June 2025

Coventry

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
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BCA	Baseline Crash Analysis
DPW	Department of Public Works
FHWA	Federal Highway Administration
FI	Fatal and All Injury Crash Severities
FSI	Fatal and Serious Injury Crash Severities
HIN	High-Injury Network
HRN	High-Risk Network
HSIP	Highway Safety Improvement Plan
RIDOT	Rhode Island Department of Transportation
RIPTA	Rhode Island Public Transit Authority
RRFB	Rectangular Rapid Flashing Beacon
SAP	Safety Action Plan
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads for All Program
STIP	Statewide Transportation Improvement Program
USDOT	U.S. Department of Transportation
VRU	Vulnerable Road Users (i.e., Pedestrians and Bicyclists, etc.)

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Thank you to the Town departments, committees, and statewide partners that helped guide this plan, and individual community members whose input helped shape this document.

Coventry Safe Streets for All Task Force

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Rail Trail bridge over Washington Street

Executive Summary

SS4A & Project Overview

Roadway safety is a serious concern for most Rhode Islanders. Through the US Department of Transportation's Safe Streets for All (SS4A) program, the Rhode Island Public Transit Authority (RIPTA) secured funding in 2023 to support the state and participating municipalities in planning for infrastructure improvements that will prevent injuries and save lives. With the SS4A grant award and other statewide efforts through the Division of Statewide Planning and the Rhode Island Department of Transportation, the state is focused on improving safety on all roadways.

The SS4A planning project is creating municipal Safety Action Plans (SAPs) for 31 participating communities, as well as a statewide SAP. The project is establishing guidelines to effectively implement a tangible version of the Safe Streets for All mission, guided by the Safe Systems Approach[1]. This encompasses shifting safety needs, known and emerging areas of safety improvement, identification of priority projects, and will help the State of Rhode Island and its municipalities position for further federal implementation funding.

This project includes a three-tier safety analysis to understand the current state of road safety in each community, identify high risk areas, and develop a predictive view of potential crash sites. However, data doesn't always tell the full story. The project team also attended community events and hosted pop-up events across Rhode Island where the public could engage in deeper discussion and learn more about the project. They were also encouraged to participate in a safety survey.

Overview

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

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

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

[1] https://www.transportation.gov/safe-system-approach

Project Components

Safety Analysis

The safety analysis uses data to identify key crash patterns and trends and the contributing factors that have led to fatal and serious injury crashes in the project area. This analysis is based on five years of crash data (2019-2023), 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 will 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 will be held early and at key junctures throughout the project, including stakeholders and the public as part of the decision-making process. The aim of SS4A is to define a technically and locally appropriate framework for consultation as project implementation takes place.

Safety Action Plan

An action plan outlines the specific steps and strategies to address the safety challenges and goals in the project area explored throughout this plan. This SAP is structured around the standard SS4A Action Plan Components, 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

Proposal for Future Grant Opportunities

By prioritizing analysis, engagement, and the action planning, the project team can assist municipalities in creating proposals and guidelines for future funding opportunities. This will support ongoing implementation and construction efforts, enhancing community safety, addressing areas of concern, and establishing infrastructure for healthier, happier communities.

Introduction

Meeting the Challenge

From 2019-2023, 329 people died on Rhode Island roads and 1,401 people were seriously injured. Over 4,100 more people were injured less severely. The U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program provides funding for communities to plan and implement improvements that will prevent injuries and save lives. In 2023, Rhode Island and 31 participating municipalities, including Coventry, were awarded SS4A funding to develop comprehensive safety action plans.

This SAP provides strategies to enhance roadway safety, reduce fatalities, and prevent serious injuries for drivers, pedestrians, cyclists, and public transit users in Coventry. The Town intends to use this SAP to apply for implementation grants under the SS4A Program and other grants available such as those through the Federal Highway Administration (FHWA).

This SAP analyzes overall crash patterns utilizing a baseline crash analysis (BCA). The BCA assesses hot spots where crashes have occurred, and a systemic safety analysis (FHWA 2013) 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 Coventry to identify the high injury network, and develop effective context-specific solutions. Combining these two approaches also allows Coventry 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, 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 SAP details strategies that complement SS4A goals to eliminate fatal and serious injury crashes. The SAP includes individual projects, safety countermeasure opportunities, and recommended policy changes to address safety and mobility challenges in an equitable and sustainable way.

Safe System Approach

The Safe System Approach has been adopted by the transportation community to identify and reduce risks found in the transportation system. This approach focuses on evaluating human mistakes and vulnerability in addition to crash analysis to create a comprehensive plan to improve safety.

All materials and project guidelines in this SAP prioritize the Safe System Approach (Figure 1). The Safe System Approach anticipates human mistakes and proactively designs infrastructure to reduce the risk of those mistakes occurring and to reduce the crash severity when a mistake does occur.

Source: U.S. Department of Transportation

Figure 1. Safe System Approach Infographic

Principles of a Safe System Approach

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

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

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

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

Safety is Proactive. Utilizing proactive tools to address safety issues before crashes occur.

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

The Safe System Approach provides a framework for identifying and prioritizing projects. The safe system approach was used to ensure this SAP:

- 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 SAP's recommendations and priorities, Coventry 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 BCA, which identifies high-level patterns for fatal and serious injury crashes that have occurred, and the systemic safety analysis, which identifies risk factors that could lead to future fatal and serious injury crashes if left unaddressed.

Municipal Background

Tiogue Avenue near Tiogue Lake Fishing Area

Coventry spans about 64 square miles of land and water, making it among the largest towns in the Northeast. The eastern section of the town features typical urban and suburban development, with much of the land between its historic villages now developed. In contrast, the western half of Coventry retains a rural character, marked by large residential lots, agricultural activities, and natural open spaces. Water is a defining feature of the Town's geography and transportation network with the Flat River extending nearly the entire distance from West Greenwich (to the south of Coventry) to Scituate (to the north), with 3 bridges crossing over the reservoir. The South Branch of the Pawtuxet River originates at the Flat River Reservoir and travels eastward through a densely developed part of the community, requiring traffic to funnel onto just a few roads (Laurel Avenue, Sandy Bottom Road and South Main Street) to cross the river.

The main roadway corridors in Coventry are predominantly owned and maintained by the state, comprising 47 miles of roadway. These include Flat River Road (Route 117), Sandy Bottom Road, South Main Street, Tiogue Avenue (Route 3), Harkney Hill Road (Route 118), Victory Highway (Route 102), and Plainfield Pike (Route 14). The local road network, at 205 miles of roadways, consists of neighborhood roads and those that connect between state routes, such as Arnold Road, Hopkins Hill Road, parts of New London Turnpike, Town Farm Road, and Maple Valley Road.

The roadways in Coventry are used for more than just driving. The roadways incorporate sidewalks, bicycle routes, and transit access. The Washington Secondary bike path operates approximately 9.1 of its 19 miles through Coventry. The entirely paved off-road path connects Cranston with western Coventry via Warwick and West Warwick. RIDOT plans to extend the paved bike path an additional five miles westward to the Connecticut state line in 2025 along a section of the path known as the Trestle Trail. Route 102 and Route 117 between Sandy Bottom Road and Route 102 are RIDOT-designated bike routes[2], but lack dedicated space for cycling. Arnold Road and Hopkins Hill Road both feature striped bicycle lanes.

[2] https://www.dot.ri.gov/travel/bikeri/docs/RI_Statewide_Bicycle_System.pdf

Washington Secondary Rail Trail

RIPTA operates fixed-route service in eastern Coventry on Routes 13 and 23, which provide some in-town connections (including to Centre of New England) and service to West Warwick and the Community College of Rhode Island in Warwick. RIPTA also operates on-demand Flex service in a small area of eastern Coventry bordering West Warwick.

Municipal-State Coordination

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

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

Coventry's leaders are committed to the goals set forth in this Safety Action Plan (SAP) as demonstrated by the Town Manager's letters of support included in Appendix A.

1.2 Goal Setting

The primary goals of this SAP include:

- Reduce fatal and serious injury crashes by 75% by 2035
- Achieve zero roadway fatalities and serious injuries by 2045

Tiogue Elementary School Driveway

2. Planning Structure

This plan incorporates a rational, proven planning model for safety action planning. Every strategic plan, regardless of the goals, must seek to answer four fundamental questions:

- Where are we now?
- Where do we want to go?
- How do we get there?
- How do we measure our success?

To answer these questions, this SAP follows a structured process:

Centre of New England Boulevard at New London Turnpike

1. **Assessment and Data Collection**: Gather crash data and identify high-risk areas and trends

2. **Goal Setting and Prioritization**: Stakeholder engagement and development of data-driven priorities

3. **Risk Assessment and Countermeasure Application**: Identify contributing factors and select evidence-based countermeasures

4. **Action Plan Development:** Include projects, priorities, implementation guidelines, and evaluation strategies to monitor progress

2.1 Current Planning Organizational Description

A Safe Streets for All Task Force, consisting of Maria Broadbent, Assistant Town Manager, Kevin McGee, Director of Public Works, Joe Levesque, Town Engineer, Frederick Heise, Police Chief, and Doug McLean, Director of Planning and Development, was established as an advisory committee to oversee this SAP's development, implementation, and future updates. The Safe Streets for All Task Force actively participated in regular input sessions and offered valuable review and feedback on the final plan.

2.2 Recommended Organizational Changes Post-Safety Action Plan

The Safety Action Plan was developed by the Safe Streets for All Task Force, incorporating input from key stakeholders and the public. Designed as an iterative plan, it will be regularly reviewed and updated by municipal staff to track and enhance traffic safety improvements. Implementation will require close collaboration between the Planning, Police, and Public Works Departments. After each countermeasure is put into place, town staff will jointly monitor and evaluate its impact on roadway safety to ensure continued effectiveness.

3. Safety Analysis

3.1 Analysis Overview

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 Coventry. This analysis is based on five years of crash data (2019 to 2023) collected by law 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 Chapters 6 and 7. All data analysis is only as accurate as the raw data itself. Unintentional errors in the crash location data provided for analysis could lead to imprecise recommendations.

The three safety analyses covered in this section include:

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

Why focus on fatal and serious injury crashes?

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

Why look at five years of crash data?

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

The key findings of the safety analysis for Coventry are:

- In the years 2019-2023, between 107 and 136 crashes occurred each year in Coventry resulting in a fatality or injury, with bicyclist and pedestrian crashes 5 times more likely to result in a fatality or injury.
- The areas with the highest frequency of fatal and injury crashes are the intersections and corridors in eastern Coventry, specifically along Tiogue Avenue, Washington Street, Main Street, and New London Turnpike.
- Crashes involving a Vulnerable Road User resulting in a fatality or injury rose steadily between 2019-2023 from 3 per year in 2019 to 9 in 2023.

3.2 Baseline Crash Analysis

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

The BCA answers questions like:

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

Data Definitions

Crash data is displayed based on the KABCO scale of crash severity:

K = Fatal injury

A = Incapacitating (i.e., serious) injury

B = Non-incapacitating injury

C = Complaints of Pain

O = Property damage only (PDO)

Additionally, fatal and serious injury crashes (K or A on the KABCO scale) are abbreviated "FSI" while fatal and all injury level crashes (K, A, B, or C on the KABCO scale) are abbreviated "FI."

3.2.1 Baseline Crash Analysis Findings

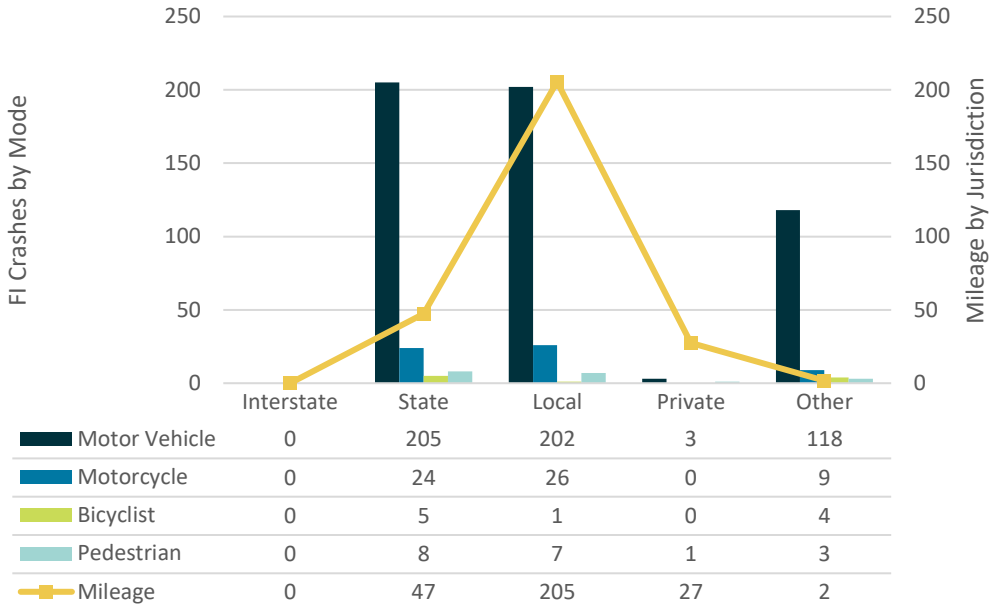
Roadway safety in Coventry is crucial to protecting the lives and well-being of all road users. Over the 5-year period from 2019-2023, there were 5 fatalities, 37 serious injuries, 103 minor injuries, and 471 suspected injuries resulting from roadway crashes in Coventry (Table 1). While there were many more crashes involving motor vehicles (3,691 total), 86% of these crashes only resulted in property damage,

whereas 67% of crashes involving a bicyclist or pedestrian (VRU) resulted in an injury. Likewise, for motorcyclists, there were 3 fatalities and 84% of crashes resulted in a fatality or injury. The higher propensity for VRU and motorcycle crashes to result in a fatality or injury elevates these types of crashes above others for consideration and safety treatments.

Table 1. Coventry Crashes by Severity and Mode (2019-2023)

Severity	Motorized				VRU			
	Motor Vehicle		*Motorcycle*		*Bicyclist*		*Pedestrian*	
	#	%	#	%	#	%	#	%
K	2	0.1%	3	4.3%	0	0.0%	0	0.0%
A	20	0.5%	12	17.1%	1	5.9%	4	15.4%
B	70	1.9%	21	30.0%	5	29.4%	7	26.9%
C	436	11.8%	23	32.9%	4	23.5%	8	30.8%
O	3,163	85.7%	11	15.7%	7	41.2%	7	26.9%
FSI Total	**22**	**0.6%**	**15**	**21.4%**	**1**	**5.9%**	**4**	**15.4%**
FI Total	**528**	**14.3%**	**59**	**84.3%**	**10**	**58.8%**	**19**	**73.1%**
Grand Total	**3,691**	**100%**	**70**	**100%**	**17**	**100%**	**26**	**100%**

Figure 2. Fatal and All Injury Crashes by Mode by Roadway Jurisdiction (2019-2023)



Crashes resulting in an injury or fatality occur more frequently on state roads (Figure 2) and at mid-block locations, as opposed to intersections. While there is over four times as much mileage of local roads compared to state roads, there are more crashes on state roads for every type of roadway user, except motorcyclists. Given that most of the major corridors and intersections which form the commercials

centers are state roads, this finding is not entirely surprising, given that these are higher volume roadways with higher speeds, and that there is more pedestrian traffic in commercial centers.

