

RECREATION & COMMUNITY
ENHANCEMENT COMMITTEE
MEETING

A G E N D A

TOWN OF CHINCOTEAGUE

August 11, 2009 - 5:00 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 **which is now called the Recreation and Community Enhancement Committee** is responsible for updating the Town's Plan and providing advice on bicycling needs to the Chincoteague Town Council.

23 Purpose of Plan

24

25 The Chincoteague Bicycle Plan is intended to meet VDOT's **Virginia Bicycle Facility**
26 **Resource Guide** requirements ~~s~~ for local governments to have an adopted bicycle facilities
27 plan in order to receive project funding. In addition to transportation needs, the plan also
28 identifies bicycling recreational needs.

29 ~~A Virginia Guide for Bicycle Facility Planning~~ outlines the following seven guidelines
30 for an acceptable plan:

31

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

46 is recommended that includes citizens, some of whom are bicyclists. A
47 public hearing to review the plan should have been held.

48 **According to The Virginia Bicycle Facility Resource Guide any bicycle plan should**
49 **include the following :**

- 50 • **goals and objectives**
- 51 • **existing bicycle facilities and roadway network**
- 52 • **planned bicycle and roadway improvements**
- 53 • **significant attractions and destination points**
- 54 • **routes and/or locations of proposed bicycle facilities, including ancillary**
55 **facilities such as bike storage and rack**
- 56 • **indication of preferred facility type, such as wide outside lane, bike lane, and**
57 **shared use path**
- 58 • **prioritization of projects (short-term versus long-term)**
- 59 • **strategies for implementation including identifying potential funding sources,**
60 **developing conceptual maintenance plans, and assigning operational tasks to**
61 **agencies**
- 62 • **documentation of public involvement activities**
- 63 • **definitions and acronyms**
- 64 • **appendices and bibliography**

65 Planning Process

66 The Town of Chincoteague Bicycle Plan was initially developed by the ~~Public Works~~
67 **Bicycle** Committee, with technical assistance from A-NPDC staff. **The plan shall be**
68 **reviewed, and if need be, updated every four years** ~~It is revised on a regular basis by~~

69 the Town's **Recreation and Community Enhancement** ~~Bicycling Advisory~~ Committee.
70 The public will continue to be involved by the workshops sponsored by the committee.

71

72 B. BACKGROUND

73

74 The Town of Chincoteague is located on Chincoteague Island, which is part of the
75 Eastern Shore of Virginia. Chincoteague Island is accessible from the mainland via
76 Route 175, a primary state road. The Town is approximately 7 miles long by 1 ½ miles
77 wide, and is approximately 12 square miles in area. The population of Chincoteague is
78 approximately 4,000. The summer population is estimated to be 15,000.

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

83 The U. S. Fish and Wildlife Service (FWS) and the National Park Service (NPS) maintain
84 bicycle trails through the refuge and national seashore, providing access for wildlife
85 observation and swimming at Assateague Beach. The Chincoteague National Wildlife
86 Refuge estimated ~~20,365~~ **66,924** bicycles entering the refuge **during the 2008 calendar**
87 **year** ~~for the twelve month period ending July 1, 1997.~~

88

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

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

92 from Maryland and Virginia sponsor annual rides to Chincoteague. The development of
93 bicycle paths on Chincoteague is supported by the following transportation goal in the
94 2002 Town of Chincoteague Comprehensive Plan (page 63):]

95

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

99

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

101 Including the following:

102

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

104 Through this Bicycle Plan the Town hopes to develop better

105 bicycle access to improve safety and enhance the image of

106 Chincoteague as a great place to live and visit.

107

108

109

110 C. CYCLE FACILITY PLANNING AND DEVELOPMENT

111

112 Because bicycles are considered vehicles in Virginia, they are permitted on all roads

113 except for limited access highways. Unfortunately, most roads were not designed to

114 safely accommodate motor vehicles and bicycles at the same time. ~~This can result in~~

