

Alternatives & Recommendations



ALTERNATIVES & RECOMMENDATIONS



Looking southeast along Chili
Center Coldwater Road



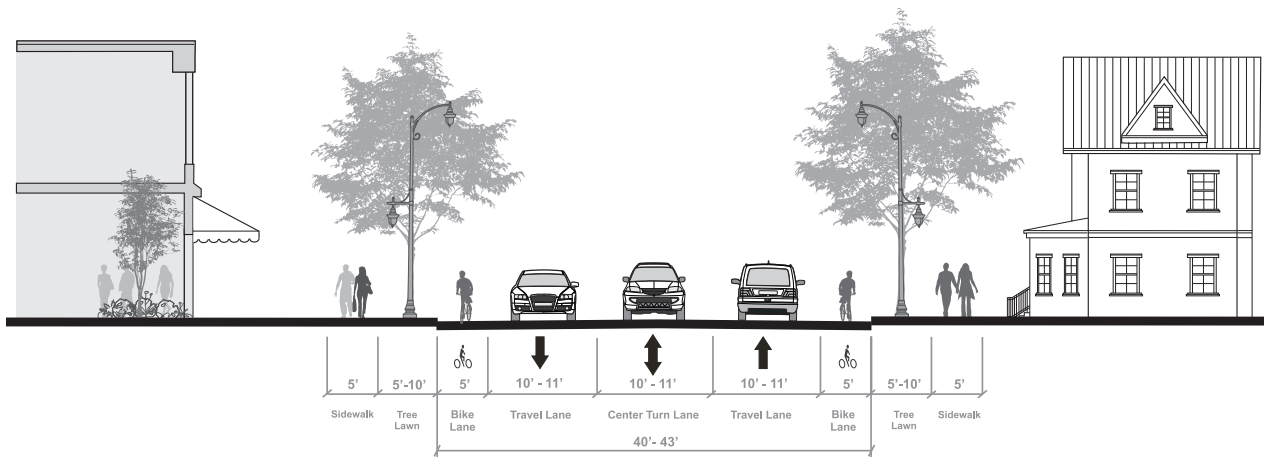
Alternatives

The following cross sections have been developed in response to the needs and opportunities articulated in the previous section of this Master Plan. Each cross section serves as a potential alternative and provides varying levels of bicycle and pedestrian accommodations in order to address a wide range of on-street and off-street concerns. The alternatives have been categorized into ` For example, an alternative that includes the number 2 is recommending sidewalks or off-road trail facilities on both sides of the road segment.

The initial application of these alternatives was completed by the project team and presented to the Steering Committee for their review and consideration. The preferred application of these alternatives was determined by the Steering Committee based upon each segment's level of service, traffic volumes, proximity to destination centers, the adjacent land uses, as well as comments received in the initial public outreach effort of this Plan. Generally it was preferred that segments with a higher potential for connectivity to residential and commercial activity centers be improved to the maximum extent practicable via the Complete Streets approach (A2). In areas where such investments were not warranted due to reduced traffic volumes, right-of-way constraints, or lack of demand, the alternative was adjusted to meet anticipated user needs.

Figure 11

A2 Bike Lanes & Sidewalks (sidewalk on both sides)



A1 Bike Lanes & Sidewalks (sidewalk on 1 side)

