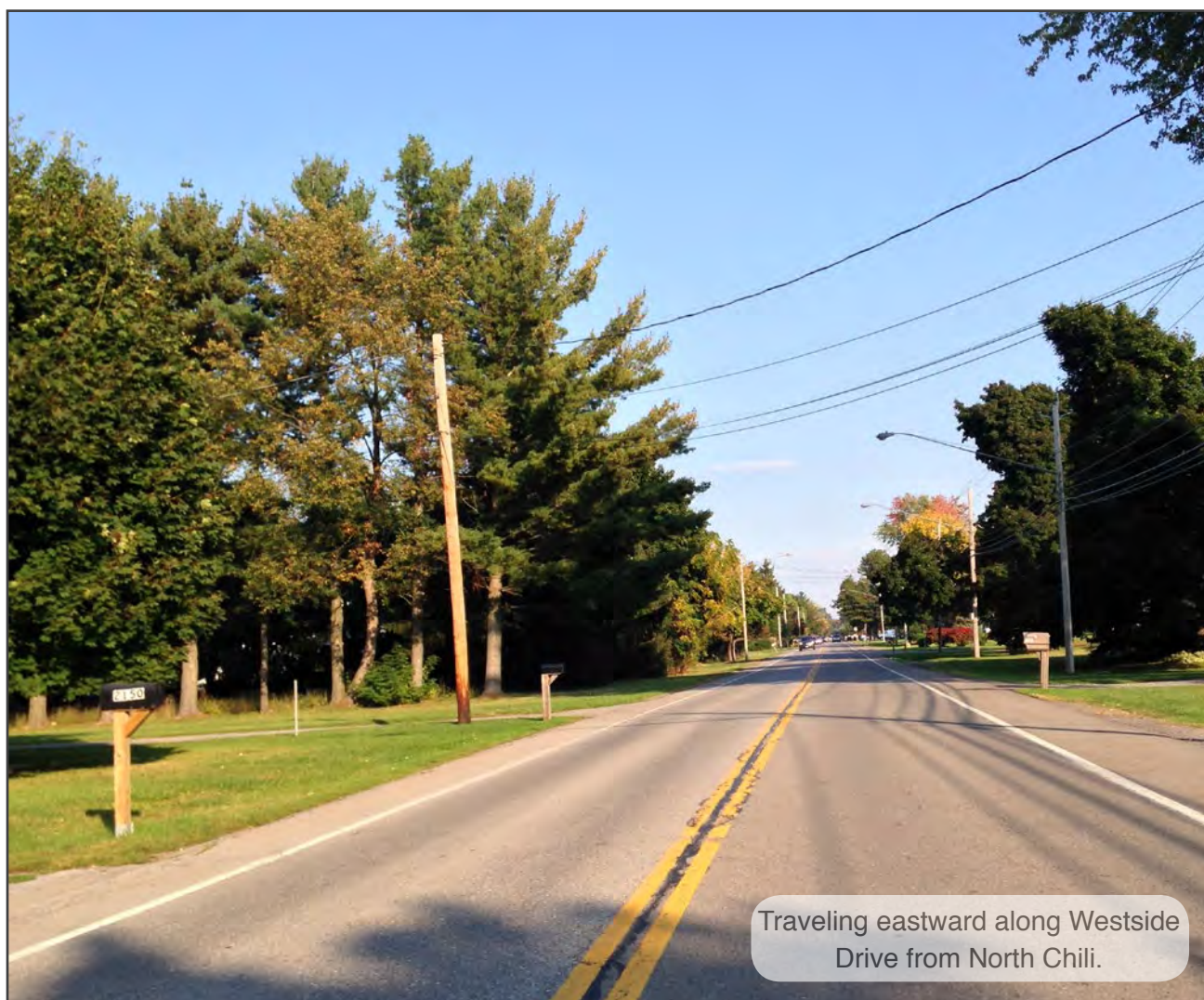


Policy & Program Recommendations



POLICIES & PROGRAMS



Traveling eastward along Westside Drive from North Chili.



