



We present a suggested alignment for the fourth and final phase of the William C. O'Neill South County Bike Path that travels through the western and northern edge of Canonchet Farm and offers spectacular views of Pettaquamscutt Cove.

PHASE 4
William C. O'Neill
South County Bike Path
Alignment

Ad Hoc Committee Plan
Rep. Teresa Tanzi, Facilitator
2013

The plan was developed over a course of six months by a group of interested citizens facilitated by Rep. Teresa Tanzi.

Ad Hoc Group

- Representatives who wish to see the Phase 4 of the Bike Path come to fruition:

Bill Bivona

Jon Boothroyd, Ph.D.

Thomas Fortier

Kathie Kelleher

David Smith

Rosemary Smith

Bob Votava

Rep. Teresa Tanzi, Facilitator

Building on the Nationwide Success of Rails to Trails



Creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people

The group made a conscious effort to build on the success of the **rails to trails network**, a concept proven not only locally in the earlier phases of the South County Bike Path, but also in locales throughout the country.

Ad Hoc Process

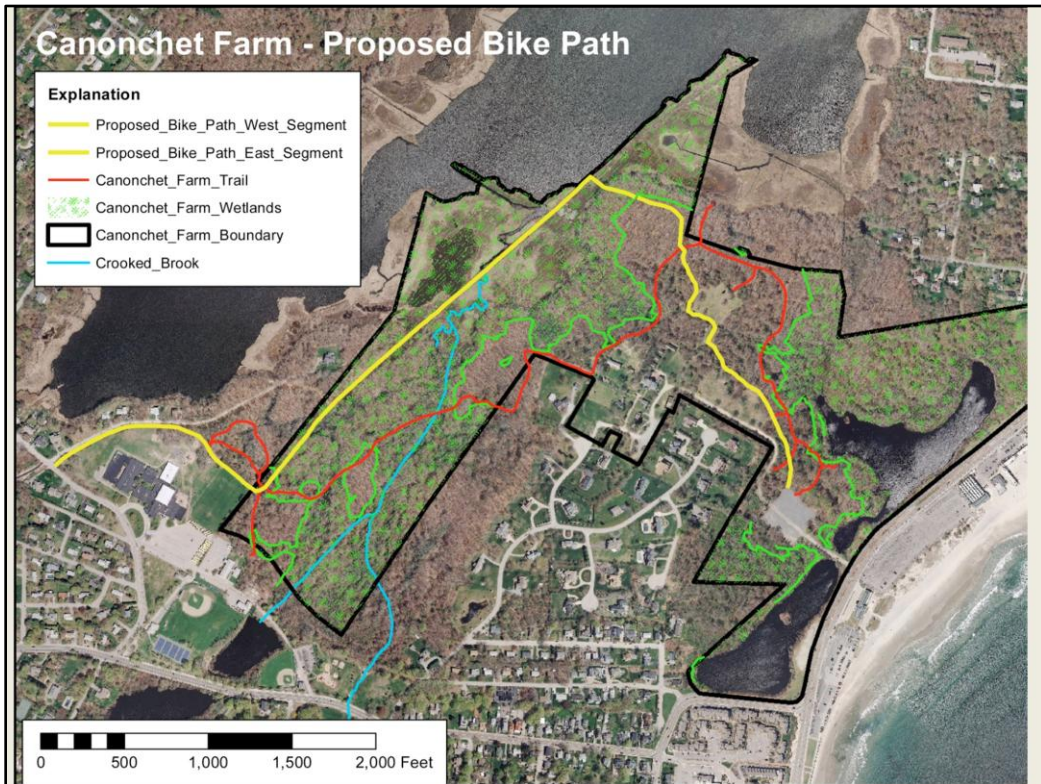
- Met at the Loontjens Library
- Walked the multiple routes suggested by the representatives
- Listened to the pros and cons of each walk
- Worked collaboratively to develop one consensus route to offer to the Narragansett Town Council
- Attended DOT meetings in Providence
- Presented a proposal to the Town Council in November 2012

Jon Boothroyd, representing the Narrow River Preservation Association, and David Smith, representing the Friends of the South County Bike Path, attended a meeting with Department of Transportation Director Michael Lewis on May 22, 2012. Director Lewis suggested that interested parties get together and develop a single proposed route for completion of the Bike Path. Starting in June, Bob Votava, president of the Friends of the South County Bike Path, called a series of meetings and walks through Canonchet Farm.

