



# JAMESTOWN, RI BICYCLE & PEDESTRIAN PLAN

2024









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# 1

# Executive Summary

## Project Purpose & Goals

Jamestown's Bicycle and Pedestrian Plan was initiated by the Jamestown Bike Path Committee. The committee was formed in 2022 by the Town Council, and is made of up Jamestown residents and town staff interested in improving conditions for people biking. The plan examines conditions for people both walking and biking recognizing the overlap, prioritizes placement of shared use facilities, and provides a road map for the town's future investments in bicycle and pedestrian infrastructure. The main goals of the plan and future bicycle and pedestrian network are to:

- Create safe and comfortable ways for people to get around Jamestown on bike and foot.
- Design for all ages and abilities, recognizing what is safe or comfortable for a confident adult may not be safe or comfortable for a child or older adult.
- Improve bicycle connectivity between the island's neighborhoods and natural areas focusing on pinch points and barriers.
- Promote both recreational and everyday walking and biking.
- Promote a walkable and accessible village center that encourages communing with neighbors, enjoying Jamestown's local businesses, and connecting village residents with local destinations.
- Protect the natural environment by encouraging more non-auto trips on the island.

## Study Methodology

The Jamestown Bicycle and Pedestrian Plan was conducted in three distinct phases:

1. Inventory existing bicycle and pedestrian conditions. This includes the identification of gaps in the biking and walking networks and priority corridor across the island. It also summarized previous and proposed improvements by others.
2. Identify and analyze potential bicycle and pedestrian safety and facility improvements. This includes identification of opportunities and constraints and a toolbox for addressing bicycle and pedestrian solutions.
3. Summarizing recommendations in the Bicycle and Pedestrian Plan. This includes a range of on-road and off-road facilities for bicyclists and pedestrians.



## Study Methodology Cont.

Throughout the study, the Bicycle and Pedestrian Plan was coordinated with town staff and the Jamestown Bike Path Committee. The following meetings were held with the Jamestown Bike Path Committee throughout the study process:

- Kick-Off meeting December 8, 2023
- Existing Conditions - February 16, 2024
- Draft Recommendations - April 19, 2024
- Draft Report - June 14, 2024

In addition, a public meeting workshop was held on June 18, 2024 to receive comment and feedback from the public and stakeholders on the draft plan.

## Existing Conditions

Dedicated bicycle facilities in Jamestown include the recently constructed shared use path on North Main Road that follows the Jamestown Reservoir, the trail along the Reservoir connecting to Eldred Avenue, and striped on- street bike lanes on Walcott Avenue. Many roads in Jamestown are low volume residential roads with low speeds. These roads provide a low-stress experience for people walking and biking on the street due to minimal interaction with high-moving vehicles. Providing connections along higher speed and volume roadways and between walking and bicycle facilities is a priority.

Jamestown's sidewalks and crosswalks are concentrated in and around the village center. Concrete sidewalks in good condition provide





access along Narragansett Avenue to the business district, and continue towards the schools, library and senior housing area to the west on Pemberton Avenue, Watson Avenue and Lawn Avenue. The rest of Jamestown's sidewalks including those on Hamilton Avenue, Conanicus Avenue, Walcott Avenue, Melrose Avenue, and Beavertail Road are typically asphalt in fair to poor condition. Many sidewalks are narrow and are interrupted by utility poles and vegetation.

The most pedestrian and bicycle crashes occurred on Narragansett Avenue (four crashes) of which three involved people walking and one involved a person biking. East Shore Road and North Main Road both had one pedestrian crash during the time period. North Main Road, Hull Street and the East Ferry Wharf each had one bicycle crash during the time period.

## Bicycle and Pedestrian Plan Recommendations

Bicycle and pedestrian plan recommendations are summarized on the following figures.

Recommended facilities include:

- Shared-Use Path (pedestrians and bikes)
- Shared lanes
- On-road bike lanes
- Advisory Bike Lanes
- Widened shoulders for pedestrian and bicycle accommodation
- Traffic calming devices
- Sidewalks
- Transition crossings between different pedestrian and bicycle facilities





# Bicycle Plan

- SHARED LANE
- SHARED USE PATH
- TRAFFIC CALMING / WAYFINDING
- ON-ROAD BIKE LANE
- WIDENED SHOULDER
- ADVISORY BIKE LANE
- EXISTING FACILITY



1

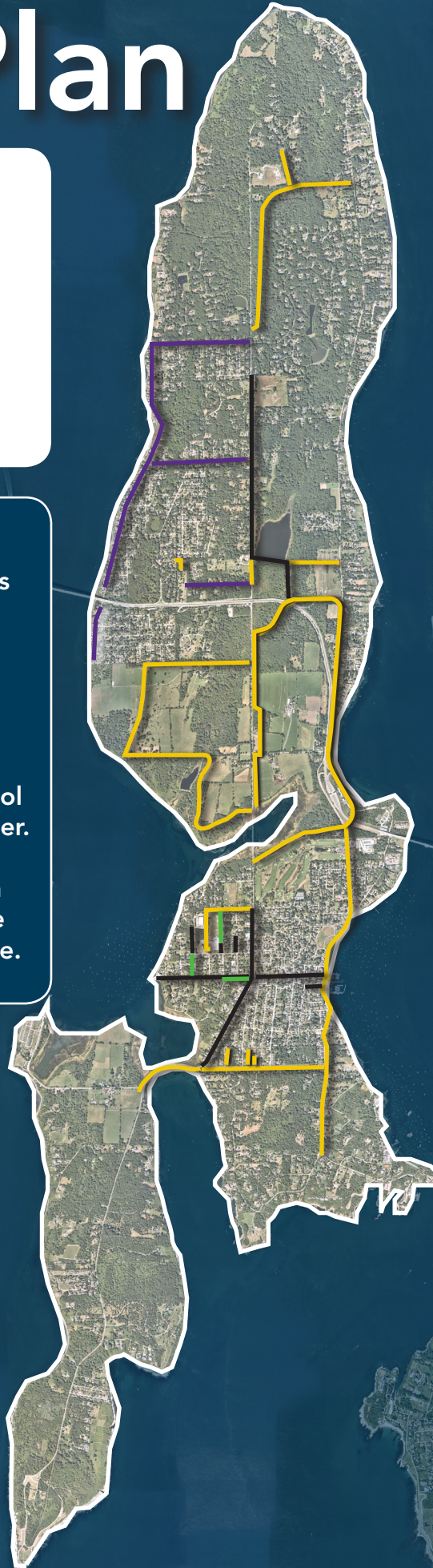
Introduction



# Walk Plan

- SHARED USE PATH
- TRAFFIC CALMING
- SIDEWALK
- EXISTING FACILITY

In general, this report seeks to provide facilities suitable for people both walking and biking through an extensive network of shared use paths. Walking specific recommendations are focused around the school facilities and village center. Three new sidewalks are recommended - on Lawn Avenue, Melrose Avenue and Narragansett Avenue.









# 2

## Introduction

### Project Purpose & Goals

Jamestown's Bicycle and Pedestrian Plan was initiated by the Jamestown Bike Path Committee, a group of Jamestown residents and town staff interested in improving conditions for people biking, formed by the Town Council in 2022. The plan examines both walking and biking conditions in town, understanding the overlap between the two, particularly when considering placement of shared use path facilities used by people both walking and biking. This plan provides a road map for future investments in bicycle and pedestrian infrastructure guiding a connected network where people can navigate on foot or bike. The main goals of the plan and future bicycle and pedestrian network are to:

- Create safe and comfortable ways for people to get around Jamestown on bike and foot.
- Design for all ages and abilities, recognizing what is safe or comfortable for a confident adult may not be safe or comfortable for a child or older adult.
- Improve bicycle connectivity between the island's neighborhoods and natural areas focusing on pinch points and barriers.
- Promote both recreational and everyday walking and biking.
- Promote a walkable and accessible village center that encourages communing with neighbors, enjoying Jamestown's local businesses, and connecting village residents with local destinations.
- Protect the natural environment by encouraging more non-auto trips on the island.

### Project Process

#### ASSESS EXISTING CONDITIONS

- Points of Interest
- Critical Island Connections
- Population Density
- Past Planning and Design Efforts
- Existing Bike and Pedestrian facilities and programs
- Roadway Jurisdiction, Existing Widths and Right of Way
- Roadway Crashes
- Public and Land Trust-Owned Land
- Sea Level Rise
- Public Transit
- High Priority Corridors & Areas
- Issues and Opportunities

#### ENGAGE RESIDENTS AND STAFF

Bike Path Committee Meetings  
Public Meeting

#### RECOMMEND

Bike Plan  
Walk Plan



# Public Engagement

1

## Bike Path Committee Meeting #1

### Kick Off

Discussed project goals, preferred bike and walking facility types, and important areas in town for focusing recommendations.

Coordinated project logistics including project timeline.

2

## Bike Path Committee Meeting #2

### Existing Conditions

Presented existing conditions assessment, including information about previous planning efforts, the existing network of bicycle and pedestrian facilities, existing roadway widths and right of way, sea level rise, publicly owned land, and roadway safety. Team shared a map of the highest priority locations in town for both walking and biking. Committee members offered feedback on the existing conditions assessment.

3

## Bike Path Committee Meeting #3

### Draft Recommendations

Presented draft recommendations with the committee, including roadway redesign options and bike and pedestrian policy changes. The committee offered feedback on the recommendations including design modifications and preferences for alternative facility types.

2

Introduction





5

## Public Meeting

### Draft Report

Presented the existing conditions assessment and draft recommendations with the wider Jamestown community. The public provided feedback on the plan through verbal comment and through a few map exercises.

4

## Bike Path Committee Meeting #4

### Draft Report

Presented modifications to the draft recommendations and shared the draft report chapters. The committee provided feedback in advance of the public meeting.



# Public Meeting



Boards displaying the project purpose and goals, public engagement time line, and tool box for improvements.



Attendees interacting with the improvements roll plan.

On Thursday, June 18, 2024, Lisa Bryer, the town planner, and BETA Group hosted a public meeting at Jamestown Town Hall to present the draft bicycle and pedestrian master plan. Several members from the Bike Path Committee attended as well as residents from the community, totaling about 30 attendees. The attendees expressed their thoughts, concerns, and admiration for the master plan, all of which were taken into consideration when developing this report.

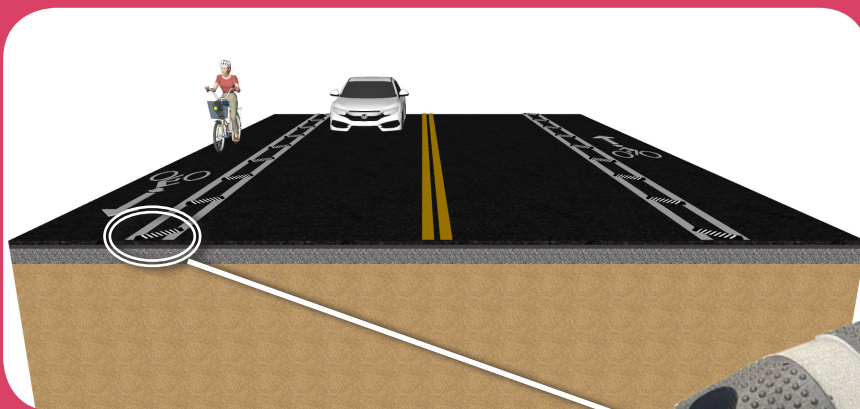
Overall, the public voiced support for the ideas presented in the plan. Boards highlighting the project purpose and goals, public engagement time line, and tool box for improvements were displayed up front for the attendees to refer to as well as a roll plan of the entire island with color coordinated routes showing where improvements are recommended. At the end of the presentation, attendees were encouraged to write any additional thoughts on post-it notes and place on the roll plan. A summary of the feedback received during the meeting is displayed below.

## Summary of Public Meeting Q&A

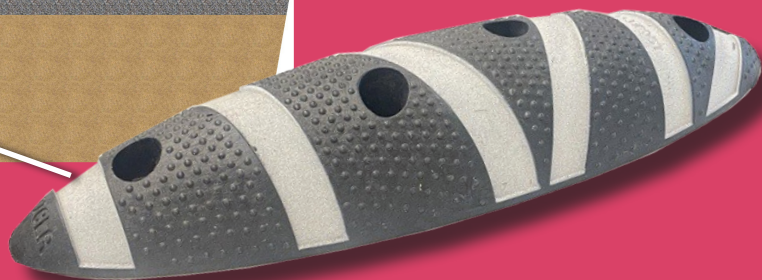
- Concern for the North Road crossing over Great Creek, and the vulnerability of the marsh related to climate change. Project team response: Coordination with RIDOT will be necessary.
- Desire for a linear park carrying the bike path over Great Creek.
- Question: Do we need state permission for state roads? Project team response: Yes, **there will need to be coordination. This plan will support the conversation with the state.**
- Concern that bikes on North Road do not always use the existing shared use path.
- Confusion whether the existing shared use path on North Road will continue to West Reach. As of the public meeting, this segment had not yet been constructed.
- Question: Will the plan prioritize projects for installation? **Project team response: Not yet. It will be up to the town to prioritize what will happen first.**
- Support for a bicycle facility over Great Creek.
- Support for coordinating with the land trust land to make an east-west connection.
- Concern for those unfamiliar with the concept of an advisory bike lane. Project team response: Education will be necessary when introducing the advisory bike lane.
- Desire for a shared use path on Beavertail Road.
- Question: Who is coordinating stakeholders? **Project team response: The town and the advisory committee.**



- Desire for a lower speed limit on North Road.
- Desire to reinforce speed limits using speed cameras.
- Desire to share the plan more widely with the Jamestown community and engage residents when determining priorities for installation.
- Plan is intended to be a road map so that it is not missed in the future.
- Desire to educate people walking and biking that the new shared use paths are designed to accommodate both user types.
- Question: How will we determine cost? **Project team response: the plan provides a high level estimate for the estimated cost of the project. More detailed estimates will be developed during the design phase of the project.**
- When the Town bought development rights to Windmist and Dutra farms about ten years ago one of the provisions was that a footpath could be built through the pastures next to North Road. **Project team response: The alignment will be added to the plans from Great Creek, across Weeden Lane, and connect to alignment that goes under 138.**
- Question: How would erosion be addressed along the first section of East Shore Road? Should the bike lanes be on the inside and vehicular lanes on the outside? **Project team response: Erosion is an important element to consider for this project and will be handled during the design phases.**
- Beavertail Road would be best suited with a shared-use path: **Project team response: We will change this area to a shared-use path.**
- Bike Routes often include Sharrows, but I would be very cautious with those - painting the pavement all over town will change the very special rural character of Jamestown. **Project team response: We will make a note to limit signage and striping.**
- Residents don't feel safe walking/ biking on Beavertail Rd. **Project team response: We will make a note that during the design phase, coordination with RIDOT can be planned to talk about speeds.**
- The icon for traffic calming is misleading. **Project team response: We will make it more generic to avoid confusion.**
- Bike and pedestrian circulation would be improved with maintenance of shrubs and the inclusion of curb extensions and additional crosswalks. **Project team response: We will include these in the report.**
- Consider connecting paper street to Hamilton Ave. **Project team response: We will show the extensions of the paper streets to Hamilton Ave.**

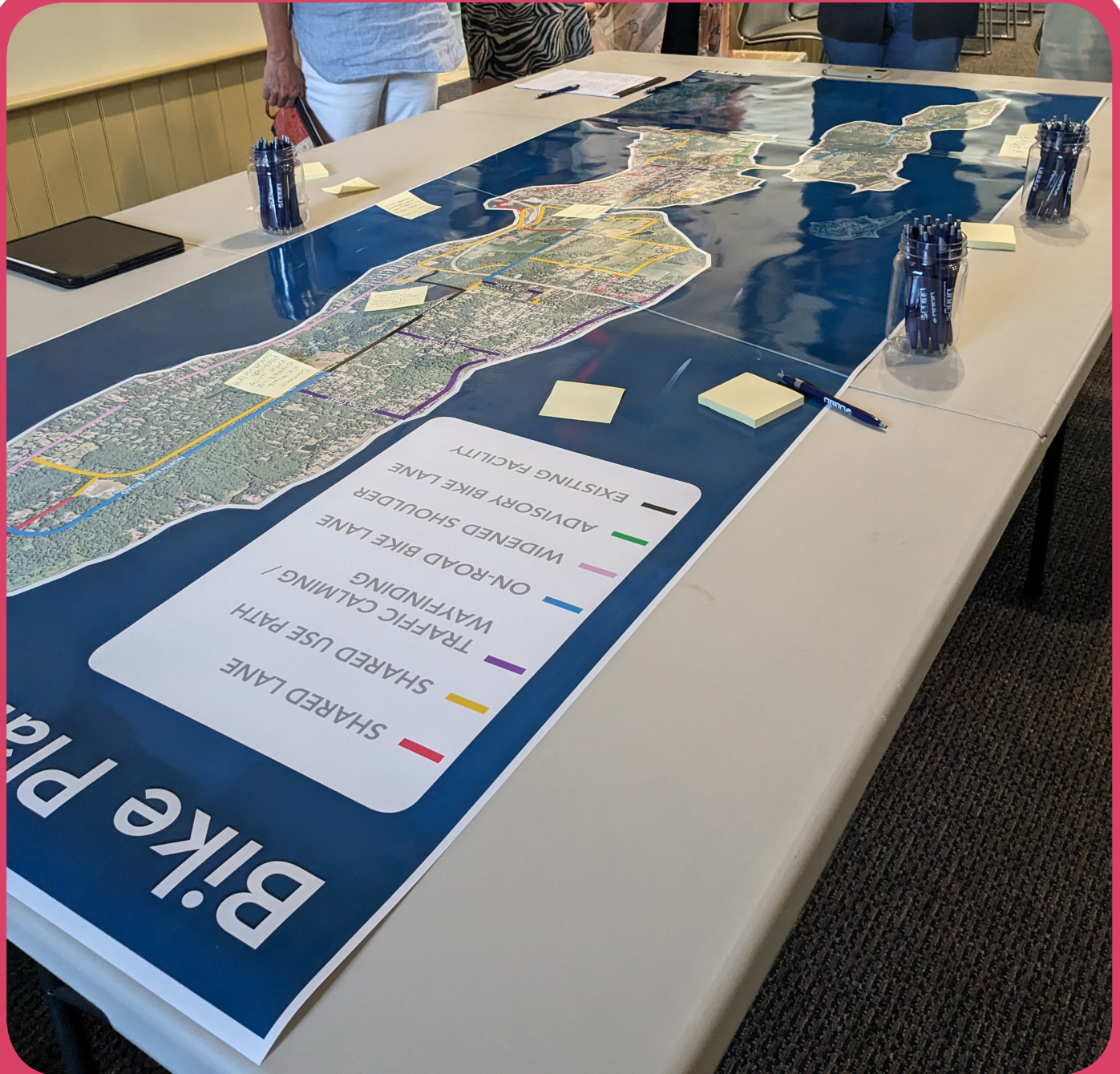


A member of the Bike Path Committee brought in an "armadillo," a low cost option to prevent vehicles from entering a bike lane.





# Public Meeting Continued



Notes written by attendees on the master plan improvements roll plan.



Seaside has a lot of blind spots due to overgrowth & the condition of the road (potholes etc.) cause biking in the middle of rd. Traffic Calming would be very helpful.

CONNECT  
EXISTING  
SHARED USE  
PATH WITH  
PROPOSED  
SHARED USE PATH

Consider  
connecting  
reservoir circle  
directly to  
the eldred/reservoir  
bike path

PLEASE A  
Bike Path  
here @ Zekes

Overall  
Transition  
from "car"-centered  
Roads

to "people-centered"  
for engaging more  
people/community  
members' buy-ins

education of bus  
passing laws.

ALLOW  
PEDESTRIAN  
ACCOMODATIONS

"Accessibility  
PATHS"

"Access PATHS"

1. East west go down to go home
2. Great Creek
3. Nazz. Ave. 15100 Park.

Chase Farm  
Pathway 444







# 3

## Existing Conditions

### Jamestown's Location

Surrounded by the Narragansett Bay and the Atlantic Ocean on all sides, Jamestown is a unique Rhode Island town both fully on an island and easily accessible by bridge from Newport and North Kingstown. The majority of Jamestown is located on Conanicut Island, a geographically long and narrow strip of over nine square miles of land. For this study, the island is broken up into three main parts. The lower part of Jamestown, where Beavertail State Park and Fort Getty Park are located, is only connected to the rest of the island by a thin causeway. The village center is the most densely populated area of town where most town services are. Separated from the village center by Route 138 and Great Creek, the North End is the third main section of Jamestown and has several residential areas as well as the Jamestown reservoir, several areas for public water access and ball fields. The separate sections of Jamestown are connected by a few roadways providing critical connections across the island. The town prides itself on its rural natural areas, the tight knit village center and access to the ocean.

### History

Jamestown and Conanicut Island has a rich history of human development dating back more than 30,000 years when the Narragansett people were first known to interact with the area. Notably, the largest known Native American burial ground in New England is

located next to the Lawn School. Jamestown's location on several water bodies has been a strategic location militarily throughout its history. Reminders of past military actions of the Revolutionary War, the Spanish American War, World War I, and World War II can still be seen through historic fortifications located across the island including at Fort Getty, Beavertail State Park and Fort Wetherill.

### Demographics

In current day, Jamestown is home to approximately 5,500 people. Around 96 percent of residents identify as White, 86 percent of homes are owner-occupied, and around 70 percent of people over 25 have a college education. The median household income is around \$130,000, higher than Rhode Island median income of \$80,000. Around 16 percent of residents in Jamestown are under the age of 18, and 33 percent of residents are over the age of 65. The town's aging population is higher than the rest of the state where just 19 percent of people are over the age of 65. Designing facilities that are attractive for older adults is an important aspect of the plan.



## Previous & Ongoing Planning & Design Efforts

### **Jamestown School Grounds & Safe Routes to School Improvements, 2023**

Jamestown was awarded Safe Routes to School funding to complete improvements by the Melrose and Lawn Schools including a new sidewalk on Lawn Avenue, a new sidewalk and crosswalk on North Road by the library, and a path connecting Watson Avenue to the Melrose School parking lot.

### **Jamestown Reservoir Trail Safety Analysis, 2021**

The town created plans to improve access on Eldred Avenue to the Reservoir trail including a two-way bike facility on Eldred Avenue, bike lanes on East Shore Road and improved crosswalks.

### **Rolling Agenda Survey and Presentation, 2022**

Bike advocacy group, Rolling Agenda, held a community meeting and a survey to understand biking attitudes and needs. Suggestions included improved biking and walking connectivity on North Road, North Main Road, and Beavertail Road, and traffic calming on Bay View Drive and Walcott Road.

### **Walkability in Village Center - SWOT Analysis, 2023**

Jamestown's Bike Path Committee assessed strengths, weakness, opportunities and threats (SWOT) in the village center. Recommendations from the analysis included traffic calming on High Street and Howland Avenue, a multi-use path on Arnold Road and improved sidewalks on Conanicus Avenue.

### **Bicycle Facilities - SWOT Analysis, 2023**

The Bike Path committee assessed SWOT for bike facilities as well. Recommendations included a path on North Road, Eldred Avenue, East Shore Road and Southwest Avenue, a bike facility on Hamilton Avenue, and a wider shoulder on Beavertail Road.

### **Statewide Bicycle Mobility Plan, 2020**

The plan developed by the State of Rhode Island for roadways statewide recommends short- and long-term modifications to the Jamestown and Newport Bridges to accommodate bicycles. Long term recommendations include a shared use path on both bridges.

### **Town Comprehensive Plan, 2014**

The plan included actions to improve bicycle and pedestrian accommodation, including the recently completed Reservoir trail, the formed bike committee, bike lanes when road upgrades occur, traffic calming options, and bike and pedestrian related subdivision requirements.

### **Land Use Plan for Jamestown School Grounds and Neighborhood, 2008**

Guiding the Safe Routes to School funding application, this plan sought to improve multi-modal circulation by Jamestown's schools. The plan recommended a trail system within the school campus, sidewalks on Watson Avenue, Melrose Avenue and North Road, crosswalks, and bike racks.

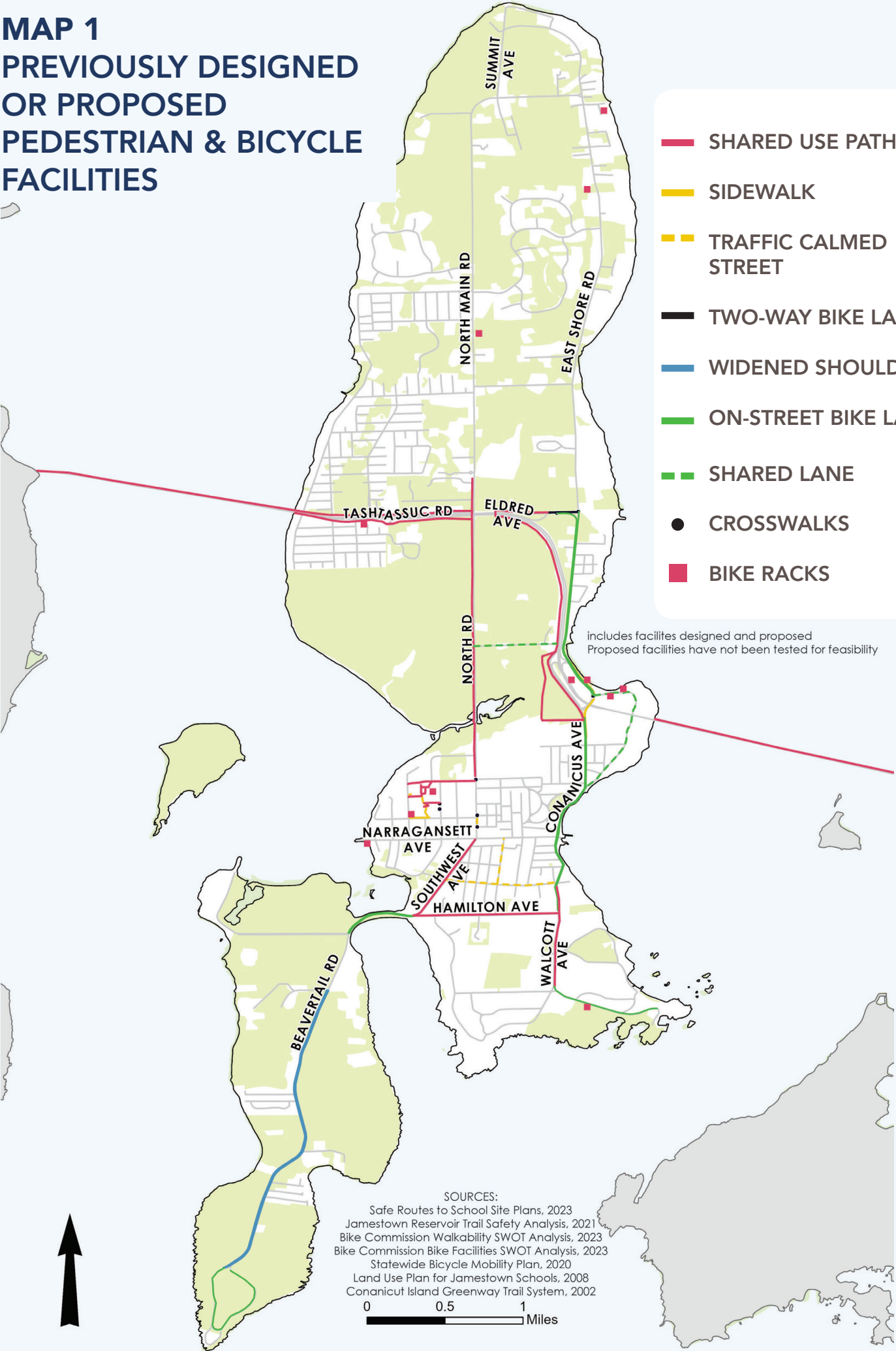
### **Jamestown Village Vision Plan, 2007**

This plan aimed at managing future growth and development within the village center. Recommendations included improving pedestrian and recreational access to the waterfront.



# MAP 1

## PREVIOUSLY DESIGNED OR PROPOSED PEDESTRIAN & BICYCLE FACILITIES



SOURCES:  
 Safe Routes to School Site Plans, 2023  
 Jamestown Reservoir Trail Safety Analysis, 2021  
 Bike Commission Walkability SWOT Analysis, 2023  
 Bike Commission Bike Facilities SWOT Analysis, 2023  
 Statewide Bicycle Mobility Plan, 2020  
 Land Use Plan for Jamestown Schools, 2008  
 Conanicut Island Greenway Trail System, 2002

0 0.5 1 Miles



## Existing Network of Bicycle and Pedestrian

Jamestown’s sidewalks and crosswalks are concentrated in and around the village center. Concrete sidewalks in good condition provide access along Narragansett Avenue to the business district, and continue towards the schools, library and senior housing area to the west on Pemberton Avenue, Watson Avenue and Lawn Avenue. The rest of Jamestown’s sidewalks including those on Hamilton Avenue, Conanicus Avenue, Walcott Avenue, Melrose Avenue, and Beavertail Road are typically asphalt in fair to poor condition. Many sidewalks are narrow and are interrupted by utility poles and vegetation. There are a few gaps in the network of sidewalks connecting to the school facilities, including on Watson and Lawn Avenues. Besides town sidewalks, residents and visitors can also walk along off road trails including those within Beavertail State Park, Fort Getty State Park and Fort Wetherill State Park.

Dedicated bicycle facilities in Jamestown include the recently constructed shared use path on North Main Road that follows the Jamestown Reservoir, the trail along the Reservoir connecting to Eldred Avenue, and striped on-street bike lanes on Walcott Avenue. Besides defined biking trails, people in Jamestown bike on striped shoulders on other roads, including parts of Beavertail Road and East Shore Road. Bike parking is provided by school facilities, destinations on Narragansett Avenue, and at parks and Beaches including Mackerel Cove Beach.

Many roads in Jamestown are low volume residential roads with low speeds. These roads provide a low-stress experience for people walking and biking on the street due to minimal interaction with high-moving vehicles. Providing connections along higher speed and volume roadways and between walking and bicycle facilities is a priority.

### Road and Land Ownership

When considering placement of off-road paths or trails, public and land trust-owned land presents an opportunity to better connect neighborhoods without the levels of coordination required in building infrastructure on private land.

The Town of Jamestown owns around 580 acres of land, including the Jamestown Golf Course, Fort Getty Park, part of Beavertail State Park, the school complex, the Jamestown Reservoir and the fields to the south, as well as many other wooded areas throughout the town. The State owns Beavertail State Park, Fort Wetherill and the RI Turnpike Authority area. The Land Trust owns a variety of preserved land.

The main roads in Jamestown are typically owned by the State of Rhode Island, including North Road, East Shore Road, and Beavertail Road, meaning roadway changes must be coordinated with the state.