Public Policies

The Town of Chili must develop and support a comprehensive policy and education program to support physical bicycle and pedestrian improvements recommended by this plan. A healthy bicycle and pedestrian network demands that all users understand how and why they should use the system. The information below briefly describes the roles of three major groups:

1. Government – *Town of Chili, Monroe County Sheriff, New York State Department of Transportation, Monroe County Department of Transportation, Regional Transit Service, etc.*

- ➔ Plan and maintain safe, infrastructure for each travel mode
- ➔ Consistently enforce traffic, zoning, and other laws concerning mobility
- ➔ Educate the public on safety and the benefits of biking and walking
- ➔ Study the use of driving, walking and biking
- ➔ Provide transit service

2. Citizens - *Pedestrians, Bicyclists, Motorists, Transit Users, etc.*

- ➔ Learn traffic laws and best practices regarding mobility
- ➔ Use the network in a safe and legal manner

3. Private Organizations – *Non-profit organizations, businesses, etc.*

- ➔ Partner with government and citizens to promote walking and biking through education
- ➔ Advise government agencies and boards on decisions affecting bicyclists, pedestrians, and road infrastructure

The policies and program recommendations on the following pages are not an exhaustive list. The Town along with local pedestrian and bicycle advocacy groups and organizations should work together to not only implement the recommendations in this Plan but also develop additional policy and programs that further the active transportation culture in Chili.

Consider Developing Pedestrian Zones

A town-wide policy requiring property owners to build sidewalks as part of all new developments can often prove to be problematic for towns due to the long-term cost of sidewalk maintenance. As an alternative, the Town of Chili should consider a sidewalk policy aimed at building a sidewalk network based on community destinations and major streets. There are a number of community destinations that would attract pedestrians if sidewalks were available. Places like libraries, schools and parks are good examples. The Town of Perinton has a similar program. Perinton implemented a pedestrian zone policy (i.e. 'PED Zone') aimed at increasing the scope of the sidewalk network around parks, schools and along collector and arterial streets. It has an Official PED Map which designates the areas where sidewalks must be built. As an alternative to building sidewalks, the property owner may be required to contribute to a sidewalk fund, which is used to build and maintain sidewalks in any area deemed necessary by the Town. In addition, the Planning Board may require the construction of sidewalks along streets not within PED Zones at its discretion. A policy or a program similar to this could help the Town of Chili focus its efforts on developing a sidewalk network that is both effective and affordable.



Coordinate and Support Existing Advocate Groups

Fortunately, existing bicycle and pedestrian organizations have made and continue to make major contributions to bicycling and pedestrian conditions. Local groups such as the Rochester Cycling Alliance and the Rochester Bicycling Club have engaged in educational and promotional events that help curious people try moving through their communities without a car. The Town of Chili should increase its support of and dialogue with these existing groups, and cooperate when possible. For more information on the Rochester Bicycling Club and its routes through the Town of Chili, see page 36.

Form A Bicycle and Pedestrian Committee

Adopting a bicycle and pedestrian master plan is an early step toward fully embracing pedestrian and bicycle culture. While the adoption of a plan is critical, it is even more important to have a dedicated, passionate community group working to realize the goals of the plan. A ‘Bike/Walk Chili Committee’ could take this leadership role. Members of the committee could advise the Town Board, Department of Public Works, Planning Board, or other government bodies when confronted with decisions that affect walking and biking. Further, the committee could actively engage the Chili community on ways to increase their use of active transportation by holding special events and promoting safe practices. The ‘Bike/Walk Chili Committee’ could be a sub-committee of the Town’s Traffic and Safety Committee or be completely independent.

Schedule Ongoing Maintenance of Pedestrian and Bicycle Infrastructure

This plan calls for larger shoulders, new sidewalks, and other infrastructure improvements in key locations throughout the Town. The Town of Chili, Monroe County Department of Transportation, and New York State Department of Transportation must each maintain their respective infrastructure. The Town should continue to monitor sidewalk condition and replace segments as necessary. Increased attention should be paid to clearing debris from road shoulders and sidewalks. Although it is important to build new infrastructure it is just as important to keep the roads and sidewalks safe for use.

