

3 | CIRCULATION

Overview

Circulation – or our community’s streets, bicycle and pedestrian facilities and available public transit services – has a profound influence on a local mobility and transportation choices, in turn impacting quality of life, how land is used, air quality and other aspects of the environment, community character and land use, even people’s health.

As a low-density suburban community lacking a major employment center, Barrington will likely remain highly dependent on the automobile for the foreseeable future. The Town, though, has had success moving toward a more balanced – and more sustainable – circulation system, as evidenced by the following:

- The popularity of the East Bay Bike Path, which passes through the heart of town and provides access to East Providence and downtown Providence to the north and Warren and Bristol to the south.
- The heavy utilization of the RIPTA Park and Ride lot at the Barrington Congregational Church, one of the busiest park and ride lots in the State.
- The improved pedestrian environment resulting from the recent extension and reconstruction of sidewalks along major roads, including in the downtown commercial area and near schools as part of the Safe Routes to School program.

The challenge now is to take additional steps to encourage more biking, walking and riding the

bus — to improve mobility options and quality of life for our residents and to reduce auto related impacts.

Existing Conditions

Transportation Choices

Census data show Barrington’s reliance on the automobile, with nearly 83 percent of all commuters driving to work alone, plus another 6.4 percent who carpool (see **Table 1** on the following page). Just 1.9 percent regularly use public transportation. The mean commute time to work has grown about 1.5 minutes longer since 2000, to 25.2 minutes today. About 1,100 (15 percent) work outside Rhode Island—a number influenced by Barrington’s proximity to Massachusetts.

Increasingly, though, many Barrington residents are choosing to work close to home, supported by workplace telecommuting policies or operating a home-based business. Of the 7,513 residents in the workforce, 28 percent work in Barrington, Warren or Bristol. About 7.3 percent of workers have a very short commute—they work from home. This number has grown significantly since 2000, when only 4.5 percent of the working population worked from home.

A smaller number live close enough to work to walk (2.2 percent today compared to 0.8 percent in 2000). With more residents living and working locally, Barrington has an opportunity to further increase the share of local trips made by walking and biking within our community.

Table 1: Means of Transportation (Workers 16 and Over)

	2000 Census		2008-12 ACS*		Change: 2000 to 2012	
	Number	Percent	Number	Percent	Change	%Change
Total:	7,805	100.0%	7,513	100.0%	(292)	-3.7%
Car, truck, or van:	7,147	91.6%	6,598	87.8%	(549)	-7.7%
- Drove alone	6,621	84.8%	6,118	81.4%	(503)	-7.6%
- Carpooled	526	6.7%	480	6.4%	(46)	-8.7%
Public transportation	178	2.3%	142	1.9%	(36)	-20.2%
Walked	64	0.8%	163	2.2%	99	154.7%
Other means	61	0.8%	60	0.8%	(1)	-1.6%
Worked at home	355	4.5%	550	7.3%	195	54.9%
Mean Travel Time to Work (minutes)	23.6	--	25.2	--	1.6	6.8%

*American Community Survey, 2008-12

Existing Transportation Systems

Roads and Bridges

Barrington has approximately 99 miles of roadways, not including the divided sections of Wampanoag Trail (see **Table 2**). The total has increased about 1.75 miles since 1992, due to public streets constructed within new subdivisions.

Barrington's major artery is Route 114/103, a heavily traveled state-owned roadway running north-south through Barrington and linking it with other East Bay communities (see **Map C-1**). This is the only direct route connecting Barrington with the neighboring community of Warren.

At the northern end of town, Route 114/103 splits at the Wampanoag Trail, where Route 103 becomes an east-west route connecting to East Providence at Willett Avenue. Route 114 continues north as the major route for motorists traveling to other points in East Providence, Seekonk, Providence or beyond.

Other state-owned and maintained facilities in town include: Middle Highway, Washington Road, Nayatt Road, New Meadow Road and Primrose Hill Road. The State also owns and maintains the three primary bridges in town: the Massasoit Avenue Bridge, and the Barrington

ton River and Warren River Bridges. The majority of other roadways are owned and maintained by the town, with a small number of remaining streets privately owned.

Traffic Data

In general, traffic volumes have held steady or grown slightly since the late 1980s, with some minor declines in recent traffic levels assumed to be attributable to the recent recession. Annual average daily traffic (AADT) for County Road in the vicinity of the commercial district increased only slightly between counts taken in 1988 and 2004 to 2008, when the AADT south

Table 2: Classification of Barrington Roads

Type	Miles	% of Total
Principal Arterial	4.93	4.99%
Minor Arterial	7.81	7.90%
Collector	12.25	12.39%
Local	73.88	74.72%
Total	98.87	100%

Principal Arterial - A roadway carrying the major portion of longer distance trips through an area, generally serving the major movement of traffic not served by freeways.

Minor Arterial - A roadway which forms the network of cross-travel within a community, generally serving shorter length trips and parallel to a principal arterial.

Collector - An auxiliary or through roadway which serves to collect and distribute traffic between arterials and local roadways.

Local - A roadway (street) which serves only to provide access to abutting properties.

