



Warwick Police Department
Incident Report

Incident #: 23-591-OF
Call #: 23-5898

Date/Time Reported: 01/31/2023 1011
Report Date/Time: 01/31/2023 1019
Status: No Crime Involved

Reporting Officer: Officer Thomas Greene
Approving Officer: Sergeant Aaron Kay

Signature: _____

Signature: _____



EVENTS(S)

LOCATION TYPE: Highway/Road/Alley/Street Zone: RD 359 (POST 3)
72 WHARF RD @ 1 GLENCO RD
WARWICK RI 02889

1 Traffic Survey- STOP SIGN

PERSON(S) PERSON TYPE SEX RACE AGE SSN PHONE

1 LADOUCEUR, EDGAR N REPORTING PARTY M W 71 ***** *****
106 CHANNEL VIEW Apt. #2
WARWICK RI 02886
DOB: 07/03/1951

2 MAIN, BRANDON L OTHER M W 41 ***** *****
81 WHARF RD
WARWICK RI 02919
DOB: 09/13/1981

CONTACT INFORMATION:
Home Phone (Primary) 401-413-5077

3 KENNEDY, MARY J OTHER F W 73 ***** *****
88 WHARF RD
WARWICK RI 02889
DOB: 03/29/1949

4 ANGILLY, KERRY OTHER F W 53 NOT AVAIL *****
84 WHARF RD
WARWICK RI 02889
DOB: 05/24/1969

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#	PERSON(S)	PERSON TYPE	SEX RACE	AGE	SSN	PHONE
5	KENNEDY JOHNSON, KOLLEEN 88 WHARF RD WARWICK RI 02889 DOB: 07/03/1982	OTHER	F U	40	NOT AVAIL	*****

#	OTHER PROPERTIES	PROPERTY #	STATUS
1	BWC FOOTAGE QUANTITY: 1 SERIAL #: NOT AVAIL DATE: 02/18/2023	VALUE: \$1.00	Evidence (Not Nibrs Reportable)

2023-05

On 01/31/2023, I, Officer Greene of the Warwick Police Department Traffic Unit, was assigned a traffic study of the area of Wharf Road at Glenco Road. The request was made by City Councilman Edgar Ladouceur (DOB: 07/03/1951) indicating the want for stop signs to be installed on Wharf Road. Councilman Ladouceur indicated via the request that upon vehicles approaching Wharf Road from Glenco Road, vehicles are unable to see south of the intersection. No listed complainants were submitted on the initial traffic study request.

Review of the area via google maps showed Wharf Road to run roughly in the north-south direction. Wharf Road is a secondary roadway off of West Shore Road. Glenco Road was observed to run roughly in the east-west direction, perpendicular to Wharf Road approximately half way down the street, creating a three-way intersection (T- Intersection). Several residence were observed in the vicinity of this intersection. South of the intersection are two local boating Marinas (Safe Harbor). North of the intersection is West Shore Road.

On 02/01/2023 I responded to the location to view the area in question to determine if there were any safety concerns for the intersection. Wharf Road was determined to be a 25mph road which did have posted signs along it. Glenco Road was determined to be a 25mph road via prima facia speed limits as no signage is posted on it. A single stop sign is observed to be on the eastern end of Glenco Road to stop traffic attempting to enter on Wharf Road. Several residence driveways were observed in the vicinity as well. A particular residence at the southwest corner of the intersection, 81 Wharf Road, was observed to have a large shrubbery line the front of the property along Wharf Road. This shrubbery appeared to partially obstruct view of northbound travel on Wharf Road (from the stop sign location). No other significant visual obstructions were observed. At this time a series of measurements were taken of the roadway. The overall length of Wharf Road was determined to be 1517 feet. The northern side of the intersection on Wharf Road showed the roadway to be 22'6" in width via measurement wheel. The southern side of the intersection on Wharf Road showed the roadway to be 22'9" in width via measurement wheel. Glenco Road near the intersection showed the roadway to be 22'6" in width via measurement wheel. The southwestern corner of the intersection (property line of 81 Wharf Road) was also observed to have a large sloping corner which appears to contribute to the stop sign's poor placement. The radius of this corner was later determined to be 17.125ft which were calculated via middle ordinate and chord measurements (Chord: 22 feet, Middle Ordinate: 4 feet). The stop sign on Glenco Road was measured to be approximately 16 feet prior to the intersection. Measurements were then also collected based on the location of the shrubbery. Closest to the intersection, measurements from Wharf Road to the start of the shrubbery was found to be 3.5 feet. This measurement tapered to approximately 4 feet from Wharf Road proceeding in the southbound direction. These measurements were also collected with a measuring wheel. A tape measure was also utilized to collect the height of these shrubs which was found to be 5.75 feet. The total width of this shrubbery was found to be 7 feet via tape measure. Another measurement (measuring wheel) collected was from the shrubbery to Glenco Road (the middle of the radius portion) which was found to be approximately 10 feet.

