice and safety.

3.2.2 Where Did Crashes Occur in Portsmouth from 2019 to 2023?

The hot spot map shown in Figure 10 shows the locations of fatal and serious injury crashes that occurred between 2019 and 2023. East Main Road is a corridor with the most prominent hot spots. Most injury crashes happen at the West Main Road intersection of Corys Lane and Hedly Street, the intersection of West Main Road and East Main Road, as well as where Turnpike Avenue intersects with East Main Road. The following sections of this plan explore these crash patterns in more detail.

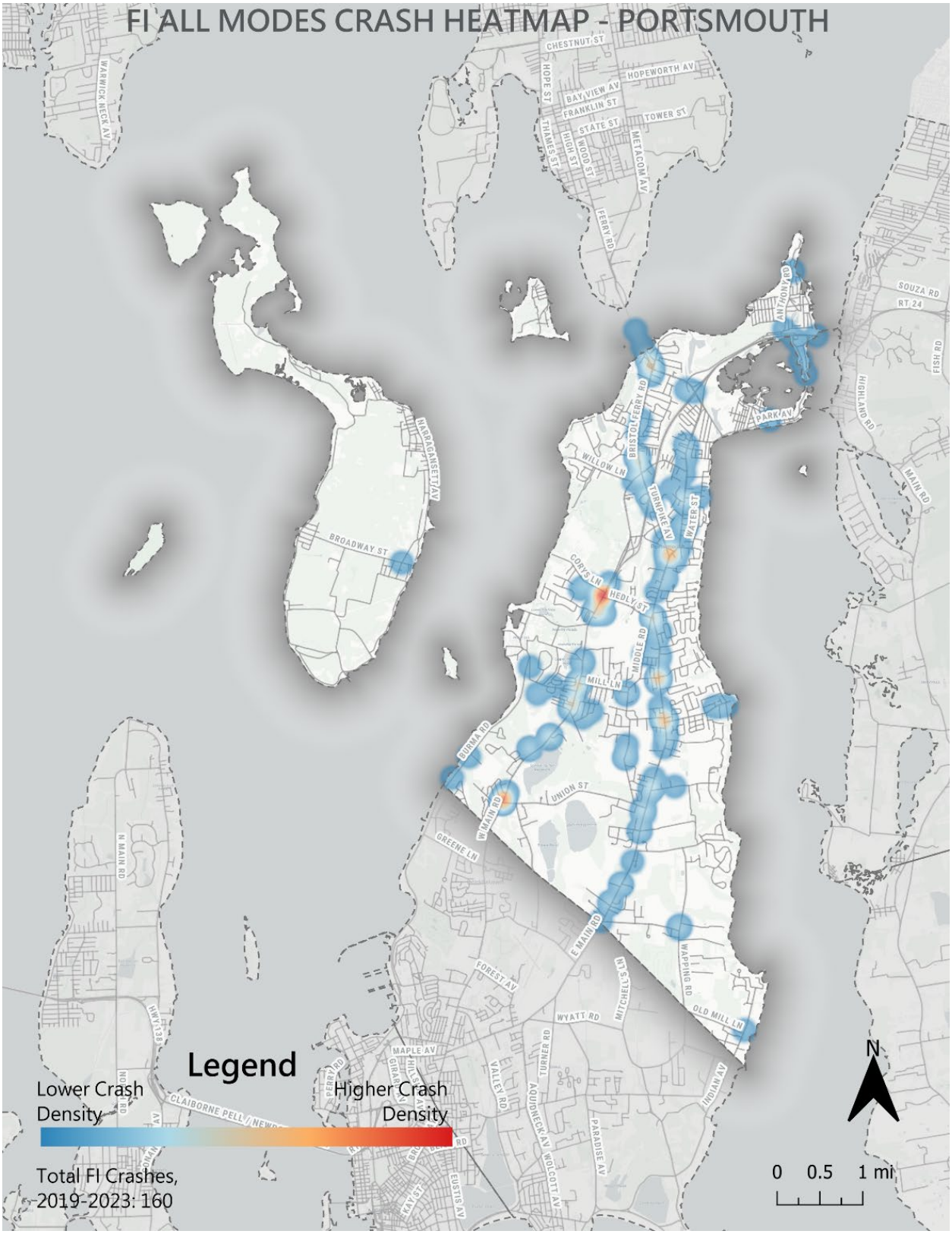


Figure 10. Heatmap of Relative Densities of Fatal and Injury Crashes in Portsmouth

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 high crash rates. Portsmouth 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 versus 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 more details on the analyses conducted and 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. Portsmouth ranked all street segments based on past crashes (from 2019 to 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, Portsmouth included the top risk tiers (critical, high, and medium) in the High Injury Network.

3.3.1 What Streets Have a Higher Future Crash Risk?

Portsmouth used this approach to create two High Injury Network maps for Portsmouth: one for all modes (Figure 11) and one for vulnerable road users (Figure 12). Key findings include the following:

- The Vulnerable Road User Modes High Injury Network (Figure 12) only accounts for 25 miles, or about 13 percent, of Portsmouth's total miles of roadway but represents five out of six fatal and injury crashes involving people walking or biking.
- Of the total 160 fatal and injury crashes that occurred in Portsmouth over the last 5 years, 122 occurred on the 24 miles of all modes High Injury Network.
- Both High Injury Network maps include most of the major roads in Portsmouth. The major streets are critical state-owned corridors, East Main Road and West Main Road, as well as Turnpike Avenue.
- While Portsmouth does not have a redundant street network, cut-through neighborhood traffic to avoid or travel between the main corridors contributes to crashes on Union Street, Middle Road, and Hedly Street.
- The analysis also found that local streets make up a large portion of vulnerable road users' high-risk areas. Some of the neighborhood streets with lower traffic volumes but higher risk levels include roadways to recreational destinations such as McCorrie Lane, Wapping Road, and Sandy Point Avenue in eastern Portsmouth, and Burma Road in the western side.

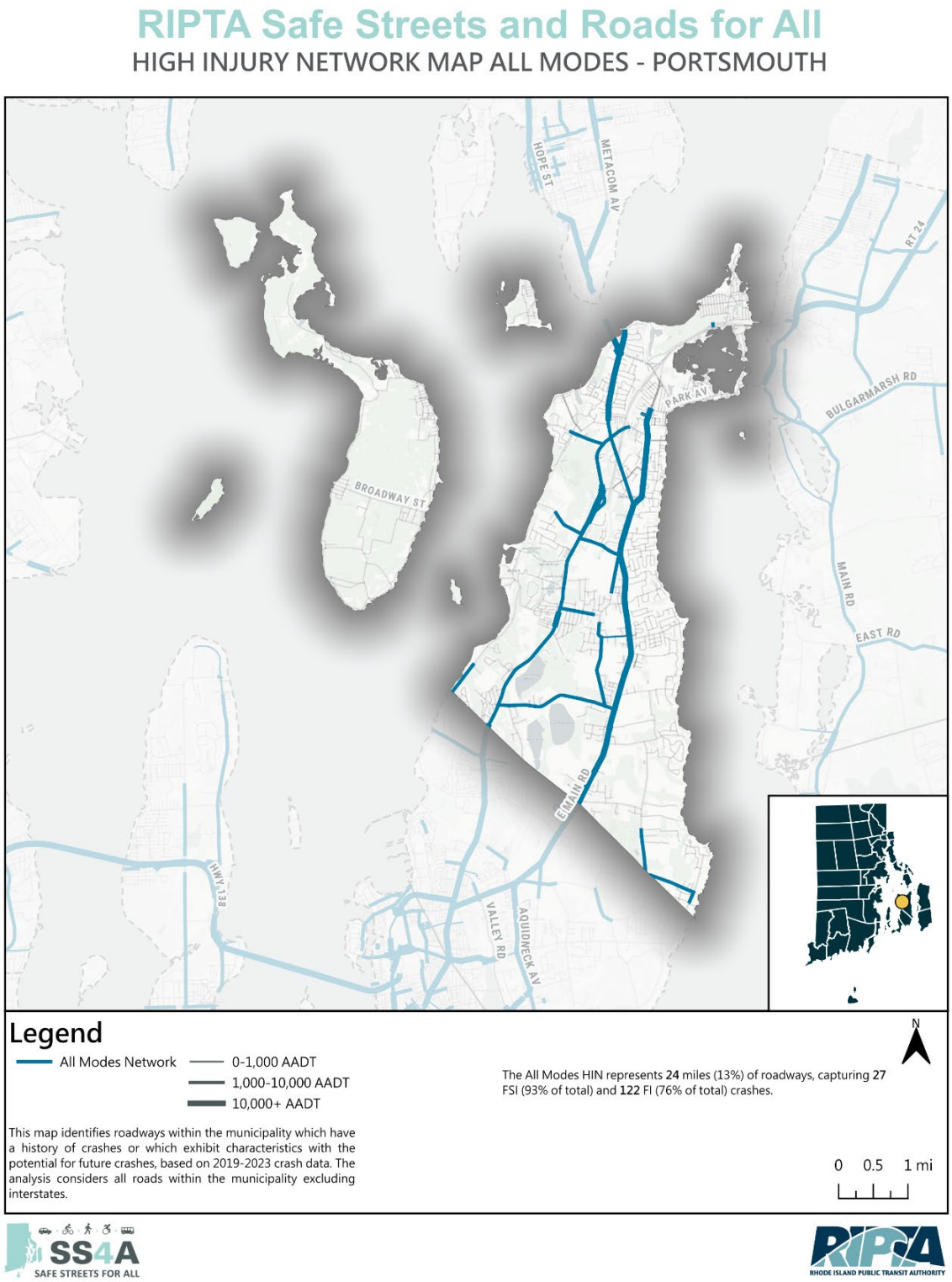


Figure 11. High Injury Network (HIN) Map – All Modes

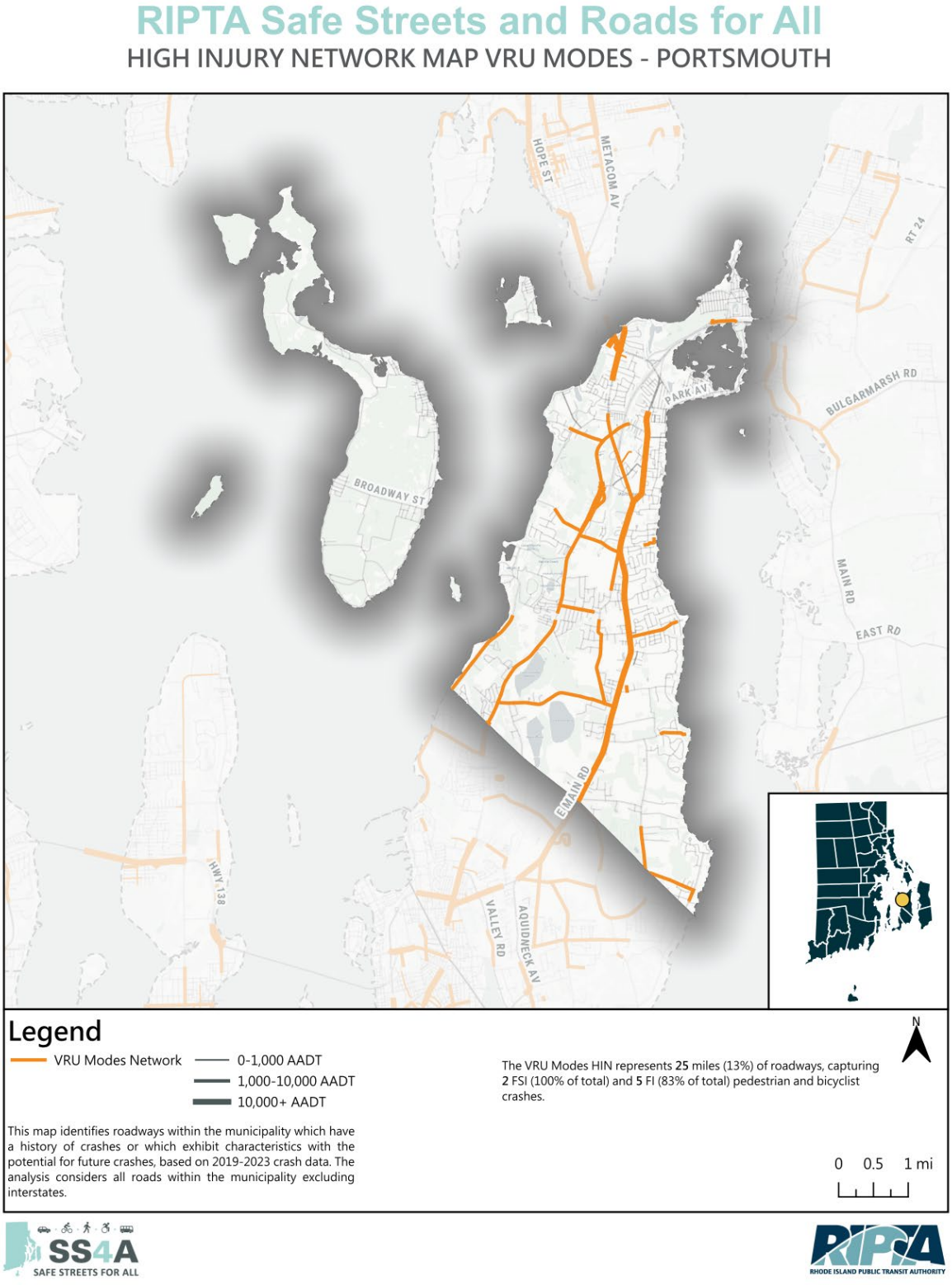


Figure 12. High Injury Network (HIN) Map – Vulnerable Road User Modes

Table 2. High Injury Network Roads in Portsmouth

Street	All	VRU
Anthony Road	●	●
Boyds Lane	●	●
Burma Road		●
Bristol Ferry Road	●	●
Corys Lane	●	●
East Main Road	●	●
Hedly Street	●	●
Indian Avenue	●	●
McCorrie Lane		●
Middle Road	●	●
Mount Hope Bridge	●	●
Sandy Point		●
Turnpike Avenue	●	●
Union Street	●	●
West Main Road	●	●
Wapping Road	●	●

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. Portsmouth conducted engagement early and at key junctures throughout the plan development, including with stakeholders and the public, as part of the decision-making process. The aim of the SS4A is to define a technically and culturally appropriate framework as project implementation takes place.

4.1 Stakeholders

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

When identifying key stakeholders for the Safety Action Plan, Portsmouth worked closely with the Town Planner to secure commitment from individuals representing the following groups:

Municipal Stakeholders

- Planning Department staff
- Public Works Department staff
- Retired Town Planner
- Local Law Enforcement
- Town Administrator
- Portsmouth Town Council

External Stakeholders

- State Senator
- Roadway Safety Advocate
- Business Community Representative
- Aquidneck Island Land Trust
- Grow Smart RI
- Bike Newport
- Rhode Island Bike Coalition (RIBike)

The team met bi-weekly with Town Planner Lea Hitchen and Assistant Town Planner Aaron Lindo to ensure collaboration, communication, and data sharing.

4.2 Stakeholder Feedback Summary

Portsmouth's Task Force is composed of 10 stakeholders, representing municipal, state, and community-based perspectives to make Portsmouth's streets safer. The Task Force included:

- **Gary Crosby**, Retired Portsmouth Town Planner
- **Marco DiMattino**, Owner of Anna D's Café and Zoning Board of Review Member
- **Lea Hitchen**, Town Planner

- **Aaron Lindo**, Assistant Town Planner
- **Lt. Patrick O'Neill**, Portsmouth Police Lieutenant Administrator
- **Col. Brian Peters**, Portsmouth Chief of Police
- **Rich Rainer**, Town Administrator
- **Linda Ujifusa**, Rhode Island Senator, District 11
- **John Vitkevich**, Advocate
- **Brian Woodhead,** Department of Public Works

The Task Force convened three times between June 2024 and January 2025. They first met to review the goals of the plan and gather background information, again mid-way through the process to review the data analysis and community engagement themes, and a final meeting to review and provide feedback on draft actions and strategies that comprise this plan.

To advance a regionally coordinated multimodal network, Portsmouth Planning staff participated in the Aquidneck Island Transportation Safety Summit. The event was held on October 22, 2024, bringing together 11 individuals who represent the three island municipalities (staff and an elected official), the Aquidneck Island Land Trust, and RIBike advocacy group. See details in Appendix B. The workshop focused on shaping plan recommendations and implementation strategy development appropriate to the communities. The following summarizes key feedback from this gathering and follow-up communications:

Feedback follows four themes aligned with the Safe System Approach:

Theme 1: Safer Streets

Stakeholders support the development of the Rhode Island Department of Statewide Planning and RIDOT'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 Portsmouth'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, where contextually appropriate. Additionally, the group supports 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. 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.

Select actions were eliminated based on Task Force review and municipal feedback during the planning process.

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. The Portsmouth Task Force assisted in identifying public engagement touchpoints. The public's feedback helped guide findings and recommendations.

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

- Community-wide survey, available both in paper at the Portsmouth Town Library 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 (Figure 13)
    - Middletown Family Day Prevention Coalition on September 28, 2024
    - Broadway Open Streets on October 12, 2024
- Informational materials posted to the Town of Portsmouth's website https://www.portsmouthri.gov/153/Town-Planning

Through these engagement touchpoints, Portsmouth helped identify 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.

Figure 13. Task Force member and owner of Anna D's Café Marco DiMattino (seated) talks with a community member about Portsmouth's roadway safety

4.4 Public Engagement Summary

Engaging the public during the development of the Safety Action Plan provided valuable qualitative data to supplement crash analyses. Through surveys, tabling at community events, and meeting regularly with Town Planning staff, the Portsmouth leaders gained insights from the public to inform this plan and its implementation.

4.4.1 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, and infrastructure improvement strategies, asking how the respondents would weigh various tradeoffs. Open-ended questions allowed respondents to provide comments or questions for the Town of Portsmouth's consideration.

In total, the town collected 103 completed surveys between July 17 and September 16, 2024. The following lists the key survey findings:

- Survey households with at least one car represent 98 percent.
- The street network in Portsmouth is largely vehicle oriented. Driving is by far the most common mode of transportation.
- There is strong demand for improved sidewalk coverage, particularly in areas surrounding the four schools, and along East Main Road.
- Many residents are unable to access necessities or safely leave their home without using a vehicle. The increased presence of sidewalks, safe crossings, and bicycle facilities are priorities for people who want to walk or bike.
- Drivers are most concerned with road condition, prioritizing the smoothing of roadways, better lighting, and slower vehicle speeds. Participants who call for road widening consider this a safety improvement and not as counter to their desire for slower vehicle speeds.
- Transit improvements suggestions focus on improved seating, shelters, and signage, consistent with other towns on Aquidneck Island.
- East Main Road (Figure 14) is by far most cited as unsafe, followed by West Main Road. People are also concerned about Mount Hope Bridge, where bicycle/pedestrian infrastructure is needed.

Figure 14. East Main Road is repeatedly cited as dangerous. However, traveling on East Main Road or West Main Road is almost a necessity to access any destination within or outside of town.

Most residents of Portsmouth drive for most or all local trips. However, based on conversations at engagement events, there is clearly interest among residents to walk, ride a bike, and to a lesser degree, take

transit. One clear barrier to these types of trips is that many residents do not feel safe walking or biking on the roadways as they are today (Figure 15).

