

# Inventory & Analysis



*It was estimated by the 2008 - 2012 American Community Survey that approximately 625 people living within the Town of Chili currently walk, bike, or take public transportation to work.*

## INVENTORY & ANALYSIS



Looking eastward down Chili Avenue in Chili Center.



# Public Input Summary



In an effort to ensure that the Plan also addressed the desires and concerns of the public, many opportunities were included to engage Town residents and stakeholders in the development of the Master Plan. A series of community workshops were held in the first phase of the project to solicit input from the general public, as well as the senior and youth populations. Furthermore, the Town utilized an online community survey to ask specific questions of residents who walk and bike around Chili. This section includes a brief summary of each public outreach effort.

## Key Destinations Identified by Workshop Attendees

### North Chili

Hubbard Park  
Community Center  
Roberts Wesleyan College  
Senior Communities  
Fire House  
Town Plaza  
Churches  
Restaurants  
Gas Stations  
Convenience Stores

### Chili Center

Memorial Park  
Davis Park  
Library  
Town Hall  
Senior Center  
Paul Road Elementary  
Senior Communities  
Churches  
Restaurants  
Wegman's  
Target  
K-Mart  
Chili-Paul Plaza  
Chili Fest

### West Chili

Black Creek Park  
Union Station Park  
Chili Nature Trail  
Chestnut Ridge Elementary  
Senior Communities  
Senior Community Parks  
Byrne Dairy  
Chili Hots



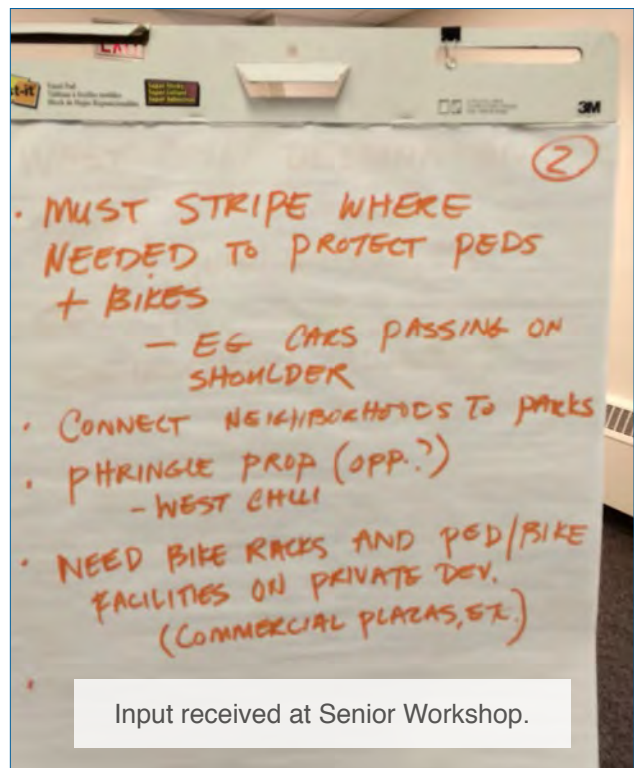


## Senior Workshop

In March 2014, the Consultant Team along with selected Steering Committee members conducted a Senior Workshop at the Town of Chili Senior Center. As part of a brainstorming exercise, attendees were asked to identify destinations they frequent and existing travel routes they take by foot or bike. Additionally, attendees were asked if there were any bicycle or pedestrian access barriers or conflicts they have experienced on these routes in the three focus areas, or Town in general. Maps showing the Town and each focus area were provided for discussion purposes.

Overall the workshop attendees expressed a concern for the lack of sidewalks and a desire for more formalized pedestrian or bicycle connections, especially along major roadways between activity generators. There were also a number of suggestions to extend sidewalk connectivity from existing senior living communities, such as Cottage Grove or College Green, to nearby plazas or commercial activity centers. In the North Chili focus area, it was noted that there is an existing informal footpath from Cottage Grove to the Town Plaza that may be an opportunity to provide a formalized connection.

Attendees of the Senior Workshop also stated that getting into and around the plazas in Chili-Center can be difficult for pedestrians and bicyclists. Wegman's and the Chili-Paul Plaza are especially difficult due to the turning movements of vehicles along Chili Avenue. For a more detailed summary of the comments received as part of the Senior Workshop, the minutes have been provided in the Appendix.



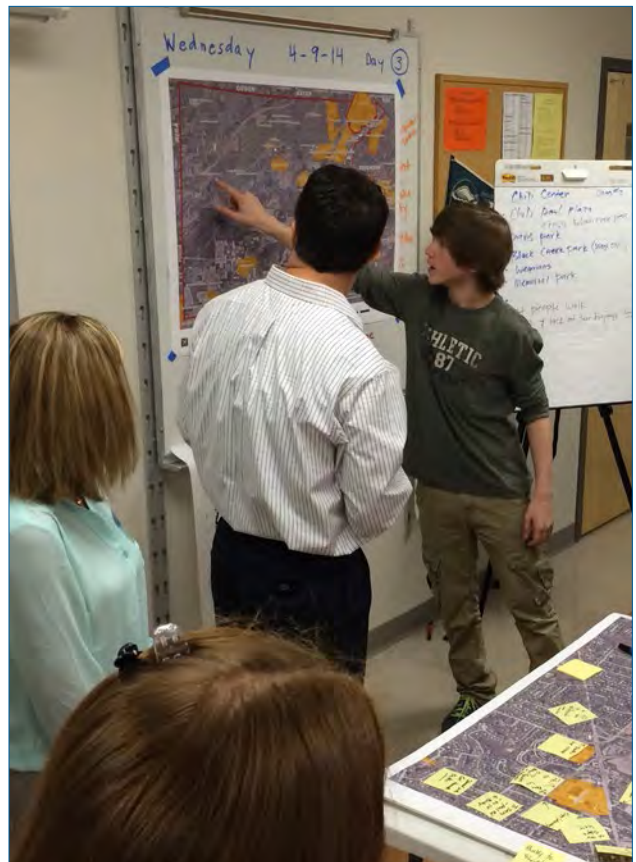
Input received at Senior Workshop.



## Youth Workshops

The youth of a community can often provide a unique perspective not only about growing up in the area, but also what the Town has to offer in terms of things to do, places to go, and ways to get around without a car. In order to reach the young population, the Consultant Team visited two high schools in the Chili School Districts. These Youth Workshops were conducted with two Churchville-Chili High School health classes (April 2014) and one Gates-Chili High School local government class (May 2014).

Utilizing town-wide and focus area maps, the students were asked to identify places they frequented within the Town and their overall experience in terms of comfort and ability to walk or bike to these destinations. Most cited local parks and restaurants as afternoon and weekend hangouts, and discussed some of the difficulties they experience in walking or biking from their neighborhoods to school or between destinations.



Two of the biggest issues raised by the students were concerns over heavy, fast moving traffic on major roadways, and the lack of sidewalks throughout the focus areas. Students walking to and from the North Chili focus area and Churchville-Chili High School, for example, will utilize Westside Drive to avoid the heavy traffic along Buffalo Road, even though it takes longer.

In addition, the students noted that they often will avoid crossing at the major intersections of each focus area. Many choose to cross beforehand to avoid the traffic along roadways like Buffalo Road and Union Street, but also because they feel that it takes too long to cross at the formalized intersection. To read a complete list of comments made by the students as part of the Youth Workshops, review the minutes included in the Appendix.





## Community Workshop

In an effort to reach out to other community members, the Town held a Community Workshop in May 2014, at the Department of Public Works building. All residents and stakeholders were invited to attend via announcements on the Town's webpage, flyers distributed through the community, and interest group email lists. A Town-wide map was provided at the entrance to the workshop where attendees were encouraged to mark the location of their residence. The results indicated that the workshop attendance included resident representation from each focus area.

The Community Workshop was held in an open house format; therefore, attendees had the opportunity to come and go at their leisure. Maps of the Town and each focus area created four stations where stakeholders could interact with members of the Steering Committee or Consultant Team. Additionally, there was a video showing footage of a bike ride through the Town from a bicyclist's point-of-view.

Opportunities were given to attendees to submit general comments at each table as well as mark the maps for site-specific comments. Much of the input from attendees included observations about the conflicts and barriers that cyclists face when riding through Chili, especially in terms of roadway and traffic conditions along Chili Avenue, Union Street, and Buffalo Road. The condition of the shoulders was a major concern for cyclists, as they are often are covered with dirt, debris, or glass.