Table 3: Traffic Counts—Annual Average Daily Traffic (AADT)

Road	Segment	AADT	AADT	AADT
		1988	2000	2004-08
RI 114 Wampanoag	North of RI 103 County Rd		25,400	
RI 114/103 County Rd	South of Maple Ave	21,000	22,800	22,100
RI 114/103 County Rd	East of Warren River Bridge (in Warren)			19,900
RI 114/103 County Rd	Between Rumstick & Lincoln Av		18,900	
RI 114/103 County Rd	Between Mathewson & Sowams Rd		18,400	18,900
RI 103 County Rd	West of Hemlock		10,100	10,400
Massasoit Ave	East of RI 114, at bridge		8,800	
Rumstick Rd	Between Nayatt & County Rd		8,400	7,600
New Meadow Rd	Between Sowams & RI/Mass State Ln		5,700	5,400
Middle Hwy	Between County & Old County Rd	5,500	6,000	4,800
New Meadow Rd	Between Christine & Briarwood	3,650	4,300	
New Meadow Rd	Between Massasoit & Linden Rd		3,700	
Nayatt Rd	Between Rumstick & Terrace	2,850	3,300	3,700
Washington Rd	Between County Rd & Crown Av		4,100	3,500
Sowams Rd	Between Christine & Briarwood	2,500	3,000	2,700
Washington Rd	Between North Lake & S Lake Rd	1,850	1,600	1,800
Middle Highway	Between College Ln & Edgewood		1,800	1,700

Source: RIDOT

of Maple Avenue totaled 22,100. Counts taken at other locations in Barrington are shown in **Table 3** and **Map C-2**.

Recent & Planned Roadway Improvements

The County Road enhancement project, completed by RIDOT in 2000, dramatically improved the appearance of the Route 114 commercial district from Sullivan Terrace to Rumstick Road. The project included widening of the road, and installation of granite curbs, a center turn lane with faux brick pavers, streetlights, landscaping, bus shelters, sidewalks and an improved bike trail crossing. Circulation within the Barrington Shopping Center was improved to coordinate with both the road reconstruction and upgrading of the center.

RIDOT also replaced guardrails on Route 114 north of Massasoit Avenue, which helped enhance safety conditions along this major roadway into and out of Barrington.

In 2004, RIDOT resurfaced Sowams and New Meadow Roads, improving the two main north-south routes in the Hampden Meadows neighborhood. This project also reconstructed sidewalks along portions of both roads, including in the vicinity of Hampden Meadows and Sowams Schools.

The Barrington and Warren River Bridges – RIDOT bridge replacement projects – opened to traffic in 2009 after years of construction. The third of Barrington’s three major bridges, the Massasoit Bridge (“White Church Bridge”), is undergoing reconstruction today. Since any shutdown of this link could have serious consequences in terms of traffic congestion and access for emergency vehicles, provisions to maintain vehicular access have been made throughout the construction project. The new bridge, with wide shoulders and sidewalks on both sides, improve a critical pedestrian and bicycle connection across the Barrington River, providing access to the park and ride lot at the

Table 4 – Recent & Planned Bicycle Facility Improvements

Name of Project	Description	Date Completed / Planned
Recently Completed Bicycle Improvements		
Police Cove Park Bike Connector	Paved connection from County Road north to the bike path, funded through the Federal Congestion Mitigation and Air Quality Improvement Program.	2006
Waseca Street Bike Connector	A short connector built to connect the East Bay Bike Path to Waseca and Wood Streets opposite the Barrington Shopping Center.	2000
Kent Street Bike Lanes	First in-street bike lanes striped in town added to Kent Street, from New Meadow Road to Sowams Road (0.5 miles). Funding from Safe Routes to School (SRTS) grant for Hampden Meadows School.	2012
Bike Racks	Bike racks installed at Hampden Meadows with SRTS grant.	2012
Planned Bicycle Improvements		
Federal Road Bike Lane	A new sidewalk and off-road bike lane would be constructed between County Road and Middle Highway. The TIP project has not moved beyond the conceptual design phase.	TBD
Bike Racks	New bike racks at the Primrose and Middle schools, funded through a Safe Routes to Schools.	2014 or 2015
Wood Street Bike Connector	Multi-purpose bike/pedestrian connector on east side of Wood Avenue, along with wayfinding and directional signage along the bike path. The concept for the bike path is depicted in Figure 1 . Concept in Barrington Village Connectivity Study	TBD
Bike bridge reconstruction	The two East Bay Bike Path bridges over Barrington and Warren Rivers programmed for reconstruction by RIDOT.	2015

Source: Town of Barrington

Barrington Congregational Church as well as a new sidewalk and bike path planned for Federal Road from Upland Way to Middle Highway .

Future desired improvements on state-owned roadways must be programmed in the statewide Transportation Improvement Plan (TIP). Today, three Barrington roadway projects are programmed into the TIP:

- Reconstruction of Nayatt Road, from Rumstick Road to Washington Road
- Intersection safety improvements at Middle Highway and South Lake Drive
- Intersection safety improvements at Middle Highway and County Road

The Town has made significant recent progress on improving local roads utilizing a \$1 million bond for street, sidewalk and drainage improvements approved by voters in 2010, as

well as another \$4 million bond authorization for similar efforts approved at the 2012 financial town meeting.

