

CIRCULATION

INTRODUCTION

Charlestown's transportation network is the skeleton around which the town's development occurs. The town's transportation system provides access for residents, emergency services, patrons and support for local businesses, and visitors to the town and its beaches. The transportation system influences residential and commercial or industrial development patterns and the efficiency of emergency services. Vehicular circulation in town is impacted by the large number of summer visitors. The road network also contributes largely to the visual impressions of the town, for many people see Charlestown only along its roads.

This Element presents the following sections:

- o Goals and Policies - goals and policies developed in the previous Comprehensive Plan and through discussions with the public and town officials, and state goals and policies listed in the State Guide Plan Overview.
- o Existing Conditions - regional and local transportation network; traffic patterns; emergency access; alternative transportation; and local policies.
- o On-going and proposed state and local programs.
- o Issues.
- o Recommendations/Implementation.

GOALS AND POLICIES

Goals and Policies of the Town of Charlestown

To provide for safe travel through the town while protecting the rural character, scenic nature, and natural and cultural resources along the roads and throughout the town.

Major Supporting Policies

- Provide adequate funding and staff for the town to maintain and improve its roads.
- Actively work with RIDOT to identify problem areas and possible solutions to maintain the amenities of the town.

- Protect the rural and natural scenery along the town's roads, including vegetation, stone walls, historic structures and landscapes, and views. Where safety allows, maintain less heavily travelled roads as winding country roads.
- Where possible promote safe bicycle and pedestrian travel and other modes of transportation.
- Monitor RIDOT and local reports of traffic volumes and accidents, especially along heavily travelled routes, to alert town staff and officials of increased problems.
- Continue to require that new roads dedicated to the town be constructed to the best reasonable standards.
- To review public and private road projects to ensure they protect the town's natural, cultural, and scenic resources to the extent possible.
- To encourage development that minimizes new road surfaces, e.g. cluster.

Goals and Policies of the State of Rhode Island

Goal:

A balanced and integrated multi-modal intrastate transportation system which provides efficient and economical movement between component parts of the state and offers maximum possible mobility to all elements of our society.

Policies:

Develop and maintain a balanced, integrated, safe, and cost-efficient transportation system, giving full recognition to long-term land use and environmental impacts associated with transportation facilities.

Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel, and the needs of industry and commerce, within the framework of current and planned land development patterns.

Relate the design and location of transportation facilities positively to the natural and cultural landscape. Provide a high aesthetic quality in the transportation system.

Consider likely future transportation needs in current land development projects. Provide adequate capacity to accommodate anticipated future growth.

Establish and enforce transportation safety measures, and design and maintain the transportation network to avoid or minimize transportation related negative impacts on the environment, including adverse effects of noise, air emissions, road salting, stormwater runoff, and hazards to vehicles, travelers, pedestrians and wildlife.

Maintain the functional integrity of existing and planned roadways through appropriate land use controls and design standards in order to alleviate congestion, promote safety, and reduce the need for new highways.

Continued support of highway beautification programs, including landscaping, cleanups, sign control, and screening of junkyards and other objectionable uses.

Design parking areas and structures to enhance the attractiveness of the adjacent development, and to minimize runoff and other negative environmental impacts.

Incorporate the transportation access requirements of emergency vehicles and services in transportation and land development projects.

Recognize opportunities for non-mechanized forms of transportation to meet certain transportation needs - including walking, bicycling, and horse-borne transportation - and actively promote options for their use in existing and new development.

EXISTING CONDITIONS

Regional Road Network

Charlestown serves as a major destination for summer traffic from Rhode Island and Connecticut. The majority of its employed residents (80%) commute to work out of Charlestown. Charlestown is approximately a 45 minute drive from Providence, Newport, and New London, Connecticut (see Figure 1). Other nearby towns, within a 30 minute drive or less, provide other opportunities for employment and shopping.

While Charlestown is relatively accessible within Rhode Island and from Connecticut, the town lacks direct interstate access. Charlestown is directly accessible by U.S. Route 1, which travels through the south shore communities. Other less direct routes include:

- o connections to U.S. Interstate-95 via State Routes 216 or 2, providing access to Providence and Connecticut; and
- o connections to other major routes within Rhode Island, such as Routes 2 or 112 to Route 138 and Route 2 to Route 102, providing access to North Kingstown and Newport.

