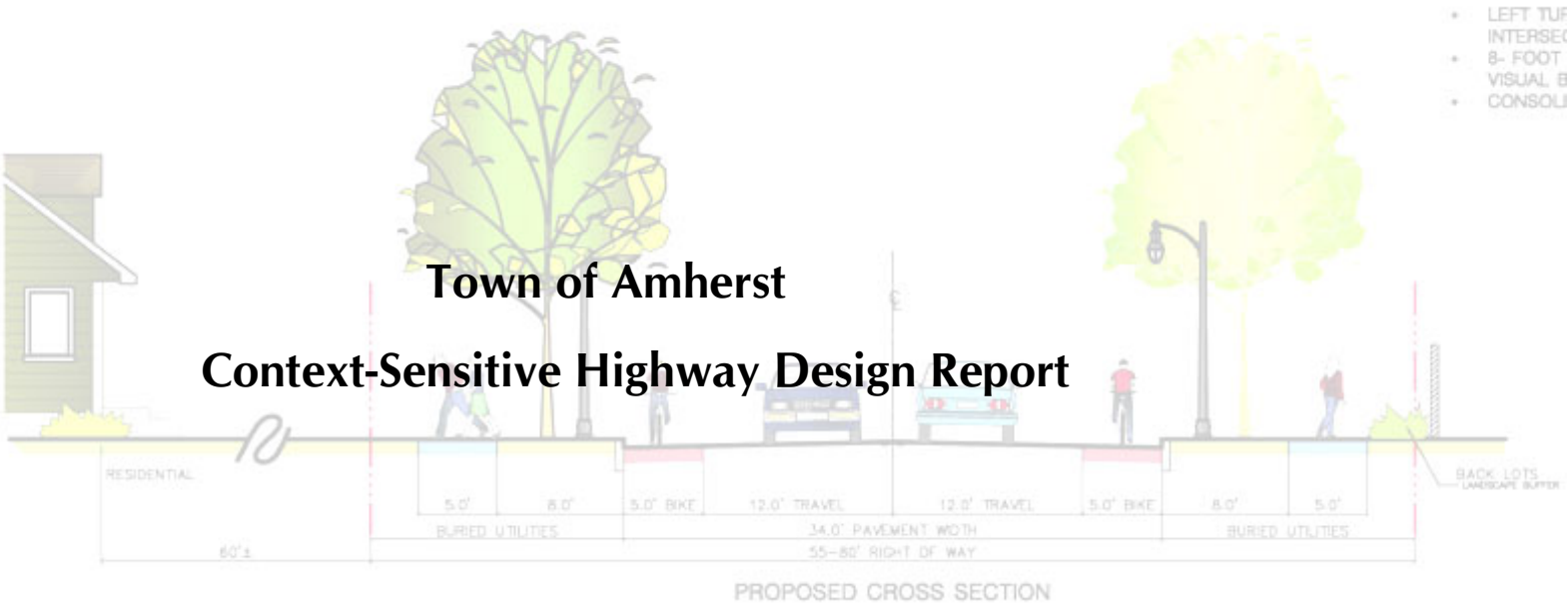
Town of Amherst

Context-Sensitive Highway Design Report



TOWN OF AMHERST CONTEXT SENSITIVE HIGHWAY DESIGN REPORT

Technical Project Advisory Committee

Deborah Bruch Bucki, Amherst Town Board
Christopher Church, New York State Department of Transportation
F. Robert Danni, Amherst Building Department
Eric Gillert, Amherst Planning Department
Robert Gilmour, Amherst Planning Board
Joelle Guy, Amherst Planning Department
Daniel Howard, Amherst Planning Department
Larry Hunter, Amherst Traffic Safety Board
Hal Morse, Greater Buffalo-Niagara Regional Transportation Council
Brian Rose, Erie County Department of Public Works
Christopher Schregel, Amherst Engineering Department
Todd Sykes, Amherst Highway Department

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EXECUTIVE SUMMARY

The Town of Amherst Bicentennial Comprehensive Plan identifies several policies to develop and implement a context sensitive approach to the planning and design of transportation improvements throughout the Town. The Plan identified four character corridor types appropriate to different contexts within the Town: Traditional, Suburban, Commercial, and Rural. The Plan provides general design guidance to describe the desired characteristics of each character corridor.

To facilitate implementing the recommendations of the Comprehensive Plan, the Context Sensitive Highway Design project was undertaken to designate 'special character roads' and develop design standards for each character corridor that appropriately fit the context of the surrounding neighborhood. Specifically, the project provides an inventory of corridor types, recommended cross-sections, and more specific design guidance for each character corridor to be used as a reference by the Town of Amherst, Erie County, and New York State Department of Transportation (NYSDOT) in designing transportation improvement projects. Additionally, this project provides guidance for incorporating context sensitive design into the project development process.

The Town of Amherst Town Board established a Technical Project Advisory Committee to guide the Context Sensitive Highway Design project. The Committee was comprised of ten members from various Town, County, and State boards and agencies with involvement in transportation improvement projects. The Committee selected nine representative character corridors to be studied in the Context Sensitive Highway Design project. The corridors were selected to represent variations of the four character corridor types. Context sensitive design solutions developed for these corridors are intended to be representative and can be applied to other, similar corridors throughout the Town. Character corridors selected by the Committee consist of the following:

<u>Traditional Character Corridors</u>

1. Main Street: Village of Williamsville
2. North Bailey Avenue: Sheridan Drive to Maple Road
3. Bailey Avenue: Main Street to Eggert Road

<u>Suburban Character Corridors</u>

4. Millersport Highway: North Forest Road to North French Road
5. Klein Road: Hopkins Road to Paradise Road
6. Maple Road: North Forest Road to Youngs Road

<u>Commercial Character Corridors</u>

7. Sheridan Drive: Niagara Falls Boulevard to I-290

8. East Robinson Road/ North French Road: Niagara Falls Boulevard to Sweet Home Road

Rural Character Corridors

9. New Road: Millersport Highway to Tonawanda Creek Road

Since context sensitive design emphasizes continuous and collaborative planning with the public and stakeholders, public outreach and participation throughout the project was key to its formulation and long-term success. Five stakeholder meetings involving 21 participants were held to assist the Project Team in identifying key characteristics and future concepts for each corridor being studied. Two public meetings were held to present and obtain input on the project. The first meeting was held April 23, 2008 and the second was held July 23, 2008. Both meetings were held at the Town of Amherst Audubon Library. In addition to these public meetings, the project was presented before a joint meeting of the Planning Board and Traffic Safety Board on October 28, 2008 and before the Town Board on December 8, 2008, which were open to the public.

The context sensitive design process incorporated into this Report was developed to be compatible with the NYSDOT project development process by expanding upon certain steps within the process to incorporate context sensitive design. Using NYSDOT's project development process as a guide, a recommended context sensitive highway design process was developed, the major steps of which are illustrated below.

It is recommended that the Town of Amherst Planning Department, as the lead on this effort, begin coordinating with the Town Highway Department, Erie County Department of Public Works, and Regional NYSDOT office immediately to ensure that all parties are aware of the Context Sensitive Highway Design Report, to promote coordination of highway reconstruction and maintenance activities, and to ensure compliance with this Report and the Town's Comprehensive Plan. The Planning Department should also begin similar coordination with utility companies. These coordination steps will help to identify opportunities to incorporate context sensitive design elements into roadway reconstruction and maintenance projects.

During 2009, the Town of Amherst Planning Board will be developing proposed amendments to the Bicentennial Comprehensive Plan. This Report will provide the basis for the Board's discussion of transportation planning and design proposals. Although this document was developed specifically for the Town of Amherst, the concepts and process shall act as a guide to assist any municipality wanting to develop a context sensitive design report.

FOUNDATIONS OF CONTEXT SENSITIVE DESIGN

Throughout history, there has always been a strong correlation between transportation corridors and surrounding land uses. Until recently, the majority of transportation improvement projects assumed a long-standing practice of placing precedence on improving the safety and flow of vehicular traffic. During the 1990's, there began a push to better integrate transportation corridors with the character of the surrounding area. The initial guiding principles of context sensitive design came out of the 1998 "Thinking Beyond the Pavement" conference held in Maryland. The idea behind context sensitive design (CSD), also referred to as context sensitive solutions (CSS), is to ensure that transportation improvement projects are considerate of the character and environment of the corridor and the surrounding neighborhood, are responsive to multiple transportation modes, maintain safety and mobility, and include early and continuous involvement of the public and other stakeholders throughout the Federal-aid highway project development process.

The United States Federal Highway Administration (FHWA) defines the "context sensitive" approach to highway design as:

"A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation solution that fits its physical setting and host community values or enhances scenic, aesthetic, historic, and environmental resources while maintaining or improving safety and mobility for all users."

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included provisions that define the core principals of context sensitive design. Context sensitive design is the concept of implementing a process into a transportation improvement project that takes into account the total context of a transportation corridor. The SAFETEA-LU legislation incorporated characteristics and qualities of the context sensitive design process that yield excellence in transportation design.

Qualities of excellence in transportation design:

1. The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
2. The project is a safe facility for both the user and the community.
3. The project is in harmony with the community and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
4. The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
5. The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
6. The project is designed and built with minimal disruption to the community.

7. The project is seen as having added lasting value to the community.

Characteristics of the context sensitive design process that contribute to excellence in transportation design:

1. Communication with all stakeholders is open, honest, early, and continuous.
2. A multidisciplinary team is established early, with disciplines based on the needs of the specific project and with the inclusion of the public.
3. A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined and consensus on the scope is forged before proceeding.
4. The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
5. A commitment to the process from top agency officials and local leaders is secured.
6. The public involvement process, which includes informal meetings, is tailored to the project.
7. The landscape, the community, and valued resources are understood before engineering design is started.
8. A full range of tools for communication about project alternatives is used (e.g., visualization).

There are several other publications and technical documents that pertain to the context sensitive design process and design criteria. The Federal Highway Administration (FHWA), Institute of Transportation Engineers (ITE), American Association of Street Highway and Transportation Officials (AASHTO), Transportation Research Board (TRB), National Trust for Historic Preservation, and several Metropolitan Planning Organizations and special interest groups have produced documents and guidance relating to context sensitive design.

The New York State Department of Transportation coordinates a context sensitive design process and has developed a Context Sensitive Solutions Implementation Plan to ensure that context sensitive design and effective public involvement are incorporated throughout the project development process through seamless coordination and interaction among Planning, Design, Construction, and Maintenance. There are two goals of the NYSDOT CSS Implementation Plan, 1.) Implement and promote context sensitive design in the project development process, and 2.) Implement and promote early and continuous public involvement in the project development process. These goals have been incorporated into the context sensitive design transportation project development process provided in this Report.

INTRODUCTION TO THE TOWN OF AMHERST CONTEXT SENSITIVE HIGHWAY DESIGN PROJECT

In January 2007, the Amherst Town Board adopted the Town of Amherst Bicentennial Comprehensive Plan, which includes recommendations for future land use, housing and neighborhoods, infrastructure, economic development, and transportation and traffic. Among the Plan's Key Initiatives is for Amherst "to be renowned for its beauty, character, and environmental quality." Among the policies recommended to support this initiative is to designate 'special character roads' and develop design standards for each character corridor that appropriately fit the context of the surrounding neighborhood. This policy reflects a growing trend in transportation planning that proposes a "context sensitive" approach to the design of highways and surrounding land uses.

The design of a roadway can have a significant impact on the character of the surrounding neighborhood and can affect the way people relate to the corridor. The Bicentennial Comprehensive Plan recognizes that the approach to designing roadways throughout the Town should not be "one size fits all." The design of the roadway should reflect the context of the surrounding neighborhood.