Review of the intersection call log data showed no crashes to have occurred at this location at all. Two significant calls for service within the call log were found to be in the month of August in 2001 (Call # 01-41483 & Call # 01-47144). These particular calls were found to be speed complaints on the roadway at two particular times of day (1239 hours and 1751 hours respectively).

Overall traffic was monitored on this date from 0905 hours until 0935 hours for vehicle frequency. During this time frame, one vehicle utilized Glenco Road to proceed south on Wharf Road. This was found to be a

marina worker. I spoke to the worker who indicated they (workers) did frequented Glenco Road as they worked at both the marina on Wharf Road as well as the one on Second Point Road (street that runs parallel to Wharf Road). When asked about the intersection, this worker did not see any safety concern due to the already erected stop sign but felt as though "stop signs on Wharf Road would help with speeders coming to and from the marina." Three additional vehicles utilized Wharf Road during this time frame. All proceeding traffic was found to be at separate times during this observation period and had no effect on one another.

Checks on the stop sign through city ordinance determined the stop sign to be approved prior to Warwick City Council being established. As a result this stop sign was found to not be valid at the time of this narrative. Initial review of Warwick City Ordinance in particular to zoning showed the shrubbery to be in possible violation. In accordance of Appendix A Zoning, Subsection 304.7. Visibility: On any lot, no wall, fence, sign, hedge, shrub, or other obstruction to visibility shall exceed 3 1/2 feet in height within five feet of the front property line. Entrance from this intersection from Glenco Road is an implied stop but due to the insufficient sight distance upon approach the stop sign would be appropriate in accordance to the Manual on Uniform Traffic Control Devices (MUTCD) as it currently stands. On 02/01/2023 at approximately 1454 hours I attempted to make contact with the resident of 81 Wharf Road which yielded negative results. Phone numbers were also looked up for this residence which also yielded negative results for making contact with anyone. A notice to contact me was left in the mailbox in attempts to speak with them.

Also on 02/01/2023 at approximately 1541 hours I attempted to contact Councilman Ladouceur via telephone to notify him of initial findings and to seek any additional information that may not have been forwarded through him. A voice mail was left for the Councilman at this time as he did not answer the phone. I was later contacted back at 1545 and spoke with him accordingly. When speaking to the Councilman Ladouceur he indicated he had received several complaints from constituents regarding speeding up and down the roadway in the area. Councilman Ladouceur indicated this was generally a problem during the boating months (starting around the time frame of late March or April and ending around September). Councilman Ladouceur indicated he believed a stop sign would still be appropriate here due to lack of visibility. He was advised I would be reaching out in the coming days to the residence in attempts to rectify a potential zoning issue prior to involving the zoning board as the residence may be willing to comply. Due to the actual complaint being for speeding, Councilman Ladouceur was advised a stop sign may not be used for speed control issues per MUTCD regulations. An option provided to the councilman was to conduct a speed study of the roadway at a later time (during boating season) to determine if it is a perceived issue or an actual issue. It was also advised this location could also potentially be added to the Neighborhood Intensity Traffic Enforcement detail (N.I.T.E. Detail) in attempts to focus on this particular location for set time frames if the speed study showed need. Councilman Ladouceur did relay the initial complaint did come from the residence of 88 Wharf Road. Ultimately I relayed to Councilman Ladouceur that I was going to attempt to speak with the residence at 81 Wharf Road first and would contact him with my findings in the coming days.

On 02/02/2023 I spoke with the residence of 81 Wharf Road via telephone. This individual was identified as Brandon Main (DOB: 09/13/1981). Main was advised of the situation with his shrubs along the property line. Main indicated that the roadway had actually been widened over the years causing him to lose some of the frontage of his property. Main indicated he recently had a land survey completed and would provide it to me in the coming days to show this. Main indicated if it would help with visibility he would trim back the bushes to assist with the matter but would request that we could wait until the spring time to ensure his bushes could survive. This land survey was later submitted to records.

