Element IV

Circulation

A. State Guide Plan Requirements

In compliance with the Comprehensive Planning and Land Use Regulations Act of 1988 the Circulation Element of the Comprehensive Plan: "shall consist of the inventory and analysis of existing and proposed major circulation systems, street patterns, and any other modes of transportation in coordination with the land use element. Policies and implementation techniques must be identified for inclusion in the implementation program element."

B. Overview

The town's road system forms the skeleton upon which the town's land use, economic development, and social structure is built. The future development of that road network in terms of new roadways, existing roadway improvements, or the implementation of traffic control measures has, perhaps, as much impact on the town as its zoning. In fact, the town's zoning and land use is, to a large extent, based on its circulation system. For example, the town's principal area of economic development and zoning are adjacent to Interstate Route 95 and are served by major arterial connectors to Route 95.

The care, planning and development of the road system, therefore, to a considerable extent, guides the town and individual property owners in making short, medium, and long range decisions regarding land use and development. Certain factors stand out that apply to the town as a whole and, in particular, to existing and projected land uses that affect its circulation system. By and large, the town is not densely developed, nor is it likely that significant non-residential or even residential development will occur except along Interstate Route 95 and the town's major arterial highways. The fact that so much of the town's land area is occupied by public open space in the form of reservoir reservations, and institutional as well as state and town open space means that considerable area will remain lightly developed without the need for new or upgraded roads.

Route I-95 has and will continue to act as a magnet for the nearly all non-residential uses, particularly for commercial and industrial development. The lack of any dense population in the western part of the town as well as in the surrounding areas of

Rhode Island and Connecticut means that there is no shown need to develop a circulation system that opens up a significant portion of the town. Similarly, east of Route 95, the large expanse of open space/public land areas particularly the Big River Management area will prevent any extensive development from occurring.

In terms of public facilities, the currently dispersed community facilities are likely to continue for the foreseeable future because of limited growth to support new construction or major relocations. Because of regionalization, all of the town's schools are located in one area of Route 3 and, given the relatively modest population growth of the town, those facilities are likely to remain the focal point of schools in the town for the near to medium range future. While the town hall and its services are free-standing on Route 102, over the course of time it is possible that they could be relocated in the school area; thus, forming a stronger nucleus of community facilities, although the fire station would most likely remain to serve the west side of town at the existing location on Route 102.

In terms of commercial activity, the strip development on Route 3 north of Route I-95 represents the majority of commercial activity in the town. There is no apparent demand nor is there any zoning that would allow the creation at this time of a central retail/commercial center. The roadway network and elongated layout of the town virtually preclude the development of a commercial center except at one of the Route I-95 interchanges. This location is at Route 95 and Route 102 where there is zoning and the possibility (from a geographical standpoint) that the area could develop over the course of time as a commercial/industrial focal point. Overall, the roadway network of the town is dispersed. There is no hub and spoke pattern that would enhance the creation of a central government/commercial area to serve the town.

The town is fortunate in having four interchanges with Route I-95 within its boundaries and at least one that made it possible for the development of an industrial park at the northeast corner of the town off Hopkins Hill Road. That site has excellent access as well as highway visibility and there appears to be sufficient room in the industrial park and along Hopkins Hill Road to handle industrial development in the town for several years. The interchange of Route I-95 and Route 102, however, with its full high-type cloverleaf design could provide a second resource for commercial/industrial development so noted above.

It is likely that the town will continue to develop primarily as a residential community with subdivisions occurring off of existing roads. Between the town's zoning requirements and the large number of wetland areas, subdivisions are likely to be relatively small and dispersed throughout the town, certainly this has been the case to date. The town has zoned its Route I-95 interchange areas for commercial and industrial use and the amount of area so zoned seems to be consistent with a slow but steady absorption rate. No significant new roadway construction, except that involving new subdivision streets, seems warranted. Traffic volumes in the town are low and there is no indication that anything more than two-lane, two-way roadways, except on numbered routes or interchanges, need to be provided at any time in the future.

Perhaps the town's greatest concern in terms of circulation is the maintenance of a roadway system covering a fairly large area with relatively few people. This necessarily is likely to continue straining the town's resources in an effort to maintain the road system adequately to serve the existing homes and future subdivisions. If anything, the maintenance of the roadway network is the number one challenge facing the town from a circulation perspective. The town's efforts to establish different road categories is a step in the right direction to establish priorities so that available resources can be focused on those areas where the use of public highway funds can be most efficiently expended. With so much of the town occupied by state and institutional open space open to the public, non-town sources of funds should be explored and exploited.