115 ~~conflicts.~~ As motor vehicles encounter bicycles on narrow roads, traffic slows down.
116 Drivers move into the oncoming lane to pass bicycles, posing a threat to themselves and
117 oncoming traffic. Many bicyclists feel unsafe under these conditions and avoid riding.
118 The planning and development of proper bicycle facilities allows for the free flow of
119 motor vehicles and safe bicycling. The design standards for a “proper” bicycle facility
120 depend on the type of bicyclist, width of road, traffic volume, and average vehicle speed.
121 In order to plan proper bicycle facilities, standards have been developed to ensure the
122 needs of the “design bicyclist” are met by the “facility design.” **(Please see Appendix for**
123 **more information)**

124

125 ~~Design Bicyclist~~ **(Move to Appendix A)**

126

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

130

131 ~~Group A—Advanced Bicyclists: These are experienced riders who can operate under~~
132 ~~most traffic conditions and prefer direct access to destinations via the existing street and~~
133 ~~highway system. They should have enough road width to reduce the need for motor~~
134 ~~vehicles or bicycles to change position when passing.~~

135

136 ~~Group B—Basic Bicyclist: These are casual or new adult and teenage riders who are less~~
137 ~~confident of their ability to operate in traffic without special provisions for bicycles, such~~

138 as marked lanes. They need either low speed, low traffic streets or designated bicycle
139 facilities.

140

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

146

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

150

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

155

156

157 D. EDUCATION AND SAFETY

158

159 One goal of the Bicycling Advisory Committee and the Town is to promote bicycling
160 safety by educating the bicycling public on rules of the road and hazard awareness. The

161 Committee will regularly prepare, revise and distribute brochures and other literature
162 towards this effort.

163

164 **In November of 2008 the Town of Chincoteague completed a “School Travel Plan,”**
165 **which was a requirement in order to be considered for funding through the Safe**
166 **Routes to School Program. The “School Travel Plan” is aimed at promoting and**
167 **finding solutions for children to walk or ride their bikes to school. The “School**
168 **Travel Plan” and the Bicycle Plan have similar goals and objectives, although the**
169 **Bicycle Plan is general in nature. The Town should continue to request funding for**
170 **safety programs that will help teach children bicycle and pedestrian safety.**

171 **In 2004 the Town also had a professional video completed that highlighted bicycle**
172 **safety on the Island. The Town should utilize this video to remind citizens about**
173 **bicycle safety. Try to set a system of playing the video on local access Cable TV, or**
174 **via the internet through the Town’s website. Show this video at least once a year**
175 **preferably in the Spring or Summer when bike ridership is high. Make sure the**
176 **schools have a copy of the video to show children during school time.**

177

178 E. EXISTING CONDITIONS

179

180 Trip Origins and Destinations

181

182 Mapping the locations of bicycle trip origins and destinations provides the basis for
183 determining logical bicycle routes on Chincoteague. Trips originate where people live,

184 so the origins are spread throughout the island. **Most** concentrations of trip origins are
185 the motels ~~along Main Street and Maddox Boulevard~~, as well as the campgrounds and
186 bicycle rental shops. Destinations can be divided into recreation, businesses, and public
187 services. The following locations of trip origins and destinations are shown on the
188 attached map.

189

190 Trip Origins

191 Town Neighborhoods

192 Vacation Homes

193 Rental Homes

194 Motels/ Hotels

195 Bed and Breakfast Inns

196 Campgrounds

197 Bicycle Rental Shops

198

199 Trip Destinations

200 Assateague National Seashore

201 Chincoteague National Wildlife Refuge

202 Oyster Museum

203 Tourist Information Center (Chamber of Commerce)

204 Island Businesses

205 Town Harbor

206 Town Dock

- 207 Memorial Park
- 208 Schools
- 209 - Elementary
- 210 - High School
- 211 Churches
- 212 ~~Downtown~~
- 213 Stores
- 214 Post Office
- 215 Town Office (Municipal Complex)
- 216 Police (Municipal Complex)