The Comprehensive Plan identifies several policies to develop and implement a context sensitive approach to planning and design of transportation improvements. The Plan identified four character corridors appropriate to different contexts:

1. Traditional Character Corridor
2. Suburban Character Corridor
3. Commercial Character Corridor
4. Rural Character Corridor

Traditional Character Corridor

Corridors that take on a traditional character are those located within higher intensity centers and older neighborhoods such as Williamsville, Eggertsville, and Snyder. These roadways typically take on a functional classification of collector or minor arterial. These corridors are characteristic of a pedestrian-friendly environment and standards should promote sidewalks, trees and other landscaping, commercial buildings located at established centers and pulled to the front of the lot with parking to the rear, and interconnected (grid) street patterns. Main Street between Kenmore Avenue and Kensington Avenue and through the Village of Williamsville is an example of a Traditional Character Corridor. Other Traditional Character Corridors include:

- Bailey Avenue from Main Street to Maple Road
- Eggert Road from the City of Buffalo line to Bailey Avenue
- Grover Cleveland Highway
- Harlem Road

- Kensington Avenue
- Union Road from Main Street to North Forest Road
- South/North Forest Road from Wehrle Drive to Union Road
- Niagara Falls Boulevard from Kenmore Avenue to Eggert Road
- Kenmore Avenue from Niagara Falls Boulevard to Main Street
- Garrison Road/Evans Street
- Wehrle Drive from Harlem Road to Cayuga Road
- Wehrle Drive from Aero Drive to the Village of Williamsville Line
- Cayuga Road
- Park Club Lane
- Getzville Road
- LeBrun Road

Suburban Character Corridor

Corridors that take on a suburban character are those serving newer residential subdivisions and arterial or collector roadways serving non-local traffic and that typically support automobile-oriented development. These roadways typically take on a functional classification of collector, minor arterial, or principal arterial. These corridors are characteristic of wider street widths, planting strips with street trees, sidewalks, and connected (but not necessarily grid-like) patterns. Standards for arterial or collector corridors should balance the movement of traffic with the protection of adjacent residential areas. Segments of North Forest Road provide examples of a suburban roadway with unique characteristics that can be protected through context sensitive standards. Desired treatments of Suburban Character Corridors include controlled access as opposed to multiple curb cuts; treed planting strips, medians, and/or buffers adjacent to the roadway; and bike lanes and sidewalks. Land use strategies for arterial and collector roadways should focus commercial development in centers with residential uses maintained between the designated center locations. Suburban Character Corridors include:

- Maple Road east of Millersport Highway
- Sheridan Drive east of I-290
- Youngs Road from Maple Road north to its future terminus at North French Road (includes Youngs Road extension)
- Hopkins Road from Sheridan Drive to Millersport Highway
- North Forest Road from Union Road to Dodge Road
- John James Audubon Parkway
- North French Road from Sweet Home Road to Transit Road
- Casey Road
- Heim Road

- Klein Road
- Dodge Road
- Sweet Home Road from Eggert Road to North French Road
- Covent Garden Lane/Paradise Road
- Renaissance Drive/Bassett Road
- Millersport Highway from Eggert Road to New Road
- Smith Road

Commercial Character Corridor
Corridors that take on a commercial character have an established linear commercial development pattern and should emphasize access management, visual improvements (e.g., signage controls, landscaping, etc.), and introduction of pedestrian elements such as sidewalks and connections to building entrances. These roadways typically take on a functional classification of collector, minor arterial, or principal arterial. The Town will need to continue to work with adjacent municipalities to ensure that roadway corridor standards and related land use policies for Niagara Falls Boulevard and Transit Road are coordinated. Commercial Character Corridors include:

- Niagara Falls Boulevard from Eggert Road/Sheridan Drive north to Tonawanda Creek Road
- Transit Road south of North French Road
- Maple Road west of Millersport Highway
- Sheridan Drive west of I-290
- East Robinson Road/North French Road from Niagara Falls Boulevard to Sweet Home Road
- Wehrle Drive east of the Village of Williamsville
- Main Street east of the Village of Williamsville
- North Bailey Avenue from Maple Road to Niagara Falls Boulevard
- Youngs Road from Aero Drive to Main Street
- Aero Drive from Wehrle Drive to the Town boundary and Youngs Road

Rural Character Corridor
Corridors that take on a rural character possess unique visual characteristics within the Town of Amherst due to their rural and/or scenic qualities. These roadways typically take on a functional classification of collector or minor arterial. Standards should be established for both roadway design and the treatment of adjacent land uses to help maintain the visual character of rural corridors. Roadway design standards should limit roadway width, provide natural rather than structural drainage controls (e.g., drainage swales rather than curb and gutter), and maintain tree cover and vegetation. With respect to land use, past development practices have resulted in individual homes lining rural roadways within the Town, impacting visual character and isolating

larger properties behind the frontage house lots. To address this trend, land use standards for rural corridors should encourage development setbacks and clustering to maintain open character and scenic views from the roads. Typical characteristics include: 1.) Predominantly undeveloped, with significant open space, tree cover, or other vegetation along the road frontage; 2.) Developed uses generally limited to residences with direct access to the road; "backlands" are undeveloped; 3.) Lack of modern road improvements (narrow widths, no curb/gutter and sidewalks, etc.); and, 4.) Fit into/provide views of the rural landscape or significant visual resources (e.g., follow creeks). The following Rural Character Corridors have been identified:

- Campbell Boulevard between North French Road and Tonawanda Creek Road
- Dann Road between Smith Road and Transit Road
- Smith Road between Hopkins Road and Millersport Highway
- Hopkins Road between Millersport Highway and Tonawanda Creek Road
- New Road between Smith Road and Tonawanda Creek Road
- Orbit Drive (Entire loop off Tonawanda Creek Road)
- Sweet Home Road between North French Road and Tonawanda Creek Road
- Tonawanda Creek Road
- Brenon Road (access to Veterans Park)
- North and South Ellicott Creek Roads between Niagara Falls Boulevard and Sweet Home Road
- Transit Road between North French Road and Tonawanda Creek Road
- Youngs Road between Main Street and Maple Road
- Schoelles Road
- Millersport Highway between New Road and Transit Road

DEVELOPMENT OF THE TOWN OF AMHERST CONTEXT SENSITIVE HIGHWAY DESIGN REPORT

The policies of the Bicentennial Comprehensive Plan reflect a growing trend in transportation and land use planning that proposes a "context sensitive" approach to the design of highways. The Town of Amherst, in recognizing the importance of implementing the Priority Action Programs of the Bicentennial Comprehensive Plan regarding context sensitive design, has undertaken the Town of Amherst Context Sensitive Highway Design project. With the assistance of a grant received from NYSDOT, the Context Sensitive Highway Design Report provides model context sensitive design guidance for the character corridors identified in the Bicentennial Comprehensive Plan.

The Report provides a rational and acceptable hierarchy of roadway character types within the Town that appropriately fit the context of the surrounding neighborhood. Specifically, the Report provides cross-sections and more specific design guidance for each character corridor to be used as a reference by the Town, Erie County, and NYSDOT in designing transportation improvement projects. Additionally, this Report provides guidance for incorporating context sensitive design into the Federal-aid highway project development process.

Technical Project Advisory Committee
The Town of Amherst Town Board established a Technical Project Advisory Committee to guide the Context Sensitive Highway Design project. The structure of the Committee consisted of representatives from the following agencies and boards:

- Town of Amherst Town Board
- Town of Amherst Planning Board
- Town of Amherst Traffic Safety Board
- Town of Amherst Building Department
- Town of Amherst Engineering Department
- Town of Amherst Highway Department
- Town of Amherst Planning Department
- Erie County Department of Public Works
- New York State Department of Transportation
- Greater Buffalo- Niagara Regional Transportation Council

The Technical Advisory Committee held several meetings to discuss various aspects of the Context Sensitive Highway Design project and to assist in formulating the Context Sensitive Highway Design Report. The Committee participated in public meetings and was also charged with providing a recommendation to the Town Board.

Selection of Study Character Corridors

The Bicentennial Comprehensive Plan identified four types of character corridors- Traditional, Suburban, Commercial, and Rural, and provides general design guidance to describe the desired characteristics of each corridor. Within each of these character corridor types, there are several subcategories that are derived from the variations in adjacent land uses. For instance, a suburban corridor that is primarily residential differs in context from a suburban corridor that is primarily commercial. The Committee identified several sub-categories of the character corridors that could be found throughout the Town, including residential, retail, office, open/ undeveloped, and mixed uses.

The Committee selected nine representative character corridors to be studied as part of the Context Sensitive Highway Design project. The character corridors were selected to represent variations of the four character corridor types. Context sensitive design solutions developed for these corridors are intended to be representative and can be applied to other, similar corridors throughout the Town. Study corridors selected by the Committee consist of the following:

Traditional Character Corridors

1. Main Street: Village of Williamsville
2. North Bailey Avenue: Sheridan Drive to Maple Road
3. Bailey Avenue: Main Street to Eggert Road

Suburban Character Corridors

4. Millersport Highway: North Forest Road to North French Road
5. Klein Road: Hopkins Road to Paradise Road
6. Maple Road: North Forest Road to Youngs Road

Commercial Character Corridors

7. Sheridan Drive: Niagara Falls Boulevard to I-290
8. East Robinson Road/ North French Road: Niagara Falls Boulevard to Sweet Home Road

Rural Character Corridors

9. New Road: Millersport Highway to Tonawanda Creek Road

Public Participation

Adoption of a context sensitive design approach to transportation planning and design is a key component of the Town's Bicentennial Comprehensive Plan. This project is intended to encourage context sensitive design by coordinating consideration of the functional role of highways within the context of the surrounding neighborhood and incorporating continuous involvement of the public and various stakeholders throughout the process. Since context sensitive design emphasizes continuous and collaborative planning with the public and stakeholders, public outreach and participation throughout the project was key to its formulation and long-term success. A successful public participation program also engaged and educated stakeholders to build and sustain community support for the project.

Stakeholder Interviews

As part of the development of context sensitive designs for the selected corridors and the incorporation of context sensitive design into the Federal-aid highway project development process, a series of stakeholder interviews were held. The purpose of the stakeholder interviews were to discuss corridor characteristics and establish a vision for land use and transportation solutions that appropriately coordinate the character of each corridor with the surrounding neighborhood. Stakeholders who participated in these interviews represented various interests in each of the selected corridors and the corridor types and generally included:

- Neighborhood association and homeowner's association representatives
- Representatives of major organizations or institutions
- Business leaders and development interests
- Corridor property owners
- Environmental and historic resource advocates

Stakeholders were identified through an extensive mailing list established during the development of the Town's Bicentennial Comprehensive Plan, and mailings were sent to potential stakeholders to provide awareness of the project and to solicit their involvement in the stakeholder interviews. A total of five stakeholder meetings were conducted throughout the month of February 2008 (see Appendix B for a summary of the stakeholder meetings). Stakeholders interviewed during these meetings were kept apprised of the project through mailings of the project's progress and events such as an upcoming public meetings and the availability of technical products.

An interactive workshop was held on March 12, 2008 at the Town of Amherst Engineering Department to allow the Technical Advisory Committee and stakeholders that participated in the stakeholder interviews an opportunity to review and comment on the draft cross-sections of the character corridors and the context sensitive design elements proposed for each character corridor.

Public Meetings

Two community meetings were held to engage the public and gather input from the community. The first public meeting was held on April 23, 2008 at the Town of Amherst Audubon Library. This meeting provided a formal presentation of the character corridor background report and the draft recommendations for a context sensitive design approach to the nine character corridor types. The presentation was followed by an opportunity for the public to ask questions and provide input.

The second public meeting was held on July 23, 2008 at the Town of Amherst Audubon Library. This meeting provided the public an opportunity to comment on the draft Context Sensitive Highway Design Report, including the proposed cross-sections and context sensitive design elements for the character corridors. A summary of these meetings is provided in Appendix C.

In addition to these public meetings, the project was presented before a joint meeting of the Planning Board and Traffic Safety Board on October 28, 2008 and before the Town Board on December 8, 2008. These meetings were open to the public.

Project Website

The Town of Amherst established an interactive project website, located on the Town's website at www.amherst.ny.us, as a means of educating the public on the project and its process, posting meeting information, posting project reports and documents, and soliciting input.

Media Relations

A positive relationship with the media was important in informing the public and stakeholders of the project and opportunities for public participation. Newspapers and other media were used to effectively publicize upcoming meetings and events.

DESCRIPTION OF STUDY CHARACTER CORRIDORS

The Technical Advisory Committee selected nine representative character corridors to be studied as part of the Context Sensitive Highway Design project. For each character corridor, a description of the existing conditions of the corridor along with a typical cross-section was developed. The description of the Traditional Village Character Corridor for Main Street within the Village of Williamsville was taken directly from the Village of Williamsville Community Plan. The descriptions of the existing conditions for the other eight selected character corridor types are the result of site visits, consultation with various Town departments, referencing technical documents from the Town, Erie County, New York State Department of Transportation, and Greater Buffalo- Niagara Regional Transportation Council, and public and stakeholder input. This section includes the descriptions of existing conditions, typical cross-sections, and photos of each character corridor. Typical cross-sections can also be found in Appendix A along with the proposed cross-section of the respective character corridor.

TRADITIONAL VILLAGE CHARACTER CORRIDOR

Main Street: Village of Williamsville – Union Road to Evans Street

Segment Length: *1.0 miles* **AADT:** *25,000 – 36,000*

Lanes: *5* **Pavement Width:** *72 feet* **ROW:** *100+/- feet*

Functional Classification: *Principal Arterial* **Posted Speed:** *35mph*

General Description

The stretch of Main Street within the Village of Williamsville was selected as a prototypical Traditional Village Character Corridor used to analyze baseline conditions. This stretch of Main Street is a 5-lane roadway with center turn lane that is classified as a Principal Arterial and handles 25,000-36,000 vehicles per day. Main Street is the primary east-west traffic corridor for the Village of Williamsville as well as a main commuter route for people living both east and west in the Town of Amherst and neighboring communities. During peak commuter times the traffic on Main Street backs up and is congested creating difficulty for both drivers and pedestrians. This congestion, in turn, impacts circulation and parking throughout the Village and affects the quality of life and commerce for Village residents and businesses. Development along the corridor is characterized by Village Main Street mixed commercial uses. There is on-street parking along both sides of the road. There are sidewalks along both sides of the road and pedestrians use this corridor to access the Village businesses.