Table 2. Coventry Fatal and Serious Injury (FSI) and Fatal and all Injury (FI) Crashes by Year by Mode (2019-2023)

Year	Motorized				VRU			
	Motor Vehicle		*Motorcycle*		*Bicyclist*		*Pedestrian*	
	FSI	FI	FSI	FI	FSI	FI	FSI	FI
2019	8	121	2	12	1	3	0	0
2020	6	102	3	17	0	1	1	4
2021	4	107	5	13	0	2	1	2
2022	3	94	2	5	0	2	1	6
2023	1	104	3	12	0	2	1	7
Grand Total	**22**	**528**	**15**	**59**	**1**	**10**	**4**	**19**

While only covering 5 years of data including the years impacted by the COVID-19 pandemic, analysis of the year-to-year trend in crash data in Coventry can help describe if and in what direction crash quantity and severity are headed to help inform the appropriate strategies and goals. For fatal and all injury crashes of all modes of travel, the numbers in Coventry decreased slightly from 2019-2023, with a high of 136 crashes in 2019 to a low of 107 in 2022, though the quantity increased to 125 in 2023. For VRUs involved in fatal and all injury crashes, there was a noticeable increase over the 5-year period, from a low of 3 in 2019 to a high of 9 in 2023. This gain was driven by an increase in pedestrian crashes, as bicyclist crashes have stayed steady around 2 per year but pedestrian crashes increased from 0 to 7 from 2019-2023.

Senior drivers appear to be disproportionately represented in FSI and FI crashes as senior drivers are involved in 33% and 28% (Table 3) of each respectively yet those aged 65+ represent only 17% of the population in Coventry. The crash data also highlight the perils of driving without a seatbelt and operating under the influence as those contribute to more FSI crashes than FI crashes, revealing the higher likelihood of a serious injury or fatality.

Table 3. Contributing Factors for Fatal and Serious Injury (FSI) and Fatal and all Injury (FI) Crashes – All Modes

Crash Actions	FSI Crashes		FI Crashes	
	#	*%*	*#*	*%*
Operating Under the Influence	6	14%	39	6%
Distracted Driver	1	2%	59	10%
Unrestrained	17	40%	76	12%
Young Driver	3	7%	108	18%
Senior Driver	14	33%	171	28%
Out-of-State Driver	3	7%	72	12%

Other findings from the Baseline Crash Analysis include:

- Over half of all crashes (57%) with fatalities and serious injuries (FSI) involved a single vehicle. Nearly one third (34%) of crashes with fatalities and all injuries (FI) involved a single vehicle.
- The majority of FSI and FI crashes do not occur at intersections. Nearly all motor vehicle, motorcycle and Vulnerable Road User (VRU) FSI and FI crashes occur mid-block. For FI crashes, 83% of those involving motor vehicles, 88% of those involving motorcycles, and 93% of those involving VRUs occurred at mid-block locations.
- When normalizing each Rhode Island community for population, Coventry's crash rate for FI crashes is the 12th highest in the state, which is slightly higher than neighboring West Warwick (14th highest) and much higher than West Greenwich (29th highest).
- Lighting conditions appear to contribute to crash severity as a higher percentage of FSI crashes (over 50%) occur during dark or twilight conditions, either lit or unlit, while 27% of FI crashes occurred in the same conditions.
- The days and times with the most frequent FI crashes for all modes are Tuesday to Saturday evenings from 3pm to 6pm, likely correlating with evening commute times and when glare is a factor.

Heat maps of the crashes were developed to identify the locations in Coventry with the highest density of crashes in town (Figures 3 and 4). Among all fatality and injury crashes, the locations with the highest density of crashes include multiple intersections along the Tiogue Avenue and Nooseneck Hill Road corridor, New London Turnpike and Centre of New England Boulevard, and the Main Street and Washington Street corridors. Among VRU crashes, the locations with the highest crash densities include the intersections of Main Street and South Main Street, Tiogue Avenue and Reservoir Road, and Tiogue Avenue and Arnold Road.

Tiogue Avenue at South Main Street (left) and Reservoir Road (right)

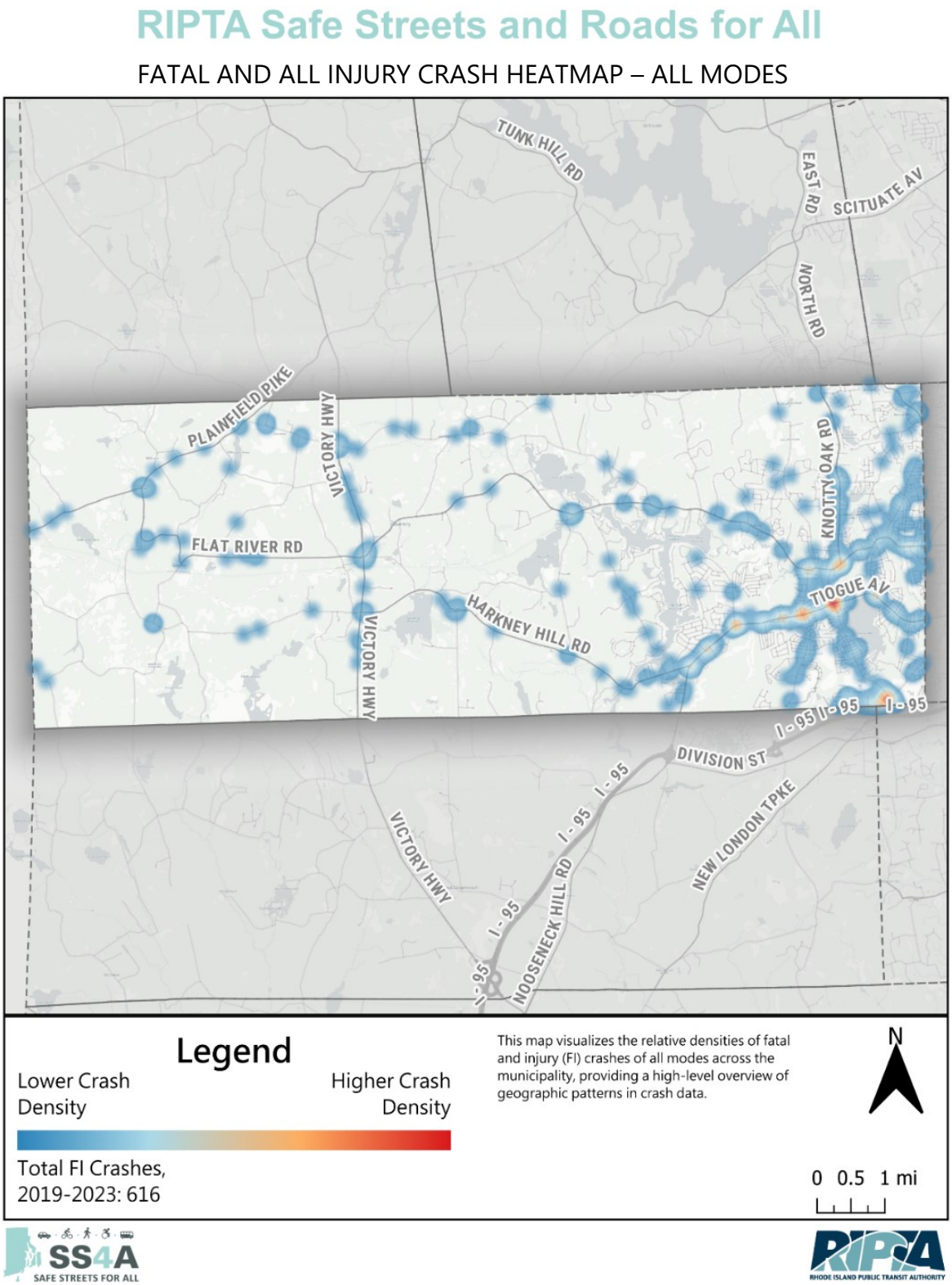


Figure 3. Crash Hotspots - All Modes

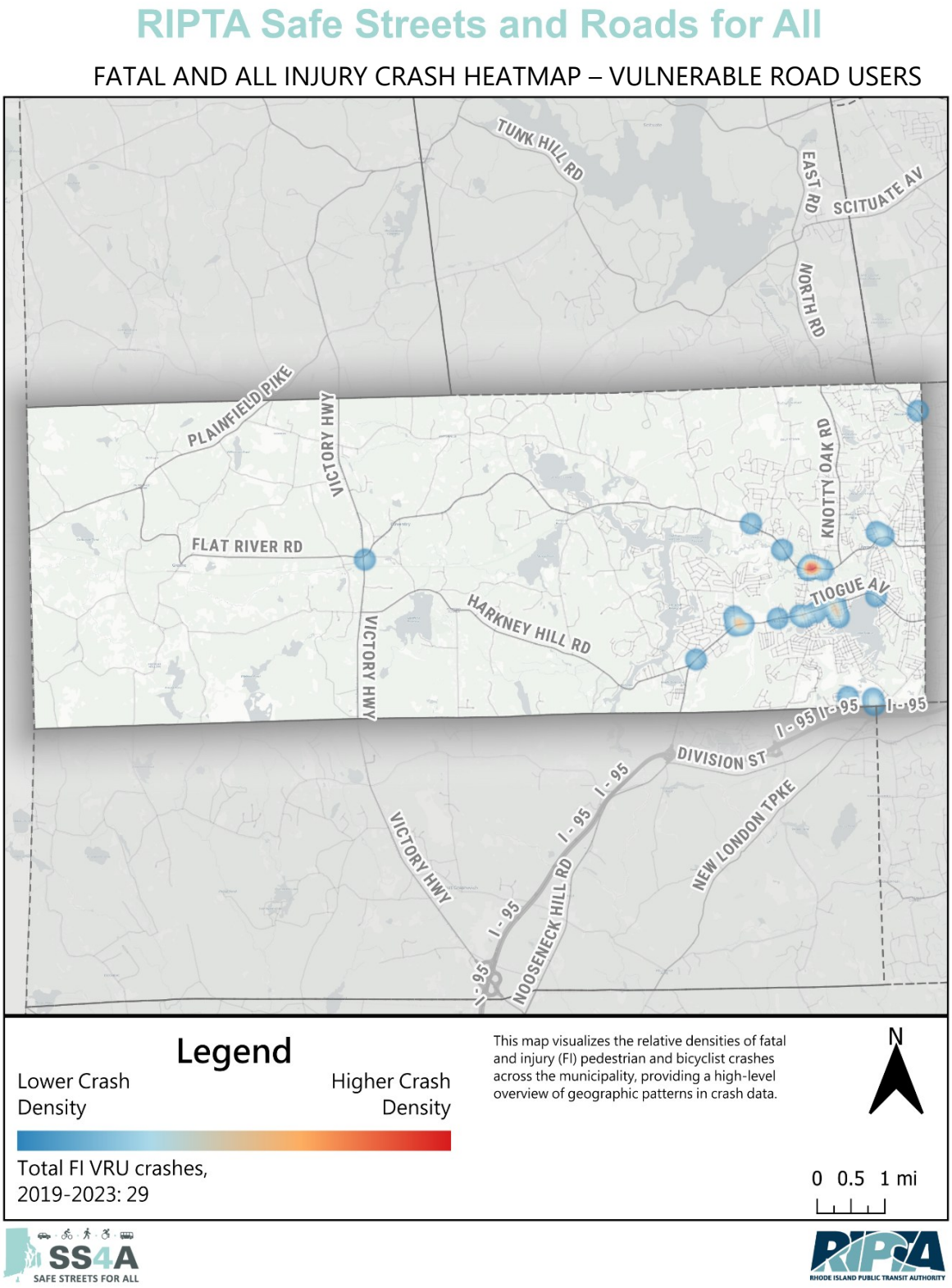


Figure 4. Crash Hotspots – Vulnerable Road Users

3.3 High-Risk Network

The High-Risk Network (HRN) identifies opportunities to proactively improve traffic safety. The HRN identifies the types of roads and land use contexts that correlate with more frequent crashes. Combinations of risk factors, such as community context, traffic volume, and vehicle lane configurations, vary between communities and across roadway networks, relating to different safety outcomes. The risk analysis is used as a method to link similar facilities with segments that have been identified in the baseline crash analysis as having high concentrations of historical fatal and serious injury crashes.

Identifying statewide risk factors helps to highlight where crashes may be expected in the future, even if recent crashes have not occurred. By identifying roadways featuring these risk factors, Coventry will be better equipped to implement context-appropriate solutions, such as safe crosswalks, signage, and improved lighting. Table 4 illustrates the common risk factors considered in assessing risk for future crashes.

Table 4. Potential Risk Factors

Screening Factor	Description
Roadway Jurisdiction	State, Local, or Other (Unknown or Private)
Lane Configuration	Two-lane, Multilane
Traffic Volume Range (Average Annual Daily Traffic)	0 – 1,000, 1,000 – 10,000, 10,000+
Proximity to a School	Within ¼ Mile, Not Within ¼ Mile
Proximity to a Public Park	Within ¼ Mile, Not Within ¼ Mile
Percent of Population with Income Below 2x of the Poverty Level	Under 20%, 20-40%, Over 40%
Percent of Households with Zero Vehicles	Below 10%, 10-20%, Over 20%
Percent of Population Aged 65 or Older	Below 10%, 10-20%, Over 20%
Percent of Population Aged Below 18	Below 10%, 10-20%, Over 20%

To identify statewide network safety patterns that can be applied at the municipal level, the team analyzed statewide crash, roadway, and demographic data. Separate analyses were conducted for urban, suburban, and rural areas, as well as for both all-modes and VRU modes (note that VRU modes were not modeled for rural areas due to a small sample size of crashes). For each land use context and mode, risk models distinguish between relatively high and low risk facilities, assigning each segment a risk tier of Critical, High, Medium, Low, or Minimal. Higher risk tiers reflect a greater average risk for future crashes on roads.

The HRN is especially valuable in communities with infrequent crashes or crashes that do not concentrate in specific locations. The HRN is also useful when studying crashes involving pedestrians or bicyclists and in rural areas with less vehicle traffic. This is because the HRN analysis isolates areas with a high risk for crashes because of their risk factors. Both the BCA and the HRN are important tools and can influence the overall strategy for choosing priorities and making investments.

Several key risk factors identified within the study area, broken out by mode and land use area, are listed below, ordered by importance in evaluating risk.

All-modes

- ***Urban***
  - Traffic Volume Range (AADT)
  - % Zero Vehicle Households
  - Roadway Jurisdiction
  - % Population Below 2x Poverty Level
  - Within 1/4 Mile of School
- ***Suburban***
  - Roadway Jurisdiction
  - Traffic Volume Range (AADT)
  - Within 1/4 Mile of School
  - Lane Configuration
  - % Zero Vehicle Households
  - % Population Below 18
- ***Rural***
  - Traffic Volume Range (AADT)
  - Roadway Jurisdiction
  - % Population Below 2x Poverty Level

Vulnerable Road Users

- ***Urban***
  - % Zero Vehicle Households
  - Traffic Volume Range (AADT)
  - % Population Below 18
  - Within 1/4 Mile of School
  - % Population Below 2x Poverty Level
  - Within 1/4 Mile of Public Park
- ***Suburban***
  - Traffic Volume Range (AADT)
  - % Zero Vehicle Households
  - Within 1/4 Mile of School
  - Roadway Jurisdiction
  - Within 1/4 Mile of Public Park
  - % Population Below 18
  - % Population Below 2x Poverty Level

3.3.1 Analysis Findings

Figures 5 and 6 show the High-Risk Networks in Coventry for all roadway users and VRUs.