SECTION II

INVENTORY AND ANALYSIS

A. Roadway Functional Classification

The classification of roads by Functional Classification establishes a basis for the long range transportation planning of a community. By "Functional" classification we mean the identification of roadways by their purpose and use by the public. For example, a local road is intended to provide access to and serve abutting properties, while an arterial road's purpose is to serve large volumes of traffic as through routes, although service to abutting properties and interconnecting local roads is also a by-product purpose of such roads. Functional Classification is a planning concept that dates back to the original concepts of city planning and is one that has remained an important aspect of a master plan.

The US Department of Transportation, Federal Highway Administration in its publication *Highway Functional Classification: Concepts, Criterias, and Procedures*, provides a succinct conceptual description that follows this section as Figure 1. The state DOT as part of its own state roadway planning program periodically prepares and updates its own classification of roads. Figure 2 shows the RIDOT Functional Classification for West Greenwich. However, this is done for state planning purposes and omits most of the roads in the town.

As part of the Comprehensive Plan, a Functional Classification has been prepared for all town roads. The information is most easily presented in a map which has been prepared and is shown as Figure 3. This map incorporates the state's classification although the number of functional categories has been reduced. Mostly, the distinction between urban and non-urban areas has been dropped from the town's classification while such a distinction is useful to RIDOT; at the local and town planning levels, it does not seem necessary. Also, for the town functional classification, no distinction has been made between major and minor arterials. While separate categories are useful for a large area, for West Greenwich, with a relatively small number of roads and overall low volumes, separate arterial and collector categories are not necessary.

B. Roadway Capacity

Roadway capacities are not currently an issue in West Greenwich because traffic volumes are so low. Except for State Route 3 and Route 102 (and Interstate Route I-95), which traverse the town and a short section of Hopkins Hill Road, serving the industrial park in the northeast corner of the town, traffic volumes on town roads are generally, if not entirely, below 1,000 vehicles per day. When one considers that a two-lane, two-way road, even with relatively low design standards, has a capacity of about 8,000-to-12,000 vehicles per day, it is apparent that road widening on any town roads for the purpose of handling more traffic will not be necessary for a long time. Furthermore, it is unlikely, with the town's large lot zoning, that traffic induced widening will be necessary. In addition, the large expanses of public and private land devoted to permanent open space will also limit the potential for traffic volumes that will require any road widening.

The two state routes traversing the town, however, should be planned so that future widening can be accommodated without great cost and disruption. While these roads are still well below the need for widening, it is possible that some remaining sections of two-lane road may eventually require some widening, i.e., the Exit 5 Cloverleaf. The section of Route 3 serving the school district and extending north of Route I-95 to the Town of Coventry has already been widened to four lanes to accommodate traffic and/or turning movements.

The section of Route 3 north of Route I-95 has paved shoulders as well as four wide lanes and any additional widening will not be required in the foreseeable future.

Route 102 in the vicinity of the Route I-95 interchange will probably be widened to four lanes by the state at some future point in time as volumes increase. The section of Route 102 from Route I-95 through the area zoned for Highway Business should be considered by the town for widening within a few years (5-to-15). At a current volume of 4,500 vehicles per day the road is operating at less than half its capacity. However, should the industrial and/or business zoned area attract development, even at a moderate level, widening would be desirable, if only to allow for the safety of turning vehicles and to accommodate trucks.

The truck stop now located at the intersection of Route 102 and Breakheart Hill Road does not need widening given current traffic volumes. (This is unrelated to the geometric design issue at this intersection that currently exits.)

In sum, except for a section of Route 102 in the area of Route I-95 there are no traffic-volume-inducing road widening that are expected for the next twenty years.

C. Traffic Signals

There are no timed traffic signals in the town since the decommissioning of the signal at the Route 3/Robin Hollow Road. There are currently no intersections in town that appear to meet the warrants for signals as established by AASHTO procedures and followed by RIDOT. Overtime, however, it is possible that signals may be justified, particularly at Hopkins Hill Road and Division Street. The intersection of Route 3 and Mishnock Road is another location where signals might be needed because of the school buses turning out of Mishnock Road and the use of the road as an access to the Lake Mishnock residential area that also serves as a surface connection between Route 3 and Hopkins Hill Road. Also, the Route 95 ramps as they intersect local streets at the Hopkins Hill Road and Route 3 interchanges bear watching. These locations are the most likely to be the first ones to be signalized should traffic volumes increase.

