

Approved as written  
**BIKE PATH COMMITTEE MEETING**  
**February 16, 2024**  
**9:00 AM**  
**Jamestown Town Hall**  
**93 Narragansett Ave.**

**I. Call to Order and Roll Call**

The meeting was called to order at 9:04am. The following members were present:

Rip Smith, Steve Engberg, John Hammel, Samira Hakki, Jean Lambert, Lisa Bryer, and Jeremy Collie,

Also present: Alyssa Gomes, BETA; Arek Galle, BETA and Carrie Kolb

Anna Sangree, BETA and Jeff Maxtitus, BETA via teams

Not present: Julie Kallfelz, Erik Brine, and Joyce Antonello,

**II. Approval of Minutes from January 19, 2024 – Review, Discussion, and/or Action and/or Vote**

A motion was moved by Lambert and seconded by Collie to approve the minutes from the January 19, 2024 meeting as written. All in favor.

**III. Jamestown Bicycle and Pedestrian Master Plan: Presentation from BETA - Review, Discussion, and/or Action and/or Vote**

Anna presents Draft of Jamestown, RI Bike & Pedestrian Plan Existing Conditions, Issues and Opportunities (see attached draft).

The agenda for the meeting is: existing conditions, issues & opportunities, high priority corridors and next steps.

All that was reviewed was identified on slide 4.

Further identification of the past plans and reports were on slide 5, including Conanicut Island Greenway Trail system.

Points of interest are where people want to go: natural areas, the fields, the parks, detailed on slide 6.

Population density reviewed on slide 7. It describes who is in town and who to be planning for. The highest density is in Village District where one-fifth of the residents live. Around half of the residents live north of 138. 50% of the residents are under 18 or over 65.

Public and Land Trust Land reviewed on slide 8 shows town, federal or state and Conanicut Island land trust land, which is almost 2 square miles of land.

Public Transit Routes reviewed on slide 9 show the two RIPTA bus routes that serve Jamestown. – go through center of town. Two routes. Route 14 and 64.

Roadway Jurisdiction reviewed on slide 10 shows State owned land and Town owned land and most of the arterial roads are state-owned.

Roadway crashes (2019 – 2023) reviewed on slide 11 with data from the Jamestown Police Department. Crashes resulting in injury typically involve speeding and East Shore Road had the highest percentage.

Existing Pedestrian and Bike Facilities reviewed on slide 12 shows the existing conditions: shared use path, concrete sidewalk, asphalt side, trail, on-street bike lanes, crosswalks and bike racks.

Existing Bike and Pedestrian Assets reviewed on slide 13 highlights the assets that are already here.

#### Issues and Opportunities

Critical connections reviewed on slide 15 shows the existing network. Connectivity is limited to available connections.

Existing Bike and Pedestrian Constraints & Issues reviewed on slides 16 & 17 includes: narrow sidewalks interrupted by utility poles; missing accessible ramp and discontinuous sidewalks; parking on Narragansett; critical gaps lacking comfortable bike and pedestrian facilities creates a high stress environment- like North Road by Great Creek; poor pavement conditions poses a risk for people biking; Route 138 underpass constrained in space and comfort; some roads are narrow with minimal shoulder to ride on; East Shore Road has a high percentage of crashes resulting in injury, an indicator of speeding; and overgrown hedges on Walcott Ave.

Sea level rise vulnerability reviewed on slide 18 where certain areas of town are more susceptible to sea level rise: Great Creek, Mackerel Cove and East Shore Road

Existing Bike and Pedestrian Opportunities reviewed on slides 19 & 20 include: considering alternative low volume routes; formalizing informal connections; repurposing shoulders; take

advantage of town and publicly owned land when thinking about off-road trails and paths; create connections to existing high comfort facilities; and repurposed wide travel lanes.

Build on past efforts reviewed on slide 21 includes: shared path use; sidewalk; traffic calmed street; two-way bike lane; widened shoulder; on-street bike lanes; shared lane and crosswalks.

Workshop Maps reviewed on slide 22 look at the Rolling Agenda workshop maps, which are filled with great ideas.

Overview of STIP ID 9992 reviewed on slide 23 is from the RIDOT presentation on North Road bridge at Great creek and East Shore Road. It is important to make sure our efforts align.

Educational opportunities reviewed on slide 24 includes: bike safety classes; learn to ride classes for youth and adults; bike rodeo; safety gear giveaways; safe routes to school; traffic garden by Lawn School; and partnerships with Rolling Agenda.

High Priority Corridors reviewed on slide 26 maps the focus areas on key corridors: biking priority; biking consideration; pedestrian priority and priority pinch point.