Consider Developing a Town of Chili Complete Streets Policy

A “Complete Street” is a roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. Since 2011, numerous New York State towns, cities, and villages have implemented complete streets policies or resolutions. These policy statements identify the need to consider all users in the design of public streets. Although New York State Department of Transportation currently implements this policy for State routes in Chili, a similar town policy could greatly benefit the development of Chili as a safe community for bicyclists and walkers. If the Town implemented a Complete Streets policy, local roads would be designed with walkers and bicyclists in mind. See page 41 for more discussion on Complete Streets.

Sidewalk Master Plan

As previously stated, the Chili Comprehensive Plan identifies the, “preparation and adoption of an Official Sidewalk Master Plan and Map” as a High Priority Action Item. This Bicycle and Pedestrian Master Plan will serve to fulfill this Comprehensive Plan recommendation. The Sidewalk Master Plan Map located on the following page illustrates the existing and proposed sidewalk network within the Town. The existing sidewalk network (shown in red) is generally located in North Chili, West Chili, and Chili Center. The proposed sidewalks are shown in green. It is recommended that the Town submit a list of the proposed sidewalks along state-owned roadways to NYSDOT so they may be added to their Sidewalk Candidate Locations List. Please note that inclusion on the candidate list is not a guarantee that pedestrian facilities will be constructed, merely that they will be considered.

The proposed sidewalk network will serve to connect the existing residential neighborhoods to the existing commercial centers and community resources within the Town. The Sidewalk Master Plan will likely take decades to implement. As residential development continues to occur in the Town, additional sidewalk segments may be warranted.

Currently, a 300 unit residential subdivision is breaking ground along the east side of Archer Road, north of the Beaver Road extension. There are seven planned phases of development for this project that will each include sidewalks, some of which have already been included (see Figure 18). As development continues, the Town may wish to provide a sidewalk(s) along Archer Road to the north connecting this neighborhood to Paul Road. This connection has not been included in this Plan’s recommendations, however, as the need for a pedestrian accommodation is contingent upon the completion of all development phases.

It is imperative that the Town review this Master Plan on a regular basis to ensure that the sidewalk network is expanded to reflect new and changing development trends that may occur over the next twenty or thirty years.

