

# EASTERN SHORE OF VIRGINIA BICYCLE PLAN

April 2011



Prepared by the  
Eastern Shore of Virginia Bicycle Committee (2004 edition)  
and the  
Technical Transportation Advisory Committee (2011 update)  
of the  
Accomack-Northampton Planning District Commission  
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## Acknowledgement

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## Disclaimer

The contents of this report reflect the views of the Accomack-Northampton Planning District Commission. The Commission is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, or the Virginia Department of Transportation. This report does not constitute a standard, specification, or regulation.

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## **EASTERN SHORE OF VIRGINIA BICYCLE PLAN**

### **1. INTRODUCTION**

With low traffic volumes and flat terrain, bicycling is a popular mode of transportation and recreation on the Eastern Shore of Virginia. Bicyclists can be seen on a daily basis throughout the Shore riding to work, to school, and for exercise and recreation. STAR Transit buses have bicycle racks, enabling riders to pedal to and from bus stops and travel long distances by bus in between. A seasonal ferry carries passengers and bicycles from Onancock to Tangier Island, with connections to Reedville, VA and Crisfield, MD. Bicycling on Chincoteague and Assateague are very popular, and the Town of Chincoteague has adopted a bicycle plan and has been actively developing bicycle facilities.

Over the past ten years, the annual *Tour Between the Waters*, sponsored by the Citizens for a Better Eastern Shore, has grown from under 100 bicyclists to over 850. The annual *Chesapeake Bay Bridge Tunnel Bike Tour* was initiated in 1998, and attracts up to 5,000 bicyclists each year. Increasingly, tourists are seen bicycling throughout the Eastern Shore, with some bicyclists participating in organized tours and vacation packages offered by private businesses.

#### ***Purpose of Plan***

While bicycles are considered vehicles and are allowed to use most of Virginia's roads, not all roads meet VDOT's minimum 24-foot pavement width standard for bicycle route designation. On the Eastern Shore of Virginia, few of our roads qualify for bicycle route designation. It is the purpose of this plan to identify and prioritize suitable Eastern Shore bicycle routes, so they can be improved as funding becomes available.

In order to be eligible for Virginia Department of Transportation (VDOT) funding for projects that involve bicycle facilities, a local government must have an adopted bicycle facilities plan. The Eastern Shore Bicycle Plan has been prepared at the request of the Accomack County and Northampton County Boards of Supervisors to enable the Eastern Shore of Virginia to qualify for these funds. The Town of Chincoteague has adopted a bicycle plan. Eastern Shore Towns interested in developing bicycle facilities need to prepare and adopt bicycle plans as well.

#### ***VDOT Bicycle Plan Requirements***

The Eastern Shore Bicycle Plan is intended to meet VDOT's requirement for local governments to have an adopted bicycle facilities plan in order to receive project funding. *A Virginia Guide for Bicycle Facility Planning* outlines the following seven guidelines for an acceptable plan:

### *Eastern Shore of Virginia Bicycle Plan, April 2011*

1. The plan must be approved by the local government.
2. The plan should have goals, objectives, and policies.
3. The plan should have a map of the major trip origins and destinations of bicycle riders.
4. The plan should have a map(s) of the existing and proposed bicycle facilities.
5. Along with the map(s), the plan needs to have a narrative about each of the proposed facilities which includes average annual daily traffic (AADT), posted speed, and road width for roads on which the selected routes have been placed.
6. A listing of the types of improvements and programs (e.g. on-road, off-road, encouraging commuting, etc.).
7. Proof of public involvement in the development and approval of the bicycle plan should be shown. A Citizen's Bicycle Advisory Committee is recommended that includes citizens, some of whom are bicyclists. A public hearing to review the plan should have been held.

#### ***Planning Process***

The Eastern Shore of Virginia Bicycle Plan was developed by the Eastern Shore of Virginia Bicycle Committee, with technical assistance from the A-NPDC Transportation Technical Advisory Committee. Public involvement consisted of Bicycle Planning Workshops conducted by Accomack County on October 11, 2000 and by Northampton County on October 12, 2000. The draft Eastern Shore of Virginia Bicycle Plan was presented at public meetings in Accomack County on July 22, 2003 and in Northampton County on July 24, 2003.

The A-NPDC approved the plan on November 17, 2003 and has recommended the plan to the Accomack County and Northampton County Boards of Supervisors and Eastern Shore Town Councils. The local governments can then consider holding public hearings and adopting the plan. The adopted local government bicycle plans will be submitted to VDOT for review. After VDOT review and acceptance of the plans, Eastern Shore local governments will be eligible for VDOT funding for projects including bicycle facilities.

In 2010, the A-NPDC Transportation Technical Advisory Committee re-studied the plan and determined to update it so that implementation could move forward with the latest priorities in place. To re-order the previously identified projects and priorities and to solicit new ones, public meetings were held in both counties – January 10, 2011 in Northampton County, and January 31, in Accomack County. As a result of those meetings the March 2004 Eastern Shore Bicycle Plan was

*Eastern Shore of Virginia Bicycle Plan, April 2011*

updated in April 2011. In the update, AADT figures were changed to reflect 2009 numbers (latest available), road names were added, and a Next Steps section and Table of Contents were added.

***Next Steps***

In order to make progress on implementation of the new Bicycle Plan, the following actions are recommended.

<b>WHAT</b>	<b>WHO</b>	<b>WHEN</b>
1. Adoption of Bicycle Plan by both counties and incorporated towns	A-NPDC Transportation Committee	2011
2. Formation of a Bicycle Committee consisting of stakeholders who can collaborate to implement specific recommendations	ESVBA Bicycle Committee: Tourism Commission Health Department County Sheriffs Town Police Bay Coast Railroad A-NTDC Others, as appropriate.	2011
3. Inclusion of bicycle facilities in Highway Corridor Overlay District Designations	A-NPDC Transportation Committee	2011
4. Research possible funding opportunities to develop bicycle facilities	Bicycle and A-NPDC Transportation Committees	Ongoing 2013 – TEA-21 application(s)
5. Explore trail with rail feasibility with Bay Coast Railroad	A-NPDC Transportation Committee	2011
6. Coordinate with VDOT for narrower road re-striping or new striping to allow bike lanes.	A-NPDC Transportation Committee	Ongoing
7. Research how to estimate projects costs.	A-NPDC Transportation Committee	2012
8. Develop a website for bicycling on the ESVA	A-NPDC Transportation Committee and ESVA Tourism Commission	2012

## **2. EASTERN SHORE OF VIRGINIA**

The Eastern Shore of Virginia, located on the southern tip of the Delmarva Peninsula, is comprised of Accomack County, Northampton County, and 19 incorporated towns. The Eastern Shore is accessible from mainland Virginia via the Chesapeake Bay Bridge Tunnel and from the Eastern Shore of Maryland via U.S. Route 13. The Eastern Shore is approximately 70 miles long, averages 5 to 15 miles wide, and is approximately 800 square miles in area. The Eastern Shore's 2010 population is estimated to be approximately 46,000.

The Eastern Shore is well known for its fishing and farming heritage, and is a popular vacation destination for those seeking fishing, hunting, boating, natural areas, quaint villages, and quiet back roads for bicycling and driving. Chincoteague Island, home of the famous ponies, hosts visitors year-round who are attracted by Chincoteague National Wildlife Refuge and Assateague National Seashore. Other Eastern Shore towns, including Parksley, Onancock, Accomac, Wachapreague, Eastville, and Cape Charles, offer restaurants, lodging, museums, and historic districts to visitors exploring our region's natural and cultural heritage. Tangier Island, located in the middle of the Chesapeake Bay, is reached by tourists via a seasonal passenger/bicycle ferry.

## **3. BICYCLE FACILITY PLANNING AND DEVELOPMENT**

Because bicycles are considered vehicles in Virginia, they are permitted on all roads except interstates and certain controlled access highways determined by resolution from the Commonwealth Transportation Board. Unfortunately, most roads were not designed to safely accommodate motor vehicles and bicycles at the same time. This can result in conflicts. As motor vehicles encounter bicycles on narrow roads, traffic slows down. Drivers move into the oncoming lane to pass bicycles, posing a threat to themselves and oncoming traffic. Many bicyclists feel unsafe under these conditions and avoid riding.