Bikeway System

Built on the bed of a deactivated rail line as an alternative transportation system, the East Bay Bicycle Path ties together Bristol, Warren, Barrington and East Providence, as well as Providence via the I-195 bridge. Many types of users frequent the bike path -- walkers, joggers, bicyclists and others -- including a number of commuters. The Rails to Trails Conservancy once ranked the East Bay Bike Path as the fifth-busiest rail-trail in the country with 1.1 million annual trail users, according to RIDOT. The bike trail is owned by RIDOT and maintained by the RI Department of Environmental Management.

In Barrington, the Bike Path is centrally located (see Map C-1) and directly connects local

neighborhoods with a range of destinations including Haines State Park, Bicknell Park, the Bayside Y and Veterans Park, and the downtown Barrington and Bay Spring Village areas.

Recent & Planned Bikeway Improvements

The Town has successfully worked to capitalize on the presence of the Bike Path, particularly as it crosses through the downtown village area. Recent and planned bike-related improve-

ments, typically implemented as part of other larger projects, are shown in **Table 4** on the previous page.

Sidewalk System

Barrington presently has approximately 17 miles of sidewalks along public streets. As shown in **Map C-3**, these are primarily along major thoroughfares and in the vicinity of the schools, commercial areas, and the government center.

Table 5 – Recent & Planned Sidewalk Improvements

Name of Project	Description	Date Completed / Planned
Recently Completed Sidewalk Improvements		
County Road Improvements	Reconstruction of sidewalks on both sides of County Road as part of RIDOT project.	1999
New Meadow/Sowams Roads	Reconstruction of sidewalks on New Meadow Road and portions of Sowams Road, as part of RIDOT repaving projects.	
Maple Avenue	Reconstruction of sidewalks on south side of Maple Avenue from County Road to West Street with new curbs and streetlights.	
Kent Street	Construction of new sidewalk on south side of Kent Street, from New Meadow Road to Sowams Road, funded through a federal Safe Routes to School (SRTS) grant.	2007
Subdivisions and commercial/mixed-use construction	Sidewalks also created in recent years as part of new subdivisions/land development projects, including Sweetbriar Road, commercial projects on Wood/Waseca Avenue and on County Road/Markwood Drive.	2010-2013
Planned Sidewalk Improvements		
Middle Highway/Barrington Middle School sidewalks	About 900 feet of new sidewalk leading south from Seven Oaks Drive to East Bay Bike Path to be constructed with funding from SRTS program.	2015 or 2016
Middle Highway/Primrose School sidewalks	Sidewalks between Sherwood Drive and St. Andrew's Farm park on Middle Highway to be built or reconstructed with SRTS funding.	2015 or 2016
Massasoit Avenue	New sidewalk programmed as "high-priority" in statewide TIP, to close sidewalk gap between Martin and Arvin Avenues. This would provide a continuous sidewalk from New Meadow Road across the White Church Bridge to County Road – an important pedestrian link to the high school and Village Center.	TBD
Federal Road	New sidewalk/bike path from Upland Way to Middle Highway	TBD
Local subdivisions	As part of the local permitting process, new sidewalks were required as part of approvals for future developments with the Palmer Point development and anywhere else?	
Barrington Village Improvements	New and improved sidewalks would be added on north side of Maple Avenue between the AAA site to West Street, on the east side of West Street and on Waseca. A multi-use path would be constructed along the east side of Wood Street. (See Map C-5)	TBD

Source: Town of Barrington, State of Rhode Island

The Town requires sidewalks to be included in new projects within commercial areas and in subdivisions located in close proximity to schools. In 2012, the Town revised the Zoning Ordinance to allow the Planning Board to require a payment-in-lieu of providing sidewalks to provide funding for off-site sidewalk improvements, in cases where requiring a sidewalk is not warranted.

Recent & Planned Sidewalk Improvements

Recent projects have resulted in an improved sidewalk system. Some, such as the County Road and Maple Avenue projects, were constructed to improve safety and to enhance the streetscape in mixed-use commercial areas. Other improvements, as shown in **Table 5** on the previous page, have been identified as part of the statewide highway program or as part of ongoing Safe Routes to School studies. As recommended in the recent *Village Improvement Study* (2014), the town is planning to construct new sidewalks and make pedestrian safety improvements on additional village streets.

Public Transportation

While the East Bay Bike Path conceivably could be used for commuter rail in the future, the only

present (and immediately foreseeable) means of public transit serving Barrington remains the R.I. Public Transit Authority (RIPTA) bus service. Senior Services also offers transportation to residents aged 60 and above.

RIPTA’s Route 60 serves Route 114 in Barrington as it travels between Providence and Newport, and is one of RIPTA’s most successful bus routes. There are about 14 bus stops located between Massasoit Avenue and the Warren Bridge. There are also a number of stops on Route 114 north of Massasoit, although recently installed guardrails make it difficult for bus riders to cross this highway. Bus shelters are located at the White Church, East Bay Mental Health Center, Police Cove and just north of Town Hall.