Including the intersections with North Union Road and Farber Road, there are about eighteen intersecting streets along this stretch of Main Street. There are a few driveways to/from parking areas along Main Street.

Existing Corridor Features

Traffic Signals:

- North Union Road/ South Union Road
- Los Robles Street
- North Cayuga Road/ South Cayuga Road
- Mill Street
- Evans Street/ Garrison Road

Transit:

- NFTA Metro Bus Routes #48, #49A, and #66A operate along this corridor.

Turn Lanes:

- Continuous center left turn lane
- Left turn lanes on both the eastbound and westbound approach at North Union Road/ South Union Road, Los Robles Street, North Cayuga Road/ South Cayuga Road, Mill Street, and Evans Street/ Garrison Road.

Pedestrian/ Bicycle Facilities:
- Sidewalks on each side of the road along the entire length of the corridor.

Utilities/ Drainage:
- Curb and gutter with storm drainage gates.
- Overhead light standards mounted on metal poles.
- Overhead utility lines along portions of the corridor.

Aesthetics:
- Street trees within planting areas along the sidewalk.

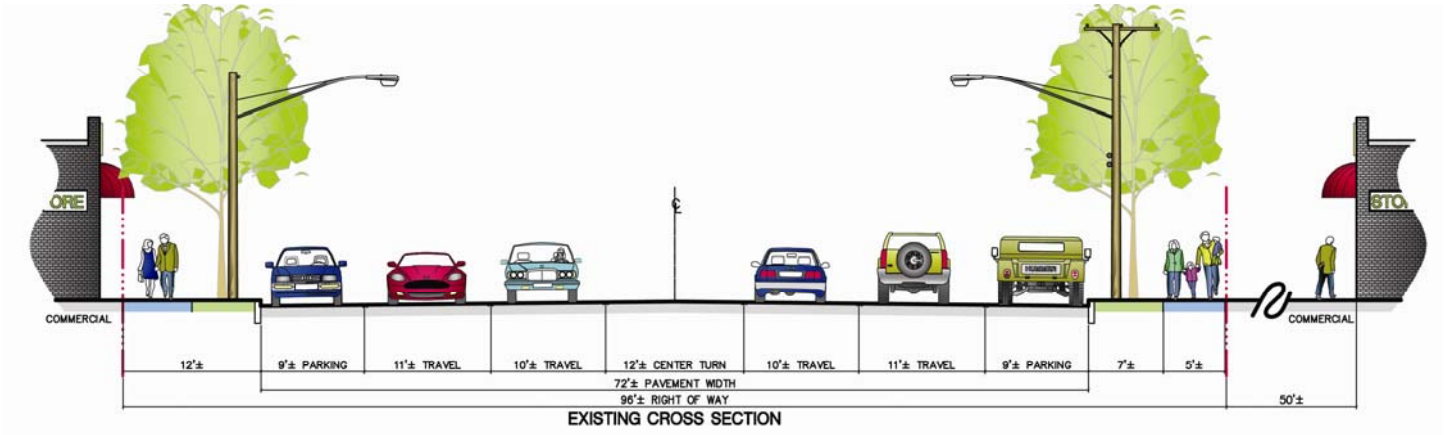
Other:
- Striped on-street parking on both sides of the road along the entire length of the corridor.

General Land Uses and Zoning

The land uses along this stretch of Main Street entail traditional Village uses with ground floor retail and office. Some buildings contain upper floor residential, commercial or office uses. There are also community and civic uses located along the corridor. The commercial uses along Main Street consist of a mix of buildings that are built up to the sidewalk and buildings that are setback. The location of parking varies by site, with uses having parking in the front, side and/or rear of the parcel.

General Land Use along the Corridor	General Zoning along the Corridor
• Retail/ restaurant • Mixed use commercial • Offices • Community and civic facilities	• C-1 • C-2 • C-3 • R-3M (Under Village Zoning Code)

Existing Traditional Village Character Corridor Cross-Section



Photos of Traditional Village Character Corridor

Main Street looking north towards Evans Street

TRADITIONAL RESIDENTIAL CHARACTER CORRIDOR

North Bailey Avenue: Sheridan Drive to Maple Road

Segment Length: *0.70 miles* **AADT:** *11,000 - 12,000*

Lanes: *2 - 4* **Pavement Width:** *33 feet* **ROW:** *66+/- feet*

Functional Classification: *Minor Arterial* **Posted Speed:** *35mph*

General Description

The stretch of North Bailey Avenue between Sheridan Drive and Maple Road was selected as a prototypical Traditional Residential Character Corridor used to analyze baseline conditions. North Bailey Avenue is primarily a 2-lane roadway that widens to a 3-lane roadway with a continuous center left turn lane south of Henel Road, then into a 4-lane roadway near the intersection with Sheridan Drive. The corridor is classified as a Minor Arterial and acts as a north-south alternative to Niagara Falls Boulevard, providing access between major east-west roads and to major shopping areas. Development is characterized by post war ranch and Cape Cod single family residences, with commercial uses near Sheridan Drive and Maple Road. There are sidewalks along both sides of the road that pedestrians use to walk between adjacent residential areas and commercial areas.

Including the intersections with Sheridan Drive and Maple Road, there are seven intersecting streets along this stretch of North Bailey Avenue. There is a major driveway to/from the Wegman's/ Ashley Furniture plaza as well as several secondary driveways to/from the office and retail establishments near Maple Road and Sheridan Drive. Additionally, there are numerous residential driveways that often require vehicles to back out onto North Bailey Avenue.

The characteristics of this stretch of North Bailey Avenue are not typical of an arterial. This segment includes two stop controlled intersections and contains several residential driveways. As Niagara Falls Boulevard becomes increasingly congested, this corridor will likely experience an increase in traffic seeking an alternative route.

Existing Corridor Features

Traffic Signals:

- Sheridan Drive
- Maple Road
- All-way stop controls at Henel Road and at Emerson Drive/ Amsterdam Avenue.

Turn Lanes:

- Continuous center left turn lane from just north of Sheridan Drive to Henel Road.
- Left turn lane and right turn lane on the northbound approach at Maple Road.
- Left turn lanes on both the northbound and southbound approach at Henel Road.
- Left turn lane on the southbound approach at Sheridan Drive.

Pedestrian/ Bicycle Facilities:

- Sidewalks on each side of the road along the entire length of the corridor.

Utilities/ Drainage:

- Curb and gutter with storm drainage gates.
- Overhead light standards mounted on wooden utility poles from Emerson Drive to Sheridan Drive.
- Overhead utility lines along portions of the west side of the corridor.

Aesthetics:

- Scattered street trees within an 8 +/- foot planting strip.

Other:

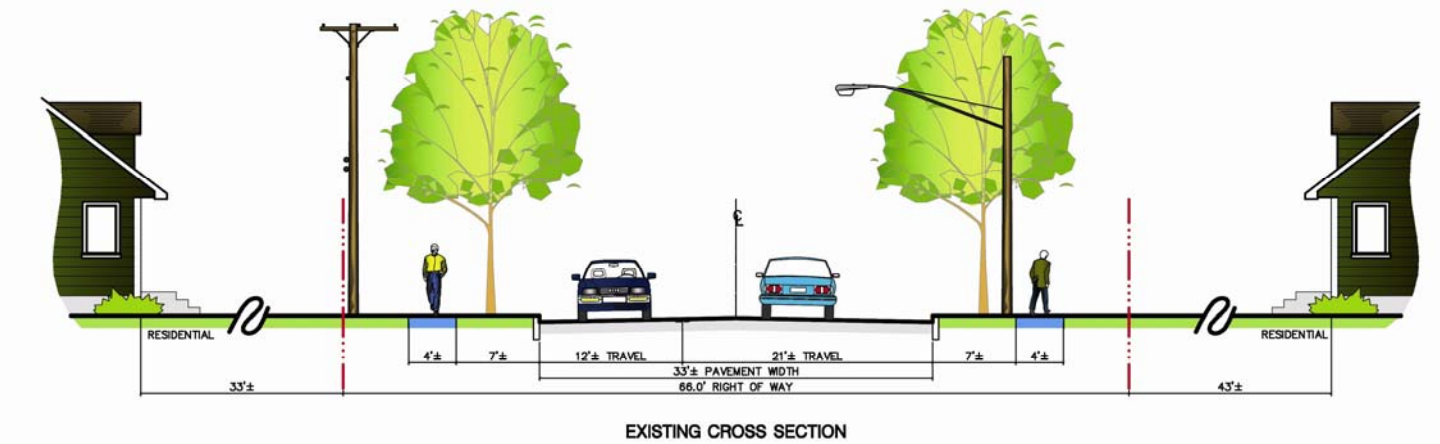
- Posted no parking on both sides of the road along the entire length of the corridor.

General Land Uses and Zoning

The land uses along this stretch of North Bailey Avenue transition from larger retail and office uses near Sheridan Drive and Maple Road to a post war single family residential neighborhood along the interior. The commercial uses along Bailey Avenue contain both front and side yard parking and are generally setback from the road 30-50 feet. National Grid owns a 60 foot wide stretch of land along the west side of North Bailey Avenue in front of the Wegman's/ Ashley Furniture. Residences are generally setback from the road 50-60 feet.

General Land Use along the Corridor	General Zoning along the Corridor
• Retail/ restaurant • Big box grocery and retail • Offices • Single family residences	• R-3- Residential District Three • OB- Office Building District • GB- General Business District

Existing Traditional Residential Character Corridor Cross-Section



EXISTING CROSS SECTION

Photos of Traditional Residential Character Corridor

North Bailey Avenue looking north towards Maple Road

North Bailey Avenue looking south towards Henel Road

TRADITIONAL MIXED USE CHARACTER CORRIDOR

Bailey Avenue: Grover Cleveland Highway to Eggert Road

Segment Length: *0.99 miles* **AADT:** *10,000 - 11,000*

Lanes: *2* **Pavement Width:** *40 feet* **ROW:** *66+/- feet*

Functional Classification: *Minor Arterial* **Posted Speed:** *35mph*

General Description
The stretch of Bailey Avenue between Grover Cleveland Highway and Eggert Road was selected as a prototypical Traditional Mixed Use Character Corridor used to analyze baseline conditions. This stretch of Bailey Avenue is designated as U.S. Highway 62 and is primarily a 2-lane roadway designated as a Minor Arterial. This corridor acts as a north-south alternative to Niagara Falls Boulevard and the portion from Main Street to Grover Cleveland Highway also acts as a main connection between the University of Buffalo North and South Campuses. Development along the corridor is characterized by a mix of traditional residential and neighborhood commercial. There are sidewalks along both sides of the road that are used by pedestrians walking to neighborhood businesses and to the University of Buffalo.

Including the intersections with Grover Cleveland Highway and Eggert Road, there are ten intersecting streets along this stretch of Bailey Avenue. There are numerous residential driveways that often require vehicles to back out onto Bailey Avenue as well as several driveways to/from the commercial establishments.

Existing Corridor Features

Traffic Signals:
- Grover Cleveland Highway/ Park Circle
- Longmeadow Road
- Eggert Road

Turn Lanes:
- Right turn lane and combined right turn/ thru lane on the northbound approach at Grover Cleveland Highway.
- Left turn lanes on both the northbound and southbound approach at Longmeadow Road.
- Left turn lane on the northbound approach at Eggert Road.

Transit Facilities:
- NFTA Metro Bus Route #44 and #49B operate from Main Street to Grover Cleveland Highway.

Pedestrian/ Bicycle Facilities:
- Sidewalks on both sides of the road along the entire length of the corridor.

Utilities/ Drainage:

- Curb and gutter with storm drainage gates.
- Overhead light standards mounted on wooden utility poles.
- Overhead utility lines along the west side of the corridor.

Aesthetics:

- A 3-6 +/- foot planting strip, primarily along the east side of the road.
- No street trees within the planting strips.

