

RECREATION & COMMUNITY
ENHANCEMENT COMMITTEE
BICYCLE PLAN WORKSHOP

A G E N D A

TOWN OF CHINCOTEAGUE

February 23, 2008 - 5:30 P.M. – Council Chambers - Town Hall

CALL TO ORDER

ROLL CALL

AGENDA ADOPTION:

1. Bicycle Plan Review
2. Committee Member Comments

ADJOURN:

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TOWN OF CHINCOTEAGUE BICYCLE PLAN

A. INTRODUCTION

In November 1994, the Chincoteague Town Council expressed interest in developing a bicycle plan as part of a state road improvement project. The Virginia Department of Transportation (VDOT) informed the Town that in order to be eligible for VDOT Funding for projects that involve bicycle facilities, the local government must have adopted a bicycle facilities plan.

In January 1995, the Town Council requested that the Accomack-Northampton Planning District Commission (A-NPDC) provide technical assistance in developing a bicycle plan. The Commission agreed to provide assistance to the Town under the A-NPDC Transportation Planning Technical Assistance Program. After adopting the plan on October 6, 1997 the Town recognized the need for a continuing planning effort with regards to bicycling needs and formed the Bicycling Advisory Committee in December 1999 to fulfill this function. The Bicycling Advisory Committee is responsible for updating the Town’s Plan and providing advice on bicycling needs to the Chincoteague Town Council.

Purpose of Plan

24 The Chincoteague Bicycle Plan is intended to meet VDOT's requirement for local
25 governments to have an adopted bicycle facilities plan in order to receive project funding.
26 In addition to transportation needs, the plan also identifies bicycling recreational needs.
27 A Virginia Guide for Bicycle Facility Planning outlines the following seven guidelines
28 for an acceptable plan:

29

- 30 1. The plan must be approved by the local government.
- 31 2. The plan should have goals, objectives, and policies.
- 32 3. The plan should have a map of the major trip origins and destinations of
33 bicycle riders.
- 34 4. The plan should have a map(s) of the existing and proposed bicycle
35 facilities.
- 36 5. Along with the map(s), the plan needs to have a narrative about each of
37 the proposed facilities which includes Average Annual Daily Traffic
38 (AADT), posted speed, and road width for roads on which the selected \
39 routes have been placed.
- 40 6. A listing of the types of improvements and programs (e.g. on-road, off-
41 road, encouraging commuting, etc.)
- 42 7. Proof of public involvement in the development and approval of the
43 bicycle plan should be shown. A Bicycle Advisory Committee
44 is recommended that includes citizens, some of whom are bicyclists. A
45 public hearing to review the plan should have been held.

46

47 Planning Process

48

49 The Town of Chincoteague Bicycle Plan was initially developed by the Public Works
50 Committee, with technical assistance from A-NPCD staff. It is revised on a regular basis
51 by the Town's Bicycling Advisory Committee. The public continues to be involved by
52 the workshops sponsored by the committee.

53

54 B. BACKGROUND

55

56 The Town of Chincoteague is located on Chincoteague Island, which is part of the
57 Eastern Shore of Virginia. Chincoteague Island is accessible from the mainland via route
58 175, a primary state road. The Town is approximately 6 miles long by 2 miles wide, and
59 is approximately 12 square miles in area. The population of Chincoteague is
60 approximately 4,000. The summer population is estimated to be 14,000.

61 The Town is well known as the home of the Chincoteague Ponies, which live at the
62 nearby Chincoteague National Wildlife Refuge and Assateague National Seashore. The
63 refuge and national seashore attract visitors year-round, and along with recreational
64 boating and fishing, are the basis for Chincoteague's large tourism economy.

65 The U. S. Fish and Wildlife Service (FWS) and the National Park Service (NPS) maintain
66 bicycle trails through the refuge and national seashore, providing access for wildlife
67 observation and swimming at Assateague Beach. The Chincoteague National Wildlife
68 Refuge estimated 20,365 bicycles entering the refuge for the twelve-month period ending

69 July 1, 1997.

70

71 Bicycling on Chincoteague has become increasingly popular over the years, with visitors
72 riding from their motels to the refuge, beach, stores, and other destinations on the island.