The planning and development of proper bicycle facilities allows for the free flow of motor vehicles and safe bicycling. The design standards for a "proper" bicycle facility depend on the type of bicyclist, width of road, traffic volume, and average vehicle speed. In order to plan proper bicycle facilities, standards have been developed to ensure the needs of the "design bicyclist" are met by the "facility design".

### ***Design Bicyclist***

Transportation engineers use the concept of a Design Bicyclist to determine the type of bicycle facility design needed. There are three types of bicyclists: Advanced, Basic, and Children, as follows:

## *Eastern Shore of Virginia Bicycle Plan, April 2011*

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

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

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

Because Group B and Group C have similar needs, engineers combine these in a design bicyclist model with two broad classes of bicyclists: Group A (Advanced) and Group B/C (Basic/Children).

Bicycle facilities should be designed to meet the needs of the least skilled bicyclist expected to use the facility. Long-distance Eastern Shore bicycle facilities should be designed for the Group A bicyclist. Bicycle facilities in and around Towns and recreation facilities should be designed for the Group B/C bicyclist, who typically ride no more than 3-5 miles.

### ***Bicycle Facility Design***

The American Association of State Highway and Transportation Officials (AASHTO) develops guidelines for bicycle facility design that are reviewed and adapted by the federal and state governments. VDOT has adopted standards for bicycle facilities based on AASHTO recommendations.

The following quote from the AASHTO Guide for Developing Bicycle Facilities illustrates the need to build bicycle facilities:

*To varying extents bicycles will be ridden on all roads where they are permitted. All new highways, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that they will be used by bicyclists. Bicycle safe design practices should be followed to avoid the necessity for costly subsequent improvements.*

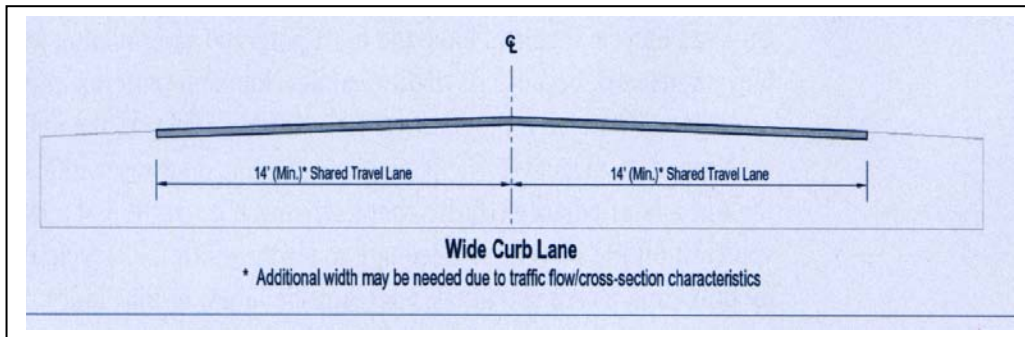
Several types of bicycle facilities can be developed on existing and new roads, depending on the situation. These facilities include shared lanes, wide outside lanes, paved shoulders, designated bicycle lanes, and separate shared use paths. If a designated bicycle facility cannot be developed

*Eastern Shore of Virginia Bicycle Plan, April 2011*

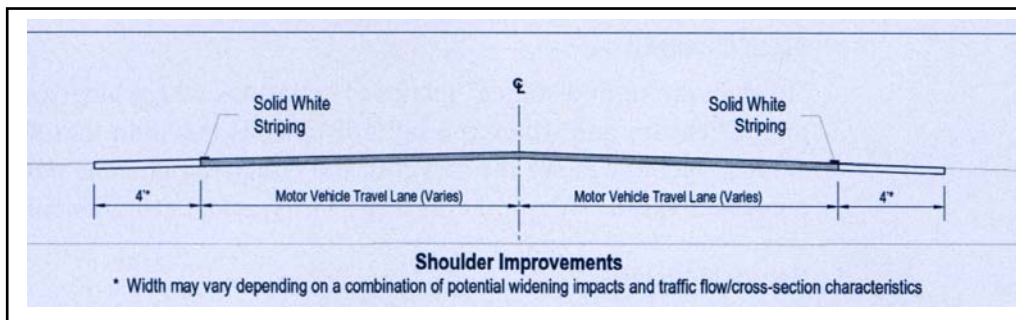
due to lack of space, limited widening of the road will improve conditions for bicyclists. When there is no other option, any improvement of road width will be of benefit to bicyclists and motorists. The following standards are from the Virginia Bicycle Facility Resource Guide.

**Shared Lanes** Shared lanes are streets and highways with no special provision for bicyclists. Shared lanes usually are 12 feet wide with no shoulders. Cars can only pass bicyclists safely by crossing the centerline. In areas with low traffic volumes and average speeds less than 30 MPH, shared lanes are adequate for Group A riders, and will normally be adequate for Group B/C riders if the lanes are at least 12 feet wide.

**Wide Outside Lanes** Wide outside lanes are simply lanes that are wider than 12 feet. A wide outside lane of 14 feet is needed to prevent the bicyclist and motorist from coming into conflict or change lanes. Wide outside lanes are favored by Group A riders, but are only suitable for Group B/C riders on residential or low volume streets. Lane widths much greater than 14 feet may encourage the undesirable operation of two motor vehicles in one lane, especially in urban areas, and are not recommended. In situations where more than 15 feet of lane width exists, consideration should be given to striping bike lanes or shoulders.



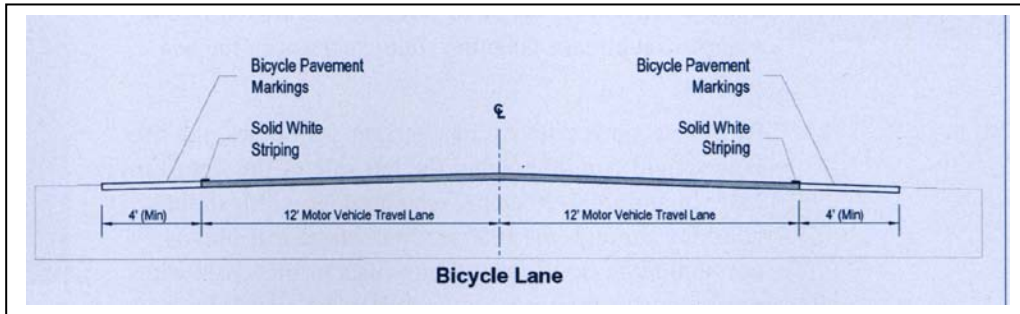
**Paved Shoulders** Paved shoulders are often the best way to accommodate bicyclists, especially in rural areas. Shoulders should have a minimum width of 4 feet. With average vehicle speeds exceeding 40 MPH and traffic volume greater than 2,000/day, the shoulder should be 6 feet wide.



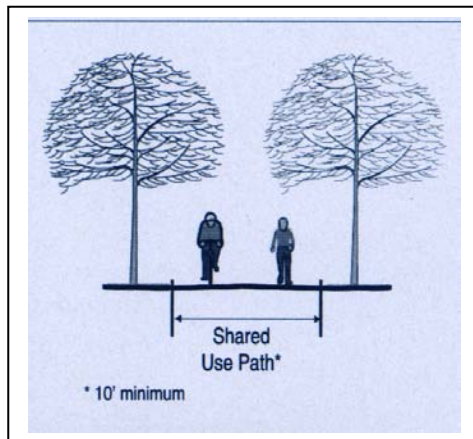


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**Bicycle Lanes** Bicycle lanes are a part of the roadway that has been designated for bicycles by striping, signing, and pavement markings. The recommended width of bicycle lanes is 4 feet with gutter pan and curb, 5 feet with adjacent on-street parking, and 6 feet where substantial truck traffic is present or vehicle speeds exceed 50 MPH. Bicycle lanes are best for Group B/C riders, especially when average speed exceeds 40 MPH and traffic volumes are high.