Coventry High Risk Network - All Modes

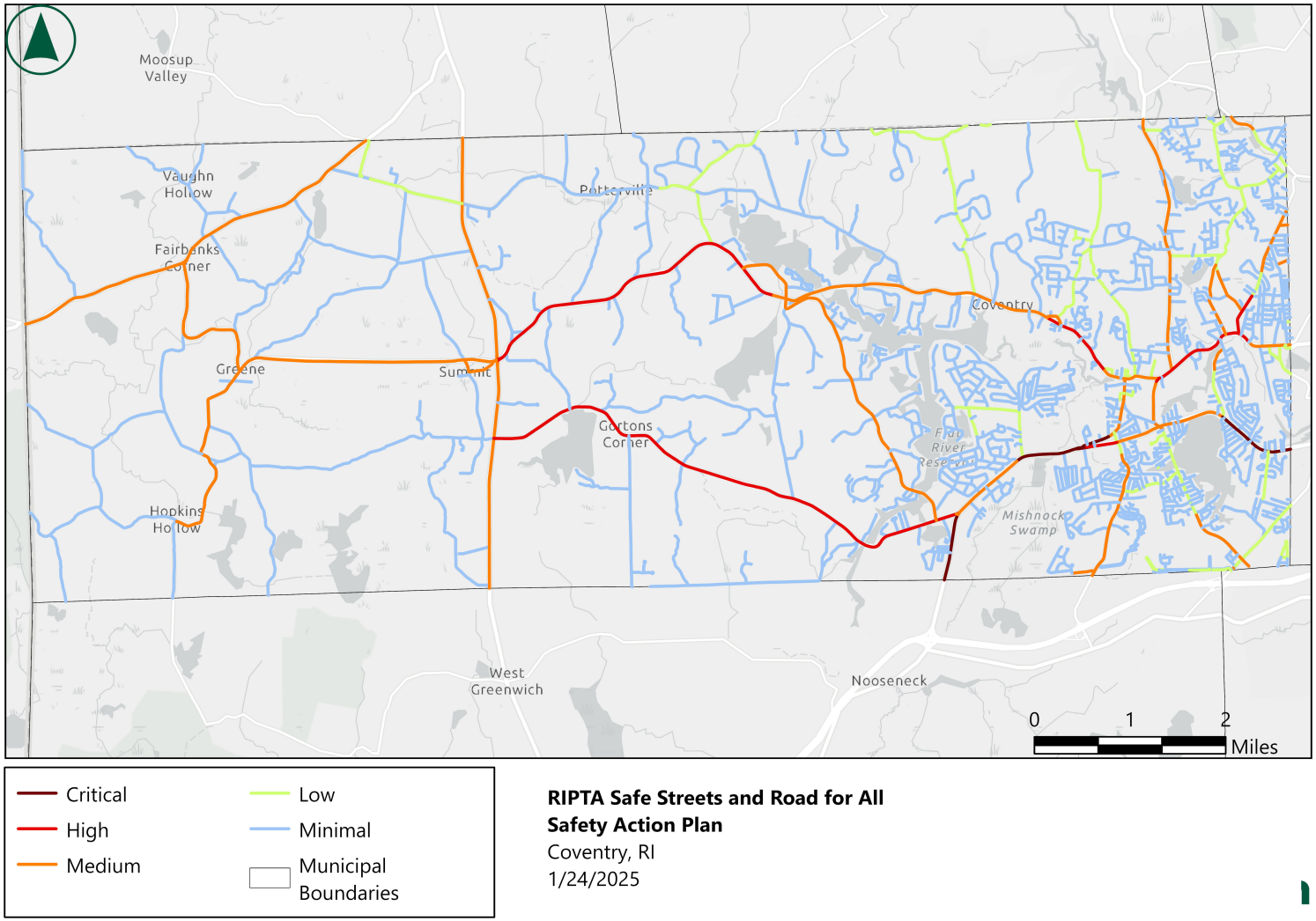


Figure 5. High-Risk Network (HRN) Map - All Modes

Coventry High Risk Network - VRUs

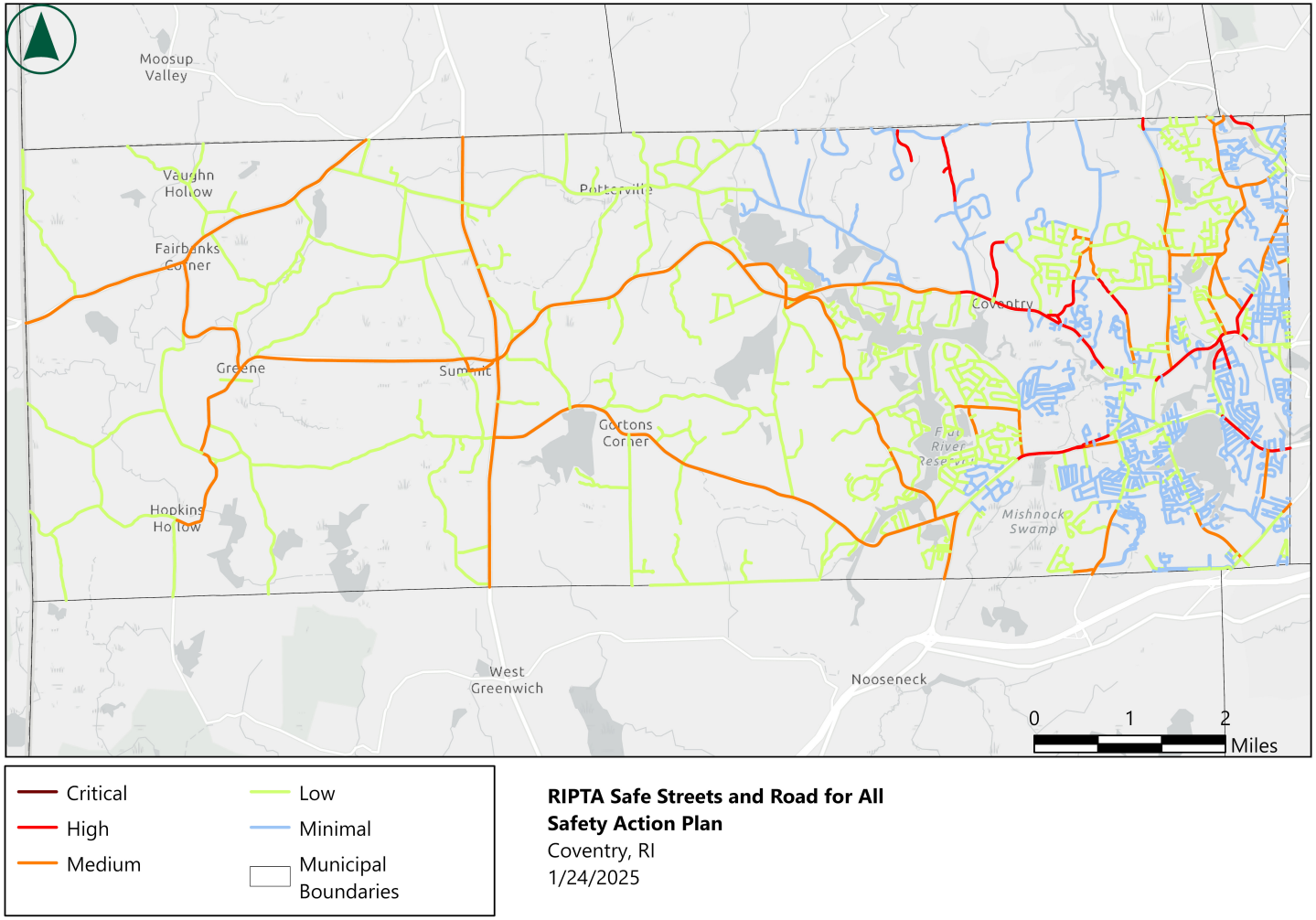


Figure 6. High-Risk Network (HRN) Map – Vulnerable Road Users

3.4 High-Injury Network

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

- Reactive: Segments which appear on the baseline crash analysis maps based on a top 15% crash score for the given mode and municipality.
- Proactive: Segments which appear in the top risk tiers for the given mode and municipality. This includes Critical, High, and Medium tiers for the all-modes analysis and for the VRU modes analysis.
- Reactive & Proactive: Segments which satisfy both the reactive and proactive categories.
- None: Segments which satisfy neither the reactive nor proactive categories.

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

3.4.1 Analysis Findings

The HINs focus primarily on fatal and serious injury crashes. The HIN segments, identified in the maps below (Figures 7 and 8), represent the roadways in Coventry with the highest concentrations of all mode or VRU crashes or with the highest risk of future crashes. As noted in Section 3.4, roads classified as being in rural areas were not evaluated for the VRU HIN. In Coventry, segments of Harkney Hill Road, Flat River Road and Hill Farm Road, generally in the western half of town, are considered rural and excluded from the VRU HIN. These roadway segments likely experience similar VRU safety risks as nearby roadway segments that are on the VRU HIN.

The HIN for all modes only accounts for 65 miles, or about 23% of Coventry's 281 total miles of roads, but captures 33 fatal and serious injury crashes (79% of total) and 493 fatal and all injury crashes (80% of total). For Vulnerable Road Users, the HIN accounts for 27 miles, or about 10% of Coventry's 281 total miles of roads, but captures 5 fatal and serious injury VRU crashes (100% of total) and 22 fatal and all injury VRU crashes (76% of total).

Main Street at South Main Street

Coventry High Injury Network - All Modes

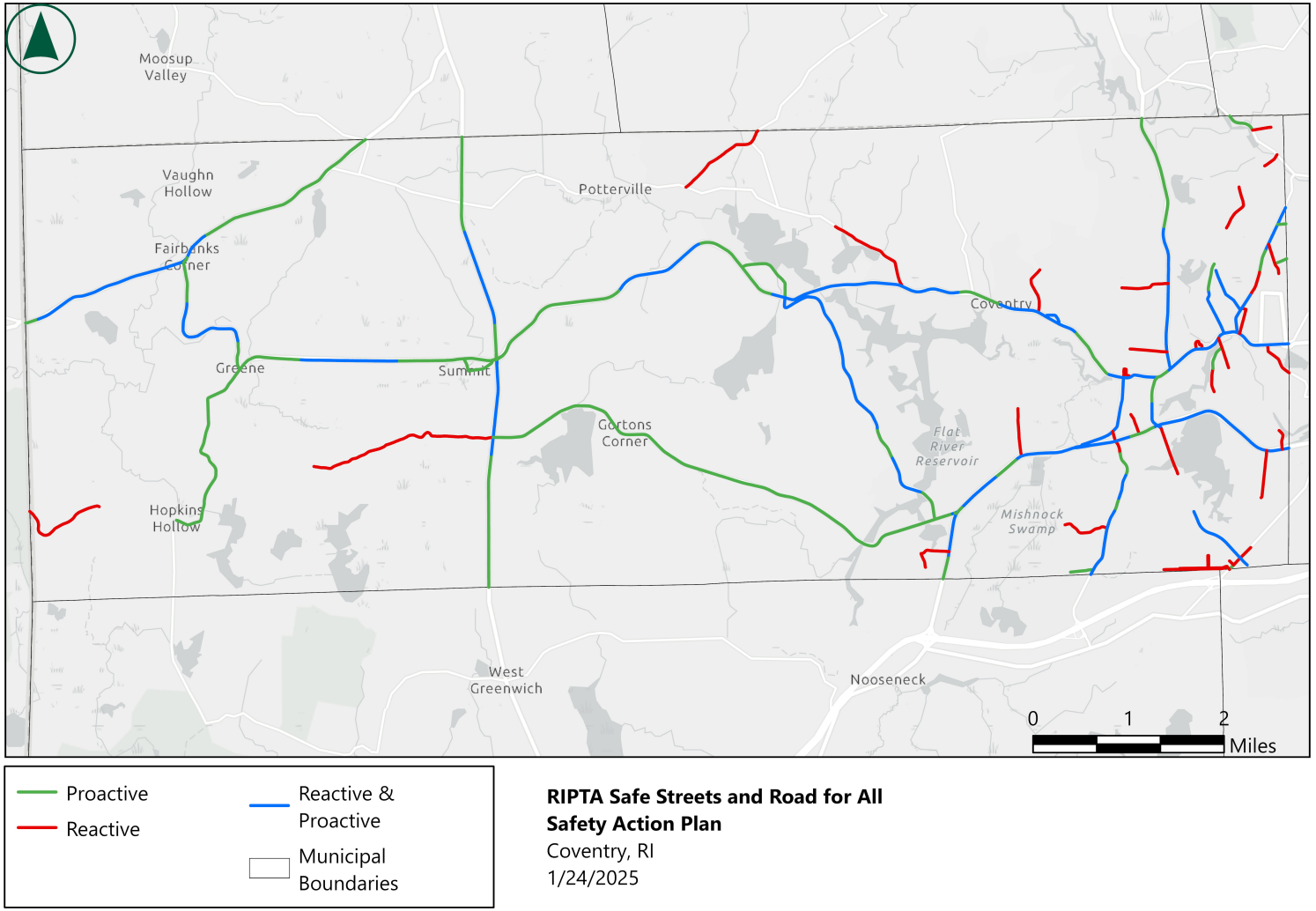


Figure 7: High-Injury Network (HIN) Map – All-Modes

Coventry High Injury Network - VRUs

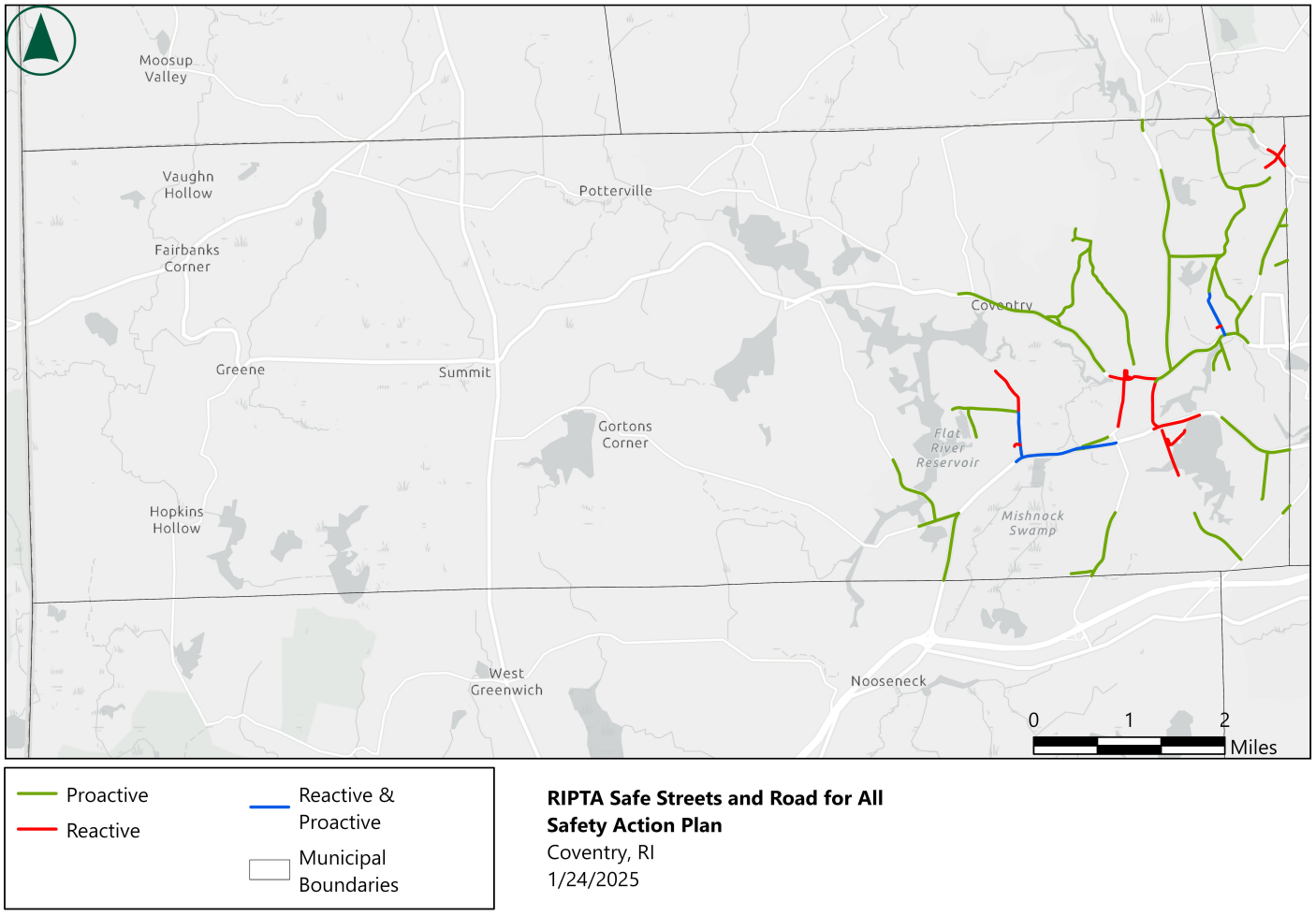


Figure 8: High-Injury Network (HIN) Map – Vulnerable Road Users

4. Engagement and Collaboration

Stakeholder engagement and collaboration ensure that this Safety Action Plan (SAP) includes diverse perspectives and insights, identifies risks not apparent in the data, and provides local support for solutions. The team conducted engagement early and at key junctures throughout the plan development, including stakeholders and the public as part of the decision-making process. The aim of Safe Streets For All is to define a technically and locally appropriate framework as project implementation takes place.

