

Cstaff1

From: Jane Mainella <mainellaj@gmail.com>
Sent: Tuesday, April 30, 2024 3:31 PM
To: CRMC Staff
Subject: PUBLIC NOTICE Revision file #2023-04-094 State of Rhode Island- Reconstruction of the East Bay Bike Path Bridge over the Barrington River

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

We, Stephen & Jane Mainella of 81 County Rd, Barrington, RI 02806, received the Public Notice dated April 23, 2024 and the Revised proposed plans for the Fishing Pier to be located on the western side of the Barrington River instead of the previously proposed eastern side that you sent to us on April 24, 2024, since our property and marina abut the Southeast side of the project.

We are requesting a hearing to protest RIDOT'S Revised Plans for the Reconstruction of the East Bay Bike Path Bridge over the Barrington River as these Revised plans still do not address a corrective plan to disperse and redirect the dangerous volume of current of the outgoing tidal waters that are now angled directly towards our property and marina, Atlantic Marine, since the removal of the pilings of the East Bay Bike Path Bridge over the Barrington River last August, 2023.

We presented our concerns about the increased dangerous current changes affecting our property and marina and boaters' safety at the CRMC October 24, 2023 Public Meeting (over 6 months ago) and it was said that "an interim measure by RIDOT - temporary things to do to alleviate the situation for the Mainella's Marina" should be put in place. Nothing has been put in place and is not addressed in the Proposed Revised Plans for the Reconstruction of the East Bay Bike Path Bridge over the Barrington River by RIDOT to alleviate the increased current situation to protect our property and marina or our boaters' safety.

The 2024 Boating Season has begun and once again the dangerously increased volume and speed and whirlpools of current that have appeared since the removal of the pilings of the East Bay Bike Path Bridge over the Barrington River on the outgoing tides, that can last up to 5 hours, impede our boaters' ability to safely dock their boats at Atlantic Marine.

A corrective plan needs to be put in place as soon as possible for the safety of all boaters, especially recreational kayakers and canoers rowing on the Barrington River during the outgoing tides.

Thank you.

Stephen & Jane Mainella
Atlantic Marine
81 County Rd, Barrington, RI 02806
(401)524-1773

Cstaff1

From: DOvidioLaw <chris@dovidiolaw.com>
Sent: Monday, March 25, 2024 2:08 PM
To: Cstaff1@crmc.ri.gov; Lisa Turner
Cc: Christopher Lowe
Subject: Fwd: CRMC Application 2023-04-094
Attachments: Lowe Objection_2023-04-094_3 25 24.pdf; Untitled attachment 00586.htm; D'Ovidio Law Logo_Email copy.pdf; Untitled attachment 00589.htm; Lowe Objection_2023-04-094_3 25 24.pdf; Untitled attachment 00592.htm; D'Ovidio Law Logo_Email copy.pdf; Untitled attachment 00595.htm

Dear Sir or Madam:

Attached, please find my client, Christopher Lowe's, objection to and request for a hearing on the above-referenced application.

Please confirm receipt.

Thanks.



March 25, 2024

Sent via Cstaff@crmc.ri.gov

Mr. Jeffrey Willis, Executive Director
Coastal Resources Management Council
Stedman Government Center, Suite 116
4808 Tower Hill Road
Wakefield, RI 02879-1900

Re: CRMC Application 2023-04-094

Dear Director Willis:

This office represents Christopher Lowe of 14 New Meadow Road, Barrington, RI. Pursuant 650 R.I. Code R. § 010-00-1.5.1(F) and § 020-00-1.1.6(G), Mr. Lowe objects to and requests a hearing on the above-referenced application.

As more fully described below, the application proposes a fishing pier, which will adversely impact Mr. Lowe's reasonable use and enjoyment of his property, shore access and ability to install a dock. Mr. Lowe reserves the right to submit additional documents, information and testimony at the hearing on the above-referenced application.

I. Scope of Project

The application proposes to replace a bike path bridge over the Barrington River and construct a fishing pier. As shown in the site plan sheet 10 of 26 and sheets 7 and 19 of 38, the Lowe Property abuts the bike path's right-of-way and is adjacent to the proposed fishing pier.

II. Fishing Pier Impacts on Lowe's Property

As shown in the attached photographs (Exhibits 1-3) nearly all of the Lowe Property shoreline consists of a 5-6' stone revetment, except, for a stairway/path to the shore located at southeastern edge of property. The stairway/path abuts the bike path's right-of-way. The Lowe's use the stairway/path to access the river to swim, kayak and fish.

A. Noise Impacts

The 100+/- sqf area just below the proposed fishing pier is currently just large enough for 1-3 anglers. Boisterous anglers at various hours of the day have previously required Mr. Lowe to ask anglers to at least refrain from lude language. The 820+/- sqf fishing pier will become an angler's destination and accommodate at least 15-25 anglers. This newly created anglers' destination, and associated all-hours of the day use, will exacerbate existing conditions and significantly and adversely impact Lowe's reasonable use and enjoyment of his property. Contrast with transient

bike path users, who generally do not congregate for long periods of time, particularly, in the middle of the night.

B. Shoreline Access Impacts

The fishing pier will be located just above the Lowe's existing stairway/path to the shore (See Exhibit 4). Angler's will be casting and fishing into the area that the Lowe's traditionally use to launch kayaks, fish and swim. Currently, the use conflict is manageable with 1-3 occasional anglers. The fishing pier's newly created anglers' destination will create an unmanageable use conflict scenario for the Lowes.

C. Riparian Right Impacts

As shown in the Exhibit 4 the only practical location for Lowe's future dock¹ is less than 50' from the fishing pier, which is well within an angler's casting zone.

