

# Needs & Opportunities



*Based on the 2008-2012 American Community Survey estimates, 4.5% of households within the Town are zero-car households, this translates to over 500 households with an average size of 2.4 people per home.*

## NEEDS & OPPORTUNITIES



Looking east down Buffalo Road  
towards Union Street.



# Needs & Opportunities

The purpose of this section is to outline the needs and opportunities identified during the first phase of the planning process. These observations are based upon the information discovered through the completion of the inventory and analysis and the input gathered from the community. This input was provided by the Steering Committee, through the results of the community survey, and at the senior, youth, and community workshops. A set of observations was compiled for the Town as a whole, as well as for each focus area. These observations represent potential opportunities for improvement to the existing bicycle and pedestrian network. To better appreciate these observations, maps of each focus area have been created that highlight not only the location of these opportunities, but also a snapshot of existing bike and pedestrian conditions for context.

The following opportunity maps are not intended to serve as the Plan's recommendations, but rather provide a base for discussion of the future potential of Chili's bicycle and pedestrian transportation network. The options for addressing these needs and capitalizing on these opportunities will be identified in the various alternatives to be developed in the next phase of the planning process. Ultimately, the preferred alternatives will serve as the basis for the Plan's recommendations.

In order to develop a more bicycle and pedestrian friendly transportation network within Chili, physical improvements need to be made both within and outside of the public right-of-way. A preliminary assessment of the available rights-of-way has been completed by Lu Engineers. Based upon this assessment, there is generally enough right-of-way to accommodate all of the opportunities identified in this section. In order to be truly successful, the Town must also address needs and opportunities outside of the public right-of-way. As a result, this Plan will determine public and private actions that will need to be undertaken such as policy and regulatory changes, building and site design standards, and the provision of facilities on private property.



Sign installed by the Town on a temporary two week basis to improve driver awareness in areas with documented traffic related concerns.

## Retrofit vs New Construction

The Town has always been an attractive place to live and do business. Over the past three to four decades a significant amount of residential and non-residential development has occurred in Chili. The pace of this growth has fluctuated but new housing, commercial establishments, and industrial facilities are continuing to be built. As a result, Chili has two types of needs and opportunities. The first is associated with "retrofitting" existing built areas. This will require partnerships with property owners to improve bicycle and pedestrian accommodations. The second type consists of requiring a higher level of bicycle and pedestrian facilities during the development approval process.



## Complete Streets



### What are they?

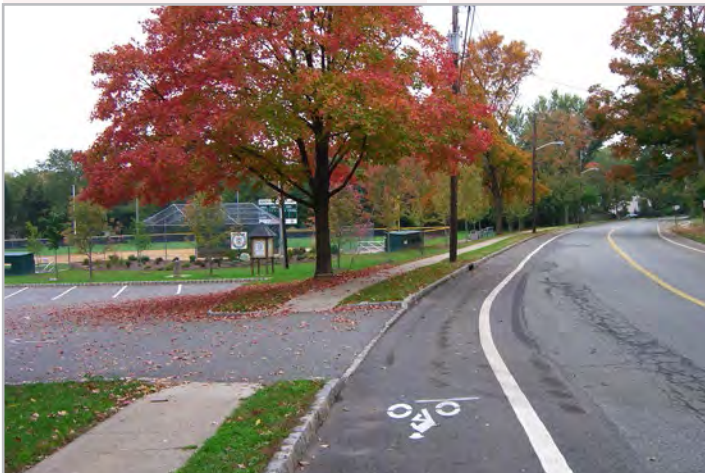
Complete streets are those that are designed for all types of users, regardless of age or ability. They accommodate a balance of pedestrians, bicyclists, motorists, and public transportation users by addressing the needs of each within the public and private space available. There are no specific design guidelines for a complete street, rather the context of the community is used to dictate the type and nature of the facilities that will be provided.

### Benefits

Complete streets **improve safety** for all modes of transportation by providing for each type of user when appropriate. They **promote an active lifestyle** by making it easier and attractive for users to walk or bike on streets. They **improve connectivity and accessibility** within communities. Finally, they also **foster strong communities** by bringing more people to the street, creating a safe, friendly environment for local residents and visitors.

### Types of Facilities

- Sidewalks
- Bike Lanes
- Bicycle Boulevards
- Wide, paved shoulders
- Bus Lanes
- Accessible and Comfortable Bus Stops
- Median Islands
- Frequent and Safer Crossing Opportunities
- Curb Extensions
- Narrower Travel Lanes
- Accessible Pedestrian Signals
- Shared use lanes



Creating a “complete street” does not require the addition of facilities for every type of user (bus, car, bike, and pedestrian). The intent of complete streets is to accommodate users in a way that balances the type of roadway facility and level of traffic, with the anticipated non-vehicular traffic and surrounding land uses.

For example, the images to the left are both complete streets, but each utilize different facilities due to the size and use of each roadway. The image to the top is a neighborhood street that added sidewalks and bike lanes to improve walker and bicyclist safety, while the bottom image is a more heavily utilized collector street turned boulevard with designated space for cars, buses, walkers, and bicyclists.