**Shared Use Path** Shared use paths are separated from the roadway and/or right-of-way by open space or other barriers. They are best suited for Group B/C riders. Two-way bicycle paths should be at least 10 feet wide. One-way bicycle paths are impractical, since they will be used by two-way traffic. If used, they should be at least 5 feet wide.



**Other Bicycle Facilities** Other bicycle facilities can include bicycle racks and lockers, as well as safety, directional, and informational signs. Bicycle racks on buses are also considered bicycle facilities.

## *Eastern Shore of Virginia Bicycle Plan, April 2011*

### ***Bicycle Facility Development***

Bicycle facilities can be developed through several methods, including VDOT road improvements, local government capital improvements, and private development. Rights-of-way for bicycle facilities can be secured through purchase, donation, and dedication through land development ordinances.

### ***Education and Safety***

Education is essential to bicycle safety. Bicycle maps with bicycle regulations, safety tips, school bicycle safety programs, and public bicycle events are effective ways to promote bicycle safety.

### ***Public Health***

The growing national concern about obesity and fitness is an important consideration when planning bicycle facilities. The Virginia Department of Health recognizes the value of safe bicycle facilities for recreation and transportation and their potential role in improving physical fitness.

### ***Law Enforcement***

Law enforcement is needed to ensure the safety of pedestrians, bicyclists, and motorists. Police should be trained in bicycle law enforcement and, if possible, should have a bicycle patrol program. Prosecutors and judges should be informed about bicycle law enforcement, so the efforts of the police are not wasted.

#### **4. BICYCLE FACILITY VISION**

In order to encourage public involvement in developing the plan, facilitated Bicycle Planning Workshops were held for the Eastern Shore of Virginia Bicycle Committee and for residents of Accomack County and Northampton County.

During the Bicycle Committee Workshop, participants were asked to develop a vision for Eastern Shore bicycle facilities and identify actions to achieve the vision. At the county workshops, participants were asked to develop a vision for Eastern Shore bicycle facilities and identify what places should be connected with bicycle facilities. The following Vision Statement is based on the workshop results. A complete summary of all the workshop results is located in Appendix A.

#### ***Eastern Shore Bicycle Facility Vision***

*Eastern Shore bicyclists envision a safe, designated bicycle route with, at a minimum, paved shoulders, from Maryland to Kiptopeke. The bicycle route will showcase the Eastern Shore's scenic beauty and rich history, and connect towns and communities with schools, businesses, and recreation facilities.*

*There will be designated bicycle routes on the Bayside and Seaside, paved shoulders on the Chincoteague Causeway, improved access along and across U.S. Route 13, and a separate bicycle trail from Cape Charles to the Eastern Shore National Wildlife Refuge.*

*If the Eastern Shore Railroad right-of-way ever becomes available, there will be a rail trail from Maryland to Cape Charles. Access across the Chesapeake Bay Bridge Tunnel, via shuttle buses, will be available. Bicycle maps and safety education will be provided, as well as bicycle safety signs and bicycle racks.*

#### **5. EXISTING CONDITIONS**

##### ***Trip Origins and Destinations***

Identifying the locations of bicycle trip origins and destinations provides the basis for determining logical bicycle routes on the Eastern Shore. Trips originate where people live or visit, and are concentrated in and around towns, communities, motels and inns, campgrounds, and bicycle rental shops. Trip destinations include places of work, stores, post offices, government offices, schools, churches, libraries, parks, harbors and wharves, and museums. Major Eastern Shore trip origins and destinations include the following locations:

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**ACCOMACK COUNTY**

***Origin/Destination***

***Reason/Activity***

Maryland Route 12	Connects to Maryland bicycle facility
Captain's Cove/Greenbackville	Retirement community/scenic views
Town of Chincoteague	Harbor, lodging, campgrounds, schools, services
Chincoteague National Wildlife Refuge	Bicycle and nature trails
NASA Wallops Island	Major employer
Assateague National Seashore	Bicycle trail to ocean beach
Town of Saxis	Harbor, scenic views, wildlife area
Tyson Foods	Food processing plant
Town of Hallwood	Services
Guard Shore Wildlife Management Area	Scenic views, wildlife
Town of Bloxom	Services, campground
Town of Parksley	Services, railroad museum, schools
Town of Accomac	Historic district, services, library food processing plant
Town of Onancock	Historic district, harbor, lodging, services, museum, Tangier tour boat
Town of Tangier	Harbor, scenic views, tour boat to Reedville, VA and Crisfield, MD
Town of Onley	Services, lodging, YMCA, school
Town of Melfa	Services, community college, Industrial park
Harborton	Scenic views
Town of Wachapreague	Harbor, lodging, services
Quinby	Services, scenic views
Town of Belle Haven	Services, scenic views

**NORTHAMPTON COUNTY**

***Origin/Destination***

***Reason/Activity***

Town of Exmore	Lodging, services, railroad museum
Willis Wharf	Harbor, services, scenic views
Silver Beach	Summer community, YMCA Camp
Nassawadox	Services, lodging
Machipongo	Museum, school
Eastville	Historic district, services, county park

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Smith Beach Cheriton Oyster Cape Charles	Summer community Services, campground Harbor, scenic views, county park Historic district, harbor, trail, museum, lodging, services, industrial park
Kiptopeke State Park Eastern Shore National Wildlife Refuge Chesapeake Bay Bridge Tunnel	Beach, trails, scenic views, camping Trails, scenic views Parking area with restrooms Potential passenger/bicycle transit service to Virginia Beach

***Existing Bicycle Facilities***

The existing bicycle facilities on the Eastern Shore of Virginia consist of the bicycle paths at Chincoteague National Wildlife Refuge and Assateague National Seashore, and some segments of the State highway system. Due to the narrow pavement width and high posted speeds, most of the roads on the Eastern Shore do not meet VDOT design standards for accommodating bicycles. The following facilities do meet basic standards and could be designated as bicycle routes:

***Accomack Existing Facilities***

***Facility Type***

- |   |                 |
|---|-----------------|
| 1. Route 175 (Chincoteague Road) from Route 679 (Fleming Road) to Chincoteague Causeway<br>AADT: 7,900 Posted Speed: 45/55 Road Width: 34             | Paved Shoulders |
| 2. Route 316 (Greenbush Road) from Route 176 (Parksley Road), Parksley to Business Route 13, Tasley<br>AADT: 3,000 Posted Speed: 25/55 Road Width: 34 | Paved Shoulders |
| 3. Business Route 13 from Accomack to Onley<br>AADT: 3,400 Posted Speed: 35/55 Road Width: 30   | Wide Lanes      |

***Northampton Existing Facilities***

***Facility Type***

- |   |            |
|---|------------|
| 1. Business Route 13 in Exmore<br>AADT: 2,500 Posted Speed: 25/55 Road Width: 30    | Wide Lanes |
| 2. Business Route 13 in Eastville<br>AADT: 1,700 Posted Speed: 25/55 Road Width: 30 | Wide Lanes |

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- |    |   |                |               |
|----|---|----------------|---------------|
| 3. | Business Route 13 in Cheriton<br>AADT: 2,300 Posted Speed: 25/55  | Road Width: 30 | Wide Lanes    |
| 4. | Route 184 (Stone Road) from Cape Charles to Business Route 13 North<br>AADT: 3,900 Average Speed: 25/55 | Road Width: 30 | Wide Lanes    |
| 5. | Route 704 (Kiptopeke Drive), Kiptopeke State Park Entrance Road<br>AADT: 240 Average Speed: 25          | Road Width: 48 | Bicycle Lanes |

***Needs Assessment***

An analysis of Trip Origin/Destination, Existing Facilities, and Bicycle Planning Workshop results shows the following needs for Eastern Shore bicycle facilities:

1. Safely accommodate children riding to and from schools, parks, and other facilities located near residential areas.
2. Safely accommodate adults riding to and from towns, places of work, and recreational facilities within three to five miles.
3. Safely accommodate adults and children riding recreationally for longer distances on shared use paths.
4. Safely accommodate long-distance cyclists riding throughout the Eastern Shore of Virginia, and provide safe connections to Maryland and other parts of Virginia.
5. Designate bicycle facilities with signs and provide bicycle maps, safety information, and bicycle safety education.