The dock must be 25' from the neighboring riparian property line extension to the north. See § 1.3.1. D.11.k. Due to potential submerged rocks bordering the Lowe's property, egress and ingress to the dock must occur in the area between the future dock and fishing pier – the area where casting and fishing will occur. This scenario creates an unmanageable use conflict.

III. Conclusion

The proposed project requires several special exceptions and variances.

Pursuant to § 1.1.8. A.2., projects requiring special exceptions must take all reasonable steps to minimize use conflict. Similarly, pursuant to § 1.1.7.A 2., projects requiring variances must not result in significant use conflicts. Similarly, pursuant to § 1.1.1.A.1.j., the application must demonstrate that the project will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, Pursuant to § 1.1.8. A.3., projects requiring special exceptions must demonstrate that there is no reasonable alternative means of, or location for, serving the compelling public purpose.

As discussed above, the fishing pier will cause unavoidable and unacceptable use conflicts, including, but not limited to Mr. Lowe's recreational boating, fishing, swimming and navigation for his future dock.

The applicant has not demonstrated that the complained of fishing pier serves a compelling public purpose and that there is no alternative location for the fishing pier.

¹ Section 1.3.1.D.3.f. It is the Council's policy to authorize only one (1) residential or limited recreational boating facility per lot of record as of October 7, 2012 to minimize user conflicts and cumulative impacts in tidal waters.

Mr. Lowe respectfully requests that the CRMC make a determination that the aforementioned objection is substantiated by genuine and material reason. Mr. Lowe respectfully requests that the CRMC deny the application vis-à-vis the fishing pier.

Cordially

A handwritten signature in blue ink that reads "Christopher A. D'Ovidio". The signature is written in a cursive style with a large, stylized 'C' at the beginning.

Christopher A. D'Ovidio,
Attorney for Mr. Lowe.

EXHIBIT 1

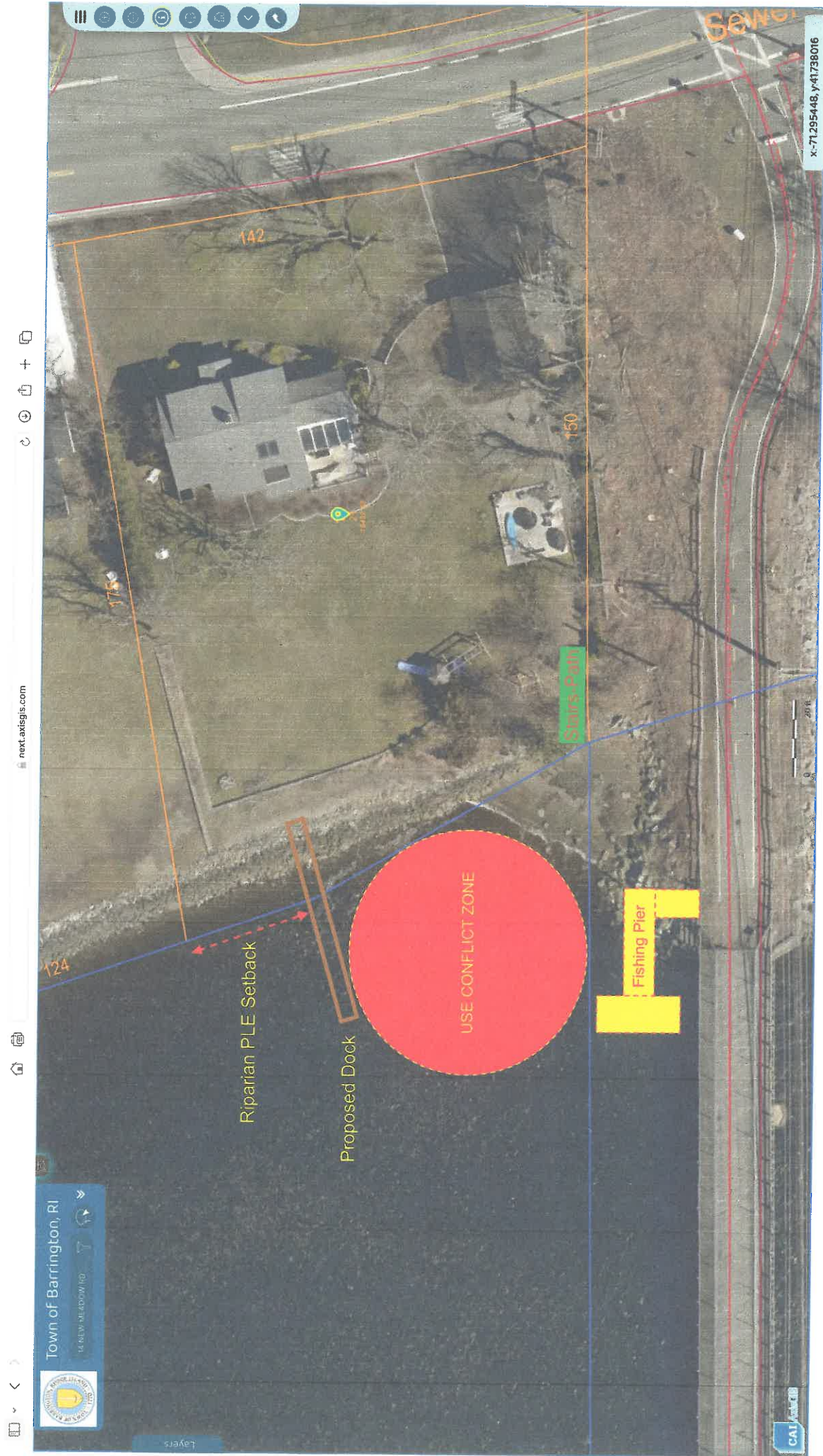


EXHIBIT 2





EXHIBIT 4



Cstaff1

From: Rhode Island Chapter <rhodeisland@backcountryhunters.org>
Sent: Monday, March 25, 2024 1:49 PM
To: jwillis@crmc.ri.gov; cstff1@crmc.ri.gov
Cc: Brian Bird; Chris Borgatti
Subject: BHA Objection to 2023-04-094 - Fishing Access from EBBP Bridges
Attachments: New England BHA Objection to CRMC App 2023-04-094 – Fishing Access from Bike Path Bridges.pdf