The access to the industrial park off Hopkins Hill Road, should it become more fully occupied, might also need signals. The accesses to the schools off Route 3 should be monitored annually for accidents to see if special purpose signals may be justified. (It is highly unlikely that any school intersections would meet the volume warrants.)

D. Safety

While roadway planning and the development of a circulation plan is a vital part of the master planning process, it must be kept in mind that the safety of the town's roads is of primary concern. While safety is an important function of police department activities, it is an important consideration in all aspects of circulation planning. The master plan contains recommendations for goals and policies whose principal objective is to make the town's roads as safe as possible. Thus, throughout the development of the circulation plan, consideration has been given to maintaining and enhancing the safety of the town's roads. This has come in the form of a recommended

widening to allow for left turns in a projected industrial/commercial area, to recommendations for collecting and processing traffic accident data so that it can be used to identify possible safety hazards on the town's roadway network. The section on Goals and Policies, contains recommendations to accomplish this.

E. Roadway Inventory

To assist in the establishment of a useful database for town road planning, an inventory of all roads in the town was taken. To some degree, this parallels what the town highway department has been doing. However, it augments the database which allows the inventory to have a much broader application to road planning, maintenance and construction. Table 1 lists the town roads and relevant data such as jurisdiction, width and other physical aspects which may be useful in capital and general planning efforts. (See Table 1 at the end of this section.)

1. Explanation of Data

Functional Classification -- This is based upon the classification that was assigned to the individual segment of roadway. (See Section on Functional Classification.) Generally, Functional Classification will not change from year to year, however, over the course of time there may be situations where, because of usage or significant land use or zoning changes, the classification might be modified.

Pavement Type -- Asphalt was the generic term used to describe most pavements in the town. Bituminous concrete has been used to identify those highways that are clearly first-class roadways serving major volumes of traffic with significantly higher construction standards than most of the roads in the town. Asphalt surfaces may include in some cases bituminous concrete, tar road mix, and a variety of other surface materials. No distinction was made to identify roads that had received armor-coat or oil and sand sealers. The town has its own inventory of roads that have been treated this way. There were no cement concrete road surfaces found in the survey.

Road Condition -- Road condition is based on a visual observation along the entire section of roadway. This inventory entry is unavoidably subjective. Some consideration was given to the use of the road and its estimated traffic volumes. Roadway conditions that would be considered fair for a light volume residential street might be rated poor for a major arterial roadway. In all cases only surface conditions are rated.

Dirt roads (no distinction was made between dirt and gravel roads) were rated on their condition. In some communities, dirt roads are automatically categorized as being in poor condition, but in many cases dirt roads in good condition can provide adequate service for low-density, light-volume portions of the town, particularly in West Greenwich where it is a town policy to retain unpaved roads where appropriate.

Roadway Width -- Roadway widths are measured dimensions. Where shoulders exist they are included within the pavement width. On main roads where shoulders are a significant design element, the width of the shoulder is also noted in the entries for that particular segment of roadway.

Where roadway widths vary along a road segment, a common situation, a measurement was taken at what was considered typical for that segment of roadway. Spot constrictions, such as those caused by trees or other natural elements, were not considered unless there were several such restrictions along a segment of roadway. On long sections of road where roadway characteristics change, each segment of that roadway is given a separate entry.

Speed Limit -- These are based on field observations during June and July, 1995. When there is no entry, no speed limit signs were recorded.

Traffic Controls and Comments -- When there were Stop signs or other features thought useful to note, they are notated here. This is not meant to be a comprehensive inventory of all traffic control signs in the town, but the list could be used to develop such a list if desired.

SECTION III

GOALS AND POLICIES

A. Goals

G#1 Create and maintain a road system that provides maximum safety for motorists, pedestrians, and recreational users while enhancing the physical and social attributes of the town.

G#2 Create a road network that protects the rural and historical character of the town and guides future development decisions by both the public and private sectors.

G#3 Design and maintain the road network consistent with the town's rural character while maintaining high standards for safety for motorists, pedestrians and recreational users.

G#4 Enhance efficient commuting and to reduce overall travel by creating and encouraging carpooling by residents and others.