Other attendees provided ideas like connecting adjacent neighborhoods and cul-de-sacs with paths or sidewalks, and many expressed their desire for off-road trails and the realization of the Black Creek Trail. Furthermore, comments were made about the potential for future connections to the existing trails leading to and from the City of Rochester, including the Genesee Riverway Trail and Genesee Valley Greenway Trail.



A complete summary of the comments received at the Community Workshop, in addition to comments submitted by residents who were unable to attend, is included in the Appendix.



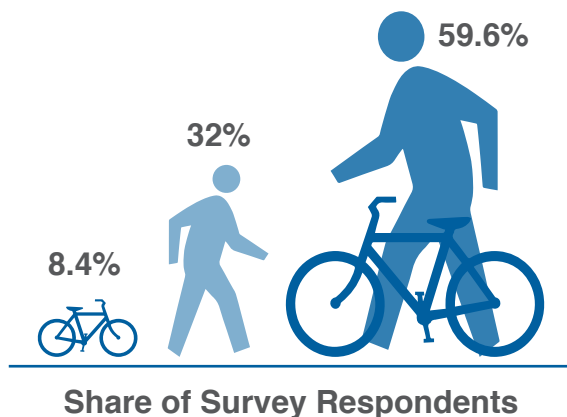
## Community Survey

Based on the input that was received from the previous public outreach efforts, a community survey instrument was drafted to help the Steering Committee gather more specific information on the habits of pedestrians and bicyclists in and around the Town of Chili. It was determined that an online survey would be the most beneficial as it can be easily distributed and advertised, as well as allow for a more detailed approach based on the preferences of respondents. The survey was made available in the Summer of 2014, utilizing the survey tool Survey Monkey. Residents and interested parties were able to access the link on the Town's website and Facebook pages.

### Who Took the Survey?

In total there were 463 respondents to the survey. The majority of these respondents indicated that they were 30 to 50 years old (68%), and that they lived within the Chili Center focus area (44%).

In an effort to keep the questions relevant to each type of user, the survey began by asking respondents to identify as a "walker," "biker," or "both." Not surprisingly, the largest number of users identified themselves as both walkers and bikers (Nearly 60%).



### Bikers

The "biker only" group was the smallest of the survey respondents at 8.4%. The top three reasons among the cyclists for choosing not to walk were that there is a lack of pedestrian facilities, lack of destinations within walking distance, and that it takes too long.



It is worth noting that of the respondents who identified as "bikers only," 60% indicated that they were advanced riders, meaning comfortable in most or all traffic situations. Alternatively, 72% of those who selected "both" indicated they were a basic level cyclist, meaning they prefer bicycling off-road or on roads with low traffic.

Additionally, nearly 30% of the "biker only" group indicated that they typically bike more than 15 miles round trip. In contrast, only 9% of the joint group indicated that they travel that far via bicycle.

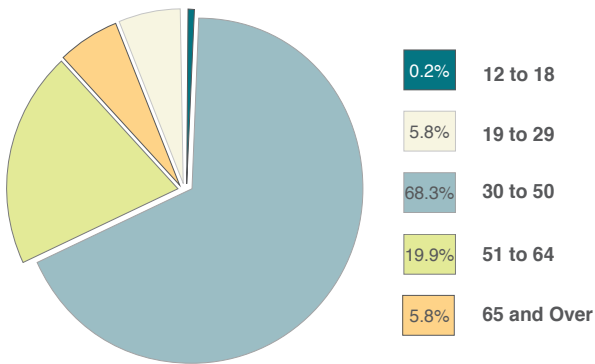
Bikers and the joint group also varied in their top responses for improvements most likely to increase their current bicycling activity. Cyclists indicated that bike lanes and wider shoulders were the two most important improvements. Whereas the top choice for the walker and biker group indicated that the development of more trails and paths would have a bigger impact on increasing their level of activity. This is not surprising due to the difference in each group's skill level and comfort riding along with traffic.

### Walkers

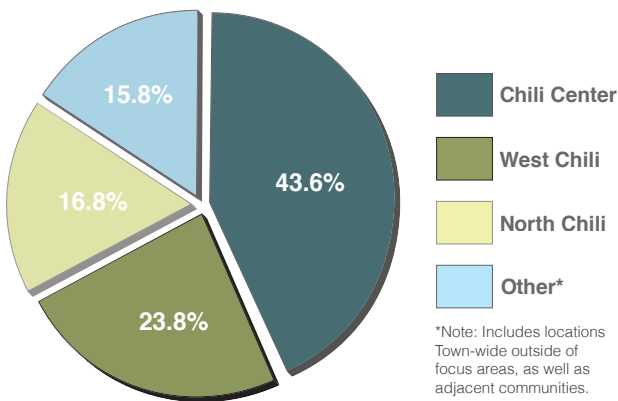
Of those that indicated they were "walkers only," 74% said that they typically walked up to one mile or more round-trip. Approximately 86% of the joint group also indicated that they typically walk up to or more than one mile. This is significant to the Plan's focus areas as they each span about a one-mile radius from their



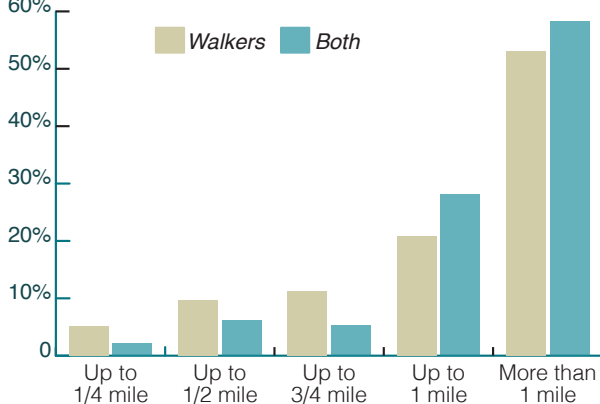
Share of Respondents by Age Group



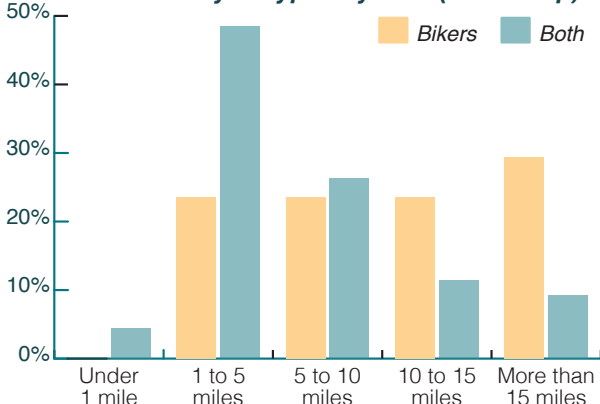
Share of Survey Respondents by Place of Residence



How far do you typically walk (round-trip)?



How far do you typically bike (round-trip)?



commercial centers.

Although some walkers indicated that they choose not to bike because they do not enjoy riding a bicycle, the majority of walkers cited issues or conflicts with auto traffic as their main deterrents. The top three reasons walkers said they don't bike included that auto traffic is too heavy or fast to bike, there is lack of or poor on-road bicycle facilities, and motorists don't exercise caution around bicyclists.

Furthermore, both the "walkers only" group and the joint group indicated that the lack of sidewalks, auto traffic, and poor pedestrian facilities each had a major impact on their level of activity. Both walker groups also indicated that additional sidewalks (filling in gaps), off-road shared use paths, and improved pedestrian crossings would have the largest impact on increasing their level of activity respectively.

## Top Answers!

1. Almost all respondents, regardless of user type, said they never made trips via walking or biking to transit, school, or work.
2. Overwhelmingly, each user group indicated that they typically walk or bike four or more times a month for leisure or fitness.
3. Most respondents indicated that they feel safe walking and biking within Chili, and that fear of crime had little to no impact their activity level.

## Open House & Town Board Presentation

In February of 2015, an open house was held to provide the public with an opportunity to comment on the preliminary set of recommendations. The attendees of the open house were also asked to prioritize the final list of projects. The results indicated the projects that benefit Chili Center received the most interest. Upon completion of the draft Plan a presentation of the final recommendations was made to the Town Board in June of 2015.

# Previous Plans & Studies

Prior to the start of this Bicycle and Pedestrian Master Plan, the Town of Chili has completed a number of other planning efforts. The following is a brief summary of the previous plans and studies adopted by the Town that not only relevant to this Plan, but will serve to inform future decisions and recommendations as part of this Plan.