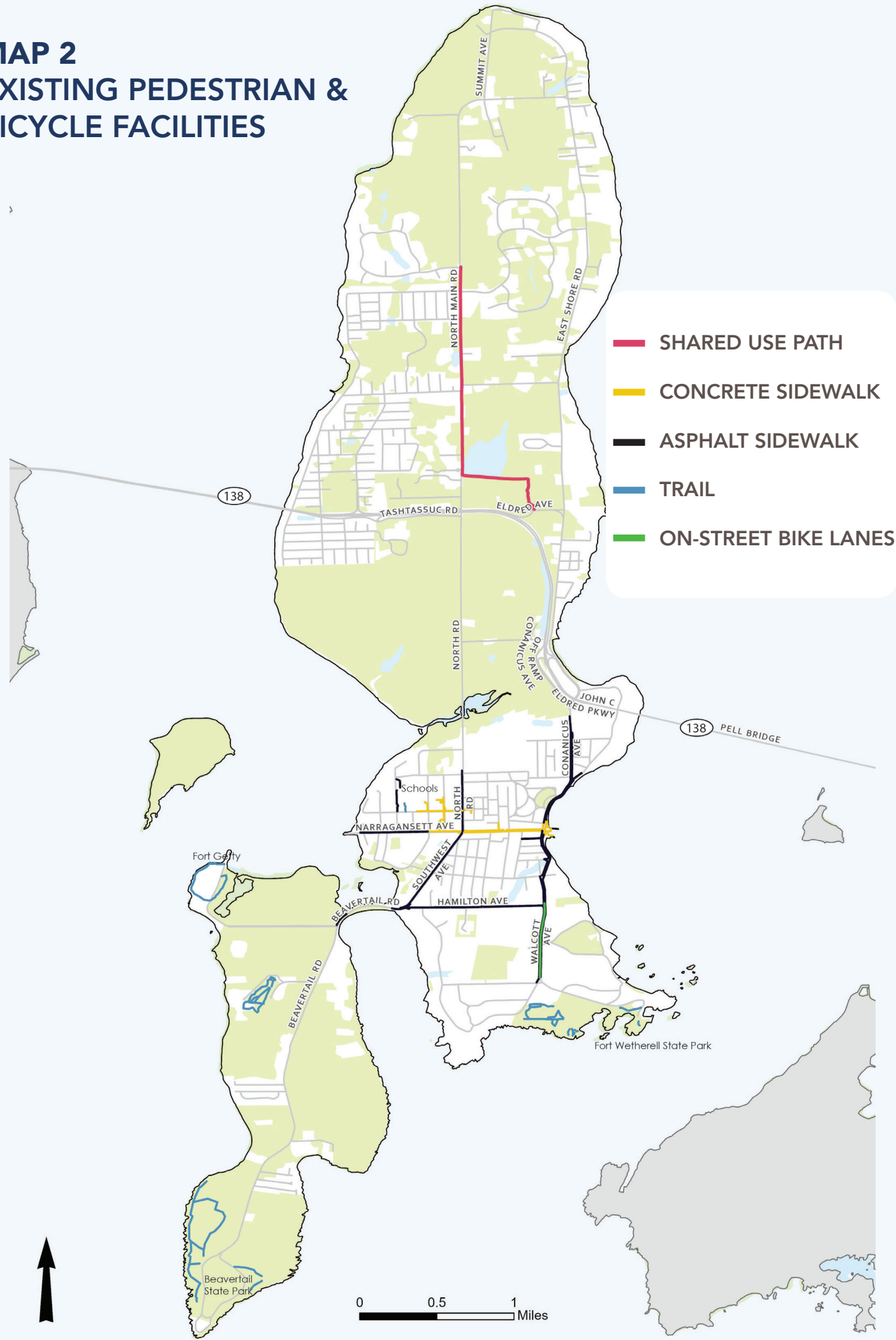
Shared use path on town-owned North Main Road connects to the Reservoir trail.



Walcott Avenue on-street bike lanes and sidewalk in poor condition are under state jurisdiction.

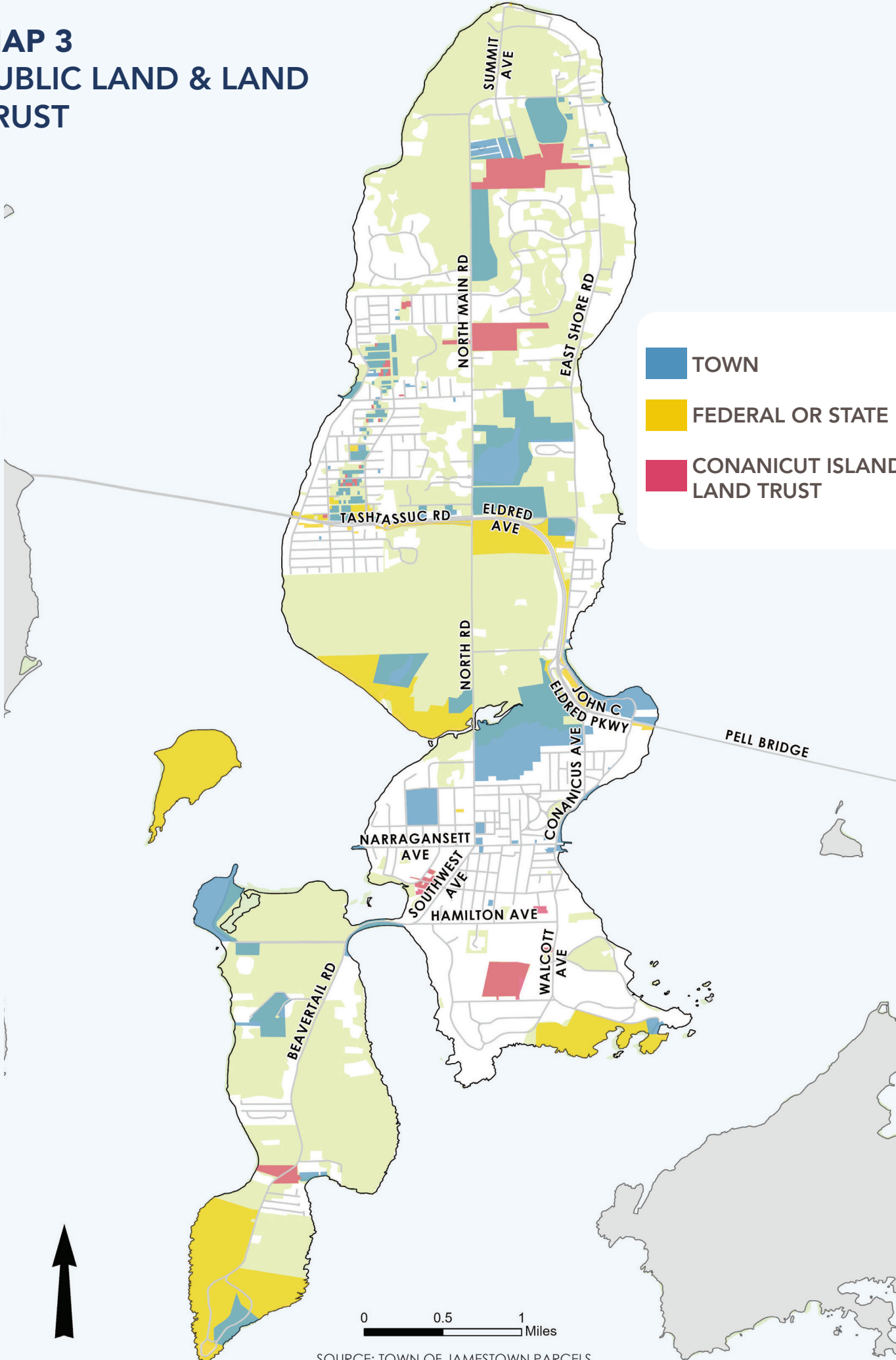


MAP 2  
EXISTING PEDESTRIAN &  
BICYCLE FACILITIES



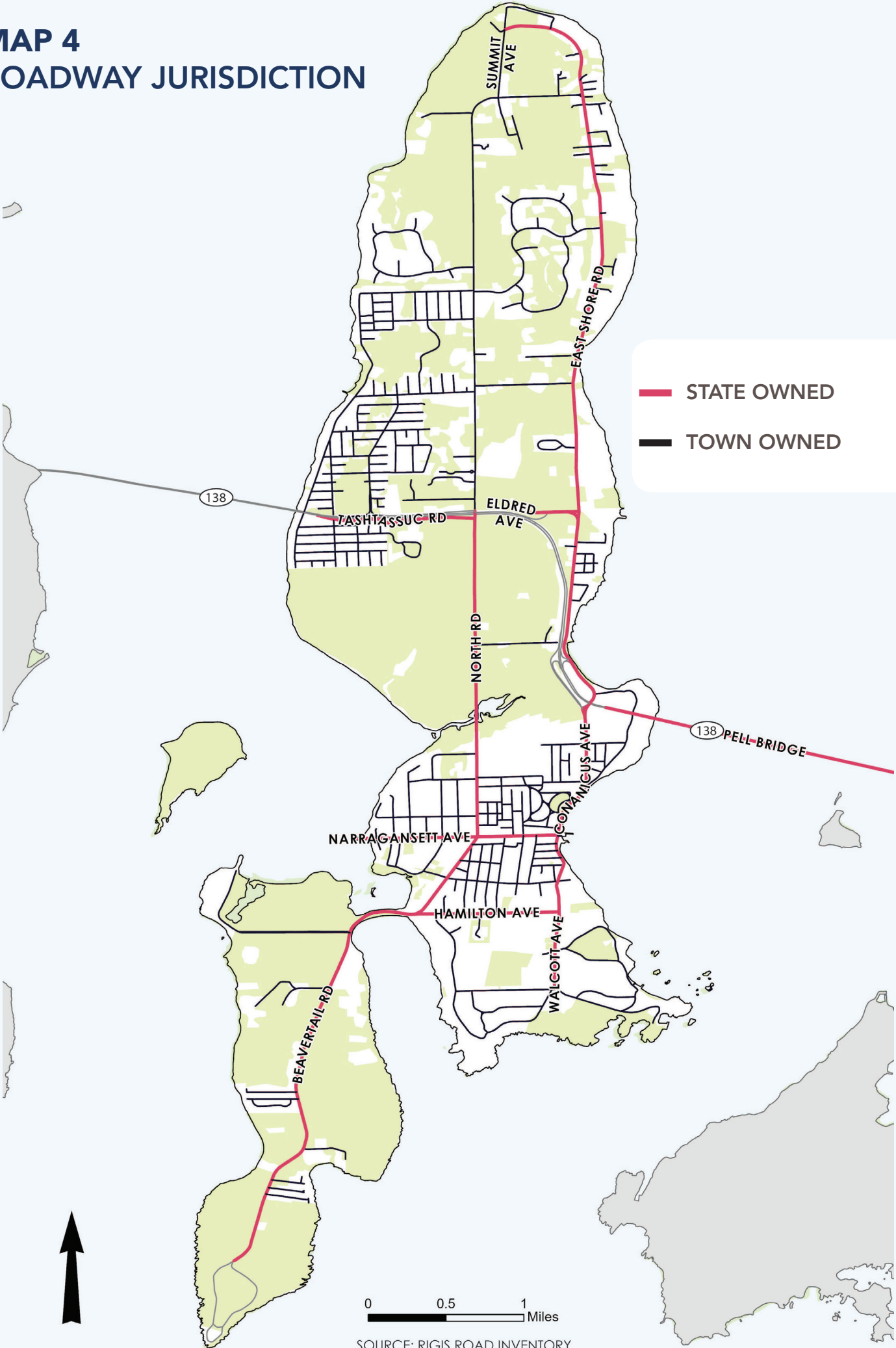


MAP 3  
PUBLIC LAND & LAND  
TRUST





MAP 4  
ROADWAY JURISDICTION





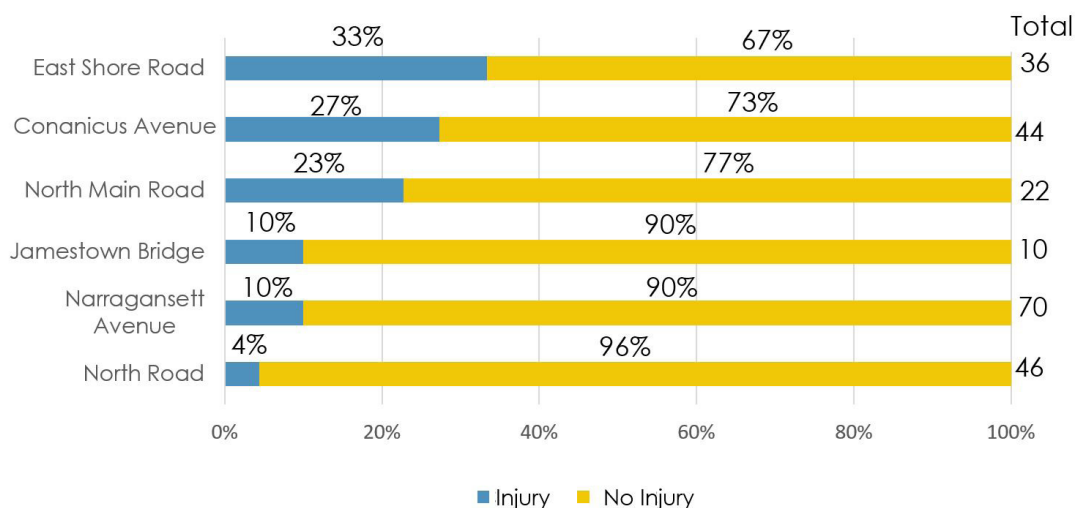
## Roadway Crashes

Understanding the safety of existing roadways for people walking and biking can offer insight into where improvements would be most beneficial. According to crash data from the Jamestown Police Department for 2019 to 2023, and the first month of 2024, there were 596 crashes on roadways in Jamestown. Many of these crashes occurred on Route 138 and not on local roads where people walking and biking would travel.

The most pedestrian and bicycle crashes occurred on Narragansett Avenue (4 crashes)

or which three involved people walking and one involved a person biking. East Shore Road and North Main Road both had one pedestrian crash during the time period. North Main Road, Hull Street and the East Ferry Wharf each had one bicycle crash during the time period. For all roadway users, the roadways with the highest number of crashes resulting in injury were Narragansett Avenue, North Main Road, Conanicus Avenue and East Shore Road. East Shore Road and Conanicus Avenue had the highest percentage of crashes resulting in injury.

### 2019 - 2024 Percentage of Injury Crashes on important Pedestrian & Bicycle Connector Roadways





## 2019 - 2024 Crashes on important Pedestrian & Bicycle Connector Roadways

Street	Injury Crashes	Pedestrian Crashes	Bicycle Crashes	Total Crashes
Narragansett Avenue	7	3	1	70
North Road	2	-	-	46
Conanicus Avenue	12	-	-	44
East Shore Road	12	1	-	36
North Main Road	5	1	1	22
Beavertail Road	-	-	-	18
Fort Wetherill Road	-	-	-	10
Jamestown Bridge	1	-	-	10
Southwest Avenue	2	-	-	8
Carr Lane	2	-	-	6
Walcott Avenue	-	-	-	5
Pemberton Avenue	-	-	-	5
East Ferry Wharf	-	-	1	2
High Street	-	-	-	2
Howland Avenue	-	-	-	2
Hull Street	1	-	1	2
Melrose Avenue	-	-	-	2
Eldred Avenue	-	-	-	1
Fort Getty Road	-	-	-	1
Hamilton Avenue	-	-	-	1
Watson Avenue	-	-	-	1



## High Priority Corridors & Areas

High priority corridors provide the highest connectivity for people walking and biking to access destinations and neighborhoods across town. They were identified through the past plans and reports in town, mapping of key destinations, and discussion with the Jamestown Bicycle Committee. The high priority corridors include areas that currently have either no walking or biking accommodation or insufficient walking and biking accommodation.

The highest priority bicycle corridors identified are East Shore Road/Conanicus Avenue/Bay View Drive/Walcott Avenue, North Road/Southwest Avenue, and Beavertail Road, as these roads connect the three distinct parts of the island – the Village Center, North End, and Beavertail State Park portion of the island. These roads, all traveling north-south can be seen as the “spine” of the island. East-west connectivity across the island at various points is also crucial. Narragansett Avenue provides the main east west connection through the village center, while serving many of Jamestown’s most visited businesses and services. Hamilton Avenue also provides a key east-west connection. In the North End, the newly constructed shared use path by the Jamestown Reservoir connects east west from North Road to East Shore Road, but this does not connect fully to the residential areas west of North Road.

To accommodate people walking, shared use facilities that accommodate people both walking and biking with separation from motor vehicles is a preferred type of facility. Priority specifically for people walking is identified in the village center area connecting the residential areas to the water, town services, schools, and commercial areas.



East Shore Road



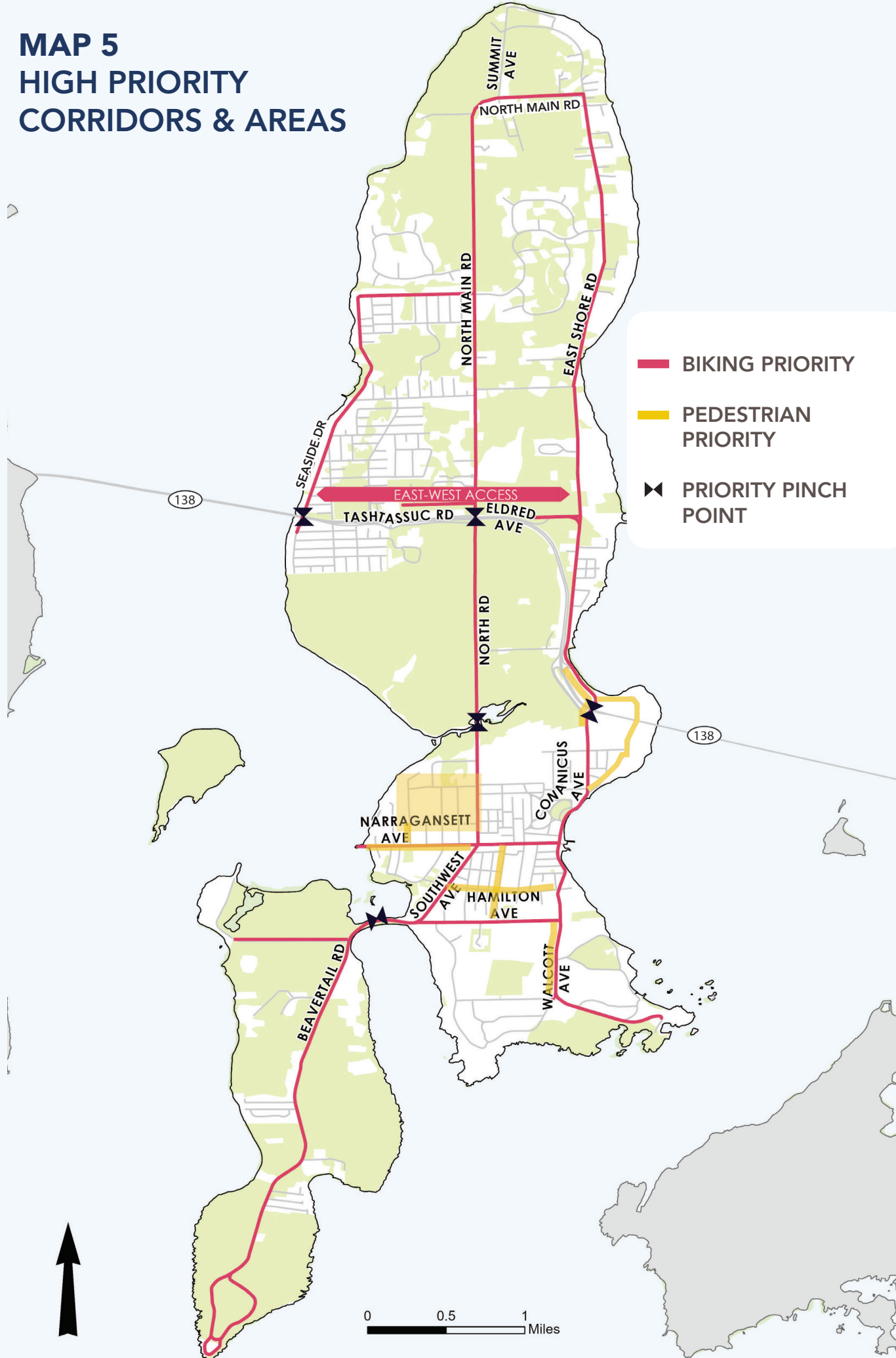
North Road



Southwest Avenue



# MAP 5 HIGH PRIORITY CORRIDORS & AREAS









# 4

## Analysis

### **Bicycle Network Assessment**

The analysis of the high priority corridors involved a bicycle network assessment focused on identifying the barriers, constraints, and opportunities towards improving bike accommodation. Barriers currently deter people from biking on the roadway, constraints are limitations that will pose challenges towards implementing future facilities and opportunities enable improved bicycle facilities.

### **Walk Network Assessment**

To better understand the existing walking conditions in town, the walking network assessment discusses general issues and opportunities for walking in town and focuses in on the high priority areas in the Village Center and by the schools. Existing barriers to walking and opportunities for improvement were identified in these areas.



## Bicycle Network Assessment

As Jamestown seeks to improve mobility for people biking across the island, focusing on critical existing barriers and constraints, as well as potential opportunities guides the way for targeted improvements. This plan conducted an assessment of each of the high priority corridors to understand the critical needs and opportunities for each. The town's focus on improved biking options for people of all ages and abilities, from young children to confident weekend cyclists, means the assessment examines existing stressful roadway conditions, existing physical constraints and barriers, and existing possibilities with an eye towards separating people biking from vehicles on higher traffic vehicle roadways and calming local roadways.

The main existing barrier to riding on Jamestown's roadways is the overall lack of dedicated bicycle facilities. While some roads have wider shoulders allowing for some space, the only high priority corridors with existing dedicated bike facilities in town are Walcott Avenue with bike lanes, North Main Road with the shared use path and a portion of the east west connection north of Route 138 along the Reservoir Trail. For people riding on street without a facility, stressful maneuvers like navigating highway ramps on North Road also act as a barrier to riding.

When considering placement of bicycle facilities, Jamestown roads are commonly constrained by existing narrow pavement width, utility poles, parking, wooded areas near the roadway and existing land uses. Facility designs need to take into account the constraints and work around them to provide an appropriate and feasible design.

Opportunities for new bike facilities exist with wide right of way, existing informal pathways, low volume roadways where traffic calming is feasible, few driveways, and cooperation with adjacent property owners.



The North Road bridge over Great Creek is narrow, low to the water, with no shoulder to re-purpose into a bicycle facility.



East Shore Road has two wide travel lanes, offering opportunity for re-purposing existing roadway width into a separated bike facility.



Narragansett Avenue is narrow with parking on both sides.



## Opportunities / Constraints for Bicyclists

4

Opportunities & Constraints

High Priority Corridor	Barriers	Constraints	Opportunities
North Road	<ul style="list-style-type: none"> <li>Route 138 ramps</li> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Narrow</li> <li>Great Creek</li> <li>138 Overpass</li> <li>Ditches</li> </ul>	<ul style="list-style-type: none"> <li>Right of Way</li> <li>Coordination with Adjacent Property Owners</li> <li>Trail Connection</li> </ul>
Southwest Avenue	<ul style="list-style-type: none"> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Driveways</li> </ul>	<ul style="list-style-type: none"> <li>Wide</li> </ul>
East Shore Road	<ul style="list-style-type: none"> <li>No dedicated facility</li> <li>Route 138 Ramps</li> </ul>	<ul style="list-style-type: none"> <li>138 Overpass</li> <li>Potter Cove shore-line</li> </ul>	<ul style="list-style-type: none"> <li>Wide</li> <li>Trail Connection</li> <li>Few driveways on west side</li> </ul>
Beavertail Road	<ul style="list-style-type: none"> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Narrow</li> <li>Wooded</li> </ul>	<ul style="list-style-type: none"> <li>Right of Way</li> </ul>
Narragansett Avenue	<ul style="list-style-type: none"> <li>Vehicle Turns</li> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Narrow</li> <li>Parking</li> </ul>	<ul style="list-style-type: none"> <li>Low-speeds</li> <li>Adjacent low-volume roadways</li> </ul>
Hamilton Avenue	<ul style="list-style-type: none"> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Seasonal parking</li> </ul>	<ul style="list-style-type: none"> <li>Moderately wide shoulder</li> </ul>
Conanicus Avenue	<ul style="list-style-type: none"> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Parking</li> <li>Narrow</li> </ul>	<ul style="list-style-type: none"> <li>Low volume alternatives</li> </ul>
Walcott Avenue	<ul style="list-style-type: none"> <li>Higher stress bike facility</li> <li>Lack of bike facility connection</li> </ul>	<ul style="list-style-type: none"> <li>Utility poles</li> <li>Poor pavement</li> </ul>	<ul style="list-style-type: none"> <li>Wide</li> </ul>
East-west connection north of Route 138	<ul style="list-style-type: none"> <li>No existing connection</li> </ul>	<ul style="list-style-type: none"> <li>Grade</li> <li>Coordination with property owners</li> </ul>	<ul style="list-style-type: none"> <li>Existing pathways</li> </ul>
Fort Getty Road	<ul style="list-style-type: none"> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Median</li> </ul>	<ul style="list-style-type: none"> <li>Wide</li> </ul>
Fort Wetherill Road	<ul style="list-style-type: none"> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Narrow</li> </ul>	<ul style="list-style-type: none"> <li>Parallel low volume roadway</li> <li>Traffic calming</li> </ul>
Seaside Drive	<ul style="list-style-type: none"> <li>No dedicated facility</li> </ul>	<ul style="list-style-type: none"> <li>Narrow</li> </ul>	<ul style="list-style-type: none"> <li>Traffic calming</li> </ul>



## Walking Network Assessment

Jamestown's village center, including Narragansett Avenue business district, the school facilities, and the adjacent residential areas, is a focus for walkability due to the close proximity and density of destinations. Most existing sidewalk facilities are located in this area.

In general, existing barriers to walking that were identified in the village center include narrow sidewalks interrupted by utility poles and overgrown vegetation, missing accessible ramps, gaps in the existing sidewalk network and lack of crossing opportunities. On specific high priority corridors, Walcott Avenue sidewalks experience dangerous cracking and overgrown vegetation. Narragansett Avenue lacks sidewalks on the south side of the roadway west of North Road. The school area has missing sidewalk connections on Lawn Avenue and Watson Avenue. Future connections on Watson Avenue are constrained by the need to protect a large Indigenous burial site located by the school facilities.

Opportunities for improved pedestrian facilities exist in coordination with bicycle efforts through expansion of shared use facilities, trimming of overgrown vegetation, sidewalk widening in areas interrupted by poles, filling in gaps in the network and adding traffic calming on neighborhood roadways. Previous planning efforts aimed at identifying and filling gaps, specifically the 2008 School Grounds report, further offer opportunities to pursue additional funding.



Utility pole interrupts sidewalk on Hamilton Avenue.



Vegetation overgrowth narrows the sidewalk on Walcott Avenue.



Watson Avenue and Melrose Avenue crosswalks lack accessible ramps.



## Opportunities / Constraints for Pedestrians

4

Opportunities & Constraints

High Priority Corridor	Barriers	Opportunities
Existing Network (Generally)	<ul style="list-style-type: none"> <li>Narrow sidewalks</li> <li>Utility poles</li> <li>Missing ramps</li> <li>Sidewalk gaps</li> <li>Lack of crossing opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Narragansett Avenue's high quality sidewalks enhancements</li> <li>Connections to existing sidewalks</li> <li>Connection to trail networks</li> </ul>
Walcott Avenue	<ul style="list-style-type: none"> <li>Overgrown vegetation</li> <li>Sidewalk quality</li> </ul>	<ul style="list-style-type: none"> <li>Wide</li> <li>Existing sidewalks exist</li> </ul>
Narragansett Avenue	<ul style="list-style-type: none"> <li>Lack of sidewalks on South Side west of North Road</li> <li>Lack of Crossing Opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Right of Way</li> </ul>
School Area	<ul style="list-style-type: none"> <li>Accessibility</li> <li>Missing Sidewalk Connections</li> <li>Protection of Native Sites</li> </ul>	<ul style="list-style-type: none"> <li>Protection of Native Sites</li> <li>Connection to High Quality Facilities</li> <li>Past Planning Efforts</li> </ul>
Conanicus Avenue / East Shore Road	<ul style="list-style-type: none"> <li>Route 138 Overpass</li> <li>No existing sidewalk facility</li> </ul>	<ul style="list-style-type: none"> <li>Wide</li> <li>Coordinate with Bike Improvements</li> </ul>
High Street	<ul style="list-style-type: none"> <li>No existing sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Low volume</li> </ul>
Howland Avenue	<ul style="list-style-type: none"> <li>No existing sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Low volume</li> </ul>





# 5

# Bicycle and Pedestrian Plan

## Project Purpose & Goals

Jamestown's Bicycle and Pedestrian Plan was initiated by the Jamestown Bike Path Committee, a group of Jamestown residents and town staff interested in improving conditions for people biking in town. The plan examines both walking and biking conditions in town, understanding the overlap between the two, particularly when considering placement of shared use path facilities used by people both walking and biking. This plan provides a road map for future investments in bicycle and pedestrian infrastructure guiding towards a connected network where people can navigate on foot or bicycle. The main goals of the plan and future bicycle and pedestrian network are to:

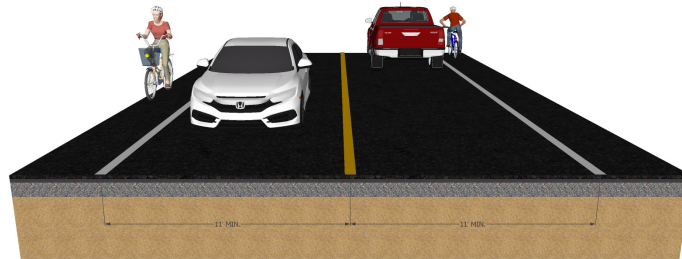
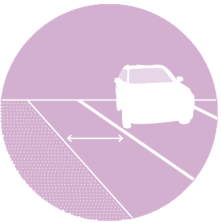
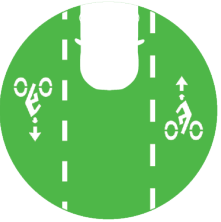
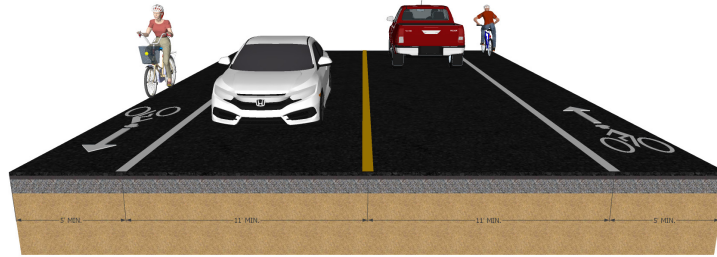
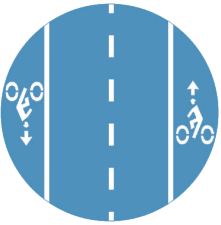
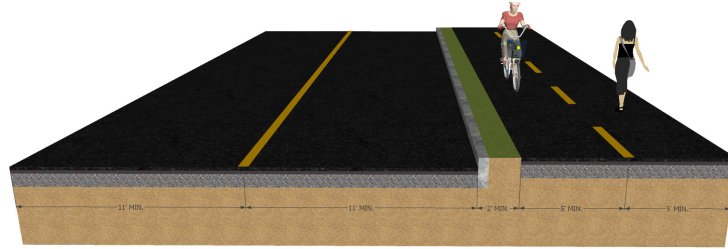
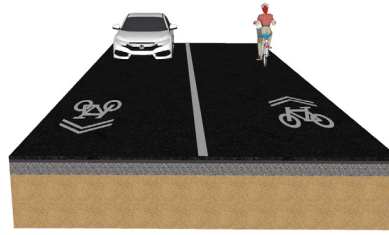
- Create safe and comfortable ways for people to get around Jamestown on bike and foot.
- Design for all ages and abilities, recognizing what is safe or comfortable for a confident adult may not be safe or comfortable for a child or older adult.
- Improve bicycle connectivity between the island's neighborhoods and natural areas focusing on pinch points and barriers.
- Promote both recreational and everyday walking and biking.