**Photos:** New Jersey Bicycle & Pedestrian Resource Center - Madison, NJ (Top). North Carolina DOT Complete Streets - East Boulevard Road, Charlotte, NC (Bottom).



# Town-wide

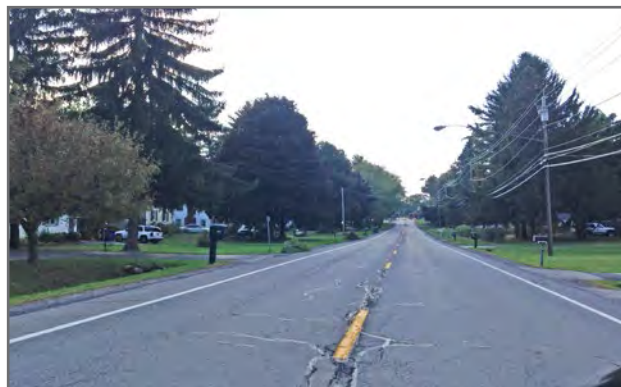
As previously stated, a majority of Chili's population is located north of Black Creek in well established neighborhoods in close proximity to key travel routes. These routes include Paul Road, Chili Avenue, Buffalo Road, Chili Center Coldwater Road, and Union Street. Over the next decade the Town has an opportunity to focus bicycle and pedestrian improvements on these key travel routes. This approach will serve to connect neighborhoods to destinations and promote walking and biking as a means of transportation. The following includes a series of needs and opportunities that apply not only within each focus area, but also throughout the Town as a whole.

## Bicycle & Pedestrian Facilities

- » Improve pedestrian crossings and enhance sidewalk connectivity throughout Chili.
- » Develop an off-road trail network that connects neighborhoods, existing trails, and points of interest throughout the Town and focus areas. The proposed Black Creek Trail, abandoned railroad rights-of-way, as well as the existing Genesee Riverway Trail and Genesee Valley Greenway could be utilized to accomplish this.
- » Foster greater pedestrian and bicyclist safety and connectivity between West Chili and Chili Center.
- » Identify and establish alternative bike routes that provide an alternative route around major thoroughfares and intersections. Roadways with an existing high bicycle level of service would be ideal.
- » Re-stripe or widen major thoroughfares to improve shoulder widths or add bike lanes to improve the level of comfort for bicyclists.
- » Provide bicycle parking and storage at public facilities and private businesses.
- » Provide better bicycle accommodations at major intersections to increase the comfort and visibility of cyclists.