(Teresa Tanzi in a letter to the Narragansett Town Council on 10-25-12)

“In our time together, we have walked the various suggested routes five times, and have held as many meetings indoors, during which each person championed his or her ideas. It was the process of actively walking and listening, not only to the descriptions of the routes, but the reasoning for the specific routes that allowed us to build a feeling of trust among the group, and a desire to work collaboratively to develop one consensus route to offer to the Narragansett Town Council.”

The proposed route was presented to the Narragansett Town Council in November 2012.



We propose routing the final segment of the William C. O'Neill Bike Path - shown in yellow on the map - along the abandoned Sea View Railroad grade that runs along the eastern edge of Pettaquamscutt Cove on the west side of Canonchet Farm as the most expeditious and least disruptive alignment through Canonchet Farm.

In addition, this route offers a spectacular views of Pettaquamscutt Cove and the lower Narrow River.

Criteria – The Bike Path Route should:

- Take advantage of views of Pettaquamscutt Cove and Narrow River.
- Cause the least disruption to wetlands.
- Minimize the footprint during construction.
- Protect natural and historical features of Canonchet Farm.
- Cause the least disruption to stone walls on the property. Use existing openings.

We believe that selection of the bike path route should be guided by the following principles:

The alignment should take advantage of views of Pettaquamscutt Cove and the Narrow River.

The route should cause the least disruption to wetlands (a single crossing, even one requiring construction of decking, is preferable to multiple crossings), and minimize the footprint during construction.

The routing should protect valuable natural and historical features on Canonchet Farm, including the American Beech Grove, the two stone bridges and the vernal pools, and afford opportunities for viewing and interpretive signage of the same natural and historical features.

The path should cause the least disruption to stone walls on the property, using existing openings in the walls. Any repairs to the walls should be for safety reasons only.

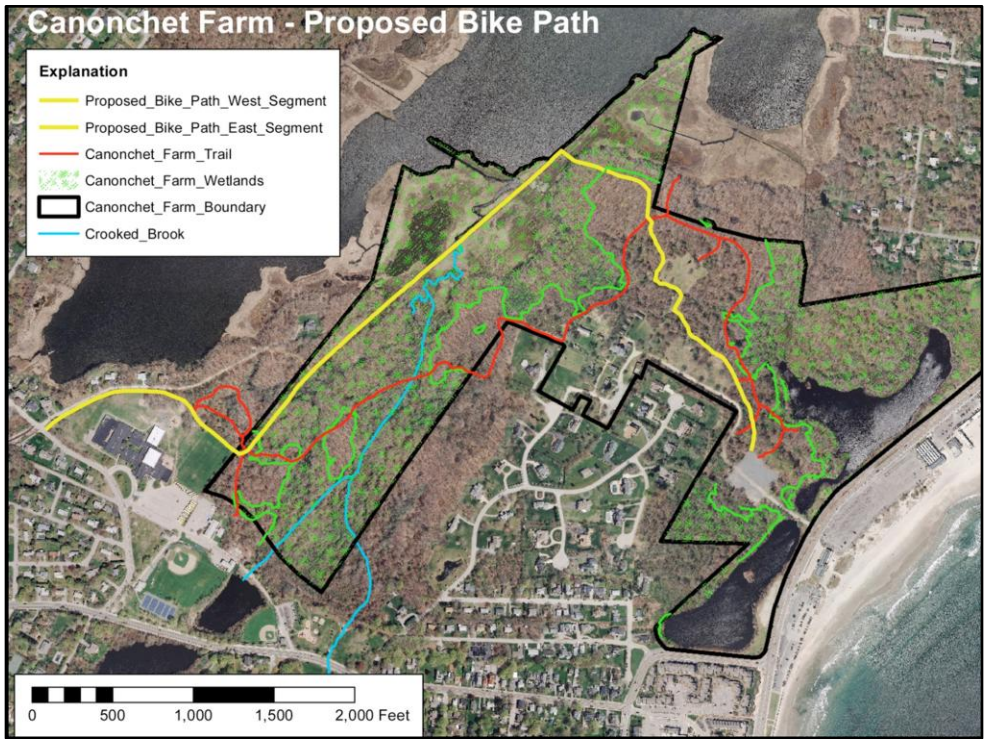
The Bike Path should provide an alternate route to Narragansett Beach and to the South County Museum. The path should not be considered an express route to either location.