Local Road Network

The road network provides access within and through the town. Roads are classified according to the amount of through-traffic accommodated versus the access to property provided. Arterials provide the greatest freedom of movement, local roads are designed to provide access to property, and collectors bring traffic from local roads to arterials. The road classification also is used for funding purposes: federal funds are available to maintain all roads classified as major collectors or arterials.

The arterials and collectors in Charlestown generally run north-south throughout the town and east-west along the town's margins. (See Figure 2)



Vanasse Hangen Brustlin, Inc.

Figure 1
Regional Setting

Comprehensive Plan
Charlestown, R.I.

NOTE: This map is intended to depict the major road circulation network throughout town and in no way is intended to depict all state, town, and/or private roads, drives, trails, right of ways, or easements. See appendix for complete listing of known maintenance responsibilities of roads, drives, trails, right of way and easements.



0 4000
Scale in Feet

Data Source: Map prepared by Vanasse Hangen Brustlin, Inc. from Town of Charlestown and RIGIS data.

- Major Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- S State Maintained
- 18 Bridge - Posted Weight Limit (Tons)
- ▨ Narragansett Indian Tribe Lands
- ▨ Water

ROAD NETWORK
CHARLESTOWN COMPREHENSIVE PLAN - 1991
Figure 2

Arterials

- o Major Arterial: Route 1 (Post Road) runs east-west, allowing through traffic along Rhode Island's south shore. Route 1 is a limited access highway east from Prosser Trail.
- o Minor Arterial: Route 2 (South County Trail) runs north-south through the center of the town and connects to Routes 138, 102, and I-95.

Collectors

The collectors connect the major roads to other destinations in the town and in neighboring towns.

Major collectors. The major collectors travel north-south or east-west, generally at the margins of the town and include:

- o Route 216 (Ross Hill Road), along the western edge of Charlestown;
- o Route 112 (Carolina Back Road), an alternate route northwest to Route 138 through northern Charlestown;
- o Route 91 (Alton Carolina Road), traveling west from Route 112 through Carolina;
- o The portion of Route 1A (Old Post Road) running roughly parallel to Route 1 through Cross Mills;
- o The portion of Shannock Road west of Route 2 travels along the town's northern border through the village of Shannock;
- o Kings Factory Road runs north-south through Charlestown along Burlingame State Park and the Tribal lands connecting to Richmond.

Minor Collectors. The minor collectors provide access to the beaches and connect other collectors:

- o East and West Beach Roads and Charlestown Beach Road provide access to the beaches;
- o Buckeye Brook, Shumankanuc Hill, and Burdickville, Roads connect Kings Factory Road with roads to the west;
- o Klondike Road and Old Coach Road run north-south through western and eastern Charlestown, respectively;
- o The eastern portion of Shannock Road and Wordens Pond Road connect Route 2 with South Kingstown;
- o Route 1A west of Cross Mills provides access to Ninigret Park south of Route 1.

Local and Private Roads

The remaining roads in Charlestown are local or private roads. Many of these roads evolved historically from cart paths and trails and exhibit the characteristics of historic rural roads: narrow right-of-way (2 rods or 33 feet), minimal drainage, and a circuitous route over hills and around wetlands. Town roads comprise 65 miles of Charlestown's roads. Fifty-five percent of the roads are private, many of which occur in the south shore communities. Many of the private roads are narrow and may not be well maintained.

The Town has adopted a policy allowing private homeowners associations to request by a majority that the Town assume responsibility for their private roads. A road tax assessment district is created to fund the road upgrade.

Scenic Roads

Charlestown was the first town in the state to successfully nominate a scenic road for designation, in Shannock Road. The designation will allow RIDOT to place scenic road signs and will identify the road as one to which only minor modifications should be made.

Bridges

The town contains 8 bridges greater than 20 feet long. The state Department of Transportation has recently posted weight limits on bridges throughout the state. Many trucks, buses, and emergency vehicles cannot travel over bridges with weight limits less than 13 tons. Three bridges in Charlestown are posted at less than 13 tons (see Figure 2.)