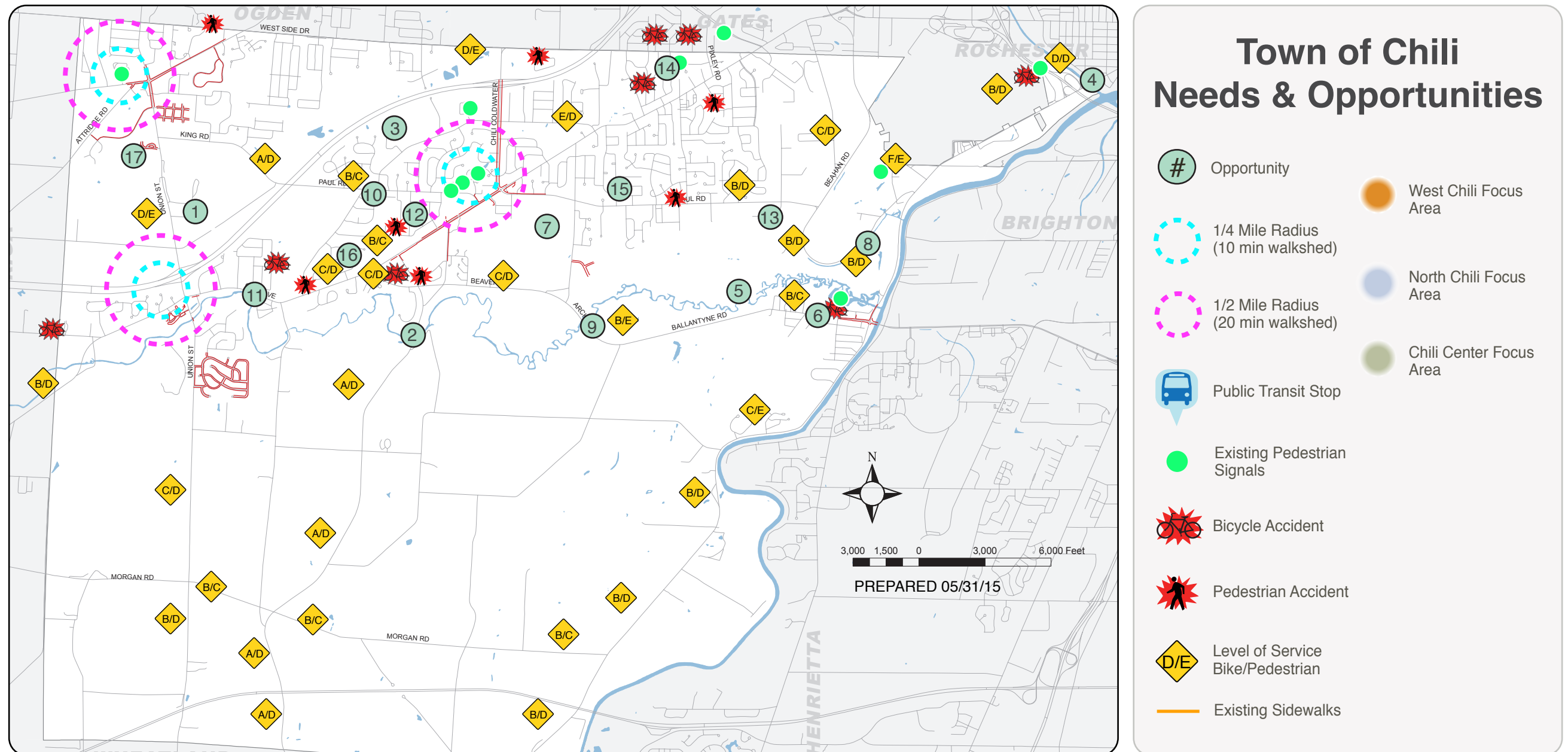
## Regulatory Considerations

- » Require on-site pedestrian connectivity as part of all new development proposals and Site Plan Review applications. New projects should ensure that the on-site circulation network connects to any existing sidewalks.
- » Draft and adopt a Complete Streets Policy for application to current and future transportation network improvements.
- » Reduce the minimum front setback requirement in commercial and residential areas where a high level of walkability is desired (current standard is a 60 foot minimum setback in all Zoning Districts, and a 75 foot minimum along major roadways). This will serve to create a more comfortable and interesting streetscape and foster pedestrian activity.
- » Utilize the recent increase of residents walking or biking to educate and encourage others.



**Need:** Chili Avenue between the Chili Center and West Chili focus areas has little to no on-street facilities for bicyclists and pedestrians (See Opportunity #16).

**Figure 7:  
2015 Bicycle & Pedestrian Master Plan**



**Note:** Detailed maps of each focus area have been provided later in this section.

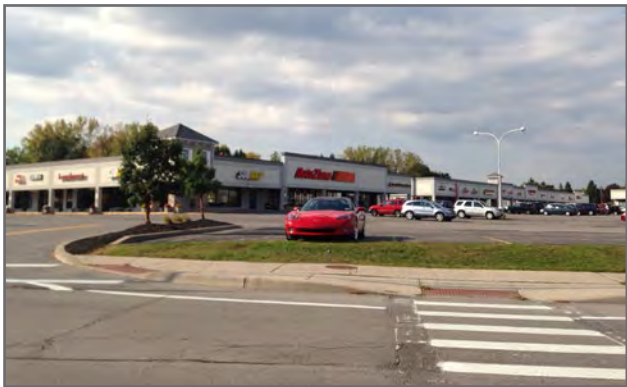
1. Install a bridge over the rail line on Paul Road to improve connectivity.
2. Widen bridge and accommodate better access for bikes and pedestrians.
3. Improve Chestnut Ridge south of Paul Road, as it is currently not as comfortable for pedestrians or bicyclists as compared to the north side.
4. Improve pedestrian and bike connection of the Genesee Riverway Trail to the Genesee Valley Greenway and into the Town of Chili.
5. Allow crossing of greenway and connect to Route 252A, then focus on Route 383 improvements.
6. Widen shoulder on Route 252A as you approach Route 383 to improve bicycle accommodations.
7. Build bike path adjacent to CSX right-of-way from Archer Road to Union Street.
8. Fix and clean the shoulders along Route 383.
9. Provide sufficient shoulder width from Beaver Road to Jefferson Road for comfortable biking to RIT, etc.
10. Create more bicycle and pedestrian access points into Davis Park.
11. Improve crossing on Chili Avenue at Chestnut Ridge Road and/or Stottle Road.
12. Create signage to inform cyclists of CSX rail crossing on Chili Avenue.
13. Create shortcut for bicyclists and pedestrians through Paul Road loop by airport and/or behind the EcoPark.
14. Sweep shoulders along Chili Avenue more often.
15. Sweep shoulders along Paul Road more often.
16. Enhance Chili Avenue to better accommodate bicycle and pedestrian traffic from Union Street to the Town Hall (within Chili Center).
17. Enhance Union Street to better accommodate bicycle and pedestrian traffic from Chili Avenue (West Chili) to Buffalo Road (North Chili).