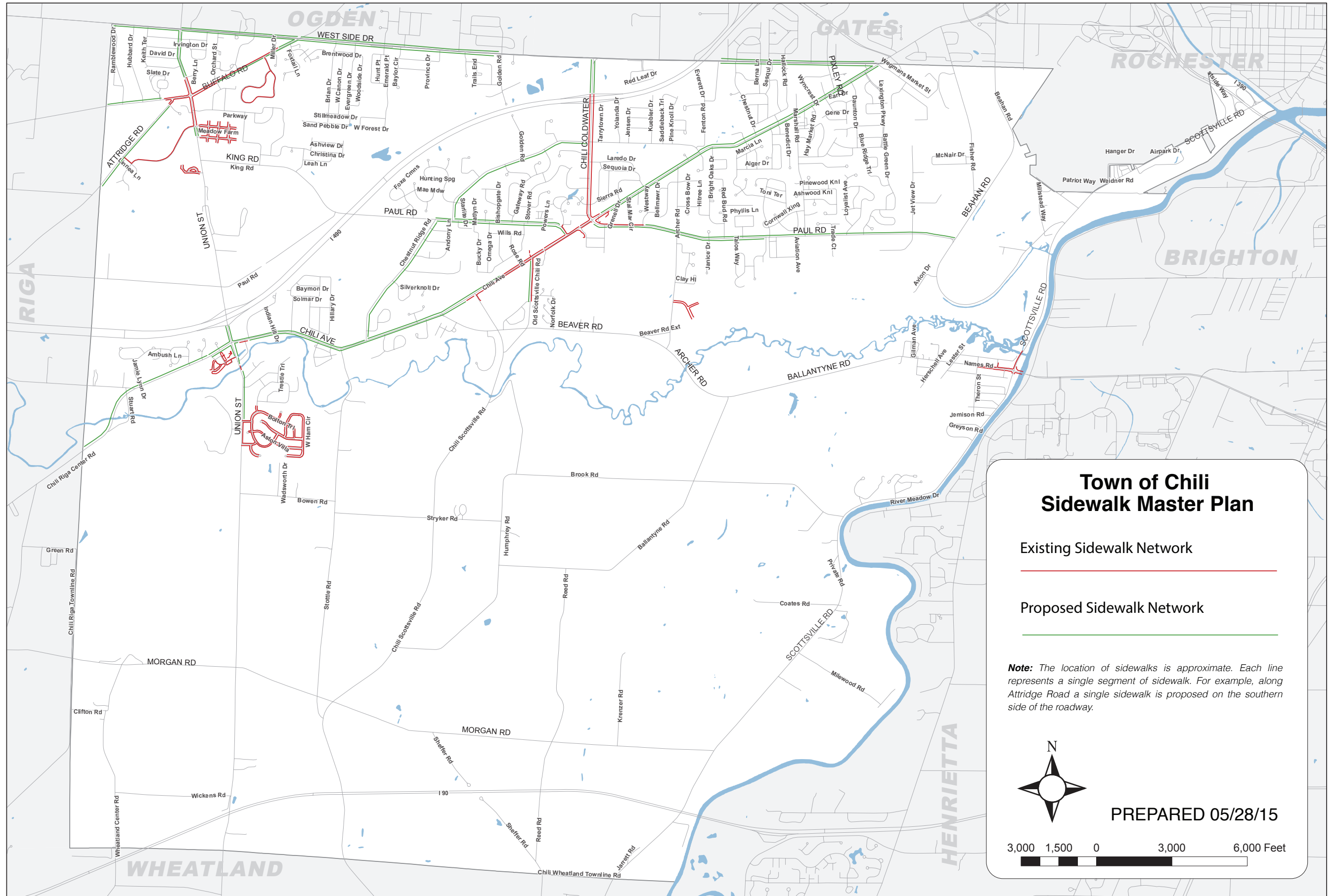


After careful consideration, there were some areas where sidewalks were not recommended at this time. These segments include:

- ➔ Union Street from Meadow Farm to Route 490;
- ➔ King Road From Union Street to Paul Road; and
- ➔ Westside Drive from Golden Road to Fenton Road.

As previously stated in this Plan, the Town should strive to provide paved shoulders that are at least five feet in width along these roadways. However, as development continues in the Town and traffic increases along these facilities, consideration may be given to providing sidewalks (and bike accommodations) on these segments due their proximity to the three focus areas.

Figure 18:
2015 Bicycle & Pedestrian Master Plan



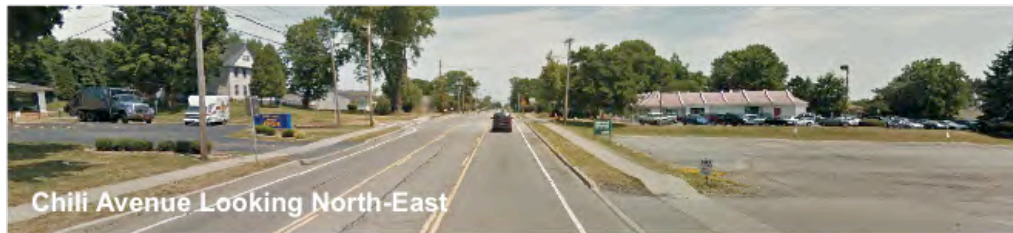
Public Realm Programs

The “public realm” includes “all streets, sidewalks, rights-of-ways, waterways, parks and other publicly accessible open spaces, and public and civic buildings and facilities.” In other words, there is no one characteristic that makes a place walkable or bikeable. It takes a combination of public realm components working together. Understanding these characteristics and implementing policies and design practices is the only way to ensure that people from all travel modes are not only accommodated but are comfortable in the public realm.

