

On 01/27/23, I, Off. DiNardo of the Traffic Unit, was assigned a traffic survey to conduct at the request of Councilman McElroy, petitioned by a constituent identified as Tracy Whitehead DOB 08/08/90. The roadway to be reviewed is the intersection of Edison Street and Moore Street. Whitehead indicates in her statement to the Councilman that the intersection of Edison St. and Moore St is dangerous to both drivers and pedestrians since there is no signage to let operators know who has the right of way. Also, she claims that neighborhood foliage makes it difficult to see oncoming traffic from some directions.

On 01/30 and 01/31, I responded out to Edison St. and Moore St. do observe traffic flow and signage, as well as identify any hazards. Both streets are secondary roadways that intersect and lead to multiple neighborhoods between Warwick Ave and W. Shore Rd.

Moore St. travels north to south and south to north with the north end of the street intersecting with W. Shore Road adjacent to the busy "Hoxsie Four" intersection. It leads to several adjoining neighborhoods along with the main parking area for West Shore Health Center - a rehab and long-term care center. Edison St travels east to west and west to east with the west end of the street intersecting with Warwick Ave, also near the busy "Hoxsie Four" intersection. There are not many residences on Edison St. itself, however, it leads to the same developments. Both streets could be considered cut-throughs in order to access back neighborhoods.

After driving both streets from all directions, while noticing that traffic volume is not high in this area, it was immediately evident that there is no clear indication as to which street has the right of way. Due to these two intersecting streets having similar design and operating characteristics, there is no distinguishable "primary" roadway which would have right-of-way over the "secondary" roadway. There is also no existing signage to indicate stops or yielding. Consequently, the road users traveling on either roadway have no expectation to stop or yield to other drivers. The Manual on Uniform Traffic Control Devices (MUTCD) also states that multi-way stop control should be used where volume of traffic on the intersecting roads is approximately equal.

Based on the above mentioned facts and circumstances, for the safety of motorists and pedestrians, I recommend 3-way stop signs with painted white stop bars be installed at this intersection, at the Council's discretion.



Warwick Police Department
Incident Report

Incident #: 23-564-OF
Call #: 23-5682

Date/Time Reported: 01/30/2023 1004
Report Date/Time: 01/30/2023 1011
Status: No Crime Involved

Reporting Officer: Officer Nicholas DiNardo
Approving Officer: Sergeant Aaron Kay

Signature: _____

Signature: _____

#	INVOLVED	SEX	RACE	AGE	SSN	PHONE
1	KARDYS WHITEHEAD, TRACY 19 ANOKA RD WARWICK RI 02888	F	W	32	NOT AVAIL	*****

Military Active Duty: N
 BODY: NOT AVAIL.
 DOB: 08/08/1990
 LICENSE NUMBER: NOT AVAIL.
 COMPLEXION: NOT AVAIL.
 PLACE OF BIRTH: NOT AVAIL.
 ETHNICITY: NOT HISPANIC

#	EVENTS (S)
	LOCATION TYPE: Highway/Road/Alley/Street 61 MOORE ST @ 4 EDISON ST WARWICK RI
	Zone: RD 319 (POST 5)
1	Traffic Survey

#	PERSON(S)	PERSON TYPE	SEX	RACE	AGE	SSN	PHONE
1	MCELROY, JAMES P III 3275 POST RD WARWICK RI 02886 DOB: 11/16/1959	OTHER	M	W	63	NOT AVAIL	*****

 EMPLOYER: ***** - *****
 CONTACT INFORMATION:
 Home Phone (Primary) 401-439-9700