Executive Director Willis & CRMC Staff,

Find attached New England BHA's objection to CMRC application 2023-04-094, in which the RI Department of Transportation (RIDOT) proposes a plan to rebuild the East Bay bike path bridges that span the Barrington & Palmer Rivers. As you may recall, BHA originally expressed concerns with this application in correspondence submitted on October 23, 2023.

We wish to request a hearing on 2023-04-094 before the Council, and intend to provide sworn testimony at that time.

Best,

Mike

Michael Woods
Saunderstown, RI
Chair, New England Chapter Board [Backcountry Hunters & Anglers](#)



NEW ENGLAND CHAPTER BACKCOUNTRY HUNTERS & ANGLERS

March 25, 2024

Re: New England BHA Objection to CRMC App 2023-04-094 – Fishing Access from Bike Path Bridges

To Executive Director Willis & CRMC Staff,

Backcountry Hunters & Anglers (BHA) seeks to ensure North America's outdoor heritage of hunting and fishing in a natural setting. Our members consider access to public lands and waters a top priority, recognizing that in addition to abundant populations of fish and game, access to places to pursue them is essential to our participation in, and the perpetuation of, our outdoor traditions.

With these things in mind, **the New England Chapter of BHA objects to Application 2023-04-094**, in which the RI Department of Transportation (RIDOT) proposes a plan to rebuild the bike path bridges that span the Barrington & Palmer Rivers. While it is not explicitly stated in the 30-day public notice published on February 23, 2024, nor in the plans attached to the notice, we are concerned that RIDOT's intent by provisioning for a small fishing pier and bulkhead is to restore their earlier-proposed prohibition on fishing from the narrowed bridges once they are rebuilt.

As outlined in 650-RICR-20-00-1, the Council's policy is *"to require applicants to provide, where appropriate, on-site access of a similar type and level to that which is being impacted as the result of a proposed activity or development project."* Prior to their demolition, the Barrington & Palmer River bike path bridges spanned approximately 275 and 250 feet, respectively, and each had four-foot sidewalks extending their entire lengths on both sides (as documented in the staff report prepared for CRMC's October 24, 2023 Semi-Monthly meeting). In their previous form, both bridges provided access for dozens of anglers to fish simultaneously from the preferable side, depending on the direction of the tidal current. Further, anglers could avoid interfering with one another because lines could be fished perpendicular to the bridge, parallel to the tidal current.

The configuration proposed by RIDOT represents in a significant decrease in the *'type and level'* of public access for fishing. The area that would be available for anglers to fish from the proposed features is minimal compared to sidewalks spanning the previous bridges. Additionally, the proposed features are situated near the side of each river adjacent to the bridges such that anglers are unlikely to be able to reach most of the previously fishable waterway, and only one side of the tidal cycle would be favorable. Finally, the proposed configuration would orient anglers such that lines would be cast perpendicular to the current, rather than parallel to it, increasing the likelihood that even a small number of anglers fishing simultaneously would become entangled with one another as their lines drift together down current.

Respectfully, we urge CRMC to follow its policy and require a similar *'type and level'* of fishing access be provisioned for as a condition of permit approval for this project. Given that the plans before the Council fail to uphold this requirement, **the New England Chapter of BHA objects to Application 2023-04-094 and requests a hearing before the Council, at which time we will be prepared to attend and provide sworn testimony.**

Thank you for your consideration,

Sincerely,

Michael Woods
Saunderstown, RI
Chair, New England Chapter Board
Backcountry Hunters and Anglers
rhodeisland@backcountryhunters.org



Jane Mainella <mainellaj@gmail.com>

PUBLIC NOTICE file #2023-04-094 State of Rhode Island- Reconstruction of the East Bay Bike Path Bridge over the Barrington RiverJane Mainella <mainellaj@gmail.com>
To: CRMC Staff <cstaff1@crmc.ri.gov>

Fri, Mar 15, 2024 at 9:33 AM

To Whom It May Concern:

We, Stephen & Jane Mainella of 81 County Rd, Barrington, RI 02806, received the Public Notice dated February 23, 2024 and the Proposed plans for the East Bay Bike Path Bridge Replacement over the Barrington River that you sent to us on February 27, 2024, since our property and marina abut the Southeast side of the project.

We are requesting a hearing to protest RIDOT'S Revised Plans for the Reconstruction of the East Bay Bike Path Bridge over the Barrington River.

The Revised Plans do not address a corrective plan to disperse and redirect the dangerous volume of current of the outgoing tidal waters that are now angled directly towards our property and marina, Atlantic Marine, since the removal of the pilings of the East Bay Bike Path Bridge over the Barrington River last August, 2023; as was discussed at the CRMC October 24, 2023 Public Meeting. (We also presented our concerns about the increased current changes to the Barrington Town Council at the November 6, 2023 meeting and they "passed a Motion Requesting the State to Address Changes to the Current in the Barrington River Related to the Bike Path Bridge Construction Project... in response to concerns raised by Atlantic Marine and others about the impact of the removal of the old bridge on the velocity of the outgoing current within the easterly portion of the Barrington River".)