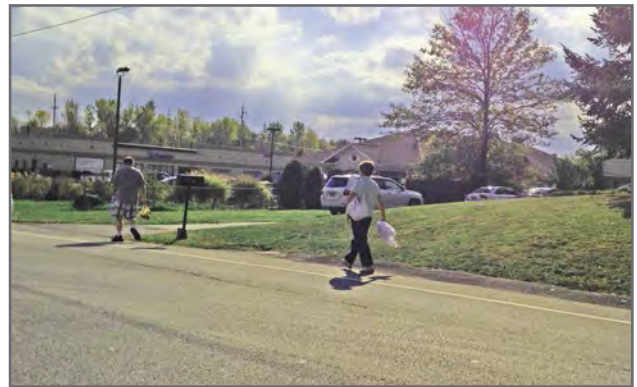
# Chili Center

Chili Center has one of the highest concentrations of residential and commercial development within the Town. Therefore, efforts to provide additional bicycle and pedestrian accommodations in the focus area would positively impact the lives of a large number of residents. There are a number of pedestrian facilities already in place, such as sidewalks, crosswalks, and pedestrian actuated traffic signals. These facilities can serve as the basis of a more comprehensive transportation system. Other needs and opportunities within the focus area include:

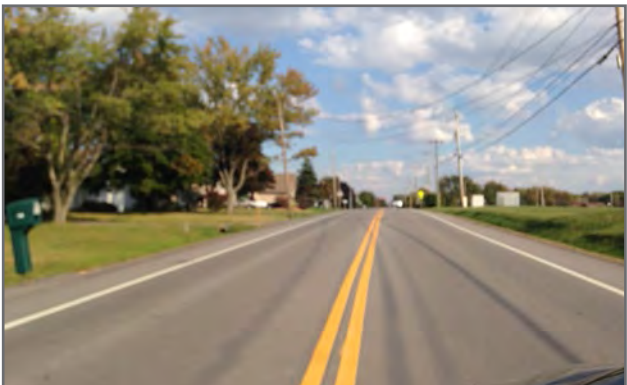
- » Increase the role of Paul Road in the Town's bicycle and pedestrian network.
- » Utilize Chestnut Ridge as pedestrian and bicycle connection between neighborhoods and to Paul Road.
- » Improve turning maneuvers for bicyclists and pedestrians along Chili Avenue.
- » Utilize targeted speed enforcement along Paul Road to improve safety.
- » Complete a Master Plan for the Chili Center focus area.
- » Create pedestrian connections for neighborhood cul-de-sacs that back up to each other.



**Need:** Many plazas have public sidewalks passing immediately adjacent to their site. However, there are no pedestrian facilities guiding you into or through the parking lots to the buildings (See Opportunity #6).



**Opportunity:** Improve coordination of existing pedestrian facilities adjacent to the Memorial Park entrance along Old Scottsville Road (See Opportunity #14).



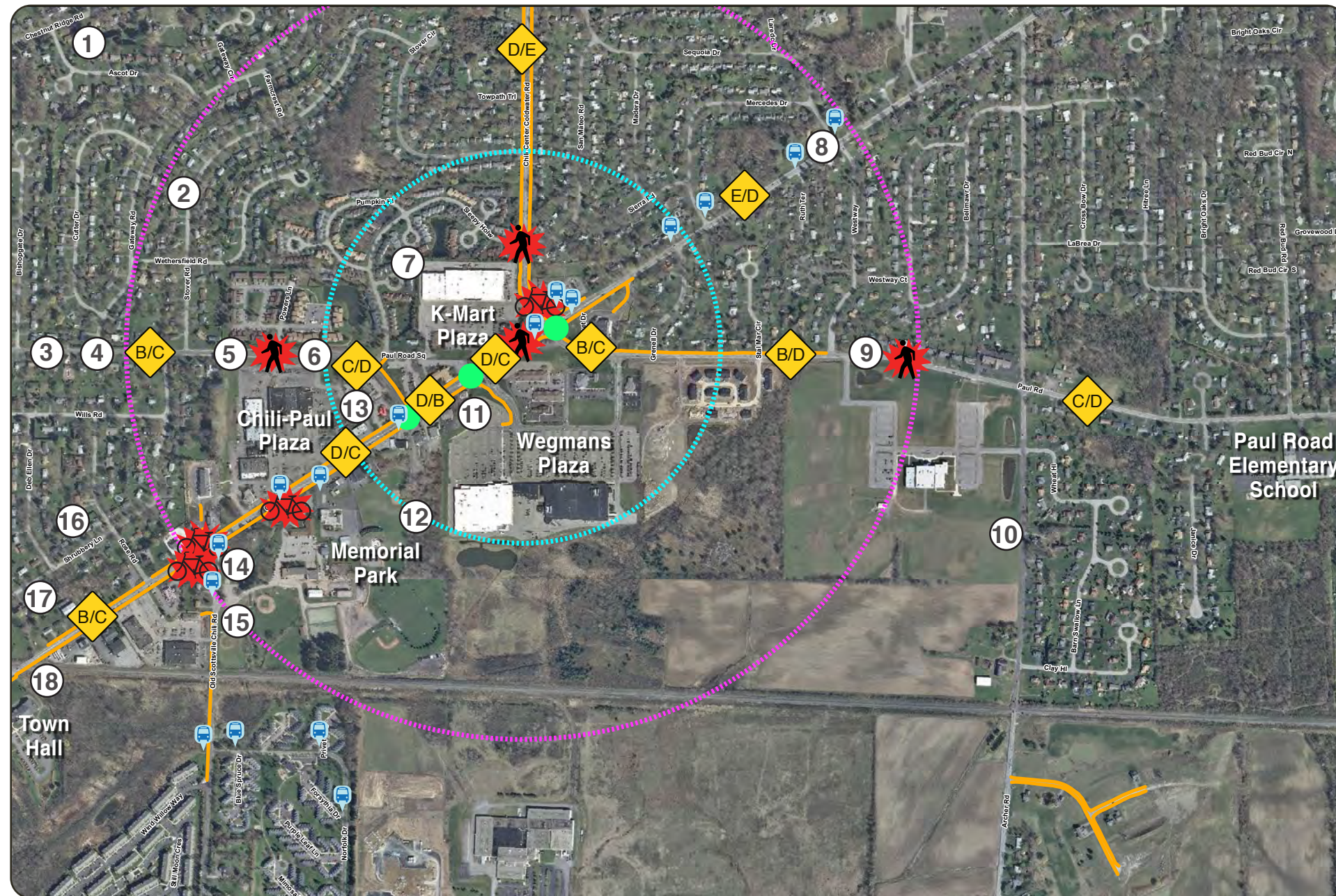
**Opportunity:** Paul Road is used by many students to get to the Elementary School and could be a strong candidate for a complete street (See Opportunity #9).