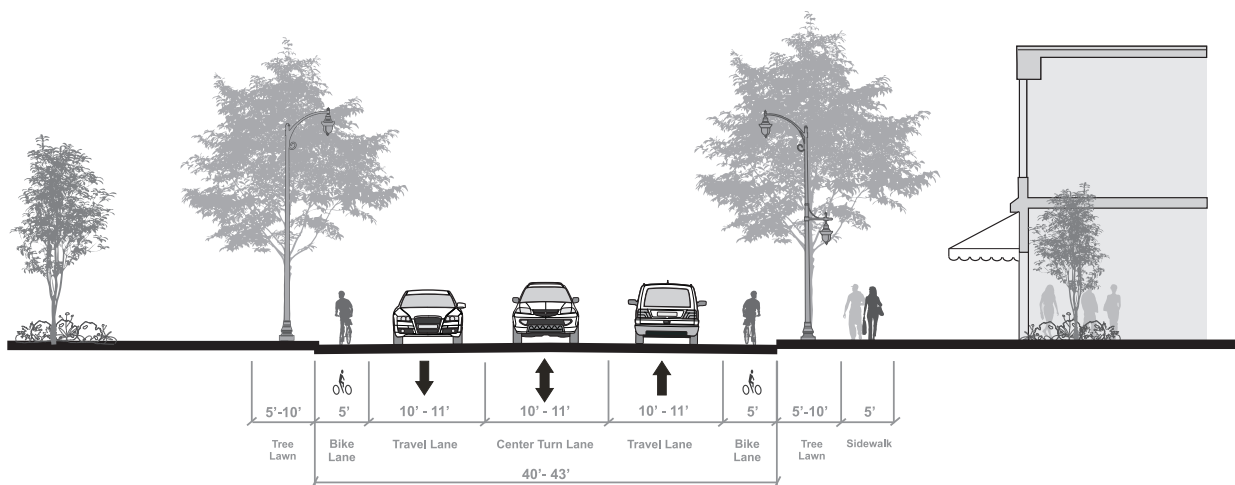
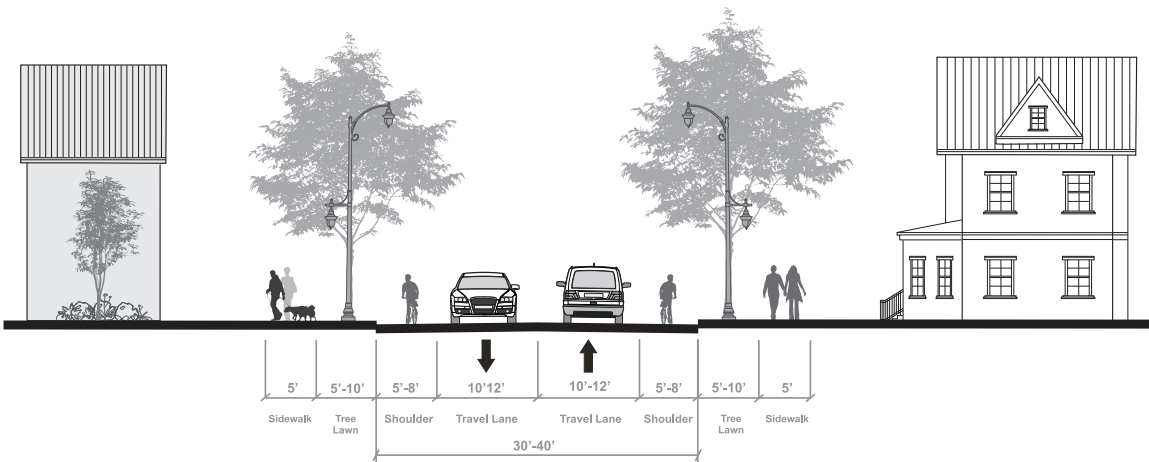