4.1 Stakeholders

Many stakeholders contributed to the creation of this SAP. Coventry established an early network of key stakeholders to be included in the engagement process. These individuals and organizations helped facilitate public engagement and encourage feedback at the community level. They may also contribute in an ongoing manner to an advisory committee that will advise the municipality and advance safety solutions and investments during implementation.

When identifying key stakeholders for the SAP, various organizations and individuals were considered, including those representing the following groups:

- Members of staff from Town Manager's Office, Police, Planning, and Public Works
- Housing Authority
- Local schools

While not all these groups were represented on the stakeholder committee, starting with this comprehensive list allowed Coventry to consider the various needs and priorities that should be considered during the development of the safety action plan.

4.1.1 Stakeholder Feedback Summary

The stakeholder group convened for this plan included 4 individuals, representing different agencies and interest groups within Coventry. The stakeholder group was consulted during strategic junctures throughout plan development, including during the safety analysis, goal setting, community outreach, action plan development, and implementation strategy development. The following is a summary of key information received from these stakeholder gatherings:

- Many Coventry Housing Authority properties, which house elderly people and those with disabilities, are located in close proximity to Tiogue Avenue, which is an unsafe corridor, with no sidewalks, long stretches without crosswalks, and speeding issues.
- The current process for implementing traffic safety improvements involves the Traffic Commission, which includes town staff, two public members, and a town council representative. This commission reviews proposed improvements using technical analysis based on MUTCD guidelines and makes recommendations to the Police Chief, who has final authority to approve changes like signage and intersection design. However, the Town Council is considering a more active role in traffic safety and may take over the authority to approve such changes.
- Coventry has and will continue to see a significant amount of housing development, especially on and around Centre of New England Boulevard, which is a privately owned roadway. The current process for reviewing traffic safety impacts of new developments is through the Technical Review

Committee, consisting of key town staff. The Planning Director will make the decision when additional studies are needed and ultimately, the Planning Board has authority on mandating the inclusion of traffic safety infrastructure.

4.2 Public Engagement

Public engagement can transform any planning study into a collaborative effort, resulting in a more practical and responsive plan. This SAP is no different, and Coventry set out early on to identify junctures in the process to engage the public and gather feedback to guide findings and recommendations.

Public engagement opportunities during the development of the SAP included:

- Community-wide survey, available both on paper and online
- Stakeholder interviews
- Tabling and participation at Coventry Night Out and Grandparents' Day community events.
- Links to the community survey posed on the Town's website and social media pages

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

4.3 Public Engagement Summary

The public was engaged during the development of the SAP to provide information on the process, findings, recommendations, proposed projects, and timelines. Through surveys, tabling at community events, and a public open house, Coventry gained insights from the community to inform this SAP and its implementation.

The paper and online surveys included questions about travel patterns, important destinations in the community, safety concerns, infrastructure improvement strategies, and asked how the respondents would weigh various tradeoffs. Open-ended questions allowed respondents to provide thoughts, comments, or questions for Coventry 's consideration and inclusion in the SAP.

In total, Coventry collected 219 completed surveys between July 2024 and October 2024. The following bullets list the key findings from these surveys:

- The most common safety and comfort improvements for pedestrians and bicyclists desired by respondents was a more complete sidewalk network, safer ways to cross the street, and better maintenance of sidewalks and bikeways.
- The most common safety and comfort improvements for drivers desired by respondents was smoother pavement conditions, better lighting and better drainage.
- The vast majority of respondents choose to walk or bike for exercise and enjoyment rather than as a convenient and fast transportation option.
- Respondents supported many safety and comfort improvements for transit riders, with the top improvements being better and more available maps and signage, more shelters and seating at transit stops, and more frequent service.

The online survey included a map where respondents identified locations of safety concerns (Figure 9). Most of the identified locations were in easternmost third of the town. Respondents could also identify

locations of recent safety improvements, but there was minimal feedback for this category. Individual map comments are provided in a table in Appendix C.

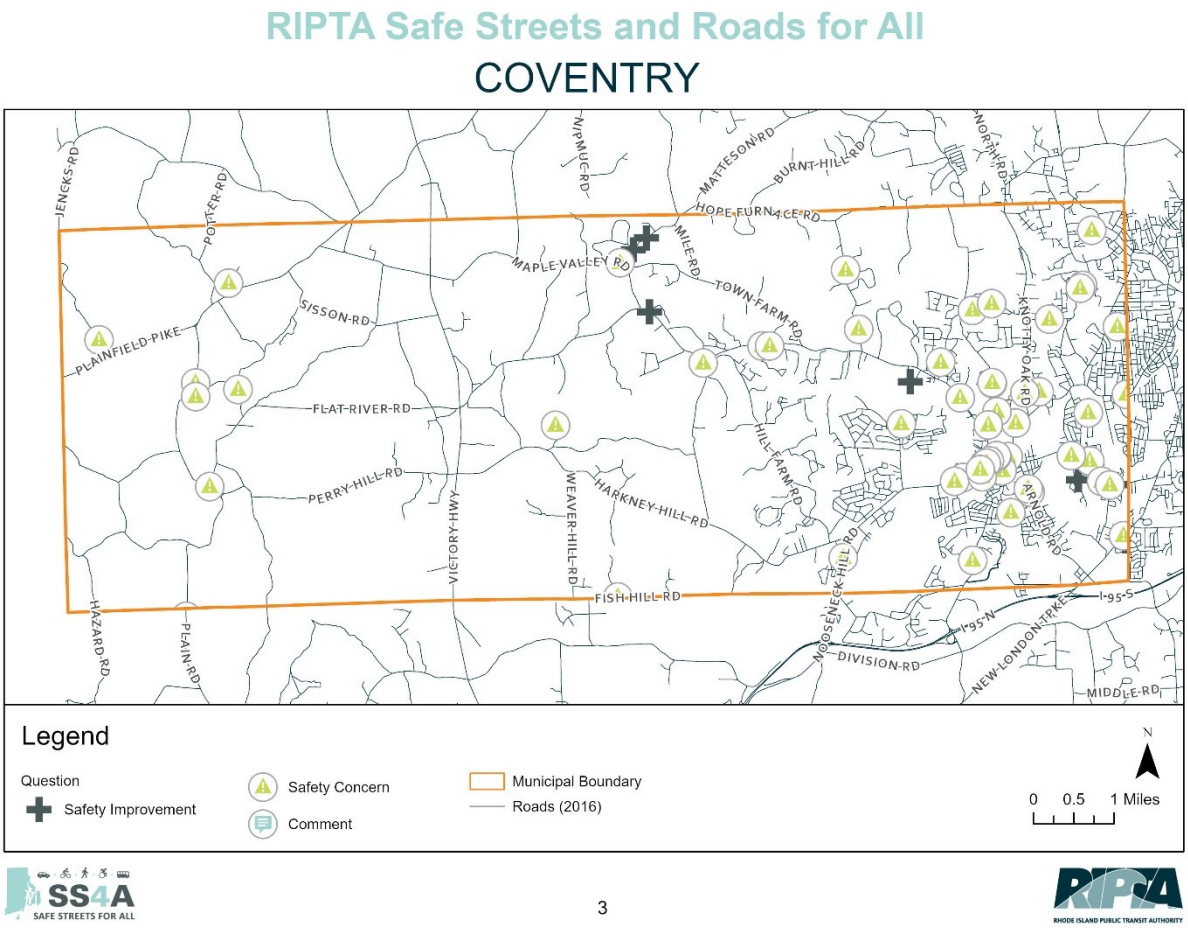


Figure 9. Online Comment Map Feedback Locations

Public input was also gathered by tabling at local community events, including Coventry Night Out. At each of these events, Coventry provided posters, maps, and informational flyers describing the process and findings of the SAP. The following bullets list key findings from these public engagement efforts:

- Poor pavement quality, faded crosswalks, and poorly patched utility work create safety hazards for all road users.
- Speeding, reckless driving, and distracted driving are major concerns; stronger enforcement of seatbelt and helmet laws is needed.
- Better bike lanes, improved street lighting, and proper sidewalks (especially on Tiogue Ave) are essential for safety.
- Bus stop signs need replacement, and RIPTA buses should be equipped with seatbelts and headrests for passenger safety.
- The "Village at Tiogue" development will significantly increase traffic, recent road redesigns have created dangerous blind spots, and confusing traffic signals need adjustments.

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. Plan Engage[3] provided a single resource that incorporated information and feedback from all participating communities in a single statewide platform. Additional details and records from the public engagement process are included in Appendices B and C.

Sidewalk ending at 1025 Tiogue Avenue

Tiogue Avenue section without sidewalks

Bus Stop with No Sidewalk on Tiogue Avenue

Crosswalk without opposite landing at Tiogue Avenue and Reservoir Road

[3] https://us.planengage.com/ri_safestreets/page/home

5. Equity Considerations

5.1 Defining Equity

Equity was a key consideration during every aspect of this plan development. In line with best practices, equity is defined as meeting the needs of rural areas, economically disadvantaged communities, historically underserved residents, and vulnerable roadway users – including pedestrians and bicyclists. Acknowledging the needs of these diverse groups, Coventry evaluated strategies that that protect the safety of all travelers.

5.2 Equity Issues in Coventry

Special efforts were made to reach out to stakeholders and members of the public with diverse perspectives from disadvantaged groups to better understand their needs and priorities. Policies and project priorities were evaluated against those needs and priorities to appropriately balance recommendations in this SAP.

5.3 Key Equity Findings in Coventry

The following are key points from the planning process that impact equity:

- Numerous Coventry Housing Authority properties, which house elderly people, people with disabilities, and lower income families, are located near Tiogue Avenue in areas that lack sidewalks and adequate pedestrian infrastructure, such as crosswalks and curb ramps.
- Overall, around 3% of households in Coventry do not have a vehicle available.
- Around 4% of households in Coventry fall below the federal poverty line, and poverty is especially pronounced in the Anthony/Quidnick neighborhood area where over 23% of workers are classified as low-wage (Figure 10)
- Residents identifying as Black, Indigenous, or People of Color comprise approximately 10% of the population, including around 18% of the Anthony/Quidnick Neighborhood.
- Residents aged 65 or older comprise approximately 19% of the population, including around 25% in the Coventry East neighborhood, and residents under 18 comprise approximately 19% of the townwide population.
- Residents with a disability comprise around 15% of the populations, which includes around 22% of the population of the Anthony/Quidnick Neighborhood and the Coventry East Neighborhood.

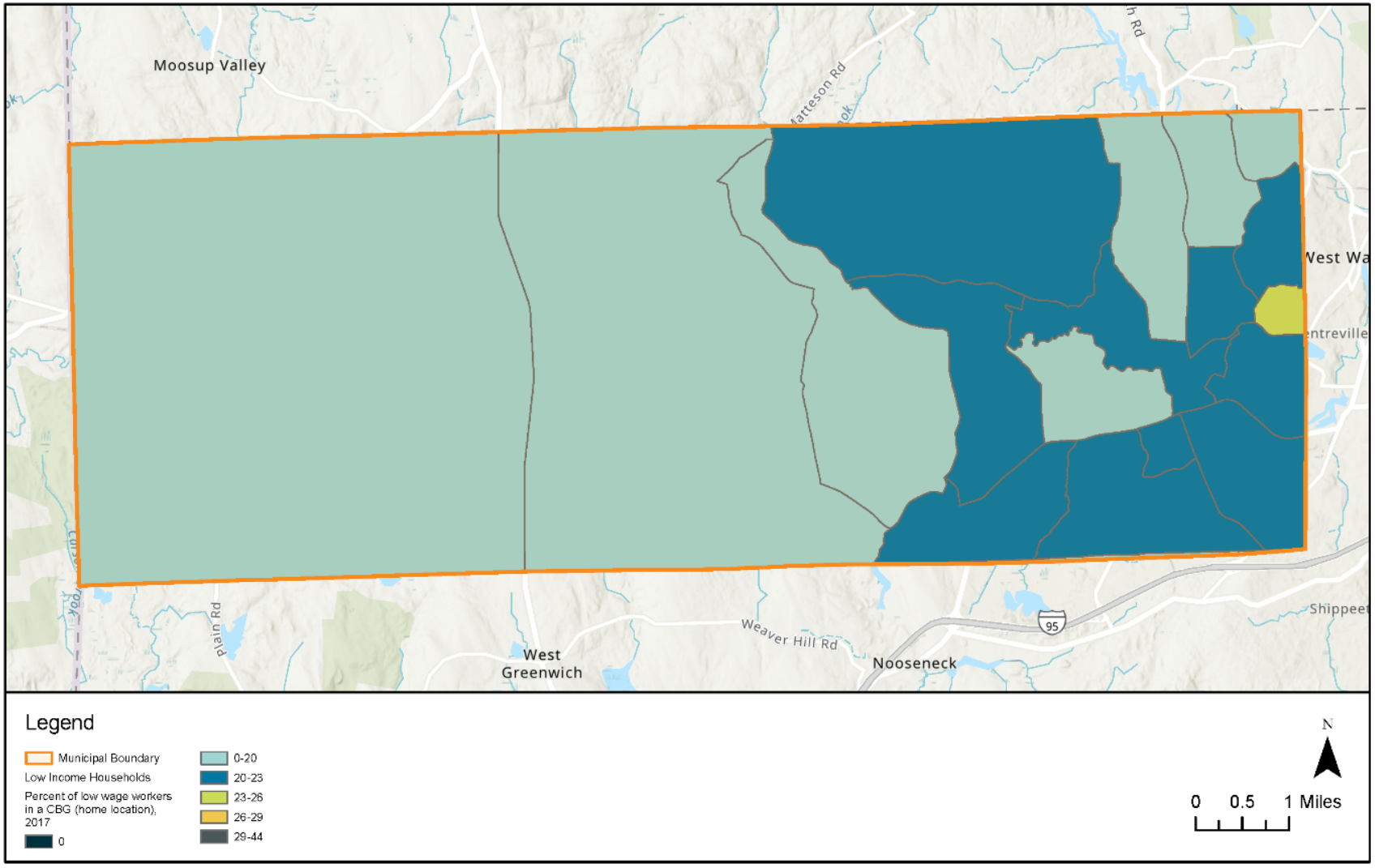


Figure 10. Percentage of low wage workers by census block group in Coventry

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 Coventry will require political will and public support for ambitious and transformative policies. The project team explored evidence-based and high-impact policies to reduce fatal and serious injury crashes within Coventry.

