



Town of Bristol, Rhode Island

Department of Community Development

10 Court Street
Bristol, RI 02809
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401-253-7000

March 23, 2022

TO: Town Council
FROM: Diane M. Williamson, Director
RE: **Bicycle Feasibility Study Update**

Diane

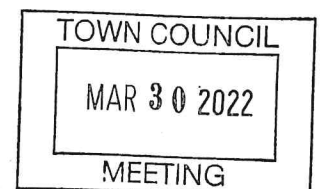
As you will recall, when we last presented the Bicycle Feasibility Study project to the Town Council, the Consultants were asked to further explore the feasibility of the Ferry Road segment and report back to the Council prior to proceeding further on the study.

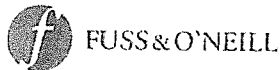
Based on their assessment, the consultants have prepared a memorandum, see attached, with their conclusion that an off-road shared use path meeting the goals of the Town and the requirements of the RIDEM/RIDOT is not feasible along Ferry Road.

They recommend that the Town continue to work with the RIDOT for share the road pavement markings and signage along this segment, repairs to the broken asphalt curbing, and exploring the possibility of a wider shoulder for bicyclists. And, further, they recommend that the Town continue to work with the RIDOT for a pedestrian walkway along this roadway.

In consideration of the above change in the scope of work, we have reached out to the RIDEM and are coordinating on an amendment to the grant agreement to explore the feasibility of more on-road east west connections Town – wide and a majority off- road plan connecting existing open space areas in the center of Town. We would also look to have the consultants create a design plan for a shared street on Thames Street.

In addition, we would like to move forward with the pavement markings and signage for the Downtown Network this summer.





FUSS & O'NEILL

To: Diane Williamson, Director, Community Development Department, Bristol, RI

From: Arnold Robinson, AICP

**RE: Bristol Bicycle Network Feasibility Study Project (F&O Project # 20200311.A10):
Project Status Update and Recommendations for Next Steps**

Date: March 22, 2022

Introduction

We have prepared this memorandum at your request to summarize the status of the project and recommend next steps to move forward with the project.

In 2021, a presentation was made to the Town Council and the potential for improvements to bicycle and pedestrian facilities in the Downtown Bristol area was discussed. The Council requested more information on the Ferry Road segment to inform its final decisions for improvements to move into the next phase of design. The Council requested that the Community Development Department work with consultant Fuss & O'Neill to assess the feasibility of bike/pedestrian facilities along Ferry Road with additional research and through meetings with RIDEM (the project funder) and RIDOT, which has design jurisdiction over the RI-114 roadway.

Conclusion for Ferry Road Treatment as Full-Size Multi-Use Path

- The meeting with RIDEM established that they have a policy goal for any multi-use paths for bikes and pedestrians to be a minimum of 10' wide (and ideally to be 12' wide) if they are being designed/constructed utilizing their Bike Infrastructure funding sources. The Town desired a narrower width; however, RIDEM cannot accept an 8' wide path as a standard width, utilizing the bicycle infrastructure funding.
- The meeting with RIDOT established the following:
 - they are concerned that the available right of way on the west side of Ferry road is not wide enough to accommodate a 10' wide shared-use path, specifically on the curved section of Hope Street at the intersection of Wood Street and Ferry Road; and
 - they are interested in partnering to improve on-street facilities on already-designated State Bike Routes (segments of RI-114 and RI-136) with additional signage, on-street pavement markings and enhanced crossings.
- During the research portion of this task, survey data revealed that the right-of-way is not as wide as previously thought. The property lines for privately-owned parcels on the west side of Hope Street and Ferry Road at the Wood Street intersection are closer to the travel lane at the curve of Route 114, and cannot accommodate the width of an off-road separated multi-use path without extensive reconfiguration of the intersection or negotiating easements with adjacent property owners.



With this information in hand, it is our determination that Ferry Road cannot accommodate a shared bike/ped path meeting the goals of the Town of Bristol and the requirements of both RIDEM and RIDOT.

Recommendations for Next Stage of Design and Implementation

Based on the above findings, we recommend that the Town take the following steps to improve its bicycling infrastructure, utilizing the remaining available RIDEM grant funds:

- 1) In lieu of an off-road shared-use path for the Ferry Road scope of work, work with RIDEM to reprogram the grant scope to:
 - Proceed with the creation of the Town-wide Bristol Bike Network (BBN) by mapping existing on-street networks (Town streets only) connecting east-west streets from the neighborhoods east of Metacom to the East Bay Bike Path. Note where additional bike safety and wayfinding signage, on-street pavement markings and enhanced crossings would be planned. This is consistent with the public input we received to link the east side of Bristol with safer opportunities to connect to the East Bay Bike Path.
 - Create a concept plan (10%) design plan for a central corridor, majority off-road, Multi-Use Shared Path through the center of Bristol connecting existing trails and open space parcels where possible.
- 2) Following from the earlier work of the Feasibility Study for the Bicycle Network:
 - Proceed with a pilot program of on-street improvements on downtown streets in the summer of 2022. This would include painted share-the-road pavement markings as well as signage.
 - Create the plan (30% design) for Thames Street as a Shared Street from the end of the East Bay Bike Path to Church Street, including level of magnitude costs for future grant funding opportunities.
 - Create a plan to submit to RIDOT for improving conditions on the designated State Bike Routes (segments of RI-114 and RI-136) with additional bike safety and wayfinding signage, on-street pavement markings and enhanced crossings.
- 3) In addition to the above grant funded portion of the project, the Town should continue to press the RIDOT on the design and installation of a new pedestrian walkway along the west side of Ferry Road to improve pedestrian safety and walkability, repair the broken asphalt curbing along the edge of pavement on Ferry Road; and create a wider shoulder, where possible, to provide a more bikeable street shoulder.



SCALE:	
HORZ.:	1" = 1500'
VERT.:	
DATUM:	
HORZ.:	
VERT.:	
0 750 1500	
GRAPHIC SCALE	



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TOWN OF BRISTOL
 PROPOSED BICYCLE
 NETWORK IMPROVEMENTS

BRISTOL

RHODE ISLAND

PROJ. No.: 20200311.A10
 DATE: FEBRUARY 2021