Other:

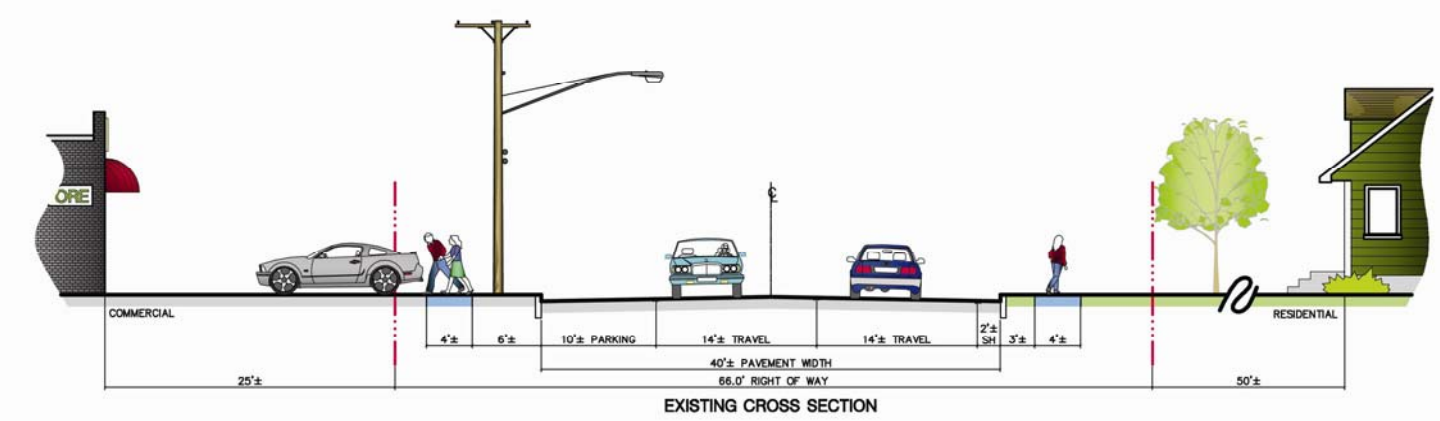
- Striped 2-3 foot shoulder along the east side of the road from Grover Cleveland Highway to Eggert Road.
- Striped on-street parking along west side from Grover Cleveland Highway to Eggert Road.
- Posted no parking along the east side from Grover Cleveland Highway to Eggert Road.

General Land Uses and Zoning

The land uses along this stretch of Bailey Avenue transition from larger retail and office uses near Eggert Road into a mix of older, small scale retail and commercial uses that serve the adjacent neighborhoods, with scattered single family and two family residences along the west side and primarily single family residences along the east side. There is a small scale commercial node near Grover Cleveland Highway and commercial uses near Main Street. The commercial uses along Bailey Avenue contain both front and side yard parking and are generally setback from the road 20-40 feet. Residences are generally setback from the road 40-50 feet.

General Land Use along the Corridor	General Zoning along the Corridor
• Retail/ restaurant • Offices • Small scale commercial • Single family residential • Two family residential	• R-3- Residential District Three • R-4- Residential District Four • MFR-5- Multifamily Residential District Five • GB- General Business District • MS- Motor Service District • CF- Community Facilities District

Existing Traditional Mixed Use Character Corridor Cross-Section



Photos of Traditional Mixed Use Character Corridor

Bailey Avenue looking north towards Eggert Road

Bailey Avenue looking south at Grover Cleveland Highway

SUBURBAN MIXED-USE CHARACTER CORRIDOR

Millersport Highway: North Forest Road to North French Road

Segment Length: *2.1 miles* **AADT:** *9,000 – 15,000*

Lanes: *2 - 5* **Pavement Width:** *41 - 60 feet* **ROW:** *94 - 106+/- feet*

Functional Classification: *Principal Arterial* **Posted Speed:** *45; 55mph*

General Description
The stretch of Millersport Highway between North Forest Road and North French Road was selected as a prototypical Suburban Mixed Use Character Corridor used to analyze baseline conditions. This stretch of Millersport Highway is designated as NYS Route 263 and transitions from a 5-lane roadway with continuous center left turn lane from North Forest Road to just north of Sylvan Parkway, into a 3-lane roadway with continuous center left turn lane from just north of Sylvan Parkway to Campbell Boulevard, into a 2-lane roadway from Campbell Boulevard to North French Road. This corridor is classified as a Principal Arterial that handles 9,000 – 15,000 vehicles per day. This roadway provides access to major traffic generators, such as the Audubon Office Park, the Audubon new community residential development and Beechwood Assisted Living residences. The University of Buffalo North Campus is located just south of the corridor, and Cross Point Business Park is located just north of it. Development along the corridor is characterized by a mix of suburban residential, commercial, and office south of Campbell Boulevard and developing suburban residential and commercial north of Campbell Boulevard. There are sidewalks along portions of the corridor.

Including the intersections with North Forest Road and North French Road, there are six intersecting streets along this stretch of Millersport Highway. There are also several driveways to/from the retail and office developments, commercial establishments, and private residential developments along Millersport Highway, which are more numerous near North Forest Road and decrease traveling further northeast towards North French Road. Northeast of Campbell Boulevard, there are numerous residential driveways that often require vehicles to back out onto Millersport Highway.

This corridor is likely to experience further suburban development that will result in increased traffic. Due to the high speeds of this roadway and the presence of automobile-oriented development, the corridor is not conducive for non-vehicular travel. The existing 2-lane roadway north of Campbell Boulevard may need to be widened and improved in the future to handle the additional traffic. There is sufficient right-of-way along the entire corridor to incorporate roadway improvements and widening. If the roadway were to be continued as a 5-lane roadway for the entire length of the corridor, access control will become difficult to achieve and the entire corridor would likely become dominated by automobile oriented development making it unfriendly and unsafe to pedestrians and bicyclists. Widening the entire corridor to a 5-lane arterial would not be a contextually sensitive approach.

Existing Corridor Features

Traffic Signals:

- North Forest Road
- Campbell Boulevard
- Dodge Road
- North French Road

Turn Lanes:

- Continuous center left turn lane from North Forest Road to Campbell Boulevard.
- Left turn lane and combined right turn/ thru lane on the southbound approach at North Forest Road.
- Left turn lane on the northbound approach at Sylvan Parkway.
- Left turn lanes on both the northbound and southbound approach at Campbell Boulevard/ Stahl Road.
- Left turn lane on the northbound approach at North French Road.
- The intersection of Millersport Highway and Campbell Boulevard/ Stahl Road, due to its odd angle, contains ramps to ease right turn movements from Millersport Highway (northbound on Millersport to Stahl Road; southbound on Millersport to Campbell Boulevard).

Transit:

- NFTA Metro Bus Route #44 operates along this corridor.

Pedestrian/ Bicycle Facilities:

- Sidewalks on both sides of the road from North Forest Road to Sylvan Parkway, a sidewalk along the east side of the road from Sylvan Parkway to just north of Campbell Boulevard, no sidewalks along the remainder of the corridor.

Utilities/ Drainage:

- Curb and gutter with storm drainage gates from North Forest Road to just north of Sylvan Parkway, curb and gutter along east side from just north of Sylvan Parkway to Campbell Boulevard.
- Roadside drainage ditch in areas without curbing.
- Overhead utility lines along the east side of the corridor.

Aesthetics:

- A 3 to 6 foot planting strip where sidewalks exist.
- No street trees within the planting strip.

Other:

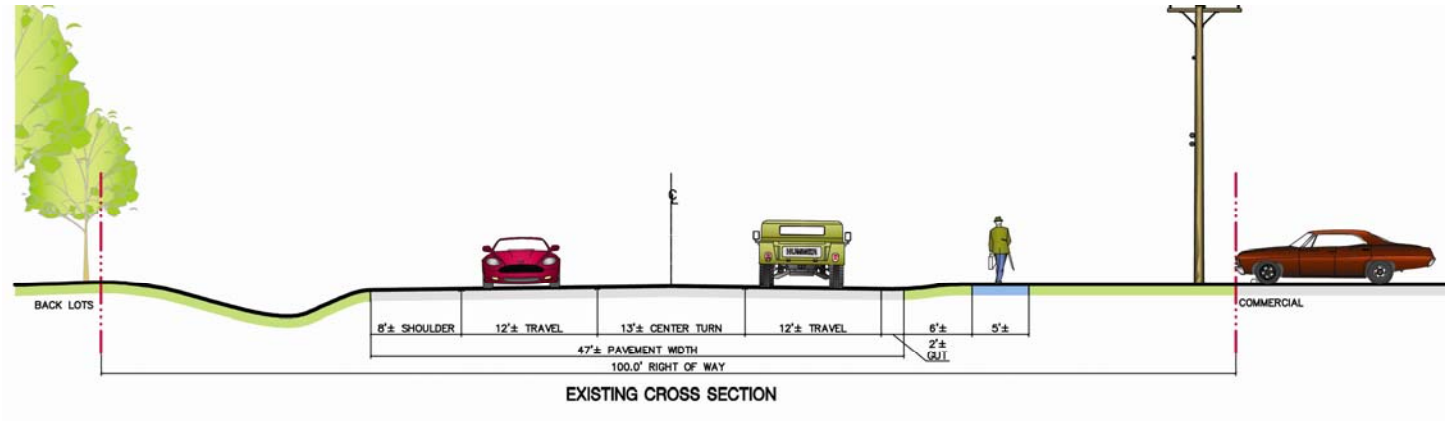
- Striped 10-12 foot shoulder on both sides of the road from Campbell Boulevard to North French Road, a 10-12 foot striped shoulder on the west side of the road from just north of Sylvan Parkway to Campbell Boulevard.
- Roadside residential mailboxes.

General Land Uses and Zoning

The land uses along this stretch of Millersport Highway transition from predominately larger suburban retail and office developments near North Forest Road into a mix of retail plazas and commercial uses from Sylvan Parkway to just north of Campbell Boulevard. The Audubon residential community is located along the west side of Millersport Highway in this stretch of the corridor, but it is has no direct frontage on the roadway. North of Campbell Boulevard, land uses transition into large lot, rural single family residential with scattered commercial uses to North French Road. The commercial uses along Millersport Highway contain both front and side yard parking and are generally setback from the road greater than 50 feet. Residences are generally setback from the road greater than 60 feet.

General Land Use along the Corridor	General Zoning along the Corridor
• Office park development • Retail/ restaurant • Small to medium scale commercial • Assisted living residential • Condominium and residential developments • Single family residential	• R-3- Residential District Three • MFR-4A- Multifamily Residential District Four-A • MFR-5- Multifamily Residential District Five • OB- Office Building District • NB- Neighborhood Business District • GB- General Business District • CS- Commercial Service District • MS- Motor Service District • SC- Shopping Center District • CF- Community Facilities District

Existing Suburban Mixed Use Character Corridor Cross-Section



Photos of Suburban Mixed Use Character Corridor

Millersport Highway looking south towards Sylvan Parkway

Millersport Highway looking north towards North French Road

SUBURBAN RESIDENTIAL COLLECTOR CHARACTER CORRIDOR

Klein Road: Hopkins Road to Paradise Road

Segment Length: *1.40 miles* **AADT:** *12,000 - 13,000*

Lanes: *2* **Pavement Width:** *33 - 38 feet* **ROW:** *55 - 80+/- feet*

Functional Classification: *Collector* **Posted Speed:** *35mph*

General Description

The stretch of Klein Road between Hopkins Road and Paradise Road was selected as a prototypical Suburban Residential Collector Character Corridor used to analyze baseline conditions. This stretch of Klein Road is a 2-lane roadway classified as a Collector that handles between 12,000 and 13,000 vehicles per day. The corridor handles traffic accessing major traffic generators such as Williamsville East High School and Canterbury Woods, as well as traffic traveling between North Forest Road and Transit Road. Development along this corridor is characterized by newer suburban residential homes. There are sidewalks along portions of this corridor.

Including the intersections with Hopkins Road and Paradise Road, there are twelve intersecting streets along this stretch of Klein Road. There is a driveway to Bassett Park and a medical complex west of Youngs Road and driveways to office buildings at the intersection of Hopkins Road. There are also several residential driveways that often require vehicles to back out onto Klein Road.

The area around this corridor is likely to experience further development, resulting in increased traffic. Due to the volume of traffic on this roadway and the lack of sidewalk continuity, the corridor is not conducive to non-vehicular travel. With the number of residential neighborhoods combined with the existence of a high school, park, and neighborhood commercial area at Hopkins Road, along with the need for an east-west bicycle route in the Town, there is strong support for enhanced bicycle and pedestrian facilities along Klein Road.

Existing Corridor Features

Traffic Signals:

- Hopkins Road
- Youngs Road
- Paradise Road

Turn Lanes:

- Left turn lane and combined right turn/ thru lane on the westbound approach at Hopkins Road.
- Left turn lanes on both the westbound and eastbound approach at Youngs Road.
- Left turn lane and right turn lane on the eastbound approach at Paradise Road.

Pedestrian/ Bicycle Facilities:

- Sidewalks on both sides of the road from Hopkins Road to Eastwick Drive/ Bentley Court; a sidewalk along the south side of the road from Eastwick Drive/ Bentley Court to just east of Youngs Road and from Ayer Road to Paradise Road; no sidewalks between east of Youngs Road and Ayer Road.

Utilities/ Drainage:

- Curb and gutter with storm drainage gates from Hopkins Road to Eastwick Drive/ Bentley Court.
- Roadside drainage ditch in areas without curbing.
- Overhead utility lines along the north side.
- Overhead light standards mounted on wooden poles from Hopkins Road to Kingswaye Drive.