Make Street Trees a Standard Component of Street and Roadway Design

Research shows that street trees improve perception of neighborhoods, can increase property values, and are preferred by pedestrians. They also provide shade which is not only beneficial to people but it extend the life of pavement. Along with aesthetic benefits, trees can improve the function and feel on the street by creating enclosure making the street feel narrower, thereby slowing traffic and enhancing pedestrian friendliness. Street trees should be spaced approximately 50 feet apart and strategically placed as to not obstruct site lines near curb cuts or merchant signs.

It is important to note that any street trees should be installed so as to avoid blocking sight distance for vehicular traffic and maintain the “clear zone” at all intersections and turning points. Below is a photo simulation showing how the addition of mature street trees may help improve the aesthetics of Chili Avenue in Chili Center.



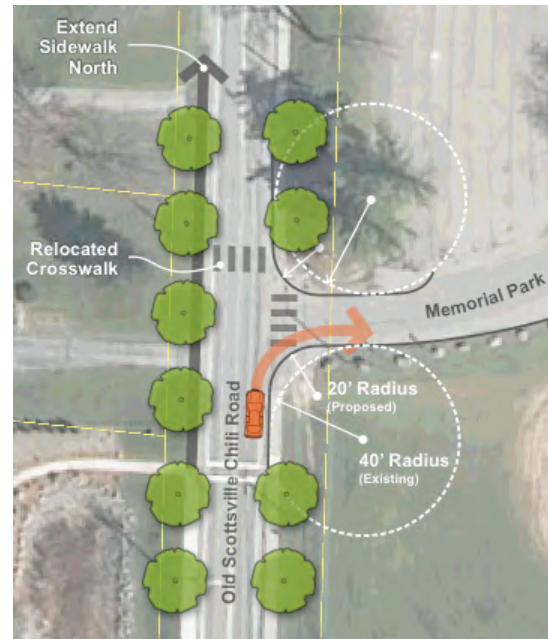
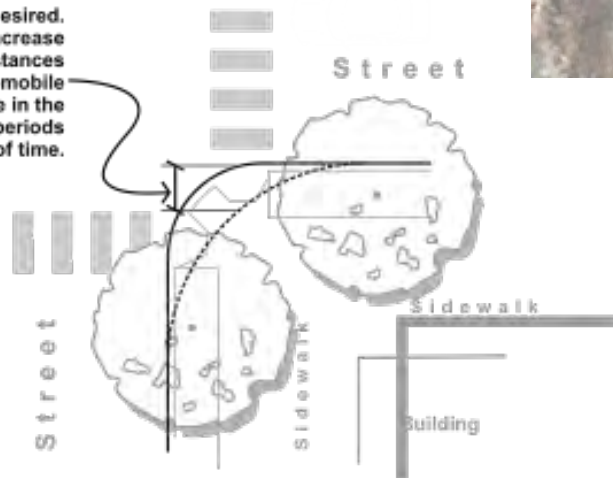
Adding street trees can make a significant improvement to walkability not only on Chili Avenue but to many streets throughout the Town.



Keep Curb Radii as Tight as Possible

How we design our corners impacts the safety of pedestrians. Curb radii are often unnecessarily large, especially in areas where large trucks are not prevalent. Large curb radius facilitates faster turns by automobiles and lengthens the crossing distances for pedestrians. For example, reducing curb radii from 40 feet to 20 feet can reduce automobile turning speeds from 15 MPH to 10 MPH and reduce the crosswalk length by more than 10 feet. The Town should pay close attention to these design details as it reviews development plans and makes improvements to public facilities, such as the entrance to places like Memorial Park (see right). To truly become a pedestrian and bicycle friendly community the Town must strike a balance between designing intersections for motorist and pedestrians/bicyclists, especially in the focus areas and near parks, schools, and other community destinations.

Small curb radii are desired. Large curb radii increase pedestrian crossing distances and facilitate faster automobile turns. Pedestrians are in the danger zone for longer periods of time.



Bicycle Boulevards



Source: Initiative for Bicycle and Pedestrian Innovation Center for Transportation Studies. (2009) Fundamentals of Bicycle Boulevard Planning & Design.

