

CHINCOTEAGUE 2020 TRANSPORTATION PLAN

**DEVELOPED BY THE
TRANSPORTATION PLANNING DIVISION
OF THE
VIRGINIA DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH
THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY
ADMINISTRATION
&
THE TOWN OF CHINCOTEAGUE**

August 2002

This report does not constitute a standard specification, regulation or provide a funding mechanism for the included transportation recommendations.

INTRODUCTION

The Chincoteague Transportation Plan was developed through the joint efforts of the Virginia Department of Transportation (VDOT), the Town of Chincoteague, and the County of Accomack. The purpose of the study was to evaluate the transportation system in the Town of Chincoteague and to recommend transportation improvements that could best satisfy existing and future transportation needs. The 2020 Chincoteague Transportation Plan identifies needs based upon capacity, roadway safety and geometric conditions.

Efficient transportation systems are vital to Virginia, as well as to the local area's continued economic growth and development. The provision for the effective, safe and efficient movement of people and goods is a basic goal of all transportation programs in the Commonwealth of Virginia. It is with this basic goal in mind, and with further consideration of environmental issues and local desires, that this transportation plan has been developed.

With the start of a new century, chances are excellent for Chincoteague's continued growth. Formerly a sleepy fishing community, Chincoteague is the home of a bustling tourism base attracting visitors from all over the country. Construction of a new educational complex at Chincoteague's National Wildlife Refuge will generate additional traffic concerns in the Town of Chincoteague. Although it is hard to determine how many new visitors will venture to the Wildlife Refuge, an increase in traffic is expected.

Another significant factor in future traffic patterns in Chincoteague is the relocation of the Route 175 bridge from the mainland. The existing bridge enters Chincoteague in the downtown area at Main Street between Cleveland Street and Munford Road, but the new bridge will enter the island further north, at Maddox Boulevard and Main Street. This will substantially alter the traffic patterns and reduce traffic pressure on the downtown business district. This project is funded in the current Virginia Transportation Development Plan but is not yet under construction.

An ongoing issue the town faces centers around the movement of traffic between Chincoteague and Assateague's beaches. There are a limited number of parking spaces at the beach, and when they are filled traffic is limited to one car on for one car off. When this occurs it causes backup of traffic on the street system. Backup also occurs when there is a sudden need for all of the vehicles in the parking lots at the beach to leave at once, as when a storm suddenly arises.

The 2020 Chincoteague Transportation Plan identifies deficient roadways and makes recommendations that will improve traffic flow around Chincoteague and to Assateague. The transportation recommendations for Chincoteague will help relieve future congestion and support easier, safer travel in the town of Chincoteague and to the Island of Assateague.

The Virginia Department of Transportation will use this plan when evaluating requests from the local government for specific transportation projects and/or for implementing projects on the roadway system maintained by VDOT. The list of recommendations will also be used in the statewide transportation planning process in order that the statewide magnitude of needs can be better quantified.

STUDY AREA AND THROUGHFARE SYSTEM

The Town of Chincoteague on Chincoteague Island, is located in the northeast section of Accomack County. The town is 10.5 miles east of Route 13 at the eastern end of Route 175 and covers approximately 12 square miles.

VDOT, the Federal Highway Administration and the Town of Chincoteague adopted a network of roadways as the area's urban thoroughfare system.

The urban thoroughfare system is identified as roads that are functionally classified as collectors or arterials. The arterial roads are major traffic carrying roadways in the area and the collector roads carry a lesser volume of traffic feeding the arterial roadways. The analysis and recommendations in the 2020 Chincoteague Transportation Plan are limited to the designated thoroughfare roadways, as well as those improvements that have been requested by the government officials of Chincoteague on the local street system. However, the recommendations may extend to new services, such as a trolley service, where the land use constraints in existing roadway facilities make expansion of those streets impractical.