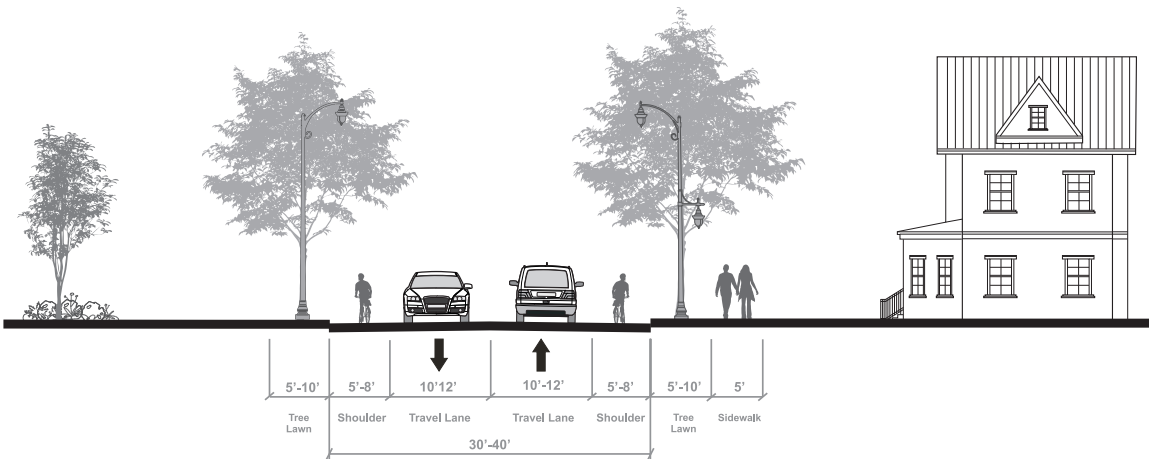
Figure 12



B2 Wide Shoulders & Sidewalks (sidewalk on both sides)



B1 Wide Shoulders & Sidewalks (sidewalk on 1 side)



Note!

Based upon the needs and opportunities identified as part of this planning process, it is recommended that designated bike lanes (Alternatives A1 and A2) be provided along certain roadways owned and maintained by the NYSDOT and the MCDOT. The Town acknowledges that current MCDOT design policy does not support the provision of designated bike lanes along its roadways. Furthermore, based on discussions with MCDOT staff their current policy is that if sidewalks and parking spaces do not exist that they prefer to provide multi-use shoulders, which in their opinion allow for bicycle space and many other uses. MCDOT stated that at this time they support the provision of bicycle space along their roads through the use of multi-purpose shoulders. Therefore, absent of a change in this policy any future bicycle accommodations along County roadways would likely be developed in conformance with current MCDOT policy by providing a minimum five foot shoulder space or curb off-set (Alternatives B1 and B2). In the event that MCDOT modifies its policy regarding bike lanes then this Plan's initial recommendations will assist the Town in identifying which shoulders should be converted to bike lanes.

In locations where dedicated bike lanes are recommended along a state roadway, the exact timing and construction of such facilities will depend on the financial feasibility of the project. The addition of bike lanes may be a short or long term undertaking depending on the type of work that is required. Due to the limited funds that the State has available, moving curbs or adding width to current roadways may not be possible at this time. In the event that a project with marked bike lanes is not financially feasible, sufficient alternative accommodations should be provided for bicyclists on the road segments where marked bike lanes are proposed.