Also in the RIDOT'S Revised Reconstruction Plan of the East Bay Bike Path Bridge over the Barrington River, the plans show the construction of a recreational Fishing Pier along the North East New Meadow Road side of the East Bay Bike Path Bridge.

We are protesting the building of a recreational Fishing Pier at that location because there is no parking for the fishermen, ADA compliant handicapped parking or regular parking, on New Meadow Road or the nearby intersecting streets and they cannot park at Atlantic Marine. It is a dangerous intersection where the bicyclists and pedestrians cross New Meadow Road. There have been numerous accidents near this site in the past. This location for the Fishing Pier is unacceptable to us and our neighbors, and boaters at Atlantic Marine where any fishing lines cast south of this proposed Fishing Pier will be cast directly at the docked boats and will further impede navigating safely to and from the boat slips.

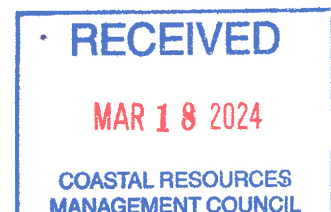
Police Cove Park, on the West side of the East Bay Bike Path Bridge over the Barrington River, was built as a recreational area with a boat ramp to accommodate fishermen; boaters, bikers; and the general public. It has 35 parking spots that includes handicapped accessible parking and additional parking spots for vehicles with trailers. On the North West side of the bike path at Police Cove Park there is an area where a Fishing Pier could and should be located.

The 2024 Boating Season at Atlantic Marine begins April 15th for boaters to dock at their boat slips safely, so a corrective plan needs to be put in place as soon as possible; and for the safety of all boaters, especially recreational kayakers and canoers rowing on the Barrington River during the outgoing tides.

Thank you.

Stephen & Jane Mainella
Atlantic Marine
81 County Rd, Barrington, RI 02806
(401)524-1773

8 attachments



RECEIVED

MAR 18 2024

COASTAL RESOURCES
MANAGEMENT COUNCIL

RIDOT'S Revised Reconstruction Plan of the East Bay Bike Path Bridge over The Barrington River

In the RIDOT'S Revised Reconstruction Plan of the East Bay Bike Path Bridge over the Barrington River, the plans show the construction of a recreational FISHING PIER along the NorthEast New Meadow Road side of the East Bay Bike Path Bridge.

We are **protesting** the building of a recreational FISHING PIER at that location because there is no parking for the fishermen, ADA compliant handicapped parking or regular parking, on New Meadow Road or the intersecting streets and they cannot park at Atlantic Marine. It is a dangerous intersection where the bicyclists and pedestrians cross New Meadow Road. There have been numerous accidents near this site in the past. This location for the FISHING PIER is **UNACCEPTABLE** to us as neighbors, and as boaters at Atlantic Marine where any fishing lines cast south of the proposed FISHING PIER will be cast directly at the docked boats and will further impede navigating safely to and from the boat slips.

[Signatures] 81 County Rd, Barrington, RI
[Signature] 81 County Rd, Barrington, RI
[Signature] 15 New Meadow Rd, Barrington, RI
[Signature] 14 New Meadow Rd, Barrington, RI
[Signature] 14 New Meadow Rd, Barrington, RI
[Signature] 10 BAKER ST. WARREN RI
[Signature] 2 Field Lane, Barrington, RI
[Signature] 9 New Meadow Rd, Barrington, RI
[Signature] 7 New Meadow Rd, Barrington, RI
[Signature] 3 New Meadow Rd, Barrington, RI
[Signature] 15 New Meadow Rd, Barrington, RI
[Signature] 26 Haile St. Warren RI
[Signature] 26 Haile St. Warren RI
[Signature] 22 Knapton St. BARRINGTON, RI 02806
[Signature] 34 Commonwealth Ave Barrington RI 02801
[Signature] 130 High St. Barrington RI 02806
[Signature] 8 Field Lane Barrington RI 02806
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[Signature] 32 New Meadow Rd Barrington RI
[Signature] 321 New Meadow Rd Barrington, RI

3/14/24, 12:55 PM

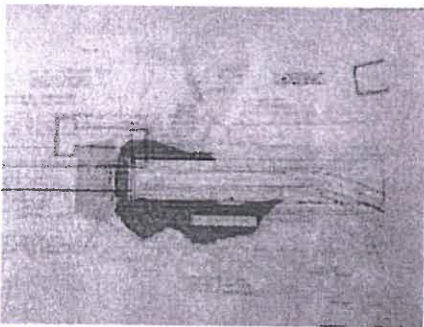
Gmail - PUBLIC NOTICE file #2023-04-094 State of Rhode Island- Reconstruction of the East Bay Bike Path Bridge over the Bar...



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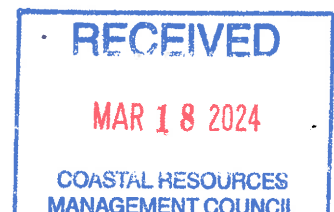
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MAR 18 2024

COASTAL RESOURCES
MANAGEMENT COUNCIL

Cstaff1

From: Jane Mainella <mainellaj@gmail.com>
Sent: Friday, March 15, 2024 10:53 AM
To: CRMC Staff; asilva; Lisa Turner
Subject: Fwd: PUBLIC NOTICE file #2023-04-094 State of Rhode Island- Reconstruction of the East Bay Bike Path Bridge over the Barrington River

----- Forwarded message -----

From: Jane Mainella <mainellaj@gmail.com>
Date: Fri, Mar 15, 2024 at 10:09 AM
Subject: Re: PUBLIC NOTICE file #2023-04-094 State of Rhode Island- Reconstruction of the East Bay Bike Path Bridge over the Barrington River
To: CRMC Staff <cstaff1@crmc.ri.gov>

On Fri, Mar 15, 2024, 9:33 AM Jane Mainella <mainellaj@gmail.com> wrote:
To Whom It May Concern:

We, Stephen & Jane Mainella of 81 County Rd, Barrington, RI 02806, received the Public Notice dated February 23, 2024 and the Proposed plans for the East Bay Bike Path Bridge Replacement over the Barrington River that you sent to us on February 27, 2024, since our property and marina abut the Southeast side of the project.