Aesthetics:

- Street trees within the planting strip from Hopkins Road to Eastwick Drive/ Bentley Court.

Other:

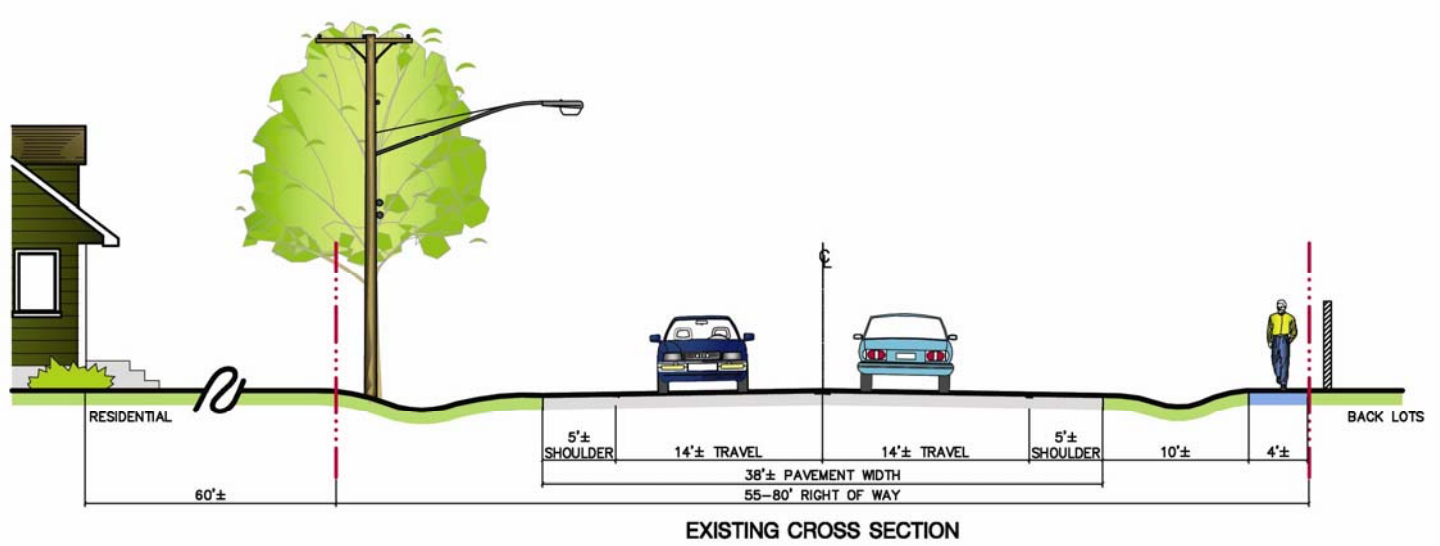
- Striped 3-5 foot shoulder on both sides of Klein Road.
- Roadside residential mailboxes.

General Land Uses and Zoning

The land uses along this stretch of Klein Road are dominated by single family residential with office uses near the intersection of Hopkins Road. There is a large assisted living complex (Canterbury Woods) on the southeast corner of the intersection with Youngs Road and a medical complex along the south side, west of Youngs Road. Bassett Park, a town park, is located on the south side of Klein Road at Youngs Road. The commercial uses along Klein Road contain both front and side yard parking and are generally setback from the road about 75 feet. Residences with frontage on Klein Road are setback greater than 50 feet. There are also residential uses that back up to Klein road (frontage on other streets). These houses are setback greater than 100 feet from the road.

General Land Use along the Corridor	General Zoning along the Corridor
• Single family residences • Assisted living residence • Medical office • Office • Bassett Park	• Residential District Two • R-3- Residential District Three • MFR-7- Multifamily Residential District Seven • OB- Office Building District • CF- Community Facilities District

Existing Suburban Residential Collector Character Corridor Cross-Section



Photos of Suburban Residential Collector Character Corridor

Klein Road looking east from Kingswaye Drive

Klein Road looking east towards Youngs Road

Klein Road looking west at Bassett Park

SUBURBAN RESIDENTIAL ARTERIAL CHARACTER CORRIDOR

Maple Road: North Forest Road to Youngs Road

Segment Length: *1.78 miles* **AADT:** *19,000 – 26,000*

Lanes: *5* **Pavement Width:** *64 feet* **ROW:** *94+/- feet*

Functional Classification: *Principal Arterial* **Posted Speed:** *45mph*

General Description
The stretch of Maple Road between North Forest Road and Youngs Road was selected as a prototypical Suburban Residential Arterial Character Corridor used to analyze baseline conditions. This stretch of Maple Road is a 5-lane roadway with center left turn lane, classified as a Principal Arterial that handles 19,000 – 26,000 vehicles per day. This roadway acts as a major east-west corridor that transects the Town and provides access to neighboring residential and commercial uses. Development along this corridor is characterized by a mix of newer suburban residential, commercial, retail and office uses. Sidewalks exist on both sides of the road along the entire length of the corridor.

Including the intersections with North Forest Road and Youngs Road, there are eighteen intersecting streets along this stretch of Maple Road. There are several major driveways along this corridor that provide access to major traffic generators, such as apartment complexes, Maple West Elementary School, Maple East Elementary School and Millard Fillmore Suburban Hospital. Additionally, there are numerous driveways to office and retail buildings and condominium and multi-family residential developments. There are also pockets of single family residences that include driveways that often require vehicles to back out onto Maple Road.

Although most of the area along the corridor is built out, there remains some vacant land. Underutilized land may experience further suburban development, and the Millard Fillmore Suburban Hospital complex continues to expand. Additionally, as areas further to the east become more developed, it is likely that this corridor will experience increased traffic volumes. Due to the volume and speed of traffic on this roadway, the corridor is not safe or friendly for non-vehicular travel and is not sensitive to the adjacent residential uses.

Existing Corridor Features

Traffic Signals:
- North Forest Road
- Maple West Elementary School/ Old Lyme Road
- Hopkins Road
- Millard Fillmore Suburban Hospital/ MacArthur Drive
- Young Road

Turn Lanes:
- Continuous center left turn lane along the entire stretch of the corridor.

- Left turn lane on the westbound approach at North Forest Road.
- Left turn lanes on both the eastbound and westbound approach at Maple West Elementary School/ Old Lyme Road.
- Left turn lanes on both the eastbound and westbound approach at Hopkins Road.
- Left turn lane and combined right turn/ thru lane on both the eastbound and westbound approach at Millard Fillmore Suburban Hospital/ MacArthur Drive.
- Left turn lane and combined right turn/ thru lane on the eastbound approach at Youngs Road.

Transit Facilities:
- NFTA Metro Bus Route #49A, 49B, and 65 operate along this corridor.

Pedestrian/ Bicycle Facilities:
- Sidewalks on both sides of the road for the entire length of the corridor.

Utilities/ Drainage:
- Curb and gutter with storm drainage gates.
- Overhead light standards mounted to wooden utility poles.
- Overhead utility lines along the south side of the road.

Aesthetics:
- A 3-5 foot planting strip.
- No street trees exist within the planting strips.

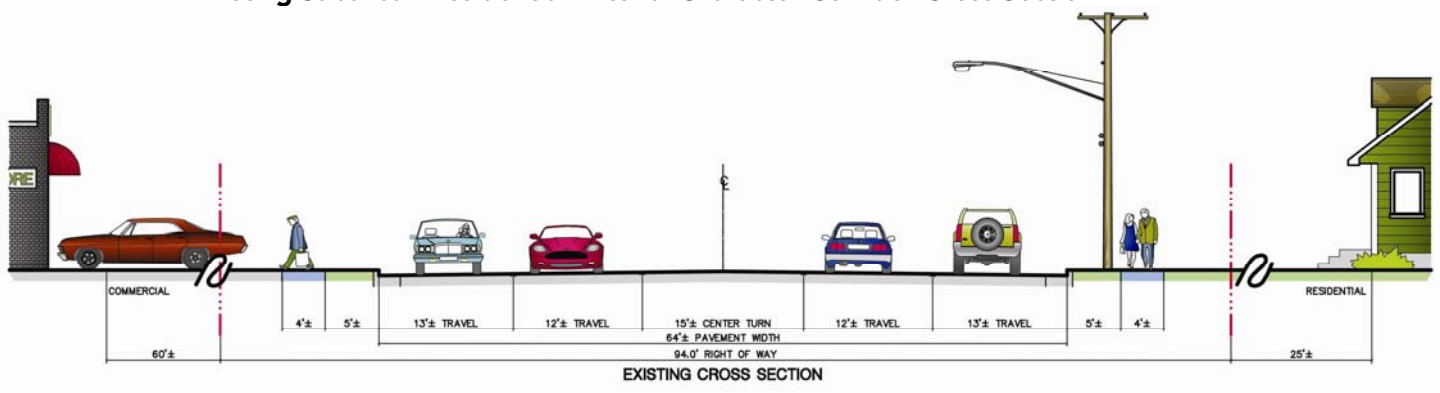
Other:
- Posted no on-street parking.
- Roadside residential mailboxes in front of residences.

General Land Uses and Zoning

The land uses along this stretch of Maple Road transition from a mix of office and retail uses near the intersection of North Forest Road into a mix of medium density residential complexes and office/ retail east to about Ranch Trail Drive. Single family residential dominates the corridor east of Ranch Trail Drive to Hopkins Road. There is a mix of community service, multi-family residential, and single family residential near the intersection with Hopkins with community facilities (school and hospital) on the north side of Maple Road and single family residential and condominium development on the south side to Youngs Road. There are two elementary schools, Maple Road West Elementary School and Maple Road East Elementary School, and a hospital complex, Millard Fillmore Suburban Hospital, along this corridor. The commercial uses along Maple Road contain both front and side yard parking and are generally setback from the road greater than 40 feet. The residences fronting on Maple Road are setback greater than 40 feet. Residences that have side yards on Maple Road or back up to the road are setback greater than 30 feet from the road.

General Land Use along the Corridor	General Zoning along the Corridor
• Single family residential • Multi-family residential • Hospital • Schools • Churches/ community facility • Office • Retail/ restaurant	• R-3- Residential District Three • CR-3A- Cluster Residential District Three A • MFR-5- Multifamily Residential District Five • OB- Office Building District • NB- Neighborhood Business District • GB- General Business District • CF- Community Facilities District

Existing Suburban Residential Arterial Character Corridor Cross-Section



Photos of Suburban Residential Arterial Character Corridor

Maple Road looking west towards North Forest Road

Maple Road looking east towards Hopkins Road

Maple Road looking east towards Youngs Road

COMMERCIAL – RETAIL CHARACTER CORRIDOR

Sheridan Drive: Niagara Falls Boulevard to I-290 ramp

Segment Length: *2.02 miles* **AADT:** *26,000 - 35,000*

Lanes: *6* **Pavement Width:** *72 - 88 feet* **ROW:** *98 - 140+/- feet*

Functional Classification: *Principal Arterial* **Posted Speed:** *40mph*

General Description

The stretch of Sheridan Drive between Niagara Falls Boulevard and the I-290 ramp was selected as a prototypical Commercial – Retail Character Corridor used to analyze baseline conditions. This stretch of Sheridan Drive is designated as NYS Route 324, with the segment from Niagara Falls Boulevard to Bailey Avenue designated as U.S. Highway 62. This segment of Sheridan Drive is a 6-lane roadway with a center landscaped median classified as a Principal Arterial that handles 26,000 – 35,000 vehicles per day. The roadway acts as a major east-west corridor that transects the Town providing access to major shopping centers, adjacent residential areas, and I-290. Development along this corridor is characterized by older suburban retail and commercial uses.

Including the intersections with Niagara Falls Boulevard and the I-290 ramp, there are eighteen intersecting streets along this stretch of Sheridan Drive. There are several major driveways along this corridor that provide access to major retail plazas, as well as individual retail establishments, restaurants and offices. There are sidewalks along both sides of the corridor, however, most are in deteriorating condition.

The area along this corridor is completely built out with older commercial development, however, there remains the potential for older retail plazas to be redeveloped. Additionally, as areas further to the east become more developed, this corridor may experience increased traffic volumes. Due to the volume and speed of traffic on this roadway, the presence of automobile-oriented development, numerous commercial driveways and the poor condition of the pedestrian facilities, the corridor is not conducive to non-vehicular travel.

Existing Corridor Features

Traffic Signals:

- Niagara Falls Boulevard
- Alberta Drive
- Bailey Avenue
- Sweet Home Road
- Millersport Highway
- Getzville Road
- Campus Road
- Harlem Road
- I-290 ramp

Turn Lanes:
- Two left turn lanes and a right turn lane on the westbound approach at Niagara Falls Boulevard.
- Left turn lanes on both the eastbound and westbound approach at Alberta Drive, Bailey Avenue, Augusta Avenue/ former Sheridan Hills Plaza, Sweet Home Road, Buckeye Road, Millersport Highway, Getzville Road, former Sheridan Lanes (now car dealer)/ Harold Road, and Campus Drive.
- Two left turn lanes on the westbound approach at Harlem Road.
- Left turn lane on the eastbound approach at the I-290 ramp.