In accordance with FHWA's priorities under the SS4A program, policy recommendations were geared towards providing redundancies to protect human life and address the following areas:

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

6.2 Key Policy and Process Findings in Coventry

Summary of Key Safety Policies

- The Traffic Safety Committee, composed primarily of Town staff, is responsible for receiving, reviewing, and responding to traffic safety concerns and requests and making recommendations to Town Council
- The Public Works Department has completed a sidewalk inventory and is looking into completing a similar inventory for ADA compliance and curbing conditions across the town.
- The Police Department shares crash, complaint and citation information amongst the departments and reviews those issues at the Traffic Safety Committee meetings
- The Planning Department works with prospective developers to incorporate traffic safety into new developments and integrate traffic safety into planning processes, such as the Town's Comprehensive Plan.

The Town of Coventry staff collaborate effectively on traffic safety improvements and enforcement. The Town has an internal process for receiving, reviewing, and responding to traffic safety concerns through the Traffic Safety Committee (TSC). This committee includes representatives from the Police, Planning, Public Works, and Engineering Departments, along with a Town Council member and two public members.

Meeting about monthly, the TSC reviews traffic safety issues reported by staff or submitted by residents via the Town's website, town staff, or council members. The committee follows the *Manual on Uniform Traffic Control Devices* (MUTCD) standards to assess and recommend solutions such as signage, pavement markings, or roadway adjustments. The TSC provides recommendations to Town Council who has the final authority over roadway changes.

Town departments play a key role in promoting traffic safety through their daily operations. The Public Works Department is responsible for maintaining and installing roadway infrastructure, including

pavement, sidewalks, signals, curb ramps, and curbing. To enhance pedestrian accessibility, it has also conducted a comprehensive sidewalk assessment and inventory to guide future investments.

The Planning Department collaborates with developers through the Technical Review Committee—alongside public safety officials—to ensure projects incorporate essential roadway safety features. The existing Town Subdivision and Land Development Regulations requires sidewalks and bicycle paths in certain areas and also empowers the permit approving body to review road layouts for safety. Additionally, it conducts planning studies, such as the Comprehensive Plan, which integrate traffic safety measures to help shape the Town's development.

6.3 Key Policy and Process Recommendations in Coventry

The following are descriptions of each of the policy and process changes recommended in Coventry. Each recommendation is accompanied by the necessary legislative or process changes, responsible parties, and intended impacts of the policy.

6.3.1 Leadership

- Adopt a formal Vision Zero statement to set clear safety goals for the Town and to be eligible for future SS4A funding
- Revisit this plan at least every ten years to reexamine recommendations, goals, and progress on achieving zero deaths
- When adopting the SAP, the Town Council should identify elements of the Plan that municipal departments can implement without additional Town Council approval, elements that may require a minor notification and elements that the Town Council should approve individually once funding is identified and design complete, if applicable.
- Pursue implementation funds from SS4A or other state/federal sources
- Create a quick-build pilot program so municipal departments can conduct their own safety-related pilot programs with minimal cost or disruption, potentially three per year per department depending on the length of the trial (1, 3, 6, or 12 months). Ongoing, identified safety issues backed up by data should be prioritized over potential areas of concern.
- When reviewing and approving changes to the roadway, continue to adhere to the engineering guidance provided by the *Manual on Uniform Traffic Control Devices* (MUTCD).
    - The MUTCD is published by the Federal Highway Administration (FHWA) and defines the standards which should be used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel.

6.3.2 Public Works

- Develop a policy to determine when the Town should add vertical or granite curbing to sidewalks when repairing or replacing a sidewalk
- Consider removing centerlines from roads when AADT is lower than 4,000 vehicles per day and the road width is 20 ft. or less to reduce speeding.

- Ensure emergency preemption systems at traffic signals are functional at all signals within the existing emergency response route network; make sure on vehicle equipment is functional
- Install side guards and adopt hands-free phone technology on municipal vehicles, such as DPW trucks, and ask local businesses who operate trucks if they would consider adopting similar policies or potentially include them as a condition in the Planning Board review.

6.3.3 Planning

- Review Section XIII.B of the Town Subdivision and Land Development Regulations to incorporate safety mitigation, rather than focusing only on traffic mitigation. Examples of incorporating safety improvements into projects when legally possible may include:
    - When a municipal or Planning Board applicant's project impacts bus stops, requires mitigation to upgrade bus stops to be consistent with RIPTA's Bus Stop Design Guide.
    - Ensure development approvals along the High Injury Network or near crash clusters include mitigation measures to improve safety.
- Review Sec. 209-17 which requires a 40' minimum roadway width for the Town to accept a private road as a public way. Clarification is needed whether this includes the full Right-of-Way width, inclusive of any sidewalks and buffer, or solely the width of travel lanes.
- Consider brokering shared parking/driveway agreements between existing and new developments along Tiogue Ave/Nooseneck Hill Road and other main corridors to limit the number and length of curb cuts and driveways

6.3.4 Police

- Review and increase parking fines listed in Sec 231-24 to discourage parking in "no parking" areas and designated handicapped zones to increase safety and visibility around crosswalks and intersections
- Encourage and partner with RIDOT to advance safety improvements on state roads
- Review Sec 231-10 A regarding cyclists not riding within 25' of a pedestrian to understand how that impacts the safety of vulnerable road users
- Encourage officers to include where speed may have been a factor in crash reports
- Track citation categories by location or corridor to help identify hot spots for driving safety issues
- Ensure crash reports provide sufficient detail to help the department fully understand the factors behind the crash
- Provide sidewalks or similar connections between neighborhoods that have connections on plat maps but lack paved connections
- Research the use of School Zone Speed and Red Light Enforcement Safety Cameras for use in Coventry

6.3.5 Education

- Pursue grassroots educational campaigns with local community groups and integrate street safety education into the K-12 curriculum to reach young people in Town.
- Develop an education program on roadway safety for board members with jurisdiction over safety to ensure everyone is aware of the latest guidance on roadway safety, including the Town Council
- Identify a single point of contact for communications/education of roadway safety who is responsible for content creation, collection, and dissemination
- Create a dedicated website to bring together all Town efforts to address traffic safety issues, including this plan, updates on crash statistics, implementation measures, and public education.

Washington Secondary Rail Trail Bridge over South Branch Pawtuxet River

7. Action Plan

The Action Plan consists of a combination of Townwide Actions, which are categories of safety solutions that can apply to locations across Town, and Targeted Locations, which are specific roadway segments and intersections with recommended improvements. While the Targeted Location recommendations include many of the Townwide Actions, the Town can consider implementing these actions at other locations not addressed in the Action Plan.

7.1 Proven Safety Countermeasures

The Federal Highway Administration's (FHWA) Proven Safety Countermeasures[4] are a series of 28 countermeasures and strategies to effectively reduce fatal and serious injury crashes. Each countermeasure provides a focused way to address at least one of the following safety areas:

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

Some of the countermeasures are also crosscutting, addressing several safety areas. The safety countermeasures are applicable across a wide spectrum of road types, including dense urban road networks, rural roads, less traveled two-lane state roads, signalized and unsignalized crossings, and horizontal curves.

Coventry used these FHWA Proven Safety Countermeasures as a starting point to generate the Action Plan's recommendations and assessed each location with observations made during field visits.

7.2 Townwide Actions

- Enact policy recommendations discussed in Chapter 6
- Upgrade sidewalks and curb ramps to be ADA-compliant
- Mitigate sight distance obstructions at intersections and mid-block crosswalks
- Upgrade signage and pavement markings
- Add street lighting where appropriate for safety and visibility. For health and environmental considerations, consider using Dark Sky friendly designs and moderating light intensity.
- Improve safety and visibility for people crossing the street
- Improve the safety, visibility, and comfort of people cycling
- Reduce speeding through road design modifications
- Verify the loading capacity of mast arms and span wires, and, where feasible and necessary, add backplates and retroreflective borders to signals

7.3 Targeted Locations

The Targeted Locations listed below propose potential improvements in Coventry. The locations are listed geographically, generally from north to south. They are separated by jurisdiction between the

[4] https://highways.dot.gov/safety/proven-safety-countermeasures

Town of Coventry and RIDOT, enabling the Town to understand which projects it can implement on its own and which will require coordination with RIDOT.

Each targeted location is listed with an approximate cost for the proposed improvements inclusive of design and construction contingencies. Costs are categorized into low, medium, high, and significant costs based on the below ranges (Table 5). Cost estimates are for physical improvements only. Table 5 also includes estimated timeframes for implementation of each project.

Table 5. Physical Countermeasure Cost Estimates and Implementation Timeframes

Cost	Approximate Range	Icon
Low	Less than $50,000	$
Medium	$50,000-$250,000	$$
High	$250,000-$1,000,000	$$$
Significant	Over $1,000,000	$$$$

Time Frame	Range	Icon
Short-term	Less than 5 years	
Mid-term	5 to 10 years	
Long-term	More than 10 years	

Additional detail on the findings and recommendations at each location are shown in Appendix D. Figure 11 shows the locations of each countermeasure in Coventry. Please note that all infrastructure improvements with pedestrian facilities will require appropriate ADA (Americans with Disabilities Act) accommodations, whether or not it is explicitly stated in the project descriptions herein. It is likely that drainage and stormwater impacts will need to be addressed for any improvements that include changes to the curbline. All projects on state roadways require coordination with RIDOT, and all changes to traffic control devices on state roadways need to be approved by the State Traffic Commission (STC). All projects should be compared against the State Transportation Improvement Program (STIP) to review opportunities for efficiency or to evaluate potential conflicts with other planned projects.

7.3.1 Municipal Locations

Map Label	Project Location	Proposed Countermeasures	Approximate Cost/Time
A	**Blackrock Elementary School - Gervais Street**	• Construct roughly .55 miles of new sidewalk on south side of Gervais Street from Knotty Oak Road to Blackrock Road • Install new crosswalk and RRFBs at intersection of Gervais Street and Knotty Oak Road connecting into the existing sidewalks • Install new crosswalks at the intersection of Gervais Street and Laforge Drive and consider other traffic calming measures, such as a raised intersection.	$$$ 

Map Label	Project Location	Proposed Countermeasures	Approximate Cost/Time
B	**Tiogue Elementary - East Shore Drive and Rawlinson Drive**	• Construct roughly 1000’ of new sidewalk on the east side of East Shore Drive from the new subdivision to the south to the school driveway to the north • Make improvements at the skewed intersection of East Shore Drive and the school driveway to slow traffic • Construct roughly ½ mile of new sidewalk the full length Rawlinson Drive from Tiogue Avenue to Mohawk Street • Construct roughly 530’ of new sidewalk on East Shore Drive from Rawlinson Drive to Seneca Street	$$$$
C	**Hopkin Hills Elementary - Johnson Boulevard and York Drive**	• Construct roughly 150’ of new sidewalk to fill a gap on the south side of Johnson Boulevard from the elementary school entrance to W Lake Drive • Reconstruct roughly 3000’ total of existing sidewalk on both sides of York Drive	$$$
D	**Arnold Road, New London Turnpike, and Centre of New England Boulevard**	• Verify loading capacity of mast arms and add backing plates to all signals • At Arnold Road and New London Turnpike, institute No Turn on Red policy or add Yield to Pedestrian sign • Install a crosswalk and curb ramps across Salvas Avenue where it intersects with New London Turnpike • Reconstruct roughly 150’ of existing raised paver sidewalk with concrete on New London Turnpike between Salvas Avenue and Centre of New England Boulevard • Install crosswalk, curb ramps and pedestrian crossing signals across Centre of New England Boulevard and extend median island forward to provide refuge during crossing and slow vehicle speeds • Install crosswalk, curb ramps and pedestrian	$$

Map Label	Project Location	Proposed Countermeasures	Approximate Cost/Time
		crossing signals across New London Turnpike at intersection with Centre of New England Boulevard	

7.3.2 State-Owned Locations

Map Label	Project Location	Proposed Countermeasures	Approximate Cost/Time
E	**Flat River Road at Plainfield Pike**	• Reconfigure the intersection to a more traditional 3-way intersection which can include maintaining the slip lane as a right-turn only from Route 117 to Route 14	$$$$
F	**Flat River Road at Hopkins Hollow Road**	• Trim vegetation regularly to improve sightlines • Move stop bar up and make more perpendicular to roadway to improve sightlines	$
G	**Western Coventry Elementary - Flat River Road**	• Construct roughly 730’ of sidewalk on the north side of Flat River Road between the entrances to Bowen Hill Road • Install RRFBs at the crosswalk leading to the school entrance • Consider the use of Speed Safety Cameras in this location to automate speed enforcement	$$
H	**Main Street at South Main Street**	• Add pedestrian crossing signals on either side of the shopping plaza driveway entrance • Add a crosswalk on the east side of Main Street • Consider a No Turn on Red from South Main Street northbound to Main Street eastbound	$

Map Label	Project Location	Proposed Countermeasures	Approximate Cost/Time
I	**Washington Street and Sandy Bottom Road**	• Add crosswalks across Sandy Bottom Road and west side of Washington Street • Construct new sidewalks down Sandy Bottom Road and coordinate with TIP Project 5018 on Sandy Bottom Rd (programmed 2027) • Removing right-turn slip lane and reconfiguring the intersection to more traditional T-intersection • Verify the additional weight of the backplates would not exceed loading capacity and, if able, add backplates to traffic signals	$$$$
J	**Tiogue Avenue and Arnold Road**	• Repaint crosswalks using continental markings • Replace faded pedestrian request buttons and signs • Verify the additional weight of the backplates would not exceed loading capacity and, if able, add backplates to traffic signals • Evaluate the necessity and functioning of each driveway adjacent to intersection and consider closing or combining certain driveways or adjusting to right-in/right-out only.	$$
K	**Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive**	• Construct roughly 2 miles of new sidewalk along Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive. The sidewalk should be on both sides of the road for 1.5 miles from South Main Street to Harkney Hill Road but may continue from there southwards on the west side only 2000’ to Linda Drive. • Consider a road diet using pavement markings only to neck the road down to one travel lane in each direction with expanded shoulder room for cyclists • At the intersection of Reservoir Road and Tiogue Avenue, institute access management measures for adjacent businesses to reduce the length of curb cuts	$$$$

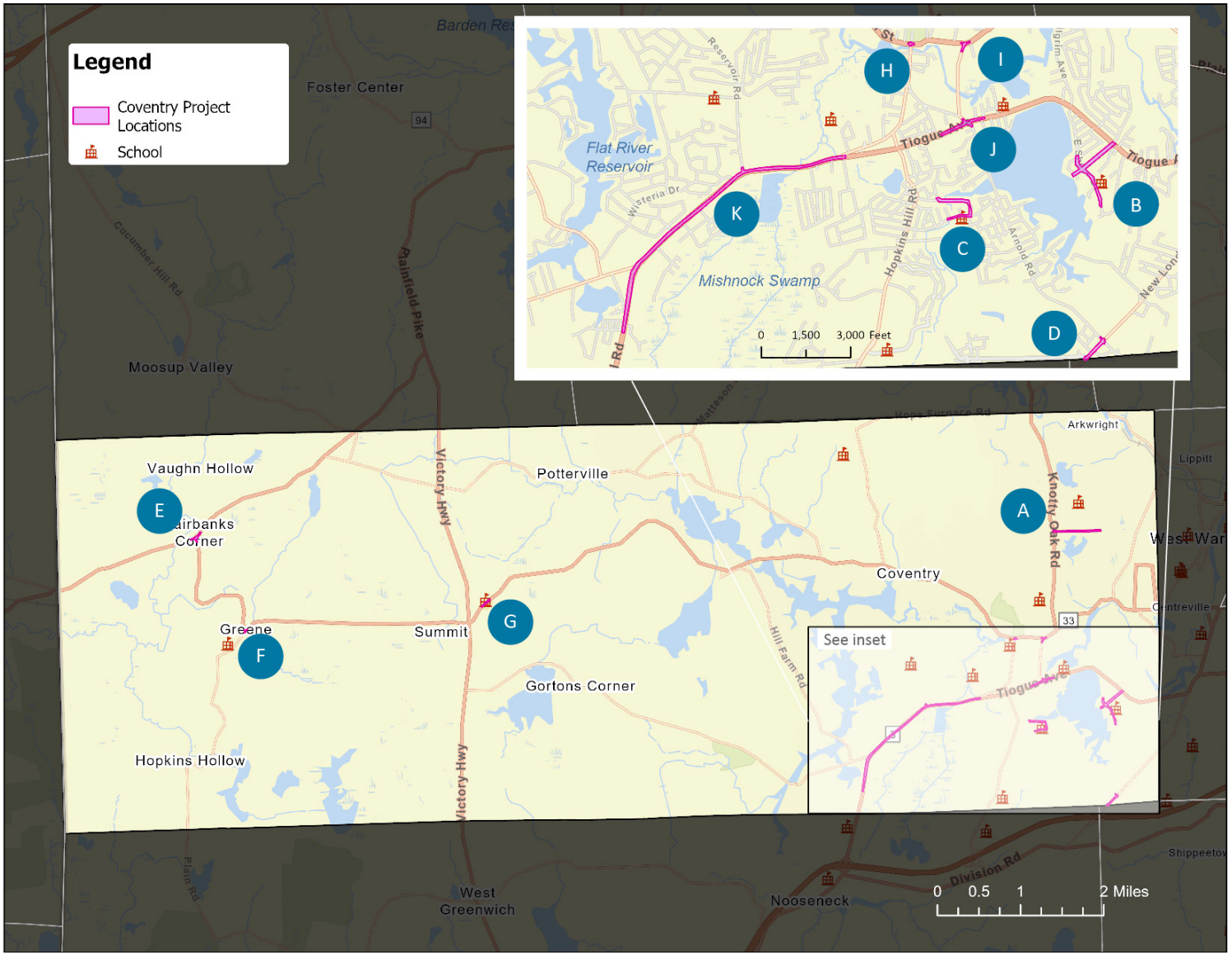


Figure 11. Coventry Countermeasure Locations

7.4 Strategy and Project Selection

During the development of this SAP, projects were prioritized to provide a measurable and transparent approach to improving roadway safety.