217 **Robert N. Reed Downtown Park**

218 **Carnival Grounds**

219 Existing Facilities

220

221 ~~The existing bicycle facilities on Chincoteague consist of the bicycle lanes on Maddox~~
222 ~~Boulevard from the Refuge to Chicken City road, and shared lanes on the rest of the~~
223 ~~roads and streets in town. However, Most of the streets in town are not up to VDOT~~
224 ~~bicycling standard due to the narrow width and/or the presence of parking. The attached~~
225 ~~map delineates the existing facilities, **which included extended shoulders which bring**~~
226 ~~**relief to both vehicular and bicycle traffic.**~~

227

228 Needs Assessment

229

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

234

235 Priority

Solution: _____

236 1. Ocean Boulevard Extended- from
237 Pension Street to Chicken City Road

1. Create bike path on public right-
of-way.

238

239 2. Maddox Boulevard – from Main St.
240 to Deep Hole Road.

2. Prohibit on street parking and
provide new parking lots. Stripe a
bike lane. Alternative: Stripe Ocean
Boulevard, Taylor St., and Hallie
Whealton Smith Drive for alternate
routes.

241

242

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244

245

246 3. Hallie Whealton Smith Drive

3. Pave and stripe.

247

248 4. Church St. – from Main St. to
249 Chicken City Road / Ridge Road
250 intersection.

4. Prohibit parking on Church Street
or limit to 10 minute parking in front
of the Opportunity Shop. Also
widen and stripe from Fowling Gut

251

252 to the Chicken City Road / Ridge
253 Road intersection.
254
255 5. Main St. – Hallie Whealton Smith 5. Acquisition of property and
256 Drive to Beebe Road. constructing a bicycle path on Main
257 St. along the water’s edge and
258 prohibit parking in the downtown
259 area, striping bicycle lanes.
260
261
262 ~~Fowling Gut Path (“The Canal”) ————— 8. Property acquisitions to erect~~
263 ~~running down the center of the Island. ————— a separate bicycle path along~~
264 ~~Fowling Gut.~~
265
266 6. Chicken City Road Extension. 6. Widen the road and pave
267 shoulders.
268
269 7. Eastside Road. 7. Widen and pave shoulders.
270
271 8. North Main Street – from 8. Widen and pave shoulders.
272 Hallie Whealton Smith Drive to Misty Meadows to turn circle.
273 the turn circle.
274

- | | | |
|-----|-------------------------------------|-------------------------------|
| 275 | 9. South Main Street – from Bunting | 9. Pave shoulders. |
| 276 | Road to Curtis Merritt Harbor. | |
| 277 | | |
| 278 | 10. Bunting Road. | 10. Widen and pave shoulders. |
| 279 | | |
| 280 | 11. Beebe Road. | 11. Widen and pave shoulders. |
| 281 | | |

282 **A continued concern is a project or area that because of current conditions is not**
 283 **seen as feasible. However, as conditions change it may be more feasible and should**
 284 **be placed back on the priority list. Another reason why a project or area would be**
 285 **placed on the continued concern list is it is scheduled to be completed.**

<u>Continued Concern</u>	<u>Possible Solution</u>
286	
287	1. Widen existing paving to allow
288	bicycling shoulders.
289	
290	2. Provide separate bike path and
291	improves access at the circle.
292	
293	
294	3. Acquire easements for the
295	construction of a separate bicycle
296	path to connect Eastside Road and
297	Maddox Boulevard.

298

299 F. GOALS AND OBJECTIVES

300

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

303

304 1. GOAL: Improve bicycling access

305

306 OBJECTIVES:

307

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

309

310 B. Improve the marking signage of existing and future bicycle
311 facilities.

312

313 C. Implement a review of bicycle facility needs with each capital road
314 Project.

315

316 2. GOAL: Enhance bicycle safety.

317

318 OBJECTIVES:

319

320 A. Decrease hazards confronting bicyclists and increase roadway capacity

321 for motor vehicles.

322

323 B. Educate the traveling public on bicycling safety.

324

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

326

327 3. GOAL: Encourage bicycle facility development.

328

329 OBJECTIVES:

330

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

332 budgets allow.

333

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

335 bicycle system into the Chincoteague public works program.