Transit:
- NFTA Metro Bus Routes #5D, 34M, 49B operate along this corridor.

Pedestrian/ Bicycle Facilities:
- Sidewalks exist on both sides of the road along the entire length of the corridor, with the exception of a section near the Sheridan-Harlem Plaza.

Utilities/ Drainage:
- Curb and gutter with storm drainage gates.
- Overhead utility lines exist along portions of the corridor.
- Overhead street lights mounted on metal poles exist near Harlem Road.

Aesthetics:
- Street trees are located within the median.

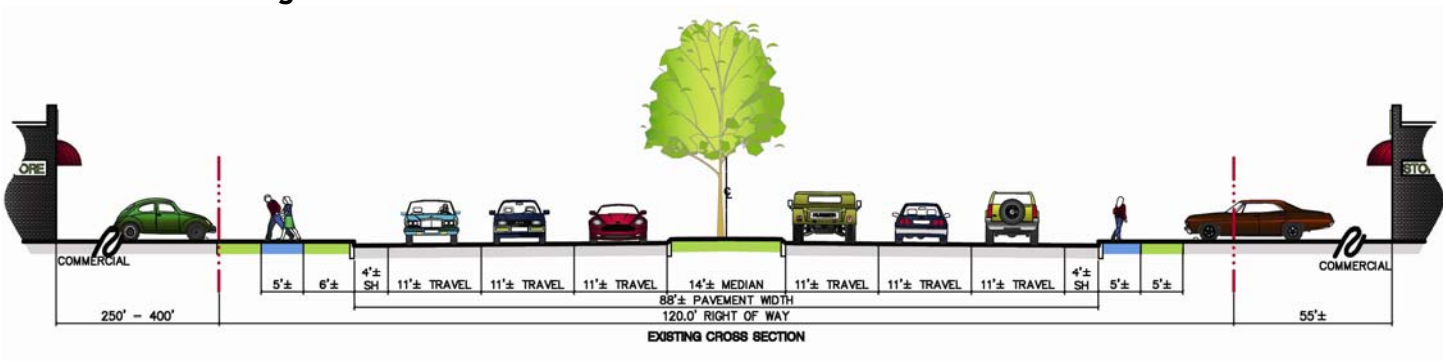
Other:
- Striped 2-3 foot shoulder on both sides of the road along the entire length of the corridor.

General Land Uses and Zoning

The land uses along this stretch of Sheridan Drive are characterized by older suburban commercial development consisting of strip retail plazas, free standing retail, restaurant, and commercial uses, offices, and churches/ community facilities. There is a small area of single family residential that fronts the south side of Sheridan near Campus Drive. The commercial uses along Sheridan Drive contain mostly front yard parking and are generally setback from the road greater than 30 feet, with most setback greater than 60 feet. The residences containing frontage are setback about 35 feet from the road.

General Land Use along the Corridor	General Zoning along the Corridor
• Retail/ restaurant • Other commercial • Offices • Single family residential • Community facilities	• OB- Office Building District • GB- General Business District • CS- Commercial Service District • MS- Motor Service District • SC- Shopping Center District • CF- Community Facilities District

Existing Commercial – Retail Character Corridor Cross-Section



Photos of Commercial – Retail Character Corridor

Sheridan Drive looking east towards Alberta Drive

Sheridan Drive looking west towards Millersport Highway

Sheridan Drive looking east towards Harlem Road and I-290

COMMERCIAL – OFFICE CHARACTER CORRIDOR

East Robinson Road/ North French Road: Niagara Falls Boulevard to Sweet Home Road

Segment Length: *1.10 miles* **AADT:** *15,000 - 19,000*

Lanes: *2 - 4* **Pavement Width:** *41 - 60 feet* **ROW:** *50 - 80+/- feet*

Functional Classification: *Minor Arterial* **Posted Speed:** *40; 45mph*

General Description
The stretch of East Robinson Road/ North French Road was selected as a prototypical Commercial – Office Character Corridor used to analyze baseline conditions. This stretch of East Robinson Road/ North French Road is a 2-lane roadway that widens to 4 lanes near the intersection with Niagara Falls Boulevard. It is classified as a Minor Arterial that handles 15,000 – 19,000 vehicles per day. This corridor is used as an east-west corridor for the growing population of North Amherst, and runs from Niagara Falls Boulevard to Transit Road. The corridor also intersects with I-990. Development along the corridor is characterized by newer suburban residential, office, and light industrial uses. Sidewalks exist only near Sweet Home Road and Niagara Falls Boulevard and are absent along most of the corridor.

Including the intersections with Niagara Falls Boulevard and Sweet Home Road, there are five intersecting streets along this stretch of East Robinson Road/ North French Road. There are several driveways from the office/ light industrial businesses located along North French Road as well as driveways from the retail plaza near the intersection of Niagara Falls Boulevard. Additionally, there are numerous residential driveways that often require vehicles to back out onto East Robinson Road.

The area around this corridor is likely to experience further suburban residential, commercial, office and light industrial development. Coupled with the increased growth in the northwest portion of Amherst and in the adjacent Town of Wheatfield, this corridor is likely to experience an increase in traffic. Due to the volume of traffic on this roadway, poor shoulder conditions, and the lack of sidewalk continuity, the corridor is not conducive to non-vehicular travel. At certain times, the flow of thru traffic can be blocked by stacking vehicles waiting to make left turns, either at intersections with insufficient left turn storage lengths or into residential and commercial driveways.

Existing Corridor Features

Traffic Signals:
- Niagara Falls Boulevard
- North French Road/ Sundridge Drive
- Sweet Home Road

Turn Lanes:
- Left turn lane on the westbound approach at Niagara Falls Boulevard.
- Left turn lanes on both the eastbound and westbound approach at North French Road/

Sundridge Drive.
- Left turn lane on the eastbound approach at Sweet Home Road.

Transit:
- NFTA Metro Bus Routes #34A and 34H operate along this corridor.

Pedestrian/ Bicycle Facilities:
- Sidewalks on both sides of the road near the intersection with Sweet Home Road and near the intersection with Niagara Falls Boulevard, no sidewalks along the majority of the corridor.

Utilities/ Drainage:
- Curb and gutter with storm drainage gates near the intersection with Sweet Home Road and near Niagara Falls Boulevard.
- Drainage ditch along both sides of the road in areas without curb and gutter.
- Overhead light standards mounted on wooden utility poles east of North French Road/ Sundridge Drive.
- Overhead utility lines along the north side of the road from Niagara Falls Boulevard to North French Road/ Sundridge Drive and along the south side of the road from North French Road/ Sundridge Drive to Sweet Home Road**.**

Aesthetics:
- 3-5 foot planting strip in areas with sidewalk.
- No street trees within the planting strip.

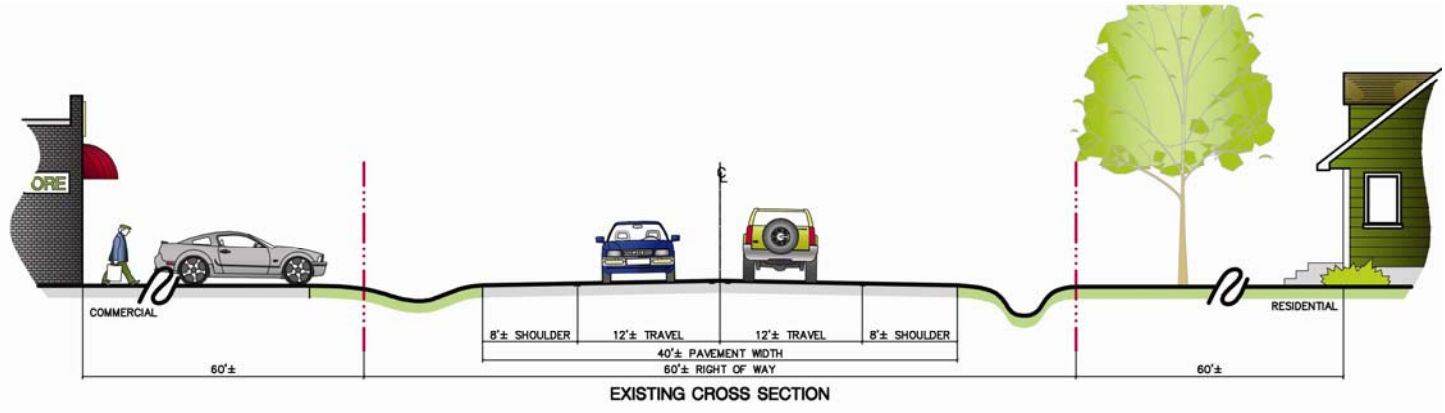
Other:
- Striped 2-3 foot shoulder along both sides of the road.
- Roadside mailboxes in front of residences.

General Land Uses and Zoning

The land uses along this stretch of East Robinson Road/ North French Road transition from retail uses near Niagara Falls Boulevard into single family residential along the south side and office and open land along the north side to North French Road/ Sundridge Drive. East of North French Road/ Sundridge Drive, the characteristics change to primarily office, light industrial, and warehousing uses. The commercial uses along East Robinson Road contain front and side yard parking with buildings setback about 60 feet from the road. The commercial and light industrial uses along North French Road contain front, side, and rear yard parking and are generally setback from the road greater than 60 feet. The residences fronting on East Robinson Road are setback greater than 75 feet from the road.

General Land Use along the Corridor	General Zoning along the Corridor
• Retail • Single family residential • Offices • Light industrial/ warehousing	• R-3- Residential District Three • OB- Office Building District • GB- General Business District • MS- Motor Service District • RD- Research and Development District

Existing Commercial – Office Character Corridor Cross-Section



Photos of Commercial – Office Character Corridor

North French Road looking east towards Sweet Home Road

North French Road looking west towards East Robinson Road

East Robinson Road looking west towards Niagara Falls Boulevard

RURAL RESIDENTIAL CHARACTER CORRIDOR

New Road: Millersport Highway to Tonawanda Creek Road

Segment Length: *2.10 miles* **AADT:** *3,500 - 5,000*

Lanes: *2* **Pavement Width:** *30 feet* **ROW:** *64 - 72+/- feet*

Functional Classification: *Collector* **Posted Speed:** *40mph*

General Description:
The stretch of New Road between Millersport Highway and Tonawanda Creek Road was selected as a prototypical Rural Residential Character Corridor used to analyze baseline conditions. This stretch of New Road is a 2-lane roadway classified as a Collector that handles 3,500 to 5,000 vehicles per day. The corridor provides a north-south connection between Tonawanda Creek Road and North French Road and serves the nearby rural residences. Development along the corridor is characterized by rural residential uses and open land. Millersport Highway and Tonawanda Creek Road are the only two intersecting streets along this stretch of New Road. Between these intersections, there are widely scattered residential driveways and a driveway to the Amherst Museum near Tonawanda Creek Road.

The area around this corridor is likely to experience further large lot residential development since the characteristics of the soils will likely restrain denser development in the near future. The existing pavement cross-section is sufficient to handle the existing traffic volumes. The characteristics of the corridor do not yield high pedestrian or bicycle activity and the poor condition of the shoulder is not conducive to pedestrian or bicycle travel. The drainage ditches often overflow and create standing water along the roadway.

Existing Corridor Features

Traffic Signals:
- Millersport Highway

Pedestrian/ Bicycle Facilities:
- No sidewalks exist along the corridor.

Utilities/ Drainage:
- Above ground utility lines along the west side of the road.
- Drainage ditches exist along both sides of the road.

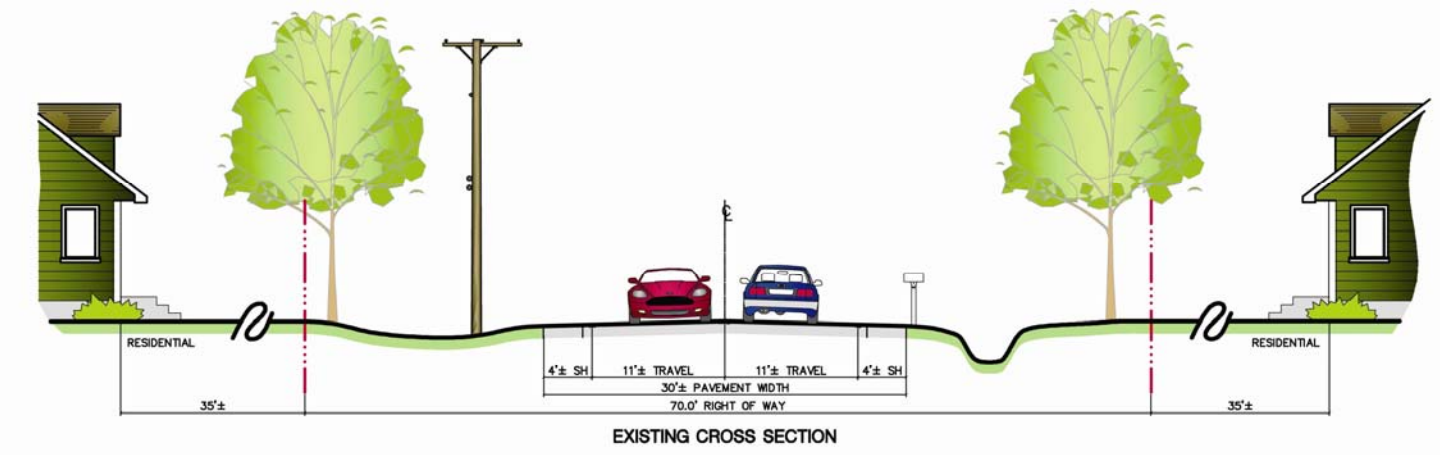
Other:
- Shoulder width ranges from no shoulder to a 2-3 foot gravel shoulder.
- Roadside mailboxes in front of residences.