**6. GOALS AND OBJECTIVES**

The following Goals and Objectives have been outlined to guide the development of bicycle facilities and programs for the Eastern Shore of Virginia:

**A. GOAL: Improve bicycling access on the Eastern Shore of Virginia.**

**OBJECTIVES:**

1. Develop a comprehensive, Eastern Shore system of bicycle routes.

*Eastern Shore of Virginia Bicycle Plan, April 2011*

2. Improve the marking, signage, and mapping of existing and future bicycle facilities.

**B. GOAL: Enhance bicycle safety.**

OBJECTIVES:

1. Decrease hazards confronting bicyclists and increase roadway capacity for motor vehicles.
2. Develop an Eastern Shore Bicycle Map with traffic laws and safety guidelines.
3. Implement a program of bicycle safety and enforcement.

**C. GOAL: Encourage bicycle facility development.**

OBJECTIVES:

1. Expand the Eastern Shore bicycle system as state road improvement project budgets allow.
2. Incorporate the implementation and maintenance of the Eastern Shore's bicycle system into the VDOT six-year plan.
3. Implement a minimum of one bicycle facility development project each year.

**D. GOAL: Improve and diversify the Eastern Shore's tourism economy.**

OBJECTIVES:

1. Promote tourism by enhancing the awareness of bicycle accessibility to the Eastern Shore's natural and historic points of interest.
2. Promote at least one bicycle special event each year.

**7. PROPOSED BICYCLE FACILITIES**

The following bicycle facilities were identified based on the needs analysis, data from the 2001 VDOT Daily Traffic Volume Report, and other VDOT data. These data include average annual daily traffic (AADT), vehicles per day (VPD), posted speed, and road width. The proposed bicycle facilities are listed geographically from north to south and are not prioritized. Priorities for the development of bicycle facilities on the Eastern Shore of Virginia, based on public participation, are in the next section, *Bicycle Facility Development Recommendations*.

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**ACCOMACK COUNTY**

**Proposed Facility**

1. Route 679 (Fleming, Atlantic, Metompkin roads) from the MD State Line to U.S. Route 13 near Parksley  
AADT: 400 – 3,700 (depending on segment)  
Posted Speed: 25/55 Road Width: 16-40 (extension suggested)  
Paved Shoulders
2. Route 175 (Chincoteague Road) from Route 13, T's Corner, to Chincoteague Island  
AADT: 6,200-7,600 Posted Speed: 25/55 Road Width: 18-36  
Paved Shoulders
3. Route 709 (Pitts Creek Road) from Route 705 (Holland Road) to Route 709 (Horntown Road) Route 679 (Fleming Road), Horntown  
AADT: 280 Posted Speed: 55 Road Width: 16-36  
Wide Lanes
4. Route 705 (Holland Road) from MD State Line to Route 706 (Tunnels Mill Road)  
AADT: 90 Posted Speed: 55 Road Width: 16-20  
Paved Shoulders
5. Route 706 (Tunnels Mill Road) from Route 705 (Holland Road) to Route 693 (Neal Parker Road)  
AADT: 230 Posted Speed: 55 Road Width: 18  
Paved Shoulders
6. Route 702 (Horsey Road) from Route 693 (Neal Parker Road) to Route 679 (Atlantic Road), Atlantic  
AADT: 340 Posted Speed: 55 Road Width: 22-40  
Paved Shoulders
7. Route 693 (Neal Parker Road) from Route 706 (Tunnels Mill Road), Withams to Route 692 (Hallwood Road), Hallwood  
AADT: 230 Posted Speed: 55 Road Width: 16-20  
Paved Shoulders
8. Route 695 (Saxis Road) from Saxis to Temperanceville to Route 679 (Atlantic Road)  
AADT: 1,300 Posted Speed: 35/55 Road Width: 20-22  
Paved Shoulders
9. Route 779 (Mears Station Road) from Route 692 (Hallwood Road), Hallwood , to Route 187 (Shoreman Drive), Bloxom  
AADT: 1780 Posted Speed: 35/55 Road Width: 18-20  
Paved Shoulders
10. Route 701(Wessells Farm Road) from 695 (Saxis Road) to 692 (Savannah Road), Hallwood  
AADT: 160 Posted Speed: 55 Road Width: 16  
Paved Shoulders



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*Accomack County cont'd*

*Proposed Facility*

- |     |   |                 |
|-----|---|-----------------|
| 11. | Route 690 (White's Crossing) from 692 (Savannah Road) to 658 (Winterville Road)   | Paved Shoulders |
|     | AADT: 140    Posted Speed: 55                      Road Width: 16-18  |                 |
| 12. | Route 658 (Winterville Road) from 690 (White's Crossing) to Route 179 (Market Street), Onancock   | Paved Shoulders |
|     | AADT: 2,400    Posted Speed: 55                      Road Width: 16-30  |                 |
| 13. | Route 692 (Savannah Road) from Route 701 (Wessells Farm Road) through Hallwood to Route 13  | Paved Shoulders |
|     | VPD: 1,030    Posted Speed: 55                      Road Width: 16-40   |                 |
| 14. | Route 684 (Guard Shore Road) from Guard Shore Wildlife Area to Route 658 (Winterville Road)   | Paved Shoulders |
|     | VPD: 60            Posted Speed: 55                      Road Width: 16   |                 |
| 15. | Route 187 (Guilford Road) from Route 658 (Winterville Road), Bloxom, to Route 679 (Mitchell/Nelsonia roads), Modest Town (Metompkin Road) | Paved Shoulders |
|     | AADT: 510-1,600    Posted Speed: 35/55                      Road Width: 18-20   |                 |
| 16. | Route 316 (Hopeton Road) from Route 187 (Mitchell Road), Bloxom to Business Route 13, Tasley  | Paved Shoulders |
|     | AADT: 510-3,000    Posted Speed: 25/55                      Road Width: 20-32   |                 |
| 17. | Route 176 (Parksley Road) from Parksley to Route 13, Fisher's Corner (Royal Farms)  | Paved Shoulders |
|     | AADT: 3,000    Posted Speed: 25/55                      Road Width: 22  |                 |
| 18. | Route 666 (Fox Grove Road) from Route 679 (Metompkin) to Route 661 (Johnson Road)   | Paved Shoulders |
|     | AADT: 200    Posted Speed: 55                      Road Width: 16   |                 |
| 19. | Route 661 (Johnson Road) from Route 666 (Fox Grove Road) to Route 667 (Old County Road)   | Paved Shoulders |
|     | AADT: 380    Posted Speed: 55                      Road Width: 16   |                 |
| 20. | Route 667 (Old County Road) from Route 176 (Parksley Road) to Route 661 (John Cane Road)  | Paved Shoulders |
|     | AADT: 380    Posted Speed: 55                      Road Width: 16   |                 |