Emergency Vehicle Access

The lack of an east-west connection in central and northern Charlestown limits emergency and police vehicle access and increases response time. Police officers are reluctant to patrol in the extreme ends of Charlestown, such as Shumankanuc Hill Road and Worden's Pond Road in case they must respond to an emergency elsewhere in town. Emergency access into private roads is generally adequate; however, the road condition creates additional wear on the vehicles.

Maintenance

The state is responsible for maintaining Routes 1, 2, 216, 112, and 91, along with Shannock Road. Federal aid is available to the state DOT for improvements to

roads classified as Major Collectors or Arterials. As funds become available, the state DOT generally requests road improvement priorities from municipalities: towns can request improvements to any of the federal-aid roads.

RIDOT maintains 6 bridges in Charlestown; the rest are the responsibility of the Town. However, RIDOT has programmed improvements within the next one to two years for many state and locally maintained bridges with restrictive weight limits, including the Shannock Road, Burdickville Road, and Route 112 railroad bridges.

The Town Department of Public Works maintains all town owned local roads and bridges. The historic roads that the Town inherited were developed for much lower speeds than are presently used. Many of the roads are narrow and winding and lack adequate drainage. Until recently, many of the Town's roads were unpaved and very expensive to maintain. The Department has been upgrading the rural roads to improve their safety and has regularly resurfaced other roads to prevent costly maintenance problems in the future. In past years the highway staff of 5 people has maintained or improved approximately 12 miles of road per year. At this level of effort, the Department of Public Works Director estimates that the road improvements necessary to handle the growing population would take another ten years. The staff performs most road work in-house, hiring contractors for projects such as major upgrades or those requiring bedrock excavations or work in wetlands.

Town funding for the road upgrading and maintenance programs has been cut back recently, severely restricting the amount of maintenance that the Department can accomplish. The current (FY 92) budget does not allow for any road upgrades. In order to continue improving Town roads to a safe standard and to perform preventative maintenance on the Town's roads, the Town will have to provide adequate funding for the Department of Public Works.

Traffic Volumes

Traffic Volumes are based on RIDOT traffic counts, which usually occur during a one to two day period. Average Annual Daily Traffic (AADT) volumes represent the average amount of traffic along a road during the year, where the actual counts have been multiplied by factors to correct for day of the month and month of the year. These figures are useful for determining the relative amount of traffic on each road and to determine long term trends.

However, the traffic in Charlestown fluctuates greatly between seasons. RIDOT performed a study of seasonal fluctuations in Charlestown and Westerly in 1985 to identify the percent of AADT that occurs during each day of the week and each month (see Table 1). Generally these factors are used to determine AADT from traffic counts:

Count x weekday factor = Monthly Average Daily Traffic (MADT)

