

RECREATION & COMMUNITY  
ENHANCEMENT COMMITTEE  
MEETING

A G E N D A

TOWN OF CHINCOTEAGUE

February 17, 2009 - 6:00 P.M. – Council Chambers - Town Hall

CALL TO ORDER

ROLL CALL

AGENDA ADOPTION:

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1. Earth Day Celebration
2. Bicycle Plan Review
3. Committee Member Comments

ADJOURN:

# MEMORANDUM

TO: Parks, Recreation and Community Enhancement Committee

VIA: Robert G. Ritter, Jr., Town Manager

FROM: Kelly S. Fox, Public Works Clerk

DATE: March 12, 2009

SUBJECT: Earth Day Celebration

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It is time to schedule our Annual Spring Clean up, Paint up, and Fix up Week. The Town usually schedules this event to coincide with Earth Day. This year Earth Day is Wednesday, April 22, 2009. Chincoteague's Earth Day Committee met regarding this year's celebration and because of scheduling conflicts, decided to conduct a separate "Chincoteague Island Earth Day". The rescheduled date is Saturday, May 9, 2009.

Staff recommends that we schedule our Annual Spring Clean up, Paint up, and Fix up Week during this time also. During the kick-off celebration there will be a collection site at the Robert N. Reed Downtown Park for small household appliances (only). We would like to schedule the collection of debris and bulk items, Monday, May 11 – 15, 2009. Those interested in curbside collection should call the Town Office prior to May 15, 2009 to ensure that collection items are removed.

The items to be collected are:

Yard debris (bagged grass clippings and leaves, brush (limited to that which would fill a pickup truck), appliances, furniture and scrap metal (such as bicycles, grass cutters, weed eaters, etc...))

To utilize the Town's service, residents will need to place the items curbside and call the Town Office at 336-6519 prior to May 15, 2009 to be placed on the collection list. Residents will be asked to provide item(s) which are to be collected and their 911 address.

## Resolution for Spring Clean up, Paint up, and Fix up Week

**A RESOLUTION** of the Town of Chincoteague Island, Virginia, to acknowledge the importance of Earth Day and support the community-wide activities and events that remind us of our Island's connection to the rest of the planet.

**WHEREAS**, we are fortunate to live in a Town so abundantly blessed with natural assets and we have a continuing responsibility for preserving our environment by keeping it clean, healthy, and beautiful; and

**WHEREAS**, the Town of Chincoteague Island and our citizens are committed, through the goals of the Comprehensive Plan, ordinances, policies and our actions, to the preservation and stewardship of our natural landscape, open space and sensitive environmental areas; and

**WHEREAS**, Chincoteague's Earth Day is Saturday, May 9, 2009; Earth Day will celebrate beautifying our Island and involves people around the world over the course of several days; and

**WHEREAS**, during this celebration we have the opportunity to demonstrate to ourselves, our neighbors, and our visitors, our commitment to a clean and beautiful town.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF CHINCOTEAGUE, IN COUNCIL MET:**

1. That the week of May 9 – May 15, 2009 is designated as **SPRING-CLEAN UP, PAINT UP, & FIX UP WEEK** in the Town of Chincoteague. To coincide with the Earth Day Celebration
2. That all organized and individual segments of our population participate in this noble effort by developing and carrying out imaginative clean-up, paint-up, and fix-up projects which will serve to enhance, restore, or maintain the beauty of all properties in our Island community.
3. All Spring Cleanup debris should be placed for pickup during the week of May 9 – May 15, 2009 so that our Town of Chincoteague will exemplify cleanliness and beauty and to kick off the Tourist Season. Calling the Town Office with the items to be picked up will ensure collection of said items.

\_\_\_\_\_  
John H. Tarr, Mayor

Attest: \_\_\_\_\_  
Robert G. Ritter, Jr., Town Manager

**MINUTES OF THE FEBRUARY 23, 2009  
RECREATION & COMMUNITY ENHANCEMENT COMMITTEE  
WORKSHOP- BICYCLE PLAN REVIEW**

Members Present:

James T. Frese, Chairman	Bob Conklin
Ellen W. Richardson	Cathy Plant
John J. Howard	Jack Van Dame
Gene Wayne Taylor	

Staff Present:

Robert Ritter, Town Manager  
Jared Anderson, Planner

**Call to Order.**

Chairman James Frese called the meeting to order at 6:03 p.m.