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*Accomack County cont'd*

*Proposed Facility*

- |     |  |                   |
|-----|--|-------------------|
| 21. | Route 13 from Route 661 (John Cane Road) to N. Business 13, Accomac  | Multiple Use Path |
|     | AADT: 19,000 Posted Speed: 55                      Road Width: 60  |                   |
| 22. | Route 662 (Baylys Neck Road) from Perdue Farms to N. Business 13, Accomac  | Wide Lanes        |
|     | AADT: 460    Posted Speed: 55                      Road Width: 20  |                   |
| 23. | Route 764 (Accomac Road) from Greenbush to Accomac via Courthouse Road   | Paved Shoulders   |
|     | VPD: 2,600    Posted Speed: 25/55                      Road Width: 18-20   |                   |
| 24. | Business Route 13 from Route 13, Accomac, to Route 13, Onley   | Paved Shoulders   |
|     | AADT: 2,300-3,400 Posted Speed: 35/55                      Road Width: 28-32                                     |                   |
| 25. | Route 609 (Church Road) from Business Route 13, Accomac, to Route 626 Airport Road)                              | Paved Shoulders   |
|     | AADT: 2,910 Posted Speed: 55                      Road Width: 16-18  |                   |
| 26. | Route 605 (Drummondtown/ Bradford's Neck roads) from Accomac to Quinby   | Paved Shoulders   |
|     | AADT: 1,090 Posted Speed: 25/55                      Road Width: 18-22   |                   |
| 27. | Route 126 (Fairgrounds Road) from Route 179 (Market Street), Onancock, to Business Route 13, Tasley              | Paved Shoulders   |
|     | AADT: 3,200-6,800 Posted Speed: 35/55                      Road Width: 22  |                   |
| 28. | Route 179 (Market Street) from Route 718 (Hill Street), Onancock to Business Route 13, Onley                     | Multiple Use Path |
|     | AADT: 6,800 Posted Speed: 35/55                      Road Width: 48  |                   |
| 29. | Route 653 (Poplar Grove Road) from Route 777 (Cedar Creek Road), Poplar Cove, to Route 658 (Town Road), Onancock | Wide Lanes        |
|     | AADT: 490    Posted Speed: 55                      Road Width: 16-18   |                   |
| 30. | Route 767 (East Point Road) from East Point to Route 641 (Broadway Road)   | Wide Lanes        |
|     | AADT: 310    Posted Speed: 55                      Road Width: 16-18   |                   |

*Eastern Shore of Virginia Bicycle Plan, April 2011*

*Accomack County cont'd*

*Proposed Facility*

- |     |  |                 |
|-----|--|-----------------|
| 31. | Route 641 (Broadway Road) from 767 (East Point Road) to Route 638 (Cashville Road)   | Wide Lanes      |
|     | AADT: 730    Posted Speed: 55                      Road Width: 16  |                 |
| 32. | Route 638 (Cashville Road) from Route 641 (Broadway Road) to Route 718 (Hill Road), Onancock                                     | Paved Shoulders |
|     | AADT: 1,100-3,100    Posted Speed: 55                      Road Width: 20-24   |                 |
| 33. | Route 638 (Badger Lane) from Route 718 (Hill Road), Onancock, to Route 609 (Redwood Road), Onley                                 | Paved Shoulders |
|     | AADT: 1,300    Posted Speed: 55                      Road Width: 20-24   |                 |
| 34. | Route 716 (Warrior Drive) from Route 609 (Redwood Road) to Route 13, Nandua High School  | Paved Shoulders |
|     | AADT: 1,300    Posted Speed: 55                      Road Width: 20  |                 |
| 35. | Route 789 (Locustville Road) from Onley to Locustville   | Paved Shoulders |
|     | AADT: 810    Posted Speed: 35/55                      Road Width: 18   |                 |
| 36. | Route 718 (Hill Road) from Route 179 (Market Street), Onancock to Route 620 (Warehouse/Hollies Church roads)                     | Paved Shoulders |
|     | AADT: 830-3,600    Posted Speed: 35/55    Road Width: 22-24  |                 |
| 37. | Route 178 (Warehouse/Hollies Church roads) from Route 620 (Boston /Craddockville/ Shields Bridge roads) to Route 13, Belle Haven | Paved Shoulders |
|     | AADT: 2,200    Posted Speed: 35/55                      Road Width: 22-28  |                 |
| 38. | Route 615 (Airport Drive) from Route 178 (Boston Road) to Davis Wharf  | Wide Lanes      |
|     | AADT: 510    Posted Speed: 35/55                      Road Width: 16-18  |                 |
| 39. | Route 626 (Airport Drive) from Route 718 (Savageville Road) to Route 13, Melfa   | Paved Shoulders |
|     | AADT: 910    Posted Speed: 35/55                      Road Width: 22-40  |                 |
| 40. | Route 818 (Terminal Road) from Route 626 (Airport Drive) to Eastern Shore Farmers Market   | Wide Lanes      |
|     | AADT: 90    Posted Speed: 35/55                      Road Width: 20-50   |                 |

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<i>Accomack County cont'd</i>	<u><i>Proposed Facility</i></u>
41. From Route 110 (Terminal Road) to Community College/Industrial Park AADT: N/A Posted Speed: N/A Road Width: N/A	Multiple Use Path
42. Route 624 (Mapp/Pickpenney roads) from Melfa to Route 605 (Drummondtown Road) AADT: 220 Posted Speed: 35/55 Road Width: 16-20	Wide Lanes
43. Route 620 (Hollies Church Road) from Route 718 (Savageville/Bobtown roads) to Route 13, Keller AADT: 390 Posted Speed: 35/55 Road Width: 18-20	Paved Shoulders
44. Route 623 (Adam's Crossing Road) from Route 620 (Hollies Church Road) to Route 13, Keller AADT: 310 Posted Speed: 55 Road Width: 16	Paved Shoulders
45. Route 696 (Keller Fair Road) from Route 13 to Route 180 (Wachapreague Road), Keller AADT: 160 Posted Speed: 35/55 Road Width: 18	Paved Shoulders
46. Route 180 (Harborton Road) from Harborton to Wachapreague AADT: 830 Posted Speed: 35/55 Road Width: 18-24	Paved Shoulders
47. Route 609 (Michael's Hall Road) from Route 178 (Bobtown/ Savageville/ roads), Pungoteague, to Route 178 (Shield's Bridge Road), Belle Haven AADT: 1,500 Posted Speed: 35/55 Road Width: 18-24	Paved Shoulders
48. Route 600 (Seaside Road) from Route 605 (Drummondtown Road) to Route 182 (Quinby Bridge Road) AADT: 380 Posted Speed: 55 Road Width: 16-20	Wide Lanes
49. Route 614 (Shell Bridge Road) from Route 609 (Big Pine Road) to Route 13, Painter AADT: 790-1,800 Posted Speed: 35/55 Road Width: 16-18	Paved Shoulders

*Eastern Shore of Virginia Bicycle Plan, April 2011*

*Accomack County cont'd*

**Proposed Facility**

- |     |  |                 |
|-----|--|-----------------|
| 50. | Route 182 (Quinby Bridge Road) from Mappsburg (Seaside Road) to Quinby                             | Paved Shoulders |
|     | AAADT: 440 Posted Speed: 55 Road Width: 20   |                 |
| 51. | Route 600 (Seaside Road) from Route 182 (Quinby Bridge Road, Mappsburg) to Northampton County Line | Paved Shoulders |
|     | AAADT: 590 Posted Speed: 55 Road Width: 20   |                 |
| 52. | Route 602 (Cemetery Road/Lee Street) from Route 178 (Big Pine Road) to Northampton County Line     | Paved Shoulders |
|     | AAADT: 950 Posted Speed: 55 Road Width: 16-18  |                 |

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***NORTHAMPTON COUNTY***

***Proposed Facility***

- |     |  |                 |
|-----|--|-----------------|
| 1.  | Route 600 (Seaside Road) from Accomack County Line to Kiptopeke  | Paved Shoulders |
|     | AAADT: 960    Posted Speed: 35/55                      Road Width: 18-20   |                 |
| 2.  | Route 602 (Cemetery Road/Lee Street) from Route 183 (Occohannock Neck Road) to Accomack County Line  | Paved Shoulders |
|     | AAADT: 740    Posted Speed: 25/55                      Road Width: 18  |                 |
| 3.  | Route 183 (Occohannock Neck Road) from Silver Beach to Exmore  | Paved Shoulders |
|     | AAADT: 1,600    Posted Speed: 25/55                      Road Width: 20  |                 |
| 4.  | Route 606 (Morley's Wharf /Wardtown roads to Route 610 to 609, Franktown Road) from Morley's Wharf to Route 600 (Seaside Road), Nassawadox | Paved Shoulders |
|     | AAADT: 1,400    Posted Speed: 35/55                      Road Width: 18-20   |                 |
| 5.  | Route 608 (Brownsville Road) from Route 600 (Seaside Road) to Brownsville  | Wide Lanes      |
|     | AAADT: 90    Posted Speed: 55                      Road Width: 16  |                 |
| 6.  | Route 603 (Willis Wharf Road) from Exmore to Willis Wharf  | Paved Shoulders |
|     | AAADT: 1,000    Posted Speed: 25/55                      Road Width: 22-40   |                 |
| 7.  | Business Route 13 from Exmore to U.S. Route 13 South   | Paved Shoulders |
|     | AAADT: 2,500    Posted Speed: 35/55                      Road Width: 33  |                 |
| 8.  | Route 604 (Oakland Drive) from Route 13 to Route 600 (Seaside Road)  | Paved Shoulders |
|     | AAADT: 1,300    Posted Speed: 25/55                      Road Width: 22  |                 |
| 9.  | Route 618 (Bayside Road) from Route 13 Exmore, to Young Street to Route 627 (Machipongo Drive), Machipongo                                 | Paved Shoulders |
|     | AAADT: 570    Posted Speed: 35/55                      Road Width: 16-22   |                 |
| 10. | Route 605 (Milton Ames / Brickhouse roads) from Route 606 (Wardtown Road) to Route 13  | Paved Shoulders |
|     | AAADT: 240    Posted Speed: 35/55                      Road Width: 16-18   |                 |