MADT x monthly factor = AADT

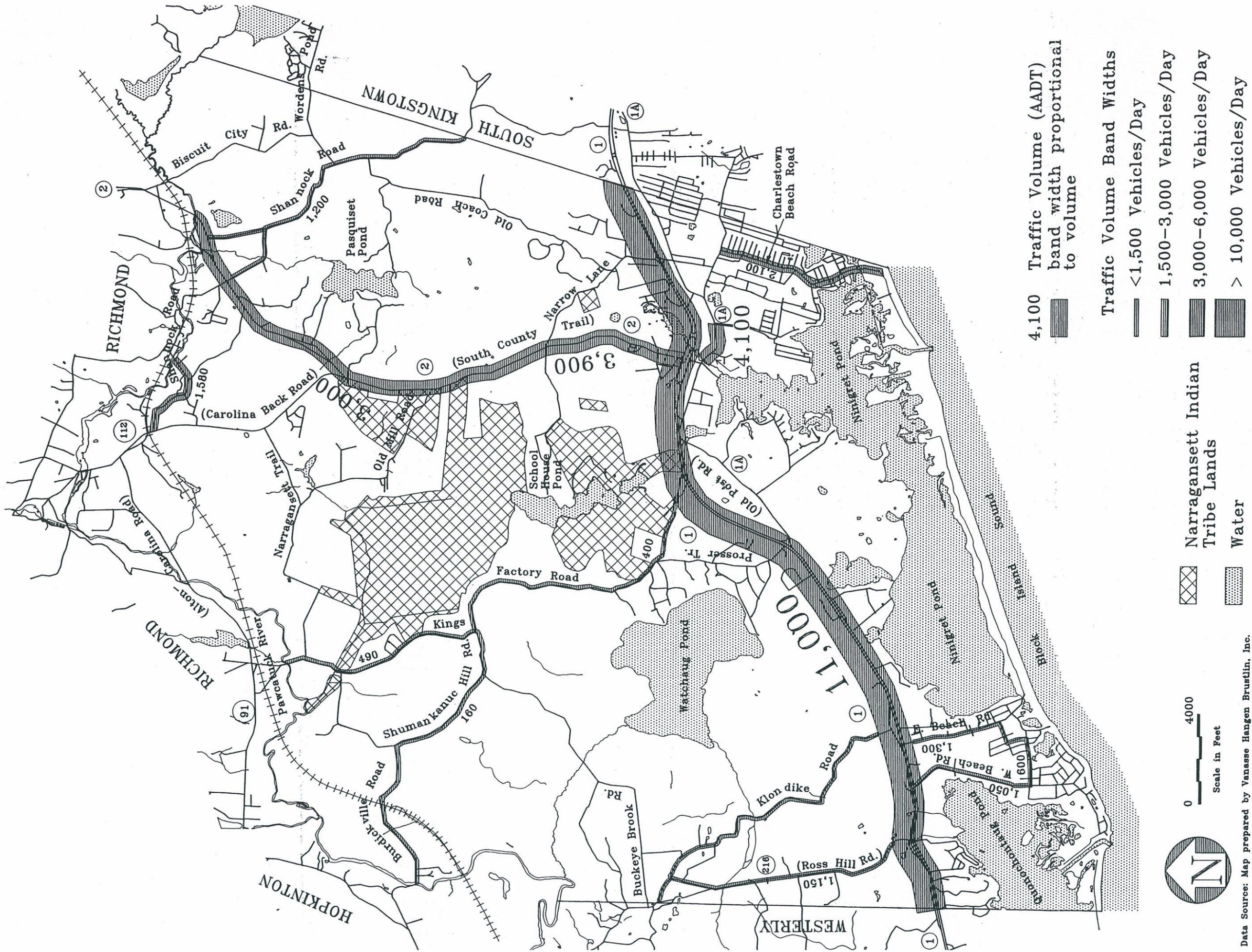
However, these factors can also be used to estimate the traffic differences between a summer Sunday and winter weekdays.

AADT

The AADT volumes indicate that Route 1 is the most heavily travelled road in Charlestown, with an AADT traffic volume of approximately 11,000 to 12,000 vehicles per day. (See Figure 3) This road has also experienced the greatest increase in traffic, from approximately 3,000 in the mid-late 1970s. While a portion of this volume represents through-traffic along the coast, a large amount undoubtedly represents beach traffic in Charlestown and other south shore communities. The AADT for Route 1A through Cross Mills is approximately 4,000 vehicles per day, a significant increase from less than 1,000 in the late 1970s. AADT volumes along Route 2 have increased from approximately 3,000 in 1979 to current levels of approximately 4,000. Several of the other roads in Charlestown have AADTs of 1,000 to 3,000 vehicles per day, including the roads to the beaches, Narrow Lane (southern end), Shannock Road, and Route 216. No recent data was available for Route 112.

Seasonal Traffic

The daily and monthly traffic factors shown in Table 1 reflect the seasonal fluctuations in south shore traffic. The most heavily traveled months (percent of AADT) are July and August with the weekends having the greatest amounts of traffic during the week. The least heavily traveled months are December through March. The AADT for selected south shore roads was multiplied by the monthly and daily factors to estimate the heaviest traffic, lightest traffic, and range (see Table 2).



TRAFFIC VOLUMES

CHARLESTOWN COMPREHENSIVE PLAN - 1991

Figure 3

TABLE 1

DAILY AND MONTHLY TRAFFIC VOLUME FACTORS
Charlestown/Westerly South Shore Roads

	SUN	MON	TUE	WED	THU	FRI	SAT
JAN	88.7	97.5	98.9	101.2	104.2	113.3	93.5
FEB	95.7	106.6	97.0	100.2	104.1	106.9	89.9
MAR	100.0	90.6	91.9	97.3	98.4	110.4	106.1
APR	102.9	90.0	93.3	93.4	97.0	118.0	110.9
MAY	118.4	95.3	88.1	82.4	84.2	99.3	117.8
JUN	116.4	95.9	85.2	85.7	88.6	106.5	119.6
JUL	116.7	82.2	87.0	94.9	101.1	111.2	119.9
AUG	114.5	84.9	83.0	93.0	92.5	106.1	116.0
SEP	124.0	92.0	89.2	90.2	93.4	94.4	112.9
OCT	110.4	98.3	90.6	89.9	94.4	112.6	110.2
NOV	99.4	92.2	91.1	101.2	93.1	112.4	105.4
DEC	93.4	102.3	104.0	96.3	87.2	115.7	102.9