DEMOGRAPHIC OVERVIEW

There are approximately 3,900 permanent residents in the town of Chincoteague with an additional summer population estimated at over 14,000 people per day.

The Chincoteague National Wildlife Refuge and Assateague National Seashore attract more than 1.5 million annual visitors. Attractions and activities include visiting the local beach, boating, fishing, bicycling and wildlife observation. The refuge is the home of the Chincoteague ponies, and throughout the year, the refuge is a major viewing point for over 300 species of migratory birds.

BASE YEAR ROADWAY RECOMMENDATIONS

Main Street

In conjunction with the Chincoteague “Bicycle Plan,” this recommendation is to provide a bikeway along Main Street. From Beebe Road to Taylor Street, post “No Parking” signs and restripe the existing roadway for bike lanes. The estimated cost of this recommendation is \$382,200.

Trolley or Shuttle Service

A trolley service operated by the Town of Chincoteague is recommended for transporting people to and from motels, campgrounds, retail shops, eating places, and the downtown area in order to alleviate traffic congestion. A trolley or shuttle bus system will be needed in the future in order to reduce congestion as traffic volumes continue to increase and to deal with the limited parking that is available. There is an estimated cost of \$600,000 to plan and initiate the service.

Church Street

Post “No Parking” signs and stripe the existing roadway from North Main Street to Willow Street for bike lanes. The total cost of the improvement is estimated at \$12,400.

Maddox Boulevard

Stripe for bikeway from North Main Street to Sheepshead Creek. Also, post “No Parking” signs along the road segment from North Main Street to Chicken City Road. The estimated cost of these improvements is \$106,000.

Deep Hole Road

Reconstruct the existing roadway between Ocean Boulevard and Fir Landing Road: improve road surface, straighten alignment and add curb, gutter, sidewalks, bikeways and lighting. This improvement promotes safer movement of cars, trucks, recreational vehicles, school buses, bicyclists and pedestrians. Estimated construction cost: \$4,216,000. This project is on the Virginia Transportation Development Plan for construction.

YEAR 2010/2020 ROADWAY RECOMMENDATIONS

Intersection of Ridge Road/Church Street/Chicken City Road

Reconstruct the existing two intersections into one intersection: Improve road surface, straighten alignment, add curb, gutter, sidewalk, bikeway, and lighting. This improvement promotes safer movement of cars, trucks, recreational vehicles, school buses, bicyclists, and pedestrians. The estimated cost of construction for this recommendation is \$400,000

Ridge Road

Reconstruct Ridge Road and add bicycle facilities from Beebe Road to Church Street. These improvements will provide sidewalk facilities on both sides of the road and widen the pavement width. The total length of the improvement is 1.7 miles, and the final urban cross section will provide a minimum pavement width of 30 feet with curb, gutter, and sidewalks. The total cost of the improvement is estimated at \$6,300,000 (\$5,040,000 for construction and \$1,260,000 for right-of-way)

Chicken City Road

The segment from Church Street to Deep Hole Road will be widened to a standard two-lane cross section containing a bicycle facility. This will increase the pavement width to a minimum of 30 feet with curb, gutter, sidewalks, and bike lanes. The length of the road is 0.8 miles with a estimated construction cost of \$2,550,000 and a right-of-way cost of \$637,500

Church Street

This recommendation is to reconstruct Church Street from Willow Street to Ridge Road/Chicken City Road. This will increase the pavement width to 30 feet, while adding curb, gutter, sidewalks, and bike lanes. The length of the segment is 0.4 miles and the improvement has an estimated cost of \$1,411,400 (\$1,129,120 for construction and \$282,280 for right-of-way)

Bunting Road

Widen the existing roadway from Main Street to Ridge Road. This will increase the pavement width to 30 feet, while adding curb, gutter, sidewalks, and bicycle facilities. The cost of construction for this improvement is \$1,740,000 and the right-of-way cost is \$435,000.