- Promote a walkable and accessible village center that encourages communing with neighbors, enjoying Jamestown's local businesses, and connecting village residents with local destinations.
- Protect the natural environment by encouraging more non-auto trips on the island.





# Tool Box





## Shared Lane

Bike symbols guiding cyclists along comfortable bike routes

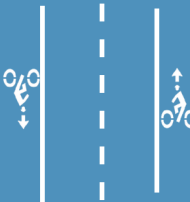
Best used: Low volume roadway with low vehicle speeds (<25 MPH) where people biking can mix with vehicle traffic



## Shared Use Path

Path separated from vehicle traffic where people walk and bike

Best used: Next to high volume, high speed roadway (<30 MPH) with few curb cuts or in off road locations.



## On-Street - Both Sides

Lane striped for people biking next to vehicle lane

Best used: Next to mid-volume roadway with moderate speeds (<30 MPH) where no parking exists.



## Advisory Bike Lane

On-road lane where vehicles may travel when no bike is present.

Best used: Low volume roadway with low vehicle speeds (<25 MPH) where vehicles can move over when a cyclist is in the advisory lane.



## Shoulder Widening

Additional asphalt surfacing to expand shoulder.

Best used: Where there is not enough room to add appropriate width for a bike lane.



## Traffic Calming & Wayfinding

Pavement markings and signage can help slow traffic where vehicles and bikes/ peds share spaces. Signage helps route people in the right direction to continue onto designated paths.

Best used: Slower residential roads.



# Bicycle Plan

- SHARED LANE
- SHARED USE PATH
- TRAFFIC CALMING / WAYFINDING
- ON-ROAD BIKE LANE
- WIDENED SHOULDER
- ADVISORY BIKE LANE
- EXISTING FACILITY





# NORTH END





# East Shore Rd.

Area 1

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

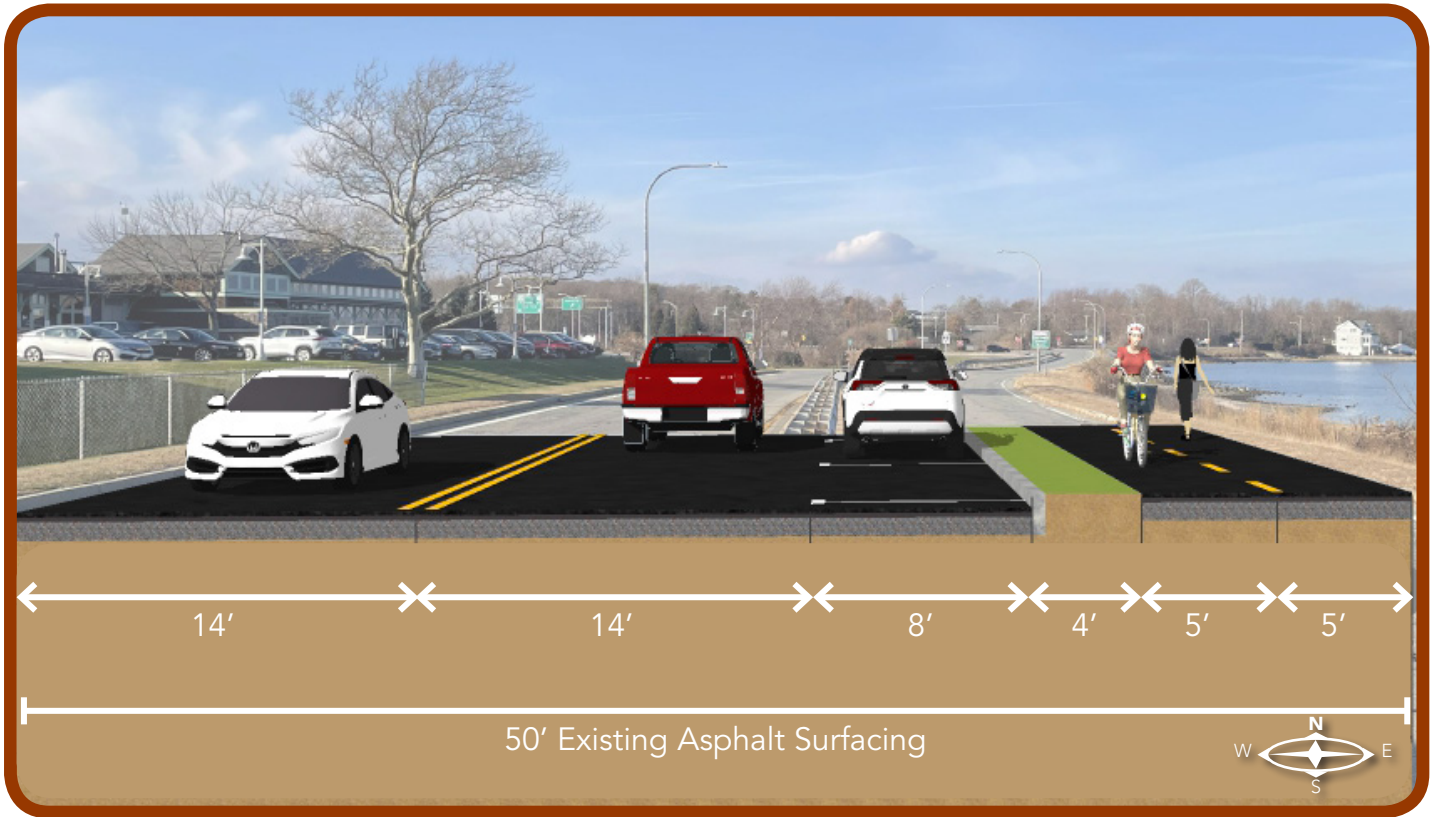
EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

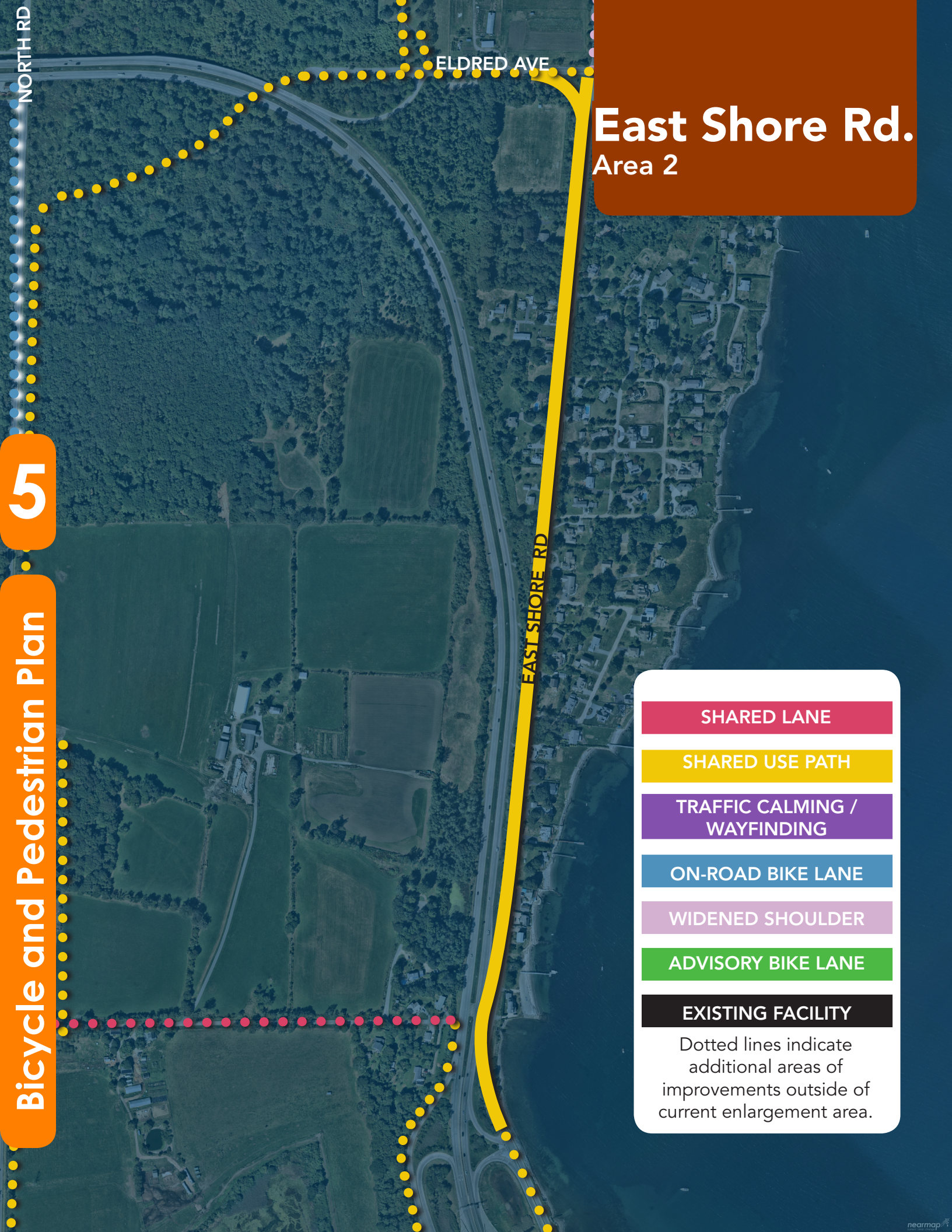




A shared use path is proposed on the east side of East Shore Road between Conanicus Avenue and the Route 138 ramps. The redesign of the roadway recommends removing the existing median and narrowing the existing travel lanes to accommodate a new parking lane, buffer strip and 10' wide shared use path along the water. Recognizing the vulnerability of East Shore Road, resiliency efforts will be considered during the design phase that address the expected impacts of sea level rise and storm surge.







NORTH RD

ELDRED AVE

# East Shore Rd. Area 2



## Bicycle and Pedestrian Plan

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

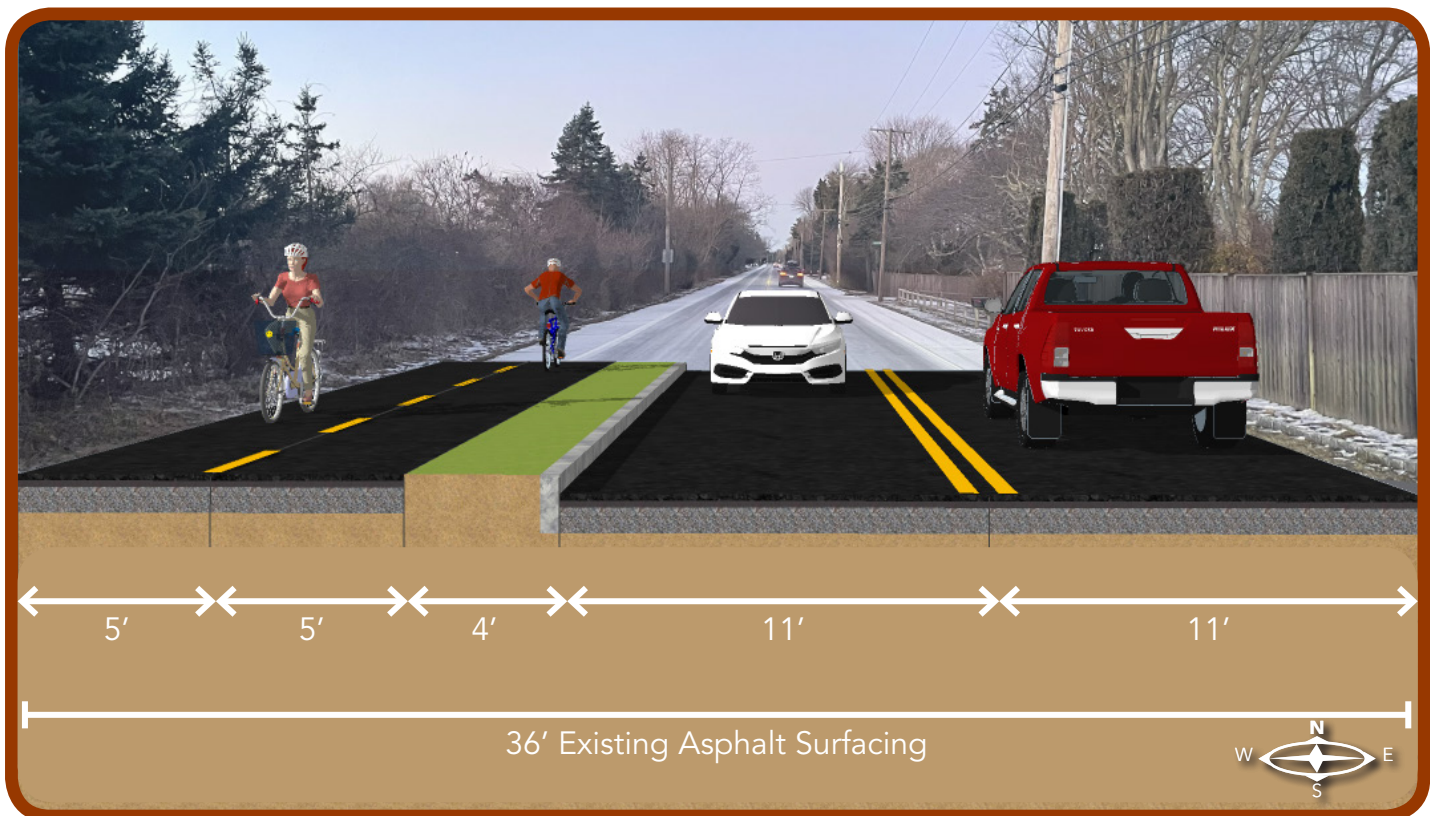


A shared use path is proposed on the west side of East Shore Road between the Route 138 ramps to Eldred Avenue. The redesign of the roadway recommends repurposing the existing shoulder and narrowing the existing travel lanes to accommodate a 10' wide shared use path with a buffer. The west side of the road was preferred due to fewer driveways and the connection to Eldred Avenue to the north. A crosswalk will be provided for people walking and biking to cross from the proposed path on the east side of East Shore Road south of the Route 138 ramps.



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## Bicycle and Pedestrian Plan





# East Shore Rd.

Area 3

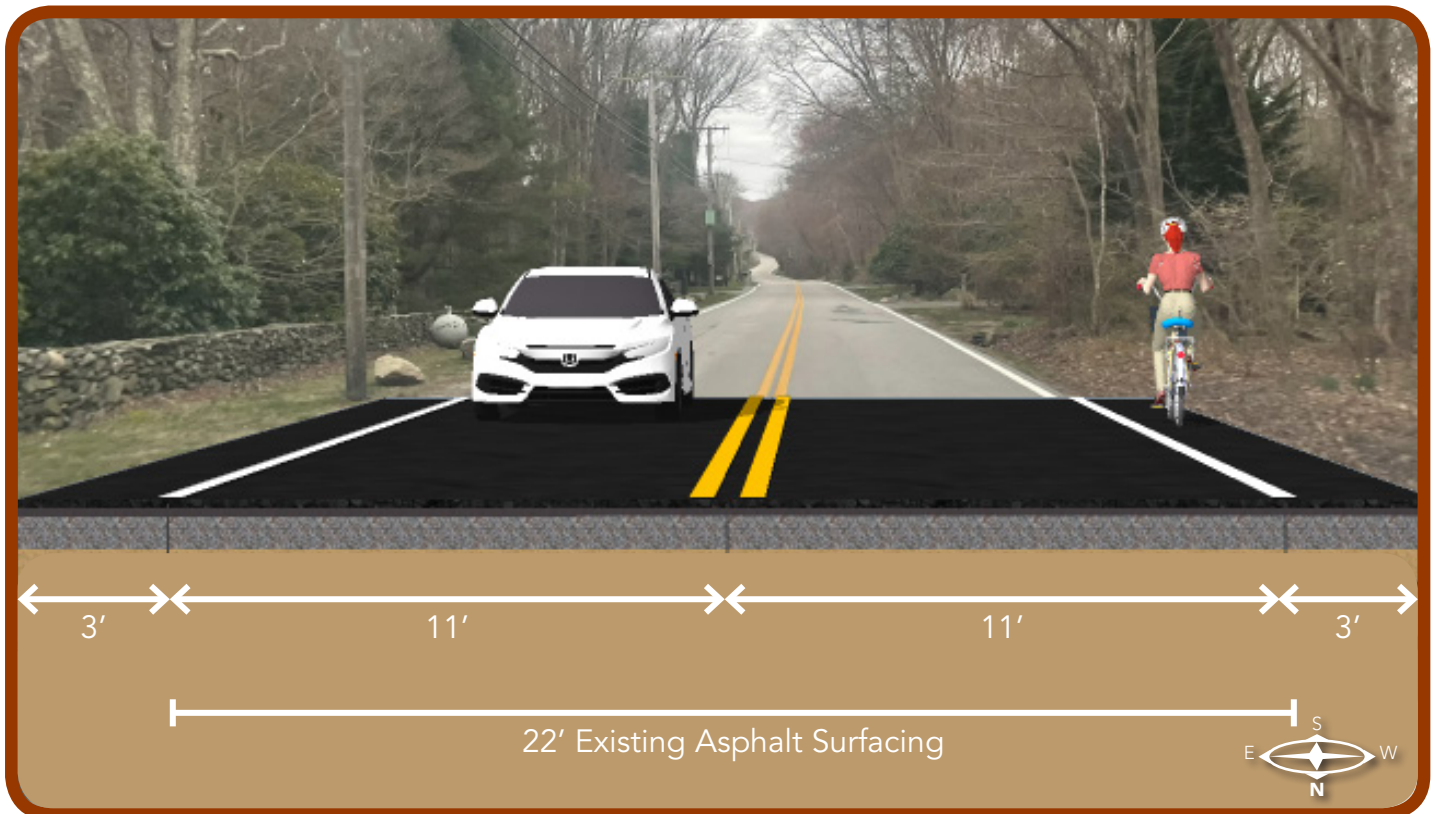


SHARED LANE
SHARED USE PATH
TRAFFIC CALMING / WAYFINDING
ON-ROAD BIKE LANE
WIDENED SHOULDER
ADVISORY BIKE LANE
EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.



A widened shoulder is proposed on both sides of East Shore Road north of Eldred Avenue. The redesign recommends widening the roadway three feet on each side to accommodate the widened shoulder.





SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

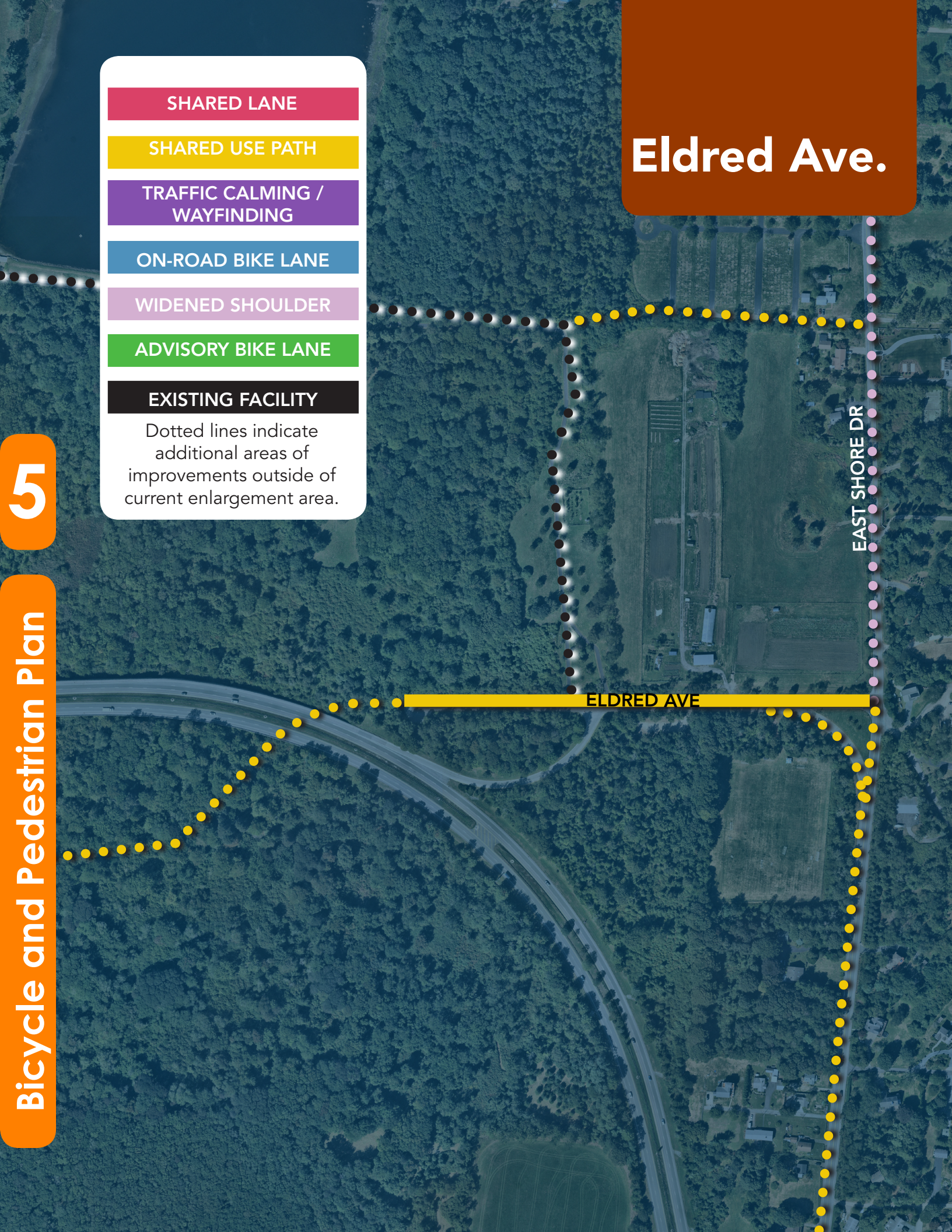
WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

# Eldred Ave.

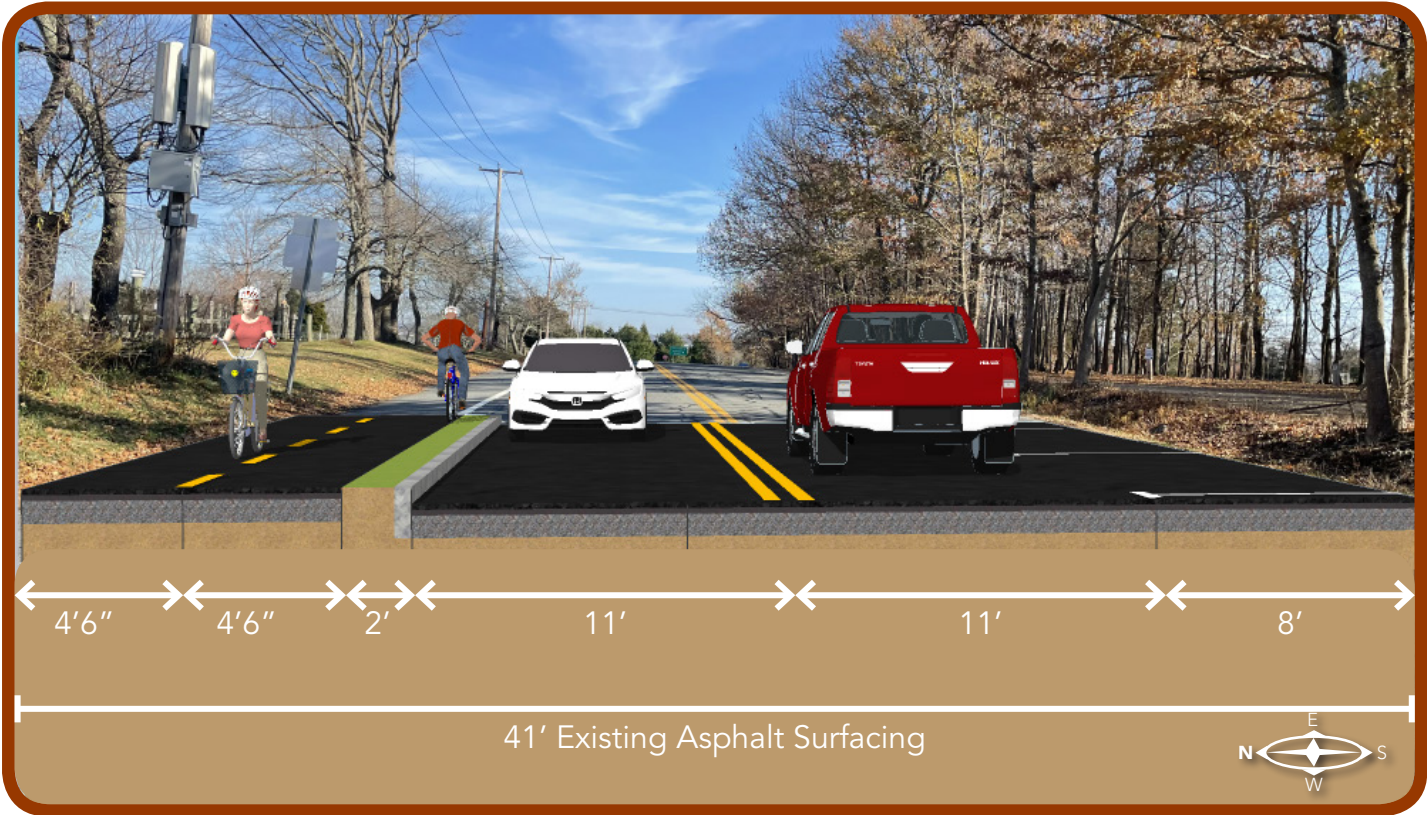


EAST SHORE DR

ELDRED AVE



A shared use path is proposed on the north side of Eldred Avenue between East Shore Road and the Reservoir Trail trailhead. The redesign of the roadway recommends repurposing the existing shoulder and narrowing the existing travel lanes to accommodate a new parking lane, buffer strip and 10’ wide shared use path. The path connects to the proposed path on East Shore Road. A crosswalk is recommended to cross path users to the north side of Eldred Ave.





North Main Rd  
to E. Shore Rd.