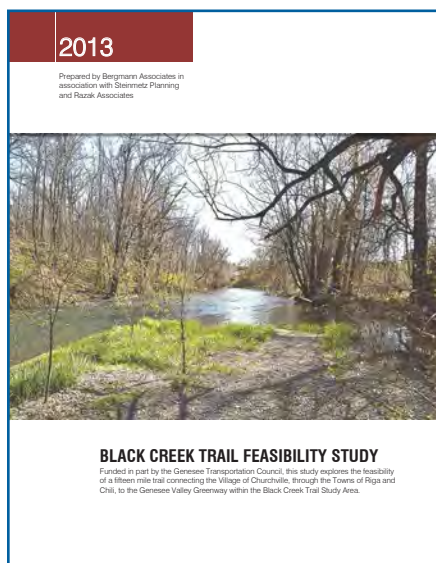
## Parks and Recreation Master Plan - 2007

The Parks and Recreation Master Plan provides a detailed summary of the Town's existing open space, parks, and recreation facilities, as well as providing recommendations for future passive and active recreational opportunities. The development of nature trails and increased connectivity to existing parks is highlighted by the Plan. Specifically, the Master Plan suggests the creation of a Trails Committee to prepare a long-range plan for acquiring, financing, developing, maintaining, and promoting a network of trails for a variety of recreational purposes.

Additionally, the Master Plan states that any future plans for Town trails should strive to optimize linkages with the Genesee Valley Greenway, the Erie Canal, and Black Creek Park. Other goals of the Parks and Recreation Master Plan include:

- » Providing better trail identification and park signage;
- » Develop a pedestrian entrance to Davis Park at Bucky Drive;
- » Complete a trail and bridge over Black Creek to Union Station Park from the Chili Nature Trail;
- » Continue to develop the Union Station Park walking path (currently approximately 4,400 feet of path in place); and
- » Consider opportunities for recreational uses like hiking and biking trails on the Baker Property (now named Widener Park located on Chili-Scottsville Road).

## Black Creek Trail Feasibility Study - 2013



This Study was completed as part of the Genesee Transportation Council's Regional Trails Initiative. In its entirety the trail spans approximately 15 miles, beginning in the Village of Churchville, running through the Towns of Chili and Riga, and eventually tying into the Genesee Valley Greenway Trail. The goal of the Trail is:

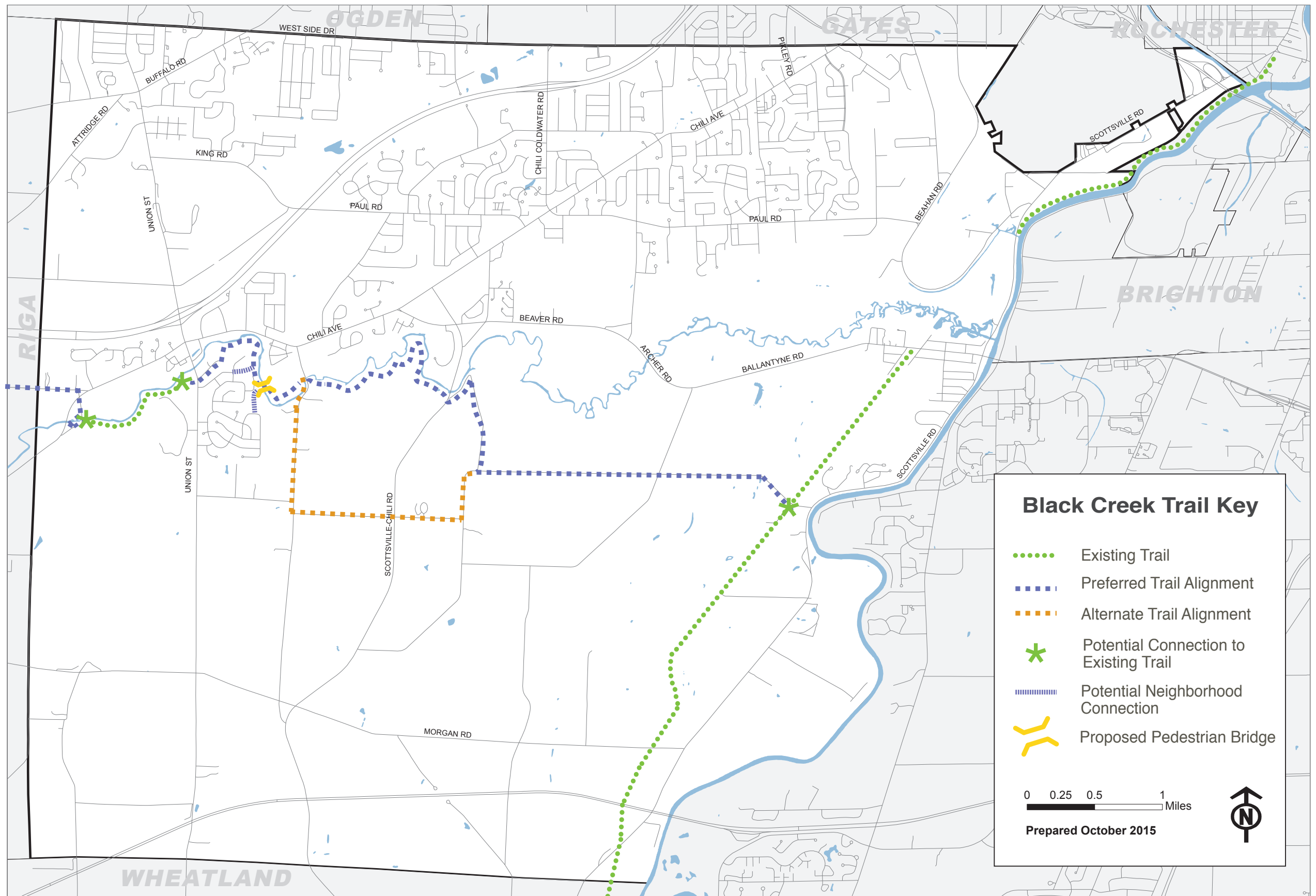
To provide a non-motorized transportation facility which connects neighborhoods, parks, schools, retail and service establishments and employment centers, and to provide a connection to other existing and planned trails and the larger regional trail network.

There are two segments of the proposed trail that will run through the Town of Chili, Segments B and C, which run from Black Creek Park to Chili-Scottsville Road and from Chili-Scottsville Road to the Genesee Valley Greenway Trail respectively. The preferred Trail alternative is shown on following page in Figure 2. This specific trail alignment was

highlighted as the preferred route because it provides the greatest level of connectivity, safety, and quality of life enhancements while still balancing all other development factors and local community values.



**Figure 2:  
2015 Bicycle & Pedestrian Master Plan**



## Town of Chili

Black Creek Trail Preferred Alignment



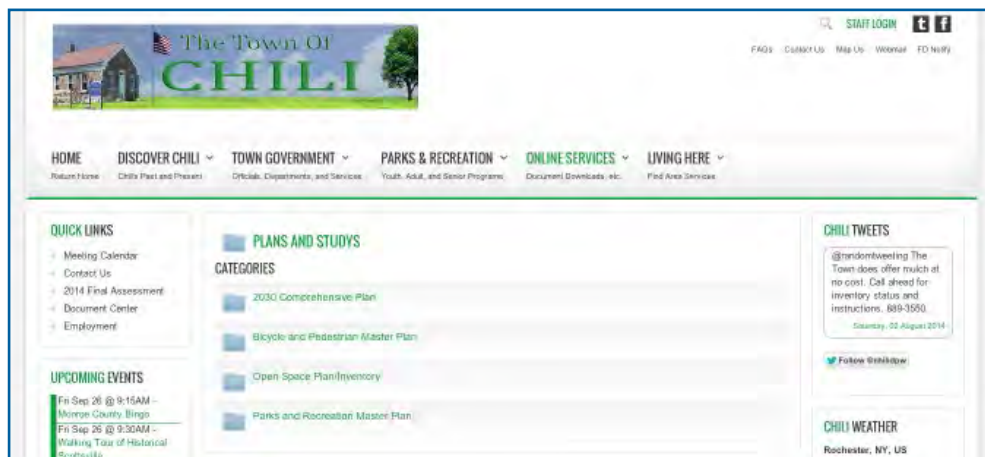
## Town of Chili Comprehensive Plan - 2030

Adopted in November of 2011, the Town of Chili Comprehensive Plan - 2030 is an all-inclusive document that lists the Town's assets, opportunities, and threats as well as its existing conditions, goals, and recommended actions. Within the Comprehensive Plan, efforts to enhance bicycle and pedestrian facilities are listed under the housing, built environment, commercial and light industrial land uses, and transportation goal areas.