Deep Hole Road

Reconstruct Deep Hole Road from Pension Street to Ocean Boulevard to a standard two-lane cross section with bicycle facilities. The total length of the improvement is 0.11 miles and the final urban cross section will provide a minimum pavement width of 30 feet with curb, gutter, sidewalks, and bike lanes. This project has an estimated construction cost of \$330,000 and a right-of-way cost of \$82,500.

Pension Street

This recommendation is to widen Pension Street from Church Street to Deep Hole Road. The total length of the improvement is 0.2 miles and the final urban cross section will provide a minimum pavement width of 30 feet with curb, gutter, sidewalks, and bike lanes. The estimated cost of this recommendation is \$859,100 (\$687,280 for construction and \$171,820 for right-of-way)

Willow Street

Widen Willow Street from Bunting Road to Church Street to a standard two-lane cross section with bike lanes. This will increase the pavement width to 30 feet, while adding

curb, gutter, and sidewalks. The total length of this segment is 0.9 miles and estimated cost is \$3,450,000 (\$2,760,000 for construction and \$690,000 for right-of-way).

Beebe Road

Widen the segment from Main Street to Ridge Road to meet urban standards and add bicycle facilities. This will provide a 30-foot pavement width, curb, gutters, sidewalks, and bike lanes for the 0.3 miles of roadway. The estimated cost for this construction is \$900,000, and the right-of-way cost is \$225,000.

OTHER TRANSPORTATION MODES AND ISSUES

The 1998 “Chincoteague Visitors Transportation Study” assessing transportation impacts, travel patterns and the mobility needs identified a more pedestrian-friendly downtown favoring trolley service, additional bike lanes and bike trails.

TRANSIT/ TROLLEY

“STAR TRANSIT” provides transit service to the Town of Chincoteague. Since October 7, 1996 STAR Transit’s Blue Route, a fixed route that covers stops from Chincoteague south to Onley three times per day, Monday through Friday, has serviced the town of Chincoteague. Service to the island is used primarily for the pickup and discharge of passengers traveling from Chincoteague to the Counties of Accomack and Northampton. The Blue Route has a limited schedule and a limited number of stops in Chincoteague.

In May 2002, an experimental demand-responsive service known as the Silver Express was adopted to accommodate the extra demand for tourism in the summer months. This new service runs from May to September and connects with Worcester County Ride in New Church, Virginia for travel into Maryland. The objective for this route is to allow access to employment opportunities, medical necessities, and goods and services that are not available locally on the Eastern Shore. The service area includes Northern Accomack County; more specifically Chincoteague, Wallops, New Church, Oak Hall, Horntown, Saxis, Temperanceville, Assateague Beach and other requested destinations.

Further transit coverage by means of a shuttle or trolley service on Chincoteague island is recommended in Phase I of the plan.

BICYCLE FACILITIES

Bicycling is a major transportation element for moving people around Chincoteague Island. The town’s Public Works Committee developed The Town of Chincoteague’s “Bicycle Plan.” The Accomack-Northampton Planning District Commission Staff provided technical assistance for the plan. A Public Hearing was held on October 6, 1997 and the Town Council adopted the Bicycle Plan on October 6, 1997. Chincoteague’s “Bicycle Plan” has been revised and upgraded since then to reflect the need for additional streets to be identified in their plans. The newly proposed Chincoteague “Bicycle Plan” is complete and will be considered for adoption with the Chincoteague Comprehensive Plan. The extension and improvement of good, safe bicycle facilities as a mode of travel can help reduce roadway congestion .

PEDESTRIAN FACILITIES

Sidewalks are provided within the downtown area of Chincoteague, along sections of Main Street, the many side streets connecting to Main Street, and along the western end of Maddox Boulevard. Extensions and improvements to the sidewalk network are recommended for safer pedestrian travel and as a major element for moving people around the island.

PARKING

There are a limited number of parking lots in the downtown area as well as on the local streets. Some businesses provide parking spaces for their customers. As traffic congestion increases it is recommended that the Town of Chincoteague locate and develop additional parking facilities.