**Need:** Bikers have a hard time navigating through traffic at this entrance to the Wegman's plaza (See Opportunity #11).



**Figure 8:  
2015 Bicycle & Pedestrian Master Plan**



## Chili Center Needs & Opportunities

- # Opportunity
- 1/4 Mile Radius (10 min walkshed)
- 1/2 Mile Radius (20 min walkshed)
- Public Transit Stop
- Existing Pedestrian Signals
- Bicycle Accident
- Pedestrian Accident
- Level of Service Bike/Pedestrian
- Existing Sidewalks

1. Add sidewalks to Chestnut Ridge.
2. Address cut-through traffic and speeding issues in neighborhoods.
3. Install crosswalk across Bucky Road to provide safe access to Davis Park (west, off map).
4. Develop Paul Road as a complete street from Davis Park to Chili Avenue.
5. Formalize existing pedestrian and bicyclist cut-through from Paul Road to Chili-Paul Plaza.
6. Improve pedestrian and bicycle crossing along Paul Road to Chili-Paul Plaza.
7. Create formalized pedestrian and bicyclist connection from Pumpkin Hill neighborhood to K-Mart Plaza.
8. Develop Chili Avenue as a complete street throughout entire focus area and extend to Westside Drive towards Walmart (northeast, off map).
9. Develop Paul Road as a complete street from Chili Avenue to Paul Road Elementary.
10. Designate bike route along Archer Road and Beaver Road (south, off map) as a bypass for cyclists.
11. Install markings and bike accommodations to protect cyclists turning into Wegmans.
12. Develop an off-road trail connection from Memorial Park to Wegmans.
13. Improve pedestrian connections to and throughout Chili-Paul Plaza, especially from Chili Avenue.
14. Create safer crossing environment to Memorial Park.
15. Create safe crossing environment between Memorial Park and McDonald's.
16. Consider retrofitting cut-through neighborhoods with sidewalks that connect to Davis Park.
17. Formalize connection between Shrubbery Lane and Chili Avenue using the existing drainage-way.
18. Extend sidewalks to Union Street, in the West Chili focus area.





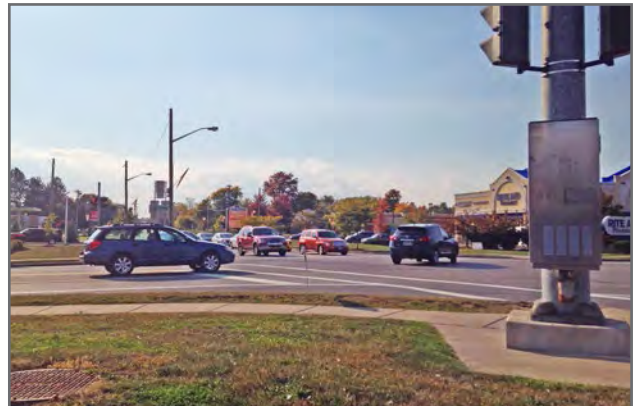
# North Chili

North Chili has two primary travel routes in and out of the focus area; Buffalo Road and Union Street. The area surrounding the intersection of these two roads is referred to as the “four corners.” The four corners area does have pedestrian accommodations including sidewalks and a pedestrian traffic signal. There is an opportunity to build upon the existing sidewalk network to improve the connectivity throughout the focus area and beyond. Other needs and opportunities within the North Chili focus area include:

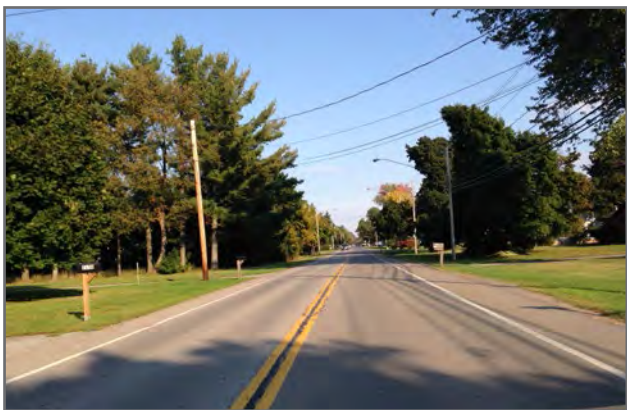
- » Improve the level of comfort for students that walk or bike from the Churchville-Chili Campus to the four-corners area.
- » Extend the public sidewalk network to connect to existing and future residential neighborhoods to the four-corners area.
- » Explore opportunities to create additional street crossings on Buffalo Road and Union Street prior to arriving at the four corners area.
- » Sweep the shoulders of major roadways more often to improve their condition for cyclists and other users.
- » Engage with neighboring municipalities to create unified approach to shared roadways and increase connectivity between towns.