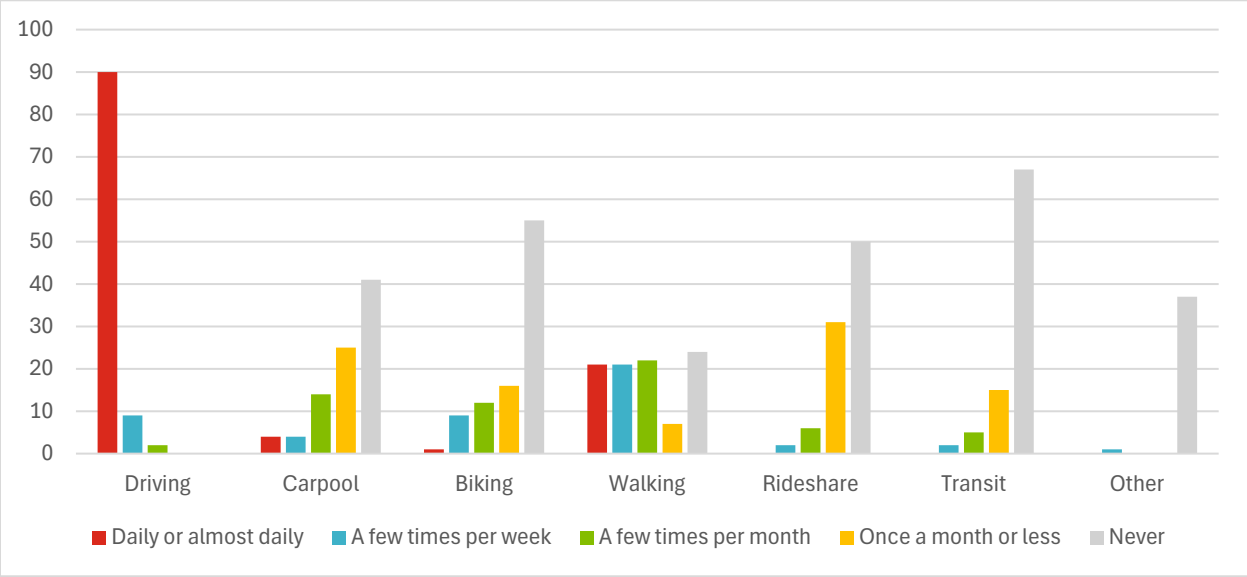


Figure 15. Existing Mode Preference by Number of Respondents

4.4.2 Survey Feedback by Theme

While most survey respondents expressed a desire for more comfortable driving conditions, many also highlighted the need for better roadway lighting, lower vehicle speeds, safer crossings, and an improved sidewalk network to create a safer and more accommodating environment for all road users, including drivers, cyclists, and pedestrians (Table 3).

Table 3. Survey Feedback Themes

Theme		Mentions
Driver Comfort	Smoother pavement	83
	Better lighting	24
	Lower speeds	23
Bicyclist/Pedestrian Comfort	Sidewalk network	69
	Bike network	47
	Safer crossings	41
Transit Rider Comfort	Shelters and seating	43
	Signage	40
	Better lighting	38

When asked about preferred behavioral shifts to improve roadway safety, respondents indicated the greatest support for enforcement, followed by education for distracted drivers, then speed management (including setting appropriate speed limits for the context), as shown on Figure 16. Written survey feedback indicates a desire for increased enforcement for speeding.

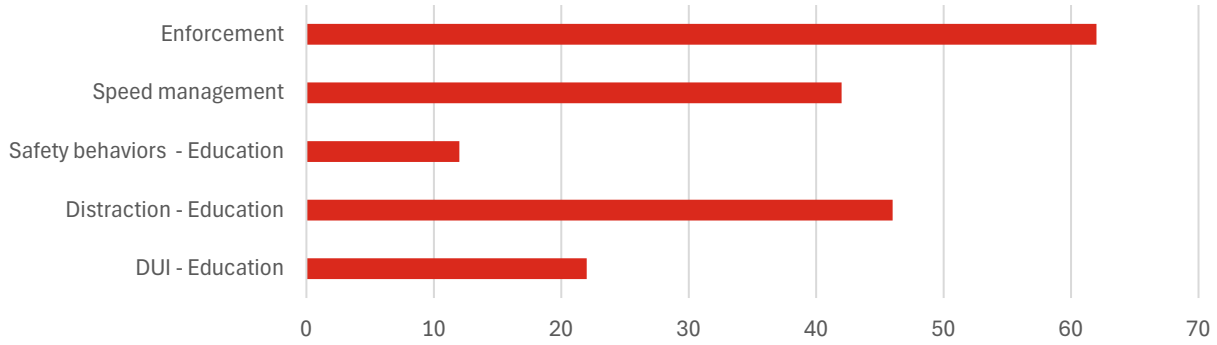


Figure 16. Behavioral Actions Supported by the Community

4.4.3 Notable Survey Comments

Following are notable survey comments. A full list of survey comments can be found in Appendix B.

"Road diets should be considered by RIDOT."

"We need SIDEWALKS! Even roads leading
to the schools in Portsmouth have no sidewalks!"

"Union Street [is] a cut through that connects East and West Main Roads.
Drivers think it's a racetrack. […]
I worry when my family are out for a walk/run/bike."

"East Main Street throughout Portsmouth is extremely unsafe. There are no sidewalks, no shoulders, and an ever-increasing amount of traffic and speeding - particularly in the Summer. Speed limit enforcement. Sidewalks where possible. […]
The number of developments and occupancy on Aquidneck Island,
including vacationers needs to be controlled in some way.
The island feels like it's bursting at the seams with people and cars."

"Riding my scooter/moped is dangerous on East Main Road with the potholes and fast drivers cutting me off when I am going the speed limit, and I am legally able to be on the road."

*"Speed limits and stop signs in RI are merely **suggestions**.*
I suspect less than 10 percent obey them."

"I think the state should stop resorting to old-fashioned ways that don't work and look to European countries that have excelled at public safety, such as Norway and Iceland. These countries prioritize walk and bike lanes and keep them separate from cars (a very smart move). They also make public transport widely available, accessible, and affordable for all."

"Please, please investigate a road diet for East Main Road and West Main Road in Portsmouth. On East Main Road, there has been a serious crash on this state road every week this summer. Something needs to be done."

"I live near East Main Road and Turnpike Ave in Portsmouth, and I've noticed that many areas of the sidewalks are obstructed by overgrown weeds/shrubbery, and (in the winter) it seems few portions are actually cleared of snow/ice. This is a hazard to all pedestrians, but especially the mobility-impaired and elder communities (many of whom walk to pick up groceries, prescriptions, and visit houses of worship)."

4.4.4 Community Pop-Ups

Public input was also gathered by tabling at local community events. At each of these events, posters, interactive activities (Figure 17), and informational flyers helped communicate the Safety Action Plan process. Engaging community members often started with the question, "What's the most dangerous street in Portsmouth?"

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

- Concern about lack of sidewalks
- Concern about speeding
- Concern about lack of bike lanes or shared use paths
- Lack of adequate infrastructure for kids and families
- Behavioral issues (bicyclists and e-bike riders not following rules of the road, drivers behaving aggressively, not adhering to stop signs or signals)
- Concern about lack of adequate lighting at night

Through these surveys and public interactions, the community provided valuable input that was incorporated into the safety analysis, policy changes, strategies, and actions detailed in Table 4.

A single statewide platform provided an online resource that incorporated information and feedback from all participating communities in. Additional survey details and records from the public engagement process are included in Appendix B.

Figure 17. Portsmouth engaged youth about roadway safety

Table 4. Pop-Up Feedback Themes by Street

Location	Comments
East Main Road	When most people heard that information was being gathered about roadway safety, they immediately discussed East Main Road. Over 20 individuals expressed significant concerns about safety and accessibility, the lack of shoulders, and poor lighting. One resident of East Main Road stated, "Going out to the mailbox is scary, and when my husband cuts the lawn I fear for his life, because cars are going 55 mph, maybe 60 mph, on the road outside our home." Another local stated, "There are no bike lanes or sidewalks on East Main Road so I have stopped riding my bike as a result."
West Main Road	Although slightly less mentioned than East Main Road, stakeholders indicate there are minimal crosswalks or places to walk safely. Transit stops are subpar, often positioned on a slope with no shelter, and poor access. Said one local: "We have bus stops there but how are people supposed to get from one side of the road to the other? People drive like maniacs." Many drivers treat West Main Road with extreme caution, often avoiding it by using side streets, and find the idea of improving the road unlikely.
Union Street	Several responses about Union Street emphasize the issue of speed, drivers use the road as a cut-through, there are a lack of stop signs, and drivers unfamiliar the road might not understand the traffic patterns.
Anthony Road/Hummocks Avenue	Despite being in a coastal area that draws recreational visitors, the confluence with the on/off ramps creates conflict points at crossings. Drivers speed as they exit the highway onto neighborhood roads. Cars travel very fast, with no sidewalks or shoulder for bicyclists, creating an especially dangerous environment for kids or families.

Location	Comments
Point Road/Park Avenue	Speeding and lack of infrastructure or awareness for non-motorized road users creates an unsafe environment.
Wapping Road	Several stakeholders cite this as a vehicle cut-through, which is exacerbated by smartphone navigation apps, such as Waze. This leads to frequent violations of the 25-mph speed limit.
Mount Hope Bridge	This critical bridge at the northern end of Aquidneck Island connects to the mainland (Bristol) and lacks any infrastructure to support people walking or biking. This creates a gap in connection to the popular East Bay Bike Path, which travels from Providence to Bristol.

4.4.5 Team Insights

Through these surveys and public meetings, the community provided valuable input that was incorporated into the safety analysis, policy changes, safety project priorities, and implementation activities. A single statewide platform provided a single resource that incorporated information and feedback from all participating communities. Additional details and records from the public engagement process are included in Appendix B.

- Participants are most concerned with safety along East Main Road, which experiences both a high number of pedestrians and frequent speeding by drivers.
- Portsmouth has limited sidewalk coverage. Some residents believe that more pedestrian crashes are inevitable without better infrastructure for people walking and rolling.
- Drivers who speed and run stop signs or signals contribute to a growing demand for increased enforcement. This sentiment seems shared across Aquidneck Island, and more broadly, Rhode Island communities.
- Road condition and speed management are of particular concern to drivers. Some residents believe that wider roads could create safer driving conditions, though contemporary research disagrees with this. This suggests a need for education and outreach for all roadway users.
- The narrow rights of way of East Main Road and West Main Road, coupled with historic stone walls and utility polls that line the corridors, create restrictions to infrastructure changes. Stakeholders indicate limited options to change roadway geometry to accommodate traffic calming and/or infrastructure to support transit, walking, or biking.
- More options for walking and transit (including paratransit) will be especially beneficial for Portsmouth's older demographic. As residents age, driving may become a less safe or viable option for some residents. Convenient alternatives will help maintain mobility and support health. These changes can also serve those who are too young to drive.

5. Equity Considerations

5.1 Defining Equity

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 diverse groups, Portsmouth evaluated strategies that encourage the fair sharing of infrastructure and economic resources, promote economic growth, serve mobility-disadvantaged travelers, and enhance overall affordability and economic opportunity while protecting the safety of all travelers.

5.2 Equity Issues in Portsmouth

This plan includes an evaluation of vulnerable groups in Portsmouth and seeks, through engagement and data evaluation efforts, to understand the greatest barriers and safety challenges these communities face. Policies and project priorities were evaluated against those needs and priorities to appropriately balance recommendations in this Safety Action Plan.

5.3 Key Equity Findings in Portsmouth

Portsmouth is overall regarded as an affluent and high-income community in Rhode Island. However, the Town has high incidences of asthma, ranking in the 65th to 75th percentile nationwide (Public Environmental Data Partners 2025), and of cancers, with 8 of 11 block groups ranking above the 80th percentile and the other three ranking in the 60th to 80th percentile. Portsmouth's median age is substantially higher than the state average, 47.9 years compared to 40.9 for Rhode Island as a whole. However, Portsmouth's youth population comprises 20 percent of the population, slightly higher than the state's average.

The following sections detail these vulnerable population groups in Portsmouth.

5.3.1 Older Population (>64 years old)

Portsmouth trends older than other Rhode Island communities (a state average of 19.4 percent), with 24.4 percent of Portsmouth residents aged 65 or older. Reaction times for older adults may be delayed, which can lead to a greater propensity to both cause and to be involved in collisions. As people age, they become less resilient and more susceptible to severe injuries, so when they are involved in a collision, especially when outside a vehicle, their injuries are often more severe and result in much worse outcomes (Figure 18).

[Older] people are often still just as mobile as younger individuals, but reaction times may be slower, which can lead to a greater propensity to both cause and to be involved in collisions.

Figure 18. Older people may be active yet can experience physical decline and slower reaction times. When traveling outside of a vehicle, their injuries due to a crash are often severe, if not deadly.

5.3.2 Youth Population

Portsmouth's youth (those under 20 years of age) comprise 21.4 percent of the population; this is slightly lower than Rhode Island's population, at 22.2 percent (U.S. Census Bureau 2023). Youth are more likely to use alternative modes of transportation, particularly those under the driving age, to reach their destination, exposing them to greater safety risks.

5.3.3 People with Disabilities

Of Portsmouth's population, 10.9 percent identified as a person with a disability, compared to Rhode Island's 14.3 percent. A substantial proportion of these (5.1 percent) have an ambulatory disability, while 3.9 percent have cognitive difficulty. Cognitive and intellectual disabilities, especially autism spectrum disorders, and their effect on mobility is a particularly understudied area, but studies have shown this population often may be more sensitive to traffic speeds and noises while walking, gaps and limitations in pedestrian infrastructure, and poorly maintained or missing pedestrian signal hardware.

5.3.4 Low-Income Individuals

While the median household income for Portsmouth is $119,500, significantly greater than the state's median income of $84,972, 4.4 percent of the population are in poverty (compared to the state's 10.8 percent). Further, a disproportionate number of youth and seniors, 5.1 percent under 18 and 4.6 percent over 65, were identified as being impoverished (US Census Bureau 2025). Low income individuals are more likely to use active transportation modes, and specifically on more dangerous roadways, to reach their destinations, placing them at increased risk for fatal and serious injuries (Smart Growth America and the National Complete Streets Coalition 2024).

5.3.5 Language and Technological Barriers

While Portsmouth's population is well-educated (59.4 percent of residents aged 25 or older have a bachelor's degree or higher, compared to 39 percent of Rhode Island's population), the digital divide impacts the elderly and low-income families who do not have easy access to digital technologies such as computers, internet, and other mobile devices.

5.3.6 Health Disparities

Portsmouth's census tracts are in the 65th to 74th percentile for asthma (specifically, the three tracts are in the 65th, 68th, and 74th percentile) compared to other census tracts in the United States. Motor vehicle emissions is a leading contributor of asthma, particularly from traffic congestion.

Portsmouth is in the 38th to 54th percentile for adults with heart disease when compared to other towns and cities in the United States. Stress is a leading contributor towards heart disease, and driving in, walking next to, and simply living near high-speed traffic are all significant sources of stress responses.

5.3.7 Service Gaps

Only one RIPTA bus line, the #60, provides continuous all-day service through Portsmouth. Northbound (from Newport) and southbound service (from Providence via Bristol) runs as frequently as every 20 minutes to once per hour until after 1 AM on weekdays. In Portsmouth the bus alternates between running via East Main Road and West Main Road, effectively operating at 2-hour headways at night.

Most Portsmouth residents have access to a vehicle; fewer than 10 percent of households do not have access to any household vehicle. For Portsmouth's population to successfully age in place, it's essential to factor in the limited transit service and sidewalk coverage that exists today. People who have vision or cognitive decline, which may impact the ability to drive safely in different weather and light conditions, may feel the need to drive even if they do not feel safe doing so. Accounting for transportation options and choice is one way to support Portsmouth's aging population, as well as children and teens.

5.4 Related Outreach

Through Ride Island's previous transportation planning processes, engagement with Aquidneck Island's underrepresented community revealed valuable insights. The feedback holds relevance for this plan, too. Ride Island is discussed in greater detail in Chapter 6.

The Ride Island team conducted a series of focus groups in 2023, with youth bicyclists, bicycle-dependent Spanish speaking island residents (conducted in Spanish, and translated) (Figure 19), and community representatives of the Newport Health Equity Zone (HEZ). The HEZ is a Rhode Island 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 open dialogue.

Figure 19. Aquidneck Island's bike-dependent, Spanish speaking workers indicated a need for greater driver awareness, better street lighting, signage, and separated bike infrastructure.

The middle and high schoolers who ride bikes suggested separated bike lanes to make riding safer and more comfortable to school and other destinations. The Spanish-speaking residents ride bicycles as their primary mode due to the low cost and ease of use, especially those who have multiple jobs and require fast, reliable, and cheap modes of transportation. However, they would use public transportation more if better infrastructure and frequent 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. Residents of the Newport HEZ echoed these opinions, indicating a desire to ride more often but noting existing barriers to do so.

Vulnerable populations were also a key consideration used to develop the project selection matrix described in Chapter 7.

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 Town of Portsmouth will require political will and public support for ambitious and transformative policies. Portsmouth explored evidence-based and high-impact policies to reduce fatal and serious injury crashes within the Town of Portsmouth. In accordance with FHWA's priorities under the SS4A program, policy recommendations were geared towards providing redundancies to create layers of protection and strengthen the transportation system, 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 in Portsmouth

The plans listed in Table 5 were reviewed for the Portsmouth Safety Action Plan. Documents are categorized by statewide, regional (i.e., Aquidneck Island), or local to Portsmouth. Each of these plans either support roadway safety directly or related goals related to transportation access, resilience, and equity.

Table 5. Plans and Policies Reviewed

Plan or Policy	Year	Jurisdiction
Rhode Island's Complete Streets Action Plan	2015	Statewide
Moving Forward RI 2040 Long Range Transportation Plan	2020	Statewide
Statewide Bicycle Mobility Plan	2020	Statewide
Statewide Transportation Improvement Program Revisions	2022	Statewide
Rhode Island Strategic Highway Safety Plan 2023-2027	2022	Statewide
Rhode Island Vulnerable Road User Safety Assessment	2023	Statewide
Rhode Island Bus Stop Design Guide	2024	Statewide
Resilience Improvement Plan	2024	Statewide
Aquidneck Island Transportation Study	2011	Regional
Aquidneck Island Planning Commission – Strategic Plan	2016	Regional
Ride Island Bike Plan	2023	Regional
Green and Complete Street Resolution	2019	Municipal
East Main Road	2020	Municipal
West Main Road - Road Safety Audit	2021	Municipal
Comprehensive Plan – Transportation section	2013	Municipal

6.2.1 Statewide Planning

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

Moving Forward RI 2040, the state's long range transportation plan as required by DOT, serves as a framework for understanding a larger universe of mode-specific comprehensive planning efforts, including

the Rhode Island VRU 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 SAP, 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 the 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 Rhode Island municipalities in development of demonstration projects, a focus on the "Pedal & Park" model of bicycle commuting, and an increase in technical assistance to municipalities interested in developing Complete Streets policies.

People walking, biking, and otherwise not using a vehicle are addressed in the VRU 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 in the Highway Safety Improvement Program, 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.

6.2.2 Regional Planning on Aquidneck Island

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

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 for people to opt for biking and walking to their destination rather than by vehicle, specifically for short trips (under 3 miles) across 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 (Figure 20).

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.