There are two park-and-ride commuter lots in Barrington, a 95-space lot at the “White Church” (Barrington Congregational Church) and a 20-space lot at Police Cove Park by the Barrington River bridge. The town owns the Police Cove lot, while the church allows for use of their privately owned parking. The White Church lot is often at 100 percent capacity on an average weekday—which has been the case since at least 1990; the Police Cove lot

Table 6 – Recent & Planned Public Transit Improvements

Name of Project	Description	Date Completed / Planned
Recently Completed Public Transit Improvements		
Police Cove Park-Ride	Twenty town-owned park-ride spaces were added at Police Cove as part of park construction in 2012.	2012
RIPTA Route 60 Improvements	RIPTA will increase the level of service on bus Route 60 to operate every 15 minutes during peak hours, and every 30 minutes during the off-peak.	2014
New RIPTA Route 61X	A new express route will operate 3 morning and 3 evening trips between the east side of Providence and Tiverton, via Barrington and Metacom Avenue in Warren/Bristol.	2014
Planned Public Transit Improvements		
Police Cove Park-Ride Expansion	An additional 17 park-ride spaces will be added as part of final park construction anticipated to be completed in 2015.	2015

Source: Town of Barrington, State of Rhode Island

is not yet at capacity. The Police Cove location has a bus pull-out to allow traffic on Route 114 to pass stopped buses.

The Senior Center bus is free and available to local senior citizens on weekdays for transportation to and from the Senior Center, weekly shopping trips and local appointments, when possible. Reservations must be made a day in advance.

Recent and Planned Transit Improvements

RIPTA reviews the performance of its bus routes on a periodic basis and, in 2013, discontinued Route 32 which provided West Barrington with two daily trips to Providence via Riverside. The route made a loop via Narragansett Avenue, Bay Spring Avenue and Washington Road, serving several senior housing developments and other densely developed neighborhoods. The route was dropped due to relatively low ridership when compared to other parts of the RIPTA system. Route 33 continues to operate from Providence to Riverside, terminating at Shaw's on Willet Avenue.

However, a number of other public-transit related improvements are shown in **Table 6** on the previous page

Issues and Opportunities

Improvements to Roadway Conditions and Safety

There is a continued need to improve traffic conditions and pedestrian safety at several locations in Barrington. These include state owned facilities where the town continues to work with RIDOT to program future upgrades and include them in the TIP, as well as to complete local improvements as recommended through the Safe Routes to School Program. Two intersection safety projects are programmed in

the current TIP (County Road/Middle Highway and Middle Highway/S. Lake Drive), as well as the resurfacing of Nayatt Road. Additional needs on state roadways include:

- *Wampanog Trail/ RI 114*: A 2005 RI DOT traffic safety study found that two Wampanog Trail intersections in Barrington were at or over capacity – at County Road (or the junction of Routes 114 and 103) and just to the south at Old County Road. Based on 2000-2004 data, the first location also had the highest number of accidents (28.6 per year), with a second location at Massasoit Avenue having the second highest (24.6 per year); none were fatal. Improvements to allow for pedestrian access to bus stops along Wampanog Trail should also be considered.
- *Washington Road*: Washington Road is in need of an upgrade due to poor pavement condition.

Improvements to Pedestrian Safety

Existing Sidewalk Repair or Replacement

Map C-4 shows existing locations prioritized for sidewalk repair, including Maple Avenue, and sections along Washington Road, Nayatt Road and Middle Highway. A mechanism for regular maintenance, repair and snow removal should also be developed to keep sidewalks in good condition year round.

New Sidewalk Priorities

There remain significant gaps in the town's sidewalk system affecting the community's desire to provide an attractive, safe pedestrian environment and to encourage walking as an alternative mode of local transportation. New sidewalks should continue to be built in high priority areas as shown on **Maps C-4** and **C-5**. These include locations along major roadways and also within one-half mile of schools, locations within or adjacent to commercial zones and the Zion Bible Institute site, and other locations where safety enhancements

have been identified. Improvements along Massasoit, Federal, Primrose and Middle Highway are programmed today.

Once sidewalks have been improved and/or installed at identified high priority locations, and ongoing maintenance needs are met, the Town may wish to install additional sidewalks. A long term goal would be to install new sidewalks along all major roadways in Town: the northern ends and intersection of New Meadow and Sowams Roads; the southern end of Sowams Road providing a connection to the East Bay Bike Path; the western end of Nayatt; and along Washington Road and Middle Highway south of the East Bay Bike Path. A longer term plan may also consider new sidewalks near higher density housing developments, senior housing, and/or recreational facilities.

Traffic Congestion and Capacity Constraints on Route 114/103

The high volumes of traffic on Route 114/103, the principal arterial serving both local and through traffic in Barrington, is a major issue particularly during peak commuting hour and in the area between Massasoit Avenue and the Warren River Bridge. Due to narrow road widths and the density of adjacent development, engineering solutions to alleviate this congestion are not simple, underscoring the importance of getting people to use alternative modes of transportation. Options to increase capacity of RI 114/103 are limited short of an expensive widening, which the Town does not support as doing so would detrimentally alter the character of the community.

In 2015, the State is planning to undertake a regional, multi-modal transportation corridor study of the East Bay region. This study may identify further improvements to RI 114/103 to improve the flow of through traffic in the area, as well as other actions to encourage alternative modes of transportation.

Measures that could help reduce congestion might include:

- Additional pull-out lanes for buses, such as the one built on at Police Cove Park
- The consolidation of bus stops to limit the number times buses stop in traffic while passing through town.
- Enhanced signal timing throughout the commercial district
- A left-turn lane from County Road/RI 114 northbound onto Lincoln Avenue.
- Alternative road access to Barrington Shopping Center, as described below.