It is recommended that the Town establish neighborhood design standards that include pedestrian and bicycle amenities. Furthermore, the Plan suggests that the Town work with developers to ensure that there is an adequate bicycle and pedestrian network throughout the Town's commercial districts, light-industrial districts, and office parks.

The Transportation objective section holds the most significance in relation to this Master Plan effort. The following is a sample of the pedestrian and bicycle network recommendations included:

- » Prepare a Pedestrian/Bicycle Circulation Plan as part of overall Transportation Plan to guide Capital Highway Improvement Projects as well as others
- » Establish a Town Trails Committee to champion a Trails Master Plan
- » Provide highway shoulders that can be used for bike traffic
- » Complete detailed streetscape Plan for Chili Avenue Corridor to include pedestrian and bicyclist amenities
- » Consider establishment of sidewalk districts throughout the Town
- » Develop Town-wide Sidewalk Plan and Map and establish a Sidewalk Fund
- » Work with local municipalities, major employers, and institutions to promote walking and biking activity
- » Where possible, physically separate pedestrian paths and bikeways from roads carrying large volumes of traffic
- » Employ appropriate signage and traffic controls for multi-modal transportation system



The Town has posted digital copies of each of these Plans on their web page in the “Document Center”

# Zoning Summary



Within the Town of Chili Zoning Code, consideration is given to pedestrian and bicycle access when in the context of special uses, planned unit development districts, site plan approval, mobile home parks and subdivisions. A majority of the language, however, focuses on pedestrian traffic only. The following is a summary of each Town Code section with respect to the goals of this Plan.

## Ch. 500: Zoning

### §29 Special Use Permits

As part of the approval standards for a Special Use Permit, the Town Planning Board must give consideration to the circulation of said proposed special use. Section 500-29(R)(5) states:

“The interior circulation system shall... provide for the convenience and safety of vehicular, pedestrian, and bicycle movement within the site and in relation to adjacent areas or roads.”

### §22 Planned Unit Development District

When providing a recommendation to the Town Board for the consideration of a PUD District, the Planning Board must include a summary of the compliance of the proposed roadway and pedestrian system with regard to the Town’s design principles in their report.

### §39: Preliminary Site Plan Approval

Preliminary site plan applications must include a statement on vehicular and pedestrian facilities and access and any existing or future problems expected. In order for the Planning Board to approve a preliminary site plan, they must consider the adequacy and arrangement of pedestrian traffic access and circulation.

### §41: Special Requirements

This section outlines additional requirements for the Site Plan Approval of multi-family or other multi-residential developments. The following excerpt from Section 500-41(D)(4) states that internal sidewalks shall be provided within all newly developed multi-family sites:

“Sidewalks shall be provided and be integrally designed so as to provide safe and convenient access between buildings, and between buildings and internal recreation, parking, and service areas.”

### §57: Trailers and Mobile Homes

Trailers and mobile homes are permitted within the Town of Chili as part of a Trailer Home Park. The Street, Parking, and Walkway Requirements of Trailer Home Parks state that all parks shall have paved walkways at least four feet in width. The Planning Board shall determine the location of said sidewalks.



## Ch. 439: Subdivision of Land

### §24: Street Improvements

The street improvement requirements of the Subdivision of Land Chapter with regard to pedestrian facilities are as follows:

“Concrete sidewalks at least five feet wide shall be required on both sides of all arterial and collector level streets. They may also be required within pedestrian easements through blocks to provide a system of pedestrian walkways to schools, parks and other community facilities. Sidewalks should be two feet from the property line inside the right-of-way...”

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**As described in the Town of Chili Comprehensive Plan, the Town’s Architectural Advisory Committee (Chapter 12 of the Town Code) could play a more active role in providing recommendations to the Planning Board for implementing the increased pedestrian and bicycle access goals of this Plan.**

## Roadway Ownership

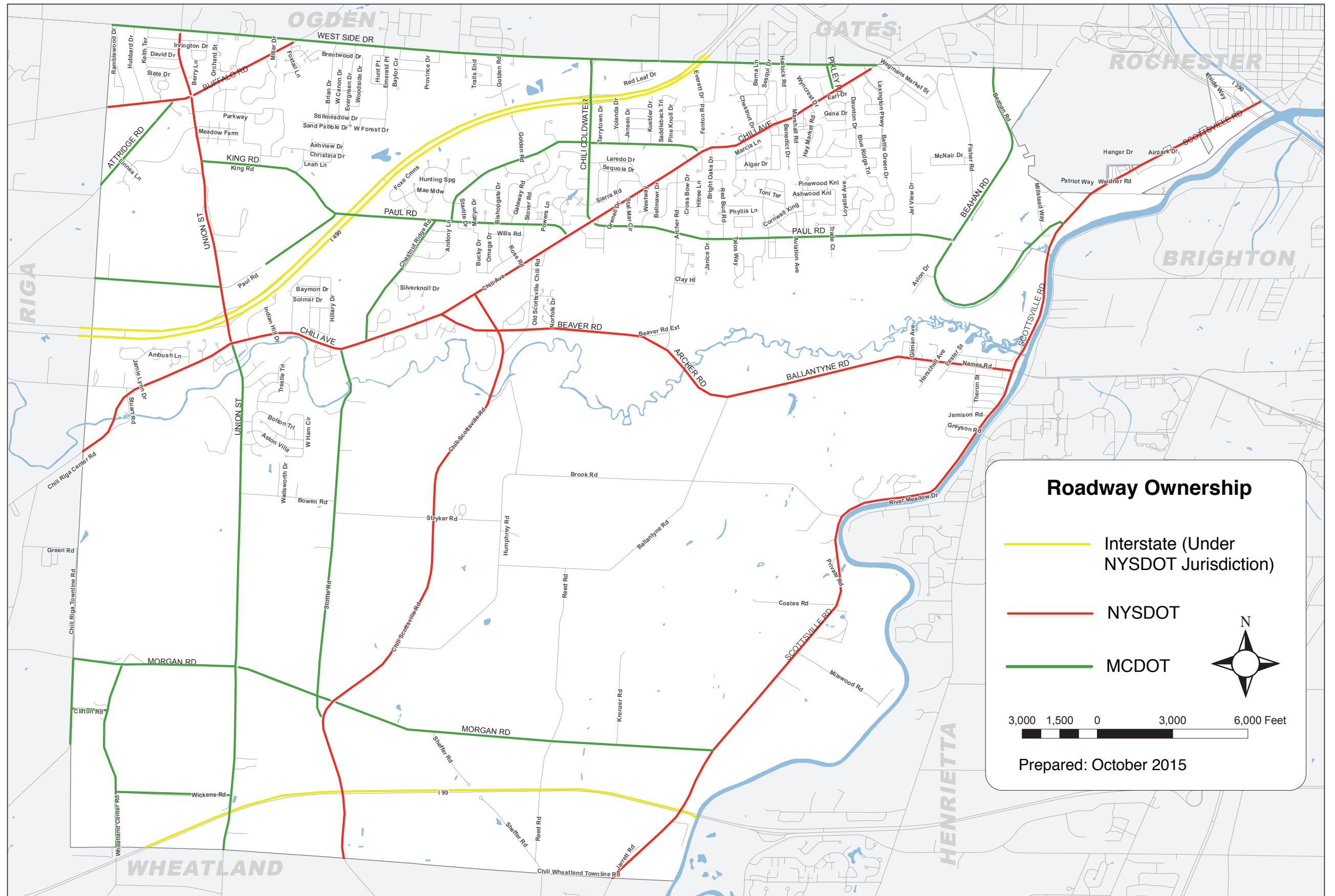
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The Town of Chili’s road network is comprised of town, county, and state roads as well as two interstate highways. Figure 3 on the opposing page is a map indicating roadway ownership throughout Chili. The Interstates include I-490 spanning the northwest quadrant and I-90 running across the southernmost portion of the Town. The agencies in charge of all state and county roads include the NYS Department of Transportation and Monroe County Department of Transportation respectively.

Maintenance of each of these roadways is generally left to the care of the owning-agency; however, the Town has agreed to maintain the existing sidewalk network. When the Town begins to implement the recommendations contained within this Plan, coordination with the appropriate DOT will be necessary to determine the extent of bicycle and pedestrian facility improvements as well as individual maintenance responsibilities.

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# Figure 3: 2015 Bicycle & Pedestrian Master Plan



# Traffic Summary

The map on the following page (Figure 4) has been included to provide a snapshot of existing traffic conditions for the major roadways within the Town of Chili. The information contained on this map will help to identify the Town's needs and opportunities, as well as the feasibility of the Plan's recommendations.