6.2.3 Local Planning

The Town approved their Green and Complete Streets Resolution in 2019. The resolution outlines the external costs of crashes, and their desire to promote active transportation and protect people walking, rolling, or biking. It references amendments to the STIP that capture new bike infrastructure projects, and the incorporation of Complete Streets as a framework in their comprehensive plan. RIDOT responded with a letter suggesting Complete Streets goals could not be pursued until 2027 and framed Complete Streets projects as expansion efforts incompatible with an agency preference to fund bridge maintenance projects.

Figure 20. Ride Island is a regional plan for a connected and safe non-motorized network on Aquidneck Island, developed with island leadership.

The East Main Road and West Main Road Safety Audits both provide immediate (under 6 months), near term (under two years), and long term (over 2 years) improvements categorized as education, enforcement, and engineering solutions. The two RSAs suggest a Yield to Pedestrians campaign and increased citations for vehicles idling near crosswalks and side streets. Initial discussions with the Town Council and external engineers suggest focus on a road diet, which was later removed from consideration. Per Town discussions, improvements to the northern section of East Main Road (that would include a new traffic circle) have stalled due to litigation between the parties and a local landowner.

As outlined in the Comprehensive Plan and exhibited in the state/local interactions surrounding East Main Road and West Main Road, the Town of Portsmouth feels a lack of agency over transportation planning and improvements. RIDOT and the US Navy own almost 25 percent of the roads in town. However, Portsmouth is committed to improving infrastructure for people walking or biking, noting that there is very limited existing bicycle infrastructure, and that only 3.8 percent of roads have sidewalks.

6.3 Key Policy and Process Recommendations in Portsmouth

The policy and process changes recommended in Portsmouth are described in Chapter 7. These changes will contribute to a safer roadway network for all (Figure 21).

Figure 21. Over time, implementing the changes outlined in this plan will serve all ages of Portsmouth's residents and visitors.

7. Action Plan

The action plan outlines the specific steps and strategies to address the safety challenges and goals in Portsmouth explored throughout this plan. Based on the goals and commitments established in Chapter 1, Portsmouth generated specific, measurable objectives that can be linked to actions and investments. Next, recommended activities, such as engineering standards, new infrastructure, or policy changes are articulated to meet the goals and objectives. The responsible agencies and/or individuals for coordinating each activity were identified. Finally, benchmarks and metrics were generated to enable Portsmouth 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 Chapter 8.

Table 6 lists the goals outlined in Chapter 1, accompanied by specific objectives.

Table 6. Portsmouth Safety Goals and Objectives

Category	Goal	Objectives
Safety	Achieve Vision Zero.	▪ Achieve zero roadway fatalities and serious injuries by 2034 (per the Town's Vision Zero Resolution).
Access	Support the safe movement of goods and people essential to the economic vitality and quality of life in Portsmouth.	▪ Incorporate connections to economic destinations into multimodal safety projects.
Mode Shift	Achieve a well-balanced multi-modal transportation system that reduces automobile dependency.	▪ 200 percent increase in bike, walk, and transit trips.
Environment	Make transportation decisions that promote energy conservation, healthy communities, and environmental quality.	▪ Incorporate resilient and environmentally sensitive design into transportation projects. ▪ Through mode shift, minimize the need for additional space allocated for vehicle travel and parking.

7.1 Action Plan Strategies

To meet these objectives, the Town of Portsmouth identified the following recommended strategy categories. Each strategy is supported by numerous actions, and below the actions, several sub-actions that the Town can act upon to progress toward Vision Zero.

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

Further specifics on these detailed actions are provided in Table 7. For each sub-action, there is a list of past plans or policies. 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 Portsmouth Planning Department or Department of Public Works, the recommended new Regional Transportation Planner, or the Police Department. Each action is also linked to one or more of the four goals presented in Table 6. Finally, the relative timeframe for implementing the actions, short-term (0 to 3 years), medium-term (4 to 5 years), or long-term (6 to 10+ years) is specified in Table 7.

Table 7. Recommended Strategies, Actions and Sub-Actions

ID	Title	Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infrastructure	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, including relevant planning, design, implementation, and policy.**						
1.1.a	Appoint a regional safety commission	Appoint a Regional Transportation Safety Commission, comprised of Aquidneck Island's municipal planners, engineers, Department of Public Works (DPW), Fire Department/Police Department, and non-profit leadership to meet quarterly. The commission may include a representative from each municipality's Bicycle and Pedestrian Advisory Committee, as appropriate.	STIP (2023-2031)	Policy	Aquidneck Island Land Trust's Resilience Program, Town of Portsmouth, Town of Middletown, City of Newport, NAVSTA Newport	Safety, Access, Mode-shift, Environment	Short
1.1.b	Identify regional funding needs and sources	Identify funding needs and sources for effective management and implementation of Portsmouth's Safety Action Plan. Coordinate with the Town of Middletown, the City of Newport, and regional entities, such as the Aquidneck Island Land Trust and NAVSTA Newport, and RIPTA. Capture efficiencies and focus decisions to benefit the island's cohesive transportation network across municipal boundaries.	STIP (2023-2031)	Process	Aquidneck Island Land Trust's Resilience Program Aquidneck Island municipalities	Safety, Access, Mode-Shift, Environment	Medium
1.1.c	Fund and appoint a dedicated regional planner	Establish a full-time, permanent Regional Transportation Planner position responsible for overseeing the implementation of the municipal Action Plans, as well as their annual review, data analysis, and public interface. This hire should demonstrate an understanding of housing and economic development fundamentals, to inform cross-disciplinary decision making. While focused on roadway safety, other responsibilities may include managing initiatives to expand transportation access and choice.	STIP (2023-2031)	Policy	**Lead:** Aquidneck Island Municipalities **Support:** Aquidneck Island Land Trust	Safety, Access, Mode-Shift, Environment	Short
1.1.d	Conduct Vision Zero meetings and develop annual reports	Maintain accountability and track progress towards zero by holding quarterly Vision Zero meetings with the Regional Transportation Planner and Transportation Safety Commission. Conduct annual reviews of the Action Plan. Include a work plan for projects to be implemented in the upcoming year. Publicize the Town's progress towards goals on a municipal webpage.	STIP (2023-2031)	Process	Planning, Regional Planner	Safety, Access, Mode-Shift, Environment	Short
1.1.e	Advance infrastructure that increases climate resiliency	Integrate climate resilience into road safety projects by planning, designing, and scoping projects with flood-resistant infrastructure such as permeable pavements, implementing high-friction and weather-resistant surfaces to reduce skidding, and using green infrastructure such as bioswales and enhanced drainage systems. This prevents water pooling and maintains safe driving conditions during extreme weather events.	Resilience Improvement Plan (2024)	Policy	DPW	Environment	Long
Action 1.2	**Increase transportation options**						
1.2.a	Support transportation choice	Explore multimodal transportation options, especially those outlined in previous plans, to reduce Aquidneck Island's vehicle miles traveled (VMT). Support RIPTA, economic development initiatives, and other agency efforts to shorten trips and improve transit, Park n' Ride, paratransit, and micro-transit options island-wide.	STIP (2023-2031) Ride Island Bike Plan (2023) Statewide Bicycle Mobility Plan (2020) RI VRU Safety Assessment (2023)	Process	Planning, Regional Planner, Bicycle & Pedestrian Advisory Committee, Bike Newport, RIPTA	Safety, Access, Mode-Shift, Environment	Medium
1.2.b	Conduct a regional transportation options study	Fund and conduct a Regional Transportation Options Study to evaluate alternative modes and innovative options, such as public transit, micro-transit, and/or micromobility, and implement recommendations of the Ride Island Bike Plan and Statewide BMP to reduce short trips by private vehicle and reduce island-wide congestion. Evaluate dedicated, off-island subsidized automobile parking and island shuttle service, including potential for water taxi, to reduce High Injury Network congestion, especially during peak tourism periods.	STIP (2023-2031) Statewide Bicycle Mobility Plan (2020) Portsmouth Comprehensive Community Plan (2022) RI VRU Safety Assessment (2023) Ride Island Bike Plan (2023)	Process	Planning, Regional Planner, Bicycle & Pedestrian Advisory Committee, Bike Newport	Safety, Access, Mode-Shift, Environment	Short
1.2.c	Improve transit	Work with RIPTA, island economic development organizations, and other agency efforts to improve transit, Park n' Ride, paratransit, and/or micro transit options island-wide. Explore the options for reinstating the RIPTA FLEX bus program and an island circulator bus system, increase frequency and service on local bus routes, and add or upgrade shelters and other amenities which make taking transit attractive.		Policy	Planning, Regional Planner, RIPTA	Safety, Access, Mode-Shift, Environment	Long

ID	Title	Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infrastructure	Parties	Related Goals	Timeline
Strategy 2	**Increase Roadway Safety and Slow Speeds**						
Action 2.1	**Develop a local safety audit procedure.**						
2.1.a	Develop a local safety audit procedure	Develop a local safety audit procedure, consistent with national best practices, whereby there is a first phase community walk audit to assess existing perceptions of safety, risk factors, and potential solutions with the public, and a second phase as part of the design process (i.e., Road Safety Audit (RSA) of 60 percent plans). Conduct Road Safety Audits on identified corridors, following the established procedures. This process should include opportunities for community input and generate quick build demonstration solutions.	Ride Island Bike Plan (2023)	Process	Planning, DPW, Regional Planner, Bicycle & Pedestrian Advisory Committee, Bike Newport	Safety	Short
2.1.b	Update CIP	Incorporate multimodal projects into the Town's Capital Improvement Plan (CIP).			Planning, Bicycle & Pedestrian Advisory Committee	Mode-shift, Environment	Medium
2.1.c	Update ongoing plans	Review all ongoing, planned, and funded projects on the HIN including the CIP and RIDOT's STIP. Incorporate or advocate for appropriate multimodal improvements into ongoing and/or planned projects.			Planning, Bicycle & Pedestrian Advisory Committee	Mode-shift, Environment	Short
Action 2.2	**Implement quick build demonstration safety improvements and other immediate actions on the High Injury Network.**						
2.2.a	Identify quick build demonstration projects	Evaluate the entire High Injury Network to identify priority locations for quick build demonstration projects. Identify one project per year to take through Actions 2.1.a. Begin with corridors identified as Priority Corridors in Ride Island which are under local control and that strategically address Portsmouth's fatal and severe crash trends. Consider partnering with schools, senior centers, or medical facilities. These organizations have shared interest in increasing roadway safety. They may be able to invest in project planning, deployment, and communications.	RI VRU Safety Assessment (2023) Ride Island Bike Plan (2023)	Process Infrastructure	Bike Newport, Bicycle & Pedestrian Advisory Committee, DPW, Planning, RIPTA	Safety, Access, Mode-shift, Environment	Short
2.2.b	Implement and monitor demonstration projects	Implement and monitor quick-build improvements on identified demonstration corridors (in 2.1.a) Implementation should include education to share the benefits of safety improvements with the community and train road users on how to use new infrastructure. Monitor the impact, including data collection of crashes, multimodal volumes, speeds, personal stories, and photos. While designed as quick builds, consider projects that could lead to permanent implementation. If feedback indicates that the desired benefits are not achieved, reconfigure as needed.	RI VRU Safety Assessment (2023) Ride Island Bike Plan (2023)	Infrastructure Process	Planning, RIPTA, DPW, Bike Newport	Safety	Short
2.2.c	Take immediate action on the High Injury Network	Implement immediate action items along the High Injury Network that don't need to be studied, planned, or designed. These may include maintenance (including repaving and restriping faded roadway markings), installing speed limit signage, installing speed feedback signage, or conducting sightline improvements (landscaping, spot automobile parking restrictions).		Infrastructure	DPW, Planning	Safety	Short
Action 2.3	**Implement intersection safety improvements on the High Injury Network.**						
2.3.a	Implement intersection improvement program	**Build capital safety improvements at 30 intersections on the High Injury Network within six years.** While long term reconstruction is being planned, pursue immediate changes, short-term actions, and interim improvements in accordance with Action 2.2. 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)	Infrastructure	DPW, RIDOT	Safety	Medium
2.3.b	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.		Infrastructure	DPW	Safety	Medium
Action 2.4	**Reduce speeds along the High Injury Network.**						
2.4.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 ensure adequate pedestrian crossing times and the consideration of leading pedestrian intervals for locations with pedestrian crashes or significant pedestrian volumes.		Process Infrastructure	RIDOT, DPW	Safety	Short
2.4.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 Infrastructure	RIDOT, DPW	Safety	Short

ID	Title	Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infrastructure	Parties	Related Goals	Timeline
2.4.c	Install speed cameras in school zones	Incorporate the installation of speed safety cameras in school zones. Document speed data for inclusion in the annual Vision Zero report. Communicate updates with the community, per state law and best practices.	Rhode Island Strategic Highway Safety Plan 2023-2029	Policy Infrastructure	Planning, DPW, Police	Safety	Short
2.4.d	Develop a traffic calming program	Develop and implement a **traffic calming policy and 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 (2023) Rhode Island Complete Street Action Plan (2015)	Policy	Planning	Safety	Medium
Action 2.5	**Design for roadway safety for all users.**						
2.5.a	Repair and improve crosswalks	Conduct a townwide audit to identify where Portsmouth's degraded marked crosswalks require replacement and new, high visibility crosswalks are needed to complete a comprehensive pedestrian network.	RI VRU Safety Assessment (2023) Rhode Island SHSP 2023-2027 (2022)	Process	Planning, DPW	Safety	Medium
2.5.b	Conduct a sidewalk connectivity study	Use capital funding to conduct a townwide sidewalk connectivity study that would evaluate land-use, density, future development plans, right of way, etc. This will prioritize segments that can evolve into capital improvement projects to address connectivity, comply with ADA requirements, and increase transit accessibility. Address gaps in the pedestrian network, focused on connectivity in high-traffic areas, near schools, public transit stops, and community hubs. Prioritize historically underserved areas and populations.	RI VRU Safety Assessment (2023)	Process	Planning, DPW, RIDOT, Bicycle & Pedestrian Advisory Committee	Safety, Access	Medium
2.5.c	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 from nearside to far side stops to reduce pedestrian mid-block crossing threat.	Bus Stop Design Guide (2024)	Infrastructure	DPW, RIPTA	Safety, Access, Mode-shift	Medium
2.5.d	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)	Infrastructure	DPW, RIPTA	Safety, Access, Mode-shift	Medium
2.5.e	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.	RI VRU Safety Assessment (2023) Ride Island Bike Plan (2023) Statewide Bicycle Mobility Plan (2020)	Process Infrastructure	Regional Planner, Bike Newport, Grow Smart RI, van Beuren Charitable Foundation, Town of Portsmouth	Safety, Environment, Mode-shift	Short
2.5.f	Coordinate with Statewide Complete Streets recommendations	Support the development of RIDSP's Complete Street Plan & Design Guidelines. Upon completion (anticipated in 2025), incorporate street design guidance on local roads. Coordinate with RIDOT to advance safety investments on state-owned roadways and infrastructure.	Moving Forward RI (2040)	Process	Planning, DPW, RIDOT, RIDSP	Safety	Short
Action 2.6	**: Increase safe access to Portsmouth's beaches.**						
2.6.a	Establish a slow "Beach Streets" program	Establish a slow "Beach Streets" program around primary public beach areas to prioritize safety for people on foot, bike, or transit. Explore the implementation of Rectangular Rapid Flashing Beacons (RRFB) and/or Pedestrian Hybrid Beacons.		Policy	DPW	Safety, Access, Mode-shift	Short
2.6.b	Implement quick-build projects near beaches	Use low-cost, quick-build treatments at public beach destinations, such as curb extensions, asphalt art, temporary traffic circles, diverters, and signage to create low stress environments for people walking and biking.			DPW	Safety, Access, Mode-shift	Short
2.6.c	Improve parking and alternative modes	Coordinate with the Regional Transportation Options Study in Action 1.2.b, explore the development of beach loop by providing designated parking served by frequent, reliable, well-branded shuttles or micro-transit at marked stops. Link waterfront destinations to vehicle parking.			DPW	Safety, Access, Mode-shift	Long
Action 2.7	**Invest in long-term infrastructure changes.**						

ID	Title	Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infrastructure	Parties	Related Goals	Timeline
2.7.a	Invest in permanent infrastructure to slow speeds	Conduct a traffic study per RIDOT and implement long-term investments to slow speeds which may include road diets, speed humps, raised crosswalks, narrowed lanes, and parking restrictions at intersections to improve visibility.	RI VRU Safety Assessment (2023) Ride Island Bike Plan (2023)	Infrastructure	DPW, Planning, Police, RIDOT, Bike Newport, Bicycle & Pedestrian Advisory Committee	Safety, Access, Mode-shift, Environment	Long
2.7.b	Implement a traffic calming program	Use both qualitative and quantitative data to identify high priority locations for safety projects near school zones, routes to schools, transit corridors, parks, and other youth-serving or older adult-serving facilities. Develop and implement a traffic calming program, focused on local roads. Establish a typology for roadways that could be posted at 15 or 20 mph (i.e., functional class, AADT, land use context). Determine legislative allowance to lower speeds. Include signage and traffic calming infrastructure.			DPW, Planning, Police, RIDOT, Bicycle & Pedestrian Advisory Committee	Safety, Access, Mode-shift, Environment	Long
2.7.c	Require developments to accommodate roadway safety	Require new developments to fund improved roadway safety infrastructure, such as pedestrian scale lighting, signal(s), and/or bicycle or pedestrian facilities within a 1/2-mile buffer. Ensure the development's primary entrance safely accommodates people on foot, bike, or transit, and includes bicycle parking.		Infrastructure	Planning, DPW, Bicycle & Pedestrian Advisory Committee	Safety, Access, Mode-shift	Medium
2.7.d	Increase safe access to public library and facilities	Enhance safety for older adults, children, and families with a focus on municipal destinations. Install larger, high-contrast signage for better visibility, extend pedestrian signal timing to accommodate slower walking speeds, and improve accessibility with ADA-compliant sidewalks and curb ramps. Determine where Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacons are appropriate.		Infrastructure	Planning, DPW	Safety, Access, Mode-shift, Environment	Medium
2.7.e	Investigate relocation of utility poles	Utility poles line many of Portsmouth's roadways, creating a right of way design challenge of primary corridors. Conduct a feasibility study with Aquidneck communities to evaluate the potential to relocate or reconfigure the poles to expand roadway design options.		Policy	Planning, DPW	Access	Medium
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	Establish a grade K-12 public school Safe Routes to School (SRTS) program to educate children, teenagers, and their caregivers about safe travel. Incentivize active transportation. Leverage resources such as the Safe Routes Partnership and local organizations that advance student education.	Moving Forward RI (2040) RI VRU Safety Assessment (2023)	Policy	Portsmouth Public Schools, Bike Newport, RIBike	Safety, Access, Mode-shift	Short
3.1.b	Explore safety messaging for driver education	Investigate implementing driver educational programs focused on defensive driving, road-sharing awareness, and Vision Zero principles for new drivers. Encourage the Rhode Island Department of Motor Vehicles to explore the prospect of holding a competition for high school students to develop safe roadway behavior campaign, for a small scholarship and public recognition.		Policy	Planning, Police	Safety	Medium
3.1.c	Encourage students and families to walk and bike to school	Partner with organizations to develop a walking school bus, bike bus, and/or bike training program. This increases exposure and interest in riding or walking safely children, teenagers, and their caregivers. Promote designated walk/bike to school days to support alternative transportation modes and student independence.	RI VRU Safety Assessment (2023) Ride Island Bike Plan (2023)	Process	Planning, Portsmouth Public Schools, Bike Newport, RIBike, Bicycle & Pedestrian Advisory Committee	Safety, Access, Mode-shift	Medium
3.1.d	Educate older adults about roadway safety	Partner with senior centers, AARP, and AAA to offer educational workshops for older adults on defensive driving, sharing the road with other modes, and other safety strategies.		Process	Regional Planner, AARP Rhode Island, AAA Northeast	Safety, Access	Short
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	Police	Safety, Access, Mode-shift, Environment	Short
3.2.b	Simplify crash reporting for VRUs and EJ communities	Ensure that crash reporting and investigation adequately captures crashes involving vulnerable road users and historically marginalized road users.	Statewide Bicycle Mobility Plan (2020)	Process	Police, Regional Planner	Safety, Access, Mode-shift, Environment	Medium

ID	Title	Safety Strategy/Action	Related Plans or Policies	Policy / Process / Infrastructure	Parties	Related Goals	Timeline
3.2.c	Update the municipal vehicle fleet	Evaluate the Direct Vision of Town's fleet vehicles and install countermeasures in low-vision vehicles over time. Direct Vision refers to everything a driver can see out the windows without the aid of mirrors or cameras. Effective countermeasures include cross-over mirrors, passenger side camera systems, side guards, and audible warnings when turning right. This minimizes harm to people on foot or bike.		Policy and Process	DPW	Safety	Long
Action 3.3	**Develop an awareness campaign.**						
3.3.a	Create Vision Zero communications	Develop and maintain a municipal Vision Zero webpage and develop public service announcements about Vision Zero. Convey infrastructural changes to the HIN with a consistent Vision Zero and safety message. Cross-promote with the public library, senior center, and public schools.	Moving Forward RI (2040)	Process	Planning, Regional Planner	Safety	Short
Strategy 4	**Manage Post-Crash Care and Data Transparency**						
Action 4.1	**Support the families of crash victims through enhanced emergency response and medical and psychological assistance (Families for Safe Streets).**						
Action 4.2	**Partner with local nonprofit behavioral health organizations to enhance post-crash emergency protocols by incorporating mental health support and offering trauma-informed first aid training to the community.**						
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	RIDOT, RIDSP, Planning, Regional Commission (future)	Safety	Short

7.2 Proven Safety Countermeasures

Under the FHWA's Proven Safety Countermeasures Initiative, 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 addresses at least one of the following safety areas:

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

Some of the countermeasures crosscut, addressing more than one safety area. They are applicable across many 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 Town of Portsmouth used these FHWA Proven Safety Countermeasures as a starting point to generate the recommendations provided in this Safety Action Plan.