73 There are bicycle shops that rent bikes, as do several motels and stores. Bicycle clubs

74 from Maryland and Virginia sponsor annual rides to Chincoteague. The development of

75 bicycle paths on Chincoteague is supported by the following transportation goal in the

76 2001 Town of Chincoteague Comprehensive Plan (page 63):]

77

78 GOAL: Promote a transportation system that will provide for the safe,
79 efficient, and convenient movement of people and goods by road,
80 water, and pedestrian means.

81

82 The Comprehensive Plan outlines several objectives in order to implement this goal.

83 Including the following:

84

85 OBJECTIVE: Create bike paths in areas susceptible to heavy bike traffic.

86 Through this Bicycle Plan the Town hopes to develop better

87 bicycle access to improve safety and enhance the image of

88 Chincoteague as a great place to live and visit.

89

90

91

92 C. CYCLE FACILITY PLANNING AND DEVELOPMENT

93

94 Because bicycles are considered vehicles in Virginia, they are permitted on all roads
95 except for limited access highways. Unfortunately, most roads were not designed to
96 safely accommodate motor vehicles and bicycles at the same time. This can result in
97 conflicts. As motor vehicles encounter bicycles on narrow roads, traffic slows down.
98 Drivers move into the oncoming lane to pass bicycles, posing a threat to themselves and
99 oncoming traffic. Many bicyclists feel unsafe under these conditions and avoid riding.
100 The planning and development of proper bicycle facilities allows for the free flow of
101 motor vehicle and safe bicycling. The design standards for a “proper” bicycle facility
102 depend on the type of bicyclist, width of road, traffic volume, and average vehicle speed.
103 In order to plan proper bicycle facilities, standards have been developed to ensure the
104 needs of the “design bicyclist” are met by the “facility design”.

105

106 Design Bicyclist

107

108 Engineers use the idea of a design bicyclist to determine the type of bicycle facility
109 design needed. There are three types of bicyclists: advanced, basic, and children, as
110 follows:

111

112 Group A – Advanced Bicyclists: These are experienced riders who can operate under
113 most traffic conditions and prefer direct access to destinations via the existing street and
114 highway system. They should have enough road width to reduce the need for motor

115 vehicles or bicycles to change position when passing.

116

117 Group B – Basic Bicyclist: These are casual or new adult and teenage riders who are less
118 confident of their ability to operate in traffic without special provisions for bicycles, such
119 as marked lanes. They need either low-speed, low-traffic streets or designated bicycle
120 facilities.

121

122 Group C – Children: These are pre-teen riders whose roadway use is initially monitored
123 by parents. Eventually they ride on their own to schools, parks, stores, and other
124 neighborhoods. They need to ride on residential streets with low motor vehicle speeds
125 and volumes: roads with well-defined separation of bicycles and motor vehicles; or on
126 separate bike paths.

127

128 Because Group B and Group C have similar needs, engineers combine these in a design
129 bicyclist model with two broad classes of bicyclists: Group A (advanced) and Group B/C
130 (basic/children).

131

132 Bicycle facilities should be designed to meet the needs of the least skilled bicyclist
133 expected to use the facility. Since schoolchildren and tourists with children are a major
134 part of Chincoteague's bicycling activity, the Town's bicycle facilities should be
135 designed for the Group B/C bicyclist.

136

137

138 D. EDUCATION AND SAFETY

139

140 One goal of the Bicycling Advisory Committee and the Town is to promote bicycling
141 safety by educating the bicycling public on rules of the road and hazard awareness. The
142 Committee will regularly prepare, revise and distribute a brochure and other literature
143 towards this effort.

144

145 E. EXISTING CONDITIONS

146

147 Trip Origins and Destinations

148

149 Mapping the locations of bicycle trip origins and destinations provides the basis for
150 determining logical bicycle routes on Chincoteague. Trips originate where people live,
151 so the origins are spread throughout the island. Concentrations of trip origins are the
152 motels along Main Street and Maddox Boulevard, as well as the campgrounds and
153 bicycle rental shops. Destinations can be divided into recreation, businesses, and public
154 services. The following locations of trip origins and destinations are shown on the
155 attached map.