ENVIRONMENTAL OVERVIEW

Detailed environmental studies will be conducted when a project is implemented to determine the specific impacts to environmental and cultural resources.

LOCAL COORDINATION AND CITIZEN PARTICIPATION

The development of the Chincoteague 2000 Transportation Plan included several coordination meetings with staff members from the Town. A kick-off meeting was held in June, 1998 to discuss the purpose and scope of the study and the coordination process. Additional meetings were held to discuss the existing conditions on the thoroughfare system, other transportation issues, and proposed recommendations for the 2020 Transportation Plan.

A public meeting was held at the Chincoteague Municipal Building located at 6150 Community Drive on February 21, 2002. The purpose of this meeting was to present the recommendations to Town officials, citizens, and other interested parties, and to receive comments on the plan.

PLAN ADOPTION

The Chincoteague Town Council adopted the Chincoteague 2020 Transportation Plan at the Council meeting on August 5, 2002.

ADDITIONAL INFORMATION

More details on the development of the Chincoteague 2020 Transportation Plan and the study recommendations are available in the Chincoteague 2020 Transportation Plan Technical Report. Copies of the Technical Report are located at the Chincoteague Town Library or are available at the Chincoteague Town Hall. They are also available from the VDOT Transportation Planning Division located at the central office Richmond, Virginia, the Accomack/Northampton Planning District office, and VDOT's residency office located in Accomac, Virginia.

In addition to this 2020 transportation plan for the Town of Chincoteague, the Virginia Transportation Development Plan (VTDP) also addresses transportation needs. The VTDP is a comprehensive listing of transportation projects scheduled for construction or improvement over the next six fiscal years, as well as anticipated funding allocations. The VTDP can be reviewed online at VDOT's website, <http://virginiadot.org/>. Information on VTDP projects for the Town of Chincoteague can also be found by contacting the VDOT Resident Engineer at the Accomack/Northampton Residency Office in Accomac, Virginia.