7.3 Strategy and Project Selection

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

A prioritization matrix (Table 8) is a strategic tool for Portsmouth to evaluate and rank safety projects based on their impact and feasibility. The matrix assesses each project's (Figure 22) potential to address critical safety issues and its alignment with overall safety and planning goals. By assigning scores or weights to each criterion (i.e. severity of risk, cost, and roadway ownership). The score or weight for each criterion was determined by local needs and priorities. Incorporating all 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.

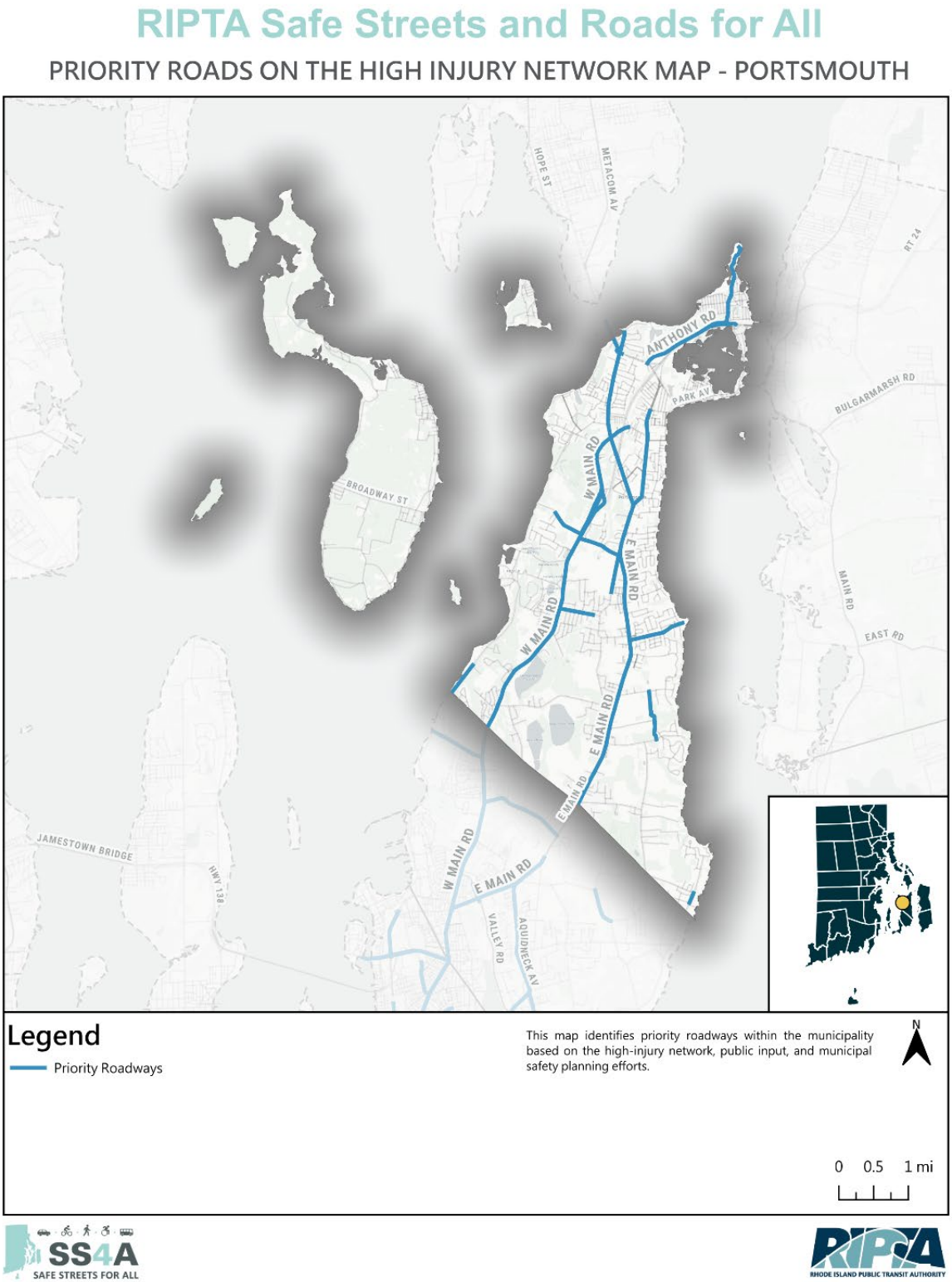


Figure 22. Priority Roads on the High Injury Network Map

Table 8. Town of Portsmouth Safety Action Plan Project Prioritization Matrix

Criteria	East Main Road	West Main Road	Bristol Ferry Road	Mount Hope Bridge	Union Street	Anthony Road	Corys Lane	Turnpike Avenue	Wapping Road	Burma Road	Indian Ave	McCorrie Lane	Sprague Street	Middle Road
Total for All Criteria	**33**	**31**	**27**	**27**	**26**	**25**	**25**	**25**	**24**	**23**	**23**	**23**	**23**	**22**
Safety														
Total Safety Criteria Met	**16**	**15**	**13**	**12**	**11**	**9**	**9**	**10**	**9**	**8**	**9**	**8**	**8**	**9**
Is segment or intersection on the High Injury Network?	6	5	4	3	3	2	2	2	2	1	2	2	1	2
Is segment or intersection on corridor with high-predictive-crash score?	3	3	3	3	3	3	3	3	3	2	3	2	3	3
Will project improve safety for drivers?	1	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	1
Will project improve safety for transit users?	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Is project likely to reduce speeds along corridor or intersection?	1	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	1
Does project align with a Safe Routes to School plan or other local transportation safety initiative?	1	1	1	1	1	0	0	1	0	1	0	0	0	0
Has project been identified in road safety audit or similar evaluation?	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Equity Impacts														
Total Equity Criteria Met	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**
Will project improve fairness in resource distribution?	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Will project improve fairness in external cost distribution?	1	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	1
Will project improve travel affordability?	1	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?	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Will project improve connectivity to goods and services in the area?	1	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	1
Context														
Total Context Criteria Met	**6**	**6**	**4**	**4**	**4**	**4**	**5**	**4**	**4**	**4**	**3**	**4**	**4**	**3**
Is project located near a school/school zone or other facility serving large numbers of vulnerable individuals?	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Is project part of a recognized short-trip opportunity area?	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Is project located downtown or in a dense commercial or residential area?	1	1	1	1	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	0
Is project located in a suburban or general commercial area?	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Does project have demonstrated public support?	1	1	1	1	1	1	0	0	1	0	0	1	0	0
Was project identified in a prior comprehensive plan or transportation plan?	1	1	0	0	0	0	1	1	0	1	0	0	1	0
Cost/Timeline														
Total Cost/Timeline Criteria Met	**5**	**4**	**4**	**5**	**5**	**6**	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**4**
Is project part of STIP/CIP or local funded priority?	1	0	0	1	1	1	0	1	0	1	0	0	1	0
Are project cost and timeline well understood?	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Can project be implemented using existing local resources?	1	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	0
Has a cost-benefit analysis (BCA) shown the project to be beneficial and economically feasible?	0	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	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	1
Have partnerships been identified to support project implementation?	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Is this a locally owned road?	0	0	0	0	0	1	1	0	1	0	1	1	0	0

8. Progress and Transparency

A process for measuring progress and providing transparency was 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 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 participate in all major decision processes. Portsmouth 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 Town of Portsmouth 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 easily accessible and available to the public by posting it online on the Town's website. 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, town hall meetings, and engagement sessions to foster transparency and build trust.
  - **Regular Town Council Updates**: Provide regular updates to keep the Town 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 recommendations, priority projects, and strategies provided in Chapter 7. Progress under each of these recommendations should be documented and celebrated in these reports, ensuring that project success builds on previous activities and reporting.

Progress on Vision Zero implementation starts with short-term actions. Table 9 contains the short-term actions listed in Table 7, organized by the party responsible for implementation then the timeline. Each of these actions is paired with a recommended month for implementation, upon adoption of this plan.

Table 9. Short-Term Actions

Action	Sub Action Title	Policy / Process / Infrastructure	Lead Party	Month
1.1.a	Appoint a regional safety commission	Policy	Aquidneck Island Land Trust	6
1.1.c	Fund and appoint a dedicated regional planner	Policy	Aquidneck Island Land Trust	12
1.1.d	Conduct Vision Zero meetings and develop annual reports	Process	Regional Planner	18
1.2.a	Support transportation choice	Process	Regional Planner	18
2.1.a	Develop a local safety audit procedure	Process	Regional Planner	18
1.2.b	Conduct a regional transportation options study	Process	Regional Planner	24
3.1.d	Educate older adults about roadway safety	Process	Regional Planner	18
3.3.a	Develop and distribute Vision Zero communications	Process	Regional Planner	4
2.2.c	Take immediate action on the High Injury Network	Infrastructure	DPW	4
2.4.a	Evaluate intersection signal timing	Process & Infrastructure	DPW	6
2.4.b	Evaluate corridor signal timing	Process & Infrastructure	DPW	6
1.1.e	Advance infrastructure that increases climate resiliency	Policy	DPW	12
2.2.b	Implement and monitor demonstration projects	Infrastructure & Process	DPW	18
2.2.a	Identify quick build demonstration projects	Process	Planning	6
4.1	Support families of victims	Process	Planning	6
4.2	Post-crash mental health	Process	Planning	6
2.6.a	Establish a slow “Beach Streets” program	Policy	Planning	8
2.1.c	Update ongoing plans	Process	Planning	12
2.4.c	Install speed cameras in school zones	Policy	Planning	12
2.5.e	Support investment in Aquidneck Island’s active transportation network	Process & Infrastructure	Planning	12
2.7.c	Strategically improve street lighting	Infrastructure	Planning	12
3.1.a	Advance a Safe Routes to School Program	Policy	Planning	12
3.2.a	Prioritize safety-oriented enforcement	Policy	Police	4
4.3.a	Standard data collection	Process	Police	8

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Appendix A: Resolution

TOWN OF PORTSMOUTH, RI
RESOLUTION # 2025-01-27

RESOLUTION OF THE TOWN OF PORTSMOUTH ADOPTING A VISION ZERO POLICY

WHEREAS, the life and health of all persons living and traveling within the Town of Portsmouth are our utmost priority, and no one should die or be seriously injured while traveling on our local streets and roadways[1]; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; 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, equitable mobility; and

WHEREAS, streets and transportation systems have traditionally been designed to prioritize the efficient movement of cars at the expense of all else, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move people safely, including people of all ages and abilities, 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; therefore, transportation planners, engineers, and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, two crashes have resulted in a loss of life, and 27 have resulted in seriously injury of the 1,095 crashes in Portsmouth between 2019-2023, and traffic crashes are among the leading cause of deaths in the United States[2]; and

WHEREAS, Portsmouth's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, the provision of a more complete bicycle and pedestrian network increases transit accessibility and a reduction in vehicle trips; and

WHEREAS, the serious injury rate for pedestrians involved in collisions is approximately 29%, compared to 2% for crashes involving only motor vehicles; and

WHEREAS, speed is recognized as a major determining factor of survival in a crash[3]; and

WHEREAS, Portsmouth is working toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10% if hit by a vehicle moving 40 mph[4]; and

WHEREAS, 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[5]; 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 active transportation reduce pollution, increase public health, and positively impact economic development, particularly for tourism-dependent communities such as Portsmouth; and

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

WHEREAS, the Town of Portsmouth has already adopted a Green and Complete Streets Resolution; and

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

WHEREAS, for Vision Zero to be accepted, it must be thoughtfully integrated into and embraced by multiple stakeholders, Town government leaders, including police and emergency services, the business community, school communities, neighborhood and community groups, and the public at large.

NOW, THEREFORE, BE IT RESOLVED, by the Town Council of the Town of Portsmouth, State of Rhode Island, as follows:

1. The Town of Portsmouth adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.

2. The Town of Portsmouth adopts the goal of eliminating traffic deaths and serious injuries by 2034 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

3. The Town of Portsmouth commits to establishing a continuous evaluation framework, including regular analysis of crash data and systematic review of the 2024 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.

4. The Town Clerk shall certify the adoption of this Resolution, effective immediately, by the Town of Portsmouth.

Adopted this 27th day of January 2025.

Keith E. Hamilton, President
Portsmouth Town Council

ATTEST: _____
Jennifer M. West, CMC, Town Clerk

REFERENCES

1. Resolution based on a model policy provided by Changelabs.org

2. 10 leading causes of death, United States, 2020, both sexes, all ages, all races. Centers for Disease Control and Prevention website: wisqars.cdc.gov/data/lcd/home.

3. Institute of Transportation Engineers; Road to Zero Coalition; and RTZ Safe System Working Group. Safe System. Institute of Transportation Engineers website: ite.org/technical-resources/topics/safe-systems/.

4. Ferrier K. Landmark national study urges safety over speed. Vision Zero Network website: visionzeronetwork.org/safety-over-speed. July 25, 2017.

5. Fox J, Shahum L. *Vision Zero Equity Strategies for Practitioners.* Oakland, CA: Vision Zero Network; 2017.

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

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

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

Please enter the zip code where you live.

The value must be a number

I am responding as... Select one.

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

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

- ◯ Yes
- ◯ No
- ◯ Maybe
- ◯ Other

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

1	2	3	4	5

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

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

Please select at most 3 options.

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

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

Please select at most 3 options.

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

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

Please select at most 3 options.

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

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

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

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

- ◯ Yes
- ◯ No

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

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

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

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

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

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

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

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

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

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

Community Survey Write-In Responses (raw)

“Road diets should be considered by RIDOT”

“We need SIDEWALKS!!! Even roads leading to the schools in Portsmouth have no sidewalks!”

“A complete sidewalk network is important for safe walking.”

“The potholes and bumps on East & West Main roads on Aquidneck Island are dangerous!! So are the width of the lanes and the speeds cars travel. Bike /walking path on Union Street in Portsmouth, it’s a "cut through" street that connects East & West main roads and drivers think it's a racetrack, families, moms & babies walk on this street and sometimes it's very dangerous. I worry when my family are out for a walk/run/bike.”

“I find extremely unsafe is East Main Street throughout Portsmouth, RI. There are no sidewalks, no shoulders, and an ever-increasing amount of traffic and speeding - particularly in the Summer. Speed limit enforcement. Sidewalks where possible. Volume stabilization - The number of developments and occupancy on Aquidneck Island, including vacationers needs to be controlled in some way. The island feels like it’s bursting at the seams with people and cars.”

“Cross walks on East Main Rd (Rt 138). There needs to be some sort of sidewalk/crosswalk situation on West Main Rd (Rt 114) starting at the town line to at least Melville Elementary School. Sidewalks would be ideal”

“Riding my scooter/moped is dangerous on East main Rd with the potholes and fast drivers cutting me off when I am going the speed limit, and I am legally able to be on the road.”

“I live near East Main Road and Turnpike Ave in Portsmouth and I've noticed that many areas of the sidewalks are obstructed by overgrown weeds/shrubbery, and (in the winter) it seems few portions are actually cleared of snow/ice - which is a hazard to all pedestrians, but especially the mobility-impaired and elder communities (many of whom walk to pick up groceries, prescriptions, and visit houses of worship). If maintenance is the responsibility of the town or state, it would be nice to have funds allocated for clearing the sidewalks of obstructions/hazards/debris/snow/ice; if responsibility should instead be attributed to the property owner abutting the sidewalks, maybe notices could be issued to remind the businesses/residents of their responsibility and possibly enforce fines for noncompliance.”

“Fix the roads. They’re hazardous and damage vehicles.”

“Speed limits and stop signs in RI are merely "suggestions". I suspect less than 10 percent obey them. The same goes for stop signs - few stop. I think the penalties for speeding and not stopping at stop signs should be drastically increased - perhaps 10-fold. Otherwise, nothing is likely to change. I realize that there are not enough police to enforce all the laws, which is why the deterrent effect of much higher fines should be implemented.”

“Point Road in Portsmouth - people speed along this road all the time - the speed limit is 25 and the speeders are way over that. There are no sidewalks, so it is dangerous for us walking. Also, East Main Road in Portsmouth needs to be repaved. RIDOT did a partial paving and the parts not paved are full of potholes and bumps and just overall bad. Finally, we need the roundabout at Clements and Turnpike Aves. This has been in the works for a while and needs to be installed.”

“Union Street, Portsmouth. DANGEROUS for walkers/bikers/runners. It's a residential area but it is a connector road between East & West main roads for many just passing through. Speed limit is 25, drivers are doing 50. It's gotten so bad and so dangerous, something bad is going to happen, let's do something before that occurs.”

“Yes, I think the state should stop resorting to old-fashioned ways that don't work and look to European countries that have excelled at public safety, such as Norway and Iceland. These countries prioritize walk and bike lanes and keep them separate from cars (a very smart move). They also make public transport widely available, accessible, and affordable for all.

Rhode Island should also investigate congestion pricing fees for certain areas and remove traffic lights (especially on Metacom Avenue), which have shown in studies to cause harm to the environment, are unsafe, and increase traffic times. Stop installing two-lane roundabouts, which are confusing to everyone, and design on-lane rotaries (as they also have in Iceland). Please, please investigate a road diet for East Main Road (EMR) and West Main Road in Portsmouth. On EMR, there has been a serious crash on this state road every week this summer. Something needs to be done.”