The Coventry Safe Streets for All Task Force ranked nine criteria based on relative level of importance, on a scale of 1-5, with 5 being the most important. Average scores for each category are included below. These average scores were used as the weighting in the project prioritization process, as shown in Table 6.

CRITERIA	WEIGHT (average score)
Located on High Injury Network - all modes	4.4
Proximity to schools, public housing, or senior housing (within 0.5 mi)	4.3
Roadway is under municipal control	3.9
Located on High Injury Network - Vulnerable Road Users	3.6
*Near-miss location identified by the Town	3.6
Proximity to notable commercial areas (within 0.25 mi)	3.1
Proximity to notable future development (within 0.25 mi)	2.6
High % of zero-car households	2
Proximity to a RIPTA bus stop (within 0.25 mi)	1.7

*see note below

Since there were no near-miss locations identified by Town police officers that were not already documented in the HINs, this criterion was removed from the prioritization process. Projects were ranked in a matrix (Table 6) based on the overall criteria scores and the extent to which they met each criterion. For example, locations that were on both a Proactive *and* Reactive HIN for VRUs received the full weight, while locations that were only on the Proactive *or* Reactive HIN received partial weight.

Table 6. Coventry Safety Action Plan Project Prioritization Matrix

			PRIORITIZATION CRITERIA								
Rank	**Map Label**	**Location**	**High Injury Network (all modes)**	**High Injury Network (Vulnerable Road Users)**	**Under municipal control**	**Proximity to schools, public housing, or senior housing (within 0.5 mi)**	**Proximity to notable commercial areas (within 0.25 mi)**	**within 0.25 mi of future development**	**High % of zero-car households**	**Proximity to a RIPTA bus stop**	**Total Score**
			weight: 4.4	*weight: 3.6*	*weight: 3.9*	*weight: 4.4*	*weight: 3.1*	*weight: 2.6*	*weight: 2.0*	*weight: 1.7*	
1	K	Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive	4.4	3.6	0	4.3	3.1	2.6	1	1.7	20.7
2	D	Arnold Road, New London Turnpike, and Centre of New England Boulevard	4.4	2.7	3.9	0	3.1	2.6	2.0	1.7	20.4
3	I	Washington Street and Sandy Bottom Road	4.4	3.6	0	4.3	3.1	0	1.0	1.7	18.1
T-4	H	Main Street at South Main Street	4.4	2.7	0	4.3	3.1	0	1	1.7	17.2
T-4	J	Tiogue Avenue and Arnold Road	4.4	2.7	0	4.3	3.1	0	1.0	1.7	17.2
6	B	Tiogue Elementary - East Shore Drive and Rawlinson Drive	0	0.0	3.9	4.3	3.1	2.6	0.0	1.7	15.6
7	A	Blackrock Elementary School - Gervais Street	4.4	2.7	3.9	4.3	0	0	0	0	15.3
8	C	Hopkin Hills Elementary - Johnson Boulevard and York Drive	0	0.0	3.9	4.3	0	0	2.0	1.7	11.9
T-9	G	Western Coventry Elementary - Flat River Road	2.2	0	0	4.3	0	0	0	0	6.5
T-9	F	Flat River Road at Hopkins Hollow Road	2.2	0	0	4.3	0	0	0	0	6.5
11	E	Flat River Road at Plainfield Pike	4.4	0	0	0	0	0	0	0	4.4

8. Progress and Transparency

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

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

To deliver on progress and transparency goals during implementation, Coventry 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 action plan available to the public by posting it online. Transparency ensures that residents, stakeholders, and interested parties can access this SAP'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**: Regular updates will keep the Town Council current on activities and progress to share at public meetings.

These progress and transparency measures provide a platform for ongoing accountability as this SAP is implemented. These reports should capture the activities and progress since the previous reporting period, ensuring that project success builds on previous activities and reporting. They should also be related directly to the recommendations, priority projects, and strategies provided in Chapters 6 and 7.

8.1 Summary of Key Timeline and Actions

The following is a summary of the meetings of and correspondence with the Task Force.

Date	Type	Topic
May 23, 2024	Virtual	Project Kick Off Meeting
June 25, 2024	Email	Planning structure, support letter, public engagement
July 9, 2024	Email	Discussion about near-miss hotspots
July 12, 2024	Email	Public engagement plan review
September 13, 2024	In Person	Task Force check-in
November 20, 2024	Virtual	Crash Data analysis
January 9, 2025	Virtual	Countermeasures recommendations
January 28, 2025	Virtual	Safety Action Plan preview

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Appendix A: Letters of Support

March 3, 2025

Ms. Julia Evelyn, Long-Range Planner
RIPTA
705 Elmwood Ave.
Providence, RI 02907

Subject: Letter of Support for Safety Action Plan

Dear Ms. Evelyn,

I am writing to express my support and appreciation for the safety action planning initiatives within the Town of Coventry. Community well-being is of great importance to our municipal leadership, and as such Coventry believes that proactive safety measures are crucial to the fostering of a secure and thriving environment for our residents.

The Coventry safety action plan addresses safety by actively involving residents, and stakeholders; assessing crashes and risks on our roadways; prioritizing actionable steps to addresses these issues through infrastructure and policy; and collaboration with law enforcement and public works professionals, including partnerships, training programs, and other tools and protocols.

Coventry is committed to promoting the health, safety, and wellbeing of all our residents, and we recognize that healthy streets lead to a healthy community. We therefore, as part of this effort, commit to an eventual goal of zero roadway fatalities and serious injuries. Our timeline for this goal is to achieve zero roadway fatalities and serious injuries by 2045 and to achieve a 75% reduction of roadway fatalities and serious injuries by 2035.

We look forward to collaborating closely with the State and other stakeholders to implement effective safety measures. Thank you for your dedication to our community's safety.

Sincerely,

Daniel Parrillo
Town Manager

Town of
Coventry Housing Authority

March 3, 2025

Safety Action Plan for Coventry Streets

To Whom It May Concern:

The Coventry Housing Authority, with a mission to provide affordable housing opportunities and comprehensive programs to enhance the lives of our clients, is a stakeholder when it comes to safety for all users on Coventry streets.

We have on-going concerns about the Authority's residents and clients being able to safely reach their destinations due to driver behavior, the state of existing infrastructure, and the lack of vehicle ownership with many of our clients. The general lack of public sidewalks and crosswalks endangers both our drivers and pedestrians when they attempt reach their community destinations including schools, retail stores, banks, and bike paths.

We wholeheartedly support efforts, such as this Safety Action Plan, which aims to improve our streets for the safety of everyone that uses them – pedestrians, bicyclists, transit users, and motorists.

Sincerely,

Julie A. Leddy
Executive Director

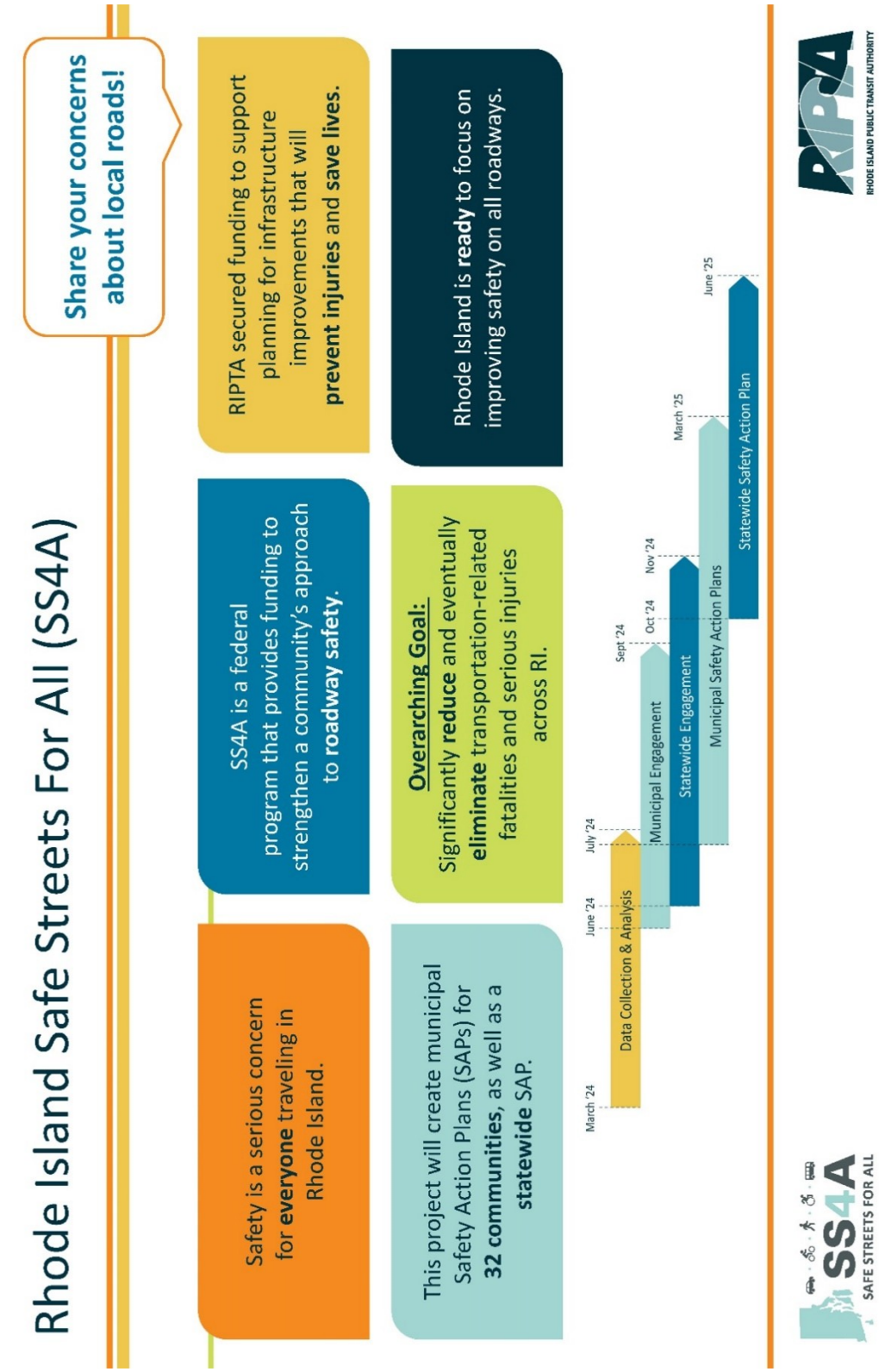
14 Manchester Circle, Coventry, Rhode Island 02816
Tel: (401) 828-4367 *Fax: (401) 823-5211*
Relay RI (voice) 800-745-6575 *TTY 800-745-5555*
www.coventryhousing.org

Appendix B: Public Engagement Materials

SS4A SAFE STREETS FOR ALL

RIPTA RHODE ISLAND PUBLIC TRANSIT AUTHORITY

https://tinyurl.com/4xtzk6ct


Rhode Island Safe Streets For All (SS4A)
Share your concerns about local roads!
Safety is a serious concern for everyone traveling in Rhode Island.
SS4A is a federal program that provides funding to strengthen a community's approach to roadway safety.
This project will create municipal Safety Action Plans (SAPs) for 32 communities, as well as a statewide SAP.
Overarching Goal:
Significantly reduce and eventually eliminate transportation-related fatalities and serious injuries across RI.
RIPTA secured funding to support planning for infrastructure improvements that will prevent injuries and save lives.
Rhode Island is ready to focus on improving safety on all roadways.
March '24
June '24
July '24
Sept '24
Oct '24
Nov '24
March '25
June '25
Data Collection & Analysis
Municipal Engagement
Statewide Engagement
Municipal Safety Action Plans
Statewide Safety Action Plan
SS4A
SAFE STREETS FOR ALL
RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

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.