G#5 Establish a network of recreational roads that will provide access to the town's outdoor amenities. This network can include roadways that are restricted to certain types of development but provide access to important components, both private and public, of the town's recreational facilities.

G#6 Develop a viable commercial/industrial district in the area of Interstate Route 95 and the Route 102 interchange.(see also Land Use Element Goal #5)

G#7 Improve safety conditions at existing intersections that are currently substandard and to establish design standards for future road and intersection construction.

G#8 Improve intersections that are currently unsafe by virtue of their substandard and hazardous design.

G#9 Maintain and enhance historical aspects and features of town by establishing a scenic and/or historic road by-law consistent with state enabling legislation.

G#10 Insure that new large developments adequately address their impact on the surrounding area roadways and intersections. To this end, establish a Development Impact Statement (DIS)

process to be made part of the town zoning regulations or otherwise, adopt existing environmental report procedures of state agencies.

G#11 Create an impact fee structure to adequately address identified off-site impacts resulting from major subdivision development.

G#12 Maintain current roadway information suitable for supporting road inventory, data, capital improvements, functional classification, road standards and design classification, and related road planning and maintenance functions.

B. Policies

P.1 Maintain curb cut permit process to ensure conformance with the town's Standard for Design and Location.

P.2 Establish record keeping process for updating town street map.

P.3 Identify sources of data that results in street changes and formalize process for transmittal of data for street map update. Most such data will come from Highway Department and Planning Board.

P.4 Establish periodic time frame for updating town street map. A three-year cycle is recommended as a balance between administrative work and freshness requirements.

P.5 Identify and establish scenic and/or historic roads, road classification and adopt standards for modifications, curb cuts and maintenance. Coordination with historic commission and related boards should be established.

P.6 Consider the appointment of a citizens advisory committee to become familiar with town road issues and problems and act as a sounding board for town road decisions, particularly for capital improvements. This group could also act as advocates for road improvements programs.

P.7 Establish standards for unpaved roads that are relevant to such roads in terms of geometric design, land uses and development densities, load limits (possibly related to seasonality) and define the circumstances which would allow the development and continuation of unpaved roads.

P.8 Establish a local street classification system that differentiates between minimum maintenance roads, town roads, private roads, and paper streets, and define these classifications in the subdivision regulations.

P.9 Establish a road inventory system that identifies town roads on the basis of their functional classification and includes elements such as design classification. The inventory should also indicate pavement type, condition, and width. Speed limit and traffic controls should also be included where appropriate.

P.10 Establish a bicycle route system that allows access to schools and commercial facilities.

P.11 Establish design standards for each of the functional classifications of roadways. Such classifications should be included in the town's subdivision regulations so that new roads and road upgrades can be designed in accordance with a road's functional classification.

P.12 Review and identify existing intersections that have substandard design and are subject to improvement. This inventory can be used as a basis for implementing design changes as roads are maintained and rebuilt.

P.13 Establish a priority list based on volumes and accidents to be used as a basis for intersection improvements unrelated to ongoing maintenance and construction where improvements would be made as part of a safety program.

P.14 Work with RIDOT to maintain and enlarge, where appropriate, existing commuter/carpool parking locations.

P.15 Work with RIDOT to identify additional locations for carpool/commuter lots and encourage construction of such lots by the state.

P.16 Identify smaller carpool/commuter areas within the town, sign such facilities, and promulgate their availability through newspapers and other town media.

P.17 Identify commuter/carpool locations that could be potential public transportation (bus) stops. While the town's rural character, low population density, and roadway configuration are not conducive to public transportation, and the implementation of any significant public transportation component does not seem usable at this time, over the long term, public transportation may be more of a necessity based on fuel emergency and/or long-term trends in commuting patterns. The carpool/commuter parking lots should be located and designed with the possibility of future bus service in mind.

P.18 Establish guidelines for maintaining dirt roadways and establish design and maintenance standards exclusively for those roads. Such roads would be limited to local roads and then only to those that have recreational or extremely limited residential uses. Potential residential development

served by such roadways would be one factor in determining whether a dirt road is appropriate. Provisions should be made for paving such roadways based on abutter requirements.

P.19 Acquire sufficient right-of-way on Route 102 to provide future widening, if necessary.

P.20 Provide a redesign of the Route 102/Breakheart Hill Road intersection to be used as a framework for any private or public development that occurs in the area so that design improvements are not precluded by nearby development.

P.21 Identify and prioritize those intersections that lack adequate geometric or traffic control elements.