MADT percent of Annual Average Daily Traffic by Month

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEV	OCT	NOV	DEC
PERCENT	63.6	70.8	76.7	84.7	107.7	121.1	157.1	159.1	109.6	93.5	79.8	73.3

NOTE: These factors were determined by automatic traffic counters at a limited number of sites. Traffic estimates using the factors many not be accurate, but represent the relative differences between days of the week and months of the year.

Table 2

SEASONAL TRAFFIC ON SOUTH SHORE ROADS
 BASED ON AADT AND SEASONAL FACTORS

Road	Map Location	AADT	January		July	
			MADT (0.63xAADT)	Daily Traffic (0.89xMADT)	MADT (1.57xAADT)	Daily Traffic (1.20xMADT)
Route 1	1	11,400	7,182	6,392	17,898	21,478
Route 1A	2	4,100	2,583	2,299	6,437	7,724
West Beach Road	3	1,040	655	583	1,633	1,959
Seabreeze Avenue	4	590	372	331	926	1,112
East Beach Road	5	1,300	819	729	2,041	2,449
Charlestown Beach Road	6	2,100	1,323	1,177	3,297	3,956

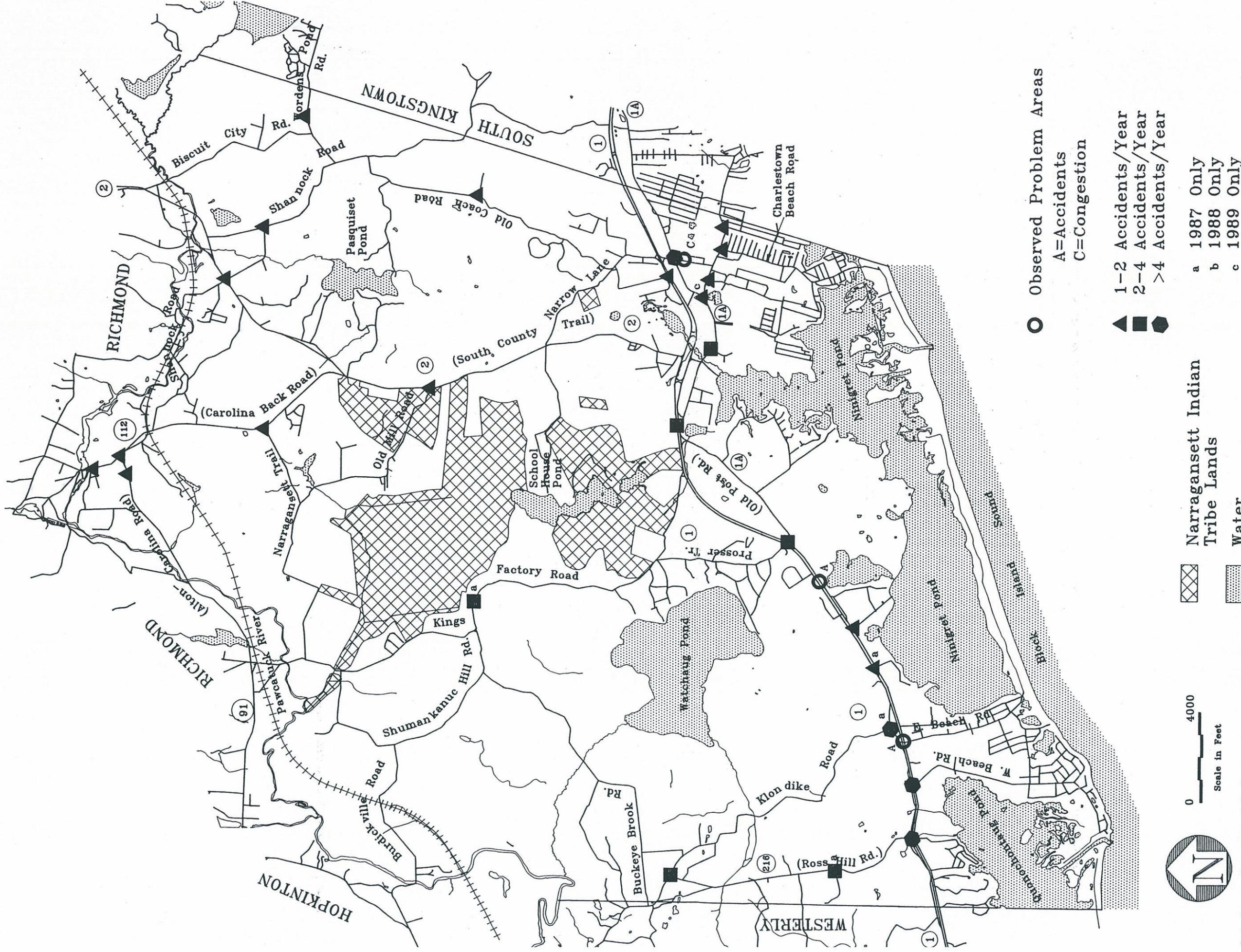
Along the south shore, traffic can more than triple between the lowest volume days in the winter and the highest volume days in the summer. The average daily traffic during the peak months is approximately double that of the winter months. Roads along the south shore are quiet country roads during the off season, but the summer months bring traffic volumes comparable to much larger communities. This great shift in traffic patterns affect perceptions of the town and traffic, the safety of town roads, and the market for local businesses.