Appendix C: Baseline Crash Analysis

Introduction

The Descriptive Crash Analysis summarizes the findings from a review of data on the most recent 5 years of crashes that occurred in Portsmouth.

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 Portsmouth, with a specific focus on crashes where someone died or was seriously injured. This analysis is based on 5 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 low sample size.

Why look at 5 years of crash data?

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

Descriptive Crash Analysis Findings

The Descriptive Crash Analysis presents an overview of the state of road safety within Portsmouth 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?

Overall Crash Statistics

In Portsmouth, in the 5-year crash dataset used for the Safety Action Plan, there were:

- **Total Crashes**: 1,095
- **Total Fatal and Injury (FI) Crashes**: 160 (15 percent of all crashes)
- **Total Fatal and Serious Injury (FSI) Crashes**: 29 (3 percent of all crashes)
    - 2 involving **vulnerable road users (VRU)** – 2 involving pedestrians
    - 7 involving motorcyclists
    - 20 involving motorists only

Figure 23 illustrates the number of crashes resulting in an injury or fatality, per year, in Portsmouth compared to statewide. Although these types of crashes in Portsmouth were relatively stable in recent years (2020 to 2023), at 25 to 31 crashes per year, 2019 was an outlier, with 40 crashes. The pattern in Portsmouth generally followed the statewide pattern over the past 5 years.

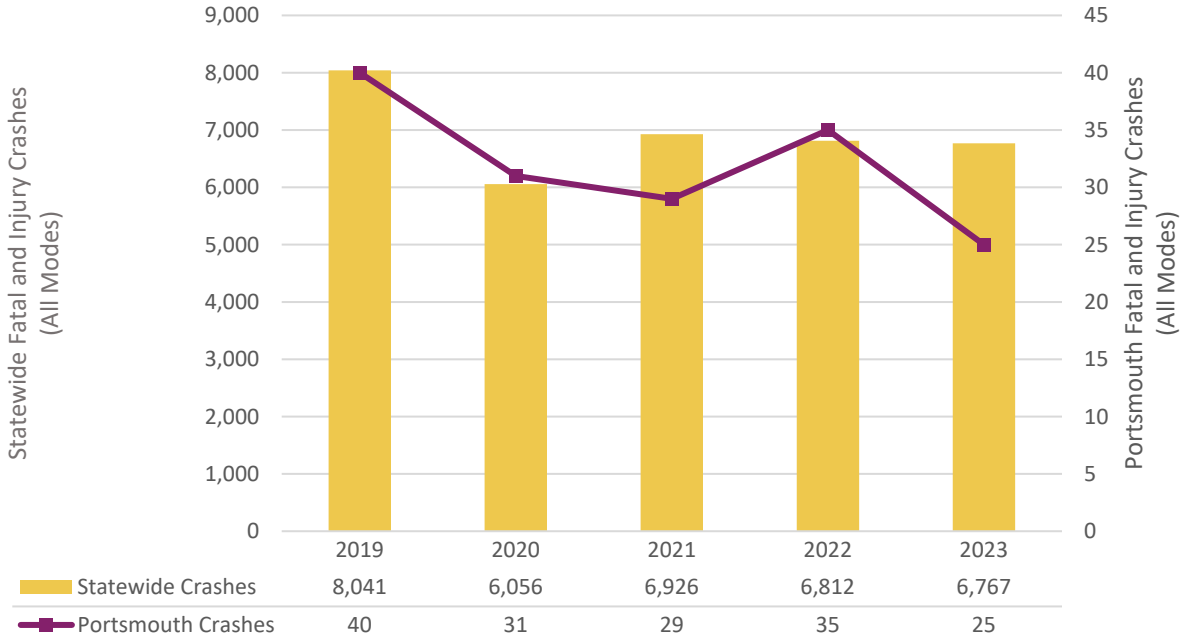


Figure 23. Portsmouth versus Statewide Crashes Resulting in an Injury or Fatality, by Year, All Modes (2019-2023)

There were six crashes involving **someone walking or biking** (or vulnerable road users) that led to serious injuries in Portsmouth between 2019 and 2023. After a peak of two crashes resulting in an injury or fatality involving bicyclists or pedestrians in 2019, there was a drop to one vulnerable road user crash that resulted in a fatality or injury per year in 2020 to 2023 (Figure 24).

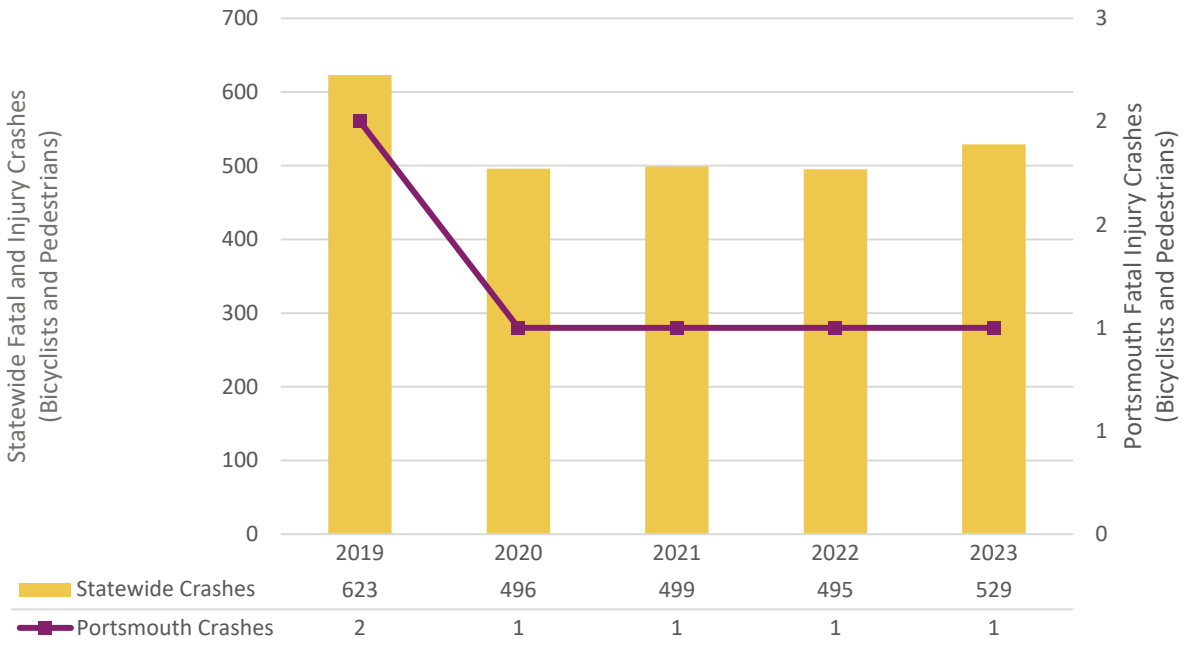


Figure 24. Portsmouth versus Statewide Crashes Resulting in an Injury or Fatality, by Year, Walking and Bicycling (2019-2023)

What Types of Crashes Occur?

Figure 25 illustrates fatal and injury crashes in Portsmouth by type, meaning how the vehicles or road users involved collided. The top crash types that resulted in injuries or fatalities were **angle**, **rear-end**, and **single-vehicle** crashes – which, together, accounted for 79 percent of fatal and ***serious*** injury-causing crashes and 88 percent of crashes where someone was killed or suffered any injury.

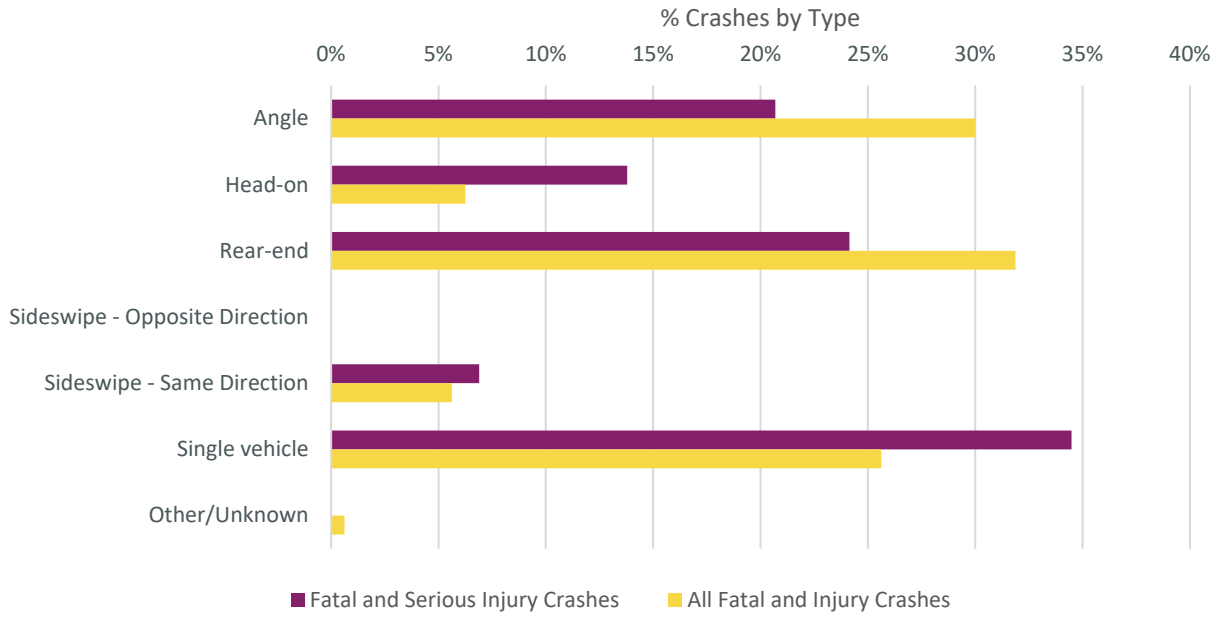


Figure 25. Portsmouth Crashes, by Type and Severity, All Modes (2019-2023)

Figure 26 illustrates that in Portsmouth the top reported contributing factors in fatal and ***serious*** injury-causing crashes were **out-of-state** and **senior drivers**, which also resulted in 45 percent and 28 percent of crashes that resulted in any injury, respectively. These factors are based on police reports and give insight as to what may have influenced the severity of crashes.

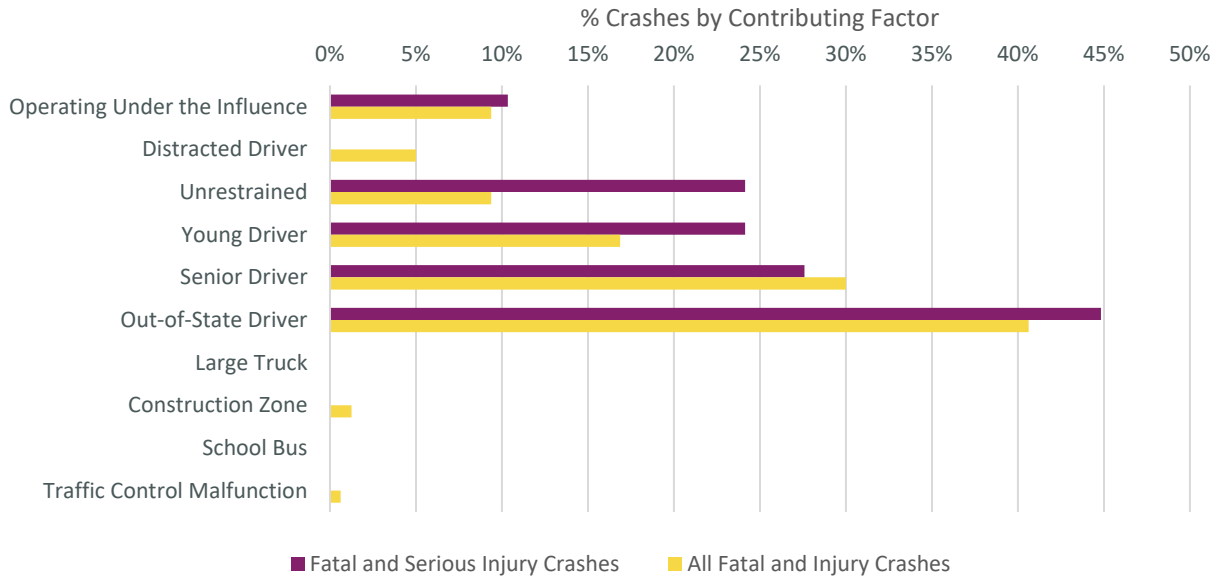


Figure 26. Portsmouth Crashes, by Contributing Factor and Severity, All Modes (2019-2023)

When Do Crashes Occur?

In Portsmouth, fatal and injury crashes were generally more frequent in the summer and fall months (May to October), when 92 crashes (58 percent) occurred. May, July, August, and October experienced the highest number of crashes resulting in an injury or fatality – 17 crashes.

Additionally, there was a spike in crashes in January with the second-highest number of motorist-only involved crashes (Figure 27).

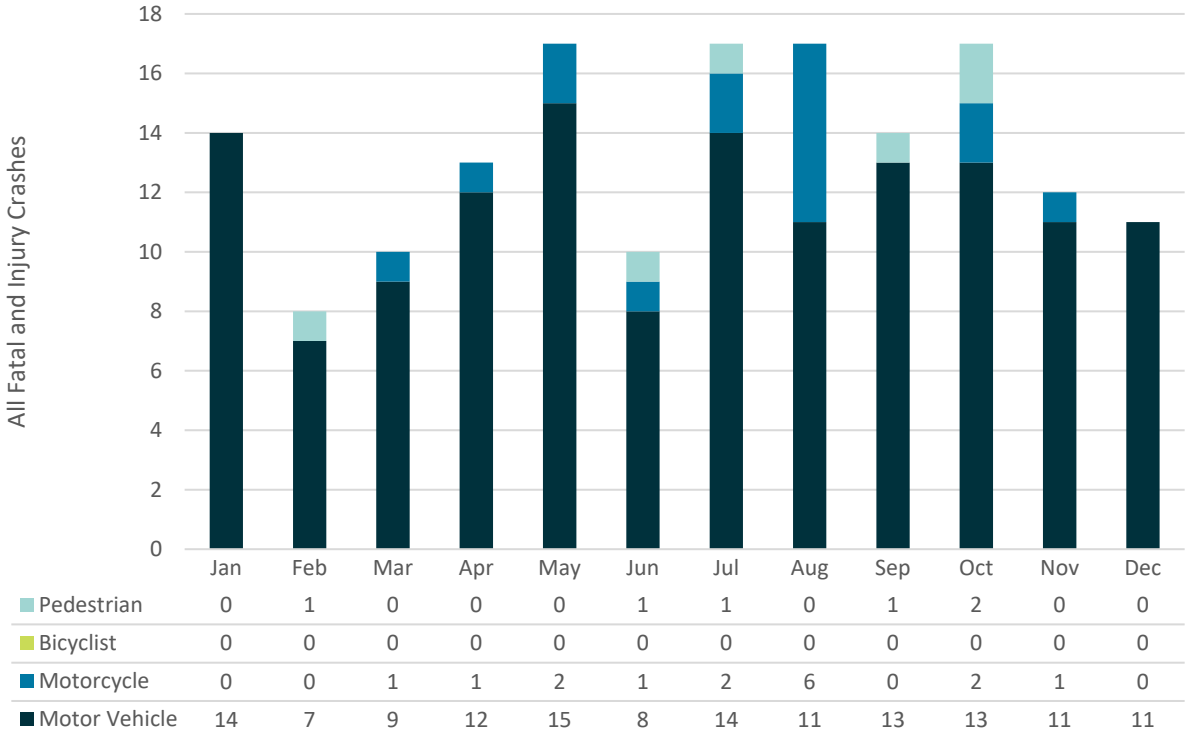


Figure 27. Portsmouth Crashes Resulting in an Injury or Fatality, by Month by Mode (2019-2023)

Table 10 illustrates that crashes resulting in injuries were more frequent from **3 PM to 6 PM on weekdays,** reflecting afternoons when a large number of people are traveling.

Table 10. Portsmouth Crashes Resulting in an Injury or Fatality, by Time of Day and Day of Week, All Modes (2019-2023)

Day of Week	12 AM to 3 AM	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM
Monday	0	0	3	3	4	**9**	2	0
Tuesday	0	0	3	3	7	**8**	2	1
Wednesday		0	3	5	1	**9**	0	1
Thursday	0	1	**8**	1	5	**10**	3	5
Friday	0	1	4	2	1	6	3	6
Saturday	2	0	1	3	5	6	3	0
Sunday	3	0	1	5	2	7	1	1

Figure 28 illustrates that the largest share **of all crashes resulting in an injury or fatality** occurred during **daylight conditions (77 percent)** – likely when more travel occurs. Twenty-two percent (22 percent) occurred during dark-lit (11 percent), dark-unlit (7 percent), and twilight (4 percent) conditions. This trend indicates a potential need to evaluate roadway lighting conditions in Portsmouth 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.

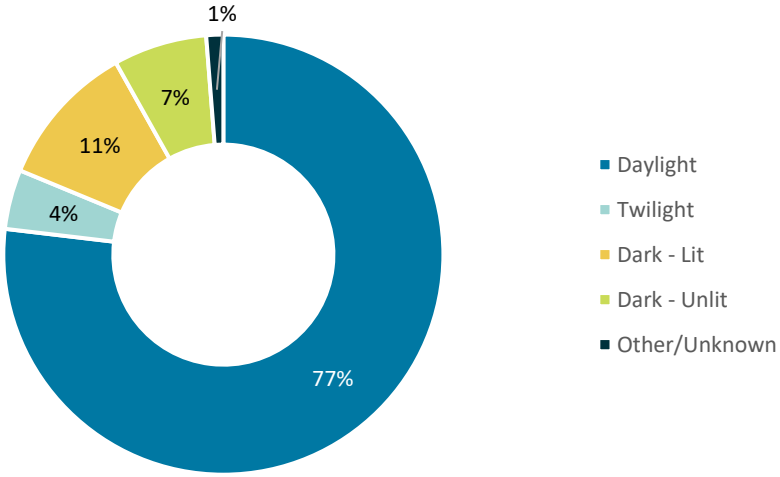


Figure 28. Portsmouth Crashes Resulting in an Injury or Fatality, by Lighting Condition, All Modes (2019-2023)

Figure 29 highlights that a large share of all crashes resulting in an injury or fatality occurred during **clear weather conditions (86 percent)**. Seven percent (7 percent) 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.