**Public Participation**

NONE

**Agenda Adoption**

Mr. Van Dame motioned, seconded by Councilwoman Richardson, to adopt agenda. The motion was unanimous.

**1. Discussion BICYCLE PLAN**

The committee discussed the Town's Bicycle Plan.

**2. Committee Member Comments**

None

**Adjourn**

Councilman J. Howard made a motion to adjourn, seconded by Mr. Van Dame. The motion was unanimous and the meeting adjourned at 7:05 p.m.

# MEMORANDUM

To: Recreation and Community Enhancement Committee  
From: Jared B. Anderson, Town Planner  
Date: March 5, 2009  
Subject: Discussion Bicycle Plan

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*The following is discussion from the Recreation and Community Enhancement Committee workshop regarding the bicycle plan:*

(Line 18) “The committee now known as the Recreation and Community Enhancement Committee was...”

(Line 24) What are VDOT’s requirements? We need to reference a specific guideline or standard from VDOT.

(Line 27) Need to find out if “A Virginia Guide for Bicycle Facility Planning” is still a guide that is used by VDOT. Mr. Anderson cannot find it in a web search. Jim McGowan or Jim West, who both worked on this plan extensively, may be able to help.

(Lines 50 & 51) should be A-NPDC. “The Plan shall be reviewed, and if need be updated every four years by the Town’s Recreation and Community Enhancement Committee.”

(Lines 58 & 59) Island is 7 miles in length and roughly 1.5 miles in width. 10 ½ square miles

(Line 60) Census information, Councilman Frese will look into population count from 2000 Census.

(Line 68) It was suggested that we get updated information. Mr. Anderson spoke with F&WS representative. For the 2008 calendar year there were 66,924 bicycles entering the refuge.

(Line 76) should be “2002” instead of “2001”

Mr. Anderson, Mr. Conklin, and Mr. Van Dame will try to get together to come up with some solutions to current biking hazards.

Mr. Taylor, Councilman J. Howard, and Mr. Anderson will try to get together to look at Ocean Boulevard Extended as a possibility.

Stopped at Line 138 “D. EDUCATION AND SAFETY”

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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~~ **Recreation and Community Enhancement 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 Virginia Bicycle Facility  
25 Resource Guide requirements for local governments to have an adopted bicycle facilities  
26 plan in order to receive project funding. In addition to transportation needs, the plan also  
27 identifies bicycling recreational needs.

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

30

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

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

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

#### 64 Planning Process

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

69

#### 70 B. BACKGROUND

71

72 The Town of Chincoteague is located on Chincoteague Island, which is part of the  
73 Eastern Shore of Virginia. Chincoteague Island is accessible from the mainland via  
74 Route 175, a primary state road. The Town is approximately 7 miles long by 1 ½ miles  
75 wide, and is approximately 12 square miles in area. The population of Chincoteague is  
76 approximately 4,000. The summer population is estimated to be 14,000.

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

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

86

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

89 There are bicycle shops that rent bikes, as do several motels and stores. Bicycle clubs  
90 from Maryland and Virginia sponsor annual rides to Chincoteague. The development of  
91 bicycle paths on Chincoteague is supported by the following transportation goal in the  
92 2002 Town of Chincoteague Comprehensive Plan (page 63):]

93

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

97

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

99 Including the following:

100

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

102 Through this Bicycle Plan the Town hopes to develop better

103 bicycle access to improve safety and enhance the image of

104 Chincoteague as a great place to live and visit.

105

106

107

108 C. CYCLE FACILITY PLANNING AND DEVELOPMENT

109

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

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

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

113 conflicts. As motor vehicles encounter bicycles on narrow roads, traffic slows down.

114 Drivers move into the oncoming lane to pass bicycles, posing a threat to themselves and

115 oncoming traffic. Many bicyclists feel unsafe under these conditions and avoid riding.