336

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

338 recreational needs.

339

340 4. GOAL: **Improve and diversify the tourism economy by**
341 **promoting, creating, enhancing, and extending current bicycle and**
342 **bicycle-related facilities.**

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OBJECTIVES:

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

B. Promote recreational bicycling on Chincoteague.

C. Conduct one bicycle special event each year.

G. PROPOSED BICYCLE FACILITIES

The Map shows the bicycle facilities proposed for the Town of Chincoteague. The following narrative describes the proposed facilities, including Average Annual Daily Traffic (AADT), Average Speed, and Road Widths. **The Average Annual Daily Traffic (AADT) information comes from the “2007 Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates.”**

Priority

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

AADT: 7,000 Average Speed: 30 (25 posted) Road Width: 25’

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

367 AADT: 4,030 Average Speed: 30 (25 posted) Road Width: 20'

368

369 3. Main St. – Bunting Road to Beebe Road.

370 AADT: 2,800 Average Speed: 30 (25 posted) Road Width: 25'

371

372 4. Maddox Boulevard – Main Street to the Assateague Bridge.

373 AADT: 5,300 Average Speed: 30 (25 posted) Road Width: 25'

374

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

376 ~~AADT: N/A Average Speed: N/A Road Width: N/A~~

377

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

379 ~~AADT: N/A Average Speed: N/A Road Width: N/A~~

380

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

382 AADT: 1,300 Average Speed: 25 Road Width: 20'

383

384 ~~8. Eastside Road.~~

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

386

387 9. Main Street – from SR 175 Channel Bridge to Church Street.

388 AADT: 9,600 Average Speed: 30 (25 posted) Road Width: 20'

389

390 10. Main Street – from Bunting Road to Inlet View Campground
391 AADT: 2,200 Average Speed: 30 (25 posted) Road Width: 24'

392

393 11. Intersection of Bunting Road and Ridge Road
394 AADT: N/A Average Speed: 30 (25 posted) Road Width: 22'

395

396 12. Intersection of Beebe Road and Main Street.
397 AADT: N/A Average Speed: 25 Road Width: 20'

398

399 H. RECREATIONAL PLAN SECTION

400

401 The Map also shows the bicycle facilities proposed for the Town of Chincoteague for
402 recreation.

403

404 A. Hallie Whealton Smith Drive

405 -A separate recreational loop.

406

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

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

409

410 C. ~~Fowling Gut – North and South Corridor~~

411 ~~-A separate facility along the canal.~~

412

413 D. Maddox Boulevard

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

415 Maddox Boulevard.

416

417 I. IMPLEMENTATION PLAN SECTION

418

419 Policies

420

421 The following Policies will guide the implementation of bicycle facility development on

422 Chincoteague:

423

424 1. ADMINISTRATION of the Town's bicycle program, including
425 distribution of information and planning of special events, shall be under
426 the direction of the Town Manager.

427

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

431

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

434

435 4. FINANCING of bicycle facilities shall be provided through VDOT's

436 statewide transportation improvement program and various grant sources
437 as applicable.

438

439 5. SAFETY EDUCATION AND LAW ENFORCEMENT for the Town's
440 bicycling program shall be the responsibility of the Chief of Police.

441

442 **APPENDIX A**

443 **DESIGN BYCLIST**

444

445 **Engineers use the idea of a design bicyclist to determine the type of bicycle facility**
446 **design needed. The following are from the Federal Highway Administration. There**
447 **are three types of bicyclists: advanced, basic, and children, as follows:**

448

449 **Group A – Advanced Bicyclists: These are experienced riders who can operate**
450 **under most traffic conditions and prefer direct access to destinations via the existing**
451 **street and highway system. They should have enough road width to reduce the need**
452 **for motor vehicles or bicycles to change position when passing.**

453

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

458

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

464

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

468

469 Bicycle facilities should be designed to meet the needs of the least skilled bicyclist
470 expected to use the facility. Since schoolchildren and tourists with children are a
471 major part of Chincoteague’s bicycling activity, the Town’s bicycle facilities should
472 be designed for the Group B/C bicyclist.