Appendix C: Project Engagement Summary & Stakeholder List

Stakeholder List

Name	Organization	Date of Interview
Julie Leddy	Coventry Housing Authority	October 1, 2024
Kevin McGee	DPW Superintendent	October 20, 2024
Doug McLean	Planning Director	October 24, 2024
Frederick Heise	Police Chief	October 24, 2024

Map Comments

What makes this location a safety concern?	Do you have any other comments or ideas about improving transportation safety here?
No sidewalks and Vehicles speeding	Speed bump and sidewalks
speed	more police
Stop sign needed. Drivers are taking the turn at a high rate of speed and drivers proceeding straight are travelling at a high rate of speed. There are frequent pedestrians in this area.	Increased speed enforcement.
There is only a sidewalk on one side of the road despite being a school road with walking children and parents. Crosswalks are missing or incorrectly placed. Residents leave trash cans and cars on the sidewalk forcing children to walk in the street. Cars treat the stretch from Arnold Rd to the first stop sign as a "drag strip" often going so fast as to lose control and cross road lines. Cars use Johnson Blvd a residential road as a detour to avoid traffic on Tiogue Ave.	Add more stop signs or speed bumps to discourage speeding and usage of Johnson Blvd as a shortcut between Arnold and Hopkins Hill Rd since it is a school and residential road. Add sidewalks on both sides of the street and ensure they are maintained. Add crosswalks across all side streets and ensure that existing crosswalks are placed so that motorists can see people in them.
Cars turn here to use this residential street as a cut through without stopping and speed down Rathbun at 40+ MPH in a 25 zone. The Wood Street end has no stop sign, so these drivers have no reason to slow down. Several have hit utility poles and drive while texting. We have 1 speed limit sign and it is often obscured. Rathbun also has inadequate street lights and sidewalks, putting pedestrians at risk, especially middle and high school students walking to the bus stops in the morning.	Put up more speed limit signage at the ends of the streets. Put in a sidewalk all along both sides of Rathbun. Add two more street lights. Add a no thru traffic sign at South Main intersection and a stop sign at Wood Street intersection.
DANGEROUS biker crossing.	Make bikers become pedestrians at roadway crossings.
Lack of sidewalk	Install sidewalk

What makes this location a safety concern?	Do you have any other comments or ideas about improving transportation safety here?
Childrens bis stop us at the corner of Princeton Ave and Halloway. 99% of traffic does NOT stop at the stop sign. We have almost been hit many times.	An officer to watch said stop or camera to control potential accidents
Poorly groomed road with many potholes causing vehicle issues.	Regroom
People do not stop at this stop sign travelling at high speeds down Hunters Crossing.	
Excessive speed with low visibility exit side streets	Restrict speeds
This is a school bus stop and has been for decades with no lighting. There's a Dunkin down the street and drivers coming and going from there can't see the kids at the stop when it's dark.	Put in a working light so the kids are visible. Also add a sign facing down both Potter and South Main to indicate this is a school bus stop.
Newly paved road. Now cars speed. Bus stops along this road. Kids at playground. Maybe add a stop sign.	
Speeding makes this location a safety concern. Lack of road visibility due to roadside tree/brush seasonal overgrowth, and lack of traffic light and/or lighting.	The road travels up and down a hill which prompts drivers to speed up and maintain high speeds while descending the southbound and northbound directions. Better lighting or flashing yellow light.
The lane to continue straight on rt 33 goes straight into the oncoming traffic lane where vehicles are turning left onto Sandy Bottom Rd, and vehicles turning right onto Sandy Bottom Rd are in the way of the vehicles going straight, making it a tricky situation.	Widen the intersection or maybe put a rotary
During drop off and pickup times for the Middle School, this area of the road is a DISASTER. On days where the resource officer is not directing traffic there are near miss accidents regularly and the elderly crossing guard is responsible for trying to keep things moving. There needs to be a dedicated turning lane for the school and a sign that says "No left turn between the hours of 7:40-8:10am and 2:30 to 3pm."	Something needs to be done.
This area floods easily with rain and the trees continually drop large limbs onto the road way.	The sides of this road need to be cleared and pushed back and trees overhanging the road need to be addressed.
People travel quickly on this road in the area of the bike path without regard for walkers/runners/bikers crossing.	speed bumps or stop signs at the crossing of the path over station street
People cross the road on busy street	Add a cross walk here.
The speed limit on this road is 25 mph; however, most traffic is traveling at speeds well over the speed	I think there should be a 4-way stop to keep speeds down as well as a crosswalk with

What makes this location a safety concern?	Do you have any other comments or ideas about improving transportation safety here?
limit. At this particular location, there is a road into a condo complex as well as a park across the street. The park entrance is utilized as an elementary school bus stop for the condo residents. There is currently no stop sign, other signage, or crosswalk which makes this a very unsafe bus stop as children and families are crossing the road to wait for the bus without any assistance.	signage to designate pedestrian crossing as well as a school bus stop to make this safer for children and their families. It is only a matter of time before a serious pedestrian accident occurs here.
No Sidewalks from Rt 117 up RSHouse road until about halfway to the El school.	Add a crosswalk and sidewalk for students coming up from the bakepath who need to cross rt 177 and come up Read Schoohouse Road.
It's a tight turn and the house at this corner has a fence up against the road with privacy tape that makes it impossible to see around.	Have homeowners remove the privacy tape so it's a plain chain link fence that can been seen through or make into a 4 way stop
Cars and trucks frequently parked on sidewalk making it impossible to see traffic coming around the corner when trying to go from Read to Main	Enforce ""no parking on sidewalks"" so drivers can see the road
Speeding is a major safety concern in this location. The bus transit stops are easily overlooked by drivers. The lack of a flashing yellow light does not prompt drivers to slow down to the bus transit stops or the main road used by the abutting neighborhoods.	The location is the epicenter of the most rapidly developed area of the entire town which links the town to the nearby city. Speed awareness(digital speed boxes) and/or a flashing traffic light would lead to more driver safety awareness.
Excessive speed due to people using this street as a ""cut through"" street.	Need speed bumps to slow cars down. This is a residential street - not a thoroughfare.
Pavement lifting /potholes at corner near stop sign.	Repave
Pothole and pavement lifting up in many areas.	Repave.
Fence is next to the street and filled in, limits visibility and no space for pedestrians. Road is also narrow and has no sidewalks.	Put in a sidewalk, enforce the fence to be plain chain link without fill ins so drivers can see pedestrians.
excessive speeding, many accidents at the curve, mini school buses have to be careful a speeding car doesn't crash into them. Several special needs children live on this portion of 117.	we have already gotten yellow arrow signs and painted speed limit on road. Would be great to get a couple of disabled child signs placed. Perhaps more police patrolling during heavy traffic hours.
Pothole/ pavement missing next to 6404 Flat River Rd and flooding issues in front of driveway during heavy rains.	Repave

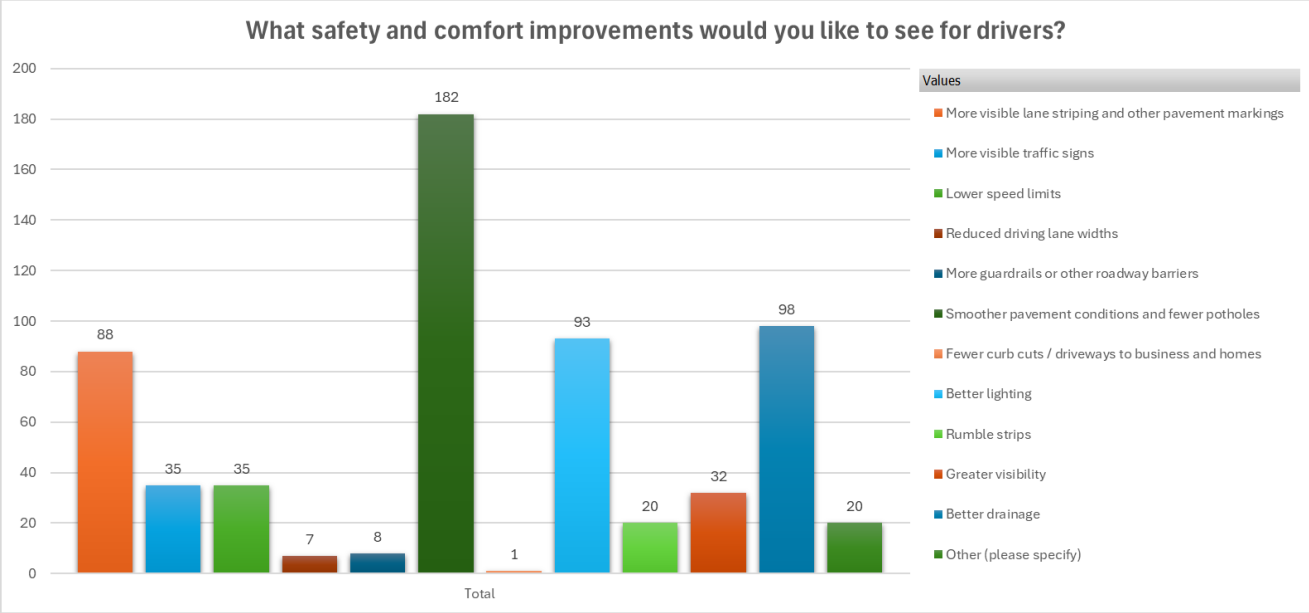
What makes this location a safety concern?	Do you have any other comments or ideas about improving transportation safety here?
This street is a 25 mph speed limit with cars often traveling well over the speed limit. This particular intersection of Station Street and Fairway Drive along with the entrance to Foster Park is of concern because the park entrance is utilized as a school bus stop for the condo complex requiring children and families to cross the street without assistance from the bus. There are no crosswalks, stop signs, or other signage.	I think this should be a 4-way stop to allow traffic to safely enter/exit the park and condo complex as well as a crosswalk for families waiting for the bus or visiting the park. There should also be signage to indicate pedestrians and a school bus stop.
Crossing the road at this crosswalk is a safety concern, as many cars fail to stop at this STOP sign.	More attention needs to be drawn to the crosswalk and STOP sign.
Incomplete Sidewalks for pedestrians.	Complete a sidewalk network on Route 3.
Dangerous biker crossing location.	Make bikers become pedestrians at crossings.
Put a deterrent block forcing them to cross more safely at each street. Their double stop signs are not working. Pedestrians are not the concern, make bikers become pedestrians at crossings.	Street is used as a "cut through "" street and cars speed down this residential street with no regard for the residents and there children
The intersection of Hunters Crossing and Remington Farm is a bus stop. People do not stop at these stop signs. I've seen everything from rolling through at slow speeds to driving through it a full speed.	Speed bumps on Hunters Crossing overall. It's a cut through from Colvintown to Knotty Oak.

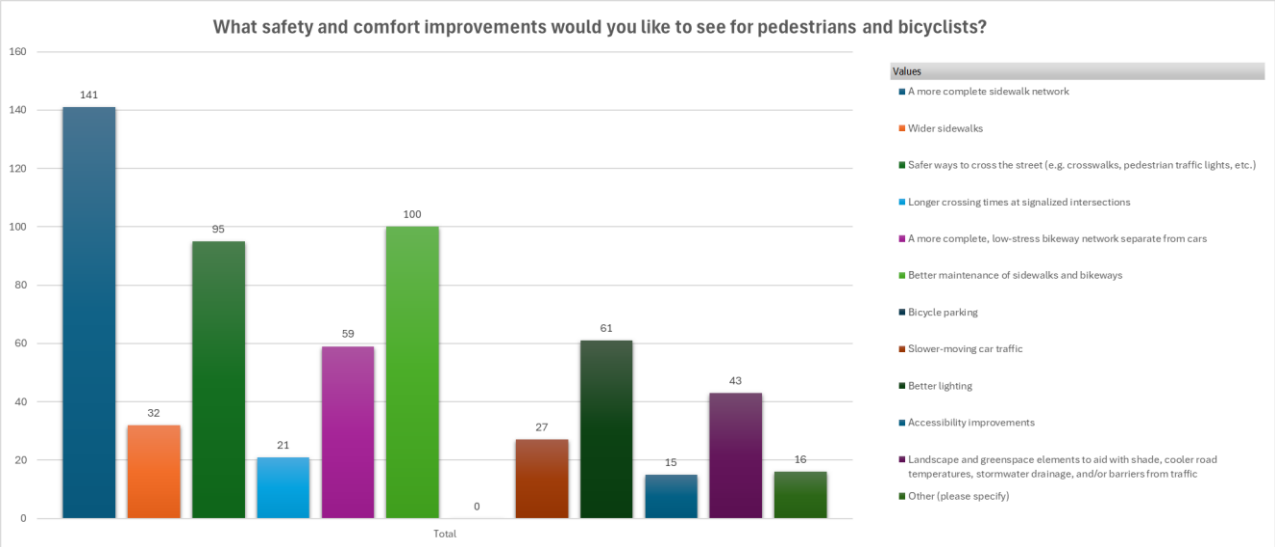
Community Engagement Comments

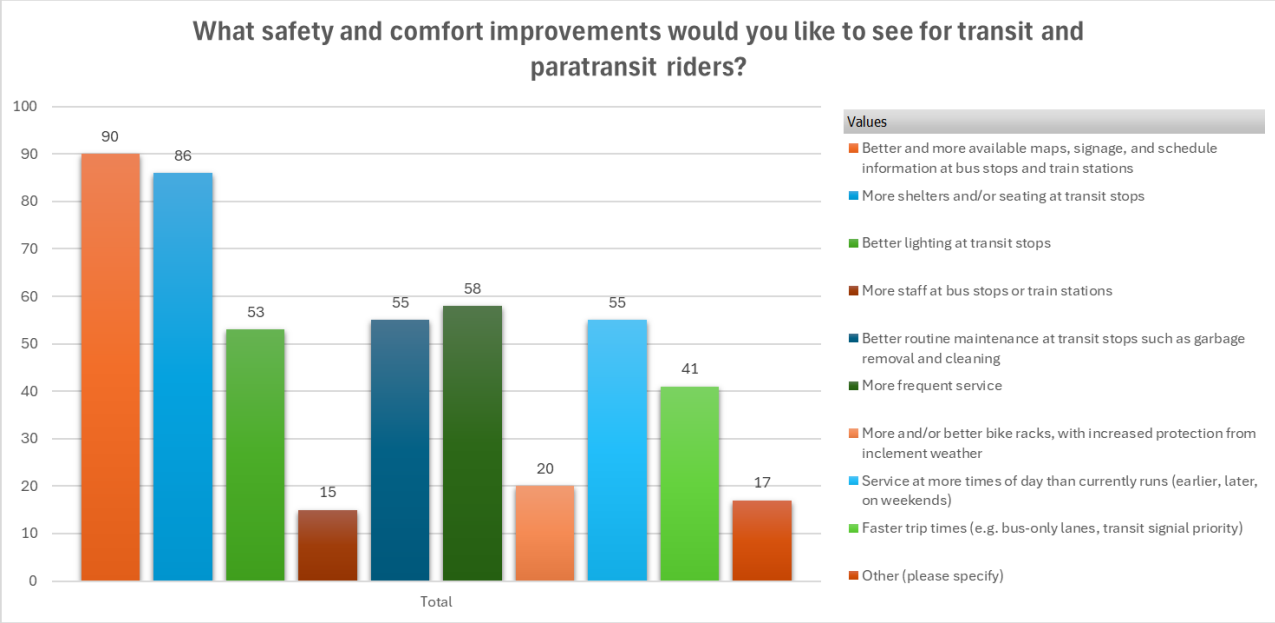
Event	Comment
Coventry Night Out	better bus stop signs are needed - so many are badly faded
Coventry Night Out	poor pavement surface is a danger to everyone on the road
Coventry Night Out	pavement quality is terrible
Coventry Night Out	speeding is a danger to everyone
Coventry Night Out	we need better crosswalks - faded paint
Coventry Night Out	need more streetlights - too dark at night
Coventry Night Out	distracted driving is a huge problem
Coventry Night Out	safer facilities for bicyclists are needed: better bike lanes
Coventry Night Out	the bike helmet law needs to be enforced
Coventry Night Out	motorcylists should be wearing helmets
Coventry Night Out	need better enforcement of the seatbelt law
Coventry Night Out	"Village at Tiogue" development between East Shore Rd and Minglewood Rd is going to create enormous volumes of traffic (170 units), no sidewalks to be built, huge impact on neighboring streets
Coventry Night Out	Better night time visibility is crucial for walkers and bicyclists