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*Northampton County cont'd*

*Proposed Facility*

- |     |  |                 |
|-----|--|-----------------|
| 11. | Route 627 (Machipongo Drive) from Route 618 (Bayside Road via Young Street) to Route 600 (Seaside Road)<br>AADT: 500 Posted Speed: 25/55 Road Width: 16-20 | Paved Shoulders |
| 12. | Business Route 13 in Eastville<br>AADT: 1,700 Posted Speed: 35/55 Road Width: 33   | Paved Shoulders |
| 13. | Route 631 (Willow Oak /Indiantown roads) from Business Route 13, Eastville, to Indiantown Park<br>AADT: 1,500 Posted Speed: 25/55 Road Width: 16-32        | Paved Shoulders |
| 14. | Route 634 (Savage Neck Road) from Route 666 (Smith Beach Road), Smith Beach, to Business Route 13<br>AADT: 1,130 Posted Speed: 55 Road Width: 18-20        | Paved Shoulders |
| 15. | Route 680(Townfields Drive) from Cherrystone to Business 13 Route, Cheriton<br>AADT: 710 Posted Speed: 35/55 Road Width: 18-32                             | Paved Shoulders |
| 16. | Route 639 (Sunnyside Road) from Cheriton to Oyster<br>AADT: 1,900 Posted Speed: 35/55 Road Width: 18-40  | Paved Shoulder  |
| 17. | N. Business Route 13 in Cheriton to U.S. Route 13 South<br>AADT: 2,300 Posted Speed: 35/55 Road Width: 32  | Paved Shoulders |
| 18. | Route 184 (Stone Road) from Cape Charles to Route 13<br>AADT: 3,900 Posted Speed: 25/55 Road Width: 32   | Paved Shoulders |
| 19. | Route 684 (Bayview Circle /Fairview Road) from Business Route 13 to Route 13<br>AADT: 370 Posted Speed: 25/55 Road Width: 18                               | Paved Shoulders |
| 20. | Route 642 (Old Cape Charles /Seaview roads) from Cape Charles to Route 600 (Seaside Road)<br>AADT: 1,300 Posted Speed: 25/55 Road Width: 16-22             | Paved Shoulder  |
| 21. | From Cape Charles to Eastern Shore National Wildlife Refuge<br>AADT: N/A Posted Speed: N/A Road Width: 10  | Shared Use Path |

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*Northampton County cont'd*

**Proposed Facility**

- |     |  |                 |
|-----|--|-----------------|
| 22. | Route 644 (Custis Tomb Road) from Custis Tomb to Route 645 (Arlington Road)              | Paved Shoulder  |
|     | AAADT: 130    Posted Speed: 25/55                      Road Width: 18-20                 |                 |
| 23. | Route 645 (Arlington Road) from Route 644 (Custis Tomb Road) to Route 600 (Seaside Road) | Paved Shoulder  |
|     | AAADT: 440    Posted Speed: 55                              Road Width: 20-22            |                 |
| 24. | Route 600 (Seaside Road) to CBBT Parking Lot   | Shared Use Path |



## **8. BICYCLE FACILITY DEVELOPMENT RECOMMENDATIONS**

The following Bicycle Facility Development Recommendations were developed based on the work of the Eastern Shore of Virginia Bicycle Committee, the A-NPDC Transportation Technical Advisory Committee, and Eastern Shore residents who attended planning workshops and public meetings. Detailed information from the bicycle planning workshops and public meetings is located in Appendix A and Appendix B.

### ***BICYCLE FACILITY DEVELOPMENT RECOMMENDATIONS***

#### **A. *Develop and Adopt County and Town Bicycle Facility Plans***

In order to qualify for VDOT bicycle facility funding, Eastern Shore local governments need to develop and adopt Bicycle Facility Plans. Support for the development of bicycle facilities should also be included in County and Town comprehensive plans.

#### **B. *Develop and Adopt Bicycle Facility Development Policies***

The following policies should be included in County and Town bicycle plans to guide the implementation of bicycle facility development on the Eastern Shore of Virginia:

1. ADMINISTRATION of the Eastern Shore bicycle program, including distribution of information and planning of special events, shall be under the direction of the County Administrators or Town Managers.
2. COORDINATION of street/highway improvements and planned bicycle facilities with VDOT and other state and federal agencies shall be the responsibility of the County Administrators, Town Managers, and Tourism Commission.
3. MAINTENANCE of the Eastern Shore bicycle system shall be the responsibility of VDOT or the bicycle facility owner.
4. FINANCING of bicycle facilities shall be provided through VDOT's statewide transportation improvement program, transportation enhancement grant program, and other available sources.
5. SAFETY EDUCATION AND LAW ENFORCEMENT for the Eastern Shore bicycling program shall be the responsibility of the County sheriffs and Town police chiefs.

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**C. *Recommended Bicycle Facilities***

It is recommended that all of the Proposed Bicycle Facilities in the previous section be considered by local governments when developing their bicycle facility plans. However, the following facilities were identified as priorities during bicycle planning workshops and public meetings:

1. Pave the shoulders on the Route 175 Chincoteague Causeway.
2. Develop a designated Seaside Bicycle Route with paved shoulders from Maryland Route 12 to the Chesapeake Bay Bridge Tunnel Parking Lot, utilizing Routes 679 (State Line Road, Fleming Road), 175 (Chincoteague Road), 798 (Atlantic Road), 666 Fox Grove Road, 661 (Johnson Road), a Shared Use Path along U.S. 13, Business 13, 605 (Drummondtown Road), 182 (Quinby Bridge Road), and 600 (Seaside Road).
3. Develop a Shared Use Path between Onancock, Onley, and Accomac.
4. Develop a Shared Use Path from Cape Charles to Cheriton.
5. Develop a Shared Use Path from Cape Charles to the Eastern Shore of Virginia National Wildlife Refuge that is not on the old railroad right-of-way.
6. Pave the shoulders on Route 695 (Saxis Road) from Route 679 (**researching**) to Saxis.
7. Develop a designated Bayside Bicycle Route with paved shoulders from Route 695 (Saxis Road) in Makemie Park south to Machipongo using Routes 693 Neal Parker road), 779 (Mears Station Road), 316 (Hopeton/Greenbush roads), 126 (Fairgrounds Road), 179 (Market Street), 718 (Hill Street, Bobtown Road), 178 (Shield's Bridge Road), 602 (Lee Street/Cemetery Road), 183 (Ocohanock Neck Road), 606 (Wardtown Road to Franktown), 618 (Bayside Road south from Franktown), and 627 (Young Street/Machipongo Drive/Box Tree Drive).
8. Develop a Shared Use Path to connect Accomack County Industrial Park, Eastern Shore Community College, and the Eastern Shore Farmer's Market with Route 818 (Terminal Drive).
9. Improve bicycle access along and across U.S. Route 13.
10. Promote the Tangier Islands tour boats from Onancock, Reedville, and Crisfield as bicycle facilities.