NORTH MAIN RD

EAST SHORE RD

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

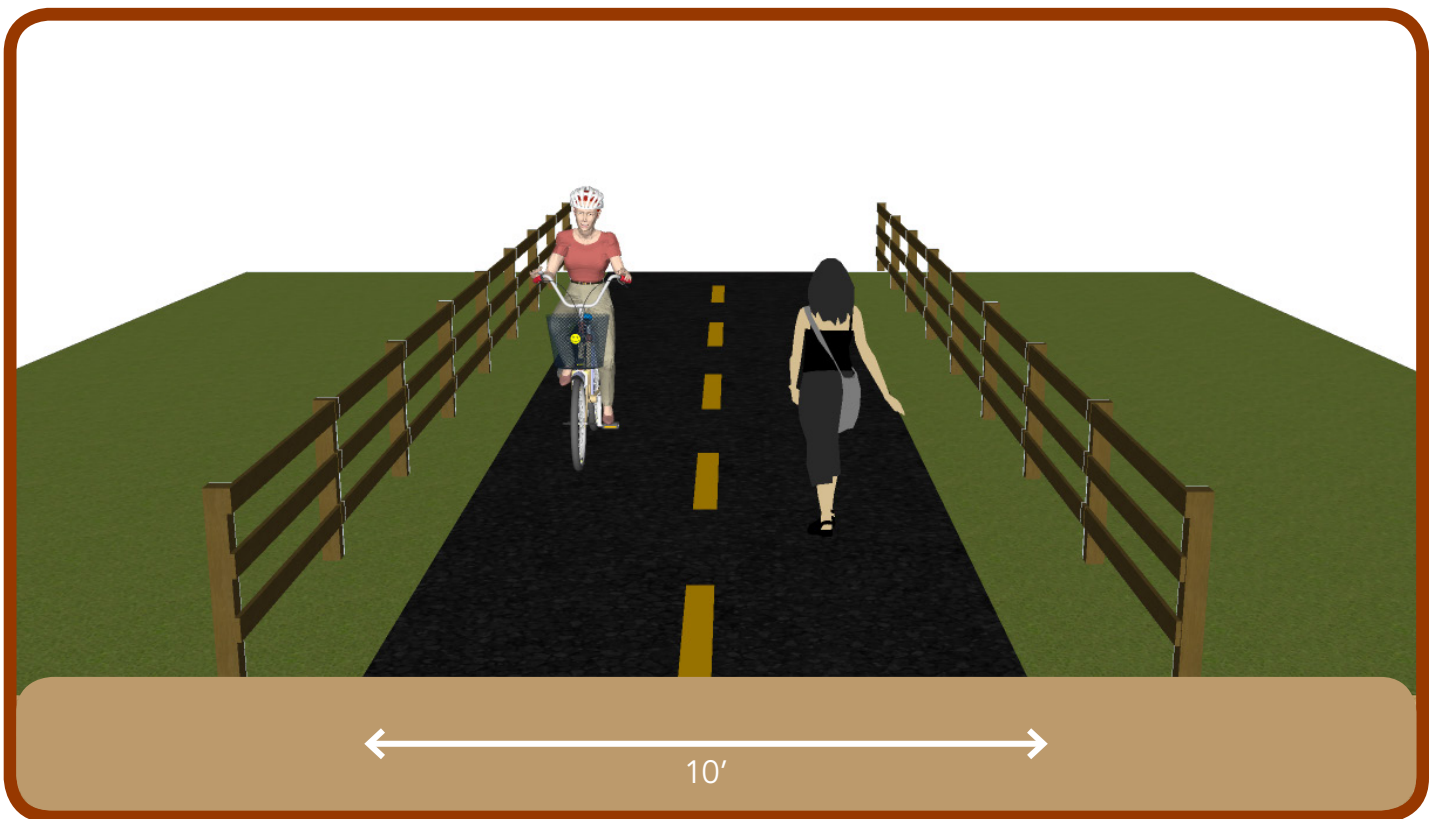
ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

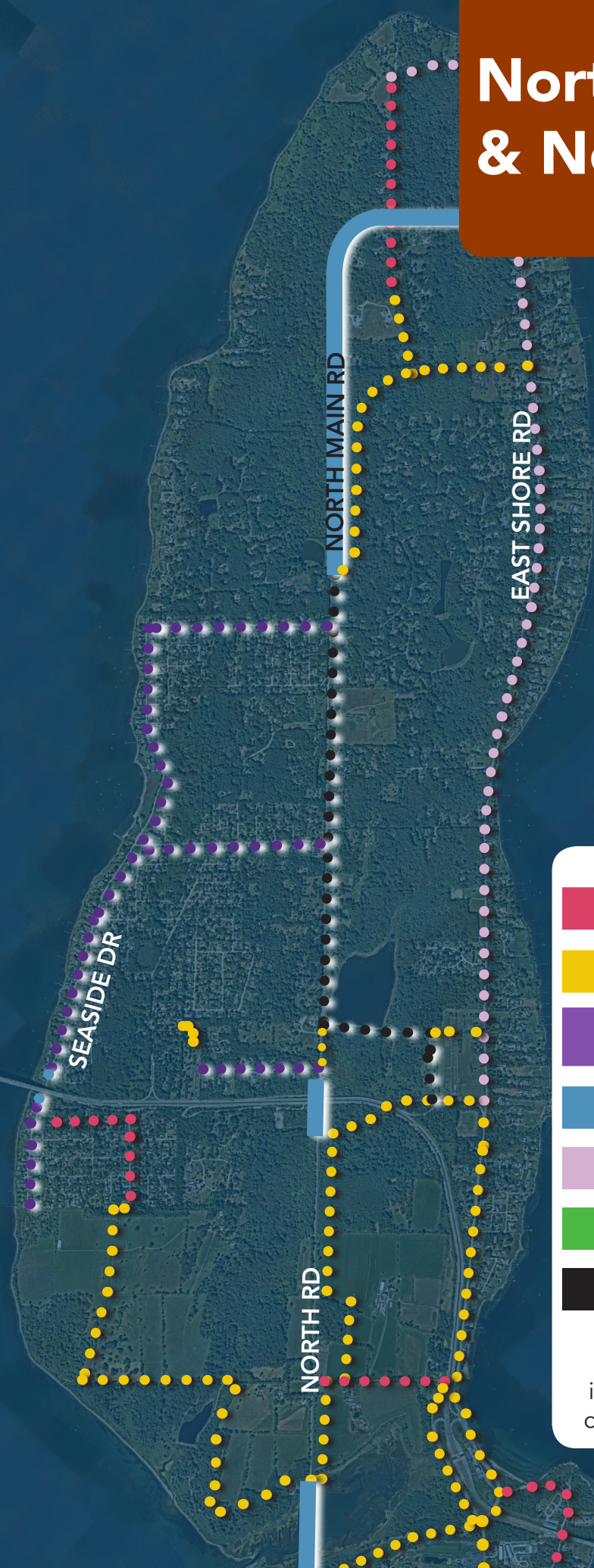


A shared use path is proposed between North Main Road and East Shore Road. The path takes advantage of town and land trust-owned land to provide an east-west connection on the north side of the island. A study would be required to understand the best route through the wooded area to minimize impact to the natural area and allow for public access. The path would connect to bike lanes on North Road.





# North Main Rd & North Rd



SHARED LANE
SHARED USE PATH
TRAFFIC CALMING / WAYFINDING
ON-ROAD BIKE LANE
WIDENED SHOULDER
ADVISORY BIKE LANE
EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

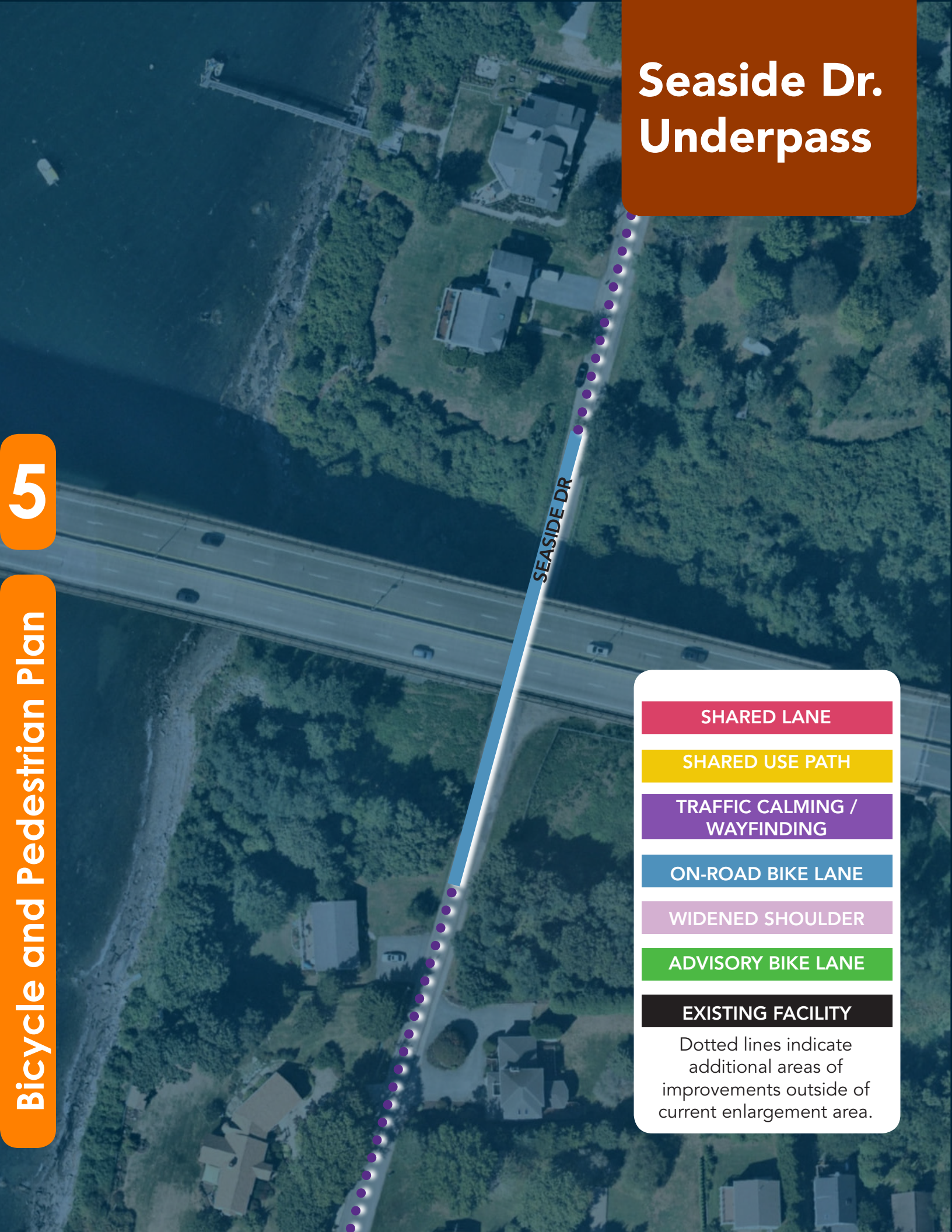


Buffered bike lanes are proposed on both sides of North Main Road from the terminus of the existing shared use path to East Shore Road. Lanes are also recommended on North Road over Great Creek to the existing shared use path on North Main Road. The redesign recommends widening the existing pavement width to accommodate a 5' lane with a 1.5' buffer on both sides of the roadway.





# Seaside Dr. Underpass



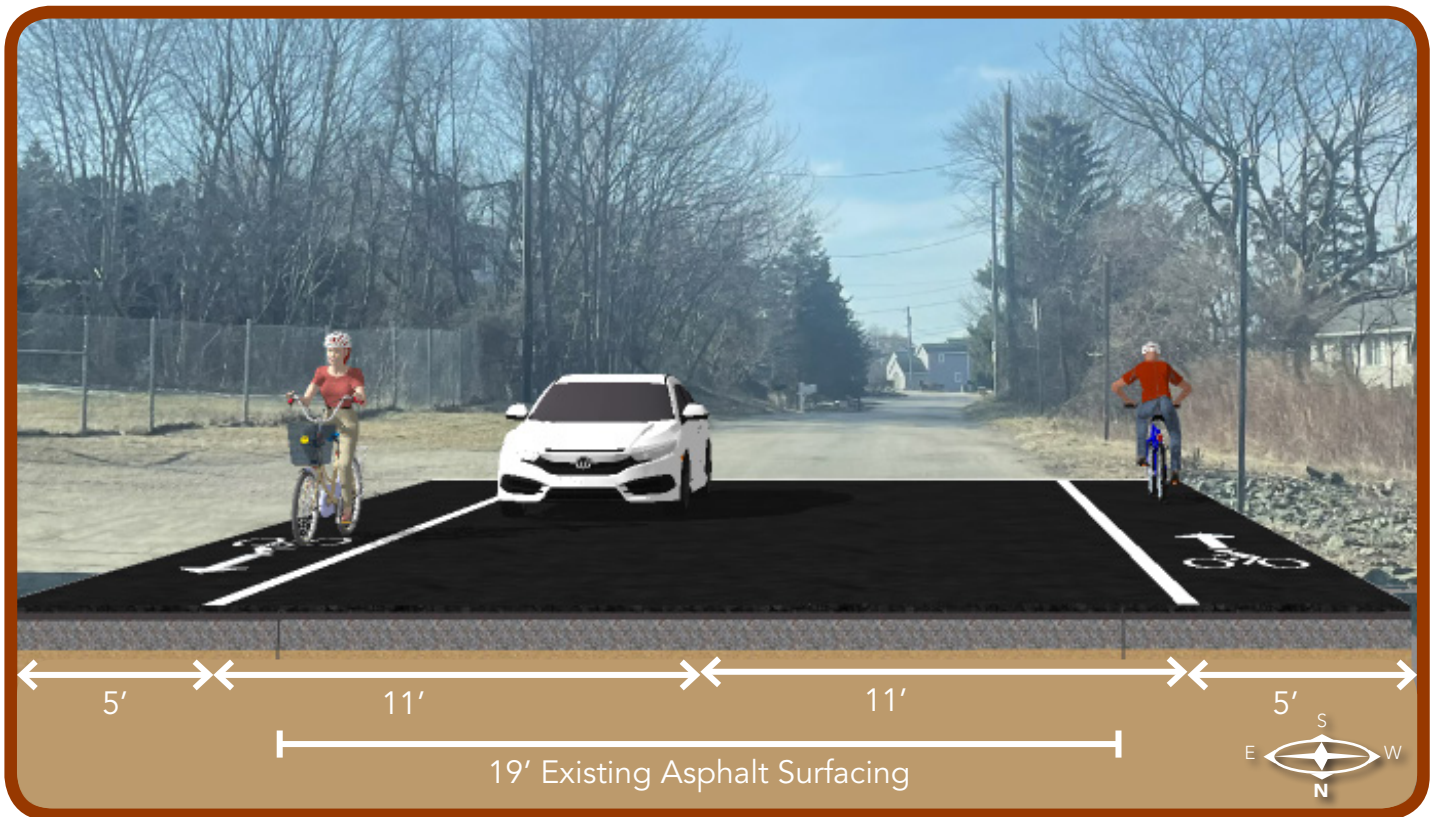
- SHARED LANE
- SHARED USE PATH
- TRAFFIC CALMING / WAYFINDING
- ON-ROAD BIKE LANE
- WIDENED SHOULDER
- ADVISORY BIKE LANE
- EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.





Bike lanes are proposed on both sides of Seaside Drive along the Route 138 underpass. The redesign of the roadway recommends widening the existing pavement width to accommodate the new bike lanes.





SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

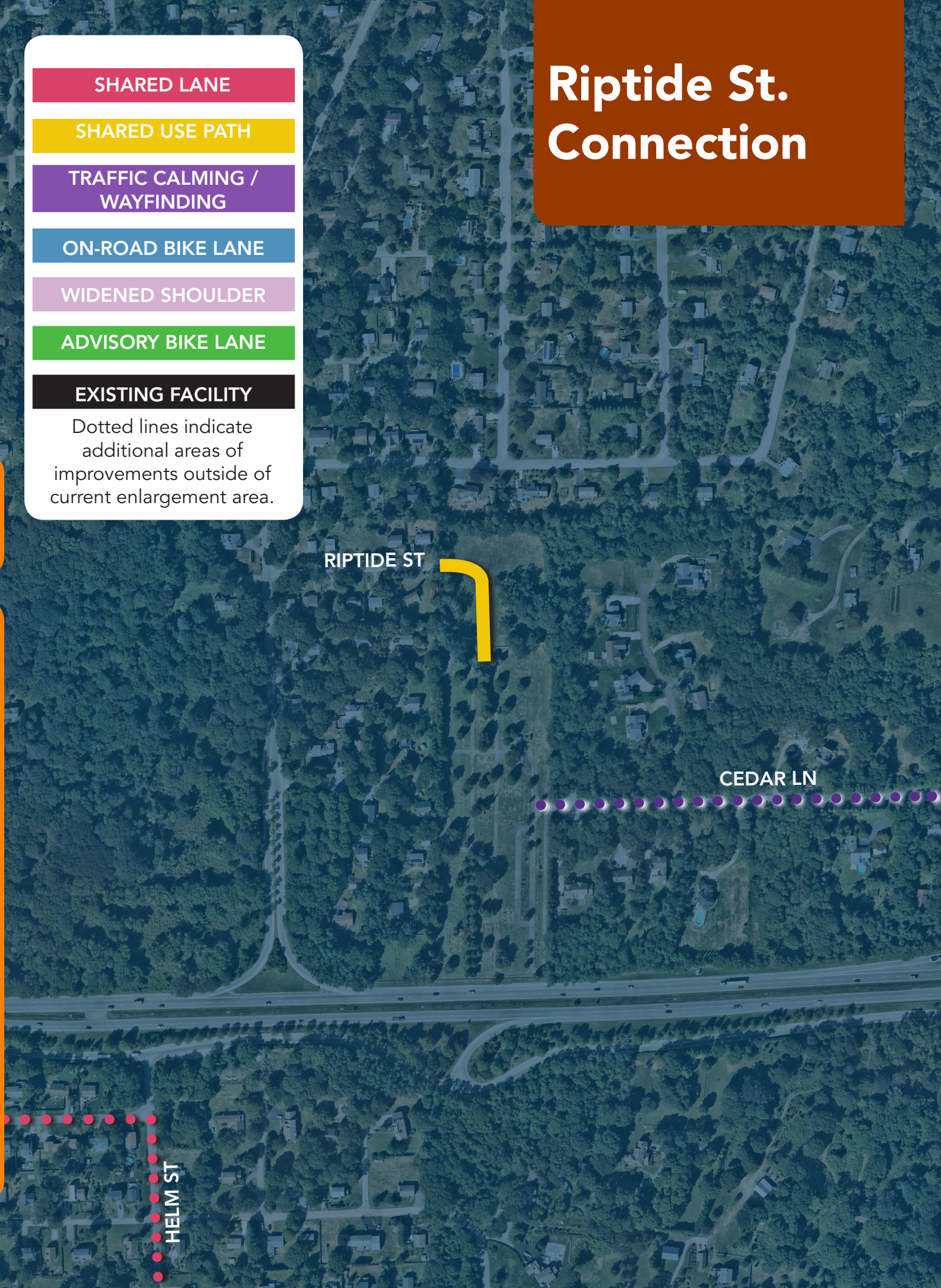
WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

# Riptide St. Connection



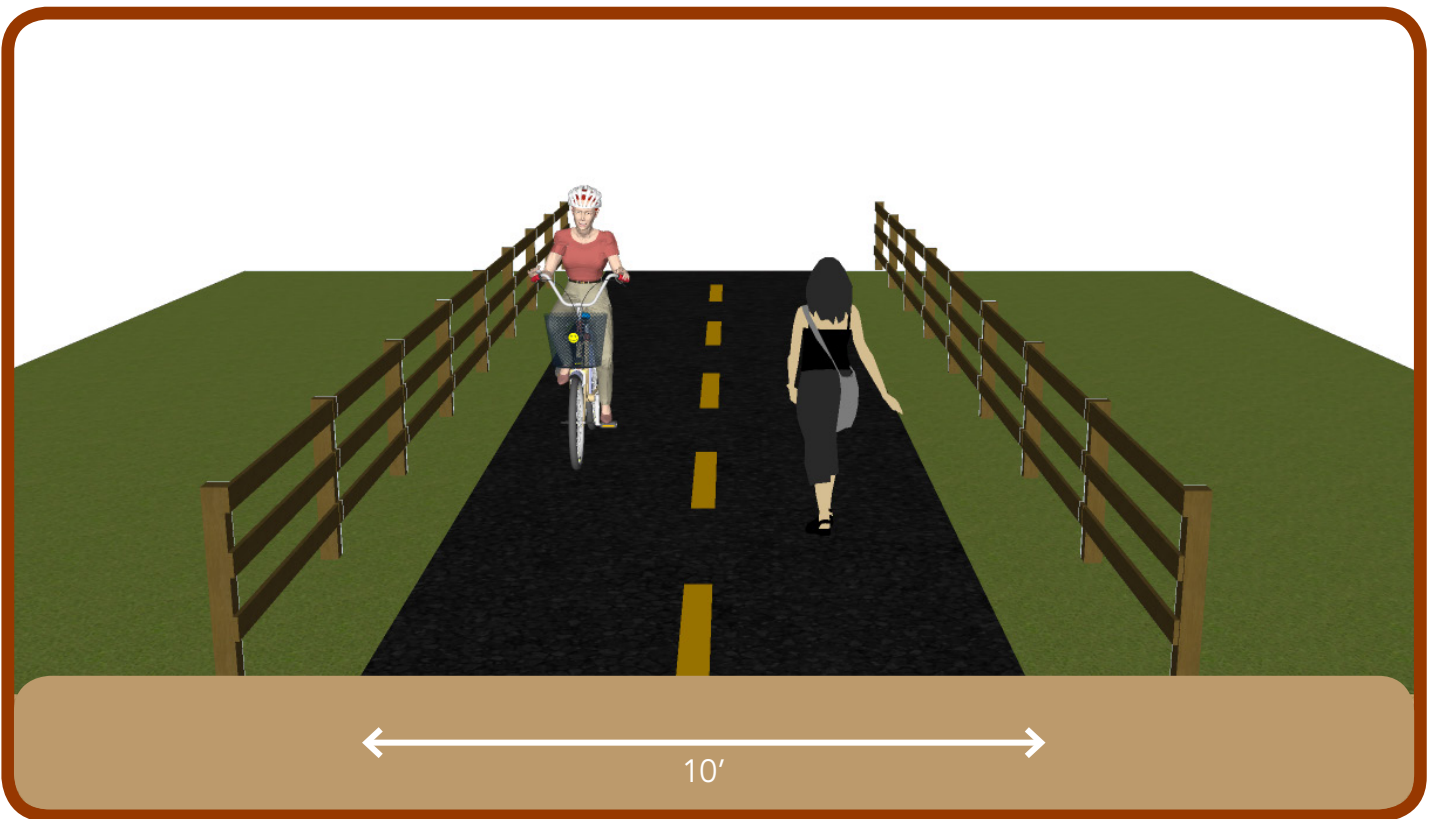
RIPTIDE ST

CEDAR LN

HELM ST



A shared use path is proposed between Riptide Street and the existing paths within the Cedar Cemetery. The proposed improvement uses existing town right-of-way running from Riptide Street to the cemetery and proposes a path through the existing field behind Riptide Street connecting over to the paths within the cemetery. This path is part of a east-west connection across the island connecting to North End neighborhoods.





SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

# Jamestown Bridge & Local Connections







The Rhode Island Statewide Bicycle Mobility Plan (2020) has recommended buffered bike lanes on both sides of the Jamestown Bridge as a short-term recommendation for improving bicycle mobility. The plan recommends narrowing the existing travel lanes from 12' to 11' to accommodate the lanes and buffer area. In the long term, the plan recommends a shared use path over the bridge but this would require more significant structural changes to the roadway. In 2024, funding through the bipartisan minibus package was secured for a feasibility to investigate bike lanes on both the Newport Pell Bridge and Jamestown Verrazzano Bridge. As of the writing of this report, the study is expected to commence soon.

The Jamestown Bicycle and Pedestrian Plan recommends connecting to the facility on the bridge via the northern and southern segments on Beach Ave to provide an all ages and abilities way of getting from the neighborhoods to the bridge.

#### JAMESTOWN VERRAZZANO BRIDGE

*Closed to bicyclists and pedestrians, this 150'-tall bridge spans 7,350' over the west passage of Narragansett Bay, carries four lanes of traffic, and has 4'-5' shoulders and sidewalks protected by a low crash barrier. Recommended short-term treatments include buffered striped bicycle lanes with intermittent flexible bollards and improved joint work to accommodate bicycles more safely. This would be possible by narrowing each travel lane from 12' to 11', and striping a 2' to 2'-6" painted buffer between the shoulder and the outside travel lane. Long-term improvements include structural modifications to provide a separated sidepath for pedestrians and bicyclists. In both cases, improvements to the Rt. 138 shoulder approaches will be needed.*



Source: Rhode Island Statewide Bicycle Mobility Plan, 2020



# Newport Bridge & Local Connections

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

5

Bicycle and Pedestrian Plan





The Rhode Island Statewide Bicycle Mobility Plan (2020) has recommended a dedicated bicycle and pedestrian ferry as a short-term recommendation for improving bicycle mobility. The plan recommends narrowing the existing travel lanes from 12' to 11' to accommodate the lanes and buffer area. In the long term, the plan recommends a shared use path over the bridge but this would require more significant structural modifications to the bridge. The previously mentioned feasibility study will consider the best option for the bridge.

The Jamestown Bicycle and Pedestrian Plan recommends connecting the facility on the bridge to local roadways via a path through the Turnpike Authority land connecting to East Shore Road to provide an all ages and abilities way of getting to the bridge.

### NEWPORT/PELL BRIDGE

*Closed to bicyclists and pedestrians, this 400'-tall bridge spans 11,248', carries four lanes of traffic, and has 1'-wide shoulders. Recommended short-term treatment includes dedicated bicycle and pedestrian ferry service across Narragansett Bay. Long-term improvement options include structural modifications to the bridge to provide a separated sidepath or a complete rebuild with a generous barrier-separated bicycle and pedestrian path.*



Source: Rhode Island Statewide Bicycle Mobility Plan,



# St. Mark's Connection

EAST SHORE RD

ICE ROAD.

RESERVOIR TRAIL

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

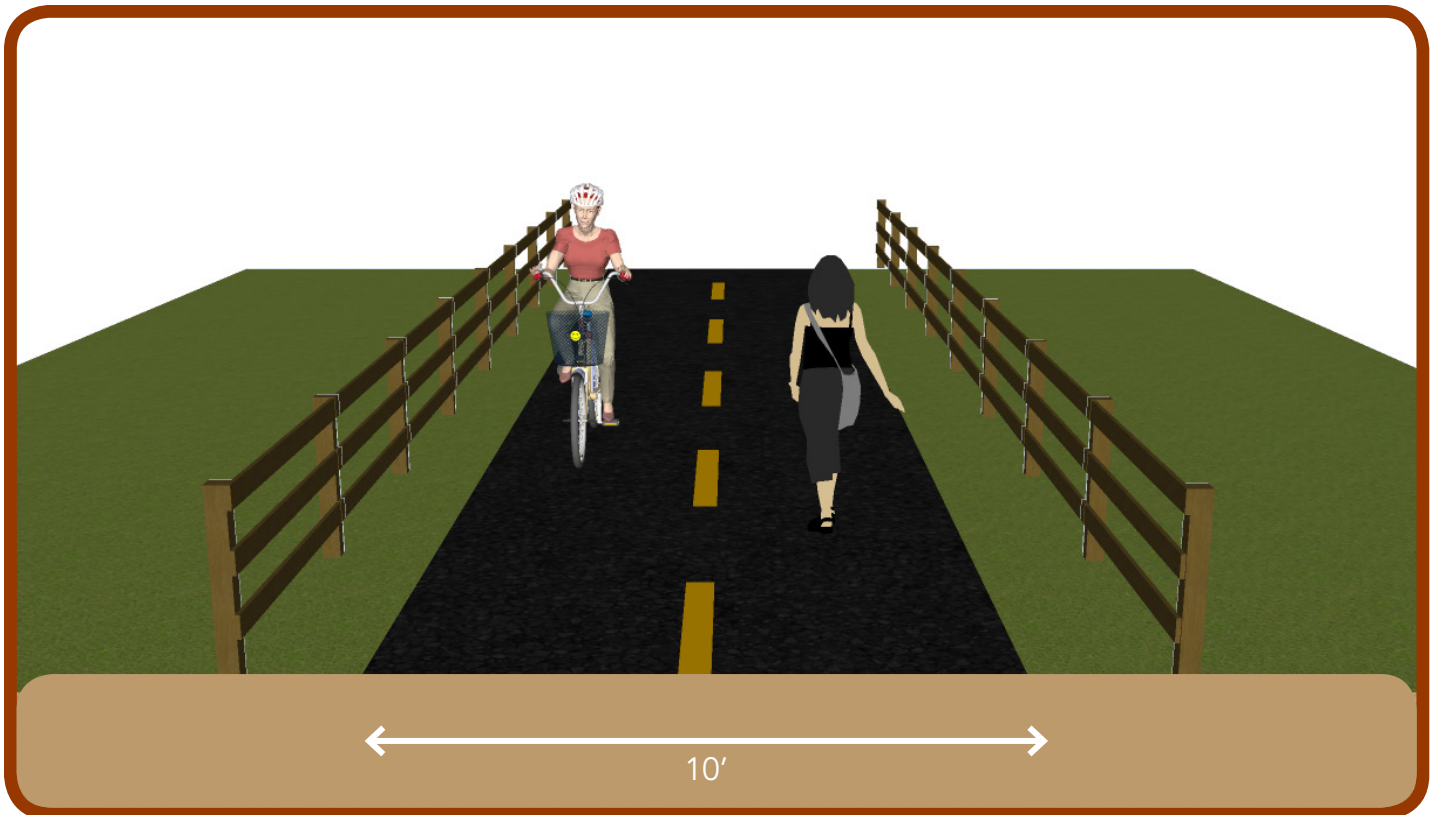
Dotted lines indicate additional areas of improvements outside of current enlargement area.

5

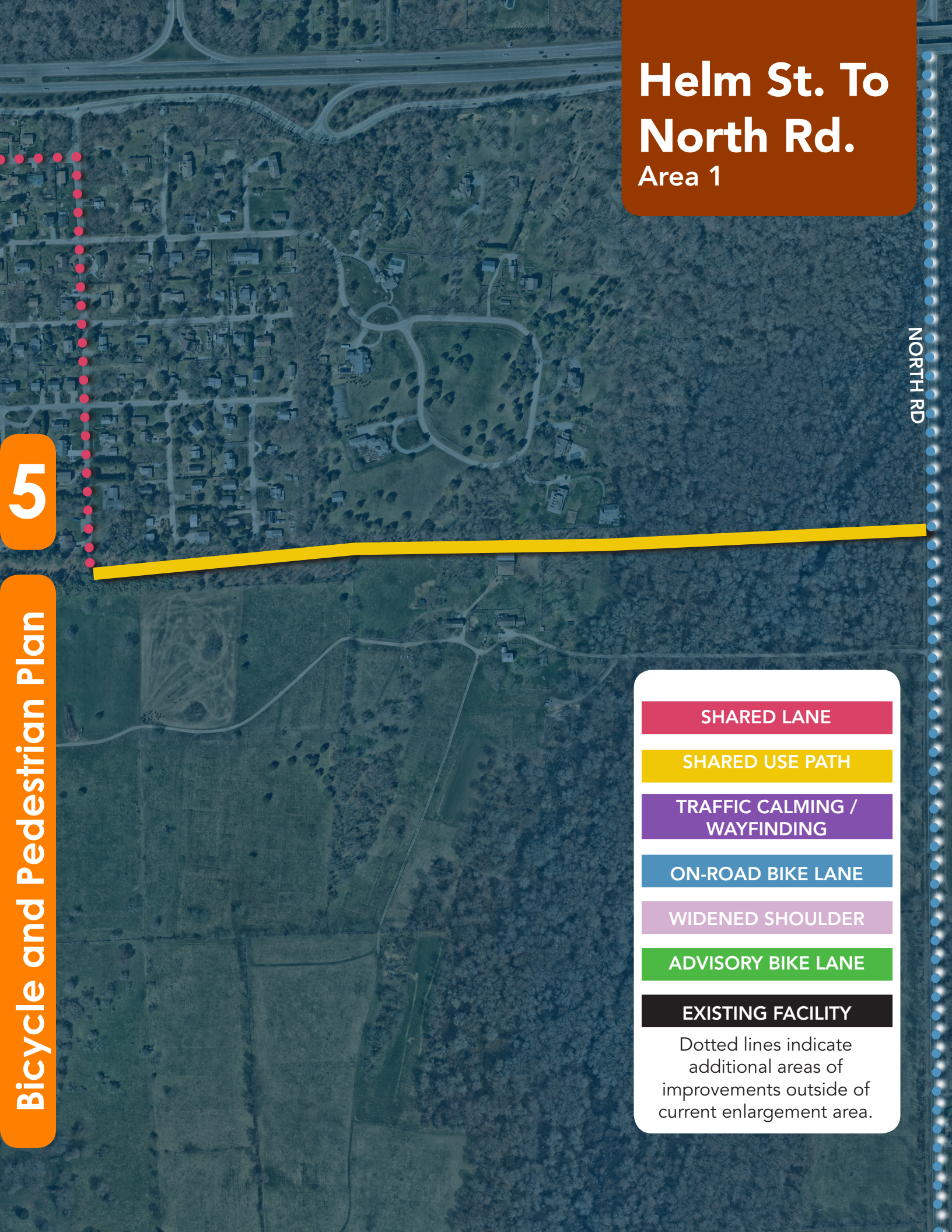
Bicycle and Pedestrian Plan



A shared use path is proposed between the Reservoir Trail and the existing paths within St. Mark's Cemetery. The proposed improvement uses existing town right-of-way running through the woods between the trail and the cemetery. The proposed trail in combination with the cemetery paths provides an east-west connection from the Reservoir Trail to East Shore Road.