**Opportunity:** Residents of the Cottage Grove Senior Community have created a cut-through to the Town Plaza that terminates in an underused parking lot (See Opportunity #4).



**Need:** The four-corners is a wide intersection with heavy traffic that is difficult to navigate on bike or foot (See Opportunities #10 & 11).



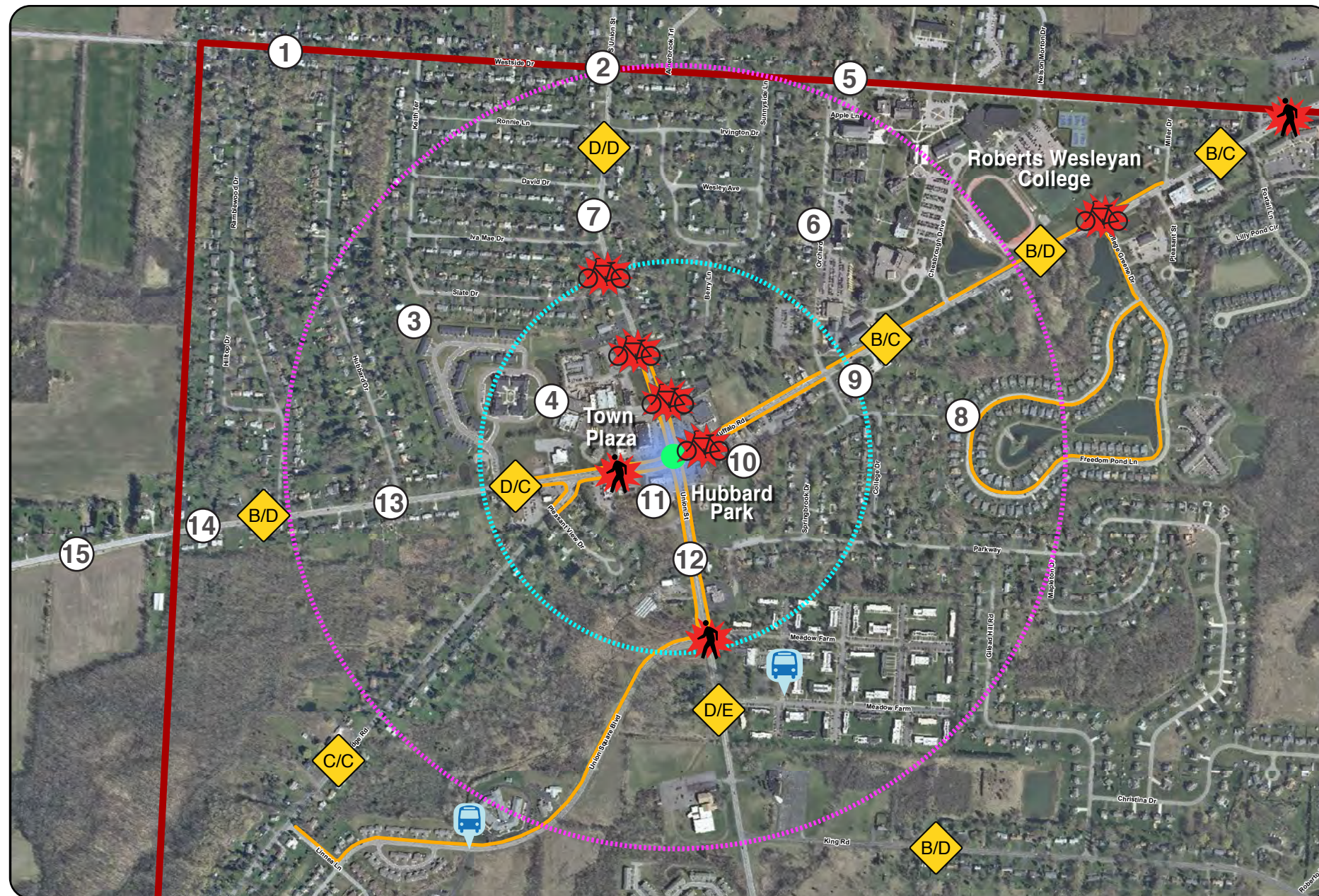
**Opportunity:** Lower traffic volumes along Westside Drive make it a popular alternative route to and from the Churchville-Chili campus for students (See Opportunity #1).



**Need:** The internal Cottage Grove sidewalk currently terminates at the shoulder of Buffalo Road (See Opportunity #13).