Options for Alternative Road Access to Barrington Shopping Center

Barrington over the years has considered options to create secondary access to the Barrington Shopping Center. An alternative local road would help alleviate traffic congestion on County Road, enhance local circulation within the business district, and improve emergency access. One option, the extension of Bosworth Street to West Street, has been ruled out as it would require the use of environmentally sensitive land protected by a conservation easement. A second option, the extension of Wood Avenue into the shopping center, appears to be feasible, but is challenging due to presence of a commercial parking lot (Rite Aid) which aligns with Wood Avenue at Waseca.

The Wood Avenue extension concept was re-evaluated as part of the *Village Center Connectivity Study (2014)*. Rather than extend a Town street, the consultant illustrated two potential options to connect the rear portion of the Rite Aid parking lot with the shopping center parking lot near Citizens Bank. The idea had mixed support from affected property owners, and further work is needed to determine feasibility, cost and impacts.

Future Traffic Impacts of Large-Scale Development Projects

Growth and development in Barrington Center and other neighborhoods along RI 114/103, as well as in communities to our south have the potential to further increase congestion along the roadway. In 2013, the Planning Board granted master plan approval for a proposed affordable housing development on Sowams Road totaling 40 new housing units. A detailed traffic study will be required at the preliminary plan stage to determine impacts on Sowams Road intersections at RI 114/103 and Kent Street.

A second large development planned on RI 114/103 just south of the Warren River Bridge may also increase traffic congestion. The redevelopment of the American Tourister property is planned to include up to 316 residential units and 106,500 square feet of commercial space.¹ The developer is also performing a traffic study to evaluate of impacts on RI 114/103 in Barrington, in particular at Sowams and New Meadow Roads.

A third major project is the potential redevelopment of Zion Bible Institute on Middle Highway. The 40-acre site is accessible from RI 114 via Primrose Hill Road and from RI 103 via Middle Highway. The Town should require a traffic study as part of preliminary planning to identify any potential impacts on these roadways. (The Town's goals for the site are included in Appendix III: Developer Guidance.) Ways to enhance access to RIPTA bus routes, which are within 1/4 of a mile from the site on Willett Avenue and RI 114, should also be considered.

“Village Center” Pedestrian Infrastructure and Parking

The *Village Center Connectivity Study (2014)* recommended streetscape improvements on the north side of Maple Avenue, as well as new sidewalks

on Wood Avenue, Cottage Street, West Street and Waseca Avenue. (Figure 1 shows a concept to construct a sidewalk and crosswalks at Vienna Bakery at Maple Avenue and West Street.) The total estimated cost to complete these improvements is about \$1.6 million, and a bond referendum for this funding was approved by voters in the spring of 2014.

As our village center becomes a more attractive place to visit and shop, the Town will need to better manage parking. While much parking is available, it is disjointed and mostly privately owned, causing many visitors to continually jump in and out of their cars to make short trips between stores and to “rove” for parking. The Town should take steps to encourage more of “park once and shop” activity in the village area. By clearly designating and directing drivers to convenient parking, we can limit the amount of traffic circulating through town. Encouraging customers to walk and explore our growing village area will also benefit downtown merchants.

The town should pursue the shared use and/or acquisition of existing surface parking lots within the village area and open them up to local shoppers and visitors. Underutilized lots along Wood Street, Waseca and Maple Avenue have the potential to be used in this way and to encourage more pedestrian activity along these local streets.

Local Connections to East Bay Bicycle Path

General community support for the East Bay Bike Path, and growing use for local bicycle travel along its path, has prompted a renewed interest in expanding the bike system into other areas of Barrington. A local bike/trail system, however, could be built to lesser standards than the East Bay Bicycle Path, with an emphasis on providing the residents of Barrington

¹ The master plan application under review in 2014 includes 200 apartments in Phase 1 (80 one-bedroom; 120 two-bedroom) and 116 apartments in Phase 2 (46 one-bedroom; 70 two-bedroom).

with safe access to the state bike path, or to other destinations within the community, such as schools and/or recreational sites.

The Town has made limited progress on extending an in-town bikeway system as conceived in the 2002 Comprehensive Plan and originally proposed 10 years earlier. A more limited plan is now proposed, intended to make use of existing off road connections and to designate on-road connections where safe and appropriate (see Map C-4). This map includes the following connections:

- Existing off-road trails: Unpaved trails on publicly-owned land should be mapped to highlight their presence and to encourage local use. These include:
 - ◊ Haines Park trails connecting the Bike Path to Washington Road
 - ◊ Upland Way/Prince’s Pond fields
- Planned bike connections: Several new bike connections are planned and should be designated as bike trails. These include paved trails on:
 - ◊ St. Andrew’s Farm Field trails connecting Middle Highway to Fountain Street and Washington Road
 - ◊ Kent Street woods to Sowams School
 - ◊ Veterans Memorial Park connecting the Bike Path and YMCA to Broadview Drive and Nayatt Road neighborhoods
 - ◊ Legion Way trail, running along the western edge of Brickyard Pond and connecting the Bike Path to recreational opportunities on Legion Way, and possibly through to Broadview
 - ◊ Federal Road
 - ◊ Wood Avenue from Waseca to Maple Avenue

Figure 1: Streetscape Concept—Maple Avenue and West Street



The *Village Center Connectivity Study* included a concept to reconfigure parking at Vienna Bakery to create room for realigned sidewalks, signage and other improvements.