We are requesting a hearing to protest RIDOT'S Revised Plans for the Reconstruction of the East Bay Bike Path Bridge over the Barrington River.

The Revised Plans do not address a corrective plan to disperse and redirect the dangerous volume of current of the outgoing tidal waters that are now angled directly towards our property and marina, Atlantic Marine, since the removal of the pilings of the East Bay Bike Path Bridge over the Barrington River last August, 2023; as was discussed at the CRMC October 24, 2023 Public Meeting. (We also presented our concerns about the increased current changes to the Barrington Town Council at the November 6, 2023 meeting and they "passed a Motion Requesting the State to Address Changes to the Current in the Barrington River Related to the Bike Path Bridge Construction Project... in response to concerns raised by Atlantic Marine and others about the impact of the removal of the old bridge on the velocity of the outgoing current within the easterly portion of the Barrington River".)

Also in the RIDOT'S Revised Reconstruction Plan of the East Bay Bike Path Bridge over the Barrington River, the plans show the construction of a recreational Fishing Pier along the North East New Meadow Road side of the East Bay Bike Path Bridge.

We are protesting the building of a recreational Fishing Pier at that location because there is no parking for the fishermen, ADA compliant handicapped parking or regular parking, on New Meadow Road or the nearby intersecting streets and they cannot park at Atlantic Marine. It is a dangerous intersection where the bicyclists and pedestrians cross New Meadow Road. There have been numerous accidents near this site in the past. This location for the Fishing Pier is unacceptable to us and our neighbors, and boaters at Atlantic Marine where any fishing lines cast south of this proposed Fishing Pier will be cast directly at the docked boats and will further impede navigating safely to and from the boat slips.

Police Cove Park, on the West side of the East Bay Bike Path Bridge over the Barrington River, was built as a recreational area with a boat ramp to accommodate fishermen, boaters, bikers, and the general public. It has 35 parking spots that includes handicapped accessible parking and additional parking spots for vehicles with trailers. On the North West side of the bike path at Police Cove Park there is an area where a Fishing Pier could and should be located.

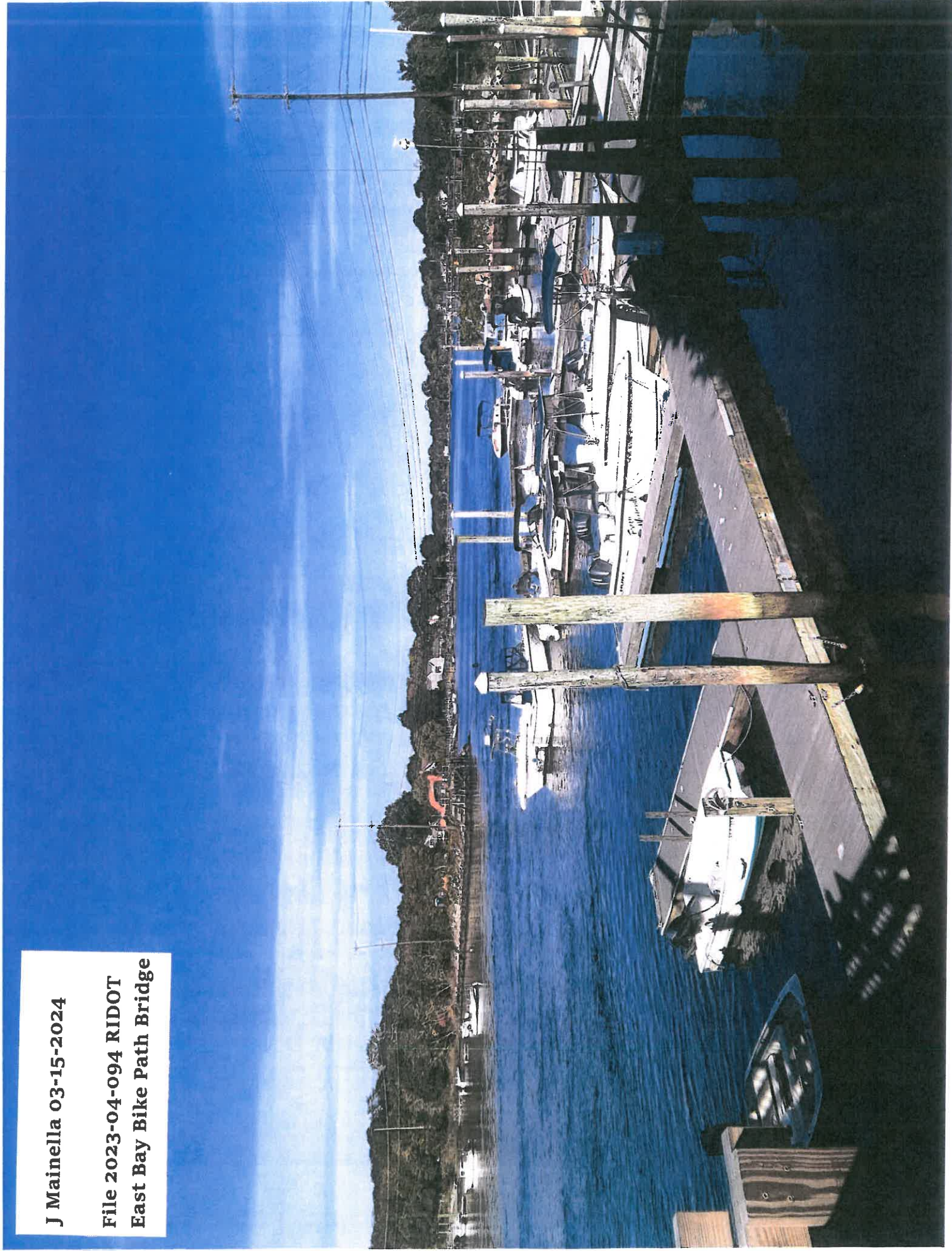
The 2024 Boating Season at Atlantic Marine begins April 15th for boaters to dock at their boat slips safely, so a corrective plan needs to be put in place as soon as possible; and for the safety of all boaters, especially recreational kayakers and canoers rowing on the Barrington River during the outgoing tides.