The 1985 RIDOT study of seasonal fluctuations indicated that traffic volumes north of Route 1 fluctuate much less radically than along the south shore. The difference between the heaviest and lightest days is still rather high: July Saturdays represent up to 2-1/2 times the volume of a January weekday. However, the difference between the seasonal averages is considerably less than along the south shore. Average winter traffic volumes represent over two-thirds of the average summer volumes.

Accidents

RIDOT records indicate that the number of accidents along Charlestown's roads is relatively low compared with other communities. Over the last 5 years, Charlestown had an average of 87 accidents per year, with no reported fatalities. The larger south shore communities averaged 275-500 accidents per year. Charlestown and other rural communities, including Hopkinton and Richmond fall in the lowest one-fifth of the accidents in the state. While the state records reflect only a portion of all accidents (i.e., only those where police accident reports are filed with RIDOT), they indicate general trends of accidents.

The highest number of accidents (4 per year) occur at three locations in the town: the junctions of Route 216 and West Beach Road with Route 1 and the intersection of Narrow Lane and Route 1A. (See Figure 4) The high number of accidents along Route 1 has been partially attributed to left-hand and U-turns from the high speed lane around narrow medians. Route 1 at West Beach Road also poses poor sight distance: the intersection is hidden from view by a small rise along Route 1. The other high-accident location occurs where a major beach access route crosses a busy village road with only a stop sign to control traffic. Other areas with recurring accidents include local road intersections with Route 1 and other numbered routes, the intersection of Route 216 and Klondike Road, and along Shannock and Old Coach Roads.



Data Source: Map prepared by Vanasse Hangen Brustlin, Inc. from Town of Charlestown and RIGIS data.

ACCIDENTS
CHARLESTOWN COMPREHENSIVE PLAN - 1991
Figure 4

Alternative Transportation

The nearest bus service to Charlestown is via Westerly or Wakefield. Bicycle and pedestrian travel can be difficult due to narrow roads or shoulders. Van service is available by appointment through the South County Integrated Regional Transportation Service (SCIRTS) for elderly and disabled South County residents.

No commercial ferry service or other marine transportation operates from Charlestown. However, many recreational boaters use the town's waters. The nearest air strip is in Westerly, and T. F. Green State Airport is a 45 minute drive from the town.