The route should not interfere with existing hiking trails by overlapping or paralleling the trails. Where the Bike Path route intersects a trail it should do so at a right angle, so as to discourage or prevent bikes on the hiking trail.

The route should be a four-season path.

Criteria – The Bike Path Route should:

- Provide an alternate route to Narragansett Beach and South County Museum.
- Not interfere with existing hiking trails by overlapping or paralleling trails.
- Intersect a trail at a right angle.
- Provide a four season path.



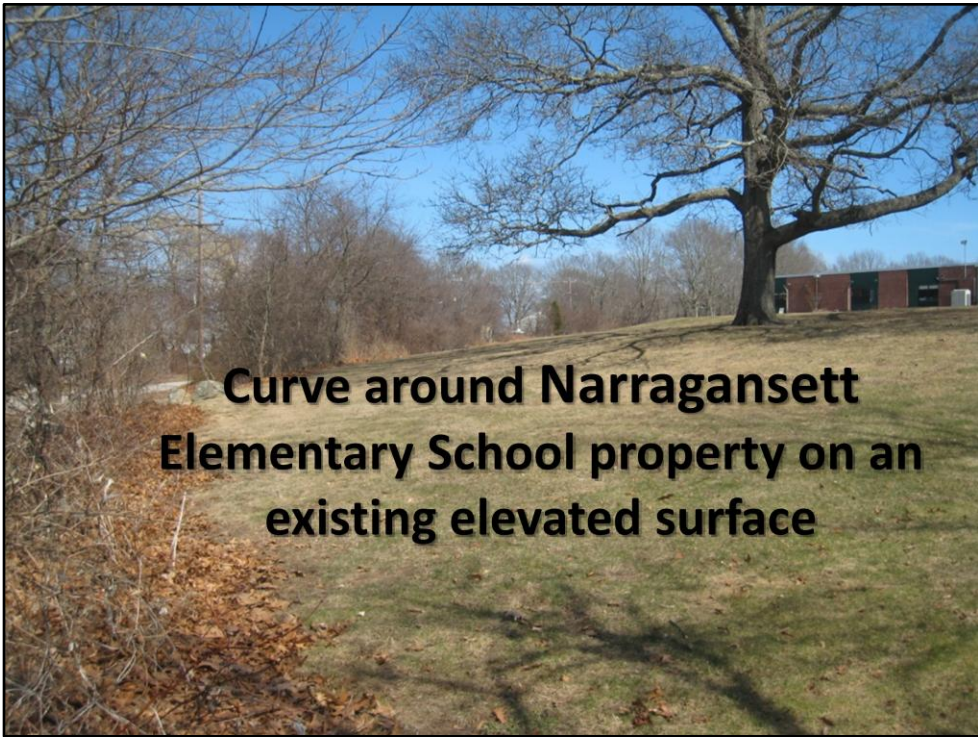
The Ad Hoc group would like to take you on a virtual tour of our suggested route.



The tour starts at the end of the current bike path on Mumford Road.



Starting at the current end of the Bike Path, cross Mumford Road and proceed northeast beside Riverside Drive on Town property for approximately 800 feet. Note that it does not use Riverside Drive.