156

157 Trip Origins

158 Town Neighborhoods

159 Vacation Homes

160 Rental Homes

161	Motels
162	Bed and Breakfast Inns
163	Campgrounds
164	Bicycle Rental Shops
165	
166	<u>Trip Destinations</u>
167	Assateague National Seashore
168	Chincoteague National Wildlife Refuge
169	Oyster Museum
170	Tourist Information Center (Chamber of Commerce)
171	Island Businesses
172	Town Harbor
173	Town Dock
174	Memorial Park
175	Schools
176	- Elementary
177	- High School
178	Churches
179	Downtown
180	- Stores
181	- Post Office
182	- Town Office
183	- Police

184 Existing Facilities

185

186 The existing bicycle facilities on Chincoteague consist of the bicycle lanes on Maddox
187 Boulevard from the Refuge to Chicken City road, and shared lanes on the rest of the
188 roads and streets in town. However, most of the streets in town are not up to VDOT
189 bicycling standard due to the narrow width and/or the presence of parking. The attached
190 map delineates the existing facilities.

191

192 Needs Assessment

193

194 An analysis of the trip origin and destination and the existing facilities shows that the
195 major need for bicycle facilities is to get tourists from their lodgings to the refuge/beach
196 and to the stores and services on Maddox Boulevard and Downtown. Based on this
197 analysis, the following bicycle facility needs were identified:

198

199 Priority

Solution: _____

200 1. Chicken City Road - Church St.

1. Widen existing paving to allow

201 to Maddox Blvd.

bicycling shoulders.

202

203 2. Maddox Boulevard – from Main St.

2. Prohibit on street parking and

204 to Deep Hole Road.

provide new parking lots. Stripe a

205

bike lane. Alternative: Stripe Ocean

206

Boulevard, Taylor St., and Hallie

207		Whealton Smith Drive for alternate
208		routes.
209		
210	3. Hallie Whealton Smith Drive	3. Pave and stripe.
211		
212	4. Church St. – from Main St. to	4. Prohibit parking on Church Street
213	Chicken City Road / Ridge Road	or limit to 10 minute parking in front
214	intersection.	of the Opportunity Shop. Also
215		widen and stripe from Fowling Gut
216		to the Chicken City Road / Ridge
217		Road intersection.
218		
219	5. Main St. – Hallie Whealton Smith	5. Acquisition of property and
220	Drive to Beebe Road.	constructing a bicycle path on Main
221		St. along the water’s edge and
222		prohibit parking in the downtown
223		area, striping bicycle lanes.
224		
225	6. Maddox Boulevard – From the	6. Provide separate bike path and
226	Chamber of Commerce (traffic circle)	and improve access at the circle.
227	to the Assateague Bridge.	
228		
229	7. Path from Eastside Road to	7. Acquire easements for the

230	Maddox Boulevard via. Maddox	construction of a separate bicycle
231	Family Campground.	path to connect Eastside Road and
232		Maddox Boulevard.
233		
234	8. Fowling Gut Path (“The Canal”)	8. Property acquisitions to erect
235	running down the center of the Island.	a separate bicycle path along
236		Fowling Gut.
237		
238	9. Chicken City Road Extension.	9. Widen the road and pave
239		shoulders.
240		
241	10. Eastside Road.	10. Widen and pave shoulders.
242		
243	11. North Main Street – from	11. Widen and pave shoulders.
244	Hallie Whealton Smith Drive to	
245	the turn circle.	
246		
247	12. South Main Street – from Bunting	12. Pave shoulders.
248	Road to Curtis Merritt Harbor.	
249		
250	13. Bunting Road.	13. Widen and pave shoulders.
251		
252	14. Beebe Road.	14. Widen and pave shoulders.

253

254 F. GOALS AND OBJECTIVES

255

256 The following Goals and Objectives have been outlined to guide the development of
257 bicycle facilities and programs on Chincoteague:

258

259 1. GOAL: Improve bicycling access

260

261 OBJECTIVES:

262

263 A. Develop a comprehensive, island-wide system of bicycle routes.

264

265 B. Improve the marking signage of existing and future bicycle
266 facilities.

267

268 C. Implement a review of bicycle facility needs with each capital road
269 Project.

270

271 2. GOAL: Enhance bicycle safety.

272

273 OBJECTIVES:

274

275 A. Decrease hazards confronting bicyclists and increase roadway capacity

276 for motor vehicles.

277

278 B. Educate the traveling public on bicycling safety.

279

280 C. Implement a program of bicycle safety and enforcement.

281

282 3. GOAL: Encourage bicycle facility development.