School area reviewed on slide 27 includes: pedestrian connection along Melrose Avenue; pedestrian connection along Watson Avenue; proposed area for a traffic garden; paths through the school grounds and pedestrian/bicycle connection along Arnold Avenue.

East-West connectivity reviewed on slide 28 with options Spindrift to Cedar Lane, Tashtassuc Road, Hull Street to Seaside to North Road, through Watson Farm driveway. (Check slide once received)

Draft Bike Assessment reviewed on slides 29 & 30 includes: high priority corridors; barriers; constraints; and opportunities.

Bike Toolbox reviewed on slide 31 includes: conventional bike lane; buffered bike lane; sidewalk separated bike lane; stone dust path; shared use path; and shared street

Walk toolbox reviewed on slide 32 includes: curb extensions; rapid rectangular flashing beacon (RRFB); lighting and street trees; raised intersection; pedestrian signals; sidewalks; accessible signals and ramps; and median refuge island.

Next steps reviewed on slide 33

- Preliminary recommendations
  - Identify alternatives for each priority area
  - Create concepts for select locations:
    - North Road
    - East Shore Road
    - Hamilton Avenue
    - Pinch points

- Identify Educational/Policy Opportunities
- Community Engagement – Earth Day (April)

Schedule reviewed on slide 34:

Existing conditions – draft completed

High Priority Corridors & Network Assessment: draft completed

Receive Input from Community/Committee: Now

Draft Recommendations: April/May

Discussion:

Traffic accidents: Galle – highlighted that Hull Street had a bicycle crash.

Critical connections: North Road is critically important.

Parking on Narragansett Avenue: keeps people going slow/calming mechanism.

Overgrown hedges: not just on Walcot, they are all over the island.

Sea Level Rise: the year 2100 is too far out. We are seeing sea level rise impacts now. Three scenarios would be good. The source was URI.

East Shore Road: Emphasis on safety through East Shore Road. This is a great opportunity to plan right. East Shore Road had been discussed as a priority area by the Bike Path Committee. More people are walking on the road.

Recreation areas: Beavertail Road should be on the list. Hammel asked how/why picked areas? Sangree said that areas that are really important for people to get around town. Sangree said that people walk shorter distances and bike longer distances. Hammel thinks that Beavertail Road should be on the list for recreation. Hakki said that bikers complain about not being able to go around the tip at Beavertail. Arek – maintain access by lighthouse.

Beavertail in terms of recreation. Galle said get across mackerel cove to Fort Getty in one phase and to Beavertail Road in phase two. Smith asked about the Beavertail Master Plan: Are trails part of it? Galle said it is not bike only and walking paths are part of the plan.

Collie asked how does town plan work with State Plan? How do we interface with DEM? Galle said bringing bikes to the parks are in line with DEM. Galle asked about creating a lane in Fort Wetherill? Bryer worries about widening lanes in state parks because it increases the speeds. Lambert said that public education is necessary. Hakki said the speed limit is 15. Bryer brought up the points of recreation vs. transportation. Sangree likes the idea because Beavertail and Ft. Wetherill are recreation.

Schools: there are gaps in the network. Galle said that this warrants more thinking. For pedestrian create a loop where people can walk was an idea suggested. Hakki said to create a fitness circuit around the school and raised the question of how do you do it with the Tribe – its

is a burial ground. Galle said that there are solutions for building out instead of going down. On Arnold, there could be a paint or striping as a solution.

Hakki said that she likes thoughts of getting out of the South Shores. Collie said it is good to have them all on the table. An idea brought up is to look at right of way that town has but doesn't use. Galle said to create another map with right of way/paper roads and loop at the dump.

Smith said that the tree committee interested in planting trees along the bike path. Include them in planning or workshops at the end.

Hakki said that school sent a letter to Pam Cotter at DOT asking RIDOT to include bike and pedestrian on North Road.

Bryer said there is a Safe Routes to School meeting for pre-construction on Feb. 27.

Lambert said that bike path paving in budget. The plan is to pave up to America Way, but it depends on bids.

Hakki asked for an update for \$100,000 from RIDOT? Bryer said that Ed Mello is pursuing it.

#### **IV. Conservation Commission Earth Day Event on April 20, 2024 - Review, Discussion, and/or Action and/or Vote**

Gomes said that BETA can create a poster for Earth Day that will show a map from Sangree's report that will include High Priority corridors.

#### **V. Future Meetings – Review, Discussion, and/or Action and/or Vote**

The next meeting is scheduled for Friday, March 15, 2024 at 9:00am.

#### **VI. Adjournment**

A motion to adjourn at 10:25 was moved by Lambert and seconded by Smith. All in favor.

Attest:

Carrie Kolb