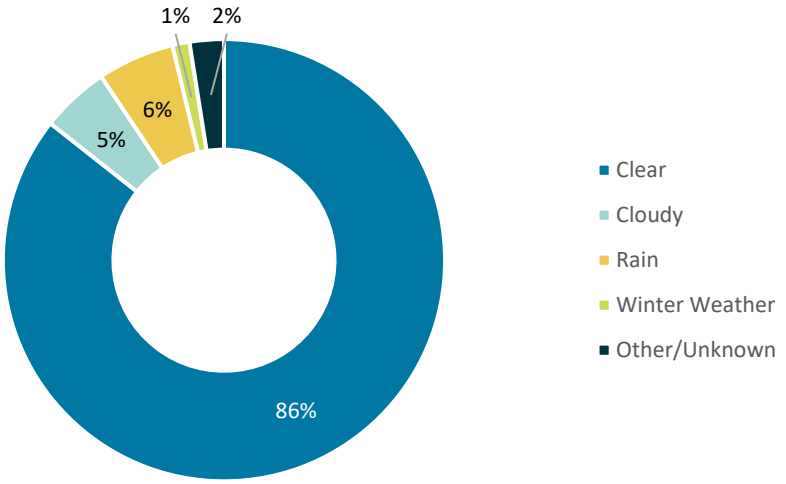
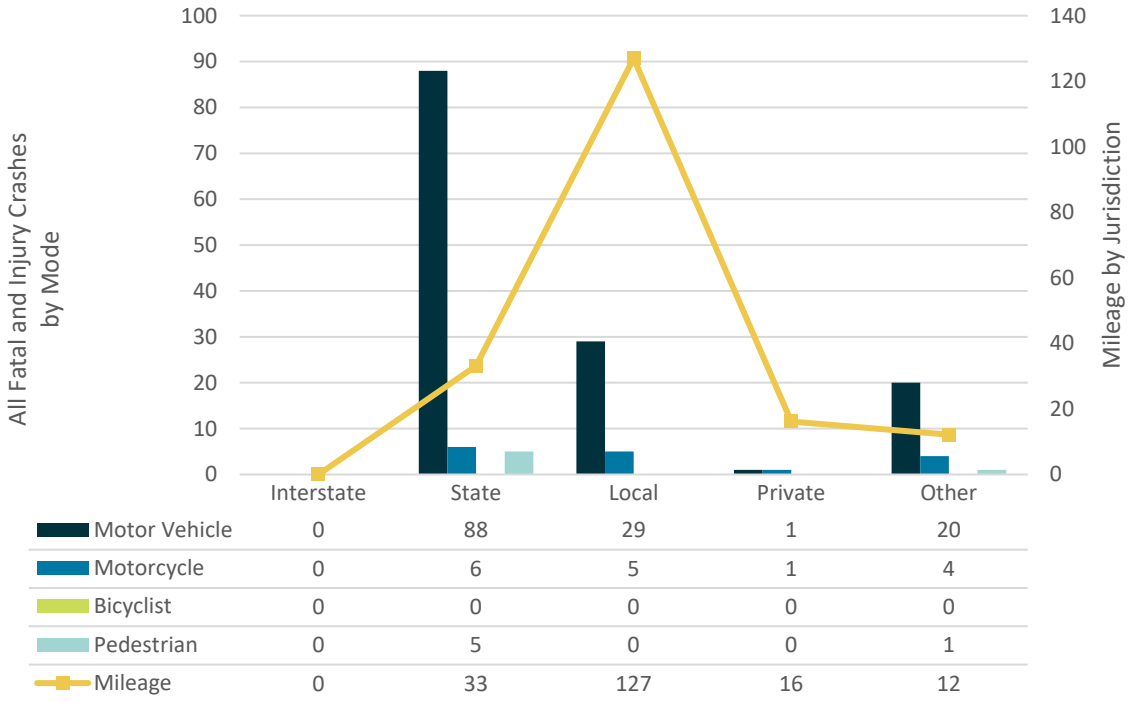


Figure 29. Portsmouth Crashes Resulting in an Injury or Fatality, by Weather Condition, All Modes (2019-2023)

Where Do Crashes Occur?

In Portsmouth, a greater number of fatal and ***serious*** injury-causing crashes occurred on local roads and midblock locations compared to other road types and intersections.

Figure 30 illustrates crashes resulting in an injury or fatality by mode and roadway jurisdiction. **State-owned roads** had a higher number of crashes resulting in an injury or fatality compared to other road types in Portsmouth (99 crashes, or 62 percent of fatal and injury crashes) despite these roads only accounting for 18 percent of total roadway mileage in Portsmouth. **Local-owned roads are underrepresented in injury crashes,** accounting for 34 crashes resulting in an injury or fatality (20 percent) with these roads making up a majority of the total roadway mileage in Portsmouth (68 percent).



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

Figure 30. Portsmouth Crashes Resulting in an Injury or Fatality, by Mode and Road Owner (2019-2023)

Overall, a **large share of crashes resulting in an injury or fatality occurred at mid-block locations** (between intersections) across all modes. Of the different modes of travel, pedestrian-involved crashes resulting in an injury or fatality had the largest share that occurred at an intersection, 83 percent, closely followed by motorcycle-involved crashes, 81 percent (Figure 31).

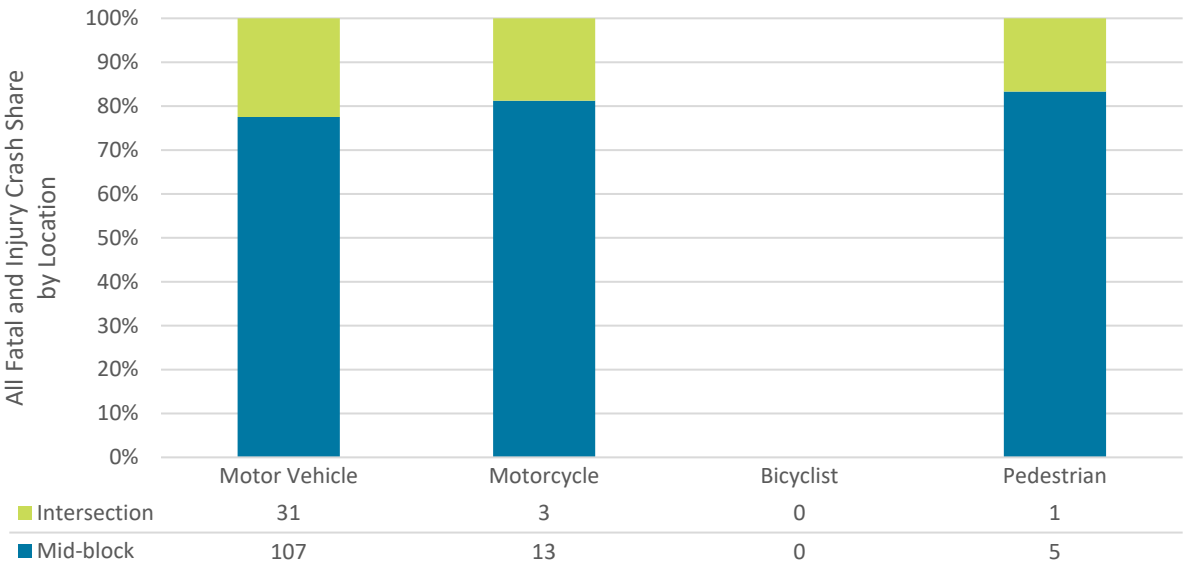


Figure 31. Portsmouth Crashes Resulting in an Injury or Fatality, by Location and Mode (2019-2023)

High-volume roads (10,000+ average daily vehicles) accounted for **67 percent of pedestrian-involved and 54 percent motorist-involved crashes resulting in an injury or fatality** and a smaller share, 38 percent, of motorcyclist crashes resulting in an injury or fatality (Figure 32).

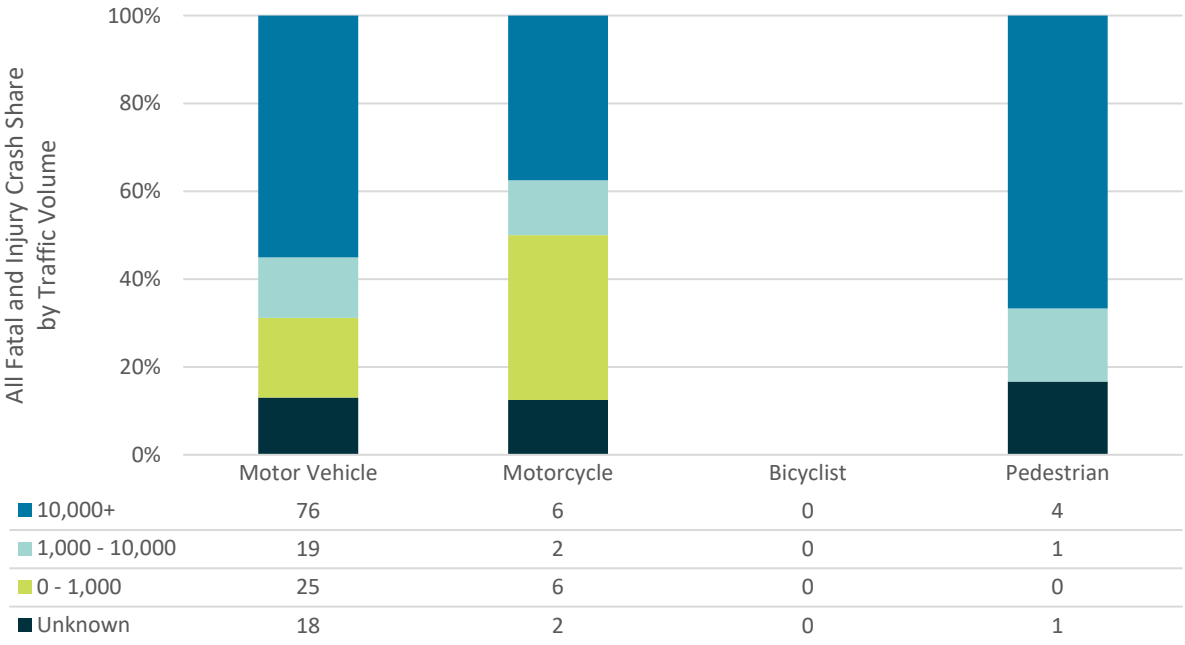
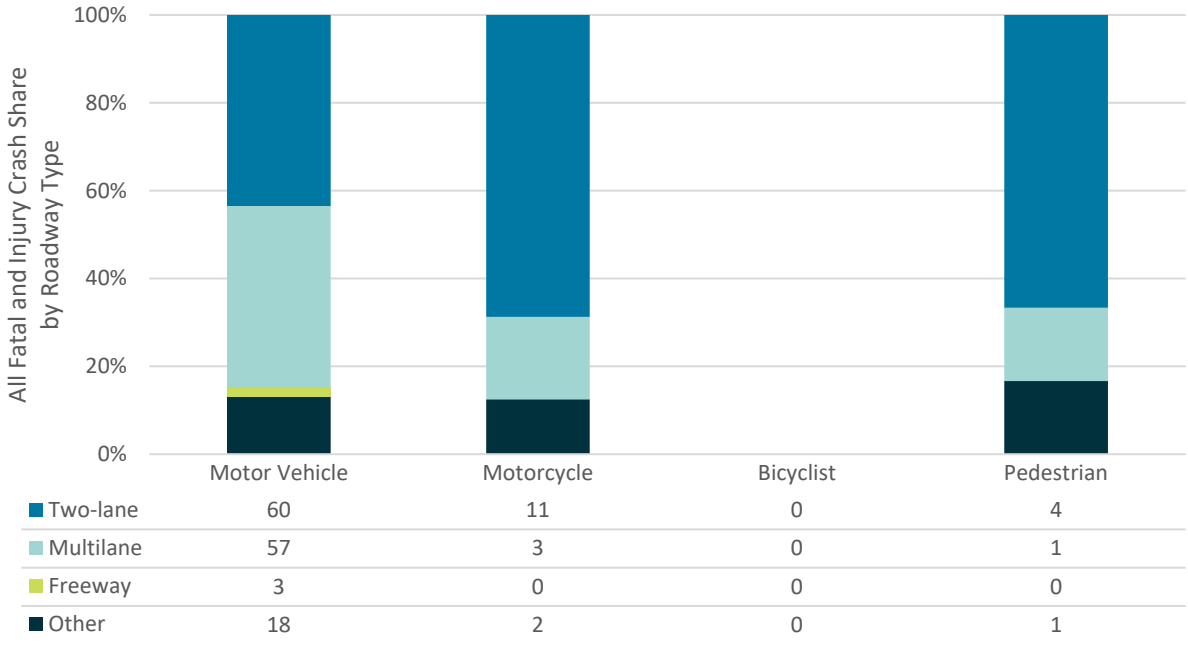


Figure 32. Portsmouth Crashes Resulting in an Injury or Fatality, by Traffic Volume and Mode

Figure 33 illustrates the injury or fatality-causing crashes by mode and roadway lane type. **Two-lane roads accounted for 47 percent of crashes resulting in an injury or fatality** and 90 percent of the total road

miles in Portsmouth. While **multilane roads accounted for 38 percent of these crashes, 4 percent of the roads** in Portsmouth are multilane.



	Motor Vehicle	Motorcycle	Bicyclist	Pedestrian
Two-lane	60	11	0	4
Multilane	57	3	0	1
Freeway	3	0	0	0
Other	18	2	0	1

Figure 33. Portsmouth Crashes Resulting in an Injury or Fatality, by Roadway Type and Mode (2019-2023)

Sixty-seven (67 percent) of crashes resulting in an injury or fatality occurred in areas with **suburban land uses**, which represent 52 percent of Portsmouth's area composition (Figure 34).

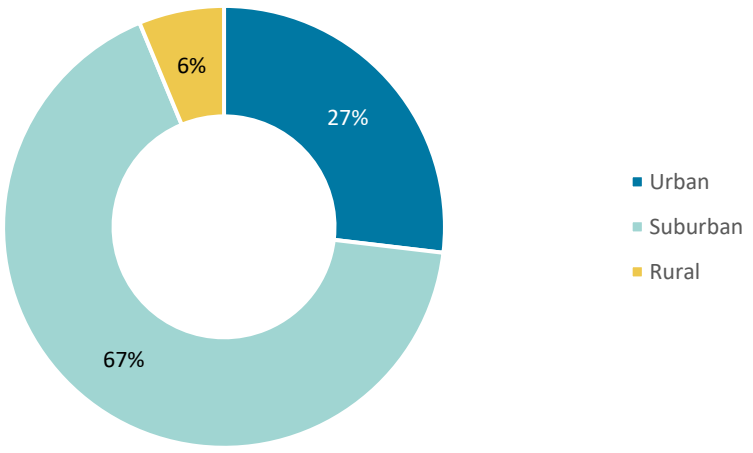
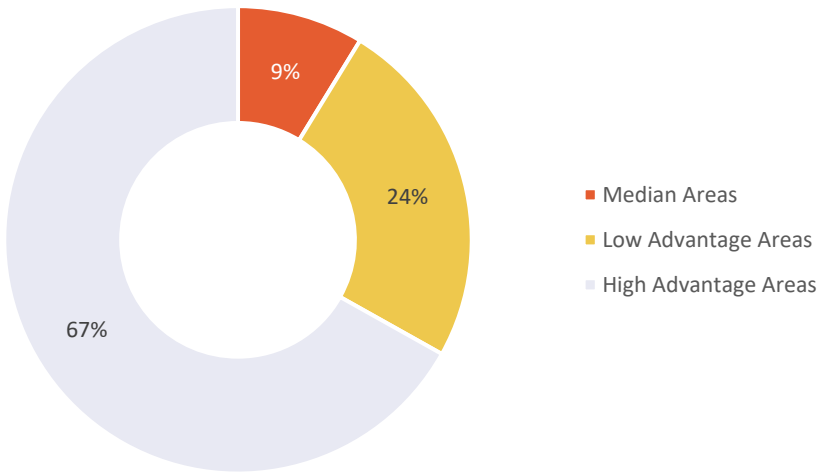


Figure 34. Portsmouth Crashes Resulting in an Injury or Fatality, by Land Use Type (2019-2023)

Thirty-three percent of crashes (33 percent) resulting in an injury or fatality occurred in median (9 percent) and low advantage (24 percent) areas. This is slightly greater than the overall make up of Portsmouth, where 31 percent of the municipality is defined as median and low advantage areas (Figure 35).



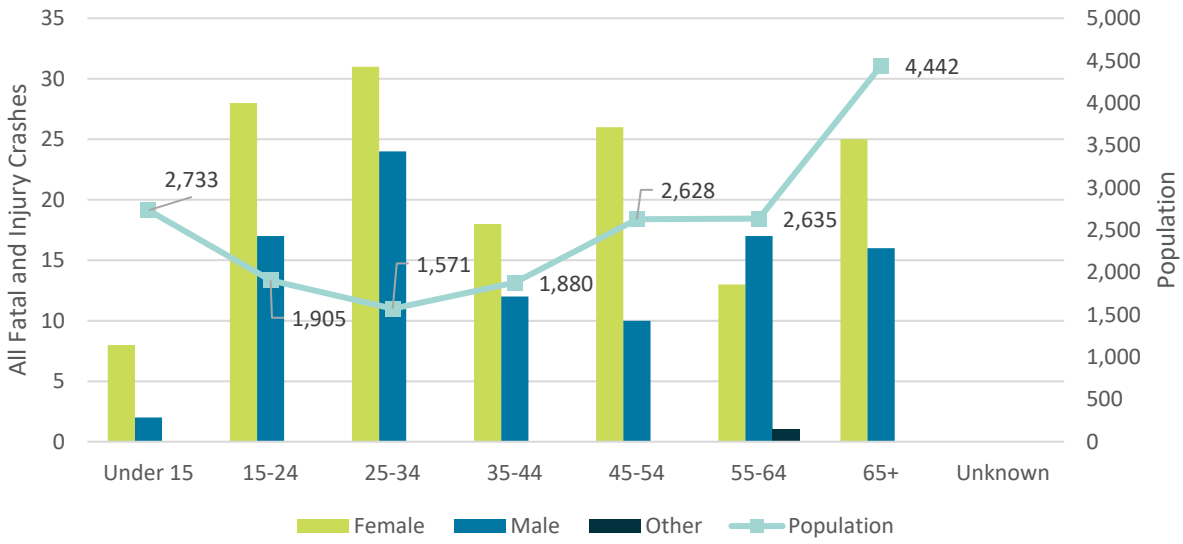
Communities of Disadvantage information based on Justice40

Figure 35. Portsmouth Crashes Resulting in an Injury or Fatality, by Communities of Disadvantage (2019-2023)

Who Are Involved in Crashes?

The age and gender distribution of people involved in fatal and injury-causing crashes in Portsmouth is skewed higher towards the population of females in Portsmouth. A higher proportion of **females ages 25 to 34** were involved in crashes resulting in an injury or fatality compared to other age and gender groups. Additionally, 40 percent of fatal and injury crashes involved people aged 15 to 24 (18 percent) and 25 to 34 (22 percent), while 20 percent of Portsmouth's population are in those age groups (Figure 36).

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.