283

284 OBJECTIVES:

285

286 A. Expand the island bicycle system as state road improvement project

287 budgets allow.

288

289 B. Incorporate the implementation and maintenance of the island's

290 bicycle system into the Chincoteague public works program.

291

292 C. Seek grant funding to provide for bicycling transportation and

293 recreational needs.

294

295 4. GOAL: Improve and diversify the tourism economy.

296

297 OBJECTIVES:

298

299 A. Promote tourism by enhancing the awareness of bicycle accessibility
300 to the island's natural and historic points of interest.

301

302 B. Promote recreational bicycling on Chincoteague.

303

304 C. Conduct one bicycle special event each year.

305

306

307 G. PROPOSED BICYCLE FACILITIES

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309 The Map shows the bicycle facilities proposed for the Town of Chincoteague. The
310 following narrative describes the proposed facilities, including Average Annual Daily
311 Traffic (AADT), Average Speed, and Road Widths.

312

313 Priority

314 1. Maddox Boulevard – from Main St. to Deep Hole Road.

315 AADT: 8,800 Average Speed: 30 (25 posted) Road Width: 25'

316

317 2. Church St. – from Main St. to Chicken City Road / Ridge Road intersection.

318 AADT: 4,500 Average Speed: 30 (25 posted) Road Width: 20'

319

320 3. Main St. – Hallie Whealton Smith Drive to Beebe Road.

321 AADT: 9,100 Average Speed: 30 (25 posted) Road Width: 25'

322

323 4. Maddox Boulevard – From the Chamber of Commerce to the Assateague Bridge.

324 AADT:7,400 Average Speed: 30 (25 posted) Road Width: 25'

325

326 5. Path from Eastside Road to Maddox Boulevard via. Maddox Family Campground.

327 AADT: N/A Average Speed: N/A Road Width: N/A

328

329 6. Fowling Gut Path (“The Canal”) running down the center of the Island.

330 AADT: N/A Average Speed: N/A Road Width: N/A

331

332 7. Chicken City Road Extension – Maddox Boulevard to Deep Hole Road.

333 AADT: 1,200 Average Speed: 25 Road Width: 20'

334

335 8. Eastside Road.

336 AADT: 3,500 Average Speed: 30 (25 posted) Road Width: 20'

337

338 9. North Main Street – from Hallie Whealton Smith Drive to the turn circle.

339 AADT: 1,200 Average Speed: 30 (25 posted) Road Width: 20'

340

341 10. Main Street – from Bunting to Inlet View Campground

342 AADT: 2,700 Average Speed: 30 (25 posted) Road Width: 24'

343

344 11. Bunting Road.

345 AADT: 2,000 Average Speed: 30 (25 posted) Road Width: 22'

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347 12. Beebe Road.

348 AADT: 1,200 Average Speed: 25 Road Width: 20'

349

350 H. RECREATIONAL PLAN

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352 The Map also shows the bicycle facilities proposed for the Town of Chincoteague for
353 recreation.

354

355 A. Hallie Whealton Smith Drive

356 -A separate recreational loop.

357

358 B. Main Street – from Hallie Whealton Smith Drive to Beebe Road

359 -A route comprised of a separate facility along the waterfront.

360

361 C. Fowling Gut – North and South Corridor

362 -A separate facility along the canal.

363

364 D. Maddox Boulevard

365 -A separate facility from East Side to Piney Island and connecting to

366 Maddox Boulevard.

367

368 I. IMPLEMENTATION PLAN

369

370 Policies

371

372 The following Policies will guide the implementation of bicycle facility development on
373 Chincoteague:

374

375 1. ADMINISTRATION of the Town's bicycle program, including
376 distribution of information and planning of special events, shall be under
377 the direction of the Town Manager.

378

379 2. COORDINATION of street/highway improvements and planned bicycle
380 facilities with VDOT and other state and federal agencies shall be the
381 responsibility of the Town Manager.

382

383 3. MAINTENANCE of the Town's bicycle system shall be the responsibility
384 of the Public Works Director.

385

386 4. FINANCING of bicycle facilities shall be provided through VDOT's
387 statewide transportation improvement program and various grant sources
388 as applicable.

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390 5. SAFETY EDUCATION AND LAW ENFORCEMENT for the Town's

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bicycling program shall be the responsibility of the Chief of Police.

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6/01