# Helm St. To North Rd.

Area 1

NORTH RD

5

Bicycle and Pedestrian Plan

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

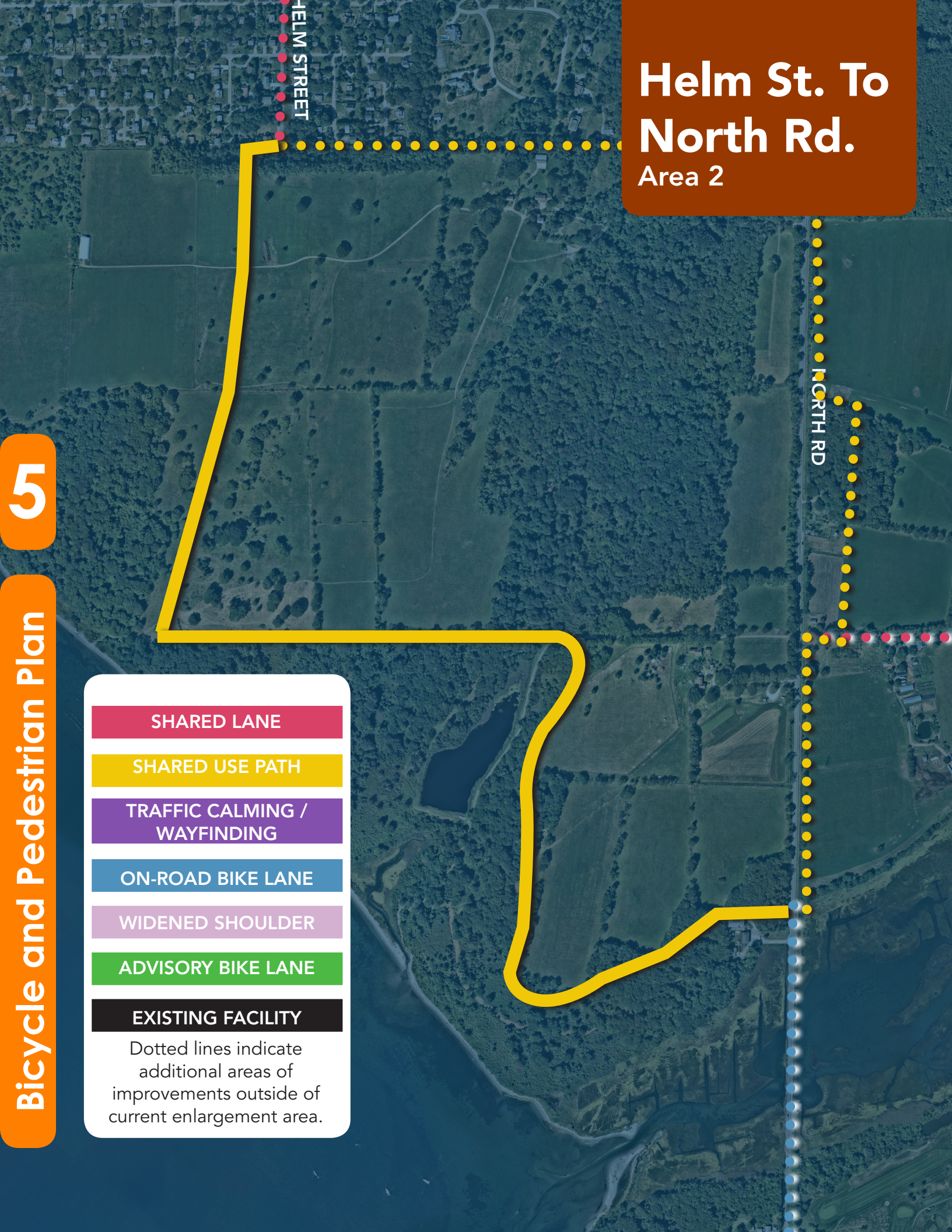
Dotted lines indicate additional areas of improvements outside of current enlargement area.



A shared use path is proposed between Helm Street and North Road following the northern Watson Farm property line. The proposed improvement uses farm-owned property and would require coordination with Watson Farm. The trail, made of permeable materials like stone dust or permeable concrete, would provide a connection between the neighborhood north of Helm Street to North Road.







# Helm St. To North Rd.

Area 2

5

## Bicycle and Pedestrian Plan

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate  
additional areas of  
improvements outside of  
current enlargement area.



A shared use path is proposed providing a north-south connection from Helm Street to North Road through the Watson Farm property and public property. The proposed improvement uses farm-owned property and would require coordination with Watson Farm. The trail, made of permeable materials like stone dust or permeable concrete, would provide a connection between the neighborhood north of Helm Street to North Road. A study is required to find the best and most feasible route.





# North Rd. To Eldred Ave.

CEDAR LN

ELDRED AVE

NORTH RD

EAST SHORE RD

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

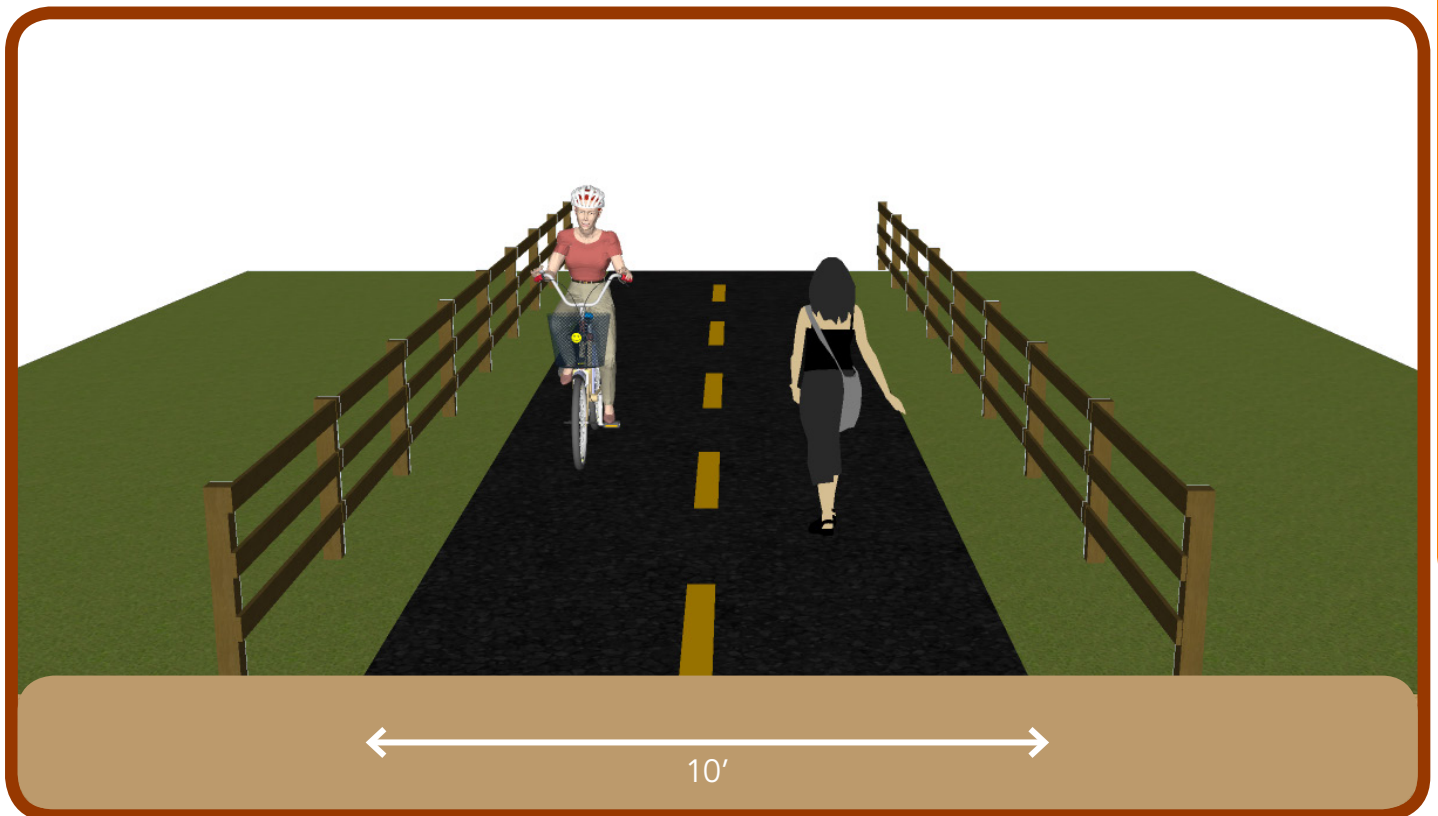
EXISTING FACILITY

Dotted lines indicate  
additional areas of  
improvements outside of  
current enlargement area.

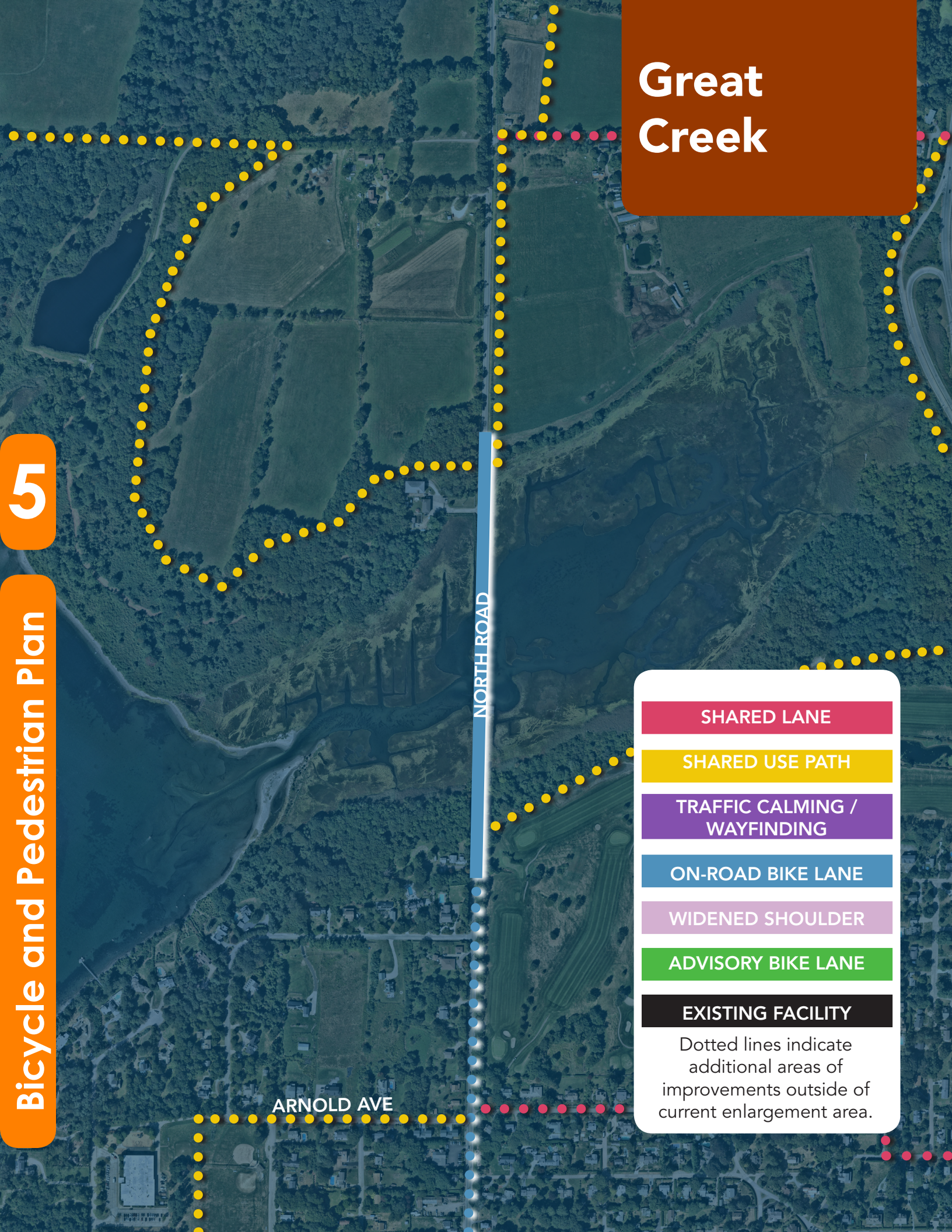




A shared use path is proposed providing a connection from North Road to Eldred Avenue using Route 138 wildlife underpass. The trail would provide a connection between North Road, the proposed farm trail and the existing Reservoir Trail. A study is required to find the best and most feasible route through the wooded, publicly-owned area south of 138.







# Great Creek

5

Bicycle and Pedestrian Plan

NORTH ROAD

ARNOLD AVE

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

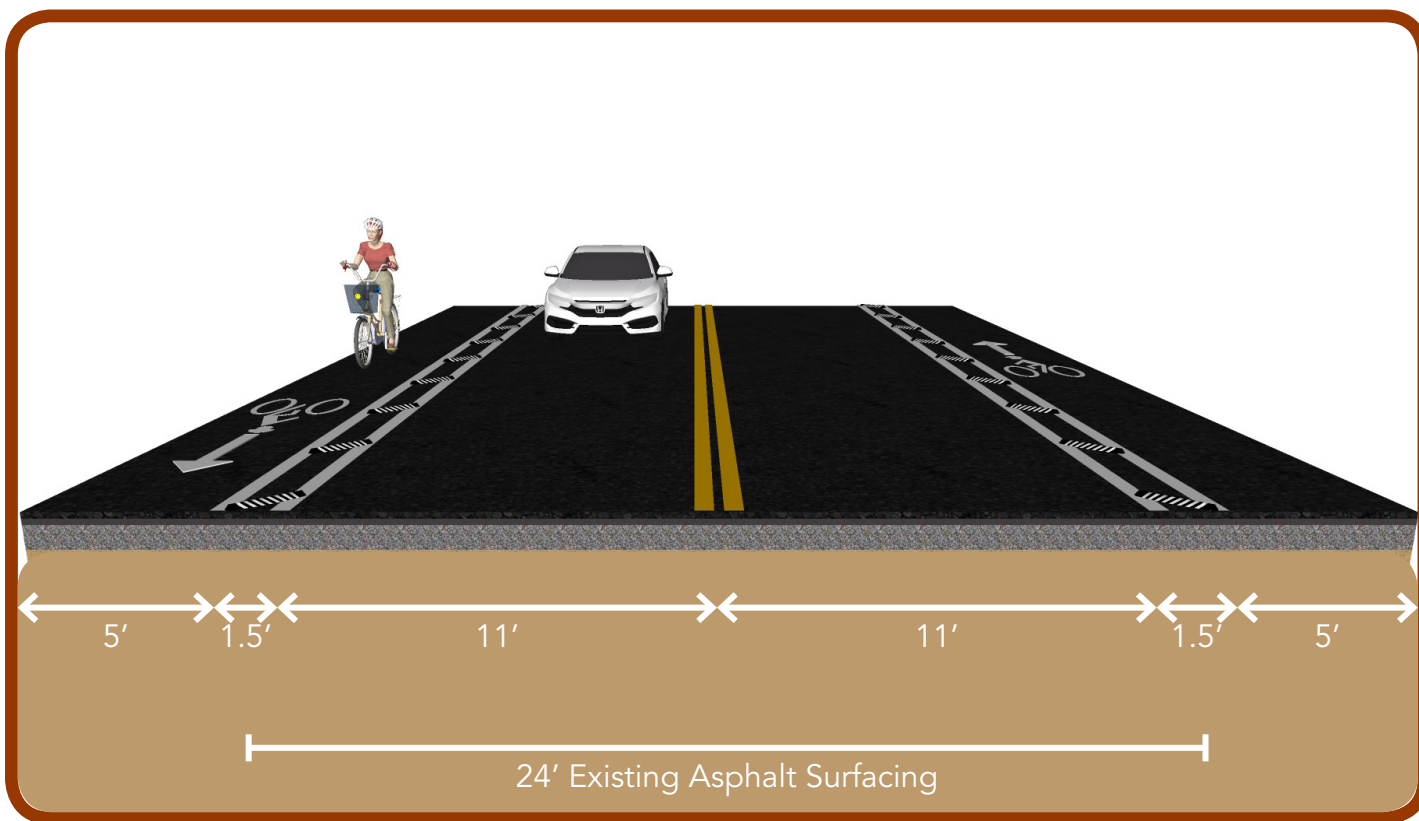
ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.



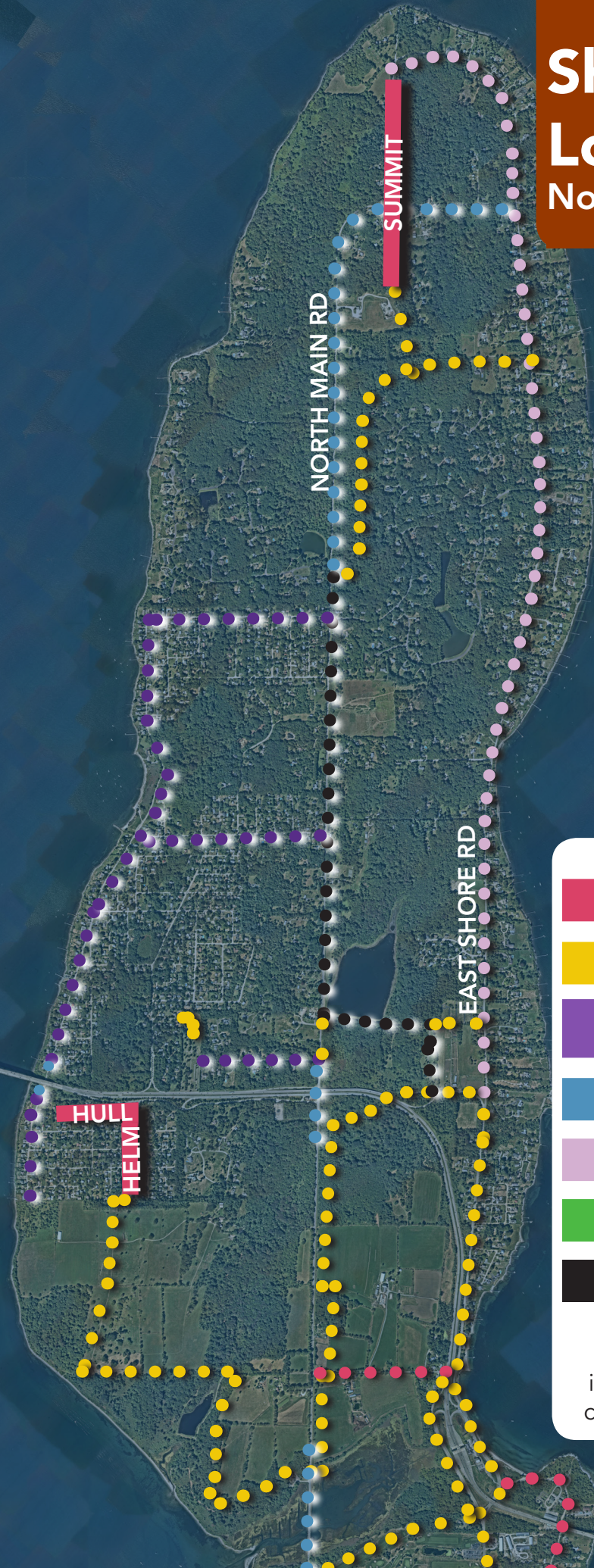
Separated bike lanes are proposed on both sides of North Road over Great Creek. RIDOT has plans to create an elevated roadway over Great Creek. It is recommended that any roadway improvements or new structure should include a separated bicycle facility.





# Shared Lane Locations

## North



SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.





Sharrow markings are proposed on Hull Street, Helm Street and Summit Avenue on the North End to guide cyclists to nearby connections and alert drivers to the presence of bicycles. Stiping will be limited to preserve the rural character of the town.





# Traffic Calming Locations North



SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.





Sharrow markings combined with speed humps or other traffic calming devices are proposed on Seaside Drive, Capstan Street, Frigate Street, and Cedar Lane on the North End to guide cyclists to nearby connections, alert drivers to the presence of bicycles, and slow vehicles on neighborhood streets where people are walking and biking. Signage and striping will be limited to preserve the rural character of the town. The needs of each location will determine the specific treatment during the design stages.









# SOUTH END

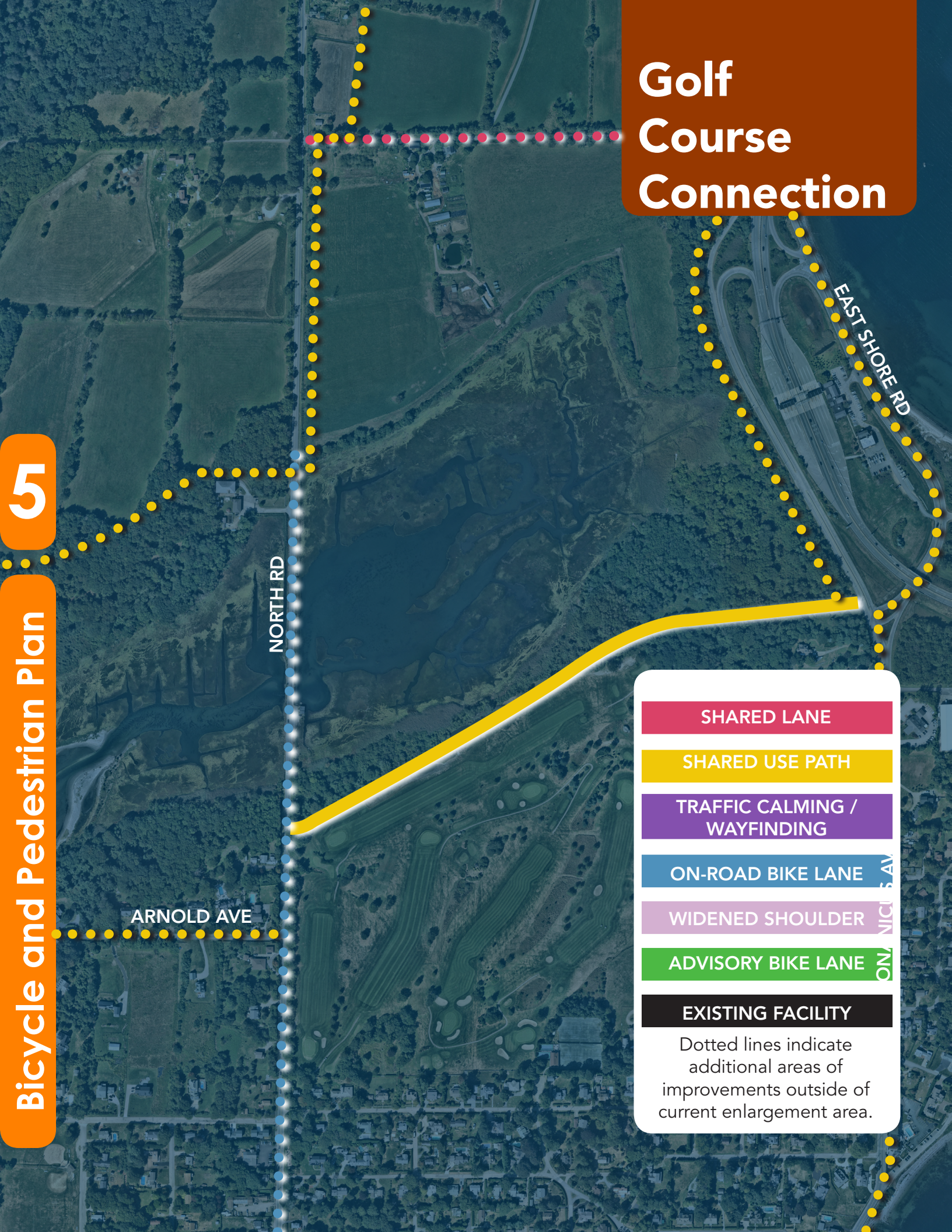
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## Bicycle and Pedestrian Plan





# Golf Course Connection

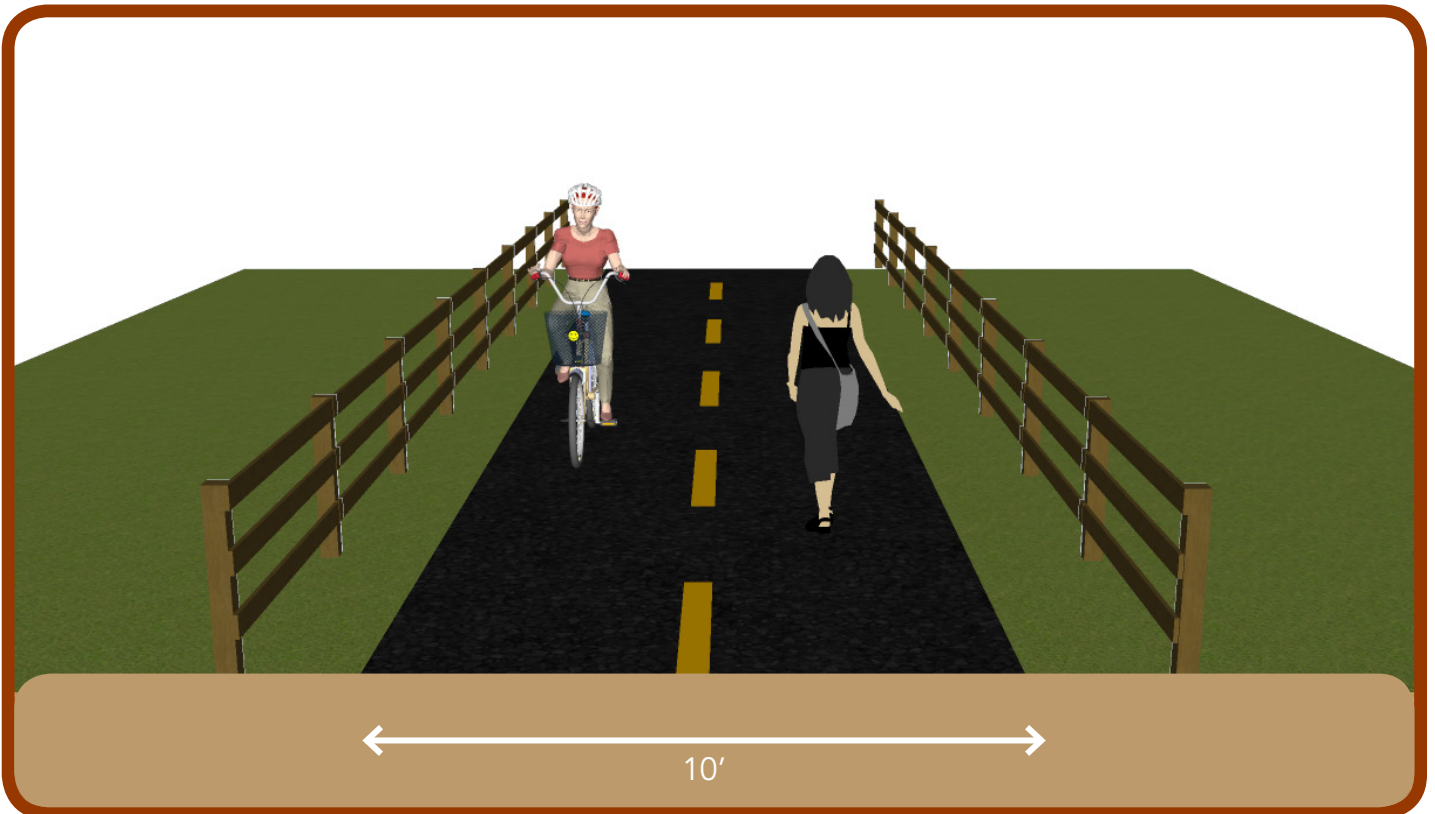


SHARED LANE
SHARED USE PATH
TRAFFIC CALMING / WAYFINDING
ON-ROAD BIKE LANE
WIDENED SHOULDER
ADVISORY BIKE LANE
EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.



A shared use path is proposed through the town-owned Jamestown Golf Course. This would provide an east-west connection from North Road to East Shore Road and Conanicus Avenue. A study would be required to understand wetland impacts. Screening could be added to protect the path from stray golf balls.