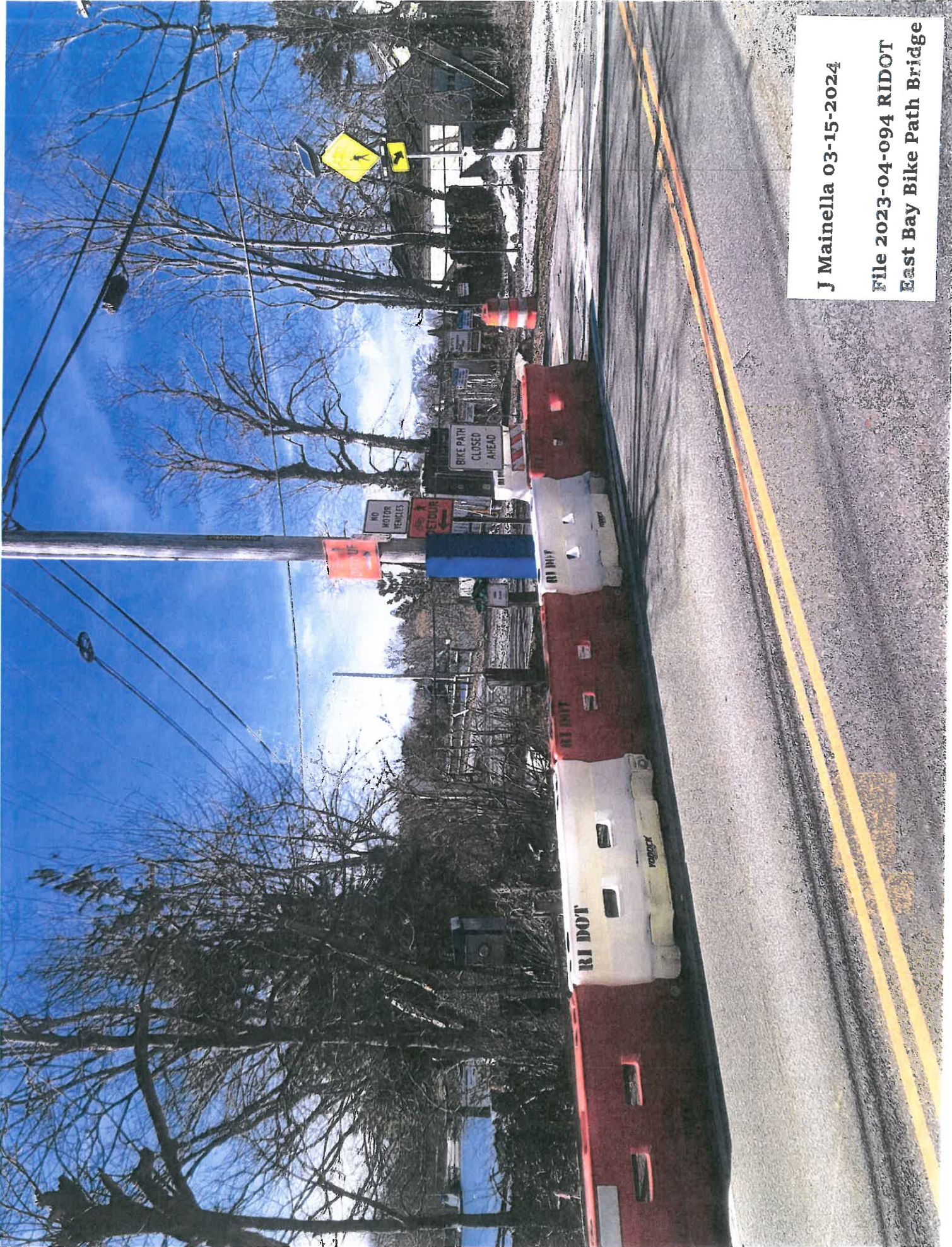
Thank you.

Stephen & Jane Mainella
Atlantic Marine
81 County Rd, Barrington, RI 02806
(401)524-1773