P.22 For each intersection so identified, prepare preliminary schematic drawings for proposed improvements.

P.23 Bring and then maintain all signs and road markings up to AASHTO/RIDOT standards throughout the town. Special provisions can be made for local and unpaved roads and trails.

P.24 Provide raised, painted, planted or other channelization at intersections that have excessive pavement area and where vehicles travel paths and stop/yield locations are unclear.

P.25 Protect the rural character of the town by allowing for both gravel and paved roads in accordance with flexible design standards that preserve and maintain traffic safety and rural integrity.

P.26 A town-wide street base map shall be created depicting all town roads in a decipherable legend. The area surrounding Lake Mishnock may also require a separate map to accommodate high density road development.

P.27 Minimum maintenance roads shall have a minimum right-of-way of forty feet (40') in width and a minimum twenty-foot (20') "Travel Way".

P.28 Any subdivision of property occurring along minimum maintenance roads shall meet town roadway standards rather than major subdivision regulation road standards. Said town standards shall be included in the local subdivision regulations.

P.29 Any subdivision of property occurring along minimum maintenance roads or unpaved town roads, shall require improvements that meet the satisfaction of the Highway Superintendent and the Planning Board while adhering to the following minimum design standards: fifty-foot (50') right-of-way, twenty-four foot (24') roadway widths (gravel or paved -- based on surrounding land use evaluation), and a minimum twelve inch (12") gravel base.

P.30 In regard to the above-referenced situations, the subdivider shall be responsible for ALL costs associated with the upgrading of their applicable roadway to acceptable design standard.

P.31 Any private road shall not receive town maintenance or snow removal services.

P.32 Subdivision Regulation road standards shall maintain current minimum requirements inclusive of fifty-foot (50') right-of-way's and twenty-four to twenty-six foot (24'-to-26') pavement widths. Design standards shall be reviewed every two (2) years and amended, as necessary, by the Planning Board.

P.33 Official car pooling/park & ride locations are established at and recommended for continual operation at Hopkins Hill Road/Exit 6A off I-95, and New London Turnpike/Exit 7.

P.34 An unofficial park & ride location is located at the junction of Kitts Corner Road and Route 3. As this site is utilized by approximately six-to-twelve vehicles per day, an apparent need for an official site location near Exit 6 is recognized. It is recommended that the following two (2) potential sites be analyzed for possible recommendation to DOT for official recognition (both sites have closer proximity to Exit 6 and I-95):

a. Exit 6 site on east side of Route 3, north of I-95 (adjacent to I-95 and Sunoco Gas Station). This site -- currently vacant -- may have been recognized at one time as an official Park & Ride Lot. As such, DOT should be approached regarding the possibility of reactivating this site -- unless safety problems are present.

b. Examine the potential to create an official site at the intersection of Route 3 and Burnt Saw Mill Road (on the east side of Route 3).

P.35 The unofficial Park & Ride lot located off Kitts Corner Road should be eliminated if either site referenced above is selected for official designation or reinstatement by DOT.

P.36 There are currently minimal public transit services available in the town of West Greenwich. Due to existing and projected land use patterns over the next five (5) years, it is determined there is no significant need noted at this time to expand services into the town.

P.37 Off-road motorized dirt bicycles should be designated for remote areas where they present no conflict with horseback riders and hikers.

P.38 A base street map should be created that shows all foot traffic/hiking trails and horseback riding opportunities in the town.

P.39 Repair of local bridges less than twenty-feet (20') in length are encouraged to be repaired using timber technology that enhances rural character while creating durable attractive structures.

P.40 Town staff should coordinate bridge reconstruction with state projects to ensure that the needs of the town are met and that the reconstructed bridges are compatible with the town's rural character and its ability to maintain the bridges over time. The current wooden bridge program includes compatible design and should be encouraged.

P.41 Town staff should work with RIDOT design staff on an on-going basis and with state projects to ensure that the needs of the town are met.

P.42 To improve traffic safety by identifying high accident location and possible causes.

P.43 To enhance public awareness of hazardous locations and substandard designs and controls.

P.44 To use accident records as a tool in identifying high accident locations.

P.45 To use accident records as a basis for improvement to roadway and intersection design and modifications to signs, signals, and markings.

P.46 Adopt a Scenic Roads Ordinance which would include appropriate measures to preserve and protect the rural character of the town.