## Crash Data

According to the crash data provided by the Genesee Transportation Council, there was a total of 19 bicyclist collisions and 13 pedestrian collisions from 2009 to 2012 within the Town of Chili. The exact locations of these accidents is show in Figure 4 on the following page with red user icons.

## Traffic Volume Data

Also shown in Figure 4 is the overall traffic volume data for the Town's major roadways. The Annual Average Daily Traffic (AADT) estimates are based on 2012 data from the NYSDOT. Based on this information, Buffalo Road, Chili Avenue, and Union Street north of Chili Avenue all carry an AADT of more than 6,000 vehicles, which indicates that they are the more heavily utilized roadways.

Additionally, the map indicates that there are a number of low-volume roadways, like Old Scottsville Road, Chestnut Ridge Road, and Ballantyne Road that carry an AADT between 1,001 and 3,000 vehicles. As a result, these roadways may be able to provide alternate routes for pedestrians and bicyclists that wish to avoid heavier traffic conditions elsewhere in the Town.



**Buffalo Road and Union Street  
intersection (North Chili) looking east.**



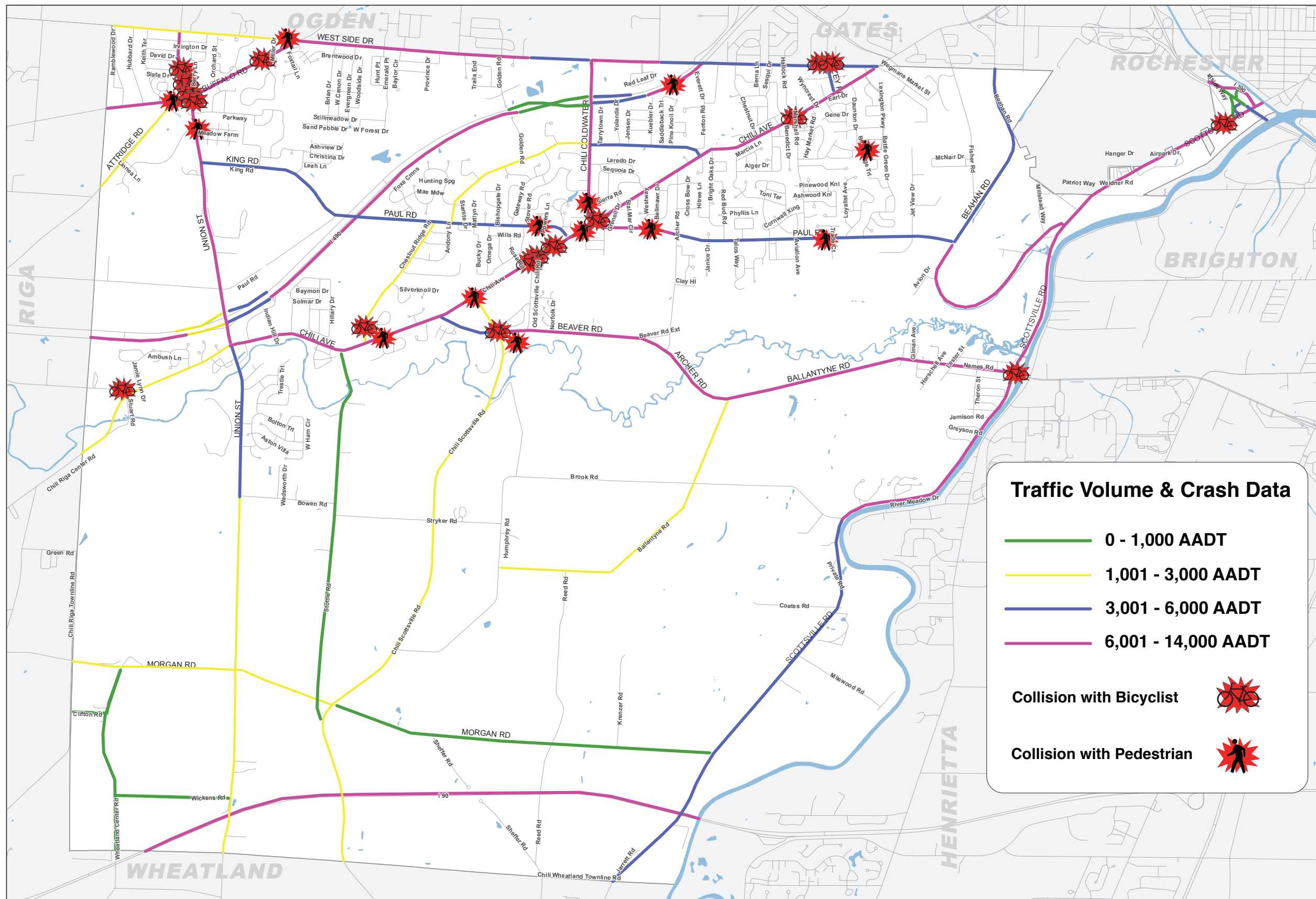
**19 Recorded Accidents  
Involving Bicyclists from  
2009-2012**



**13 Recorded Accidents  
Involving Pedestrians from  
2009-2012**



**Figure 4:  
2015 Bicycle & Pedestrian Master Plan**



**Town of Chili - 2015 Bicycle and Pedestrian Master Plan  
Traffic Summary Map**

3,000 1,500 0 3,000 6,000 Feet

PREPARED 05/28/15



# Existing Pedestrian Network

## Pedestrian Level of Service (PLOS)

To improve walking, it is important to measure the current road conditions affecting the pedestrian experience. Pedestrian Level of Service (PLOS), a measure of pedestrian comfort in a road segment, is an important tool to gauge overall road environment across several variables. It is determined by both design and performance factors using an industry standard formula that produces a numerical score (1-5.5), which is then converted to a letter rating (A-F). The following factors contribute to the PLOS rating, listed in no particular order:

- » Amount of travel lanes per-direction
- » Width of outside travel lane
- » Width of shoulder, bike lane, or parked area
- » Annual Average Daily Traffic (AADT) count
- » Speed limit
- » Percentage of heavy vehicles (Class F4-F13 vehicles)
- » Federal Highway Administration Pavement condition rating
- » Percentage of road with occupied on-street parking
- » Percentage of road with sidewalks
- » Sidewalk width
- » Width of sidewalk buffer (often the tree lawn or gutter area)
- » Average distance between street trees in the right of way

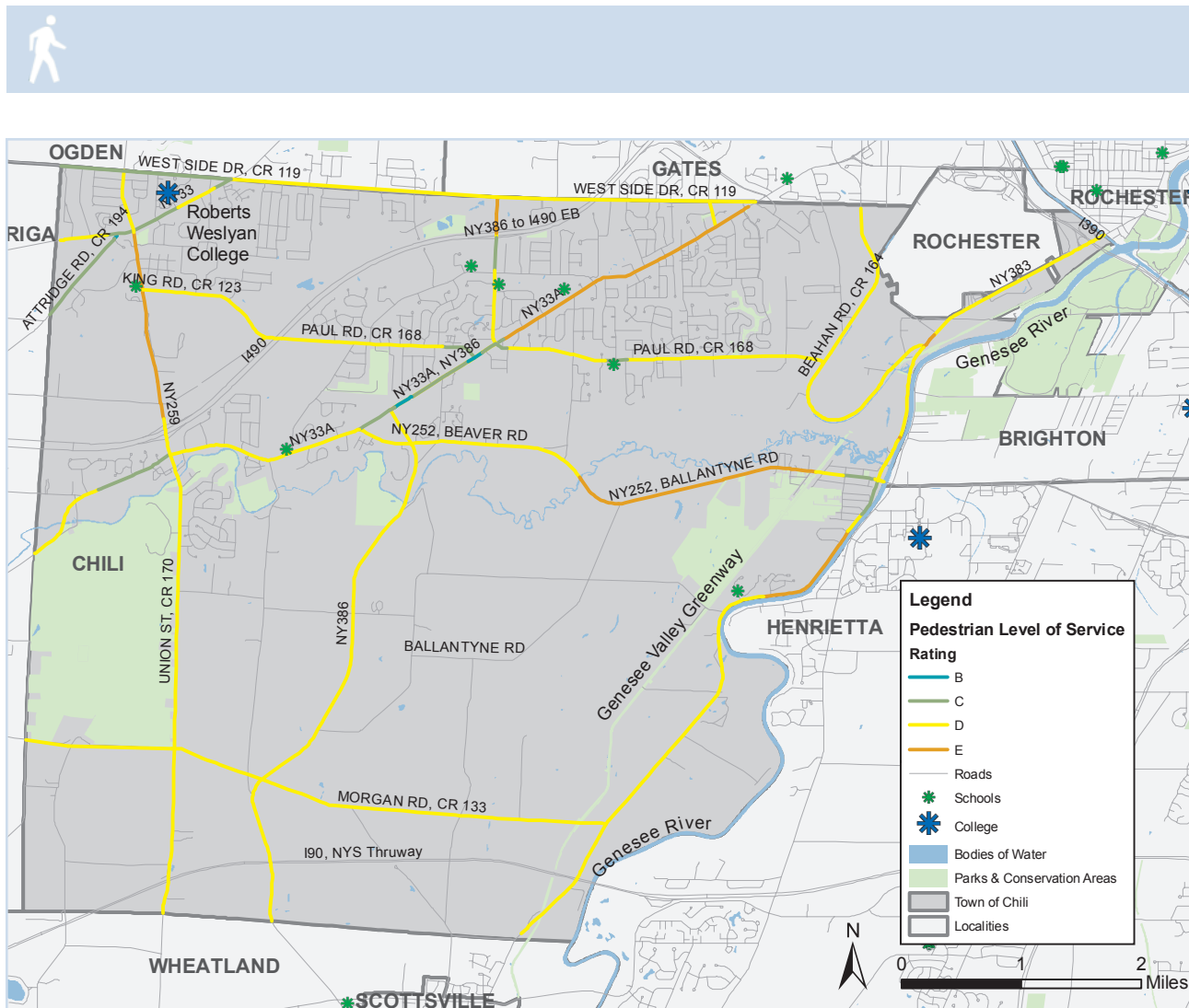
After each factor is recorded and calculated, the rating is assigned. The table below describes each rating in further detail.