J Mainella 03-15-2024

File 2023-04-094 RIDOT
East Bay Bike Path Bridge

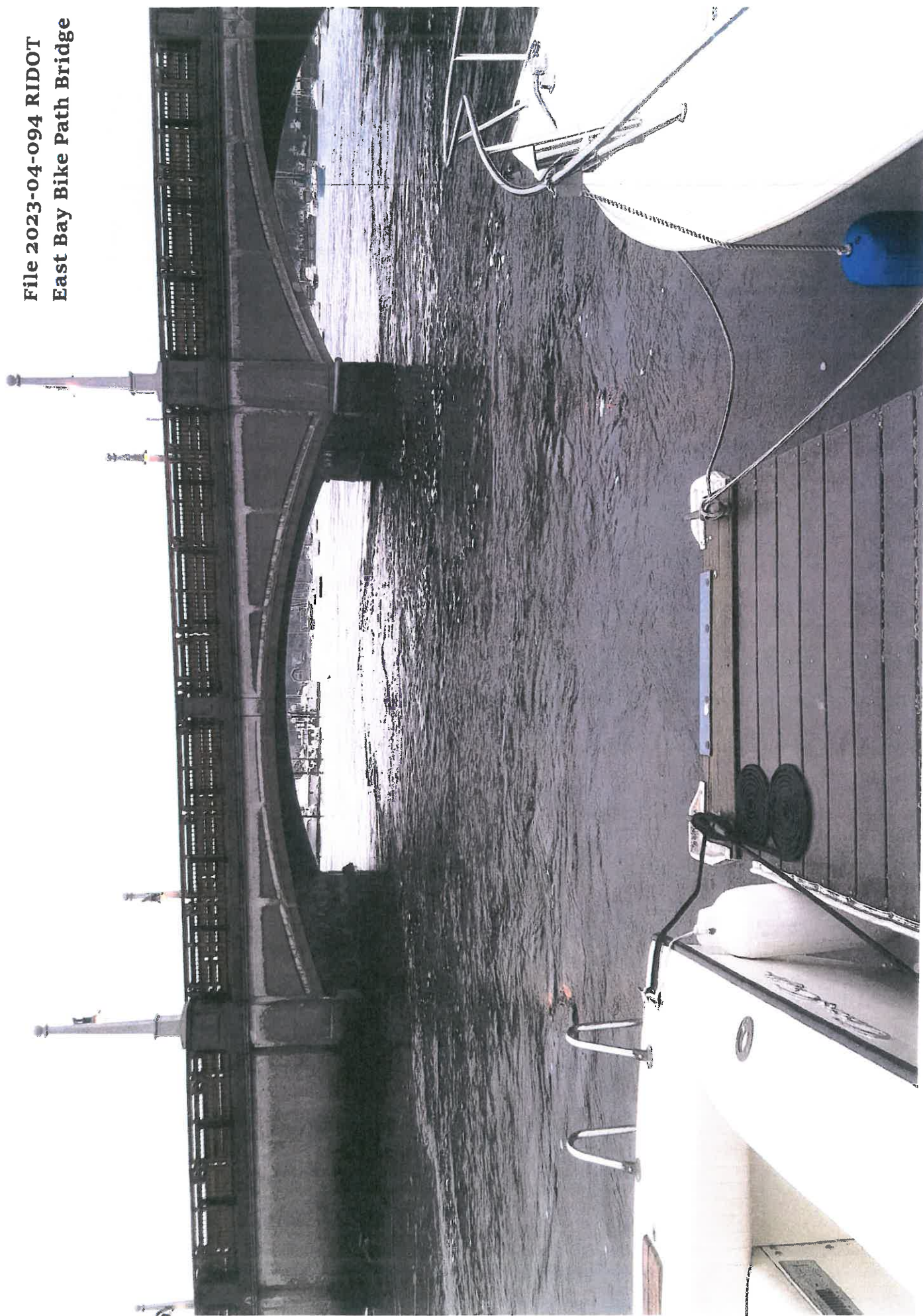




J Mainella 03-15-2024
File 2023-04-094 RIDOT
East Bay Bike Path Bridge

J Mainella 03-15-2024

File 2023-04-094 RIDOT
East Bay Bike Path Bridge



J Mainella 03-15-2024

File 2023-04-094 RIDOT
East Bay Bike Path Bridge



Cstaff1

From: Caroline Contrata <ccontrata@gmail.com>
Sent: Thursday, November 23, 2023 4:26 AM
To: cstaff1@crmc.ri.gov
Subject: fishing on the bridge

Please protect fishing on the bridge between Barrington and Warren. It is part of our culture.=

Cstaff1

From: wjacob7991@aol.com
Sent: Wednesday, November 22, 2023 12:25 PM
To: cstaf1@crmc.ri.gov
Subject: Public Comment re 2023-04-094

Please accept this comment regarding application 2023-04-094. I realize the initial comment period has passed, but since CRMC has decided to postpone the hearing, I hope you will accept and consider this.

I live on the Palmer River in Barrington. A neighbor and I have been very concerned about the impact on currents and tides from the removal of the old bike path bridge and the construction of the proposed new bridge which will allow for unimpeded water flow. As a boater who has traveled under the old bridge regularly, I'm certainly glad that we will no longer have to thread our way between pilings and under a low-hanging bridge. But the water flow worries us.

I have read the bid documents as well as this application. I cannot find any environmental study of the impact of increased current velocity and flow on the natural wildlife, including turtles and nesting birds. The bid documents talk about protecting the turtles during the construction, but not upon the water flow impact. Maybe I missed it, and if so I apologize, but that would seem to be a critical factor.

A 2021 article highlighted the sensitive nature of the Palmer River water flow:

"Other wildlife has prospered, such as diamondback terrapins, which nest each summer along the inland sand of Warren and across the river in Barrington....

But the sanctuary is transitioning in other ways. The salt marsh floods more often, disrupting the nesting of the saltmarsh sparrow, a species expected to go extinct within 20 years. The higher water level and tides impede the marsh from draining. Stranded pools and puddles erode the vegetation, leaving patches of muck in place of estuarine habitat.

<https://ecori.org/2021-7-7-lifelong-warren-resident-captures-palmer-rivers-wildness/>

I was pleased to see in The Barrington Times that water flow was an issue of concern to CRMC. I hope you will consider water velocity and flow as you work through the application for the replacement bridge, and insist that the protection of the Palmer River's wonderful wildlife be considered.