Demographics information based on U.S. Census 2022 American Community Survey 5-Year Estimates

Figure 36. Portsmouth All Crashes Resulting in an Injury or Fatality, by Age Group and Gender (2019-2023)

Appendix D: High Risk Network and High Injury Network Methodology

Safety Analysis Methods

Safe Streets and Roads for All

June 2025

SS4A
SAFE STREETS FOR ALL

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Acronyms and Abbreviations

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

1. Introduction

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

2. Analysis Data

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

Table 1. Key Datasets

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

2.1 Land Use Context

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

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

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

2.2 Crash Geocoding

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

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

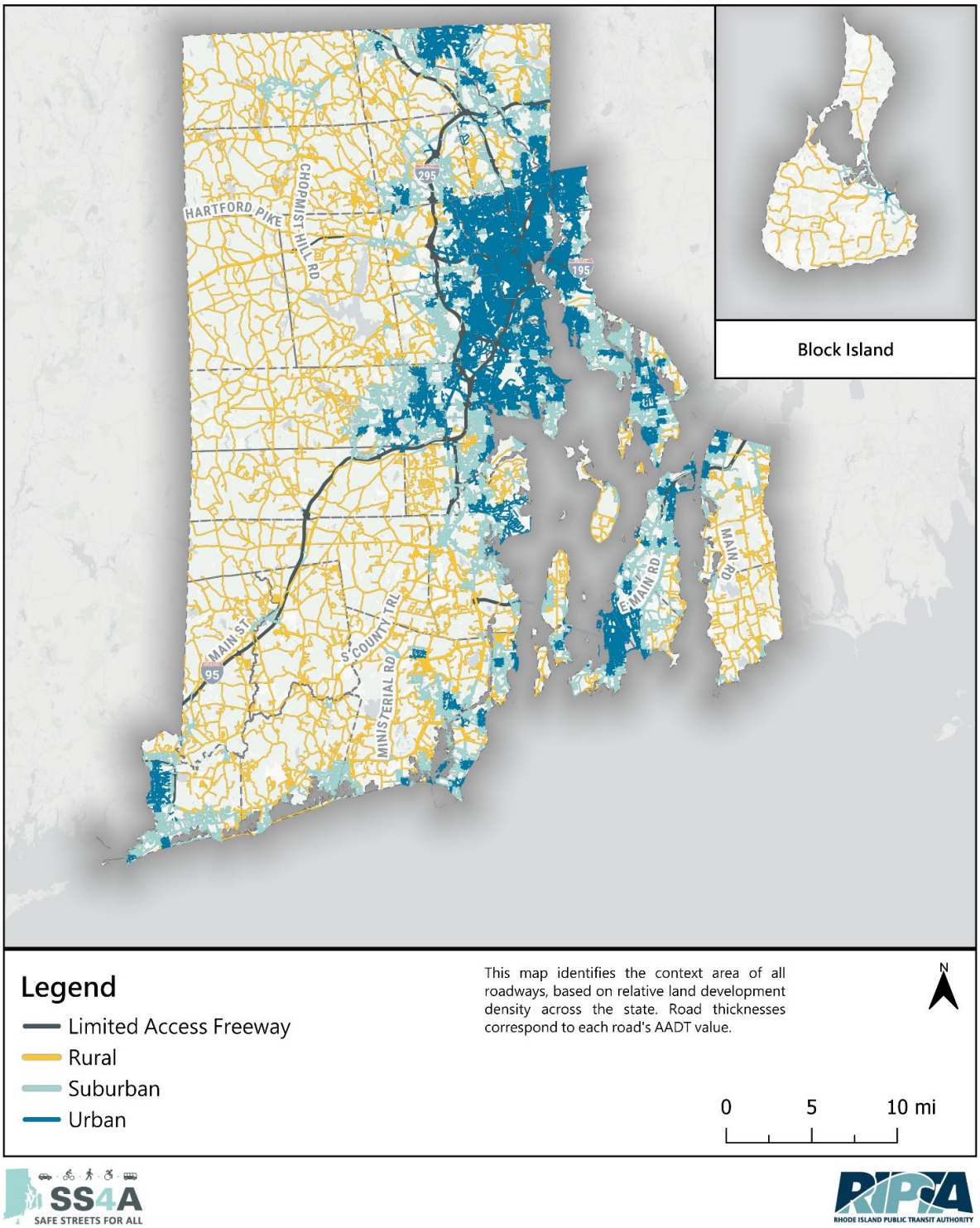

Figure 1. Context Area Assignment on Roadway Network

3. Crash Density Heatmaps

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

4. Baseline Crash Analysis Exhibits

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

Table 2. Baseline Crash Analysis Exhibits Content Overview

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

5. Baseline Crash Analysis Maps

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

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

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

5.1 Roadway Segmentation

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

Table 3. Roadway Re-segmentation Lengths by Context Area

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

5.2 Crash Assignment and Segment Scoring

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

Table 4. Crash Severity Scores

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

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

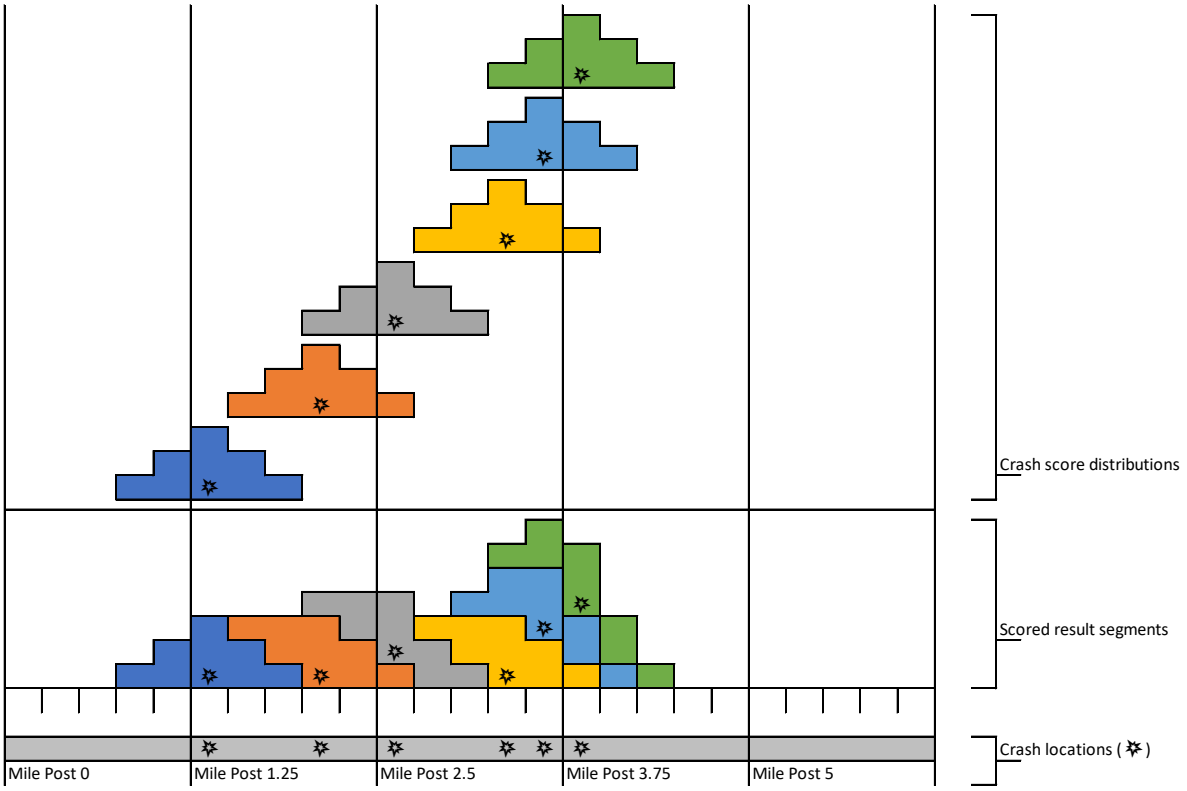

Figure 2. Sliding Window Analysis and Crash Distribution Schematic

5.3 Percentile Ranking and Selection

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

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

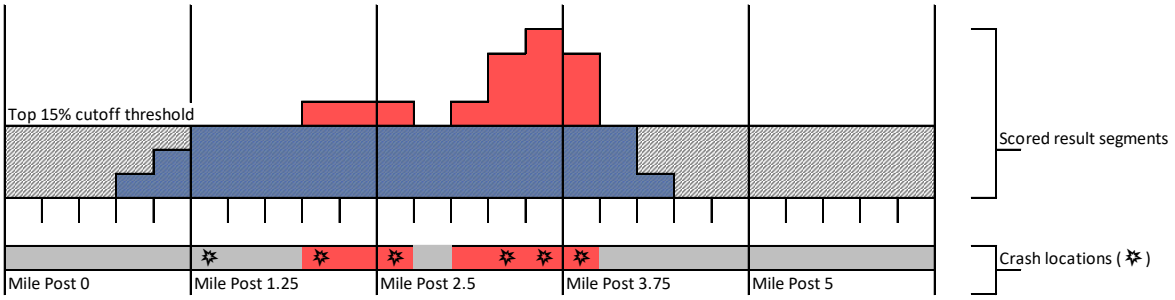

Figure 3. Percentile Ranking of Distributed Crash Scores

5.4 Post-Processing of Minor Roads

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

6. Risk-Based Analysis

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

6.1 Systemic Screening Factors

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

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

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

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

Table 5. Systemic Screening Factors Analyzed

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

6.2 Analysis Process

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

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

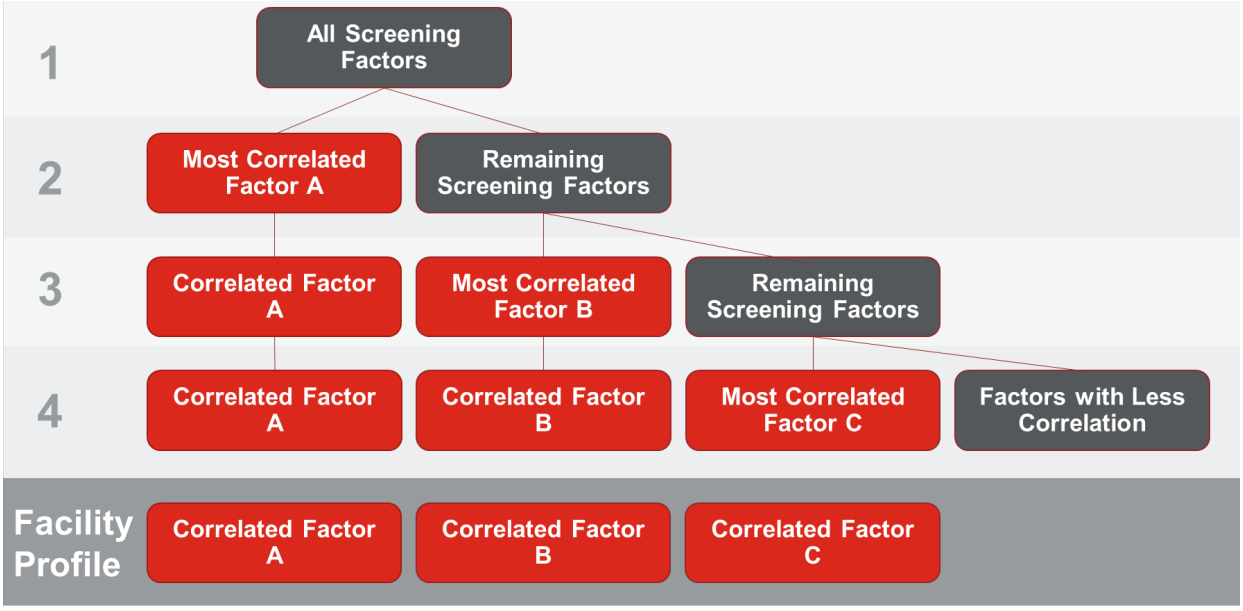

Figure 4. Illustration of the Decision Tree Process for Screening Combinations of Crash Risk Factors

6.3 Analysis Results

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

6.3.1 All Modes – Urban Context

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

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

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

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

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

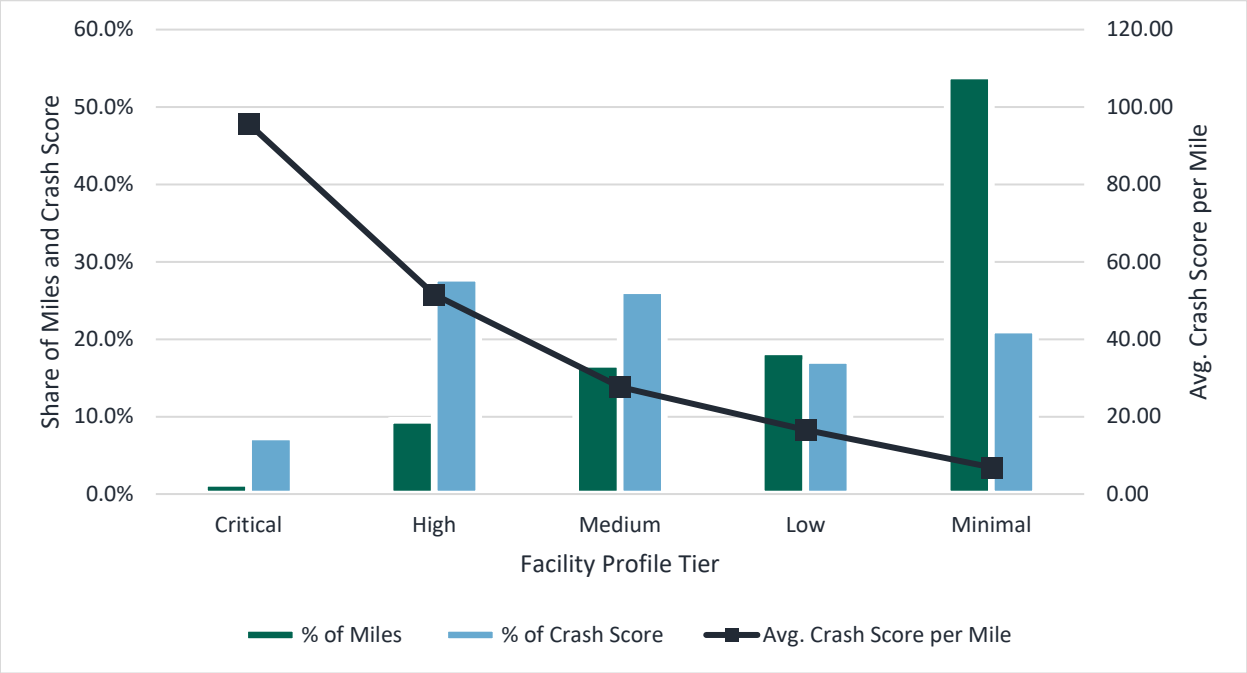

Figure 5. All Modes Facility Profile Tier Summary, Urban Context

6.3.2 All Modes – Suburban Context

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

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

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

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

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

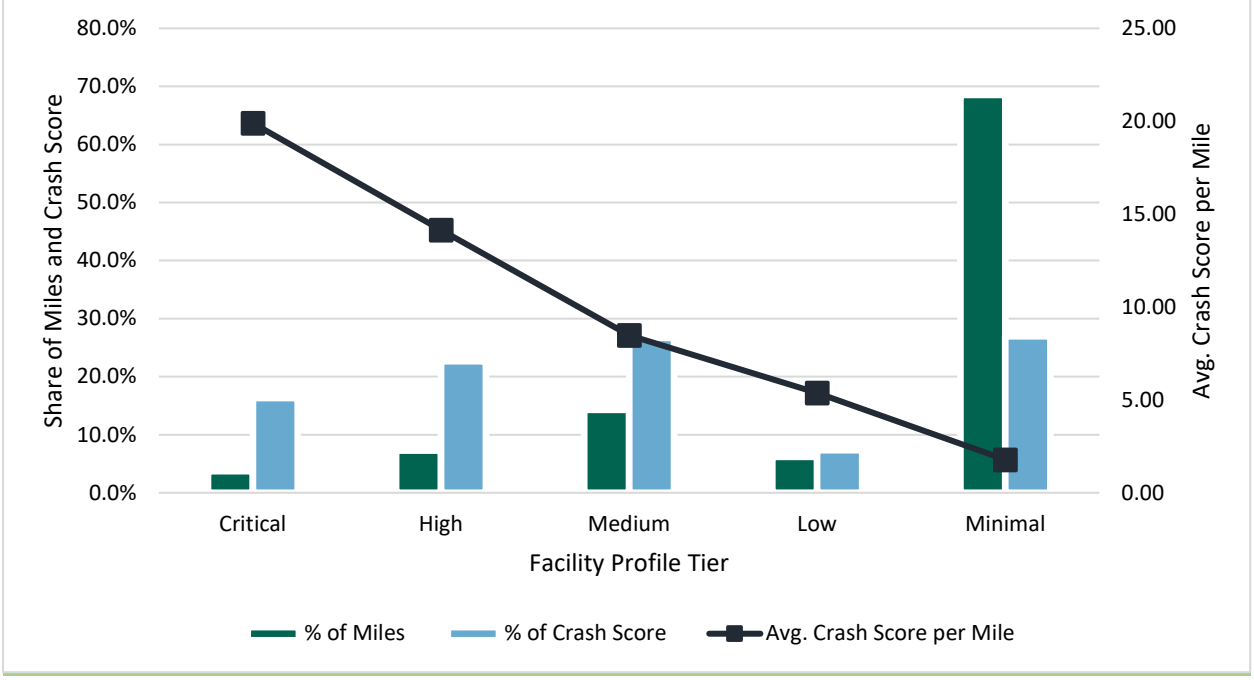

Figure 6. All Modes Facility Profile Tier Summary, Suburban Context

6.3.3 All Modes – Rural Context

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

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

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

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

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

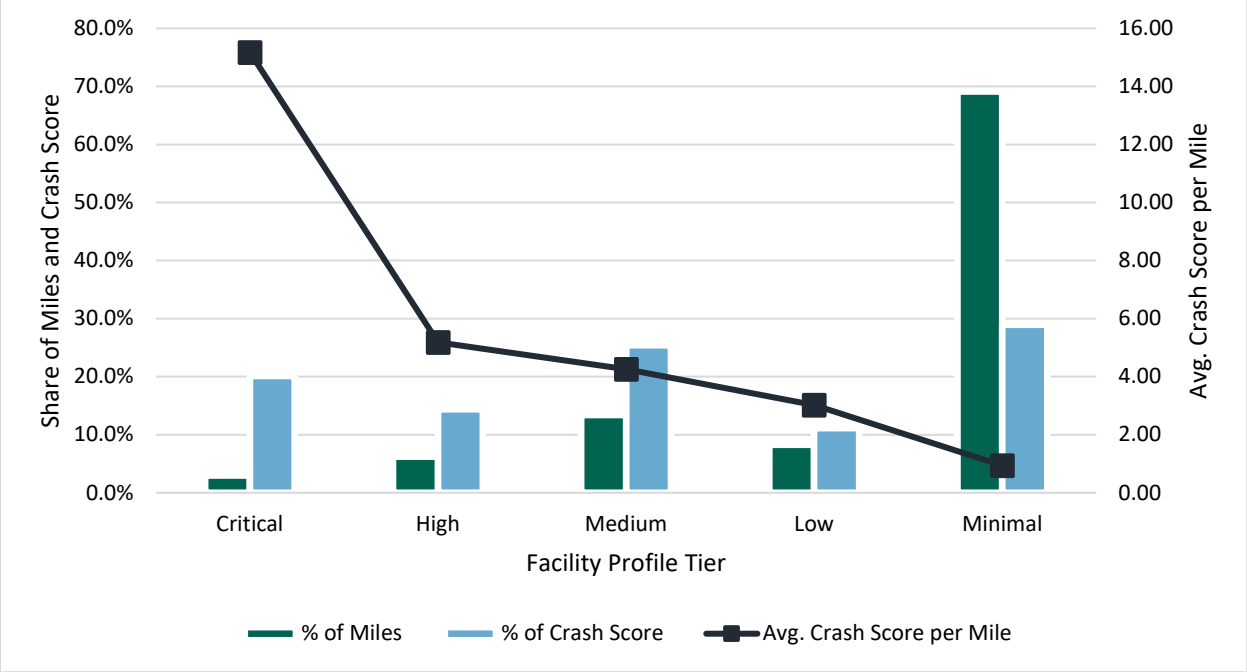

Figure 7. All Modes Facility Profile Tier Summary, Rural Context

6.3.4 Vulnerable Road User Modes – Urban Context

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

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

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

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

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

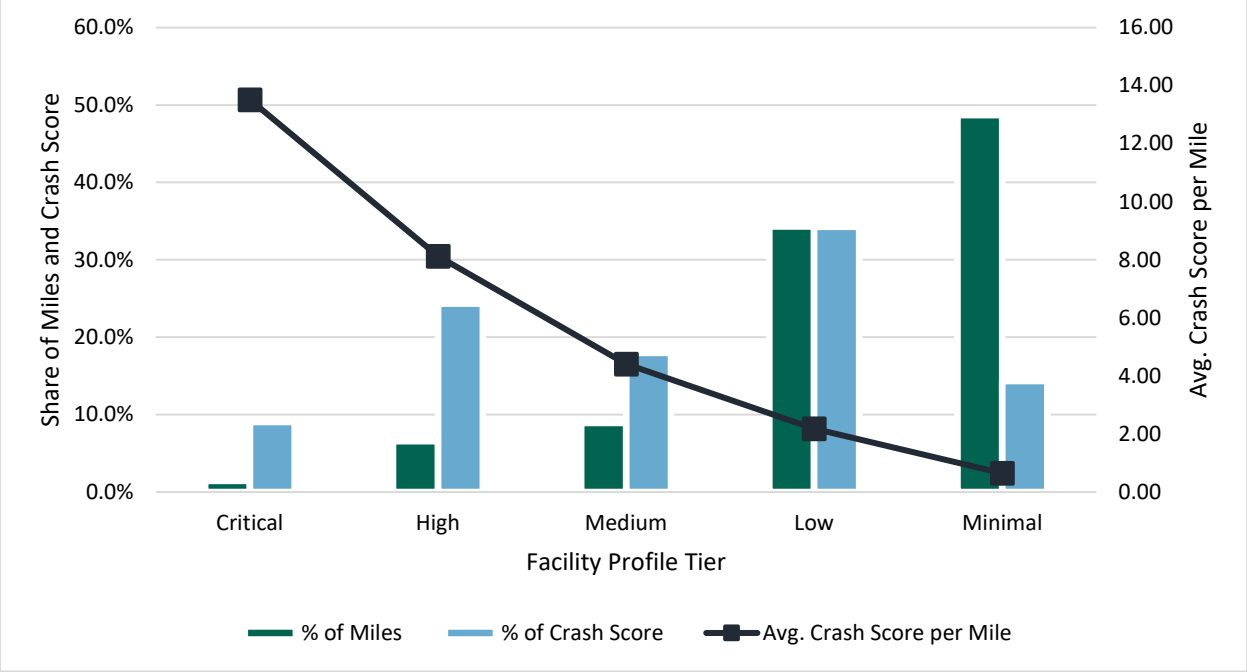

Figure 8. Vulnerable Road User Modes Facility Profile Tier Summary, Urban Context