General Land Uses and Zoning

Land uses along this stretch of New Road are characterized by large lot rural residential uses and open land. The Amherst Museum is located near Tonawanda Creek Road and there is a day care located at the intersection with Millersport Highway.

General Land Use along the Corridor	General Zoning along the Corridor
• Rural residential • Community facilities- museum • Open land	• R-1- Residential District One • R-3- Residential District Three • SC- Shopping Center District • CF- Community Facilities District

Existing Rural Residential Character Corridor Cross-Section



Photos of Rural Residential Character Corridor

New Road looking north

New Road looking south

PROPOSED CONTEXT SENSITIVE DESIGN FOR CHARACTER CORRIDORS

The nine study character corridors were used as a reference to develop the proposed context sensitive design cross-sections and related elements. Because each roadway in the Town presents different characteristics and challenges, the proposed cross-sections may not directly represent the final cross-section recommended for a roadway. The proposed typical character cross-section and context sensitive design elements can be modified to fit a particular corridor during the project development process, taking into account such issues as roadway functional classification, traffic volume, neighborhood concerns, and other unique circumstances.

For each character corridor, a description is provided of the context sensitive design objectives, proposed context sensitive elements, and proposed cross-section. The descriptions of the Traditional Village Character Corridor were taken directly from the Village of Williamsville Community Plan. The context sensitive design descriptions for the other eight selected character corridor types are the result of input from the Technical Advisory Committee, stakeholder and public meetings, consultation with various Town departments, and input from Erie County Department of Public Works and New York State Department of Transportation. This section includes the descriptions of the proposed context sensitive design elements and proposed cross-section. Proposed cross-sections can also be found in Appendix A along with the existing typical cross-section of the respective character corridor.

The context sensitive design corridors identify a typical cross-section for a mid-block portion of the corridor. When approaching an intersection, there likely will need to be some modification, on a case by case basis, to the cross-section, such as the addition of turning lanes. In every instance, context sensitive design elements should be carried through the intersection. In cases where a bike lane is proposed, this bike lane should be carried through the intersection to promote a fully connected bicycle network.

In general, there will likely be additional costs that context sensitive design elements would place upon a highway reconstruction or maintenance project. Every effort will be made to roll these additional costs into the overall project budget so that the end result is a context sensitive corridor. The Town of Amherst may decide, on a case by case basis, to provide funding, in kind services, or pursue grant funds to cover any unfunded additional costs associated with context sensitive design elements. The Town of Amherst would consider assuming responsibility for maintaining any medians or other landscaping or context sensitive design elements that are provided along a corridor.

TRADITIONAL VILLAGE CHARACTER CORRIDOR

Functional Classification: *Principal Arterial*
AADT: *25,000 – 36,000*
Posted Speed: *35mph*

Context Sensitive Design Objectives
Traditional Village Character Corridors must continue to function as major traffic corridors while being respective of the pedestrian atmosphere of the village that they transverse. The Village of Williamsville Community Plan states that the context sensitive design for Traditional Village Character Corridors should meet the following objectives:

1.) The corridor should encourage non-automobile travel;

2.) The corridor should create an environment supportive of business/ community;

3.) The corridor should create a signature street identity;

4.) The corridor should create a safe environment for all users; and,

5.) The corridor should create an environment that supports economic development.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Traditional Village Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 90+/- foot wide right-of-way.
- Four travel lanes, separated by a raised landscaped median. The width of the inside travel lanes should be 10 feet and the width of the outside lanes should be 11 feet.
- A 9 foot wide striped on-street parking lane on both sides of the road.
- Left turn lanes with sufficient storage space at major intersections.
- Incorporate signal timing along the corridor to improve traffic flow.

Transit Facilities:
- Provide enhanced transit stops/ shelters.

Pedestrian/ Bicycle Facilities:
- "Share the Road" signage to alert motorists of mixing on-road bicycle traffic.
- A 9+/- foot wide sidewalk on both sides of the road to meet ADA guidelines and allow for increased pedestrian traffic.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at major intersections.
- Enhanced pedestrian crossing pavement markings.
- Utilize bulb outs at intersections to reduce the amount of pavement width needed to cross for pedestrians.
- The raised landscaped median acts as a refuge for pedestrians crossing the street.

Traffic Calming:

- Provide a raised landscaped island along selected portions of the corridor to give the appearance that the roadway is narrowing and that traffic should slow down. The raised landscaped island should be sited within the continuous center left turn lane and be placed only in sections of the corridor that have long stretches without driveways or curb cuts.
- Use bulb outs at intersections to reduce pavement width and aid in calming traffic.

Access Control:

- Require shared access and cross access for parking areas.
- Encourage off-street parking areas to access secondary roads only and not directly to Main Street, thereby reducing the number of conflict points for both vehicles and pedestrians.

Utilities/ Drainage:

- A curb and gutter with storm drainage gates.
- Place utilities underground where feasible.

Aesthetics:

- Planting of street trees within dedicated planting areas of the sidewalk.
- Provide trees and landscaping within the raised median.
- Provide combined decorative overhead and pedestrian level street lighting.
- Include street furniture such as benches, planters, and garbage cans along the sidewalk.

Other:

- Features and signage that enhance the "Gateway" to Williamsville and promote the village business district.

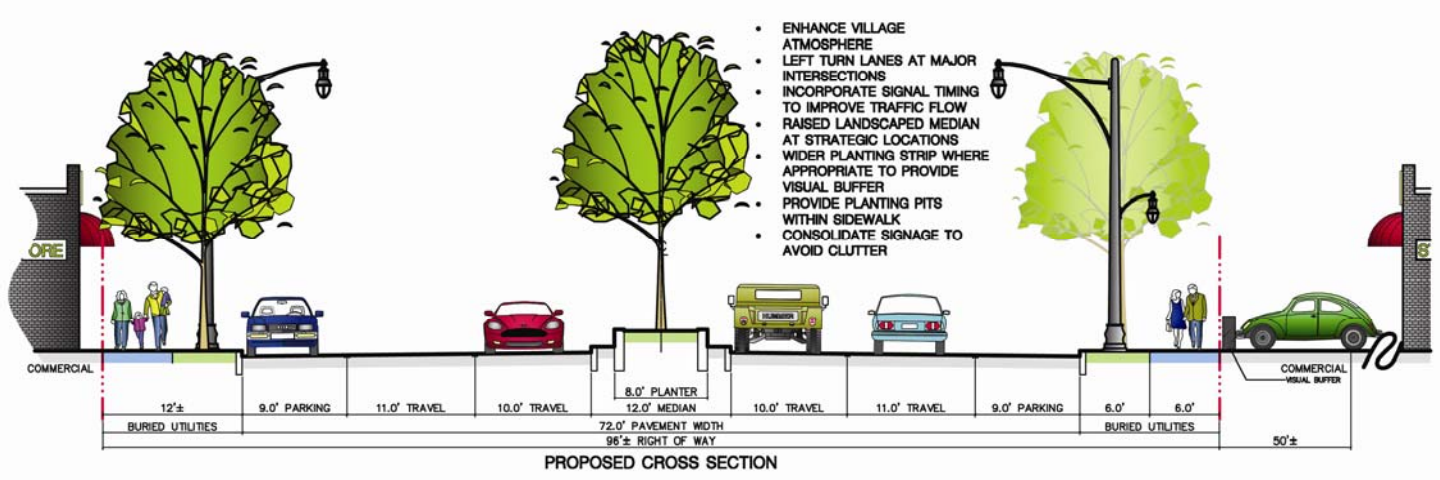
Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for a Traditional Village Character Corridor, as identified in the Village of Williamsville Community Plan. The cross-section utilizes a pavement width of 72 feet within a 96+/- foot right-of-way. There are four travel lanes, a 10 foot wide inside lane and an 11 foot wide outside lane. Dedicated left turn lanes with sufficient storage space are provided at major intersections.

The corridor consists of a 9 foot wide striped on-street parking lane along both sides of the roadway to handle parking demands from nearby businesses. On-street parking also provides some traffic calming as it provides a visual narrowing of the pavement and introduces more activity, enticing drivers to slow down. The on-street parking lane should be striped and individual parking spaces marked to optimize the parking capacity. Curb bulb outs can be used at key pedestrian intersections to provide a terminus to the parking lane, to aid in traffic calming by narrowing the pavement width, eliminate the potential for the parking lane to be used as a travel or turning lane, reduce the amount of pavement width needed to cross for pedestrians, and provide enhanced aesthetics. As an alternative to an actual bulb out, consideration can be given to designating a curb bulb out with textured or colored pavement that is at grade with the adjacent roadway and placing decorative cement or ceramic planters consisting of landscaping within the area designated as the bulb out during warmer weather months to effectively act as a

bulb out. During winter months, these planters can be removed and normal snow removal activity can be conducted within the on-road parking lane. If raised curb bulb outs are utilized, special snow clearing arrangements would likely need to be made since snow plows will not clear the parking lane if the bulb outs are present.

Proposed Traditional Village Character Corridor Cross-Section



Due to the current pavement width constraints of Traditional Village Character Corridors, the inclusion of a bicycle lane was determined to not be feasible and therefore is not shown on the proposed cross-section. Ideally, a 5 foot wide striped on-road bicycle lane would be provided along both sides of the roadway. The on-street bicycle lane would be located between the travel lane and parking lane. A wider 9+/- foot wide sidewalk is provided to allow for increased pedestrian usage to mix with commercial building fronts and street furniture, to allow for the placement of street trees within planting areas, and to offer sufficient snow storage space.

The planting of suitable trees within dedicated planting areas of the sidewalk will provide a continuous row of street trees that will further enhance the village character of the corridor. Parking should be encouraged at the side and rear of the buildings to build upon the village atmosphere and to avoid conflicts with pedestrians. Where front yard parking remains, a visual barrier, such as landscaping, fence, or small masonry wall, should be provided just outside the right-of-way to screen the parking and provide a buffer to the pedestrian.

The corridor will employ other features that soften the arterial's impact on the village atmosphere. A raised landscaped island is proposed within the center left turn lane at strategic locations to act as a traffic calming feature, control the turning movements of vehicles, provide a refuge for pedestrian crossing the street, and to enhance the aesthetics of the corridor. The island also acts to reduce the speed of traffic by providing a visual appearance that the roadway is narrowing.

Decorative combined overhead street lights with shared pedestrian level lighting along the sidewalk will be included, mandated traffic control signage will be consolidated, as permissible, and utilities will ideally be buried to improve the aesthetics of the corridor.

TRADITIONAL RESIDENTIAL CHARACTER CORRIDOR

Functional Classification: *Minor Arterial*
AADT: *11,000 - 12,000*
Posted Speed: *35mph*

Context Sensitive Design Objectives
Although several Traditional Residential Character Corridors are designated as Minor Arterials, they should be respectful of the residential nature of the area and be sensitive to pedestrians and bicyclists, while continuing to allow for vehicular traffic flow. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor should be designed to reduce the speed of traffic;

2.) The corridor should focus on improving opportunities for alternative transportation modes, particularly for bicyclists and pedestrians;

3.) The corridor should incorporate features that define and soften the transition from the commercial areas into the residential areas; and,

4.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Traditional Residential Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 66+/- foot right-of-way.
- Two 11 foot wide travel lanes.
- Left turn lanes with sufficient storage at major intersections.
- Posted no on-street parking.

Pedestrian/ Bicycle Facilities:
- A 5 foot wide striped on-road bicycle lane along each side of the roadway.
- A 4 foot wide sidewalk along both sides of the road where driveway spacing is sufficient to meet ADA guidelines. If driveway spacing does not meet ADA guidelines, the sidewalk shall be 5 feet wide.
- Enhanced pedestrian crossing pavement markings.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at major intersections.

Traffic Calming:
- Narrowing of travel lanes.
- Strategically located roundabouts and/or center islands.

Access Control:
- Shared access and cross access for commercial areas.