**Figure 9:  
2015 Bicycle & Pedestrian Master Plan**



## North Chili Needs & Opportunities

- # Opportunity
- 1/4 Mile Radius (10 min walkshed)
- 1/2 Mile Radius (20 min walkshed)
- Public Transit Stop
- Existing Pedestrian Signals
- Bicycle Accident
- Pedestrian Accident
- Level of Service Bike/Pedestrian
- Existing Sidewalks

1. Work with Riga, Ogden, and MCDOT to make Westside Drive a multi-modal facility for students coming from the Churchville-Chili campus.
2. Improve bicycle facilities at this intersection.
3. Formalize path through secondary fire access from Slate Drive to Cottage Grove community as a pedestrian and bicycle connection.
4. Formalize existing cut-through from Cottage Grove to the Town Plaza.
5. Develop crosswalk to entrance of the cross country running trail.
6. Add sidewalks to Orchard Street to accommodate pedestrian traffic from northeast quadrant to four-corners.
7. Add bike lanes or widen shoulders of Union Street.
8. Formalize existing cut-through from Springbrook Drive to College Green community.
9. Develop a crosswalk across Buffalo Road at the intersection with Orchard Street.
10. Add bicycle accommodations to the four-corners intersection.
11. Improve overall crossing time for pedestrians and cyclists at the four-corners by enhancing the existing facilities.
12. Develop a crosswalk near Hubbard Park or the Fire Hall to accommodate users that cross south of the four-corners.
13. Develop a crosswalk here or at Cottage Grove to accommodate users that cross west of the four-corners.
14. Add bike lanes or widen shoulders along Buffalo Road to help make cyclists feel more comfortable riding with heavy, fast moving traffic.
15. Work with the Town of Riga to add sidewalks to Buffalo Road in an effort to connect the Churchville-Chili school campus to the existing sidewalk network of the four-corners.





# West Chili

West Chili has two primary travel routes in and out of the focus area; Chili Avenue and Union Street. The area surrounding the intersection of these two roads is referred to as the “four corners.” West Chili has the least amount of pedestrian accommodations of the three focus areas. There is only one small segment of sidewalk along the two primary travel routes near the four corners area. It is located on the south side of Chili Avenue and extends from Willowbend Drive to the Byrne Dairy. As a result, there is no current system in place to build upon as one needs to be established and then extended over time. Other needs and opportunities within the West Chili focus area include:

- » Upgrade the four corners area to include pedestrian and bicycle accommodations.
- » Create a public sidewalk network that connects existing and future residential neighborhoods, Black Creek Park, and Union Station Park to the four corners area.
- » Create off-road connection to the Rochester Institute of Technology.
- » Improve conditions of shoulders for cyclists and other users on Union Street and Chili Avenue with more frequent street sweeping.
- » Construct portions of the proposed Black Creek Trail within West Chili.



**Need:** The existing entrance to Black Creek Park includes a crosswalk, but lacks sidewalk connections.



**Need:** The wide shoulder across from Fulham Place occasionally creates a conflict between southbound traffic and bicyclists (See Opportunity #8).



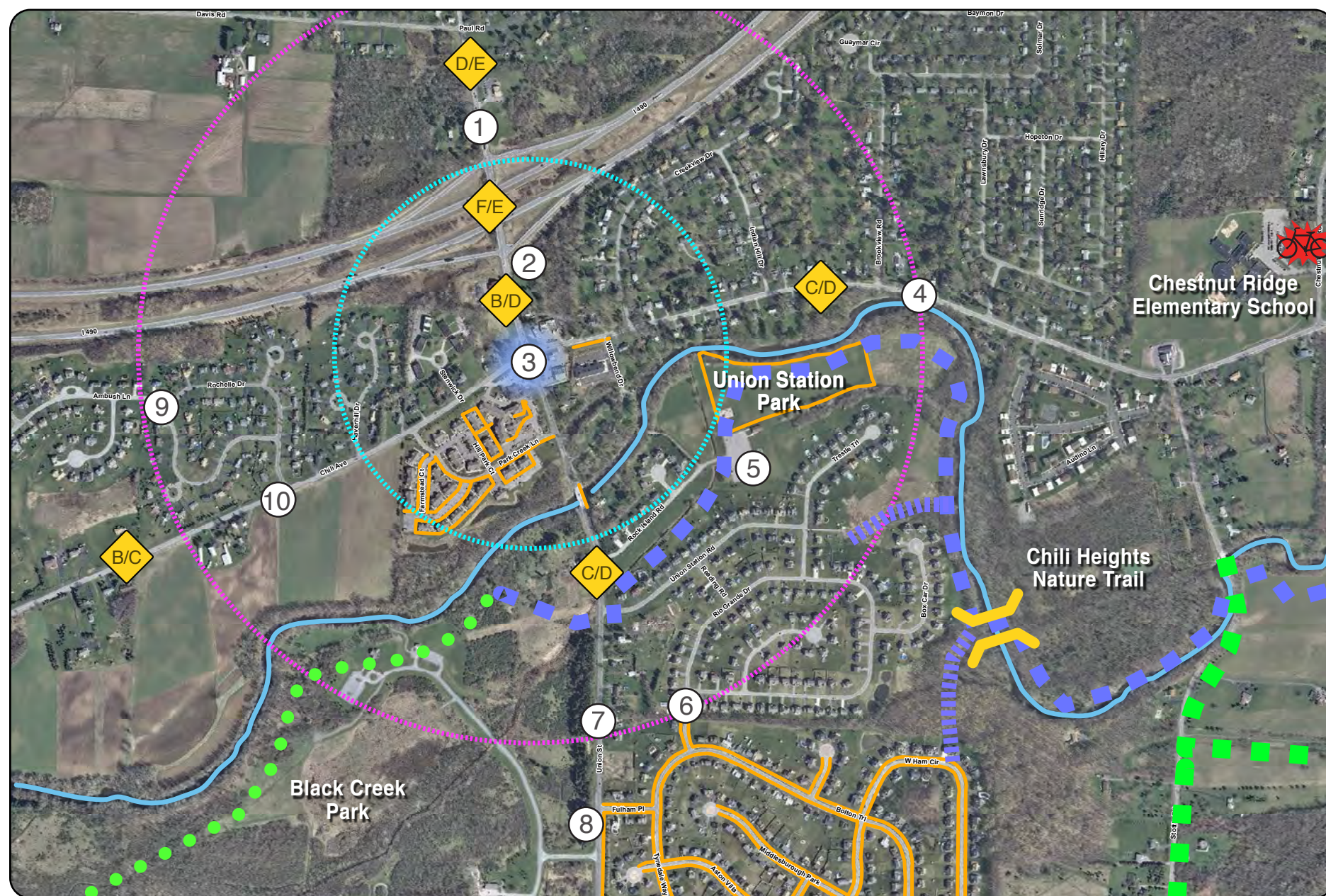
**Need:** Currently there are no crosswalks, pedestrian signals, or bike accommodations at the four-corners (See Opportunity #3).