- Potential on-road connectors: Designated bike lanes or other symbols/signage could be considered on streets that connect off-road trails and other areas to the East Bay Bike Path:
 - ◊ Fountain Street, connecting St. Andrew Farm trails to Haines Park
 - ◊ Broadview Drive, completing a loop of off-road trails around Brickyard Pond
 - ◊ Maple Avenue, between the planned Wood St. connector and Cottage Street, directing bikes to use this path to reach the northern end of our village district
 - ◊ Water Way or Beach Road, as a connection from Veteran's Park/Nayatt Road to Barrington Beach
 - ◊ S. Lake Drive, between Washington Road to the East Bay Bike Path at N. Lake Drive
 - ◊ Between the Bike Path and Chianese Field

Further work is needed to determine appropriate routes, to consider potential improvements (grading and cinder of off-road trails), to develop a map and determine appropriate distribution, and to determine whether separate bike and hiking trails should be designated in off-road locations. Coordination with the RI Department of Environmental Management would be required to make any improvements within Haines Park.

More Public Transit and Commuter Parking Options

Barrington saw a reduction in bus service with the removal of Route 32 from West Barrington in 2013, a trend that began in the 1990s when RIPTA dropped two routes: one that followed Washington Road from Bay Spring Avenue to Nayatt Road to Rumstick Road; and one that followed a Lincoln Avenue-Middle Highway-Maple Avenue route.

Reinstatement of bus service to higher density areas in West Barrington, including senior housing in this neighborhood, would be desirable. Connecting service to Barrington Center could be provided via Maple Avenue where the Town has improved pedestrian facilities and is encouraging higher density mixed-use development. RIPTA's recent reevaluation of routes did consider an option to enhance local Barrington service by extending service along Lincoln or Maple to meet Route 60 at County Road. This option was not pursued due to funding limitations, but identifying a village area location for the bus to terminate and turn around may encourage RIPTA to re-consider this option in the future. Extension of RIPTA's Route 33 from the shopping center on Willett Avenue, down Washington Road or Middle Highway to Maple Avenue, would connect the west side of town to our main commercial area.

Continued ridership growth on RIPTA's Route 60 line will also increase pressure to improve commuter facilities in Barrington, particularly since many residents have access to free bus passes through work. Universities including Brown, Johnson & Wales and Roger Williams joined the UPASS program allowing their students and faculty to ride RIPTA at no charge. Several major employers also provide free or discounted transit for their employees.

Another ongoing issue is the need to provide more parking options for commuters. This is apparent due to the heavy usage of the White Church park and ride lot (see **Figure 2**, next page), and the high volumes of traffic along County Road during commuting hours. Given this demand, it seems likely that the Police Cove lot may also soon be at full capacity, even with plans to expand it from 20 to 37 spaces. Adding a third park and ride lot in a convenient, accessible location would help to encourage increased bus ridership. Question is, where would the lot be built? Such a facility would require land, which is in short supply on the RI 114 bus route, and substantial funding.

Figure 2: Park-and-Ride Lot at Barrington Congregational Church

The Park-and-Ride Lot at the “White Church” (Congregational Church) is often at capacity.

A short-term fix may be to utilize existing parking lots along County Road as commuter lots, if property owners are agreeable to providing unrestricted access. For example, the large underutilized private lot at the corner of Cottage Street and Hamilton Avenue might be considered for shared commuter use on weekdays. Shared commuter lots or other publicly-owned lots could be promoted for both village shoppers and commuters. Improvements such as new sidewalks and crosswalks on the route to and from the bus stops and shelters may be needed to encourage usage of these lots. Agreements with local churches for weekday use is another option.

Construction of secure bicycle storage facilities would also increase access to public transit. The White Church, Police Cove and the Bike Path intersection would make good sites for bike racks. The Town also could encourage the provision of amenities for bus riders as part of new commercial development projects on the County Road bus line. For example, a new commercial building built near the street could provide an extra-wide sidewalk with a sitting wall or

bench underneath an overhang/awning. Another option to alleviate traffic as well as support commuters, would be to consolidate bus stops along Route 114 to provide fewer, more visible and comfortable stops, with shelters and seating.

Goals, Objectives, Policies and Actions

Goal 1: Provide a safe and well-maintained multi-modal transportation system throughout town.

Objective 1.1: Maintain all roads in at least a “fair” pavement condition.

Objective 1.2: Complete projects to enhance traffic operations and safety at a minimum of three high priority locations within 10 years.

Objective 1.3: Maintain and install sidewalks in high priority areas to enhance pedestrian safety.

Policy 1.1.1: Budget sufficient funding for maintenance of the Town’s street system, including pavement, sidewalks, crosswalks, curb-

ing and drainage infrastructure.

Policy 1.2.1: Work to secure funding for ongoing maintenance and critical safety projects on State roads through the Transportation Improvement Program.

Policy 1.3.1: Highest priority areas for new sidewalks include those within 2000 feet of schools on major roadways, within business districts, and in other areas with high pedestrian activity and challenging roadway conditions (e.g. high traffic volumes, narrow shoulders, curves, etc.)