# Conanicut Ave.

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

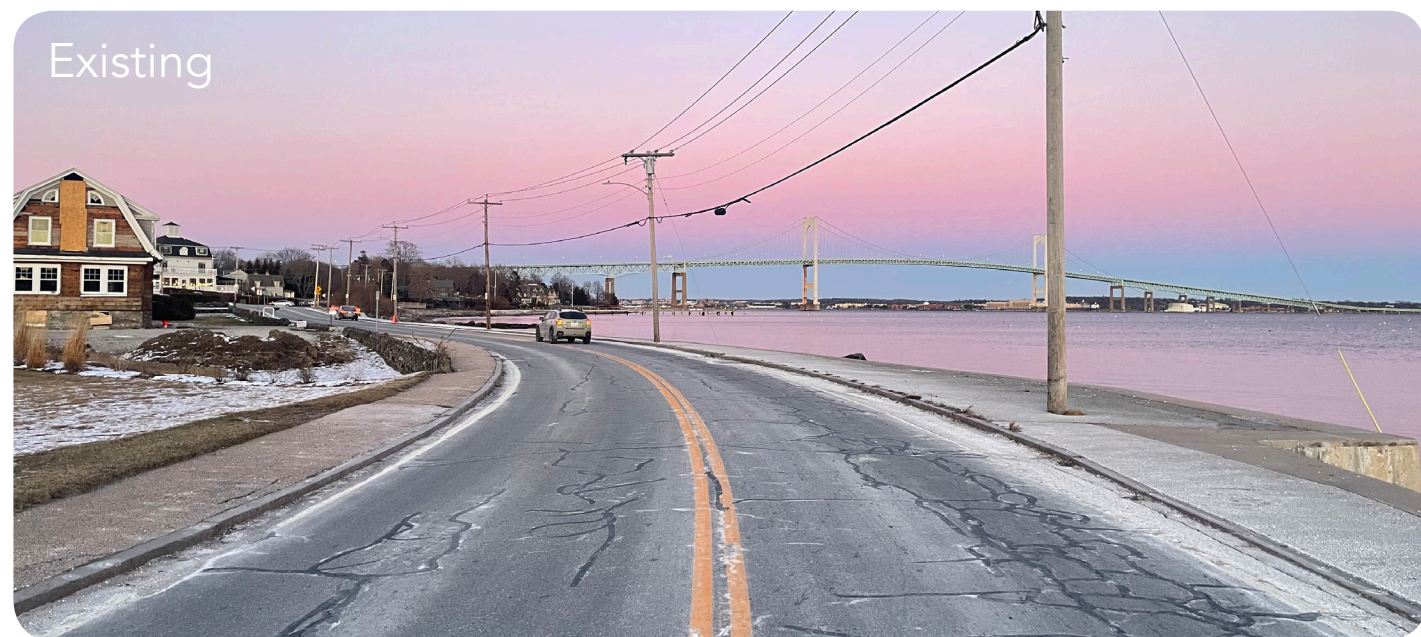
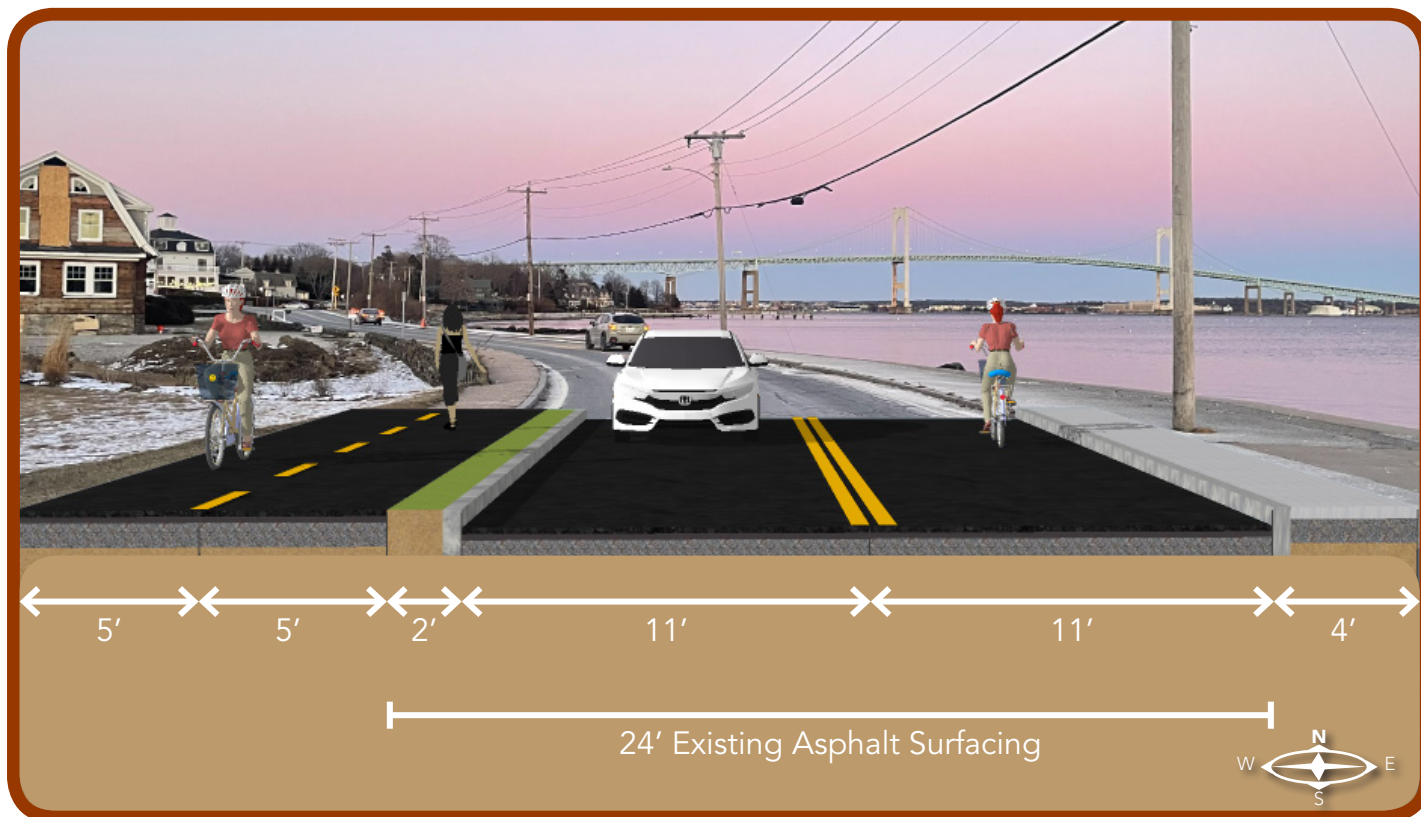
Dotted lines indicate additional areas of improvements outside of current enlargement area.



Three parallel parking spots would need to be removed in order to have a shared use path in this area.



A shared use path is proposed on the west side of Conanicus Avenue between Bay View Drive and Union Street. This path would re-purpose the existing sidewalk and combine with existing pavement width and right of way on the west side of the road to provide a 10' path and 2' buffer. Relocation of a few utility poles and coordination with residents would be required. The new path would connect to the existing harbor walk and down to the shared lanes on Union Street.





# Arnold Ave. & School Grounds

ARNOLD AVE

NORTH RD

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

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Bicycle and Pedestrian Plan

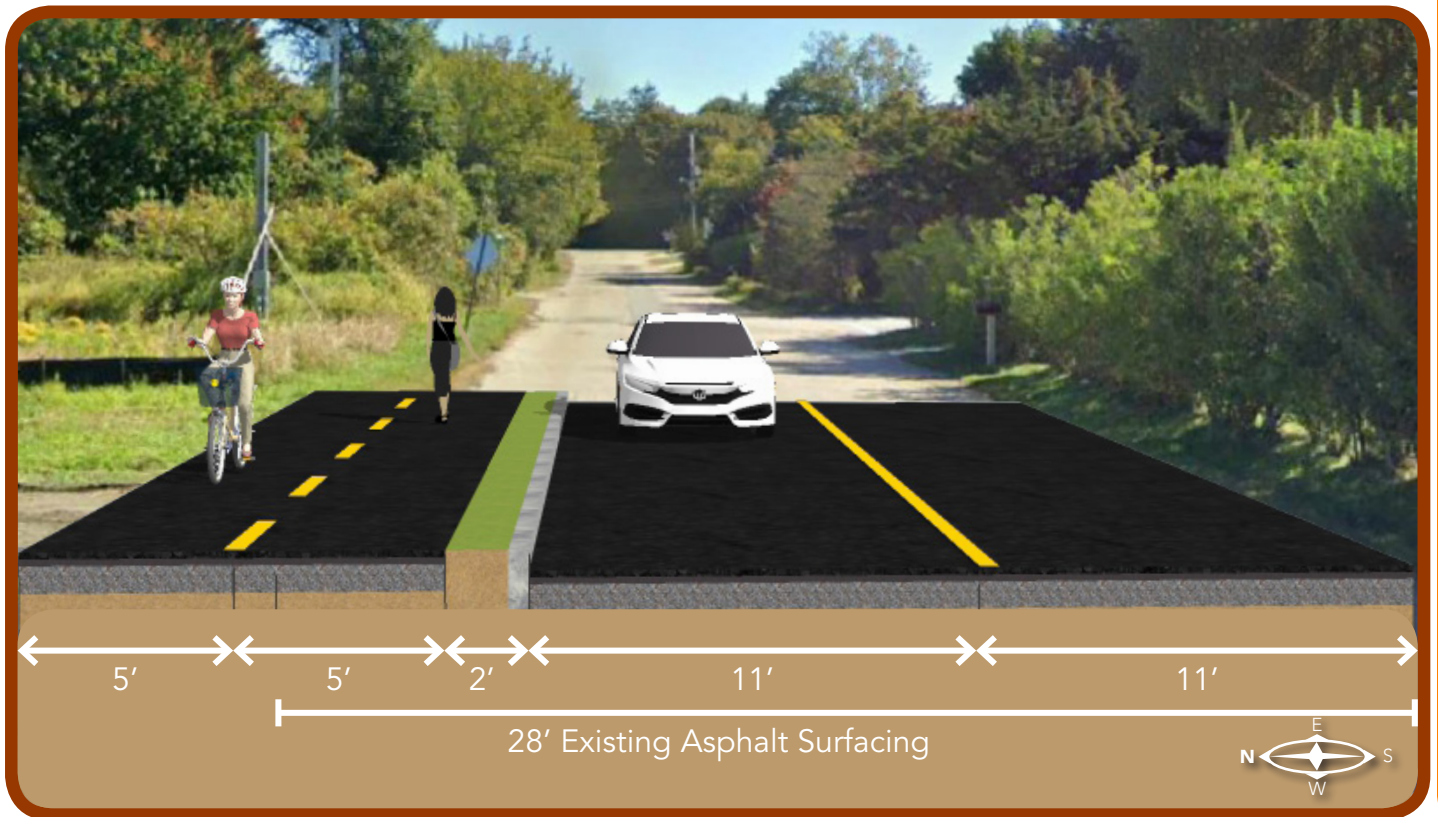


A shared use path is proposed on the north side of Arnold Avenue. The path is proposed to continue through the school grounds to connect both schools. This path would re-purpose extra pavement width and right of way on the north side of the road to provide a 10' path and 2' buffer. The connection through the school grounds was a recommendation from the 2008 School Grounds Study.



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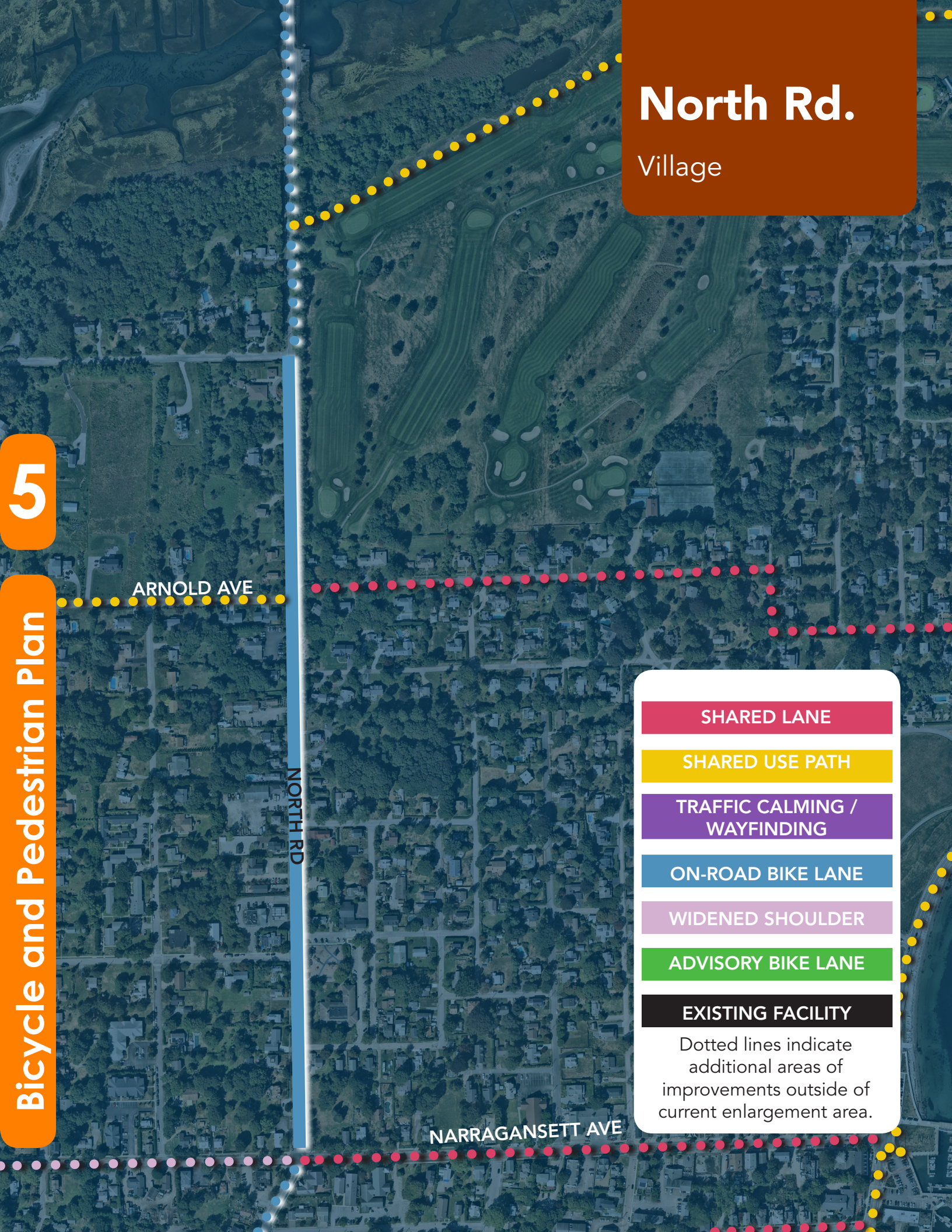
Bicycle and Pedestrian Plan



Existing







# North Rd.

Village

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Bicycle and Pedestrian Plan

ARNOLD AVE

NORTH RD

NARRAGANSETT AVE

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

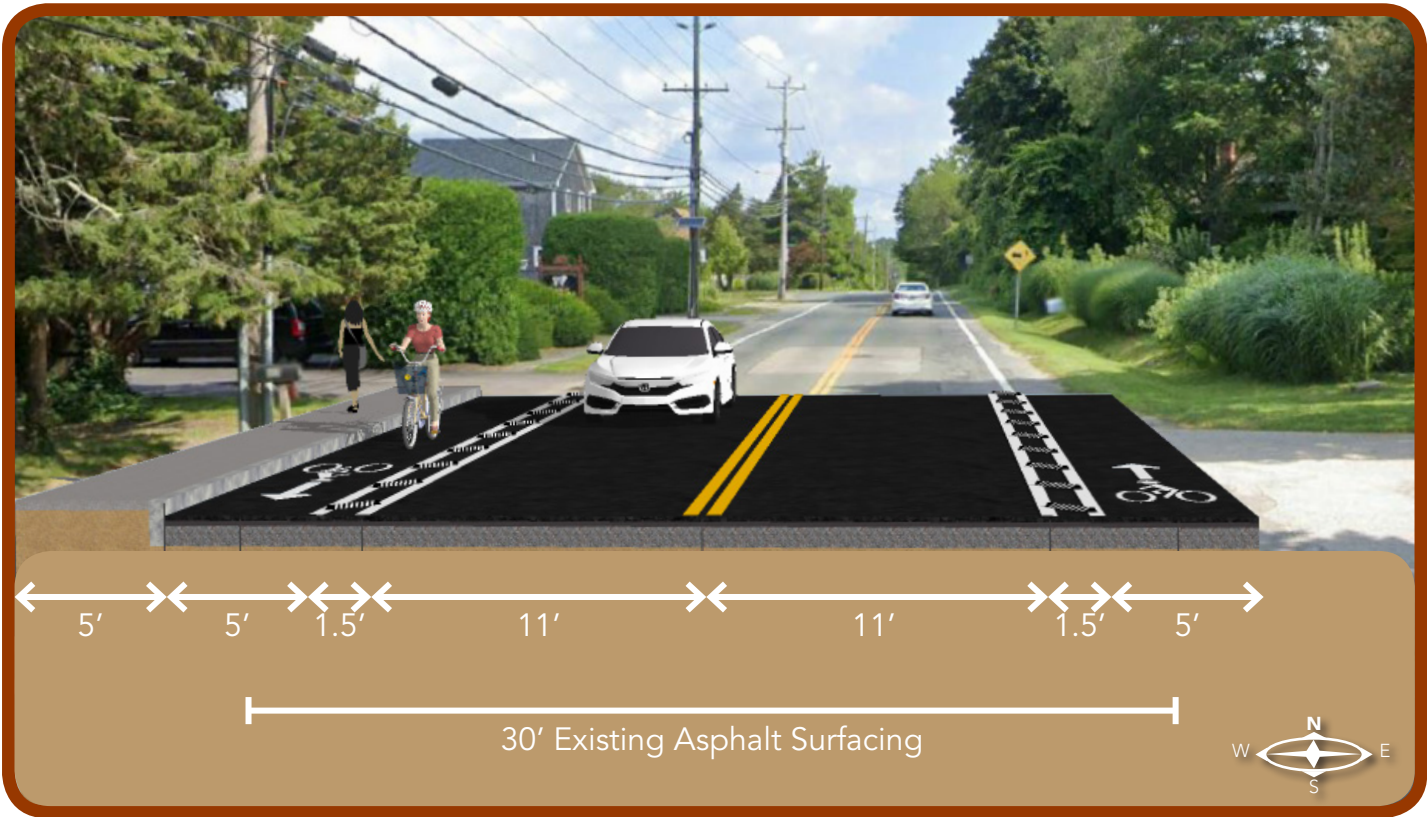
ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.



Separated bike lanes are proposed on both sides of North Road in the village. It is recommended that these improvements widen the existing pavement width to include this separated bicycle facility by using right of way width.





SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

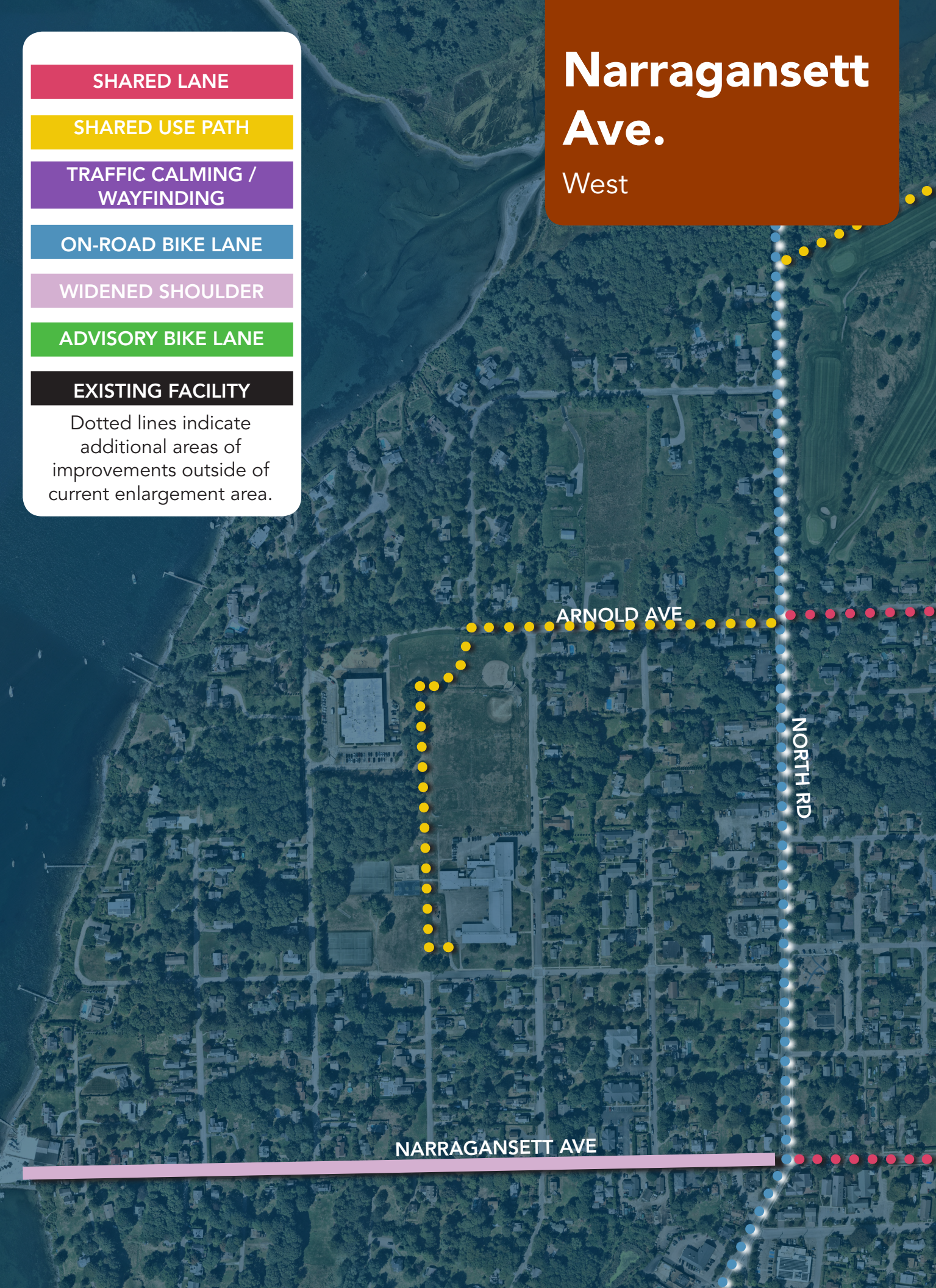
ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

# Narragansett Ave.

West



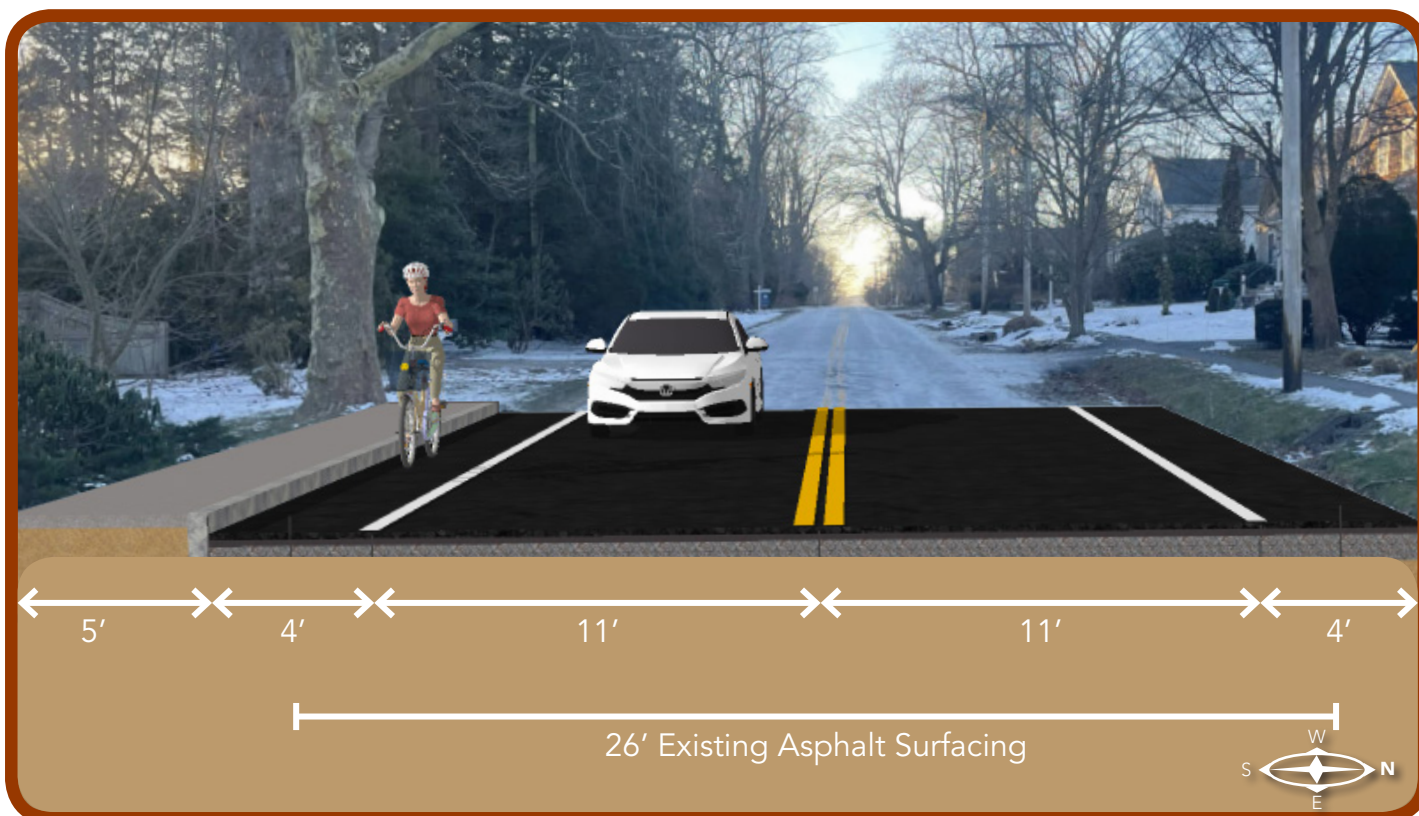


A widened shoulder is proposed on both sides of Narragansett Avenue to the west of North Road. The proposed redesign widens the existing pavement width to accommodate a 4' shoulder on each side. A sidewalk is also recommended on the south side of the roadway.



5

Bicycle and Pedestrian Plan







# Southwest Ave.

NARRAGANSETT AVE

SOUTHWEST AVE

HAMILTON AVE

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

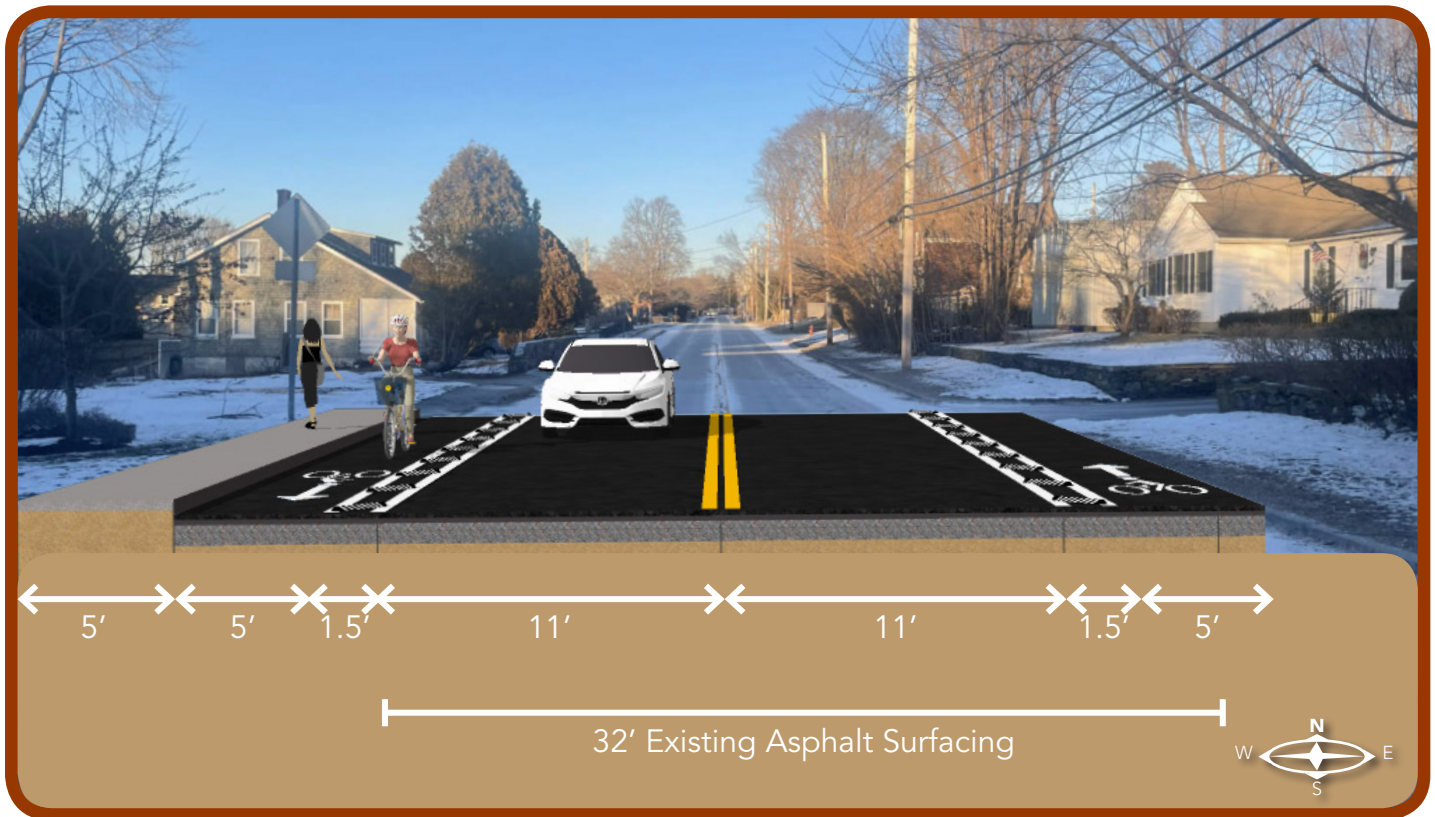


Bike lanes are proposed on both sides of Southwest Avenue between Narragansett Avenue and Hamilton Avenue. The design widens the roadway slightly to accommodate the bike lanes.

