

Bike Audit

October 15, 2015

Overall - 9 Participants

Anecdotal Comments...

Route 1: Roger Williams University to State St. via Hope St./Ferry Rd.

Segment A:

- Awful bike route
- Busy street with many parked cars
- Narrow street, concern about cars turning left
- Many buses
- Bathroom at the beginning
- Beautiful ride, especially this early with less parked cars
- Cars driving too close for comfort though
- No bike racks present

Segment B:

- Same notes as above
- Much busier ride
- More sewer grates to avoid
- Traffic drives faster here

Segment C:

- Lots of debris along the shoulder (metal parts, leaves, gravel and stones)
- Some parts have wider shoulder for more space but it narrows quickly in some spots
- The intersection right in front of the University entrance is a major trouble spot. There is no direct route to cross from Route 114 to the University. A bike path is desperately needed here with a crosswalk in the road and signs. Walking pedestrians also need a safer way to cross here. The traffic moves fast and is coming from multiple directions in multiple lanes. Bikers need to be cautious here.

Route 2: East Bay Bike Path (terminus) to High St. via Thames St./Constitution Ave.

Segment A:

- Road is very smooth. At points, it becomes narrow due to parked cars.
- A designated bike lane would help

Segment B:

- Easy biking segment, flat, smooth, straight.
- Better alternative than Hope Street, due to fewer parked cars.

- A mother & child biked by (10AM on a Saturday morning)

Segment C:

- Pavement is lower quality here. More rough spots
- Caution needed to cross Hope Street, more cars here driving faster than other sections of route
- Bike crossing signage could help

Route 3: Hope St. to Mt. Hope Farm via State St./Metacom Ave.

Segment A:

- Hope/State intersection a little unsafe with parking and drivers
- Inaccessible to cyclists crossing
- Wood/State intersection courteous drivers, good site lines at intersection

Segment B:

- Several potholes in lane
- Slight hill, but not bad if cyclist knows how to switch gears
- Some drivers were courteous, others passed too close for comfort
- No amenities (mostly residential)

Segment C:

- Initially a wide shoulder, then it cuts down suddenly to almost none
- Super narrow with grates and debris
- A lot of traffic that also passed too closely
- Heading south, no turn lane or crosswalk to get to Mount Hope Farm
- Small, hard to read sign to tell you where the farm is, especially while biking
- No amenities to make cycling a safe, comfortable alternative

Route 4: East Bay Bike Path to Metacom Ave. via Tupelo St./Beach Rd.

Segment A:

- Nice condition up hill
- No street signs at intersection with the bike path
- Starts with a very steep blind hill
- One blind curve
- No State/Hope street crossing
- Beach Street is beautiful

Segment B:

- Tough cross-hill to busy intersection, left turn
- Surprisingly nice
- Less traffic volume right now on an early Saturday morning
- Traffic going VERY fast
- Tough intersection, but doable, with a wait.

- Would be very difficult at rush hour to cross intersection, but easy on a Saturday morning

Segment C:

- Industrial area with large trucks
- Lots of gravel in road
- Metacom Ave. crossing is horrible
- The road is wide enough that drivers felt they could slightly pass despite it being obviously marked one lane
- Wide enough, no marked bike lane
- Pretty good breakdown lane on Metacom between Tupelo St. & Benny's

Route 5: Metacom Avenue – North (Jameson Drive to Chestnut St. via Metacom Ave.)

Segment A:

- Two roads with turning lanes take away what little breakdown lane we have
- Numerous sewer drains make up half the breakdown lane

Segment B:

- Breakdown lane exists from just before Stop & Shop until Gooding Ave.
- Lots of sand along side of road forcing you into travel lane
- Bad pavement

Segment C:

- No breakdown lane
- Lot of construction
- No definition between roadway and sidewalk
- Worst section yet!

Route 6: Metacom Avenue – South (Chestnut St. to Mt. Hope Farm via Metacom Ave.)

Segment A:

- A lot of construction
- Sand everywhere
- Little breakdown lane before Bayview Ave. but disappears quickly for the turn lane
- Road lanes blocking for right side of road in many places.

Segment B:

- Very narrow breakdown lane pavement so bad in some sections I had to come out into driving lane
- Two sections of sand forced me out into lane, one so bad I had to go halfway into lane

Segment C:

- Narrow breakdown lane

- Some sewer drains taking up half of breakdown lane

Route 7: Fales Rd. to Jessica Drive via Gooding Ave.

Segment A:

- Safer way to access Gooding Ave. from before Hope St.
- Bike path should have cross streets marked
- Bad left turn off Fales Rd.
- Hope St. no marked bike lane
- Gooding Ave. excellent bike lane
- Immediately after the turn on to Hope St. there is a sharp uphill turn on to Fales Rd. No Bike intersection and the cars blind you for the left turn are ready to push you going down Fales Rd. very fast, but coming up it would be a nightmare.
- Sharp blind hill all the way and lots of traffic

Segment B:

- Alot of turning traffic, needed to make eye contact
- Excellent
- Surprisingly good, with the exception of the hill. No sensors at Metacom Ave.
- Very wide shoulder, but watch for drains in the outside half
- Crossing the street to turn left on Hope St. was rough

Segment C:

- Right turn lane must be crossed to go straight
- Little to no marking for bikes
- Difficult
- Gooding Ave. is great, however intersection is terrible
- Tough to move over out of turning lane
- Encountered a runner, so not enough room for both of us in bike lane
- I rode here from the end of Route 4 to Metacom Ave. bad but the real problem was that I had to get on it. Nothing East of Metacom Ave. connects through.
- Lack of curbs, easy for a car to come up on the sidewalk.

Route 8: Hope St. to Metacom Avenue via Bayview Avenue

Segment A:

- Many parked cars on the street, especially when school is in session
- School means people slow down
- No good way to get between Guiterras School and bike path.
- South requires riding all the way down to Independence Park, could shorten that by paving from crosswalk just south of where shore wall ends to bike path. North there is a bike path, but no cut from parking lot to bike path.
- No direct easy access from Bike Path to this route
- Lots of road construction, creates long linear bumps

- Many utility caps, some deep creating “pot holes”
- Some locations are too narrow with parked cars

Segment B:

- Many cars parked on street, requires riding in lane not a problem going west, but definitely in the way of traffic going east. I would normally ride Washington to Monroe to Greek to Manchester to Bayview, going east.
- Many parked cars present problems (opening doors into lane)
- Some dips and bumps in the road
- Many small utility caps

Segment C:

- Very little on street parked cars, wide enough for bike lane?
- Moderately steep hill definitely requires stamina to go up
- Coming down hill generates speed that requires breaking and could be a problem for control within sandy areas

Route 9: Bristol Town Line to Oliver St. via East Bay Bike Path

Segment A:

- Cracks in road
- Street signs
- No restrooms
- Some places where repairs to the path have shrunk and now cause gaps in the path or bumps which would be worrisome for any stroller or bicyclist/hand held bicycle without suspension

Segment B:

- Street signs on bike path rest rooms not accessible
- Same as segment A
- Broken shells from seagulls could cause worry to some strollers, bicycle, hand bicycles, etc.
- Bathrooms across Thames St. from end of bike path at Independence Park are not very accessible to those in wheel chairs