Rating	Low	High	Compatibility Level
A	1	1.5	Extremely High
B	1.51	2.5	Very High
C	2.51	3.5	Moderately High
D	3.51	4.5	Moderately Low
E	4.51	5.5	Very Low
F	5.5		Extremely Low

After PLOS is calculated, the community benefits from a stronger understanding of the strengths and weaknesses in its walking network. Further, the PLOS can inform future investments in the transportation network, such as building new sidewalks in low-performing areas, planting street trees, or planting new tree lawns.

Presence of sidewalks and street trees are major factors in the PLOS rating. Unfortunately, many of the Town's arterials and collector roads do not have sidewalks and there are few trees fully within right-of-ways. Many of the arterial and collector roads were given a PLOS rating of "D", or moderately low level of service. To improve the PLOS, sidewalks should be considered on roads like Chili Avenue (Route 33A) and Paul Road in the northeast section of Chili. These roads serve residential, commercial, and community service land uses. Sidewalk development in these areas is more likely to improve the quality of life than in less developed areas.

**NOTE:** Data for the PLOS was provided by Monroe County Department of Transportation and New York State Department of Transportation. Additionally, some data was collected using Google Earth.



**Figure 5: Existing Pedestrian Level of Service Ratings**

As an example of how physical changes can improve PLOS consider Paul Road near the Paul Road Elementary School. The table below illustrates the impact of adding sidewalks and street trees on the PLOS rating.

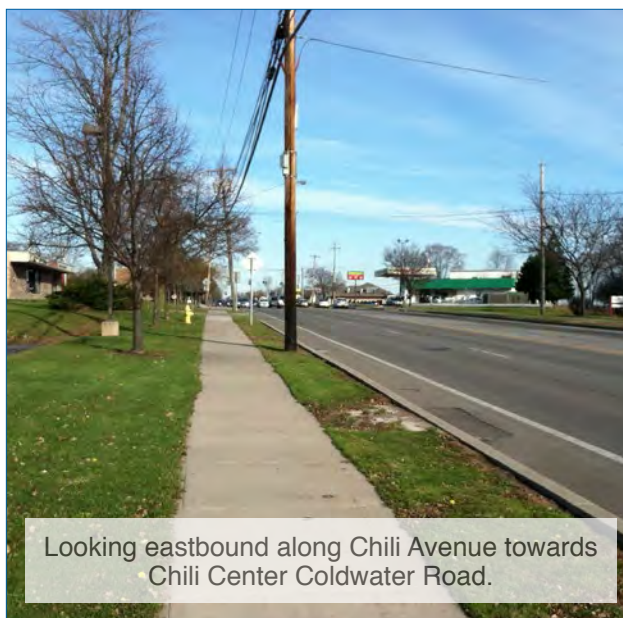
Paul Rd (Paul Road Elementary School)	Existing PLOS	Potential PLOS
Existing Conditions – no sidewalks or street trees	D (4.25)	
1) Add sidewalk on one side		D (3.66)
2) Add sidewalk on one side and street trees		C (3.50)
3) Add sidewalks on both sides		C (3.08)
4) Add sidewalks on both sides and street trees		C (2.76)





Entrance to Cottage Grove along Buffalo Road.

Sidewalk connectivity is a pedestrian issue within the Town. Like the photo above, some sidewalks have been developed in segments that end abruptly, where the potential exists to tie into the existing network.



Looking eastbound along Chili Avenue towards Chili Center Coldwater Road.

Pedestrian safety and comfort is increased when sidewalks have a buffer from traffic, like the grass in the photo above.



Buffalo Road at Attridge Road intersection, in North Chili.

Large intersections, like the one above, can feel uncomfortable for pedestrians. Clearly marked crosswalks and signage can help increase their safety.



## WalkScore®

WalkScore is a free online tool that helps measure the walkability of a particular street or address. In order to calculate the WalkScore of an area the site evaluates the following:

- » Pedestrian friendliness measured by urban planning metrics (e.g. average block length and intersection density)
- » Proximity to commercial, recreational, and educational destinations
- » Ability to complete errands on foot
- » Availability and proximity to public transit

Because the land use, average block length, and intersection densities within the Town of Chili vary so greatly, the WalkScore changes from neighborhood to neighborhood. This can be seen in the WalkScore summaries for each of the Plan's focus areas to the right.

An individual home's assessed value could increase anywhere from \$700 to \$3,000 for every one-point increase in that neighborhood's WalkScore.

- CEOs for Cities, 2009 Report

WalkScore  
**63**

**N**orth Chili is considered a "somewhat walkable neighborhood" with an overall WalkScore of 63. Some errands within this focus area can be completed on foot, as there is a relatively significant offering of restaurants and retail destinations within a 15 minute walk of the area's core. The focus area also provides access to two transit stops on the number 8 line Chili / East Main. Neighborhoods south of Buffalo Road and north of Westside Drive, however, generally have a much lower WalkScore of about a 10.

WalkScore  
**37**

**C**hili Center has an overall WalkScore of 37, which indicates that it is a "car dependent" focus area. Due to the vehicular oriented nature of the area and lack of ability for residents to reach most retail and restaurant offerings within a 15 minute walk of the commercial core, most errands require residents to use a car. There are, however, 14 transit stops within the focus area, 10 of which are located along Chili Avenue for the number 8 line. Anywhere outside of a quarter-mile of the focus area's main intersections causes the WalkScore to drop significantly to the low teens.

WalkScore  
**17**

**W**est Chili is also a "car dependent" focus area with a WalkScore of 17. By far the least walkable of all the focus areas, West Chili has no availability of transit and a very limited availability of retail or restaurant offerings. Additionally, the overall lack of sidewalks throughout the neighborhoods in the area contributes to the low WalkScore, which is pretty consistent throughout the entire focus area.



# Existing Bicycle Network

## Bicycle Level of Service (BLOS)

To improve bicycling, it is important to measure the current road conditions affecting the bicycling experience. Bicycle Level of Service (BLOS), a measure of bicycle comfort in a road segment, is an important tool to gauge overall road environment across several variables. It is determined by both design and performance factors, and like the PLOS, is identified through a numerical score (1-5.5) and a letter rating (A-F). The following factors contribute to the BLOS rating:

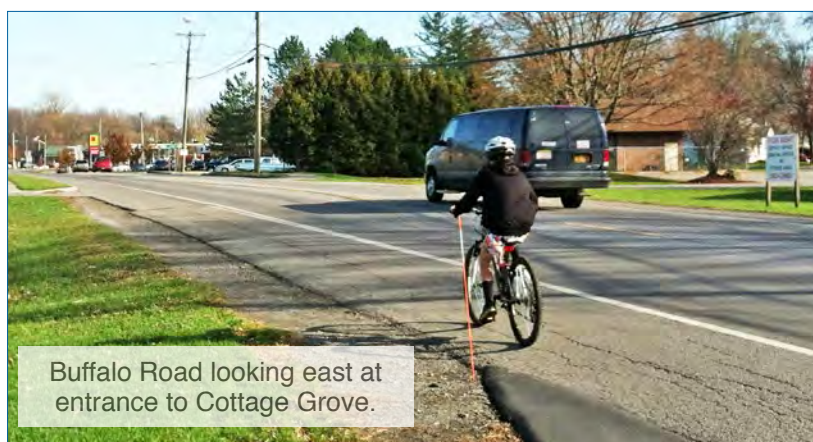
- » Amount of travel lanes per-direction
- » Width of outside travel lane
- » Width of shoulder, bike lane, or parked area
- » Annual Average Daily Traffic (AADT) count
- » Speed limit
- » Percentage of heavy vehicles (Class F4-F13 vehicles)
- » Federal Highway Administration pavement condition rating
- » Percentage of road with occupied on-street parking

After each factor is recorded and calculated, the rating is assigned. The table below describes each rating in further detail.