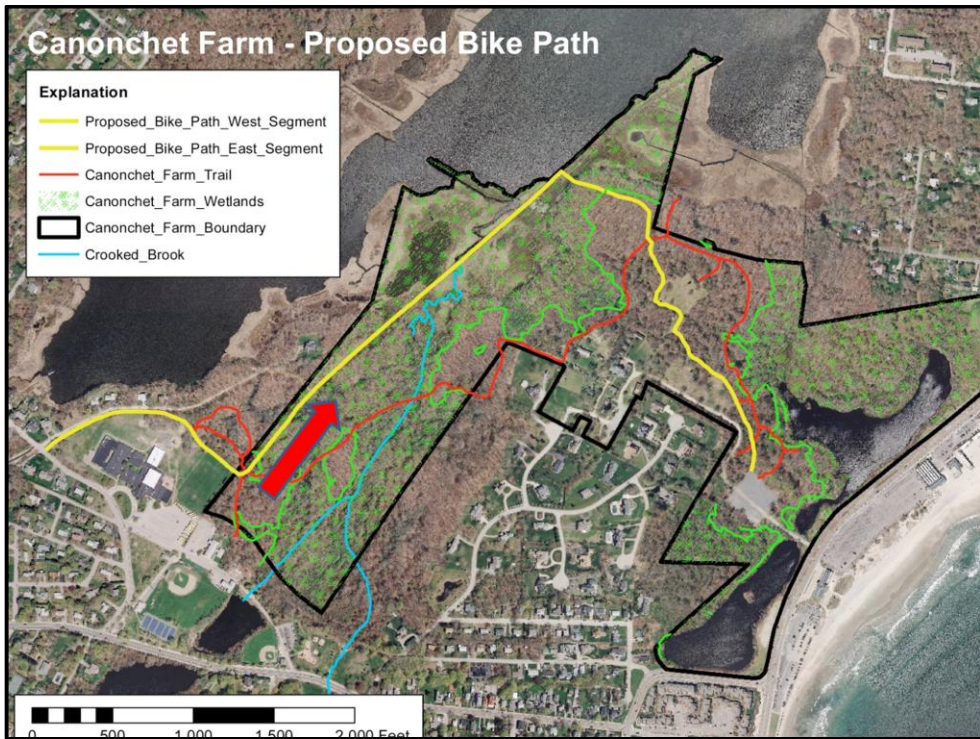


Curve around Narragansett Elementary School property on an existing elevated surface created during construction of the school, heading east for approximately 730 feet.

The elevated surface is behind the playground property, not on it.



Connect with the abandoned Sea View Railroad grade near the northeast corner of the school property. At this point the Bike Path intersects with the hiking trail as the trail crosses the railroad grade.



The red arrow indicated the next segment of the path.

Note: The Bike Path does not use Riverside Drive.



**Continue
along the
railroad grade
and join
the utility
easement**

Proceed northeast on the abandoned Sea View Railroad grade 700 feet to the point where the National Grid utility easement meets the railroad grade which National Grid uses to service the existing power lines.



The railroad grade travels northeasterly with Crooked Brook on the right and Pettaquamscutt Cove on the left.