P.47 Establish definitions for road categories. The following road definitions are proposed for inclusion in the local Subdivision Regulations:

a. **Minimum Maintenance Road --** Refers to a town road that does not provide physical access to dwellings and is deemed unsuitable for development by the planning board, but may provide access for emergency vehicles. A Minimum Maintenance Road shall be reclassified to an accepted Town Road upon the initiation of improvements to service said dwellings.

b. **Town Road (Accepted) --** Refers to public roads that meet minimum town or subdivision standards and are maintained by the town.

c. **Private Road --** Refers to those privately owned and maintained roads that do not meet current town or subdivision standards. Approved subdivision roads with work in progress shall be considered a Private Road until acceptance by the town.

d. **Paper Street --** Refers to those roads shown on proposed subdivision plans or Tax Assessor Plat Maps that do not physically exist.

SECTION IV

CIRCULATION ELEMENT
ACTION AND IMPLEMENTATION PROGRAM

G = Goal **P = Policy** **I = Implementation**

G#1 Create and maintain a road system that provides maximum safety for motorists, pedestrians, and recreational users while enhancing the physical and social attributes of the town.

P.6 Consider the appointment of a citizens advisory committee to become familiar with town road issues and problems and act as a sounding board for town road decisions, particularly for capital improvements. This group could also act as advocates for road improvements programs.

I#1 Town Council action in next calendar year.

P.7 Establish standards for unpaved roads that are relevant to such roads in terms of geometric design, land uses and development densities, load limits (possibly related to seasonality) and define the circumstances which would allow the development and continuation of unpaved roads.

I#1 Amend Subdivision Regulations.

P.8 Establish a local street classification system that differentiates between minimum maintenance roads, town roads, private roads, and paper streets, and define these classifications in the subdivision regulations.

I#1 The Highway Superintendent shall determine on a case-by-case basis any waivers of minimum standards necessary for the town to accept said Private Roads that existed as of July 1, 1995.

P.9 Establish a road inventory system that identifies town roads on the basis of their functional classification and includes elements such as design classification. The inventory should also indicate pavement type, condition, and width. Speed limit and traffic controls should also be included where appropriate.

I#1 Included in Circulation Element and shall be reviewed and revised on an annual basis.

P.25 Protect the rural character of the town by allowing for both gravel and paved roads in accordance with flexible design standards that preserve and maintain traffic safety and rural integrity.

I#1 Amend Subdivision Regulations to add a section on "OFF-SITE IMPROVEMENTS" to read as follows:

> As a condition of FINAL PLAN approval, the Planning Board may require a subdivider to construct reasonable and necessary improvements located off of the proposed land being subdivided and indirectly effected. Said improvements are site specific and substantially related to the subdivision or land development being proposed and are based on circulation, safety, drainage, and related considerations on a case-by-case basis. This may include but not be limited to ensuring that the access road be brought up to Town Standards. The mitigation required as a condition of approval must be related to the significance of the identified impact. All required off-site improvements should reflect the land use character defined for that neighborhood by the Comprehensive Plan. In its resolution, the Planning Board must find that a significant negative impact on existing conditions will result if the off-site improvements are not made. This should be clearly documented in the public record.

P.47 Establish definitions for road categories. The following road definitions are proposed for inclusion in the local Subdivision Regulations:

a. **Minimum Maintenance Road --** Refers to a town road that does not provide physical access to dwellings and is deemed unsuitable for development by the planning board, but may provide access for emergency vehicles. A Minimum Maintenance Road shall be reclassified to an accepted Town Road upon the initiation of improvements to service said dwellings.

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d. **Paper Street --** Refers to those roads shown on proposed subdivision plans or Tax Assessor Plat Maps that do not physically exist.

P.39 Repair of local bridges less than twenty-feet (20') in length are encouraged to be repaired using timber technology that enhances rural character while creating durable attractive structures.

P.40 Town staff should coordinate bridge reconstruction with state projects to ensure that the needs of the town are met and that the reconstructed bridges are compatible with the town's rural character and its ability to maintain the bridges over time. The current wooden bridge program includes compatible design and should be encouraged.

P.41 Town staff should work with RIDOT design staff on an on-going basis and with state projects to ensure that the needs of the town are met.

G#2 Create a road network that protects the rural and historical character of the town and guide future development decisions by both the public and private sectors.

P.10 Establish a bicycle route system that allows access to schools and commercial facilities.

I#1 Planning Board and Conservation Commission co-initiative.