Rating	Low	High	Compatibility Level
A	1	1.5	Extremely High
B	1.51	2.5	Very High
C	2.51	3.5	Moderately High
D	3.51	4.5	Moderately Low
E	4.51	5.5	Very Low
F	5.5		Extremely Low

Shoulder width and AADT are major factors in the BLOS rating. Fortunately, many segments of the Town of Chili's arterials and collector roads have sufficiently wide shoulders and relatively low traffic volume, which contributes to a "C" or better rating. However, the shoulder conditions can vary greatly on some roads, such as Chili Avenue. Overall, most received a "B", "C", or "D" rating. Additionally, road segments with high traffic volume and heavy vehicles present unique challenges to bicyclists, such as Chili

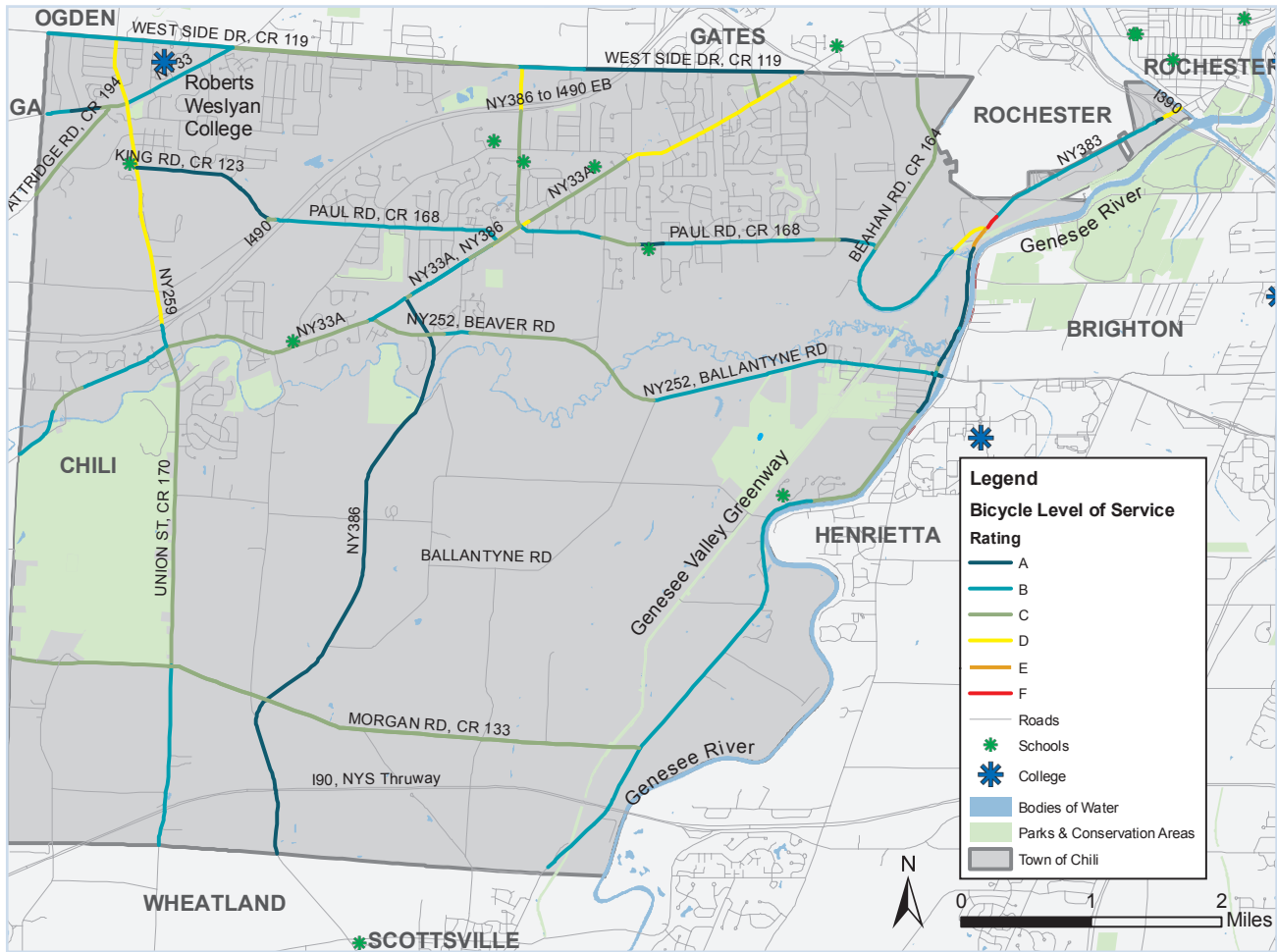
Avenue where it runs through Chili Center. In many of these busy areas the provision of wider shoulders that are well-maintained or the addition of dedicated bike lanes will serve to improve the overall accommodations for bicyclists.



Buffalo Road looking east at entrance to Cottage Grove.

The condition and size of roadway shoulders has a significant impact on the level of service for bicyclists. The photo to the left shows a teen riding on a shoulder of moderate width. A larger space between the rider and traffic would increase the BLOS as well as the rider's level of comfort, while supplemental pavement markings or signage would also improve biker awareness of the need to ride in a direction with traffic and not opposed to it.





# INVENTORY & ANALYSIS

**Figure 6: Existing Bicycle Level of Service Ratings**

As an example of how physical changes can improve BLOS consider Union Street near Black Creek Park. The table below illustrates how extending the width of the paved shoulder would have a positive impact on the BLOS rating.

Union Street (near intersection of Fulham Place)	Existing BLOS	Potential BLOS
Existing Conditions – 4’ paved shoulder	C (2.85)	
1) Extend paved shoulder to 6’		B (2.01)
2) Extend paved shoulder to 8’		A (1.01)

**NOTE:** Data for the BLOS was provided by Monroe County Department of Transportation and New York State Department of Transportation. Additionally, some data was collected using Google Earth.

# Bicycle Network Resources

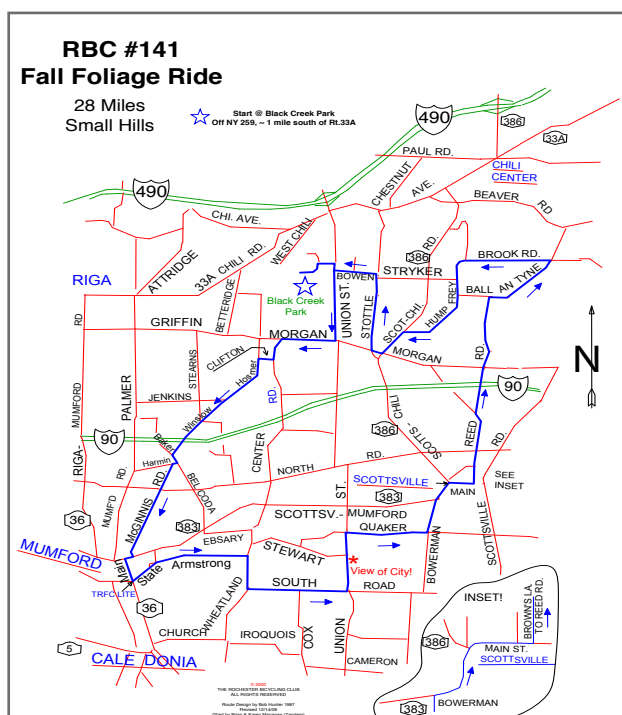
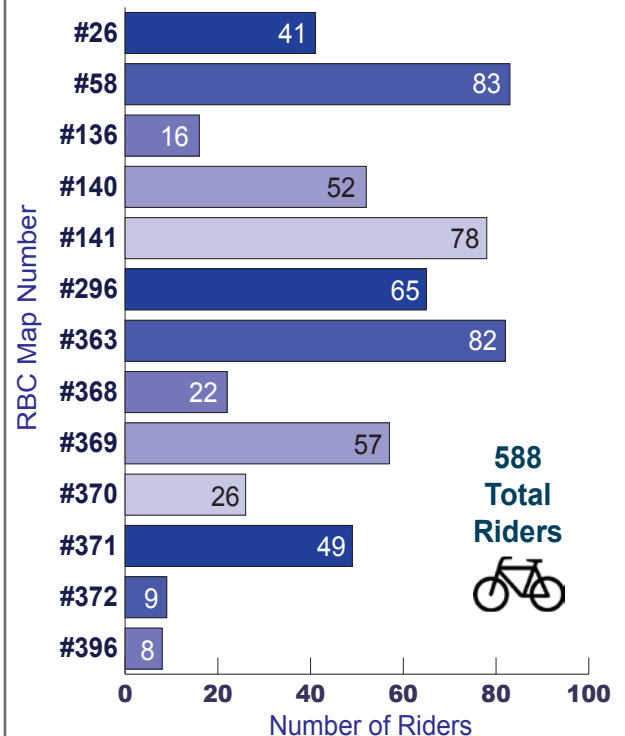