**Canonchet Farm to the east from
the railroad grade**



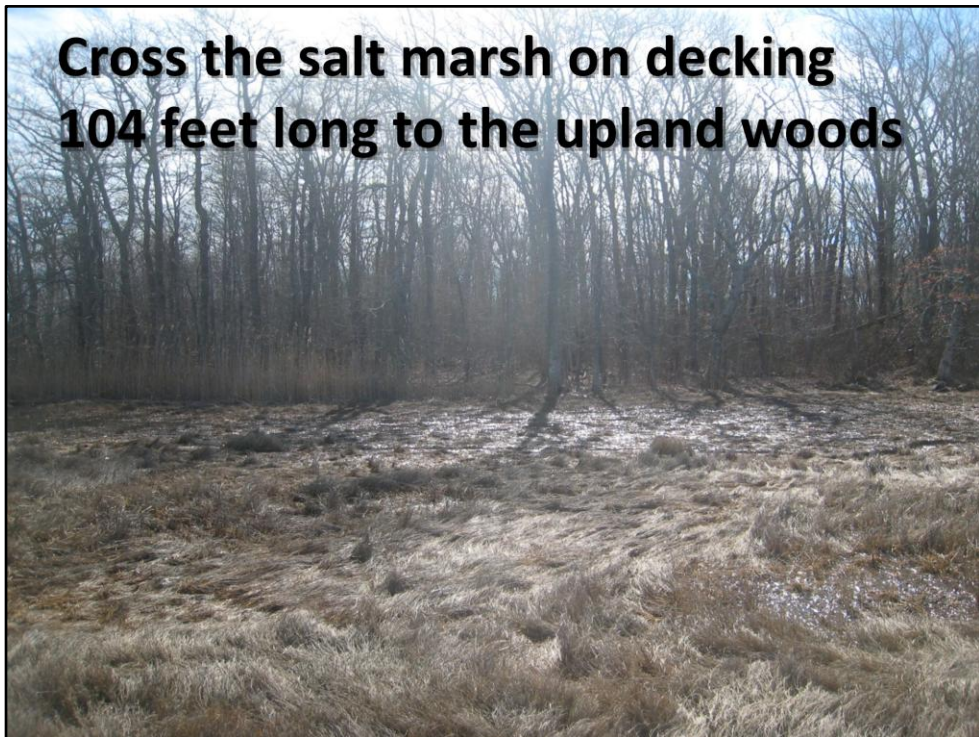
As you go along the grade, stop and look at the views of the Narrow River.

**South Kingstown to the west from the
railroad grade**





Travel north approximately 2,050 feet along the railroad grade to a point approximately 60 feet northeast of utility pole #567.5



Turn southeast and cross the salt marsh on decking 104 feet to the upland woods at the northwest corner of Canonchet Farm.

This is the shortest crossing point and the only segment in the proposed route that requires decking.

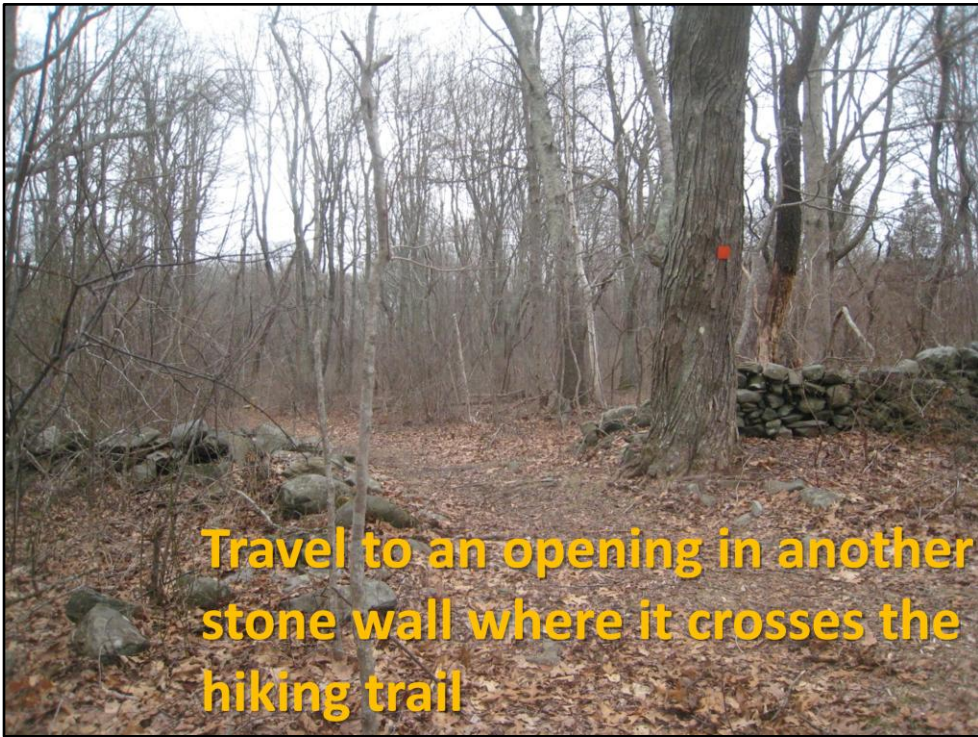


Proceed 195 feet across the heavily wooded upland to the northeast-southwest trending stone wall where the wall has been damaged.