P.31 Any private road shall not receive town maintenance or snow removal services.

P.32 Subdivision Regulation road standards shall maintain current minimum requirements inclusive of fifty-foot

(50') right-of-way's and twenty-four to twenty-six foot (24'-to-26') pavement widths. Design standards shall be reviewed every two (2) years and amended, as necessary, by the Planning Board.

G#3 Design and maintain the road network consistent with the town's rural character while maintaining high standards for safety for motorists, pedestrians and recreational users.

P.1 Maintain curb cut permit process to ensure conformance with the town's Standard for Design and Location.

I#1 Building Inspector issues permit; Highway Superintendent performs inspection.

P.11 Establish design standards for each of the functional classifications of roadways. Such classifications should be included in the town's subdivision regulations so that new roads and road upgrades can be designed in accordance with a road's functional classification.

I#1 Amend Subdivision Regulations.

P.18 Establish guidelines for maintaining dirt roadways and establish design and maintenance standards exclusively for those roads. Such roads would be limited to functionally local roads and then only to those that have recreational or extremely limited residential uses. Potential residential development served by such roadways would be one factor in determining whether a dirt road is appropriate. Provisions should be made for paving such roadways based on abutter requirements.

I#1 Amend Subdivision Regulations.

P.27 Minimum maintenance roads shall have a minimum right-of-way of forty feet (40') in width and a minimum twenty-foot (20') "Travel Way".

P.28 Any subdivision of property occurring along minimum maintenance roads shall meet town roadway standards rather than major subdivision regulation road standards. Said town standards shall be included in the local subdivision regulations.

P.29 Any subdivision of property occurring along minimum maintenance roads or unpaved town roads, shall require improvements that meet the satisfaction of the Highway Superintendent and the Planning Board while adhering to the following minimum design standards: fifty-foot (50') right-of-way, twenty-four foot (24') roadway widths (gravel or paved -- based on surrounding land use evaluation), and a minimum twelve inch (12") gravel base.

P.30 In regard to the above-referenced situations, the subdivider shall be responsible for ALL costs associated with the upgrading of their applicable roadway to acceptable design standard.

G#4 To enhance efficient commuting and to reduce overall travel by creating and encouraging carpooling by residents and others.

P.14 Work with RIDOT to maintain and enlarge, where appropriate, existing commuter/carpool parking locations.

P.15 Work with RIDOT to identify additional locations for carpool/commuter lots and encourage construction of such lots by the state.

P.16 Identify smaller carpool/commuter areas within the town, sign such facilities, and promulgate their availability through newspapers and other town media.

P.33 Official car pooling/park & ride locations are established at and recommended for continual operation at Hopkins Hill Road/Exit 6A off I-95, and New London Turnpike/Exit 7.

P.34 An unofficial park & ride location is located at the junction of Kitts Corner Road and Route 3. As this site is utilized by approximately six-to-twelve vehicles per day, an apparent need for an official site location near Exit 6 is recognized. It is recommended that the following two (2) potential sites be analyzed for possible recommendation to DOT for official recognition (both sites have closer proximity to Exit 6 and I-95):

a. Exit 6 site on east side of Route 3, north of I-95 (adjacent to I-95 and Sunoco Gas Station). This

site -- currently vacant -- may have been recognized at one time as an official Park & Ride Lot. As such, DOT should be approached regarding the possibility of reactivating this site -- unless safety problems are present.

b. Examine the potential to create an official site at the intersection of Route 3 and Burnt Saw Mill Road (on the east side of Route 3).

P.35 The unofficial Park & Ride lot located off Kitts Corner Road should be eliminated if either site referenced above is selected for official designation or reinstatement by DOT.

P.17 Identify commuter/carpool locations that could be potential public transportation (bus) stops. While the town's rural character, low population density, and roadway configuration are not conducive to public transportation, and the implementation of any significant public transportation component does not seem usable at this time, over the long term, public transportation may be more of a necessity based on fuel emergency and/or long-term trends in commuting patterns. The carpool/commuter parking lots should be located and designed with the possibility of future bus service in mind.

P.36 There are currently minimal public transit services available in the town of West Greenwich. Due to existing and projected land use patterns over the next five (5) years, it is determined there is no significant need noted at this time to expand services into the town.

G#5 To establish a network of recreational roads that will provide access to the town's outdoor amenities. This network can include roadways that are restricted to certain types of development but provide access to important components, both private and public, of the town's recreational facilities.