The Rochester Bicycling Club (RBC) is a resource for cyclists all throughout the Finger Lakes Region. Membership to the RBC has many benefits for cyclists, whether they ride for sport, recreation, health, or transportation. Included in these benefits are member submitted maps that depict tested bike routes of varying lengths and intensities traveling across the many towns and villages of the region.

There are 13 RBC rides that take cyclists in and through the Town of Chili. These maps were created based on member submitted rides. As part of this Bicycle and Pedestrian Master Plan, RBC provided the Town with maps of the following routes:

- » 026 Bergen Swamp Ride
- » 058 Chili Center - Caledonia
- » 136 Chili - Avon
- » 140 North Chili - Churchville
- » 141 Fall Foliage Ride
- » 296 Six Towns Tour
- » 363 Black Creek Fowlerville
- » 368 Paul Road to Clifton
- » 369 Paul Road to Mumford
- » 370 Paul Road to Rush
- » 371 Paul Road to Scottsville
- » 372 Chili Counter Clockwise Course
- » 396 Chili Center - Oatka Creek

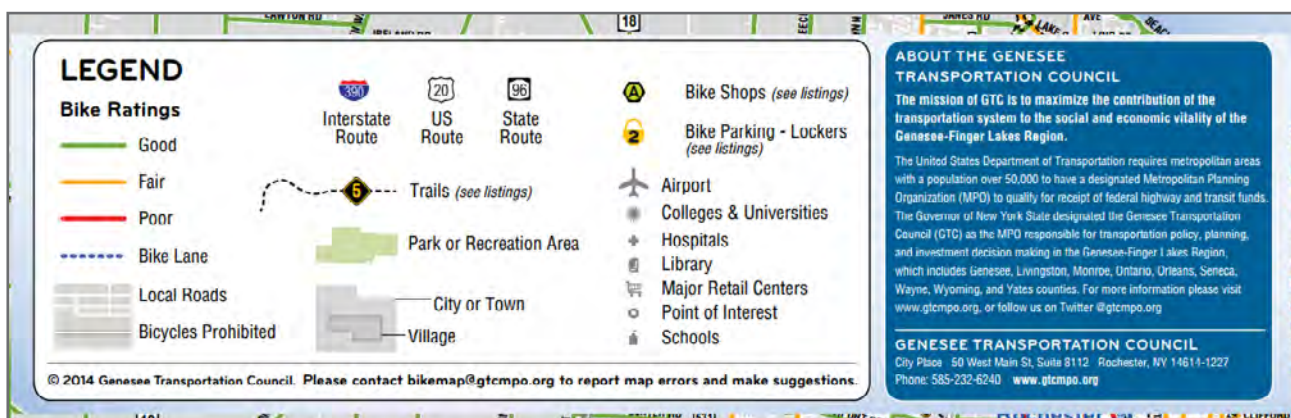
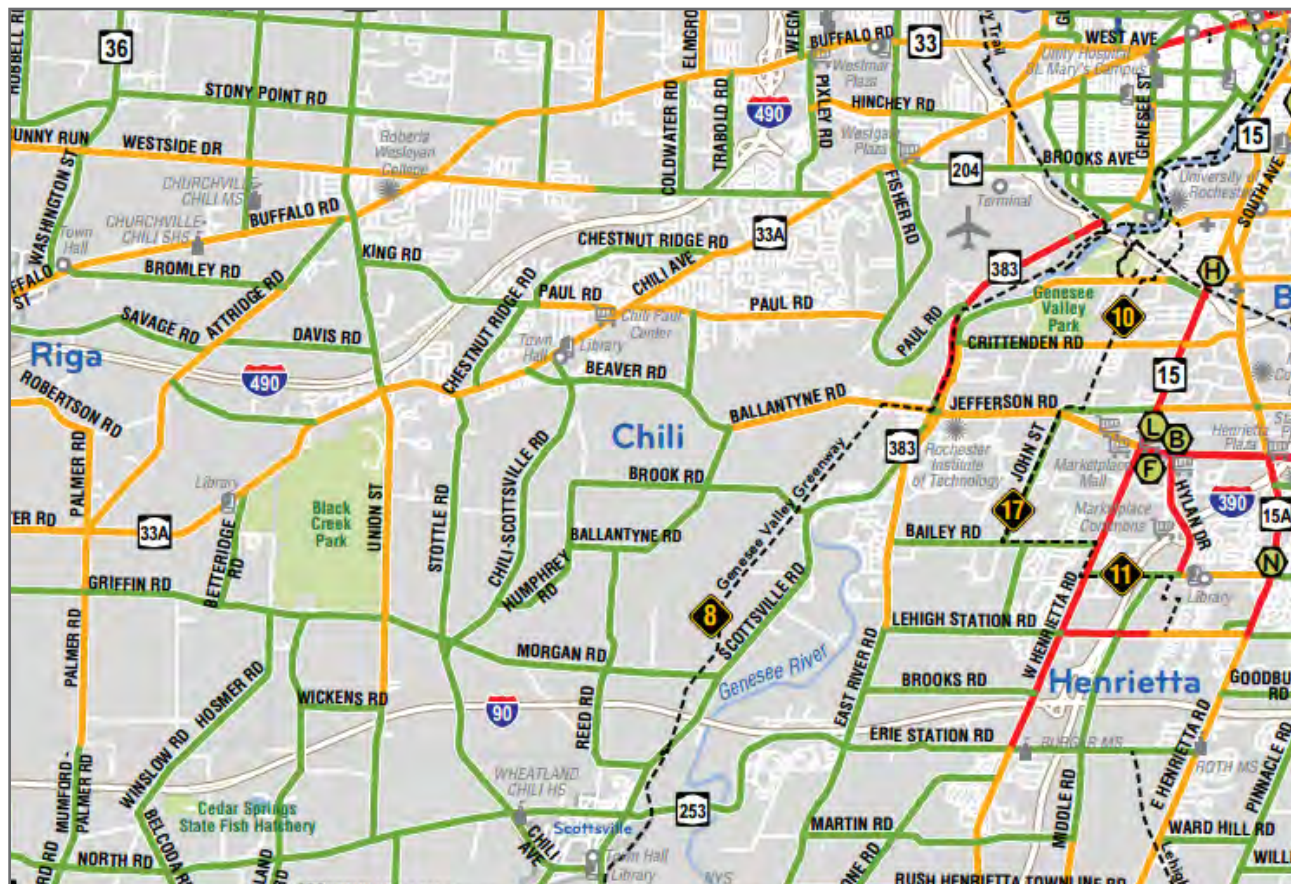
**Number of Riders on RBC-Led Rides**  
By Map Number (2010 - 2013)



*The map to the left is an example of the type of map made available to RBC members. Reproduction of this map is prohibited without permission by RBC.*



## Genesee Transportation Council (GTC)



Above is an excerpt of the 2014 Greater Rochester Area Bicycling Map prepared by the Genesee Transportation Council that has been edited to show the bike ratings for the Town of Chili. The bicycle ratings are provided by volunteer members of the Rochester Bicycling Club who are experienced cyclists. These individuals rate the major roadways on existing road conditions and features such as pavement width, traffic volumes, presence and type of shoulders, and posted speed limits. The complete version of this map can be found online at [www.gtcmapo.org](http://www.gtcmapo.org).





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