CHINCOTEAGUE TRANSPORTATION RECOMMENDATIONS

Facility Name	From	To	Road Segment Length	Recommendation	Cost(in 2000)	Existing Typical Section (Width)	Recom. Typical Section (Width)	Base Year ADT	Year 2020 ADT
NORTH MAIN ST	ROUTE 175	MUNFORD ST	0.03	Post NO PARKING and stripe for bikeway (base year)	5,050	R2 (30')	R2 (30')	15,950	15,000
NORTH MAIN ST	MUNFORD ST	CHURCH ST	0.07	Post NO PARKING and stripe for bikeway (base year)	11,790	R2 (30')	R2 (30')	15,950	15,000
NORTH MAIN ST	CHURCH ST	MADDOX BLVD	0.32	Post NO PARKING and stripe for bikeway (base year)	53,880	R2 (30')	R2 (30')	15,950	15,000
NORTH MAIN ST	MADDOX BLVD	TAYLOR ST	0.09	Post NO PARKING and stripe for bikeway (base year)	15,150	R2 (20')	R2 (20')	2,050	3,500
RIDGE RD	BEEBE RD	BUNTING RD	0.74	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	2,775,000	R2 (18')	U2 (30')	2,450	3,550
RIDGE RD	BUNTING RD	ROSEDALE DR	0.65	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	2,437,500	R2 (18')	U2 (30')	3,900	7,000
RIDGE RD	ROSEDALE DR	CHURCH ST	0.29	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	1,087,500	R2 (18')	U2 (30')	2,050	3,600
CHICKEN CITY RD	CHURCH ST	MADDOX BLVD	0.41	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	1,537,500	R2 (18')	U2 (30')	6,000	10,800
CHICKEN CITY RD	MADDOX BLVD	TEAL LANE	0.07	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	303,950	R2 (18')	U2 (30')	1,400	2,500
CHICKEN CITY RD	TEAL LANE	CIRCLE DR	0.20	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	868,420	R2 (18')	U2 (30')	1,100	2,000
CHICKEN CITY RD	CIRCLE DR	DEEP HOLE RD	0.11	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	477,630	R2 (18')	U2 (30')	1,100	1,600
CHURCH ST	NORTH MAIN ST	SCHOOL ST	0.14	Post NO PARKING and stripe for bikeway (base year)	7,890	R2 (24')	R2 (24')	6,000	10,800
CHURCH ST	SCHOOL ST	WILLOW ST	0.08	Post NO PARKING and stripe for bikeway (base year)	4,510	R2 (24')	R2 (24')	6,900	12,400
CHURCH ST	WILLOW ST	PENSION ST	0.07	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	286,400	R2 (18')	U2 (30')	6,900	12,400
CHURCH ST	PENSION ST	ANDERTON AVE	0.05	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	181,460	R2 (18')	U2 (30')	6,900	10,000
CHURCH ST	ANDERTON AVE	RIDGE RD / CHICKEN CITY RD	0.26	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	943,540	R2 (18')	U2 (30')	5,400	9,700
DEEP HOLE RD	PENSION ST	OCEAN BLVD	0.11	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	412,500	R2 (18')	U2 (30')	3,850	5,600
DEEP HOLE RD	OCEAN BLVD	MADDOX BLVD	0.05	Widen existing roadway with sidewalk and bicycle facilities (Virginia Transportation Development Plan)	301,100	R2 (18')	U2 (30')	3,850	6,950
DEEP HOLE RD	MADDOX BLVD	TAYLOR ST	0.07	Widen existing roadway with sidewalk and bicycle facilities (Virginia Transportation Development Plan)	421,600	R2 (18')	U2 (30')	2,700	3,900
DEEP HOLE RD	TAYLOR ST	CHICKEN CITY RD	0.30	Widen existing roadway with sidewalk and bicycle facilities (Virginia Transportation Development Plan)	1,806,900	R2 (18')	U2 (30')	2,700	4,850
DEEP HOLE RD	CHICKEN CITY RD	CIRCLE DR	0.13	Widen existing roadway with sidewalk and bicycle facilities (Virginia Transportation Development Plan)	783,000	R2 (18')	U2 (30')	2,800	5,050