P.37 Off-road motorized dirt bicycles should be designated for remote areas where they present no conflict with horseback riders and hikers.

P.38 A base street map should be created that shows all foot traffic/hiking trails and horseback riding opportunities in the town.

G#6 Develop a viable commercial/industrial district in the area of Interstate Route 95 and the Route 102 interchange.

P.19 Acquire sufficient right-of-way on Route 102 to provide future widening if necessary.

I#1 Town shall work closely with the state DOT on expansion plans.

P.20 Provide a redesign of the Route 102/Breakheart Hill Road intersection to be used as a framework for any private or public development that occurs in the area so that design improvements are not precluded by nearby development.

G#7 Improve safety conditions at existing intersections that are currently substandard and to establish design standards for future road and intersection construction.

P.12 Review and identify existing intersections that have substandard design and are subject to improvement. This inventory can be used as a basis for implementing design changes as roads are maintained and rebuilt.

I#1 The Highway Superintendent shall develop policy and procedure for upgrading/improving all town roads every five (5) years.

P.13 Establish a priority list based on volumes and accidents to be used as a basis for intersection improvements unrelated to ongoing maintenance and construction where improvements would be made as part of a safety program.

I#1 The Police Department shall adopt a uniform standard of collecting and filing accident data in accordance with industry standard. (The RIDOT and the National Safety Council can provide support.)

I#2 The Police Department shall establish an accident location file based on accident location in addition to a more routine police/enforcement filing system.

I#3 The police department shall maintain an accident dot map on an annual and ongoing cycle. There appears to be insufficient accidents on an annual basis to develop accident patterns or identify high accident locations. The town should use a three-year period to develop these patterns.

G#8 Improve intersections that are currently unsafe by virtue of their substandard and hazardous design.

P.20 Provide a redesign of the Route 102/Breakheart Hill Road intersection to be used as a framework for any private or public development that occurs in the area so that design improvements are not precluded by nearby development.

P.21 Identify and prioritize those intersections that lack adequate geometric or traffic control elements.

P.22 For each intersection so identified, prepare preliminary schematic drawings for proposed improvements.

I#1 Use of a traffic consultant when applicable.

P.23 Bring and then maintain all signs and road markings up to AASHTO/RIDOT standards throughout the town. Special provisions can be made for local and unpaved roads and trails.

P.24 Provide raised, painted, planted or other channelization at intersections that have excessive pavement area and where vehicles travel paths and stop/yield locations are unclear.

P.42 To improve traffic safety by identifying high accident locations and possible causes.

I#1 Police Department data.

P.43 To enhance public awareness of hazardous locations and substandard designs and controls.

I#1 Applicable signage or other approved control measures.

P.44 To use accident records as a tool in identifying high accident locations.

P.45 To use accident records as a basis for improvement to roadway and intersection design and modifications to signs, signals, and markings.

G#9 Maintain and enhance historical aspects and features of town by establishing a scenic and/or historic road by-law consistent with state enabling legislation.

P.5 Identify and establish scenic and/or historic roads, road classification and adopt standards for modifications, curb cuts and maintenance. Coordination with historic commission and related boards should be established.

P.46 Adopt a Scenic Roads Ordinance which would include appropriate measures to preserve and protect the rural character of the town.

G#10 Insure that new large developments adequately address their impact on the surrounding area roadways and intersections. To this end, establish a Development Impact Statement (DIS) process to be made part of the town zoning regulations or otherwise, adopt existing environmental report procedures of state agencies.

I#1 Amend Zoning Ordinance.

G#11 Create an impact fee structure to adequately address identified off-site impacts resulting from major subdivision development.

I#1 Amend Subdivision Regulations to allow for impact fees to be assessed.

G#12 Maintain current roadway information suitable for supporting road inventory, data, capital improvements, functional classification, road standards and design classification, and related road planning and maintenance functions.

P.2 Establish record keeping process for updating town street map.

P.3 Identify sources of data that results in street changes and formalize process for transmittal of data for street map update. Most such data will come from Highway Department and Planning Board.

P.4 Establish periodic time frame for updating town street map. A three-year cycle is recommended as a balance between administrative work and freshness requirements.

P.26 A town-wide street base map shall be created depicting all town roads in a decipherable legend. The area surrounding Lake Mishnock may also require a separate map to accommodate high density road development.

I#1 Hire outside consultant.