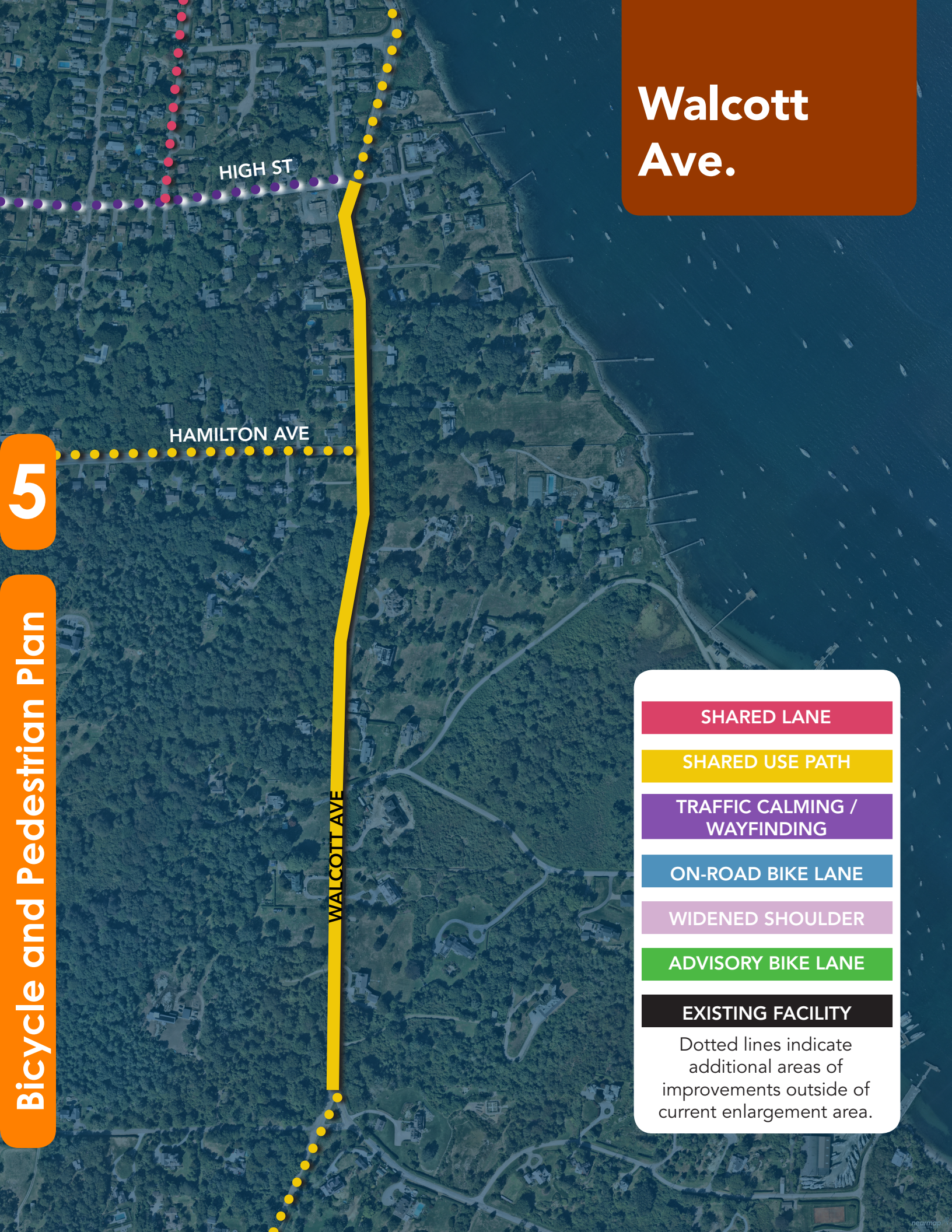


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Bicycle and Pedestrian Plan







# Walcott Ave.

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Bicycle and Pedestrian Plan

HIGH ST

HAMILTON AVE

WALCOTT AVE

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

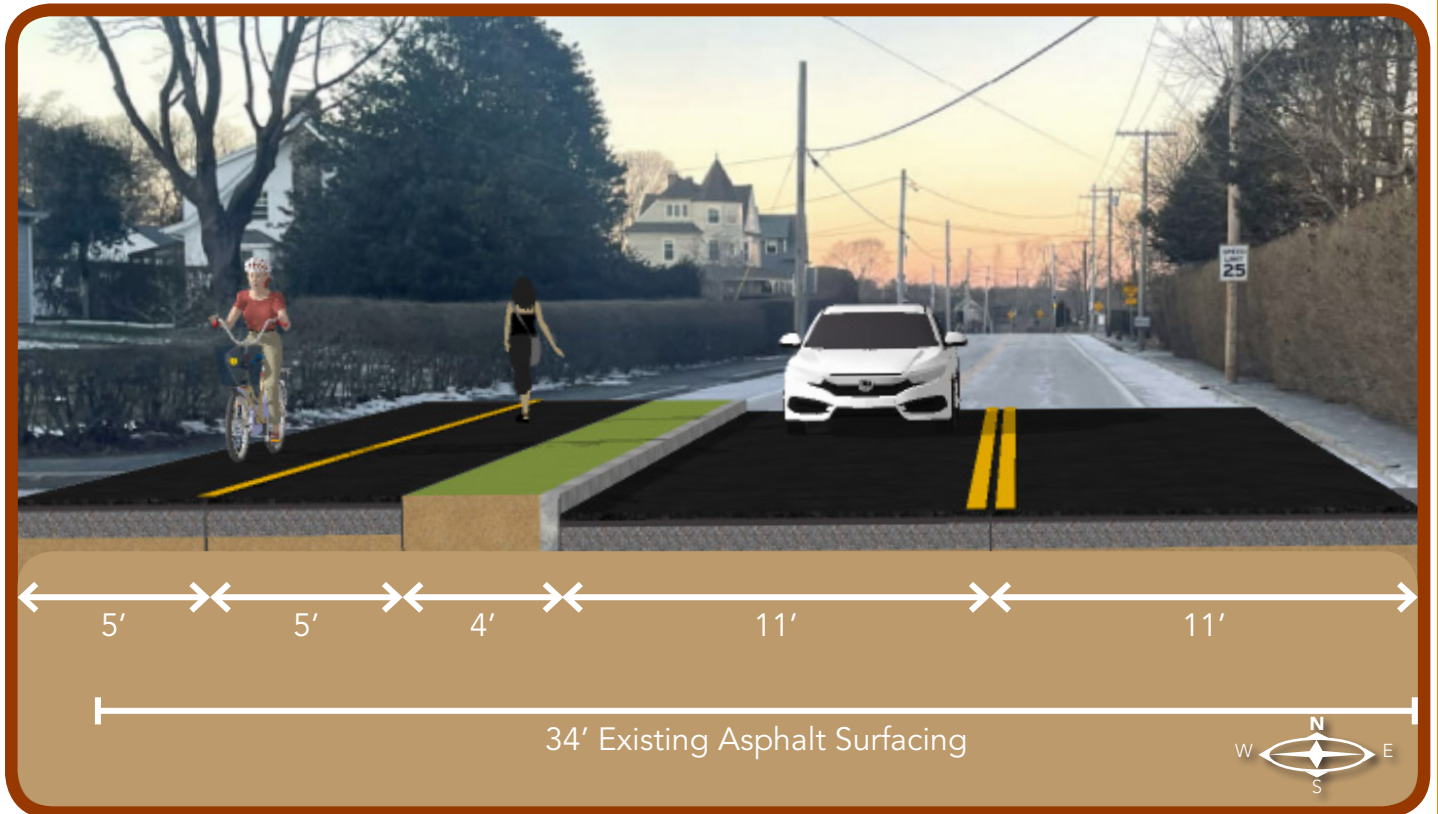


A shared use path is proposed on the west side of Walcott Avenue. The path repurposes existing roadway pavement width and the existing sidewalk width to accommodate a 10' shared use path and 4' buffer area. The design would require relocation of utility poles and trimming of vegetation. The path provides a connection from the village center towards Fort Wetherill Road.

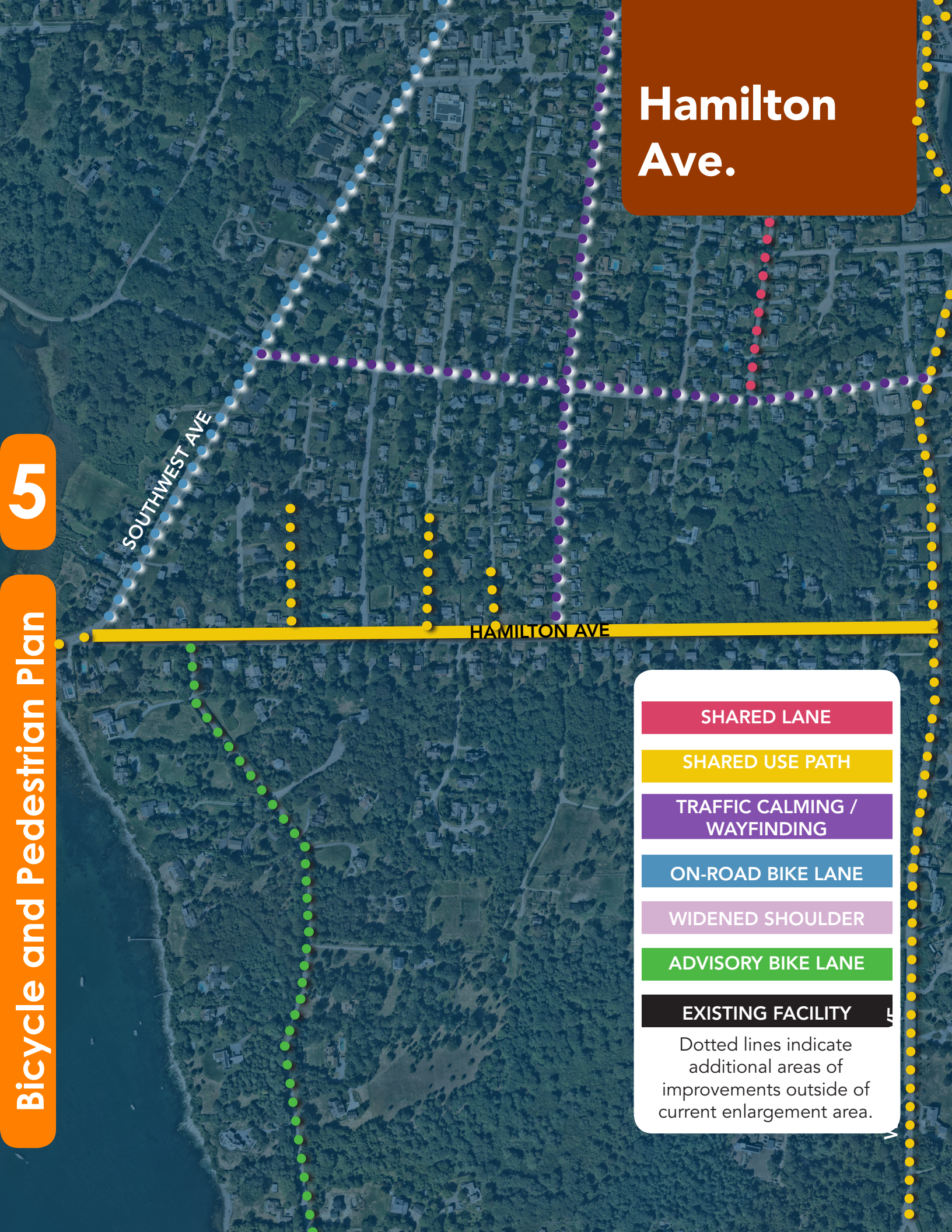


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## Bicycle and Pedestrian Plan







# Hamilton Ave.

SOUTHWEST AVE

HAMILTON AVE

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

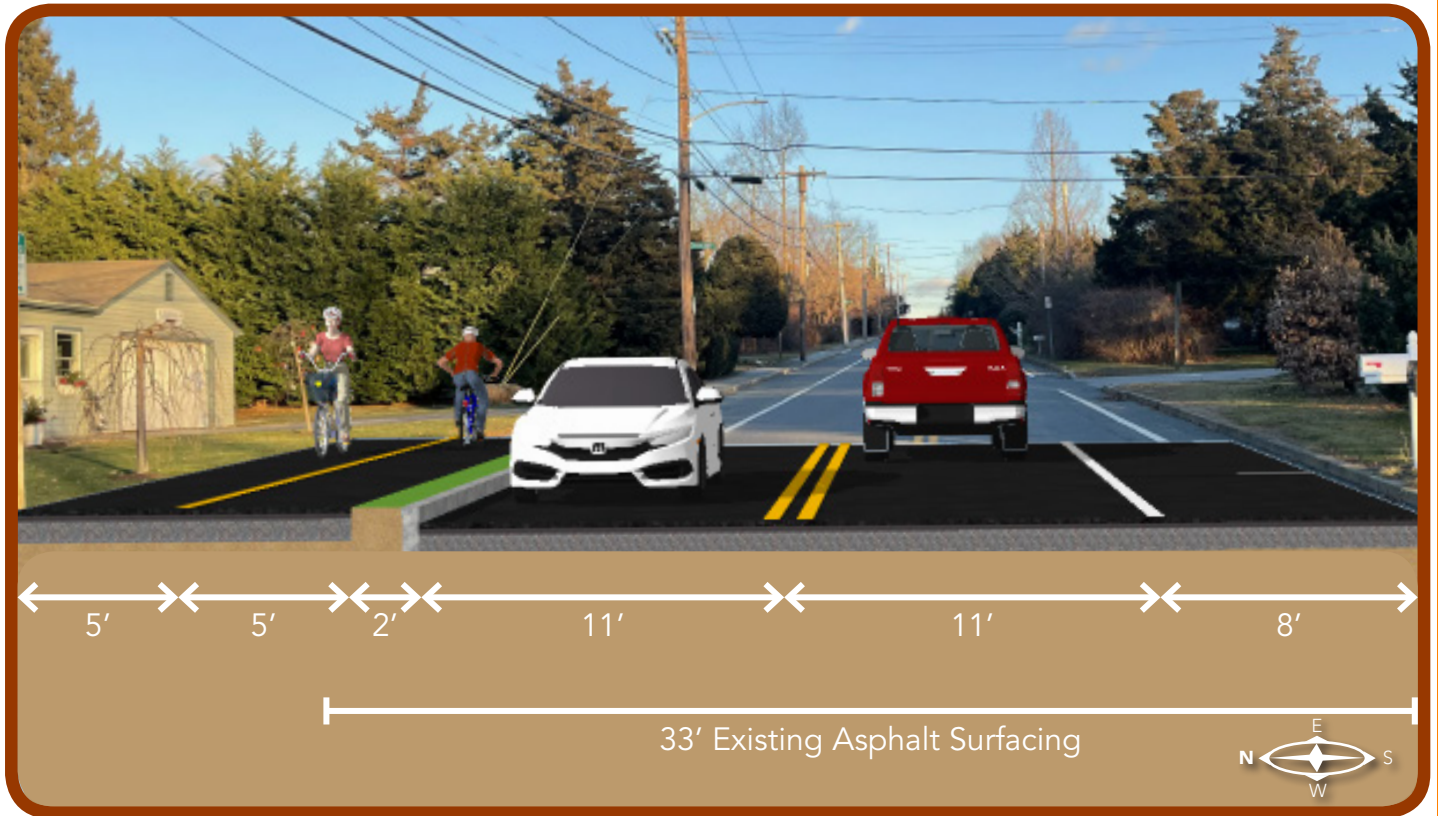




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Bicycle and Pedestrian Plan

A shared use path is proposed on the north side of Hamilton Avenue. The path uses the existing sidewalk width and repurposes shoulder width to provide a 10' wide shared use path with a 2' buffer. The project will require the relocation of some utility poles currently within the sidewalk on the north side. As many people currently park on Hamilton Avenue during the summer to access Mackerel Cove Beach, the plan recommends maintaining parking on the south side of the road.





# Fort Wetherill

WALCOTT AVE

FORT WETHERILL RD

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.



A shared use path is proposed connecting Highland Drive to Fort Wetherill State Park through public land parallel to Fort Wetherill Road to the south. Fort Wetherill Road has insufficient space for a safe bicycle facility, particularly due to the elevation change on the roadway. The shared use path uses Newport Avenue and existing public grass space next to Fort Wetherill Park driveways to navigate bicyclists safely to the park separated from vehicle traffic.

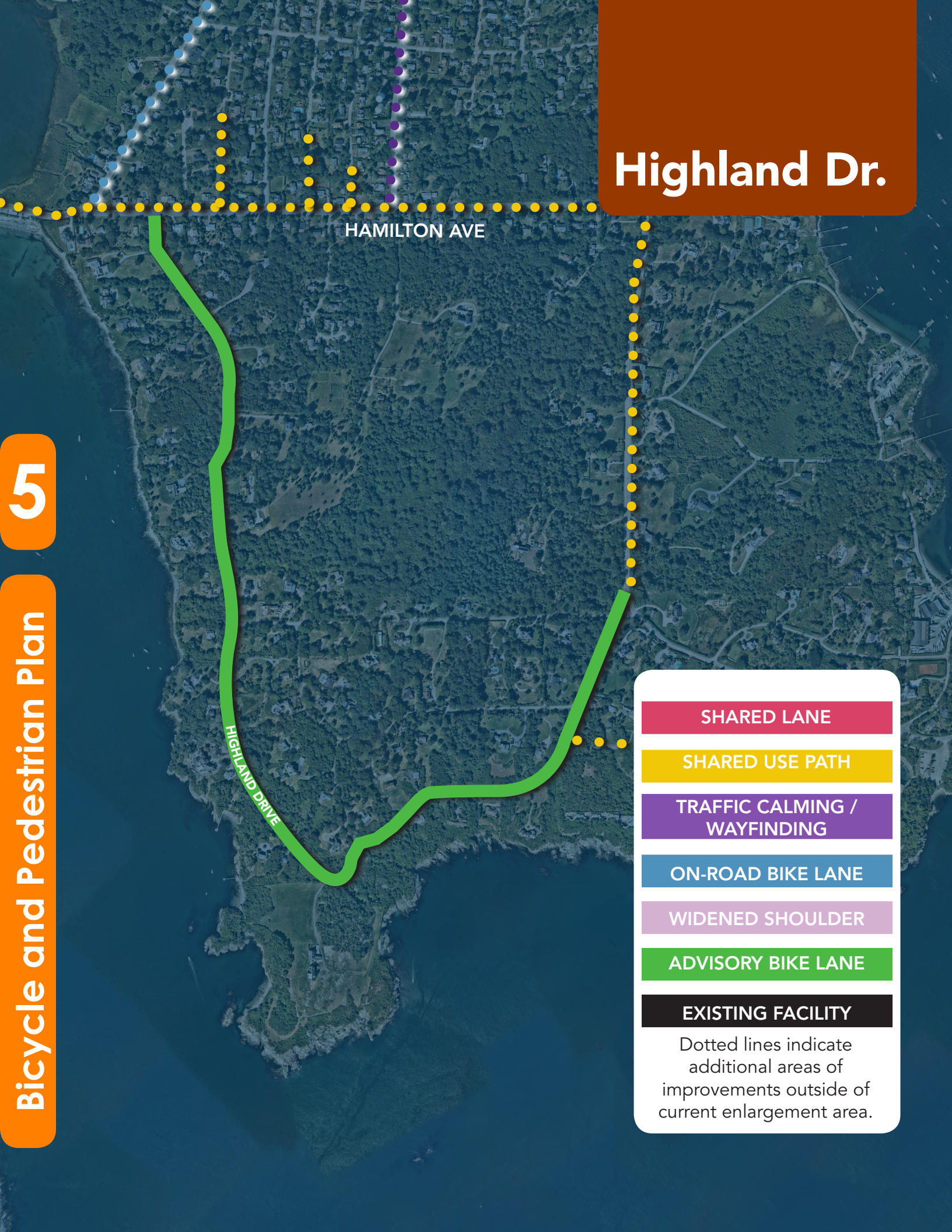


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Bicycle and Pedestrian Plan







# Highland Dr.

HAMILTON AVE

HIGHLAND DRIVE

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

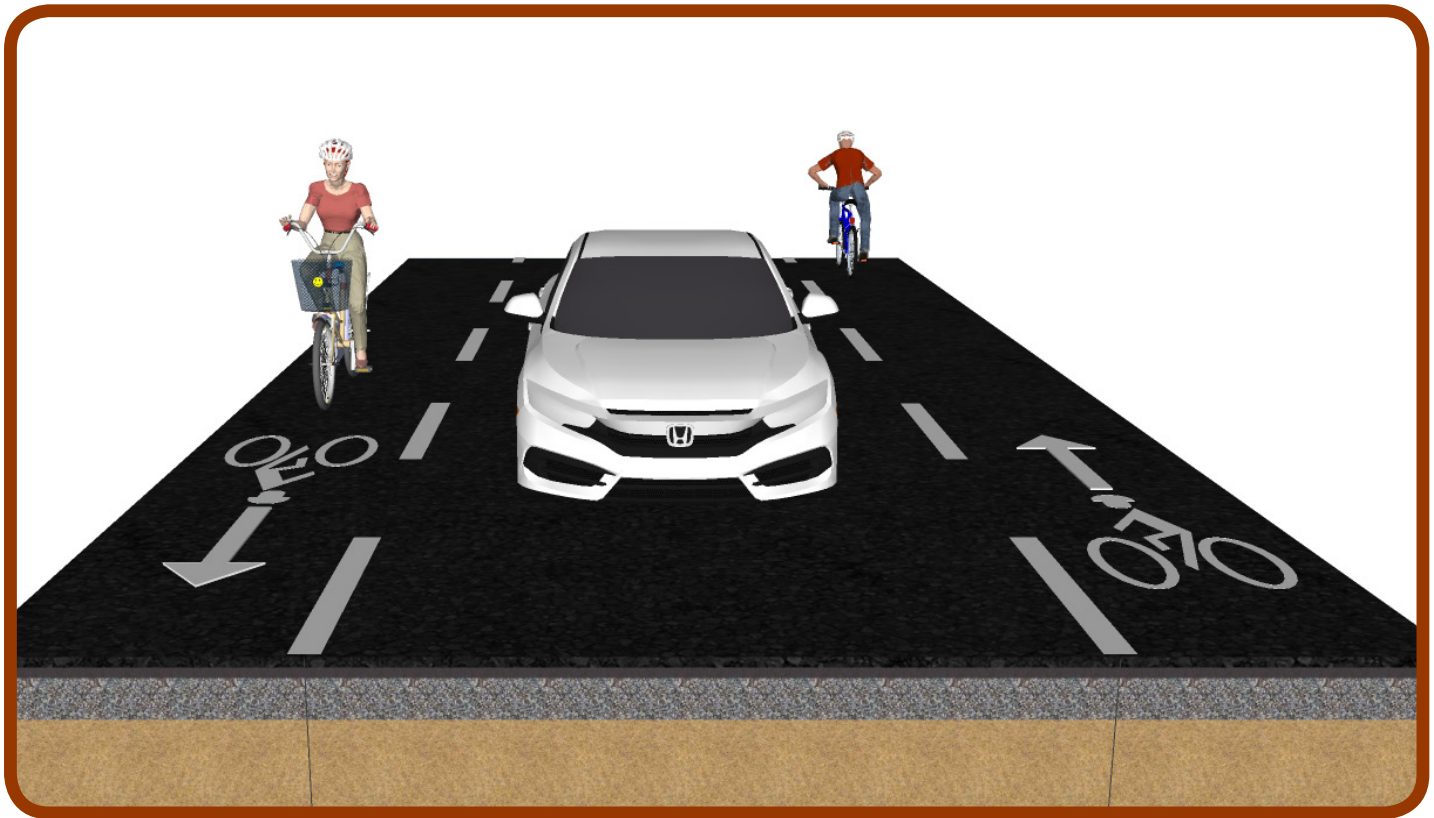




An advisory bike lane is proposed for Highland Dr. Where all vehicular traffic will move in the center of the road and the outer edges of the road will be striped as bike lanes. In the case that two vehicles are traveling in opposite directions, the vehicles safely cross into the bike lanes to pass one another.

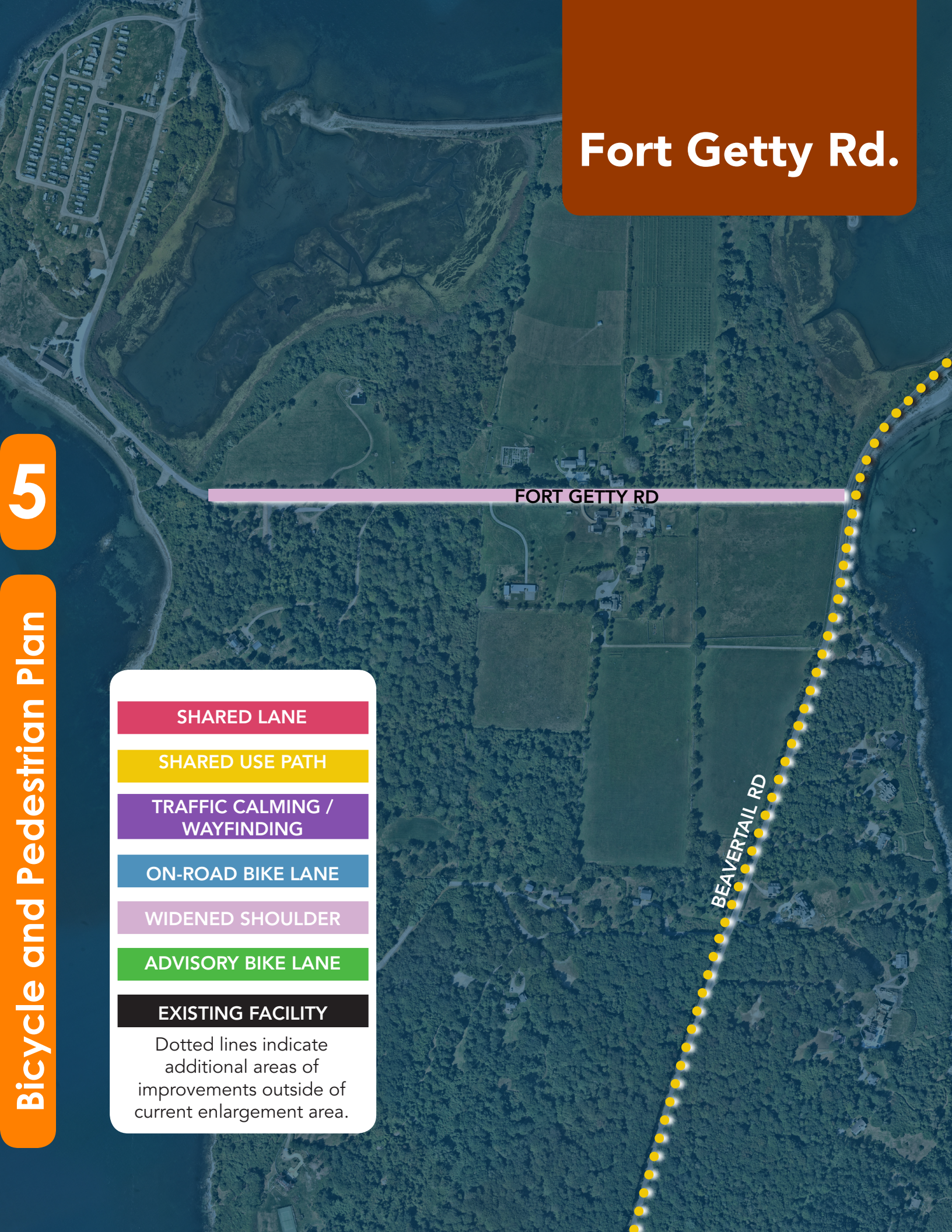


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Bicycle and Pedestrian Plan





# Fort Getty Rd.

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING /  
WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

FORT GETTY RD

BEAVERTAIL RD

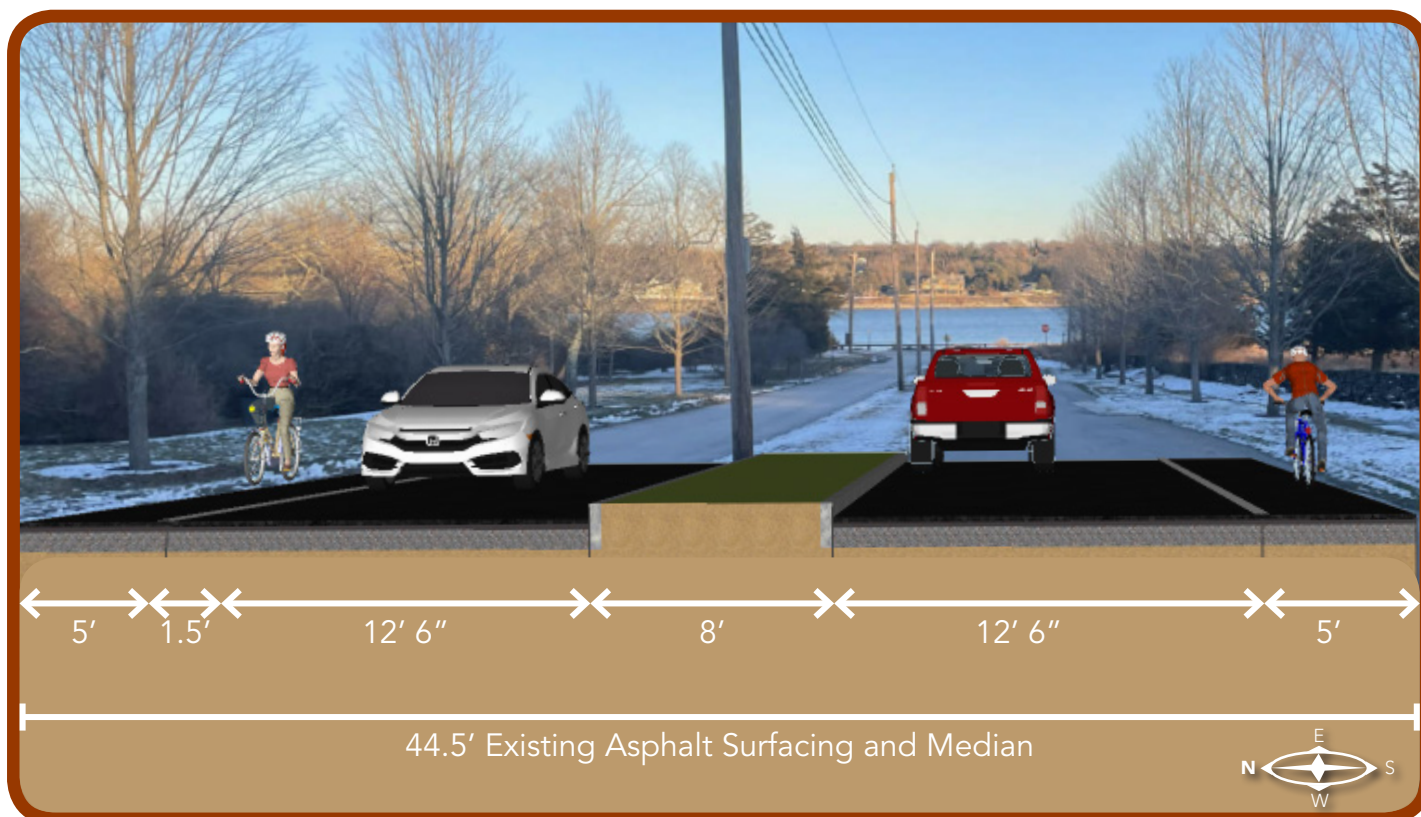


A widened shoulder is proposed on both sides of Fort Getty Road. The proposed redesign narrows the existing wide travel lanes and slightly narrows the median to accommodate the widened shoulder. The widened shoulders provide a connection from Fort Getty Park to the proposed shared use path on Beavertail Road.