Actions

- A. Undertake design improvements to intersections and streets with a high level of safety incidents, and work to secure and advance funding for these priority projects, as described in the “Current and Emerging Issues” section. These sites include:
 - Middle Highway-Maple Avenue intersection (currently in TIP)
 - Massasoit Avenue sidewalks (in TIP)
 - Wampanoag Trail intersections with County Road, Old County Road and Massasoit.
- B. Pursue improvement concepts for additional high volume or high incident intersections as identified in local or regional traffic studies (e.g. the New Meadow Road-County Road and Sowams Road-County Road intersections).
- C. Implement Safe Route to School recommendations for Primrose Hill School and Middle School: improve Primrose parking/drop-off circulation; install flashing lights at Middle Highway/Old County Road; and make intersection, sidewalk and crosswalk improvements around Middle School.
- D. Establish funding for an ongoing annual program to perform repairs and upgrades to existing local roadways and sidewalks, including snow removal. Use payments made in lieu of required sidewalk develop-

ment for sidewalk installation in other high priority locations.

- E. Modify design standards for land development to require sidewalks along major roadways and within village areas to be constructed of granite or concrete. Asphalt may be used in other locations.
- F. Install and maintain new sidewalks at identified high priority locations as shown on Map C-4.
- G. Advocate to advance statewide priority of repaving for Nayatt Road and to include future repaving and reconstruction of Washington Road.

Goal 2: Provide a balanced multi-modal transportation system throughout the town to help reduce automobile dependency, enhance our community’s character, and improve the health and well-being of our citizens.

Objective 2.1: Increase the share of local trips made via walking and biking rather than using automobiles, including trips to school, to recreational opportunities, and to and within village commercial areas.

Objective 2.2: Increase the number of people boarding RIPTA buses at local stops to reduce congestion and provide options for households without access to automobiles.

Policy 2.1.1: Take advantage of the tremendous mobility and recreational resource provided in our town through the East Bay Bike Path by enhancing access and promoting connections to this trail.

Policy 2.1.2: Reduce barriers to walking and biking to school through infrastructure and non-infrastructure activities, consistent with the recommendations of the Safe Routes to School program.

Policy 2.2.1: Take local action to support and require the installation of facilities that make the use of public bus transportation more at-

tractive and convenient.

Actions

- A. Complete sidewalk and other streetscape improvements as identified in the Village Center Plan.
- B. Install wayfinding signage directing pedestrians and bicyclists from bike path to local destinations (see **Figure 3** and **Map C-5**).
- C. Install new bike racks at schools (as part of Safe Routes to Schools) and for commuters (at the White Church, Police Cove Park and East Bay Bike Trail crossing of RI 114/103).
- D. Install additional, aesthetically pleasing and comfortable bus shelters focusing at high use stops, such as Barrington Shopping Center. Replace the existing shelter at the White Church.
- E. Amend Zoning and Subdivision standards to require new sidewalks and bike racks in all new non-residential projects within commercial zones.
- F. Amend Zoning to require bus pullouts, street furniture and awnings to support public transit along RI 114.
- G. Revise Land Development and Subdivision Regulations to require new non-residential and mixed-use development projects to include bicycle facilities if located within a half-mile of a bicycle path or designated route.
- H. Look for opportunities to accommodate additional park and ride capacity or for joint utilization of parking lots located near bus stops preferably focusing on Route 114 (such as commercial and church lots in the vicinity of County Road).
- I. Encourage RIPTA to reinstate route to serve high density Bay Spring area (with senior and affordable housing) and encourage extension to the Barrington Village Center via Maple Avenue or Lincoln Avenue.
- J. Work with State to provide safe access to bus stops on Route 114 north of White Church bridge.

- K. Create a Barrington Bike Subcommittee to map preferred bike routes and public off-road trails as a broader bikeway system in Barrington (as shown in **Map C-6**), and to identify further actions to enhance this system (e.g. trail grading, signage, crosswalks, new paved connections in critical areas, etc.)

Goal 3: Relieve growing traffic congestion on County Road/Route 114 in order to enhance the vitality and attractiveness of downtown Barrington as a place to visit, shop and do business.

Objective 3.1: Improve traffic flow on Route 114/103 by making physical and traffic management improvements.

Objective 3.2: Improve traffic flow on Route 114/103 by identifying and constructing a secondary, alternative route for local traffic.

Objective 3.3: Obtain appropriate traffic mitigation improvements from developers.

Policy 3.1.1: Coordinate with the State and adjoining East Bay communities to reduce traffic congestion on County Road through regulations and infrastructure investment where feasible, including taking regional actions.

Policy 3.2.1: Pursue solutions to create a new local connector between Wood Street and Barrington Shopping Center.