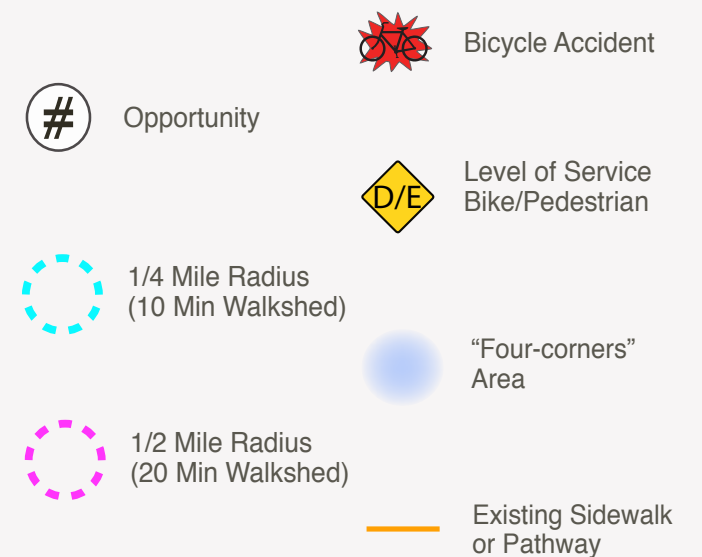
**Need:** The Union Street bridge is often used by West Chili residents to walk or bike to North Chili and vice versa. However, it lacks any designated accommodations (See Opportunities #1 & 2).



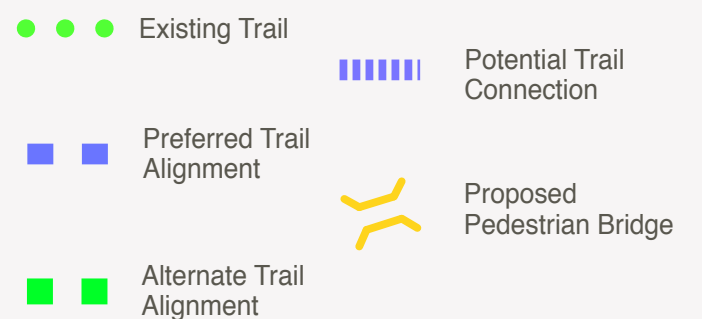
**Figure 10:  
2015 Bicycle & Pedestrian Master Plan**



## West Chili Needs & Opportunities



### Black Creek Trail Key



1. Add pedestrian and bicycle facilities to Union Street Bridge over Route 490 when it comes up for replacement.
2. Add sidewalks from four-corners to Route 490 in anticipation of future bridge improvements.
3. Improve pedestrian and bicycle crossings at the four-corners.
4. Add sidewalks and bike lanes to Chili Avenue so neighborhoods and Chestnut Ridge Elementary are connected.
5. Add sidewalk down Rock Island Road to improve access to Union Station Park.
6. As opportunities arise, retrofit neighborhood streets that currently do not have sidewalks.
7. Add sidewalks and bike lanes to Union Street on both sides from Everton Run (south, off map) to the four-corners.
8. Address the conflict of shoulder use created by vehicles turning left onto Fulham Place.
9. Add sidewalks to the north side of Chili Avenue from Jamie Lynn Drive (west, off map) to connect neighborhoods to four-corners.
10. Install sidewalks along south side of Chili Avenue as development occurs.







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