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## Bicycle and Pedestrian Plan





# Beavertail Rd.

Area 1 - Mackerel Cove



SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

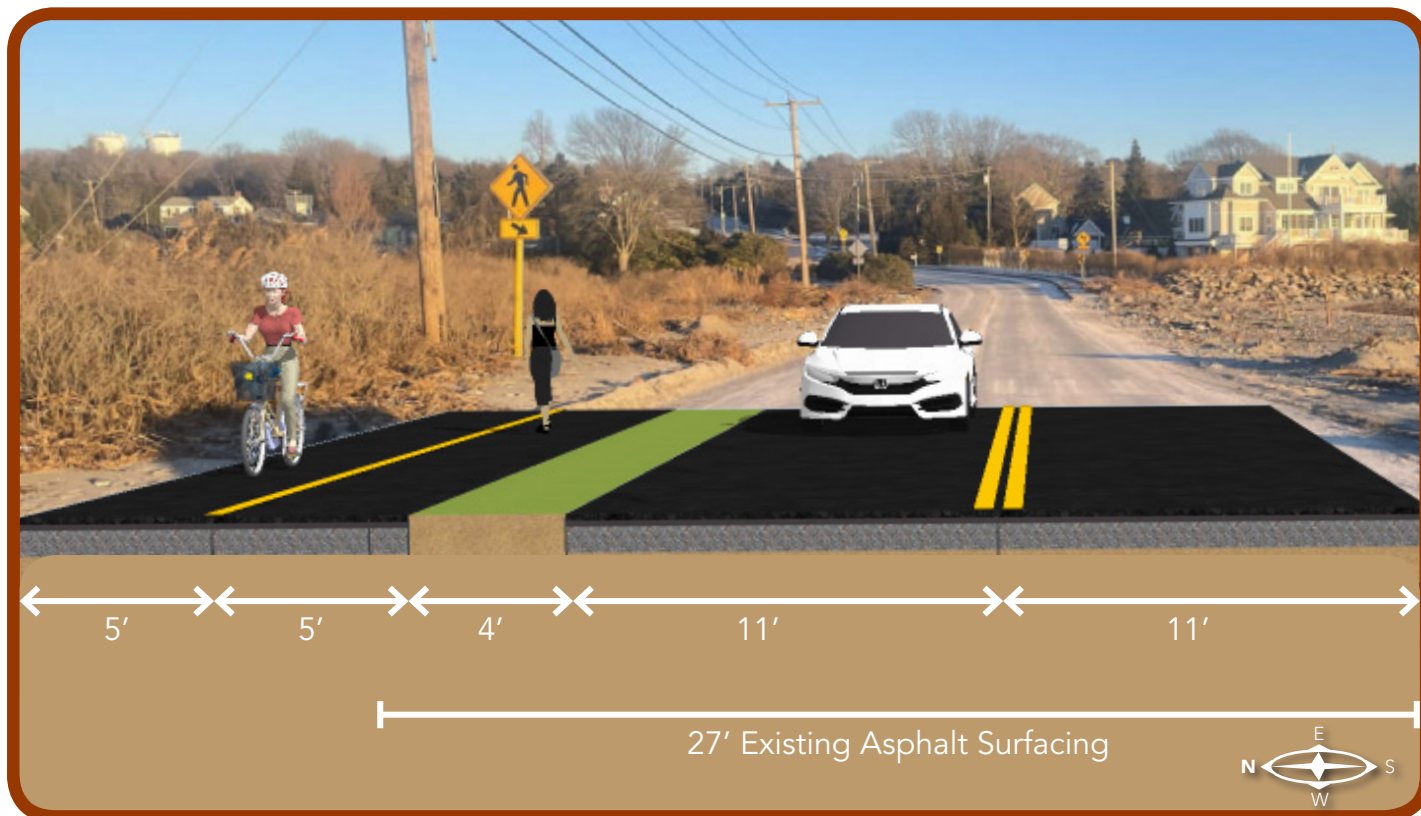


A shared use path is proposed on the north side of Beavertail Road. The proposed redesign repurposes existing pavement width and sidewalk to accommodate a 10' path and 4' buffer area. The path will provide separation from vehicles by Mackerel Cove Beach – where many people park in the summertime.



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# Bicycle and Pedestrian Plan





FORT GETTY RD

BEAVERTAIL RD

# Beavertail Rd.

Area 2

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.

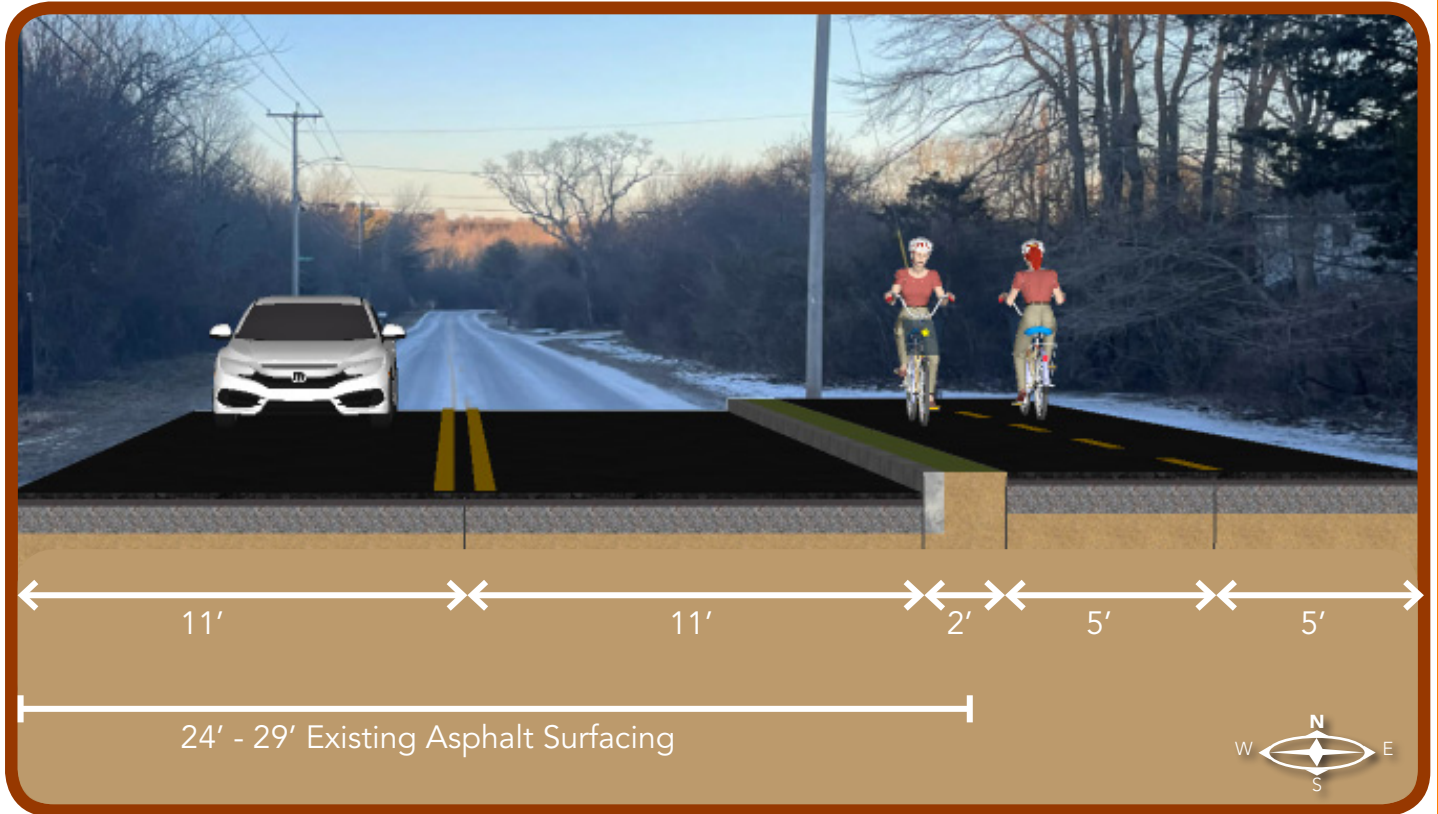


A shared use path is proposed on the east side of Beavertail Road south of Fort Getty Road. Tree removal and wall shifting will be required. This creates a connection to Beavertail State Park for both cyclists and pedestrians. A reduction in speed limit from 40 MPH to 30 MPH is recommended, in coordination with RIDOT.



5

Bicycle and Pedestrian Plan





# Shared Lane Locations

## South

5

Bicycle and Pedestrian Plan

**SHARED LANE**

**SHARED USE PATH**

**TRAFFIC CALMING / WAYFINDING**

**ON-ROAD BIKE LANE**

**WIDENED SHOULDER**

**ADVISORY BIKE LANE**

**EXISTING FACILITY**

Dotted lines indicate additional areas of improvements outside of current enlargement area.





Sharrow markings are proposed on Narragansett Avenue, Green Lane, Bayview Drive, Whittier Road and Bryer Avenue to guide cyclists to nearby connections and alert drivers to the presence of bicycles. Striping will be limited to preserve the rural character of the town.





# Traffic Calming Locations

## South

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Bicycle and Pedestrian Plan

SHARED LANE

SHARED USE PATH

TRAFFIC CALMING / WAYFINDING

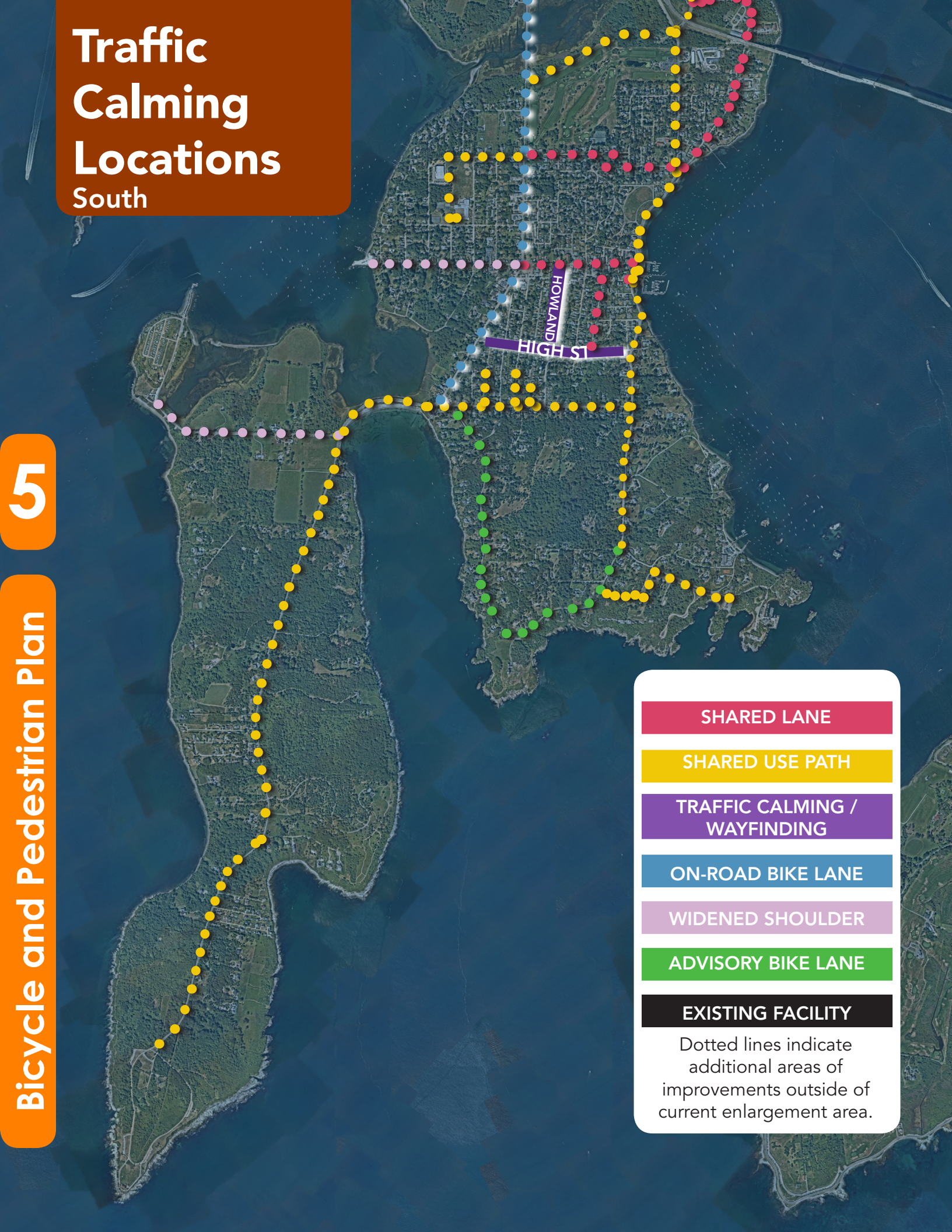
ON-ROAD BIKE LANE

WIDENED SHOULDER

ADVISORY BIKE LANE

EXISTING FACILITY

Dotted lines indicate additional areas of improvements outside of current enlargement area.







Sharrow markings combined with speed humps or other traffic calming devices are proposed on High Street and Highland Drive to guide cyclists to nearby connections, alert drivers to the presence of bicycles, and slow vehicles on neighborhood streets where people are walking and biking. Signage and striping will be limited to preserve the rural character of the town. The needs of each location will determine the specific treatment during the design stages.



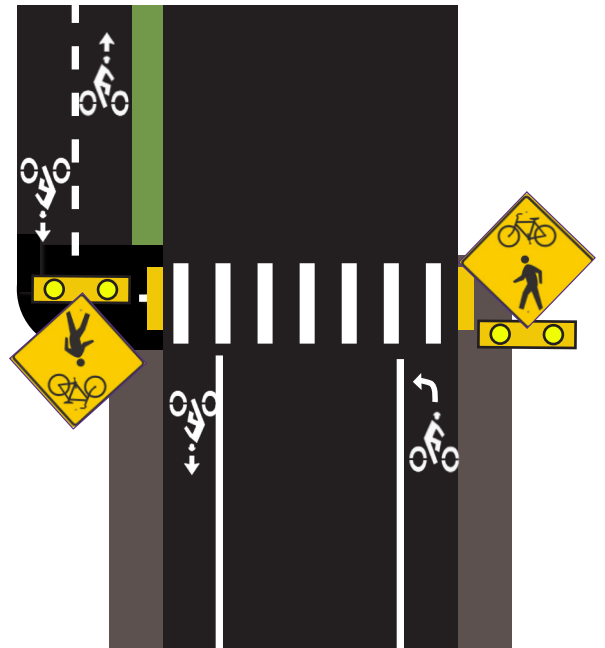


# Transition Areas

A connected network of bicycle facilities requires clear transitions between facility types, so cyclists can move from one facility to another. In the network proposed by Bicycle and Pedestrian plan, cyclists will sometimes be required to cross the street to move from one facility to another. This section shows the key transition areas identified as part of the plan, typologies for the transition areas and a couple specific examples.

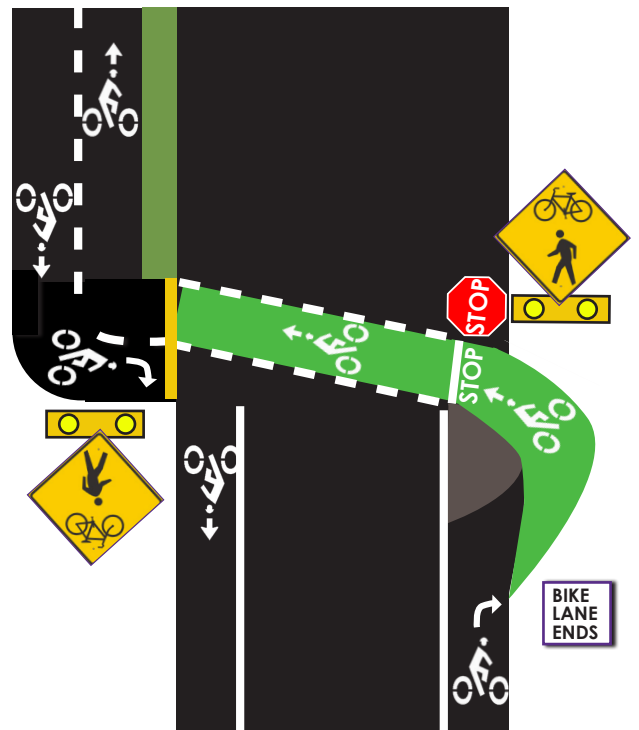
## ✕ CROSSWALKS

Crosswalks are a common treatment at pedestrian crossings that drivers typically understand require stopping for people walking to pass. Where possible, the plan recommends placing crosswalks at important bicycle transition points to accommodate the bicycle crossing. These are recommended where there is a pedestrian facility, sidewalk or shared use path, on both sides of the roadway.



## ● BIKE CROSSING

In places where only bikes need to cross, a bike crossing can be facilitated using pavement markings and signage. This should be used in areas where a shared use path only connects to a bicycle facility and not to a sidewalk or other shared use path. The crossing should include flashing crossing signs with detection.





# Transition Areas

✕ CROSSWALK (BIKE & PEDESTRIAN)

○ BIKE ONLY CROSSING

— SHARED LANE

— SHARED USE PATH

— TRAFFIC CALMING /  
WAYFINDING

— ON-ROAD BIKE LANE

— WIDENED SHOULDER

— ADVISORY BIKE LANE

— EXISTING FACILITY





## BEAVERTAIL ROAD SOUTHERN TRANSITION AREA

One example of a transition area is shown in the image to the left on Beavertail Road by Fort Getty Road. At this location, cyclists and pedestrians traveling in the shared use path on Beavertail Road will need to cross over to the shared use path on the west side of the road. A crosswalk is provided to facilitate the crossing. A rectangular rapid flashing beacon is provided to improve the crosswalk visibility.



## BEAVERTAIL ROAD NORTHERN TRANSITION AREA

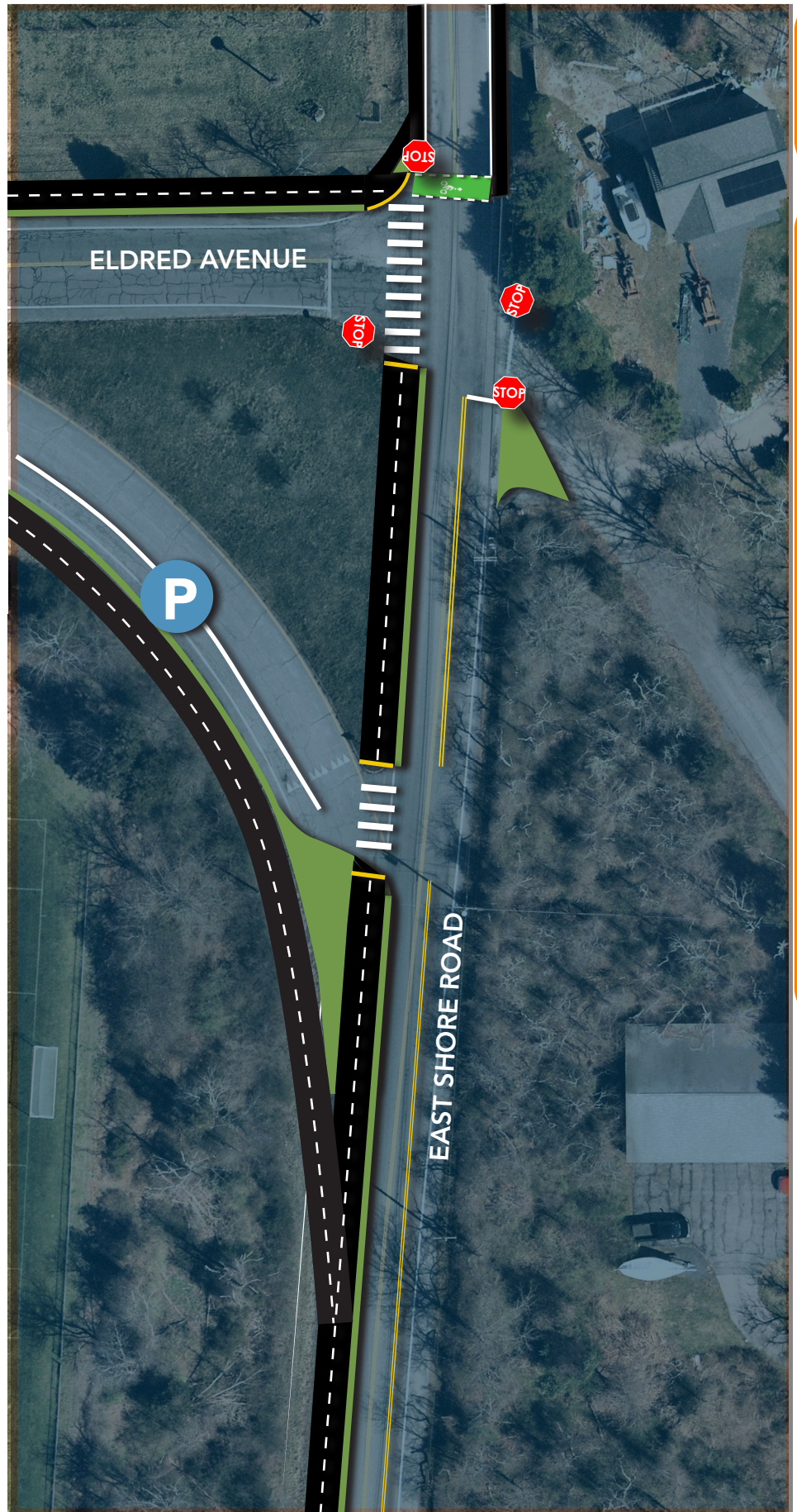
Another example of a transition area is shown when the shared use path on Beavertail Road transitions to the bike lanes on Southwest Avenue and the shared use path on Hamilton Avenue. At this location, a crosswalk is recommended to cross cyclists continuing from the shared use path northbound onto the bike lanes, as well as pedestrians and cyclists crossing to the sidewalk and shared use path.





## EAST SHORE ROAD TRANSITION AREA

A final example to illustrate the transition areas is shown when the shared use path on Eldred Avenue and East Shore Road south of Eldred Avenue crosses to a widened shoulder facility on East Shore Road north of Eldred Avenue. At this location, cyclists traveling northbound in the shared use path on East Shore Road have the option to go west where the path stops at the soccer field, or continue north where they will need to cross Eldred Ave and either go west where the shared use path connects to the existing path that leads to North Road or cross over to the widened shoulder to continue northbound. A bike crossing is provided to direct cyclists to the shoulder facility.



5

Bicycle and Pedestrian Plan



# Walk Plan

— SHARED USE PATH

— TRAFFIC CALMING

— SIDEWALK

— EXISTING FACILITY

In general, this report seeks to provide facilities suitable for people both walking and biking through an extensive network of shared use paths. Walking specific recommendations are focused around the school facilities and village center. Four new sidewalks are recommended - on Lawn Avenue, Melrose Avenue, Narragansett Avenue, and Southwest Avenue by West Street and Clarke

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Bicycle and Pedestrian Plan

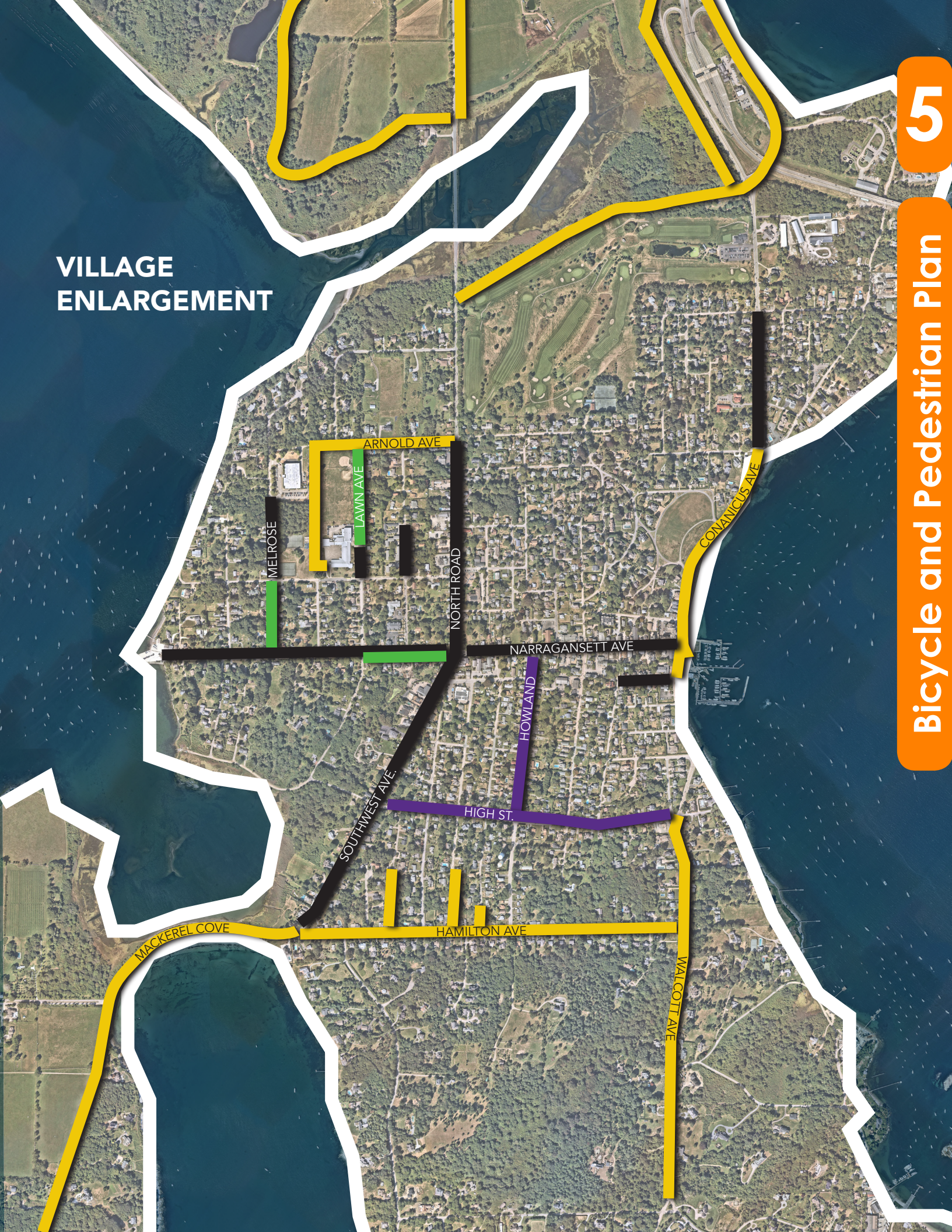




# VILLAGE ENLARGEMENT

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## Bicycle and Pedestrian Plan





## Policies & Projects

Besides redesigning the roadways, policies and programs can be implemented town-wide to encourage people to walk and bike in town. Jamestown already encourages biking through the strong advocacy presence of Rolling Agenda who host bike to school days and other events in town. The following policies and programs are recommended to continue to foster a bike and walk culture in town.

### EDUCATION

- Install a traffic garden by lawn School - Could consider funding through the RI streetstransformation mini-grant program (most recent round just closed).
- Support bike safety classes.
- Support learn to ride classes for youth and adults.
- Consider holding a bike rodeo.
- Continue ongoing partnerships with Rolling Agenda.

### SAFETY GEAR ACCESSIBILITY

- Consider holding safety gear giveaways (lights, refelctors, helmets).

### EXPANSION & UPGRADES

- Consider future applications for Safe Routes to School funding.
- Continue upgrading ramps in town to be accessible.
- Install curb extensions at crosswalks to shorten crossing distances at locations around town when the opportunity arises.

### MAINTENANCE

- Continue ongoing maintenance of bike lanes and sidewalks.
- Trim vegetation at intersections and along sidewalks to protect sight lines and offer sufficient space to walk.



## Example From Bike Newport Website - (bikenewportri.org)

<https://bikenewportri.org/newport-traffic-garden/>



### EXPERIENCE THE NEWPORT TRAFFIC GARDEN!

October 12, 2023



On October 10, 2023, Bike Newport welcomed community members of all ages to celebrate the completion of Rhode Island's first Traffic Garden – on Hillside Avenue, adjacent to Miantonomi Park, in Newport's North End neighborhood.

"Traffic Gardens" are scaled-down streetscapes that blend lighthearted play with feet-on-the-pedals learning, for an especially effective way to teach kids the rules of the road and how to ride safely. Watch the highlight reel below to see all the fun of kids practicing their skills and learning along the way ... We're pretty sure you'll love it!



## Recommended Matrix

Name	Extent	Facility Type	Timeframe	Cost
East Shore Road – Area 1	Conanicus Avenue to Route 138 Ramp	Shared Use Path	Long	\$\$\$
East Shore Road – Area 2	Route 138 Ramp to Eldred Avenue	Shared Use Path	Long	\$\$\$
East Shore Road – Area 3	Eldred Avenue to Summit Avenue	Widen Shoulders	Mid	\$\$
Eldred Avenue	East Shore Road to Reservoir Trail	Shared Use Path	Mid	\$\$
North Main Road to East Shore Road	North Main Road to East Shore Road	Shared Use Path	Long	\$\$\$
North Main Road & North Road	East Shore to Existing Path (North Main); Existing Path to Great Creek (North)	Bike Lanes	Long	\$\$\$
Seaside Drive Underpass	Under Route 138 Ramps	Bike Lanes	Mid	\$\$
Riptide Street Connection	Riptide Street to Cedar Cemetery	Shared Use Path	Mid	\$\$
Jamestown Bridge (???)				
St. Mark's Connection	Reservoir Trail to East Shore Road	Shared Use Path	Mid	\$\$
Helm Street to North Road	Helm Street to North Road	Shared Use Path	Long	\$\$\$
North Road and Eldred Avenue	North Road to Eldred Avenue	Shared Use Path	Long	\$\$\$
Great Creek	North Road over Great Creek	Bike Lanes	Long	\$\$\$
North End Sharrow Location	Summit Avenue, Hull Street, Helm Street	Sharrows	Short	\$
North End Traffic Calming Locations	Capstan Street, Frigate Street, Seaside Drive, Cedar Lane	Traffic Calming	Short	\$\$
Golf Course Connection	North side of Jamestown Golf Course	Shared Use Path	Mid	\$\$
Conanicus Avenue	Bryer Avenue to Union Street	Shared Use Path	Long	\$\$\$
Arnold Avenue & School Grounds	North Road to Lawn School	Shared Use Path	Mid	\$\$
North Road	Westwind Drive to Narragansett Avenue	Bike Lanes	Mid	\$\$



Name	Extent	Facility Type	Timeframe	Cost
Narragansett Avenue	North Road to Dutch Harbor	Widen Shoulder	Mid	\$\$
Southwest Avenue	Narragansett Avenue to Hamilton Avenue	Bike Lanes	Mid	\$\$
Walcott Avenue	High Street to Fort Wetherill Road	Shared Use Path	Long	\$\$\$
Hamilton Avenue	Southwest Avenue to Walcott Avenue	Shared Use Path	Long	\$\$\$
Fort Wetherill	Highland Drive to Fort Wetherill Park	Shared Use Path	Mid	\$\$
Fort Getty Road	Salt Marsh to Beavertail Road	Bike Lanes	Mid	\$\$
Beavertail Road – Area 1 Mackerel Cove	Fort Getty Road to Southwest Avenue	Shared Use Path	Mid	\$\$
Beavertail Road – Area 2	Fort Getty Road to Beavertail State Park	Shared Use Path	Long	\$\$\$
South End Sharrow Locations	Bayview Drive, Whittier Road, Bryer Avenue, Narragansett Avenue, Green Lane	Sharrows	Short	\$
South End – Traffic Calming Locations	Highland Avenue, High Street	Traffic Calming	Short	\$\$
Lawn Avenue Sidewalk	Lawn School to Arnold Avenue	Sidewalk	Mid	\$\$
Narragansett Avenue Sidewalk	Maple Avenue to North Road	Sidewalk	Mid	\$\$
Melrose Avenue Sidewalk	Narragansett Avenue to Watson Avenue	Sidewalk	Mid	\$\$



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