Actions

- A. Actively participate in the State's East Bay transportation study; pursue funding and implementation of recommendations. Encourage State to identify new locations for bus pull-off along County Road, to expand park-ride facilities throughout East Bay, and to better synchronize traffic signals.
- B. Direct Town Manager to pursue local vehicular connection across the Bike Path at the Barrington Shopping Center, as illustrated in the Village Connectivity Plan (see Map C-5),

- to include the hiring of a traffic engineer to develop alternative concepts and perform traffic study, and coordination with local residents and property owners.
- C. Request state to provide a left turn-lane onto Lincoln Avenue from Route 114 NB.
- D. Develop zoning and land development standards requiring internal connections between shopping areas to minimize curb cuts.
- E. Meet with RIPTA to identify low usage bus stops on County Road for consolidation in order to make bus service faster and help alleviate traffic congestion due to stopped buses.
- F. Require developers to take the necessary steps, including traffic studies and infrastructure improvements, to ensure traffic and circulation patterns are not adversely affected by new development. Require evaluation of bus, bike and pedestrian infrastructure to promote multi-modal transportation in town.

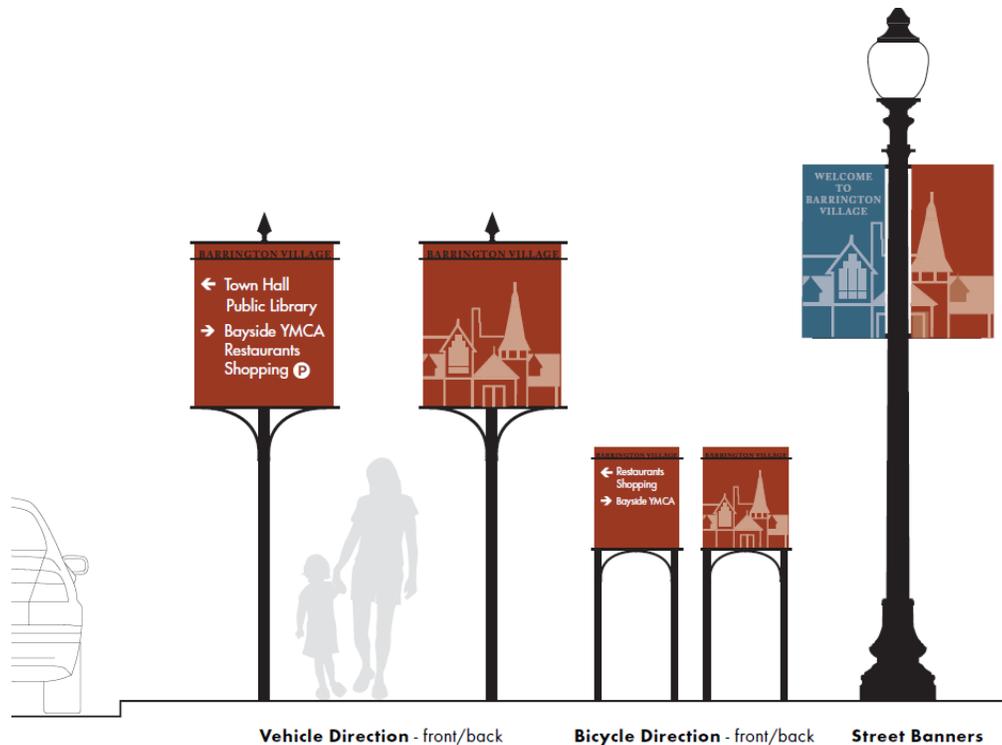
- G. Amend Subdivision & Land Development regulations to require developers to pay Town a project review fee sufficient to fund a traffic study on behalf of the Planning Board, for projects that require more than 20 off-street parking spaces. Fee should be on a sliding scale based on size of a project.

Goal 4: Better manage parking in our commercial areas to support economic development and to make our villages more attractive places to visit and shop (see also Economic Development Goal 2).

Objective 4.1: Clearly identify and better manage available parking in our village and neighborhood business districts to attract customers, to limit “roving” for parking and to allow higher use of commercially zoned land.

Objective 4.2: Identify new on or off-street

Figure 3: Wayfinding Signage Concepts



The Town is working to implement a wayfinding signage system developed in 2013-14, starting with the “Village Center” — the County Road/Maple Avenue commercial area. The concepts are depicted above.

parking solutions in areas where parking is limited.

Policy 4.1.1: Support parking management policies that encourage drivers to “park once” in the village areas, reducing short trips between stores and to reduce traffic activity in downtown.

Policy 4.1.2: Allow public/private partnerships to improve parking capacity.

Actions

- A. Inventory existing on and off-street parking locations available for downtown shoppers for parking.
- B. Highlight on-street parking in desired locations using painted markings and signage to outline spaces.
- C. Direct the Town Manager to negotiate with private owners and develop public/private partnerships to allow “public” parking in private downtown lots to encourage visitors to park once and walk in downtown area.
- D. Offer incentives (e.g. public snow removal, etc.) to private lot owners willing to accommodate public use.
- E. Update village center signage and mapping to direct drivers to new “public” parking lots to “park once” for local shopping trips.
- F. If negotiation is unsuccessful, determine if potential purchase of lots would be feasible (e.g. underutilized private lots along Maple Avenue).
- G. Establish menu of potential parking-in-lieu options such as provision of bicycle facilities or payment into a public parking fund, to allow developers to opt out of providing a portion of the required off-street parking.
- H. Modify parking requirements in Zoning Ordinance to regulate maximum as well as minimum number of parking spaces, and to encourage shared parking where differences in peak hour demand allows.

- I. Develop criteria and Town-wide policy regulating establishment of on-street parking on residential streets and in commercial/mixed use areas.

DRAFT