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11. Work with STAR Transit to establish a shuttle bus across the Chesapeake Bay Bridge Tunnel that can carry bicycles.
12. Meet with the Bay Coast Railroad to discuss the possibility of developing a rail/trail along the railroad access road.

## **Appendix A**

### **Bicycle Planning Committee Vision and Actions**

**Vision:**     *What Eastern Shore bicycle facilities do you envision by 2010?*

- All STAR Transit buses carrying bicycles.
- Bicycle facilities on Seaside and Bayside with STAR Transit connections.
- Bicycle facilities that preserve scenic character, not make roads into speedways.
- Bicycle trailhead facilities with parking, lockers, phones, vending machines.
- A designated bicycle route from Maryland to Kiptopeke (at least paved shoulders with signs directing people to towns, businesses, campgrounds, etc.)
- Bicycle access to schools, Eastern Shore Community College, and industrial parks (there are no shoulders on U.S. Route 13 in Melfa and two bicyclists have been injured there).
- A rails-to-trails project along the Eastern Shore Railroad right-of-way.
- Bicycle facility requirements in site plan review for commercial development and subdivisions.
- An Eastern Shore Bicycle Plan that is consistent with the Hampton Roads District and State Bicycle Plans.
- Bicycle facilities linking adjacent towns (e.g. Accomac, Onley, Onancock).
- Kiptopeke State Park and Eastern Shore National Wildlife Refuge connected with a bicycle facility.
- Kids receiving bicycle safety education in schools.
- Motorists being more courteous to bicyclists due to bicycle education.
- Increased individual mobility through bicycling.
- Increased awareness of how bicycle facilities can develop a sense of community.
- Clearly identified heritage tourism destinations.
- Old carriage roads preserved for bicycling.
- Bicycle facilities are connected to Eastern Shore Heritage Trail.
- Straighter roads for bicycling.

**Appendix A**  
**(continued)**

**Bicycle Committee Planning Vision and Actions**

**Actions:** *What actions do we need to take to achieve our vision for Eastern Shore bicycle facilities in 2010?*

- Develop the Eastern Shore Bicycle Plan.
- Inventory potential bicycle routes and destinations.
- Grade existing roads (width, traffic) to identify improvements.
- Identify different types of bicycle users in different areas.
- Identify corridors to connect, and prioritize.
- Check comprehensive plans for planned development, schools, and conflicts.
- Ask tourism commission what people want to do when they visit Shore.
- Identify bicycle facility improvements.
- Identify bicycle corridor scenic/historic preservation needs.
- Let elected officials and community leaders know that we're developing a plan so they understand and support the Bicycle Plan when it is completed.
- Have comprehensive plans support/incorporate bicycle plan.
- Educate the public about bicycle facilities.
- Get public support for bicycle facilities.
- Hold "leadership rides" with elected officials and community leaders to develop understanding and support for bicycle facilities.
- Conduct highest-and-best-use analysis of proposed bicycle facilities to maximize use of grant money.

## **Appendix B**

### **County Bicycle Planning Workshops**

#### **Accomack Workshop 10/11/00**

**Vision:**     *What Eastern Shore bicycle facilities do you envision by 2010?*

- Connections between:
  - Onancock, Tasley and Accomac
  - Onancock, 4 Corners, Onley
  - Onancock and YMCA
  - Onancock and ESCC/Industrial Park (Farmers Market)
  - Onley and Accomac
  - Belle Haven and Exmore
- Paved shoulders on Chincoteague Causeway (175)
- Paved shoulders on U.S. Route 13
- Safe bicycle access across U.S. Route 13
- Bicycle facilities on Seaside and Bayside Roads
- A bicycle facility from Maryland State Line to Kiptopeke
- Safety for kids on bikes
- Bike safety education (AAA, Bike Rodeo, Safe Kids Coalition)
- Bike safety signs
- Connecting paths in trouble spots
- Bike facilities that showcase Eastern Shore assets (historic, scenic, towns)
- Bike facilities coordinated with Heritage Trail
- Update State Bicycle Guide with new map

**Appendix B**  
(continued)

**Accomack Workshop 10/11/00**

**Origins/Destinations:** *What Eastern Shore places should be linked by bicycle facilities?*

- Onancock-Onley-Accomac-Tasley
- Maryland and Kiptopeke
- Campsites:
  - Sanford (Saxis Road)
  - Sandpiper Cove
  - Guard Shore
  - Virginia Landing
- Roads 24' and greater
  - U.S. Route 13 and Business Route 13
  - Route 175
  - Route 180
  - Route 184
  - Route 179
- Heritage Trail destinations
- Bike Ferry
- YMCA w/o crossing Route 13
- Eastern Shore Community College
- Harborton-Wachapreague-Quinby
- Chincoteague
- Saxis Wildlife Management Area
- Stores
- Schools
- Parks, refuges, state park
- Major employers (Tyson, Perdue, NASA)
- Virginia Welcome Center
  - Rest areas, bathrooms

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**DRAFT BICYCLE PLAN PUBLIC MEETING RESULTS**

Presentations on the draft Eastern Shore of Virginia Bicycle Plan were given at public meetings in Accomack County and Northampton County during July 2003. Participants were asked if they had comments about the draft plan. They were then asked to identify on a map the most desirable projects for bicycle facility improvements on the Eastern Shore of Virginia. Participants were then asked to identify a preferred bicycle route from Maryland to Kiptopeke. The following comments and results were received at the meetings.

**Accomack County Public Meeting, July 22, 2003**

**Public Comments (Accomack):**

- Need a mapped bicycle route like the View Trail 100 in Maryland.
- Go to the ESRR now and discuss paving the “coal road” as a bicycle facility.
- Find out how much bicyclists spend per day. In the 1970’s and 1980’s, it was 25 cents per mile. CBES estimates that bicyclists spend \$60 per day.
- The annual Seagull Century (100 mile) ride around Salisbury, MD attracts 7,000 riders.
- Need more bicycling events to attract more riders. More riders equal more money.
- The plan should recognize and plan for different groups of bicyclists, including long-distance riders, bicycle clubs (from Baltimore, Washington and Norfolk), local riders, families, and workers.
- The Eastern Shore’s flat land and scenic beauty make for excellent bicycling.
- Need options for commuters. If proposed routes developed, there would be good options.
- There is nowhere else on the East Coast with such good bicycling.



**Appendix B**  
**(continued)**

**Eastern Shore Bicycle Facility Priorities (Accomack):**

1. Route 175 Chincoteague Causeway, Paved Shoulders (6)
2. Cape Charles to ESV National Wildlife Refuge, Shared Use Path (5)
3. Onancock to Onley, Shared Use Path (4)
4. Routes 798 (Mill Dam/Atlantic roads) and 679 (State Line/Fleming/Metompkin roads) from Rt. 175 to Rt. 13, Paved Shoulders (3)
5. Route 695 (Saxis Road) from Sanford to Saxis, Paved Shoulders (2)\*
6. Route 789 (East Main Street/Locustville Road) from Bus. Rt. 13/Onley to Rt. 605 (Drummondtown Road) to Locustville, Paved Shoulders (2)\*
7. Rtes. 718 (Hill Street/Shield's Bridge Road) & 178 from Rt. 179 (Market Street) from Onancock to Rt. 13/Belle Haven, Paved Shoulders (2)\*
8. Route 600 (Seaside Road) in Northampton County, Paved Shoulders (2)\*
9. Route 679 (Fleming/Metompkin) from MD Route 12 (Snow Hill Road) to Rt. 175, Paved Shoulders (1)\*
10. Route 695 (Saxis Road) from Rt. 13 to Rt. 679. Paved Shoulders (1)\*
11. U.S. Route 13 from Rt. 662 (Baylys Neck Road) to Bus. Rt. 13, Shared Use Path (1)\* (previous version listed Rt. 661?)
12. Route 609 (Church Road/Pennsylvania Avenue) from Bus. Rt. 13/Accomac to Rt. 789 East Main Street/Locustville Road) in Onley, Paved Shoulders (1)\*
13. Route 653 (Poplar Cove Road) from Rt. 658 (Town Road) from Onancock to Poplar Cove, Wide Lanes (1)\*
14. Route 605 (Drummondtown Road) from Bus.13 in Accomac to Rt. 182 (Mappsburg/Quinby Bridge Road) to Quinby, Paved Shoulders (1)\*
15. Route 618 (Bayside Road) from Rt. 13 in Hadlock to Rt. 13 in Machipongo, Paved Shoulders (1)\*

(1) Indicates number of votes. \* Indicates tie with same number of votes.