Figure 13

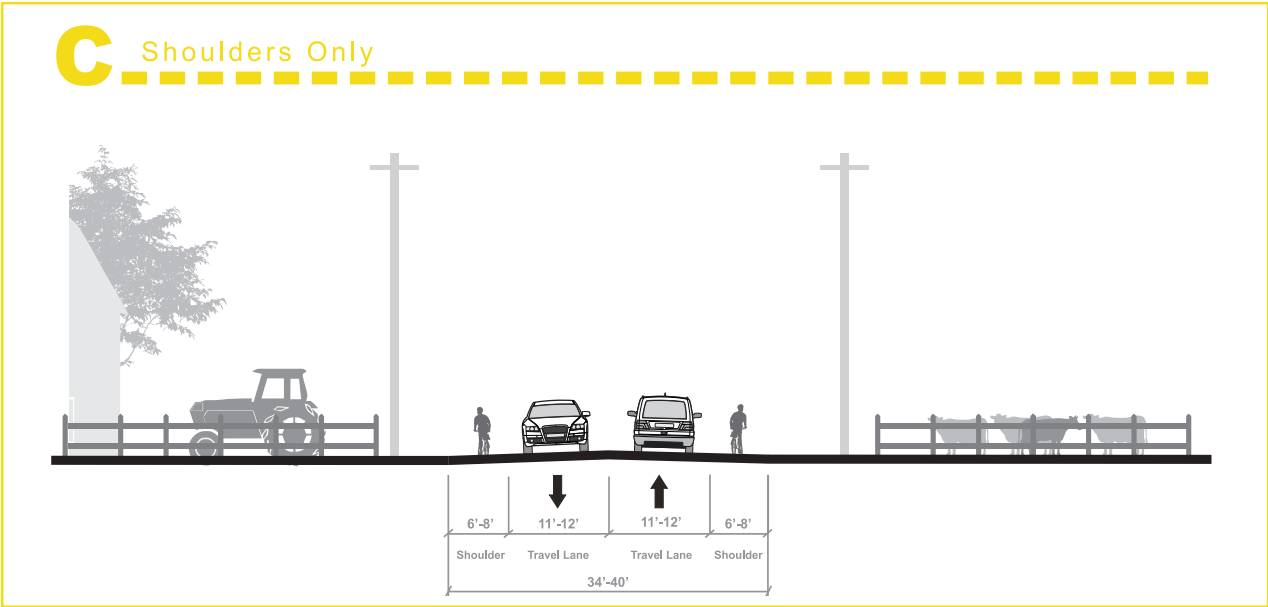
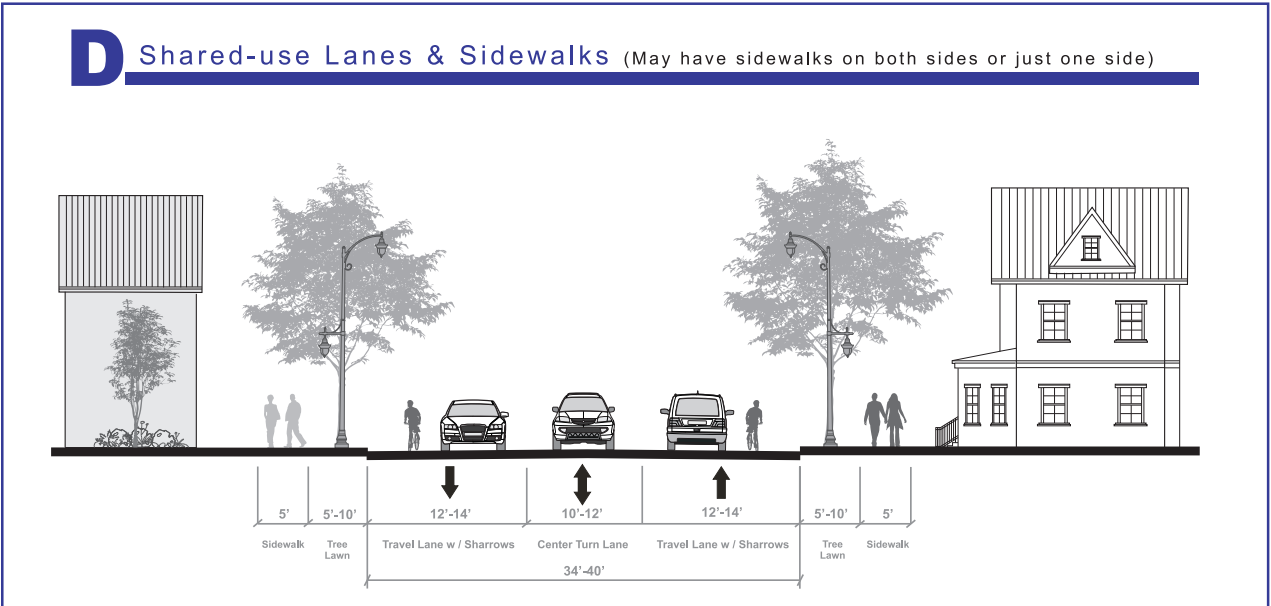


Figure 14



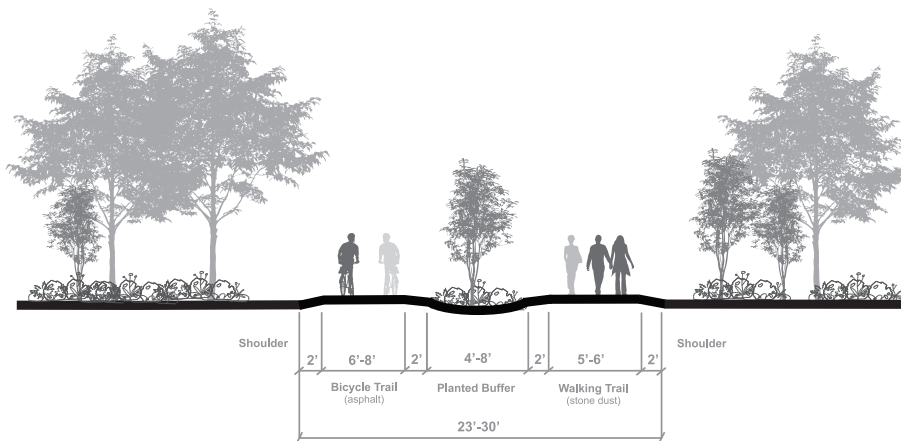
NOTE: Alternative D has been provided as a substitute on-road bicycle facility option for areas where bike lanes or a wide shoulder may not be desirable or feasible (e.g. Roads with pavement widths of less than 14 feet). More information about Shared Use Lanes has been provided on page 96.