The bicycle boulevard is another treatment that the Town should consider when conditions are appropriate. Bicycle boulevard are low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reduction, signage and pavement markings, and intersection crossing treatments. Motor vehicle volumes on bicycle boulevards are typically less than 3000 vehicles per day. Roadways selected for bicycle boulevards ideally have maximum motor vehicle speeds of 25 mph and do not have a centerline.



Collaborate with State and County DOTs to Develop Bike Lanes

Bicycle lanes are on-street travel facilities exclusively for bicyclists. They are located adjacent to motor vehicle travel lanes and are identified by a white stripe, a bicycle symbol, and signage to alert all users that a portion of the roadway is for use by bicyclists only. They enable bicyclists to have their own space, travel at their preferred speed, and facilitate predictable behavior and movements between bicyclists and motorists.

Bike lanes are typically 4 to 6 feet wide, although a recommended width is 5 feet. Wider bike lanes provide additional operating space and buffers provide further separation from moving and parked vehicles. Buffers between the bike and motor vehicle lanes can be used to visually narrow a wide street and create a more attractive and comfortable bicycling environment.



However, as previously stated in this Plan (Page 53), the Town recognizes Monroe County's current position on the implementation of bike facilities and will work with MCDOT to ensure appropriate approved alternatives to on-street bicycle facilities are provided where recommended.

"Separating bicycles from car traffic with a physical barrier makes people feel safer about riding a bicycle, leading to significant increases in bicycling."
- Washington D.C. DOT

Consider Sharrows When Bike Lanes Are Not Feasible

Sharrows are short-hand for "shared use lane" markings. This pavement marking includes a bicycle symbol and two white chevrons and is used to remind motorists that bicyclists are permitted to use the full lane. There are no striped bicycle lanes on streets marked with sharrows.

Both the New York State and the Monroe County transportation departments have a policy on shared lane markings, which is consistent with the Manual on Uniform Traffic Control Devices (MUTCD). New York State's policy states that shared lane markings "should only be used to indicate the presence of a narrow lane; a narrow lane is a lane that is less than 14' wide and does not allow motorists and bicyclists to safely travel side-by-side within the lane." It also states that these marking should not be used on roadways where the speed limit is 40 mph or greater. Shared use lanes should include roadway signage in addition to sharrows. Said signage should be provided in accordance with NYSDOT policy which is included in the NYSDOT publication TSMI 13-07.

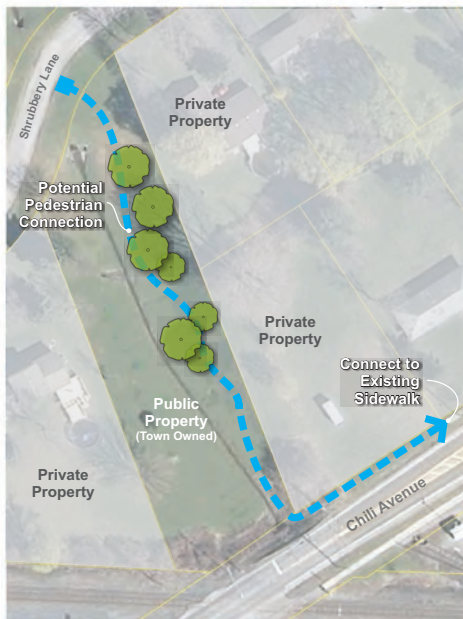


An example sharrow cross section has been included in the Alternative Section on page 54 (Alternative D).



Neighborhood Connections

Chili residents repeatedly expressed a desire to have more direct routes between neighborhoods, to public uses, and to commercial establishments. A number of opportunities exist in the Town and these were identified during this planning process (see the Needs and Opportunities Section for more detail). A prime example is the potential connection from Shrubbery Lane to Chili Avenue (shown below). The Town currently owns a parcel that spans between both roadways that functions as a drainage way during certain times of the year. This parcel could accommodate a non-motorized connection between the neighborhood and Chili Avenue. The final design of the connection would need to minimize the potential negative impacts for the adjacent residential properties.



Example Neighborhood Connection

View from Shrubbery Lane



View from Chili Avenue





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