**Appendix B**  
(continued)

**Accomack Workshop 01/31/11**

- Suggested a land swap between the old railroad bed owned by The Nature Conservancy so that the trail between Kiptopeke and Cape Charles could be closer to Route 13.
- AADT numbers – please check for updates since 2004.
- Look into getting scenic by-way markers or Share the Road signs, especially near incorporated towns. These could be a way to inexpensively mark a bike route.
- Hold bicycle rodeos to stress the importance of helmets (location could be Old Onancock School). Solicit Health Department participation.
- Help to promote scheduled rides such as MS150 and CBES yearly events.
- Put the bicycle maps into town plans as they are updated.
- Look into Rails with Trails programs and funding. An ideal scenario would be to build a bicycle trail adjacent to the railroad (siding road) from Cape Charles to the Maryland line. ([www.railstotrails.org/toolbox](http://www.railstotrails.org/toolbox) ) 202-974-5102  
[lindsay@railstotrails.org](mailto:lindsay@railstotrails.org)
- Make maps of bicycle trails that could be distributed by the B&Bs, Tourism Commission and visitor centers.
- Work with YMCA and others to make more livable communities – ACHIEVE grant goals.
- Onancock: signage is key, but VDOT can't produce bike signs if the road doesn't meet required specifications (research current specifications)
- Health Department gave out helmets previously, check on current status.
- Safety training needed. Many ride on wrong side of road facing traffic.
- Restripe vehicle lanes to be narrower so that a bicycle lane is created. VDOT employee stated that it costs as much to remove paint as it does to repaint.
- Kayak trails should be incorporated with bike trails.
- VHB developed estimated project costs – check back with them for an update (Chris DeWitt).
- Revisit Mr. Foster, Bay Coast Railroad, for bike trail development and railroad issues.
- Check on ANEC right-of-ways to check for possible bike trails.
- Contact Riverside Shore Memorial Hospital to propose including bike facilities at new site.
- Bed and breakfast inns could network to provide bike maps with disclaimers.
- The Tourism Commission could work with Maryland on development ESVA/MD bike maps.

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- The plan needs ways to collaborate with Department of Health, Tourism, etc. to find alternative for funding.
- Create an ESVA Bike website that different groups could link to that provides basic information, maps, safety information, disclaimers, etc.
- Create a bike loop from Onancock to Accomac and back through Onley to Onancock.

**Appendix B**  
(continued)

**Northampton Workshop 10/12/00**

**Vision:**     *What Eastern Shore bicycle facilities do you envision by 2010?*

- Bicycle facilities on Seaside and Bayside Roads
- Separate, paved bicycle path on Seaside and Bayside Roads
- Separate, paved bike path along railroad right-of-way
- Tie to Heritage Trail and Birding Trail
- Rail trail between Cape Charles-Kiptopeke-Eastern Shore NWR
- Strategically placed bicycle racks at towns, beaches, and parks
- Well designed bicycle route signs including Heritage Trail and Birding Trail
- Bicycle brochure/map with repair information
- Lighting for night use
- Bicycle safety education
- Law enforcement
- Driver education about bicycles
- Safer bicycle access on U.S. Route 13
- Dog-free bicycling
- Recreational bicycle track
- Promote existing bicycle trails

**Appendix B**  
**(continued)**

**DRAFT BICYCLE PLAN PUBLIC MEETING RESULTS**

Presentations on the draft Eastern Shore of Virginia Bicycle Plan were given at public meetings in Accomack County and Northampton County during July 2003. Participants were asked if they had comments about the draft plan. They were then asked to identify on a map the most desirable projects for bicycle facility improvements on the Eastern Shore of Virginia. Participants were then asked to identify a preferred bicycle route from Maryland to Kiptopeke. The following comments and results were received at the meetings.

**Northampton County Public Meeting, July 24, 2003**

**Public Comments (Northampton):**

- Need a rail trail from Cape Charles to Kiptopeke.
- Need a Shared Use Path from Cape Charles to Cheriton.
- Need a designated bicycle route from Eastville to ESV National Wildlife Refuge.
- Need a safe U.S. Route 13 crossing at Kiptopeke State Park.

**Eastern Shore Bicycle Facility Priorities (Northampton):**

1. Route 600 (Seaside Road) from Route 601 (County Line) to U.S. Route 13, Paved Shoulders (17)
2. Cape Charles to Cheriton, Shared Use Path (9)
3. Route 175 Chincoteague Causeway, Paved Shoulders (5)
4. Cape Charles to ESV National Wildlife Refuge, Shared Use Path (4)
5. Onancock to Onley to Accomac, Shared Use Path (3)
6. U.S. Route 13 from Route 662 (Baylys Neck Road – was 661 on previous plan) to Business Route 13, Shared Use Path (2)
7. Accomack Industrial Park/ESCC to Route 818 (Terminal Drive), Shared Use Path (1)\*
8. Route 180 (Pungoteague Road) from Route 178 (Shield's Bridge Road) to Harborton Rd to Harborton(1)\*
9. Route 178 (Boston Road) from U.S. Route 13 to Route 615 (Davis Wharf Road) (1)\*
10. Route 600 (Seaside Road) from Route 182 (Mappsburg/Quinby Bridge Road) to Northampton County Line, Paved Shoulders (1)\*
11. Business Route 13 in Eastville, Paved Shoulders (1)\*
12. Route 634 (Savage Neck Drive) from Business Route 13 to Smith Beach (1)\*

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13. Chesapeake Bay Bridge Tunnel Shuttle Bus (1)\*

(1) Indicates number of votes.\* Indicates tie with same number of votes.

**Preferred Eastern Shore of Virginia Bicycle Route (Accomack and Northampton):**

- Route 679 (State Line/Fleming roads) from Maryland Route 12 to Route 175 (Chincoteague Road)
- Route 175 (Chincoteague Road) to Route 798 (Mill Dam/Atlantic roads)
- Route 798 (Atlantic Road) to Route 679 (Fleming Road)
- Route 679 (Metompkin Road) to Route 666 (Fox Grove Road)
- Route 666 (Fox Grove Road) to Route 661 (Johnson Road)
- U.S. Route 13 Shared Use Path from Route 661 (Johnson Road) to Business Route 13
- Business Route 13 to Route 605 (Drummondtown Road)
- Route 605 (Drummondtown/Bradford's Neck roads) to Route 182 (Quinby Bridge Road)
- Route 182 (Quinby Bridge Road in Mappsburg) to Route 600 (Seaside Road)
- Route 600 (Seaside Road) to U.S. Route 13 at Eastern Shore National Wildlife Refuge.

**Origins/Destinations:**

*What Eastern Shore places should be linked by bicycle facilities?*

- Kiptopeke and Chincoteague
- Connect into towns
- Link natural resource and historic sites
- Link recreation sites, beaches and parks
- Link bay and ocean
- Campgrounds

**Appendix B**  
(continued)

**Northampton Workshop 01/10/2011**

- Safety training needed in schools, violators need consequences – enforcement.
- Make “...information and planning of special events” a responsibility of Tourism Commission (Section 8.B.1 above)
- Contact county sheriffs and town police chiefs to implement 8.B.5 Safety Education and Law Enforcement
- Bicycle brochures could be developed that include historical stops.
- 8.C.1-12. Suggest prioritizing tasks by putting an estimated dollar value next to them – look for “low hanging fruit.”
- Breakup 8.C.2 for shorter and more attainable segments.
- Add 641 – Broadway Landing.
- Add Savage Neck Road to Bicycle Plan.