116 The planning and development of proper bicycle facilities allows for the free flow of

117 motor vehicle and safe bicycling. The design standards for a “proper” bicycle facility  
118 depend on the type of bicyclist, width of road, traffic volume, and average vehicle speed.  
119 In order to plan proper bicycle facilities, standards have been developed to ensure the  
120 needs of the “design bicyclist” are met by the “facility design”.

121

122 ~~Design Bicyclist~~ **Move to Appendix A**

123

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

127

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

132

133 ~~Group B—Basic Bicyclist: These are casual or new adult and teenage riders who are less~~  
134 ~~confident of their ability to operate in traffic without special provisions for bicycles, such~~  
135 ~~as marked lanes. They need either low speed, low traffic streets or designated bicycle~~  
136 ~~facilities.~~

137

138 ~~Group C—Children: These are pre-teen riders whose roadway use is initially monitored~~  
139 ~~by parents. Eventually they ride on their own to schools, parks, stores, and other~~

140 ~~neighborhoods. They need to ride on residential streets with low motor vehicle speeds~~  
141 ~~and volumes: roads with well defined separation of bicycles and motor vehicles; or on~~  
142 ~~separate bike paths.~~

143

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

147

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

152

153

#### 154 D. EDUCATION AND SAFETY

155

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

160

161 ~~In November of 2008 the Town of Chincoteague completed a "School Travel Plan,"~~  
162 ~~which was a requirement in order to be considered for funding through the Safe Routes to~~

163 School Program. The “School Travel Plan” is aimed at promoting and finding solutions  
164 for children to walk and ride their bikes to school. The “School Travel Plan” and the  
165 Bicycle Plan have similar goals and objectives, although the Bicycle Plan is general in  
166 nature. The Town should continue to request funding for safety programs that will help  
167 teach children bicycle and pedestrian safety.

168

169 E. EXISTING CONDITIONS

170

171 Trip Origins and Destinations

172

173 Mapping the locations of bicycle trip origins and destinations provides the basis for  
174 determining logical bicycle routes on Chincoteague. Trips originate where people live,  
175 so the origins are spread throughout the island. Concentrations of trip origins are the  
176 motels along Main Street and Maddox Boulevard, as well as the campgrounds and  
177 bicycle rental shops. Destinations can be divided into recreation, businesses, and public  
178 services. The following locations of trip origins and destinations are shown on the  
179 attached map.

180

181 Trip Origins

182 Town Neighborhoods

183 Vacation Homes

184 Rental Homes

185 Motels

186	Bed and Breakfast Inns
187	Campgrounds
188	Bicycle Rental Shops
189	
190	<u>Trip Destinations</u>
191	Assateague National Seashore
192	Chincoteague National Wildlife Refuge
193	Oyster Museum
194	Tourist Information Center (Chamber of Commerce)
195	Island Businesses
196	Town Harbor
197	Town Dock
198	Memorial Park
199	Schools
200	- Elementary
201	- High School
202	Churches
203	Downtown
204	- Stores
205	- Post Office
206	- Town Office
207	- Police

208 Existing Facilities

209

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

215

216 Needs Assessment

217

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

222

223 Priority

Solution: \_\_\_\_\_

224 1. Chicken City Road - Church St.

1. Widen existing paving to allow

225 to Maddox Blvd.

bicycling shoulders.

226

227 2. Maddox Boulevard – from Main St.

2. Prohibit on street parking and

228 to Deep Hole Road.

provide new parking lots. Stripe a

229

bike lane. Alternative: Stripe Ocean

230

Boulevard, Taylor St., and Hallie

231		Whealton Smith Drive for alternate
232		routes.
233		
234	3. Hallie Whealton Smith Drive	3. Pave and stripe.
235		
236	4. Church St. – from Main St. to	4. Prohibit parking on Church Street
237	Chicken City Road / Ridge Road	or limit to 10 minute parking in front
238	intersection.	of the Opportunity Shop. Also
239		widen and stripe from Fowling Gut
240		to the Chicken City Road / Ridge
241		Road intersection.
242		
243	5. Main St. – Hallie Whealton Smith	5. Acquisition of property and
244	Drive to Beebe Road.	constructing a bicycle path on Main
245		St. along the water’s edge and
246		prohibit parking in the downtown
247		area, striping bicycle lanes.
248		
249	6. Maddox Boulevard – From the	6. Provide separate bike path and
250	Chamber of Commerce (traffic circle)	and improve access at the circle.
251	to the Assateague Bridge.	
252		
253	7. Path from Eastside Road to	7. Acquire easements for the