CURRENT POLICIES

Town Policies

Charlestown's subdivision and zoning regulations require traffic and environmental impact analyses for subdivision, commercial/industrial, and multi-family developments. Developers are required to retain stormwater runoff on-site, mitigate pollution, and control erosion. Developers are required to pay for road upgrades made necessary by their developments. Developers of subdivisions are required to provide a vegetative screen between the development and public roads outside the subdivision. Cluster development is allowed, which can reduce the length of road in a development and thus the impervious surface.

State Policies

The Coastal Resources Management Program requires developers to minimize and mitigate for stormwater runoff.

On-going and Proposed Programs

Route 1 is being repaved during summer 1991. A major upgrade is in the design stages and is scheduled for construction in 1994 or 1995. Shannock Road is under design to improve the curvature of the road. Shannock residents have been working with RIDOT to preserve the scenic qualities of the road. RIDOT is developing a bridge maintenance program to improve bridges with low posted weight limits. The most recent transportation improvement program identified the Charlestown naval air base as a site for a commuter lot. However, this project has been suspended.

ISSUES

A large amount of seasonal traffic passes through the heavily developed shoreline neighborhoods and the village of Cross Mills. The magnitude of this traffic may not be well understood, due to the traffic counting and sampling measures used. In some areas, such as along Route 1A, there is little recent data.

The available data indicate great fluctuations in traffic along south shore roads. In surveys of the CPCAC and other residents, traffic congestion has not been identified as a major concern, suggesting that the current road network can handle the traffic to the satisfaction of the residents. However, in making land use decisions the fluctuations of traffic should be noted.

- o Economic development should be able to withstand the low volume winter months.
- o Heavily traveled routes and land use should be coordinated to avoid a large amount of turning movements into and out of traffic. Beach routes should avoid the village center when possible. Commercial uses should be visible and accessible to major routes but should be located out of the path of traffic. Where possible, commercial uses should share driveways and parking lots.

Eventually the town may wish to reduce beach traffic through neighborhoods and the village of Cross Mills, while allowing access to the shore. A shuttle bus from a central location could bring people to the beaches and reduce traffic and the parking demand. If the town pursues this idea, it would be important not to overload any one beach where the parking limitations currently prevent the beach from becoming overcrowded. A shuttle bus could be a regional resource.

The town contains many private roads, which are often narrow and in poor repair, making passage by emergency vehicles difficult. The Town would face large expenses to upgrade the private roads to public road standards, and many residents are concerned that upgrading the roads would encourage speeding. The town has a mechanism to adopt public roads, requiring a majority request by a homeowner's association and establishing a tax district to fund the improvement of the road to meet specific standards if necessary.

The lack of an east-west cross town connector has been discussed for many years. The lack of a connector makes travel difficult between parts of the town, a concern for emergency response. However, establishing a cross-town connector could involve a considerable amount of impacts to natural resources, as well as crossing tribal lands. A new public road could also open up environmentally sensitive areas to additional development. Cross-town travel is possible using a rather circuitous route. The connector does not appear to be a priority at present; however, the town should continue to re-evaluate this issue as development and the need for services grows.

The Town's Department of Public Works performs a considerable amount of the maintenance and upgrade work on Charlestown's roads. The Department is operating with a relatively low number of staff relative to miles (5 staff for 65

miles, or 13 miles of road per staff). The repair program is subject to the vagaries of budget negotiations, creating difficulties in scheduling and implementing projects.

The roads, bridges, and adjoining land use in Charlestown play an important role in determining the town's character. Careful consideration should be given to the appropriate level of development and traffic that should be encouraged through road upgrades. For instance, certain roads are more appropriately left unimproved and relatively undeveloped, whereas others (e.g., Route 1A in Cross Mills) are appropriate for more intense activity. The visual quality of the roads is also important in preserving the town's character.

State roads and state road projects play a major role in the town. The Town should not be in the position of being surprised by the occurrence or the magnitude of road projects; rather, the town should work with RIDOT to request and review projects.

RECOMMENDATIONS/IMPLEMENTATION

Prioritized Recommendations

High Priorities

1. Provide adequate funding for the town to continue implementing the Department of Public Works road maintenance and improvement program.
2. Designate scenic roads and develop standards to protect scenic qualities.
3. Develop a liaison function to work with RIDOT regularly in discussing upcoming projects and their impact on the town, and the town's needs. This should be instituted as a regular (e.g., yearly or quarterly) memo to the Planning Board and Town Council, with requests for input. Possible liaisons would include Town staff from Public Works and the Planning Department.

