

**Draft Proposal**  
**Bike/Pedestrian Route**  
**Between Roger Williams University**  
**and**  
**Bristol Center and the East Bay Bike Path**  
**Spring 2017**  
**Walter Burke**  
**Director Bristol Parks and Recreation**  
**and**  
**Chris Menton**  
**Professor Roger Williams University**



March 29, 2017

Bristol Recreation Department Headquarters.

Walter Burke the parks and recreation department director and Professor Chris Menton went on a prearranged tour through the town. The objective was to look for cycling routes from the University campus to the town center and back. It was discovered many sections of the explored route were amenable to cycling. Most of the surfaces were low traffic volume and relatively flat. Detailed below is the developed and propose circuit route which starts at the University with a spur to Alameda Apartment complex, a University Property near the top of Bayview Avenue.

## **FROM THE UNIVERSITY**

At the University the path would start at the far northern point of the campus, behind former James L. Maher Center. This would look to connect to a farm path by a stonewall along the west side of farm field. A gate at the north end of the field opens and provides access to Griswold Street. The bikeway would continue north on Griswold towards the condominium exit across from Woodlawn Street. From the end of Griswold Street to the exit across from Woodlawn would need some abutter's considerations or the application of the eminent domain process for a 12 foot wide strip for the common good. At Woodlawn a pressure plate/push button traffic signal should be installed. This will serve to calm Metacom Avenue traffic. This signal will create a safe crossing for pedestrians, bicyclists and exiting motor vehicles. Creating a

safe crossing would be a major statement of intent on the part of the town and the University to promote alternative transportation.

Bicyclists would cross on to Woodlawn Street. Riders would then take a quick right onto DeWolf Street. They would follow that through two stop signs to the end at the corner DeWolf and Wall Street's.

### **SPUR TO BAYVIEW ROAD AND ALAMEDA UNIVERSITY HOUSING**

At this juncture it is proposed that a through bicycle right-of-way would go right on Francis Street connect to the rear of the abutting boat storage through to Franklin Street. Once on Franklin Street bicyclists would cross into industrial area parking lots where a right-of-way can be searched for to Bayview Road and Alameda. This could be behind the businesses on Metacom including the west side of the Police station.

### **CONTINUING TO BRISTOL CENTER**

Bicyclists going to Bristol Center would take a left on Wall Street and a right on Buttonwood Street. At the stop sign for Franklin St. riders would take a left and head down Franklin. There is a crosswalk at Hope Street. Continuing on Franklin will put you at start of the bike path at Independence Park. With ample bicycle parking the entire center of Bristol is accessible.

## **RETURN ROUTE TO THE UNIVERSITY**

In order to return to the University a different route is taken.

The return to campus would start by heading south on Thames St. turn left at the end by the Coast Guard station. East On Constitution Ave. across Hope St.

Turn Right on High Street Left on Wally Street and right on Wood Street.

Once on Wood Street take the left into the public works sewerage treatment. Finding a right-of-way over to Griswold Street would be ideal. An alternative would be to create an off road paved bike way on the East side of Wood Street and Ferry Road. Reconfigure the junction of Griswold and Ferry Road so as to provide safe re-entry the roadway for bike. Continue on Griswold to Metacom Avenue. On the south bound side the paved surface would be expanded in 12 feet up to the University's former construction entrance. Cross carefully and continue on a new university bike path that separates the University from the Ferry Road traffic. At the junction of Old Ferry Road bikes would use the crossing light to the Bridge house a University property. There University shuttle equipped with bike racks would take riders over the bridge.

## SUMMARY

This project would be a sustainability achievement. This cycling route would link the Sakonnet River bike bridge on towards Massachusetts. Other future bike infrastructure improvements would be more possible after implementation this proposal. Commercial utilization of University property could be employed for increased bicycle tourism.

These proposed routes have possible alternatives but in the opinions of Director Burke and Chris Menton these are the quickest safest solutions. Much would only require signage and stencil and line painting on surfaces. With adequate signage safe short cuts for locals converts to bike friendly through routes.

New surfaces should have a different color to distinguish cycle ways. Bike ways close to vehicle way often uses a rust colored hue to distinguish it. Securing rights of ways will provide a challenge. Installing a light at Woodlawn would also be quite the project. The Condominium Association might like a signal light and that could be an incentive to allow a bike way along their property line.

A safe way to walk or bike to Bristol Harbor from the University would be a selling point to prospective students.

Respectfully Submitted  
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## **STREET BY STREET OF ROGER WILLIAMS UNIVERSITY TO BRISTOL CENTER AND BACK CIRCUIT.**

Start at the far northern point of the campus, behind former James L. Maher Center.

A best way needs to be identified to connect to a path that exists by a stonewall along the east side of farm fields. [http://tour.riliving.com/0 METACOM Avenue Bristol RI 02809](http://tour.riliving.com/0%20METACOM%20Avenue%20Bristol%20RI%2002809) photos of 0 Metacom Avenue the area in question

A gate at the north end of the field opens and provides access to Griswold Street.

Taking a right north on Griswold towards Metacom Avenue

Before reaching the bike way will enter the condominium property through a break in the stone. This wall and a post and rail fence will contain the path to the exit across from Woodlawn Street.

At Woodlawn and Metacom a pressure plate traffic signal should be installed.

A cross on to Woodlawn Street.

Take a right onto DeWolf Street.

Follow that to the end at the corner DeWolf and Wall Street's.

Left on Wall

\*(junction to a spur route to Alameda is accessed by a right on to Francis St.)

Right on Buttonwood Street

Left on Franklin Street

Franklin ends a start of East Bay Bike Path.

There is a crosswalk at Hope Street

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Continue on Griswold to Metacom Avenue.

On the south bound side of Metacom the paved surface would be expanded in 12 feet up to the University's former construction entrance.

Cross carefully

\*Spur route to Alameda Right on Francis Street 100 yards down Wall will lead to on the south east border of the boat yard. Out to Franklin Street, cross to rear of parking lots of industries, East to behind businesses on Metacom Behind police out to Bayview . Cross behind Appliance store Left on to Gladding Street into Alameda)

Continue on a new university bike path that will separate the University from the Ferry Road traffic. At the junction of Old Ferry Road bikes would use the crossing light to the Bridge house a University property. There University shuttle equipped with bike racks would take riders over the bridge.



ALTERNITIVE

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