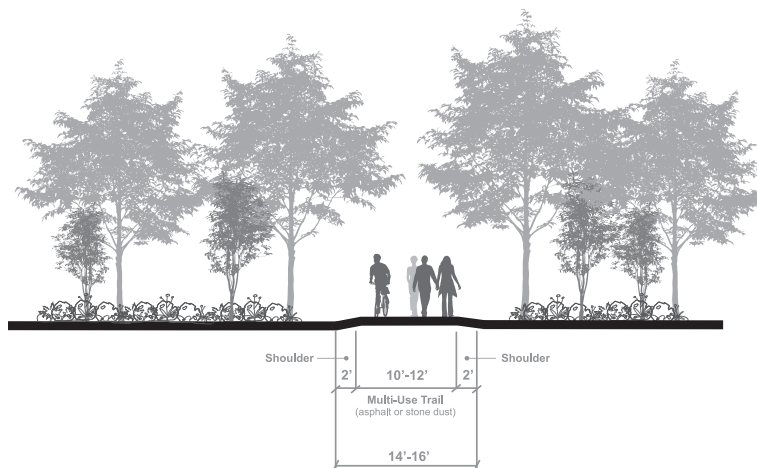
Off-road bicycle and pedestrian facilities recommended as part of this Plan could include a separated multi-use trail or a single multi-use trail. There have been no specific determinations for which of the following cross sections is most applicable to the proposed off-road trail projects. Therefore, at the time of project implementation the Town should consider the desirability and feasibility of each alternative in order to determine the most effective trail design.

Figure 15

T2 Separated Multi-use Trail (separated bicycle and walking trails)



T1 Single Multi-Use Trail (shared-use trail)



Recommendations

This Section of the Bicycle and Pedestrian Master Plan contains a set of recommendations to improve the accommodations for biking and walking within Chili. These recommendations are divided into three categories: 1) capital projects, 2) policy and programs, and 3) zoning and regulatory considerations. This approach will serve to provide a more complete transportation network for non-motorized travel throughout the community. The recommendations on the following pages are outlined below for ease of reference.

Capital Projects

These projects generally consist of on-road improvements to existing streets as well as the development of off-road trail facilities. The map on the opposing page shows the type, location, and extent of the recommended alternatives for the three sub areas as well as the town as a whole. The projects are discussed in the following sequence:

- ➔ North Chili - Projects 1 to 7
- ➔ West Chili - Projects 8 to 11
- ➔ Chili Center - Projects 12 to 18
- ➔ Town-Wide - Projects 19 to 24

The following project pages are intended to provide a starting point for discussions regarding alternations to roadway design with the appropriate DOT agency upon the initiation of each project by the Town.

Policies & Programs

These recommendations outline a number of public policies or programs that the Town and its partners should consider adopting and implementing over the next decade. The cumulative impact of these actions will help support the development of a more complete bicycle and pedestrian network. The specific policies and programs included are as follows:

- ➔ Pedestrian Zones
- ➔ Advocate Groups
- ➔ Bicycle & Pedestrian Committee
- ➔ Maintenance of Bicycle & Pedestrian Infrastructure
- ➔ Complete Streets Policy
- ➔ Street Tree Requirements
- ➔ Reduction of Turning Radii
- ➔ Bicycle Boulevards
- ➔ Bike Lanes
- ➔ Shared Lane Pavement Markings or Sharrows
- ➔ Neighborhood Connections