Medium Priorities

4. Encourage bicycle and pedestrian travel as specified in Open Space and Recreation priorities.
5. Investigate mass transit or para-transit alternatives.

Lower Priorities

6. Investigate the use of a beach shuttle.

5-Year Implementation Program

High Priorities

1. **Provide adequate funding for the town to continue implementing the Department of Public Works road maintenance and improvement program.**

Time Frame: Immediate and On-Going

Responsible Parties: Department of Public Works Director, Town Council, Town Administrator.

Estimated Capital Costs: \$200,000-300,000 per year

2. **Designate scenic roads and develop standards** to protect scenic qualities.
 - Require vegetated buffers along roads and parking lots.
 - Designate scenic roads in developing overlay districts for design standards.
 - Developed with zoning update - see Land Use section.
3. **Develop a liaison function to work with RIDOT** regularly in discussing upcoming projects and their impact on the town, and the town's needs.
 - Ensure that RIDOT road and bridge improvements are in keeping with the town's character. Become involved in reviewing and commenting on the Route 1 upgrade immediately, during the design process. Consider using timber bridges.
 - Improve the information available on the town's roads (e.g., traffic counts for Routes 112 and 1A, seasonal counts for south shore roads).
 - Identify high-accident locations along state roads for improvements (e.g., Route 1).

Time Frame: Year 1, on-going

Responsible Parties: Town Planner, Department of Public Works Director, Planning Board, Town Council, RIDOT staff.

Resources Needed:

Staff time

Medium Priorities

4. **Encourage bicycle and pedestrian travel** as specified in Open Space and Recreation priorities, to the extent possible under budgetary limitations.
 - Where possible, require a large enough setback to provide a pedestrian way in front of new businesses.
 - Evaluate the feasibility of widening/improving road rights of way to provide a safe pedestrian/bicycle route.
 - Consider reducing speed limits in densely developed coastal neighborhoods.

- Encourage provision of pedestrian and/or or bicycle paths as part of development exactions.

Time Frame:

Speed limit - 2-5 years

Other - on-going

Responsible Parties: Department of Public Works Director, Town Planner, Town Administrator, Planning Commission, Town Council.

20 Year Implementation Program

High Priorities

1. **Continue providing funding required for road maintenance and improvements and DPW staffing.**

On-going

2. **Designate scenic roads and develop standards to protect scenic qualities.**

- Review and revise scenic road overlay districts as necessary.

- Continue to seek official designation for scenic roads.

Time Frame: On-going

Resources Needed:

Staff/Commission/Board time possibly supplemented by volunteer/intern time to compile documentation for scenic road status.

3. **Liaison function to work with RIDOT**

On-going

Medium Priorities

4. **Encourage bicycle and pedestrian travel as specified in Open Space and Recreation priorities.**

- Continue to develop safe pedestrian and bicycle ways along roads.

- See Open Space element for additional recommendations for developing pedestrian/bicycle paths over the long term.

Time Frame: On-going as feasible

5. Investigate mass transit or para-transit alternatives.

- Perform a needs analysis to determine the need for public/paratransit.
- The Town should work with RIDOT, RIPTA, or AMTRAK staff to investigate developing a commuter parking facility and extension of a bus or train line and encouraging use of the bus/train.
- Work with regional para-transit services to identify the needs and opportunities for para-transit.

Time Frame: 5-20 years

Resources Needed:

Staff time to work with agencies, possibly seek funding for para-transit services;

Needs Analysis (staff time, private firm, or student intern/volunteer).

Lower Priorities

6. Investigate the use of a beach shuttle to reduce congestion along shore access routes and address the lack of parking at beaches.

-Investigate and develop transportation or parking solutions, possibly allowing visitors to park at Ninigret Park for a fee and shuttling them to beaches.

-Feasibility study.

-Work with the state DEM if appropriate to arrange for shared use of Town shuttle and/or state beach.

-In investigating the possibilities for a shuttle, consider including routes to Burlingame Park .

Time Frame: 10-20 years

Resources Needed:

Feasibility study - staff, student interns, private firm;

Parking facilities (fee could be charged);

Shuttle bus and drivers;

Additional lifeguards if other town parcels are used.