On 02/18/2023 I responded out to speak with the constituent at 88 Wharf Road. Councilman Ladouceur's traffic study request did not provide any information of said constituent. At approximately 1100 hours I was able to make contact with the resident who was later identified as Mary Kennedy (DOB: 03/29/1949). With speaking with Mary Kennedy she indicated there to be a significant speeding problem as she had lived in the neighborhood for quite some time. No visibly issue was relayed to me while speaking to her. She indicated her daughter was the individual who complained about the speeding to the councilman. Mary Kennedy indicated in the past there were speed bumps which did help out with the speeding on the road but they were removed some time ago. Mary Kennedy was advised stop signs could not be utilized for speed control but the Warwick Police Department would be more than happy to conduct a speed study of the area to attempt to rectify the actual issue. Mary Kennedy was receptive to this idea. Mary Kennedy indicated the times in which most people sped through the area tended to be during the later spring months and into summer (the boating season) during the evening hours during week days. She indicated over the weekends it was all throughout the day. I also advised Mary Kennedy that I would reach out to her daughter, Kolleen Kennedy-Johnson (DOB: 07/03/1982), for additional information regarding the complaint. Kolleen Kennedy-Johnson's phone number was provided to me at this time.

Upon attempting to leave the residence I was flagged down by the next door neighbor at 84 Wharf Road. This resident was identified as Kerry Angilly (DOB: 05/24/1969) by her provided information. Angilly indicated she had moved into the neighborhood approximately 5 years prior. Angilly stated she did not think of there to be any visibility issues with the intersection but there was a significant speed issue with the roadway. Angilly was explained how stop signs were regulated by MUTCD and were not to be used for speed control but alternatives were for a speed study to be conducted for proper handling of the complaint. Angilly was receptive to this and indicated the speeding issues generally occurred during the boating season, more so on the weekends and similar time frames as provided by Mary Kennedy.

I then attempted to speak with Main again at his residence but no contact was able to be made. Upon return to Warwick Police Headquarters I made checks of past traffic studies which showed no completed speed studies for Wharf Road. I attempted to reach Kolleen Kennedy-Johnson by telephone on 02/18/2023 at 1459 hours but was unable to reach her at this time. A voice mail was left to respond back to me.

On 02/19/2023 at approximately 0845 hours I was able to raise Kolleen Kennedy-Johnson via telephone to speak with her regarding her complaint. Kolleen Kennedy-Johnson indicated there was no stop sign complaint as she had seen police officers in the past stopping vehicles in front of her house for running the current stop sign but she did have issues with speeding up and down Wharf Road during the boating season. She indicated the vehicle frequency increase occurred between the time frame of April to October. Significant speeding issues generally occurred Monday through Friday during the evening hours and all day on the weekends. Kolleen Kennedy-Johnson was explained that the proper way to deal with a speeding issue on the roadway would be to conduct a speed study. This process was explained to her and she was receptive of the idea. She was explained stop signs being utilized for speed control were not allowed due to MUTCD regulations and could turn a potential perceived problem into an actual problem. She was advised we would approach the speed study during the boating season months to best ensure accurate data.

On 02/19/2023 I did attempt to contact Main via telephone with negative results. A voice mail was left to contact me. Due to being out of the office I did receive a voicemail which was viewed on 03/09/2023. I then

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attempted to contact Main back again via telephone where another voicemail was left. I was able to make contact with him later on in the day at approximately 1522 hours. In our conversation he did agree to trim the bushes back to assist in the issue.

As a result of the traffic study it is recommended that no additional stop signs be erected on Wharf Road as the issue proposed is a potential speeding issue (unconfirmed until a speed study is conducted). The resident of 81 Wharf Road in conversation is more than willing to trim his shrubbery along his property line to rectify any potential visibility issue come Spring time to ensure his foliage survives. It is recommended the already erected stop sign on Glenco Road be signed into ordinance and moved closer to the actual intersection although it is an implied stop as this would fulfil any visibility issue and be in line with MUTCD. Any visibility issues that arise from the 81 Wharf Road property pertaining to lack of maintenance of the shrubbery would be covered by this stop sign as well. It is also recommended a proper speed study be conducted during the boating season to accurately reflect the traffic issue at hand. This will determine if the majority of the people utilizing Wharf Road are in compliance with the speed limit or not. This proposal would ensure that a perceived issue does not turn into an actual issue which may jeopardize safety of the area.

On 03/10/2023 at 1455 hours I was able to speak with Councilman Ladouceur and advise him of the findings.

Warwick Police Department Images Associated with 23-591-OF