6.3.5 Vulnerable Road User Modes – Suburban Context

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

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

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

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

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

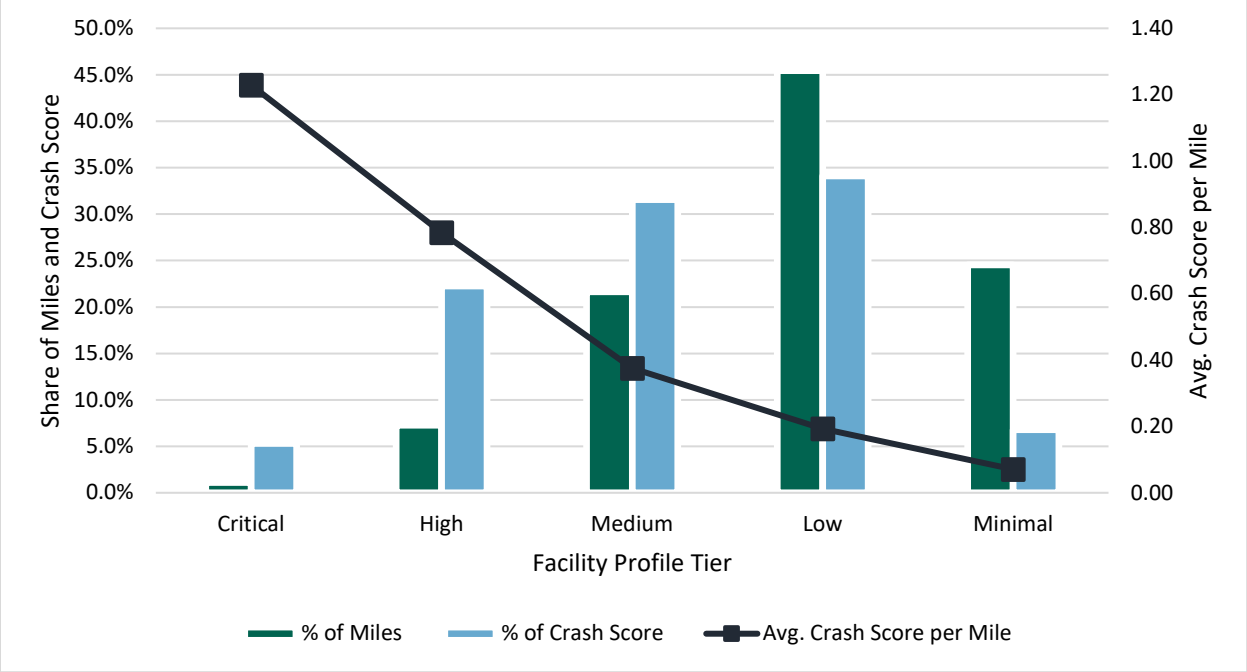

Figure 9. Vulnerable Road User Modes Facility Profile Tier Summary, Suburban Context

6.4 Top Tier Identification

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

Table 16. Top Risk Tiers by Municipality and Mode Group

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

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

7. High-Injury Network

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

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

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

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

8. Disclaimer

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

Appendix E: Project Engagement Summary and Stakeholder List

Project engagement 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 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 extent of East Main or cut through that was pivotal to allowing bikers to "ride the whole island."

Approximate Engagement: +50

Street Specific Feedback

- 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 pedestrians 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 bikes to Burma Rd (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 Marriott 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
  - Wish there 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

Middletown Family Day (Middletown)

Date: 9/28/24

Location: Middletown, Rhode Island – Second Beach

Overall Summary: Saturday evening (4pm-8pm), family day catering to kids, with bouncy houses and fires with s'mores available. Attendees from Middletown, Portsmouth, Bristol, and Newport. Mostly parents with children ages 13 and under. Participants were more likely to discuss with the team than to take the survey. Participants were usually parents who followed their children over. The children were drawn to the coloring and free snacks. Most people drove to the event as the beach access road has no sidewalk or bike lane and the road was mentioned by the respondents as unsafe.

Approximate Engagement: +30

Street Specific Feedback

- McCorrie Lane
  - Very dark at night, there are no streetlights, respondent was uncertain if this darkness was for any purpose
  - Another respondent noted that the streetlights turn red at night and stay red even after 10pm when no one else is around and it is frustrating for night time vehicle users
- West Main
  - Intersection with Corys Lane and intersection with King Charles Drive, next to the Publick House has poorly timed signals
- Anthony Road
  - Not bikeable or walkable, no sidewalks or bike lane, and people want to bike or walk along this road
  - Intersection not safe for pedestrians and many people want to/attempt to cross because of surrounding businesses like McQuade's and the Secret Garden Florist

General Statements

- Sidewalks
  - There is desire for sidewalks particularly on beach access roads, tourists and others walk despite there not being sidewalks while locals are speeding through
- Biking
  - There were not many bikers at this event, most children who were asked if they could bike to school said no
- Public Transportation

  - Public Transit system all goes through providence, so it takes a really long time to make transfers. Took 3/12 hours to commute to job in Newport from Pawtucket.
  - Sometimes you call MTM and it doesn't show up and you miss your doctor's appointment
- Driver behavior
  - People are "not courteous" to pedestrians and cyclists on the roadway
  - Blind crossings of roadways seem to be a theme, hedges and brush seem not to be well maintained
  - Routes that are used as cut throughs on urban streets feel unsafe due to driver speeds
- Racism
  - Do not feel safe as the only black owned business on Thames Street

Team Insights

- The number of parents at the event felt like it made it easier to recall unsafe roads when asked the question "What roads would you not take your child on a walk or bike?"
- A few people were confused at the question and needed to think about what streets needed improvement, many people were excited to have someone to discuss their scruples about the roads with

Anna D's Café Farmers Market (Portsmouth)

Date: 9/16/24

Location: Portsmouth, Rhode Island

Overall Summary: Monday afternoon summer/autumn farmer's market in Portsmouth. Attendees were from Portsmouth, Warwick or out of state, largely individuals and couples. Participants were less likely to take the survey than they were to discuss concerns with the project team.

Approximate Engagement: +15

Street Specific Feedback

- East Main Road
  - The lack of sidewalks on East Main causes concern, with four participants noting that they were not comfortable with walking or biking along East Main as a result
    - ✓ One participant, a former triathlete and current emergency room tech mentioned: "I am an accomplished cyclist and mountain biker, but I would not bike on East Main Road"
    - ✓ Another participant, with her friend, mentioned: "There are no bike lanes or sidewalks on East Main Road so I have stopped riding my bike as a result"
- Participants that lived on East Main noted that they are scared to leave their homes
    - ✓ One participant stated: "Going out to the mailbox is scary, and when my husband cuts the lawn I fear for his life, because cars are going 55, maybe 60mph on the road outside our home"

- ✓ Another participant stated: “Driving and making a left turn out into East Main from home is impossible on East Main, so I make a right turn, and perform a U turn at the light to be able to make it on the correct side of the road”

- West Main Road
  - Drivers go fast on West Main Road and when asked the question if East Main or West Main was worse mentioned that they were both dangerous roads to be on, and posited another, quieter road or bike path around the island to provide safety to pedestrians and bikers
- Union Street
  - Participant noted that it is the “Wild West out here”, there are no stop signs, and new people that drive on these roads might not know the traffic patterns, so it increases the risk
- Moitoza Ln/Woodland Dr @ East Main Road
  - At the bus stop, it is difficult to cross the road, as drivers take the downhill fast – “people end up having to wait 20-30 minutes to safely cross”
- There is a new RRFB outside of Town Hall, but it came as a surprise to one driver. Education/greater awareness of roadway improvements are needed.

General Statements

- Sidewalks
  - There are not enough sidewalks particularly on East Main Road, all the participants that came to talk with us voiced this opinion within seconds of us asking about recommendations
- Biking
  - Biking was popular amongst participants, but the lack of sidewalks and bike lanes, as well as other safety measures have led to participants feeling uncomfortable with it
    - ✓ One participant noted that biking was particularly difficult near Newport Hospital, and that traveling from Newport to Portsmouth was difficult due to this and the lack of bus infrastructure (see below)
    - ✓ Another participant noted the need for bike lanes along storefronts
  - Participants advocated for having bike lanes on East Main, separated from the cars, and creating rail trail/recreational trails for bikers and pedestrians to use
- Public Transportation
  - Participants noted that infrastructure around the bus, related to its scheduling, and the stops were lacking
  - One participant noted that buses seldom come, and another noted the lack of shelter near the bus stops, crosswalks to allow for users to cross the street, and sidewalks to give users space away from
- Infrastructure
  - All participants noted infrastructure and support around updating and maintaining it as a key issue

  - Some participants noted the need for widening the road, with one participant vouching for moving electrical infrastructure underground to accommodate for cars and bikes
  - One participant recommended adding camera enforcement and posters that emphasize the need to drive safely to enforce drivers speeding or being reckless
  - The same participant recommended adding dedicated lefts or rights at key intersections to be able to stop aggressive drivers from speeding around drivers as they are making that left or right
- External Town Influences
  - Four participants noted that the issues related to East Main Road extend past Portsmouth and its neighboring communities, and is indicative of a greater Rhode Island problem related to construction, infrastructure, support and politics
  - Three participants were annoyed by the constant construction, but lack of change related to it (i.e., unpaved roads, Washington Bridge)
  - Another participant mentioned that these issues were bigger than us, and was frustrated around the general stubbornness of people around voting for more updated and better technologies
  - Another participant was frustrated by Middletown's vote of narrowing lanes but not including bike lanes, saying that if Middletown doesn't pass, then Portsmouth wouldn't because it is generally more conservative

Team Insights

- Just like in the event earlier this past weekend, many like to bike and would like to bike more, but do not feel safe. These people would bike more if there were more separated facilities
- People harped on the need for sidewalks on East Main Street, and dedicated space between the road and land
- A key issue mentioned by many participants was politics around infrastructure decisions and development, and the need for this to change to see progress
- The lack of bus infrastructure and bus user infrastructure (crosswalks, bus shelters, sidewalks) was mentioned by many participants

Sakonnet Bike and Stroll (Portsmouth)

Date: 9/14/24

Location: Sunset Cove, Portsmouth, Rhode Island

Overall Summary: Annual event intended to ride bikes in Island Park vehicle free. Attendees were from all over the island, largely individuals, couples, or families with adult children. Participants were less likely to take the survey than they were to discuss concerns with the project team. One person left and then returned to speak more with the project team.

Approximate Engagement: +20

Street Specific Feedback

- East Main Road
  - Participant mentioned lack of consistent sidewalks on EMR
  - Another participant mentioned lack of sidewalks on EMR, not comfortable as a pedestrian, no place for kids to wait for the school bus

- Participant complained about center turn lane on EMR, saying that cars don't understand that a car will turn across one lane of traffic and wait in the center turn lane to merge. Instead, cars brake hard if they see a car turning, creates traffic and possible crashes
- Participant mentioned adding bike lanes to EMR as it is a major connection on the island, but said high speeds and the roadway being narrow would make it difficult

- Anthony Road/ Hummocks Ave
  - Participant noted that this area coming off the highway is very dangerous, doesn't feel comfortable bringing kids here. Cars go very fast, no sidewalks or shoulder for bikes
- Point Road/ Park Ave (roads closed for event)
  - Participant who was riding her scooter during the event said she would never ride it when the road was open because she "would die"
  - Participant said he likes to ride his bike but will only ride on the sidewalk and during the day because cars go fast

General Statements

- Sidewalks
  - Not enough sidewalks throughout Portsmouth and Tiverton to access desired destinations – there may be sidewalks in some areas, but they are not well connected
- Biking
  - Participants are fans of Bike Newport, increased education, getting kids on bikes
    - ✓ Many participants hear about the event through bike Newport
  - All participants were excited about the roadway being closed and being able to bike safely
    - ✓ "I would never take my kids out on this road, but we had to for this event"
  - Participants mentioned local bike paths but said it is hard to access them along a safe route, especially with kids
    - ✓ Family said they bike around Jamestown downtown and on some bike paths, but nothing is well connected
    - ✓ Common Fence Point neighborhood – needs better connection to the bike network, isolated neighborhood, lots of speeding
    - ✓ South Kingstown – one main bike path and bike lane, but nothing connects to it well, making it hard to use
  - Participants mentioned wanting their kids to bike to school but said it is not safe enough
    - ✓ One family in South Kingstown drives a small portion of the route to school and the kids bike the rest of the way on a road with a bike lane
    - ✓ One family lived in the Netherlands for many years (husband is Dutch), and is doing their best to maintain the cycling lifestyle in the US but does not feel safe. Kids can't bike to school, they can't bike to a park, etc. because it doesn't feel safe
- Walkability & other modes

  - Participant feels that it is hard to access destinations in Portsmouth without a car, sidewalks are not consistent

- Traffic
  - Traffic is worse than ever, more tourists coming every year
  - People from out of town/ out of state drive very fast

Team Insights

- Participants noted that East Main Rd and area coming off highway (Anthony Rd/ Hummocks Ave) are major barriers for vulnerable users as they disconnect neighborhoods
- Many like to bike and would like to bike more, but do not feel safe. These people would bike more if there were more separated facilities.
- Many people were happy with the road closure event and would like to see more events like it.
- Lack of sidewalks and overall connectivity was a big talking point.
- Focusing on a bike network, connecting paths and lanes, and providing connections between neighborhoods, was a big talking point

Portsmouth Family Fun Day

Date: 8/11/24

Location: Glen Park, Portsmouth Rhode Island

Overall Summary: Event with illusionist and a bounce house as main attractions. Almost all attendees participated in the survey: Families with young children, event staff, and first responders (local police and firefighters) all participated. Most participants took the survey while their children were playing with coloring materials.

Approximate Engagement: +20

Street Specific Feedback

- East Main Road
  - Participant thinks “a road diet would be great”
  - Participant thinks East Main Road & West Main Road are too fast and unsafe
- Wapping Road
  - Waze rerouting people who speed
  - 25-mile speed limit not followed
- Gerard Ave
  - Speeding, no sidewalks
- King’s Park area in Newport,
  - Roads flood, need better drainage
- Mount Hope Bridge, coming from island park
  - There used to be a traffic light that is now gone, used to be visible coming off the bridge but now you cannot easily see the light phase, must approach intersection with caution

- Green End Ave
  - Tourists bike in a way that is perceived to be dangerous here
- Route 24 & adjacent roads
  - Bike Path to Common Fence Point
- Boyd's Lane to Mount Hope Bridge,
  - Participant thinks the road is unsafe

General Statements

- Speeding
  - Participant has an anxiety disorder, feels uncomfortable around speeding, and likes the smaller golf carts that people use on Aquidneck Island
  - Participant finds speeding issue to be "atrocious"
- Behavior
  - Participant thinks other drivers act as though they don't realize that other drivers are people, thinks tailgating is a big issue
    - ✓ "Everyone should have to take a driving class every two years. People should have to take driving classes instead of getting tickets."
    - ✓ Would like to walk and bike for environmental reasons, but does not for safety reasons
    - ✓ Does not feel comfortable taking children
- Tourism
  - Participant thinks tourists do not bike safely
- Sidewalks & Crosswalks
  - Sidewalks end with no crosswalk near schools
  - Crosswalk by the playgrounds near high schools

Team Insights

- Parents with young children seemed to feel uncomfortable walking or biking outside of designated recreational areas or their own neighborhoods.
- Walking and biking for functional purposes (ex: to get groceries) is uncommon, most often recreational or dog walking.
- Many did not find transit to be a feasible option for their family.

Transportation Safety Summit

Aquidneck Island Municipalities

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

The following is 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).

<u>Key discussion points and insights:</u>

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.

List of Themes and Preferred Strategies (most preferred at the top)

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
Safer Vehicles & Safer Speeds	
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

Draft Strategies	Tally
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

Group photo.

Portsmouth Stakeholders

Task Force Members

- Gary Crosby, Portsmouth Planner Emeritus (Retired)
- Marco DiMattino, Local Business Owner
- Lea Hitchen, Town Planner
- Aaron Lindo, Assistant Town Planner/Zoning Enforcement Officer
- Col. Brian Peters, Portsmouth Chief of Police
- Rich Rainer, Portsmouth Administrator
- Linda Ujifusa, RI State Senator
- John Vitkevich, Local Advocate
- Brian Woodhead, Portsmouth DPW Director

Municipal Partners

- Project Management Team
  - Lea Hitchen, Town Planner
  - Aaron Lindo, Assistant Town Planner/Zoning Enforcement Officer
- Portsmouth Town Council
  - Keith E. Hamilton, Town Council President
  - David M. Gleason, Town Council Vice President
  - Sondra Blank
  - Mary A. McDowell
  - Sharlene M. Patton
  - Juan Carlos Payero
  - David G. Reise

External Stakeholders

- Aquidneck Island 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

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