254	Maddox Boulevard via. Maddox	construction of a separate bicycle
255	Family Campground.	path to connect Eastside Road and
256		Maddox Boulevard.
257		
258	8. Fowling Gut Path (“The Canal”)	8. Property acquisitions to erect
259	running down the center of the Island.	a separate bicycle path along
260		Fowling Gut.
261		
262	9. Chicken City Road Extension.	9. Widen the road and pave
263		shoulders.
264		
265	10. Eastside Road.	10. Widen and pave shoulders.
266		
267	11. North Main Street – from	11. Widen and pave shoulders.
268	Hallie Whealton Smith Drive to	
269	the turn circle.	
270		
271	12. South Main Street – from Bunting	12. Pave shoulders.
272	Road to Curtis Merritt Harbor.	
273		
274	13. Bunting Road.	13. Widen and pave shoulders.
275		
276	14. Beebe Road.	14. Widen and pave shoulders.

277

278 F. GOALS AND OBJECTIVES

279

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

282

283 1. GOAL: Improve bicycling access

284

285 OBJECTIVES:

286

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

288

289 B. Improve the marking signage of existing and future bicycle  
290 facilities.

291

292 C. Implement a review of bicycle facility needs with each capital road  
293 Project.

294

295 2. GOAL: Enhance bicycle safety.

296

297 OBJECTIVES:

298

299 A. Decrease hazards confronting bicyclists and increase roadway capacity

300 for motor vehicles.

301

302 B. Educate the traveling public on bicycling safety.

303

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

305

306 3. GOAL: Encourage bicycle facility development.

307

308 OBJECTIVES:

309

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

311 budgets allow.

312

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

314 bicycle system into the Chincoteague public works program.

315

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

317 recreational needs.

318

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

320

321 OBJECTIVES:

322

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

325

326 B. Promote recreational bicycling on Chincoteague.

327

328 C. Conduct one bicycle special event each year.

329

330

331 G. PROPOSED BICYCLE FACILITIES

332

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

336

337 Priority

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

339 AADT: 8,800 Average Speed: 30 (25 posted) Road Width: 25’

340

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

342 AADT: 4,500 Average Speed: 30 (25 posted) Road Width: 20’

343

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

345 AADT: 9,100 Average Speed: 30 (25 posted) Road Width: 25’

346

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

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

349

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

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

352

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

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

355

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

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

358

359 8. Eastside Road.

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

361

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

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

364

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

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

367

368 11. Bunting Road.

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

370

371 12. Beebe Road.

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

373

374 H. RECREATIONAL PLAN

375

376 The Map also shows the bicycle facilities proposed for the Town of Chincoteague for  
377 recreation.

378

379 A. Hallie Whealton Smith Drive

380 -A separate recreational loop.

381

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

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

384

385 C. Fowling Gut – North and South Corridor

386 -A separate facility along the canal.

387

388 D. Maddox Boulevard

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

390 Maddox Boulevard.

391

392 I. IMPLEMENTATION PLAN

393

394 Policies

395

396 The following Policies will guide the implementation of bicycle facility development on  
397 Chincoteague:

398

399 1. ADMINISTRATION of the Town's bicycle program, including  
400 distribution of information and planning of special events, shall be under  
401 the direction of the Town Manager.

402

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

406

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

409

410 4. FINANCING of bicycle facilities shall be provided through VDOT's  
411 statewide transportation improvement program and various grant sources  
412 as applicable.

413

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

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

416

417 **APPENDIX A**

418 Design Bicyclist

419

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

424

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

429

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

434

435 Group C – Children: These are pre-teen riders whose roadway use is initially monitored  
436 by parents. Eventually they ride on their own to schools, parks, stores, and other  
437 neighborhoods. They need to ride on residential streets with low motor vehicle speeds

438 and volumes: roads with well-defined separation of bicycles and motor vehicles; or on  
439 separate bike paths.

440

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

444

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

449

450

451

452

453

454