Pass through the stone wall and trend easterly on the south side of an east-west trending stone wall for about 250 feet.

Again, the route offers spectacular views of Narrow River.

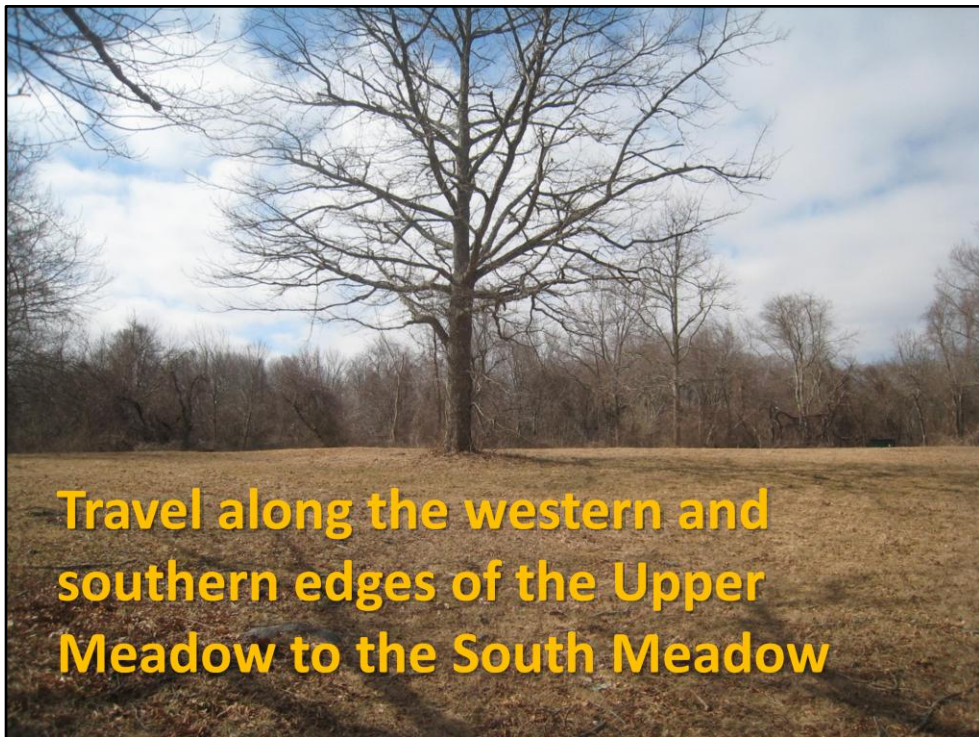


Travel to an opening in another stone wall where it crosses the hiking trail

Turn south and travel 225 feet to an opening in northeast–southwest trending wall where it crosses the hiking trail at a right angle.



Proceed south southeast 260 feet to the central west side of the North or Upper Meadow. Enter the meadow to the right of the large tree on the right in the photo.



Follow along the edge of the meadow turning east and travelling along the north side of the east-west trending wall to the saddle opening between the North/Upper and South Meadows.

Travel southwest 175 feet and then turn southeast to travel 190 feet between the meadow and the stone wall.



Turn southwest and continue on the existing cart path for 100 feet.



Turn southeast into the woods and continue 600 feet along the northeast edge of the South Meadow to the vehicle access point to the hiking trail.

Continue 275 feet south southeast to cross the Boy Scout Trail at a right angle and then 180 feet to northwest corner of the Anne Hoxsie Lane Parking Lot.



The path terminates in the northwest corner of the Ann Hoxie Lane Parking Lot.

The total distance of the Ad Hoc Committee's Proposed Route is 6,834 feet or 1.3 miles.