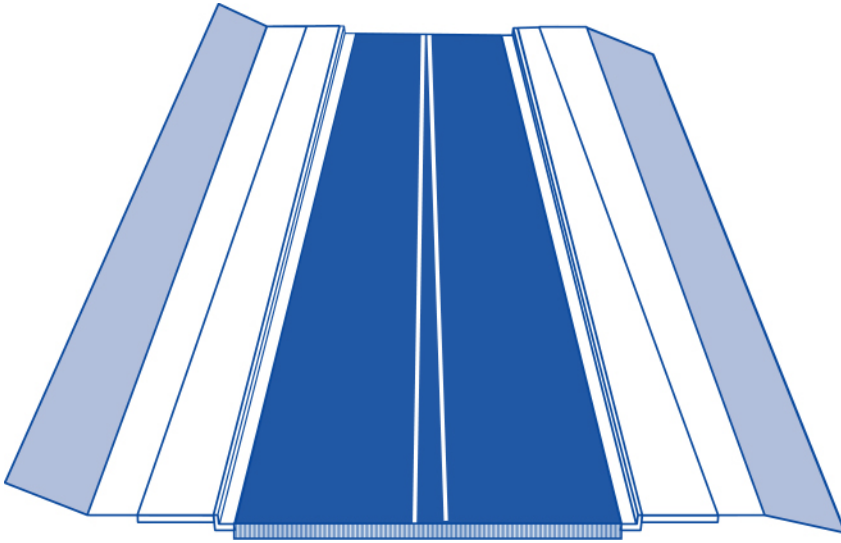
Facility Name	From	To	Road Segment Length	Recommendation	Cost(in 2000)	Existing Typical Section (Width)	Recom. Typical Section (Width)	Base Year ADT	Year 2020 ADT
DEEP HOLE RD	CIRCLE DR	FIR LANDING RD	0.15	Widen existing roadway with sidewalk and bicycle facilities (Virginia Transportation Development Plan)	903,400	R2 (18')	U2 (30')	2,800	5,050
WILLOW ST	BUNTING RD	JESTER ST	0.60	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	2,300,000	R2 (18')	U2 (30')	1,350	2,450
WILLOW ST	JESTER ST	CLEVELAND ST	0.17	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	650,000	R2 (18')	U2 (30')	3,900	5,650
WILLOW ST	CLEVELAND ST	CHURCH ST	0.13	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	500,000	R2 (18')	U2 (30')	3,900	7,000
BEEBE RD	MAIN ST	RIDGE RD	0.30	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	1,125,000	R2 (18')	U2 (30')	3,000	5,400
MADDOX BLVD	NORTH MAIN ST	DEEP HOLE RD	0.38	Post NO PARKING and stripe for bikeway (base year)	25,700	R2 (33')	R2 (33')	12,150	21,000
MADDOX BLVD	DEEP HOLE RD	CHICKEN CITY RD	0.27	Post NO PARKING and stripe for bikeway (base year)	18,230	R2 (25')	R2 (25')	13,250	22,000
MADDOX BLVD	CHICKEN CITY RD	WOODLAND DR	0.51	Stripe for bikeway (base year)	34,400	R2 (30')	R2 (30')	13,250	24,000
MADDOX BLVD	WOODLAND DR	SHEEPSHEAD CREEK	0.41	Stripe for bikeway (base year)	27,700	R2 (30')	R2 (30')	4,850	8,800
SOUTH MAIN ST	BEEBE RD	BUNTING RD	0.79	Post NO PARKING and stripe for bikeway (Base year)	133,010	R2 (25')	R2 (25')	3,550	5,150
SOUTH MAIN ST	BUNTING RD	JESTER ST	0.77	Post NO PARKING and stripe for bikeway (Base year)	129,640	R2 (28')	R2 (28')	7,500	13,500
SOUTH MAIN ST	JESTER ST	CLEVELAND ST	0.17	Post NO PARKING and stripe for bikeway (base year)	28,620	R2 (28')	R2 (28')	9,800	14,200
SOUTH MAIN ST	CLEVELAND ST	ROUTE 175	0.03	Post NO PARKING and stripe for bikeway (base year)	5,050	R2 (28')	R2 (28')	9,800	N/A
PENSION ST	CHURCH ST	CLARK ST	0.20	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	818,100	R2 (18')	U2 (30')	3,900	7,000
PENSION ST	CLARK ST	DEEP HOLE RD	0.01	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	41,000	R2 (18')	U2 (30')	3,900	7,000
BUNTING RD	MAIN ST	WILLOW ST	0.16	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	600,000	R2 (18')	U2 (30')	2,450	4,400
BUNTING RD	WILLOW ST	RIDGE RD	0.42	Widen existing roadway with sidewalk and bicycle facilities (year 2010/2020)	1,575,000	R2 (18')	U2 (30')	2,850	5,100
INTERSECTI ON	CHICKEN CITY RD/RIDGE RD	CHURCH ST	NA	Reconstruct as one intersection and widen roadway to include sidewalk and bicycle facilities (year 2010/2020)	400,000	NA	NA	NA	NA
SHUTTLE SERVICE	N/A	DOWNTOWN AREA	NA	Establish shuttle service (base year)	600,000*	N/A	N/A	N/A	N/A
Total Cost*					\$24,037,120				

*Total Cost does not include shuttle service recommendation

TYPICAL SECTIONS¹

U2

Urban two-lane roadway with curb and gutter



¹ Recommended typical sections assume 12' wide travel lanes