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Recreation and Community Enhancement Committee Minutes Town of Chincoteague

May 19, 2009, 6:00 PM-Council Chambers- Town Hall

Committee Members Present:

Mr. James Frese, Chairman
Mr. John H. Howard, Councilman
Mrs. Ellen W. Richardson, Councilwoman
Mr. Bob Conklin
Mrs. Cathy Plant

Committee Members Not Present:

Mr. G.W. Taylor
Mr. Jack Van Dame

Others Present:

Mr. Robert G. Ritter, Town Manager
Mr. Jared B. Anderson, Town Planner

Call to Order

Chairman Frese called the meeting to order at 6:08 PM

Adoption of the Agenda

There was a motion by Councilwoman Richardson, seconded by Mr. Bob Conklin **“to adopt the agenda as presented.”** The motion was unanimously approved.

1) Minutes of the April 21, 2009 Meeting

There was a motion by Mr. Bob Conklin, seconded by Councilman J. Howard **“to adopt the minutes of the April 21, 2009 meeting as presented.”** The motion was unanimously approved.

2) Bicycle Plan Review

The Committee continued with the review of the Town’s bicycle plan, the committee started their review on line 272 or “9. Chicken City Road Extension.” The consensus of the committee was to remove number 9 from the plan because the Town has already widened the road and paved the shoulders.

Priority/Solution (continued on from Number 9 Eastside Road)

Eastside Road

- The committee agreed that East Side Road is too narrow and dangerous to encourage biking on that route, however the committee noted that if bicycle facilities were provided on East Side that it would be an attractive route for many bicyclists because of the scenic views along East Side Road.

North Main Street- from Hallie Whealton Smtih Drive to the turn circle.

- There were extended shoulders placed from Misty Meadows to the cul-de-sac at the north end of Main Street since the adoption of the plan. From Misty Meadow’s to Hallie Whealton Smith Drive there are no extended shoulders.

South Main Street- from Bunting Road to Curtis Merritt Harbor

- The committee felt that there was not much bicycle traffic past Beebe Road going south on Main Street. It should be indicated on the bicycle facilities map that it is a scenic route with low traffic volume. The consensus from the committee was to keep this priority on the list but it should be low on the list at this time because there are more pressing needs.

Bunting Road

- Keep on list at same spot

Beebe Road

- Keep on list at same spot

Ocean Boulevard Extended

- It was indicated that we need to find the markers/pins to accurately know where the right-of-way begins/ends.
- We should consider clearing out the NW side of the right-of-way as soon as possible.

Staff should also see what are the possibilities for bicycle facilities from Chicken City Road to AJ's Restaurant.

The committee indicated that it might be a good idea to talk to Mr. Mike Tolbert about surveying the right-of-way.

F. GOALS AND OBJECTIVES

Under objectives (Line 297) take out "A. Develop a comprehensive, island-wide system of bicycle routes."

Redo "4. Goal: Improve and diversify the tourism economy." To read "Improve and diversify the tourism economy by promoting, enhancing, and expanding bicycle facilities on the island."

G. PROPOSED BICYCLE FACILITIES

The Average Annual Daily Traffic (AADT) numbers are from 1997 and need to be updated. Mr. Anderson found an island wide study from 2007, he will update the numbers, and take out the priorities that have been deleted from earlier sections.

Mr. Anderson will create a new bicycle facility map using our GIS which will be included in the updated plan.

Next meeting will be on Tuesday June 16th.

Committee Member Comments

Councilman J. Howard talked to Mr. Terry Thomas, of Thomas Gardens, and he indicated that if we trim the bottoms of the trees at Donald J. Leonard Park that they will grow upwards quickly.

If we are going to encourage kayak activities at the Donald J. Leonard Park then we need a sign that would indicate our intentions. This should be brought to the Mayor and Council at their June Meeting.

ADJOURN:

There was motion by Mr. Conklin, seconded by Councilwoman Richardson **"to adjourn the meeting at 7:08 PM."** The motion was unanimously Approved.