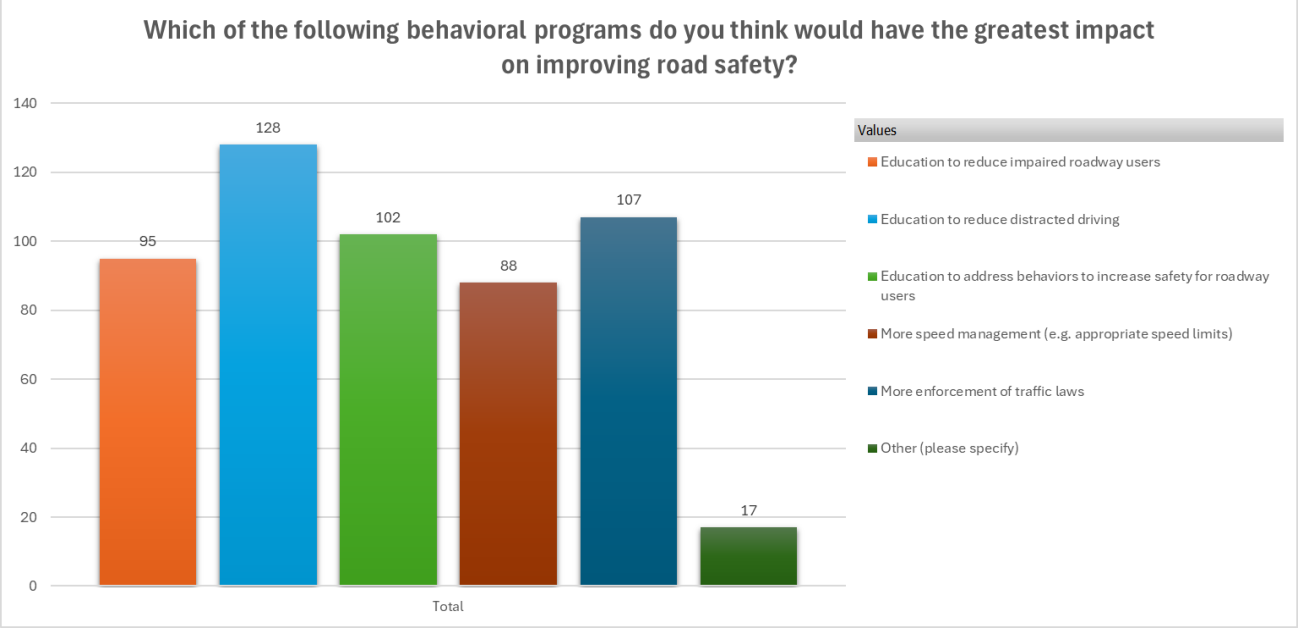
Event	Comment
Coventry Night Out	Recent redesign of Hill Farm Rd / Harkney Hill Rd intersection has created a new blind spot, dangerous for turning drivers
Coventry Night Out	Tiogue Ave needs a real sidewalk
Coventry Night Out	reckless driving on Reservoir Ave in Cranston is a problem
Coventry Night Out	Johnson Blvd @ Arnold Rd: you need to pull out beyond the crosswalk to see traffic - hard to negotiate, dangerous. Issue for going to/from school
Coventry Night Out	New London Tpk near Arnold Rd and Center of New England Blvd: the signal pattern at those lights is very confusing
Coventry Night Out	RI needs to strengthen the texting and driving law, make it easier for the police to check phones
Coventry Night Out	Utility patches are terrible, especially after a road is freshly paved
Coventry Night Out	RIPTA buses need to have seatbelts and headrests

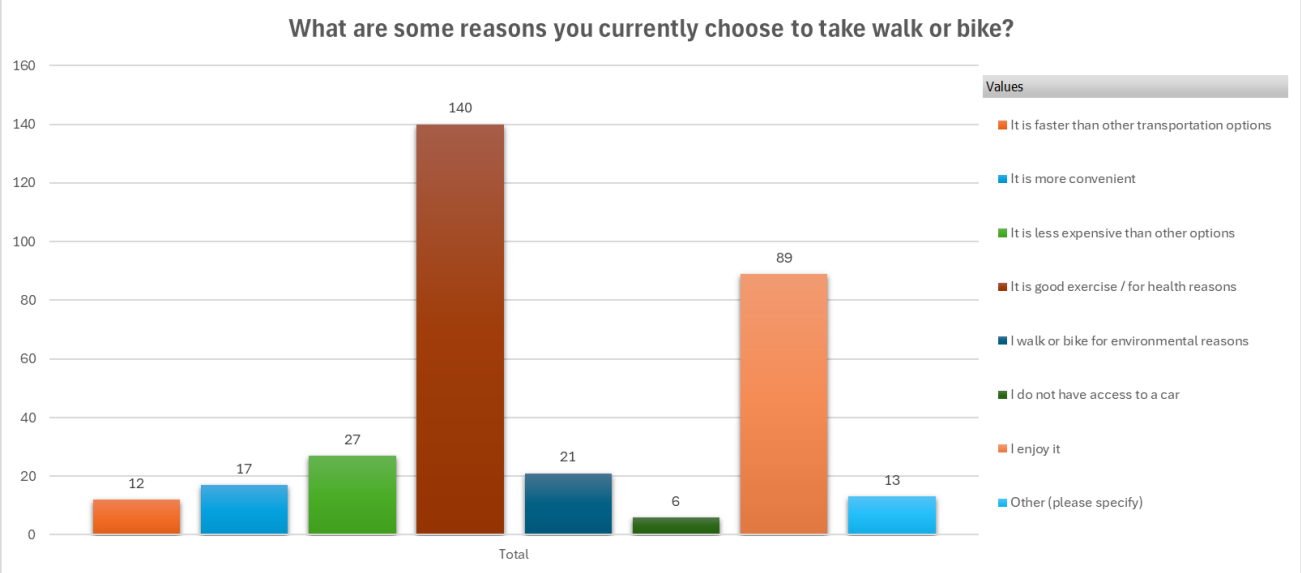
Survey Results

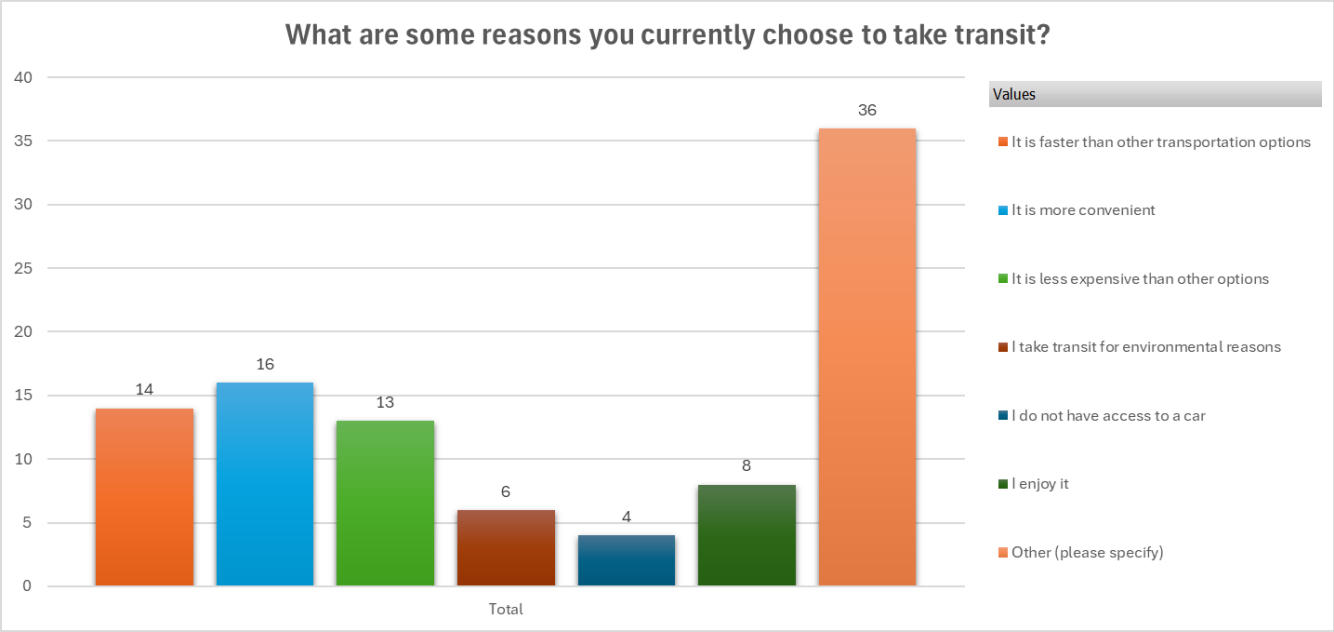



What safety and comfort improvements would you like to see for pedestrians and bicyclists?
160
140
120
100
80
60
40
20
0
141
32
95
21
59
100
0
27
61
15
43
16
Total
Values
A more complete sidewalk network
Wider sidewalks
Safer ways to cross the street (e.g. crosswalks, pedestrian traffic lights, etc.)
Longer crossing times at signalized intersections
A more complete, low-stress bikeway network separate from cars
Better maintenance of sidewalks and bikeways
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)


What safety and comfort improvements would you like to see for transit and paratransit riders?
100
90
80
70
60
50
40
30
20
10
0
90
86
53
15
55
58
20
55
41
17
Total
Values
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 frequent service
More and/or better bike racks, with increased protection from inclement weather
Service at more times of day than currently runs (earlier, later, on weekends)
Faster trip times (e.g. bus-only lanes, transit signial priority)
Other (please specify)


Which of the following behavioral programs do you think would have the greatest impact on improving road safety?
140
120
100
80
60
40
20
0
95
128
102
88
107
17
Total
Values
Education to reduce impaired roadway users
Education to reduce distracted driving
Education to address behaviors to increase safety for roadway users
More speed management (e.g. appropriate speed limits)
More enforcement of traffic laws
Other (please specify)


What are some reasons you currently choose to take walk or bike?
160
140
120
100
80
60
40
20
0
12
17
27
140
21
6
89
13
Total
Values
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)


What are some reasons you currently choose to take transit?
40
35
30
25
20
15
10
5
0
14
16
13
6
4
8
36
Total
Values
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)

Appendix D: Targeted Locations

A Blackrock Elementary School - Gervais Street

Key observations:

- No sidewalk on south side of Gervais Street
- Curb ramps missing ADA panels
- Crosswalk interrupted by shrubs

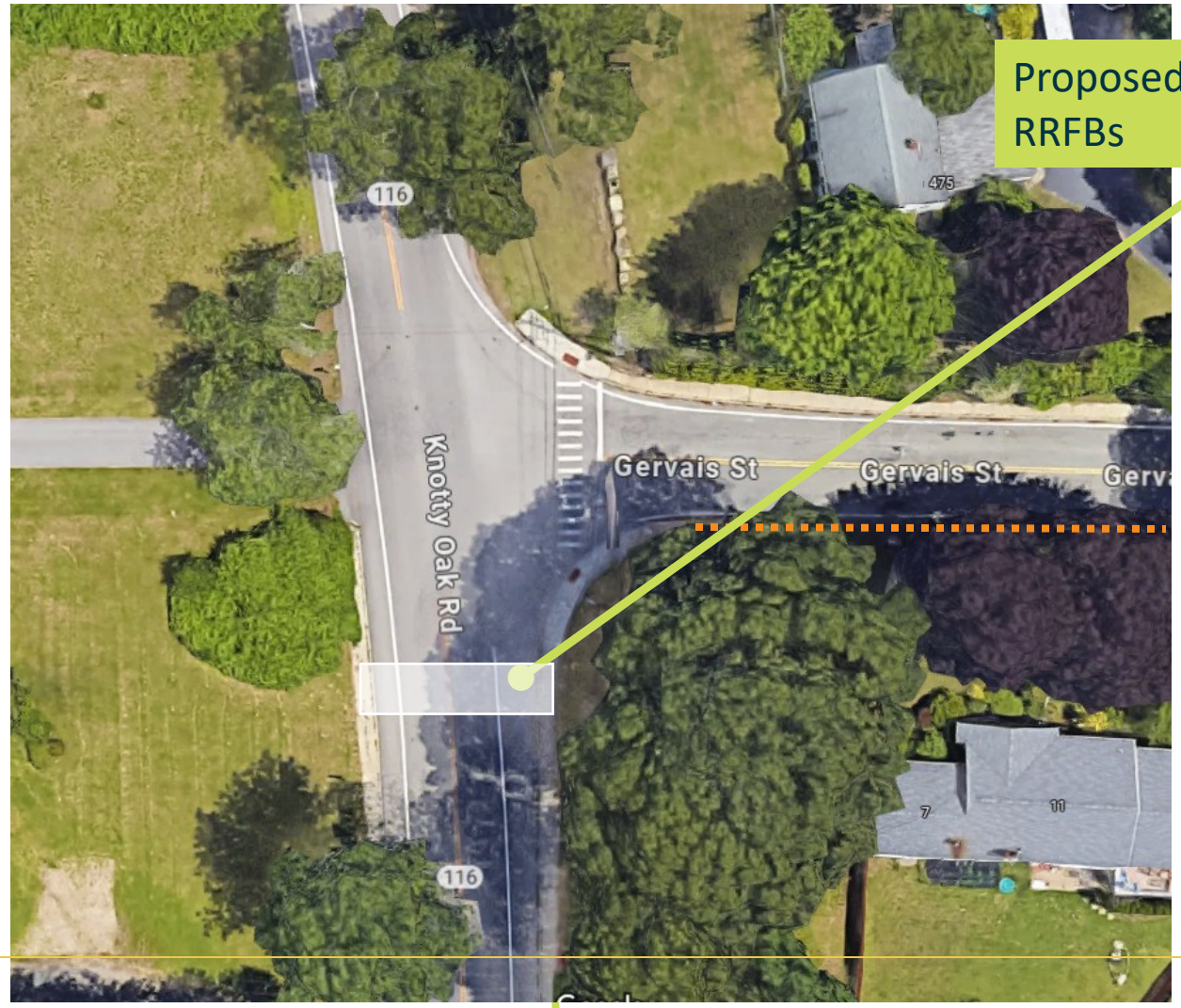
A Blackrock Elementary School - Gervais Street

Potential countermeasures:

- Construct roughly .55 miles of new sidewalk on south side of Gervais Street from Knotty Oak Road to Blackrock Road
- Install new crosswalk and RRFBs at intersection of Gervais Street and Knotty Oak Road connecting into the existing sidewalks
- Install new crosswalks at intersection of Gervais Street and Laforge Drive and consider other traffic calming measures, such as a raised intersection.

SS4A
SAFE STREETS FOR ALL

A Blackrock Elementary School - Gervais Street



SS4A
SAFE STREETS FOR ALL

B Tiogue Elementary - East Shore Drive and Rawlinson Drive

Key observations:

- No sidewalks from new subdivision to school entrance on East Shore Drive
- No sidewalk on East Shore Drive north of Rawlinson Drive nor on Rawlinson Drive
- Skewed intersection with school driveway creates confusion
- Crosswalks through parking lot from sidewalk to front of school leads to a curb in front of school with no ramp

B Tiogue Elementary - East Shore Drive and Rawlinson Drive

Potential countermeasures:

- Construct roughly 1000’ of new sidewalk on the east side of East Shore Drive from the new subdivision to the south to the school driveway to the north
- Make improvements at the skewed intersection of East Shore Drive and the school driveway to slow traffic (signage)
- Construct roughly ½ mile of new sidewalk the full length Rawlinson Drive from Tiogue Avenue to Mohawk Street
- Construct roughly 530’ of new sidewalk on East Shore Drive from Rawlinson Drive to Seneca Street

C Hopkin Hills Elementary - Johnson Boulevard and York Drive

Key observations:

- Crossing with York, East side of York has no sidewalk connection
- Sidewalk gap on south side of Johnson Boulevard near West Lake Drive
- York Drive sidewalks in poor condition
- During school drop off cars park along Johnson Blvd on the north side waiting for pickup

SS4A
SAFE STREETS FOR ALL

C Hopkin Hills Elementary - Johnson Boulevard and York Drive

Potential countermeasures:

- Construct roughly 150’ of new sidewalk to fill a gap on the south side of Johnson Boulevard from the elementary school entrance to W Lake Drive
- Reconstruct roughly 3000’ total of existing sidewalk on both sides of York Drive
- Improve crosswalks and curb ramps at intersection with York Drive

SS4A
SAFE STREETS FOR ALL

D Arnold Road, New London Turnpike, and Centre of New England Boulevard

Key observations:

- 4-way signalized intersection
- Responsive pedestrian signals and compliant curb ramps
- Signals are missing backing plates and reflective borders
- Cars do not yield for pedestrians crossing
- “Do Not Block Driveway” sign no longer needed