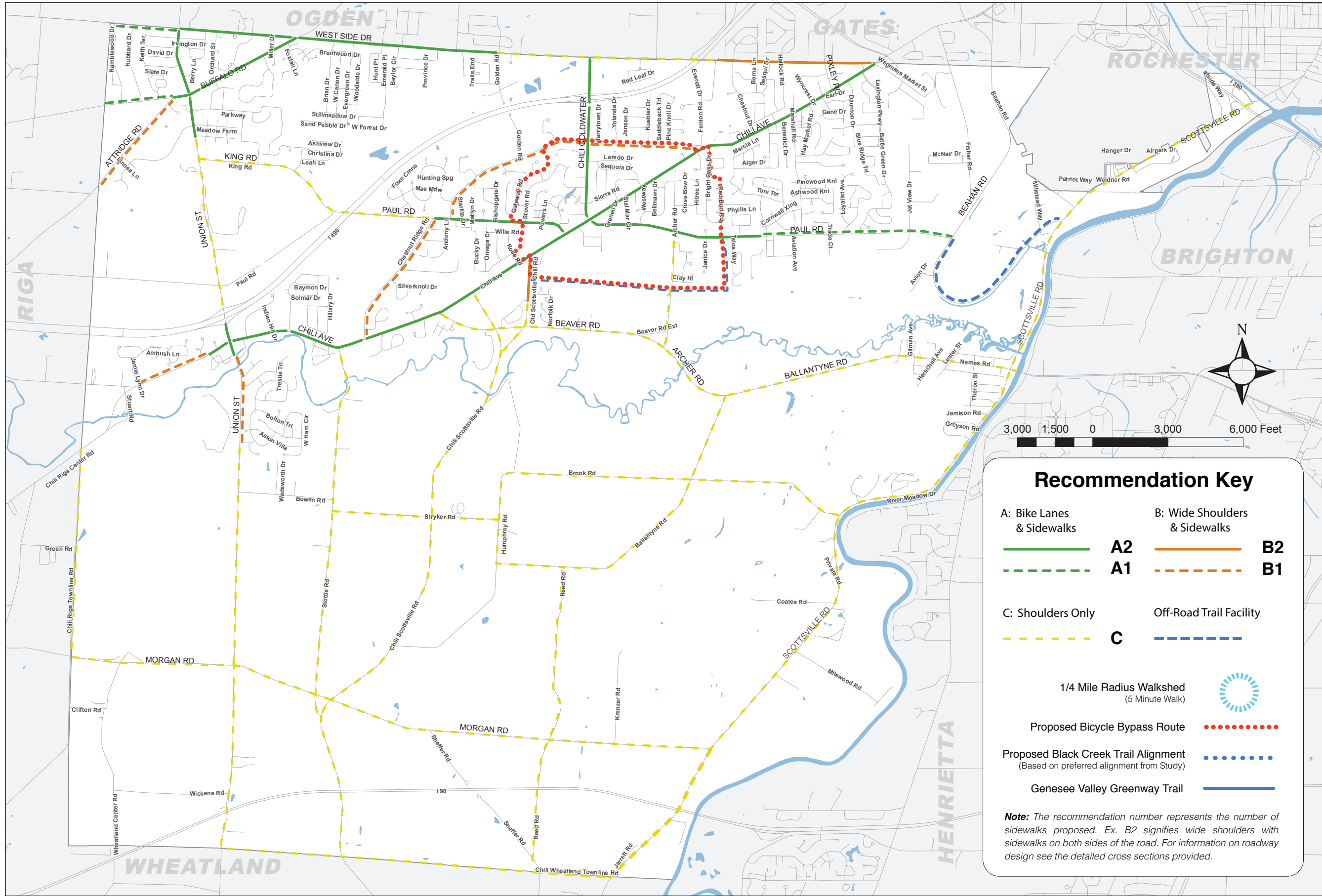
Zoning & Regulatory Considerations

As previously mentioned in this Plan, (Zoning Code summary on page 25), there are a number of zoning and regulatory modifications that the Town should consider to create the legal basis for future actions. These recommendations will ensure that private development positively contributes to the transportation network by requiring bicycle and pedestrian improvements are put in place as residential and non-residential projects are constructed. This section articulates some preliminary language that may be desirable to incorporate into the existing Town Code.

The map on the following page is intended to serve as the key for the preferred application of all alternatives as identified in the following project sections.

Figure 16:

2015 Bicycle & Pedestrian Master Plan





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