Respectfully,

William A. Jacobson
31 Baron Rd.
Barrington, RI 02806

Cstaff1

From: Hey Folks, <w.tim.hitchcock@gmail.com>
Sent: Thursday, November 2, 2023 9:25 PM
To: cstaff1@crmc.ri.gov
Subject: Fishing Access application number (2023-04-094 – Barrington/Warren River Bike Path Bridges).

To whom it may concern,

I am greatly concerned with RIDOT's lack of a firm commitment to providing fishing access as a component of the bike bridge project. Fishing is a huge part of Rhode Island's history, yet over the years, there has been a steady decrease to public access to onshore fishing sites. I fish in Rhode Island regularly, purchase annual licenses, and buy most of my equipment from shops and Rhode Island businesses. I do not own or fish from a boat. I do almost all of my fishing from shore. I humbly request RIDOT uphold efforts to ensure fishing access on the Barrington/Warren River Bike Path Bridges, application 2023-04-094. I make this request in support of testimony submitted at the Council's meeting on October 23, New England BHA requesting the Council require fishing access as a condition for permit approval. After all, CRMC's staff has clearly documented this historical use in their Staff Report, and CRMC's policy is to "require applicants to provide, where appropriate, on-site access of a similar type and level to that which is being impacted as the result of a proposed activity or development project" (650-RICR-20-00-1 1.3.6 (A) 3).

Thanks You,

William Hitchcock

Cstaff1

From: Adam Rojek <arojek1212@gmail.com>
Sent: Monday, October 30, 2023 9:55 AM
To: cstaff1@crmc.ri.gov
Subject: Ensure Fishing Access

Good morning,

I am writing in regard to **2023-04-094 – Barrington/Warren River Bike Path Bridges**. I would like to express my concern that the council require fishing access as a condition for permit approval. This area has long been a location for shore fisherman and I would urge you to ensure it stays that way.

Thank you,
Adam Rojek

Cstaff1

From: WHayesRI <whayesri@gmail.com>
Sent: Sunday, October 29, 2023 12:41 PM
To: cstaff1@crmc.ri.gov
Subject: 2023-04-094 – Barrington/Warren River Bike Path Bridges

Dear Council Members,

I am writing to express my strong support for fishing access on the Barrington and Warren (Palmer) Rivers bike path bridges, as outlined in Application 2023-04-094. The historical use of these bridges by anglers, particularly during the spring months, has played a significant role in connecting communities with Narragansett Bay's diverse ecosystem.

It is encouraging to note that the Rhode Island Department of Transportation (RIDOT) has revised its stance in response to concerns about fishing access. The September 2023 memo reflects a commitment to not prohibit, preclude, or restrict public recreational fishing from the proposed bridges. This adjustment aligns with the Coastal Resources Management Council's (CRMC) policy to ensure that applicants provide on-site access similar to the type and level impacted by proposed activities.

As documented in the CRMC Staff Report, the historical use of these bridges for angling is well-established. Therefore, it is only fitting that fishing access be designated as a condition for permit approval. Doing so would uphold the principles of inclusivity, community engagement, and environmental appreciation, ensuring that all members of the public can continue to enjoy this cherished recreational activity.

I urge the Council to consider the importance of fishing access in enhancing the community's connection to the East Bay Bike Path and the natural beauty it traverses. By requiring fishing access as a condition for permit approval, the Council would contribute to fostering a more inclusive and environmentally responsible approach to the proposed bridge reconstruction.

Thank you for your attention to this matter, and I trust that the Council will make a decision that reflects the values of community engagement, conservation, and public enjoyment of our natural resources.

Sincerely,

William Hayes

Cstaff1

2023-04-094

From: Thomas Horn <th.4000@icloud.com>
Sent: Sunday, October 29, 2023 11:42 AM
To: cstaff1@crmc.ri.gov
Subject: I'm a fisherman who opposes fishing access on bike path bridges

RIDOT,

As a fisherman I oppose fishing access on the bike path bridges over the Barrington and Warren/Palmer Rivers.

Allowing fishing access on these bridges is a dangerous situation for cyclists and pedestrians. As a fisherman, I know that I can look around to see if someone is approaching before I swing my razor sharp hooks around in a wide arc, but there are always a few seconds of additional preparations for a cast in which that, not people around you, has your complete concentration. Runners and cyclists, even moving at a slow pace for them, cover distance much faster than drivers presume and the same is true with fisherman. These bridges are essentially roadways where there is constant flow of moving people. It is not like fishing from shore, where others are either away from you or stationary. It's just not a good mix.

Sadly, I also have to confess that among fisherman, there are always some who behave poorly so conflicts are going to occur, and violent threats from fisherman in these situations are common. The Cape Cod Canal is a good example of that. It's a serious issue there, with so many altercations that many avoiding the place because they don't feel safe there.

Something else you should consider prohibiting on the bridges are e-bikes. These bikes are motor vehicles, they move much too fast and the majority of their riders refuse to slow down. It's not like you they will obey a posted speed limit, nor could such limits reasonably be enforced. The only solution is to ban them entirely from bike paths as the motor vehicles they really are, or - worst case - require them to dismount and walk their ebikes on foot. The fact that they have pedal-assist on them does not change that.

Sincerely,
Tom Horn

Cstaff1

From: jeff_ri@cox.net
Sent: Sunday, October 29, 2023 11:18 AM
To: cstaff1@crmc.ri.gov
Subject: application number 2023-04-094 - Barrington/Warren River Bike Path Bridges

Hello,

I recently learned that the new Barrington/Warren River Bike Path Bridges (application number 2023-04-094) may not have fishing access built into the plans for the new bridges.

Please ensure that fishing access will be built into the plans for the new bridges.

Thank you.

Geoffrey McNally
84 Crest Rd
Tiverton, RI 02878

jeff_ri@cox.net
401-256-0230