Utilities/ Drainage:

- A curb and gutter with storm drainage gates.
- Place utilities underground where feasible.

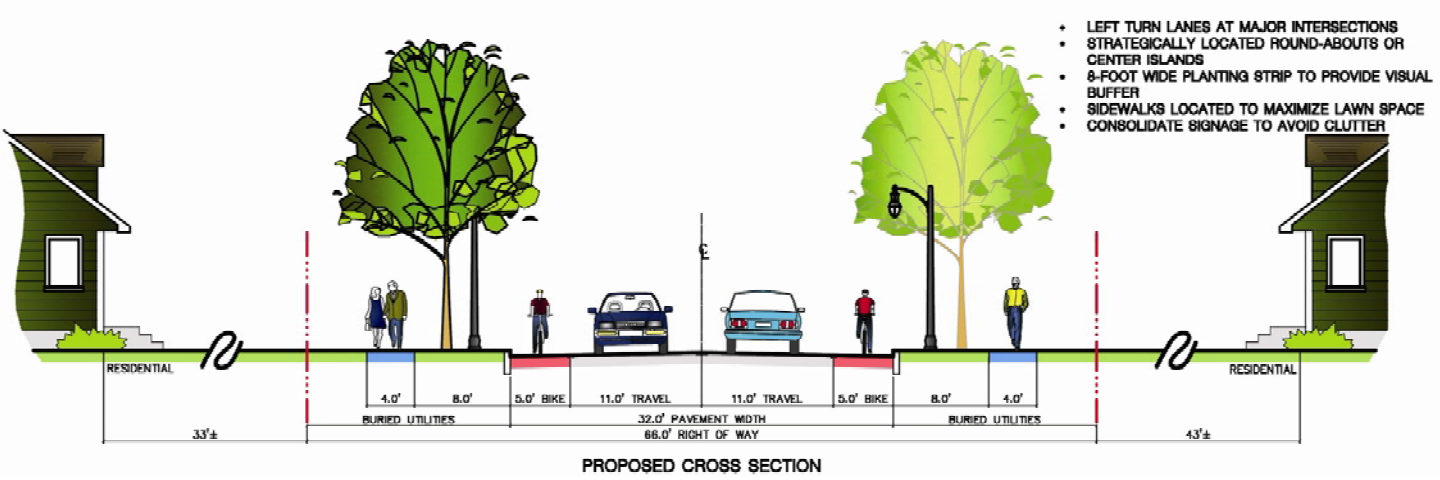
Aesthetics:

- A minimum 8 foot wide planting strip between the pavement edge and sidewalk to provide a buffer between the street and sidewalk, act as a planting strip for street trees, and provide adequate snow storage space.
- Planting of street trees within the planting strips.
- Decorative pedestrian level lighting with a transition to overhead lighting near commercial areas.
- Consolidate traffic control signage where permissible to reduce sign clutter.

Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for a Traditional Residential Character Corridor. The cross-section uses a pavement width of 32 feet within a 66 foot right-of-way and involves reducing the width of the travel lanes to 11 feet to aid in traffic calming. Dedicated left turn lanes with sufficient storage space will be provided at major intersections.

Proposed Traditional Residential Character Corridor Cross-Section



PROPOSED CROSS SECTION

The cross-section includes a 5 foot wide striped on-road bicycle lane and a 4 foot wide sidewalk along both sides of the corridor to enhance pedestrian and bicycle travel. The 4 foot sidewalk is sufficient since driveway spacing in traditional residential areas is sufficient to meet ADA guidelines. As the corridor transitions to the commercial areas or where driveway spacing is not sufficient, the sidewalks shall be 5 feet wide to meet ADA guidelines. The sidewalks should be placed in from the right-of-way edge to allow for the maximum amount of front yard space for adjacent residences as possible. This aids in preserving the residential character of the neighborhood.

The planting strip should be a minimum of 8 feet wide and include the planting of suitable trees to provide a continuous row of street trees that will further preserve the residential character of the neighborhood and provide adequate snow storage.

Decorative pedestrian level street lights will be included, mandated traffic control signs will be consolidated, as permissible, and utilities will ideally be buried to improve the aesthetics of this corridor.

The context sensitive design for a traditional residential arterial, such as the stretch of North Bailey Avenue between Sheridan Drive and Maple Road, should consider employing additional features that soften the roadway's impact on the adjacent residences. The use of roundabouts should be considered to act as a traffic control device as well as a traffic calming device, demarcate the transition from commercial areas into residential areas, and to enhance the aesthetics of the corridor. For example, the intersection of North Bailey Avenue, Amsterdam Road, and Emerson Drive presents an opportunity to develop a roundabout. This intersection has similar right-of-way characteristics to a 5-legged roundabout (Surrey Circle) in the Town of Tonawanda and the placement of a roundabout is likely feasible without acquiring additional right-of-way. Some minor reconfiguration of the intersection legs may be necessary for the roundabout to function properly.

Additionally, center islands can be placed within the roadway to act as traffic calming devices, to demarcate the transition from commercial areas into residential areas, and to enhance the aesthetics of the corridor. This center island can act as a substitution for pavement markings that soften the transition of a roadway from a wider pavement width into a narrow, more residential scaled roadway. The center island can be landscaped and even include signage to enhance the entry into a residential area. The size of the center island will vary according to the amount of pavement, but in general, should be no less than 10 feet wide and not less than 100 feet long and tapered to transition vehicles between varying pavement widths.

TRADITIONAL MIXED USE CHARACTER CORRIDOR

Functional Classification: *Minor Arterial*
AADT: *10,000 - 11,000*
Posted Speed: *35mph*

Context Sensitive Design Objectives
Although several Traditional Mixed Use Character Corridors are designated as Minor Arterials, they should be respectful of the traditional mixed use character of the community. These neighborhoods consist of commercial uses that service the nearby residential neighborhoods intermixed with single and two family residential and community facilities. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor should be designed to reduce the speed of traffic;

2.) The corridor should incorporate features that enhance the neighborhood character;

3.) The corridor should be designed to find a compromise between vehicles and pedestrians without widening the pavement or right-of-way width which would be detrimental to the neighborhood character;

4.) The corridor should enhance opportunities for alternative transportation modes, such as transit, pedestrians, and bicycles, particularly since the corridor acts as a neighborhood commercial and community center; and,

5.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Traditional Mixed Use Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 66+/- foot right-of-way.
- Two 11 foot wide travel lanes.
- Left turn lanes with sufficient storage space at major intersections.
- Right turn lanes where feasible at major intersections.
- Striped on-street parking along one side of the roadway.

Transit Facilities:
- Provide enhanced transit stops/ shelters.

Pedestrian/ Bicycle Facilities:
- A 5 foot wide striped on-road bicycle lane along each side of the roadway.
- A 5 foot wide sidewalk along both sides of the road to meet ADA guidelines.
- Consideration given to utilizing curb bulb outs at intersections to reduce the amount of pavement width needed to cross for pedestrians.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at

major intersections.
- Enhanced pedestrian crossing pavement markings.

Traffic Calming:
- Narrowing of travel lanes.
- On-street parking.
- Consideration given to utilizing curb bulb outs at intersections to narrow pavement width and act as traffic calming.

Access Control:
- Require shared access and cross access for commercial areas.

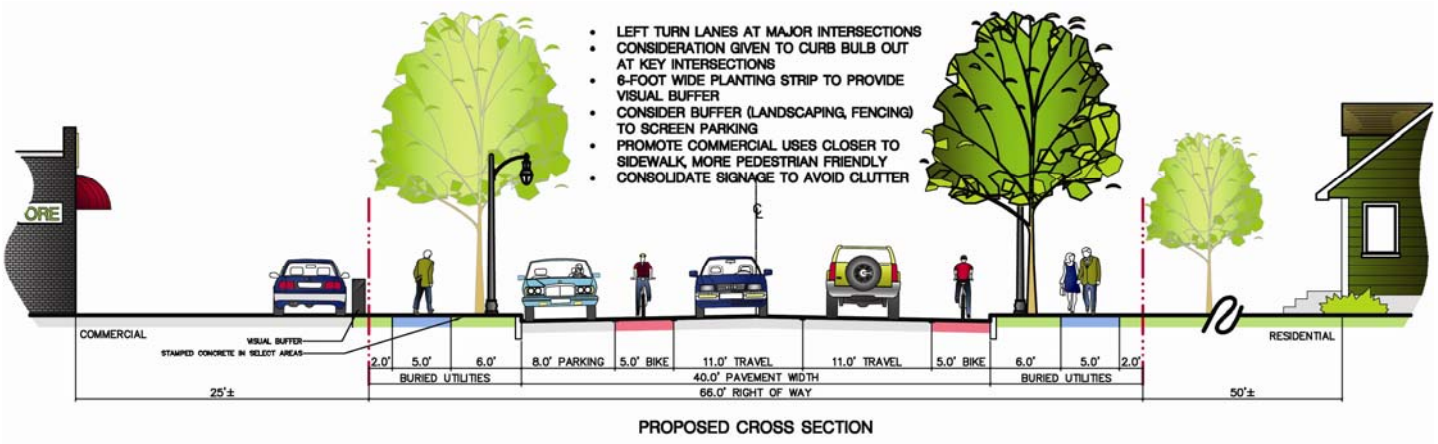
Utilities/ Drainage:
- A curb and gutter with storm drainage gates.
- Place utilities underground where feasible.

Aesthetics:
- A minimum 6 foot wide planting strip between the edge of pavement and sidewalk to provide a buffer between the street and sidewalk, act as a planting strip for street trees, and provide adequate snow storage space.
- Planting of street trees within the planting strips.
- Decorative pedestrian level lighting.
- Consolidate traffic control signage where permissible to reduce sign clutter.

Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for a Traditional Mixed Use Character Corridor. The cross-section uses a pavement width of 40 foot within a 66 foot right-of-way and involves reducing the width of the travel lanes to 11 feet to aid in traffic calming. Dedicated left turn lanes with sufficient storage space will be provided at major intersections and right turn lanes can be provided at major intersections where feasible.

Proposed Traditional Mixed Use Character Corridor Cross-Section



PROPOSED CROSS SECTION

The corridor should contain on-street parking along one side of the roadway to handle overflow parking from nearby businesses and residents. On-street parking also provides some traffic calming as it provides a visual narrowing of the pavement and introduces more activity, enticing drivers to slow down. The on-street parking lane should be striped and individual parking spaces marked to optimize the parking capacity. Curb bulb outs can be used at key pedestrian intersections to provide a terminus to the parking lane, to aid in traffic calming by narrowing the pavement width, eliminate the potential for the parking lane to be used as a travel or turning lane, reduce the amount of pavement width needed to cross for pedestrians, and provide enhanced aesthetics. As an alternative to an actual bulb out, consideration can be given to designating a curb bulb out with textured or colored pavement that is at grade with the adjacent roadway and placing decorative cement or ceramic planters consisting of landscaping within the area designated as the bulb out during warmer weather months to effectively act as a bulb out. During winter months, these planters can be removed and normal snow removal activity can be conducted within the on-road parking lane. If raised curb bulb outs are utilized, special snow clearing arrangements would likely need to be made since snow plows will not clear the parking lane if the bulb outs are present.

The cross-section includes a 5 foot wide striped on-road bicycle lane and a 5 foot wide sidewalk along both sides of the road to enhance bicycle and pedestrian travel and to promote alternative transportation modes. The on-street bicycle lane will be located between the travel lane and parking lane.

The corridor will employ other features that soften the arterial's impact on the neighborhood businesses and nearby residences. The planting strip should be a minimum of 6 feet wide to provide additional buffering between the pavement and sidewalk. In areas where residential uses are prominent, suitable trees will be planted within this planting strip to provide a continuous row of street trees and to further preserve the residential character of the community. In areas where commercial uses are prominent, sporadic street trees will be placed within the planting strip as to not impact visibility of the businesses. Where businesses currently contain front yard parking with limited parking spaces and limited snow storage space, the use of stamped concrete is encouraged as a substitute to grass cover within the planting strip, and where feasible, the placement of trees within this stamped concrete area can be accomplished through cut-outs.

Several businesses contain parking within the front yard that is close to the sidewalk. Expansion and reconstruction of existing businesses and the construction of new businesses should be encouraged to be placed closer to the sidewalk to become more pedestrian scaled. Parking should be encouraged at the side and rear of the building to avoid conflicts with pedestrians. Where front yard parking remains, a visual barrier, such as landscaping, fence, or small masonry wall, should be provided just outside the right-of-way to screen the parking and provide a buffer to the pedestrian.

Decorative pedestrian level street lights will be included, mandated traffic control signs will be consolidated, as permissible, and utilities will ideally be buried to improve the aesthetics of this corridor.

SUBURBAN MIXED USE CHARACTER CORRIDOR

Functional Classification: *Principal Arterial*
AADT: *9,000 - 15,000*
Posted Speed: *45; 55mph*

Context Sensitive Design Objectives
Often, Suburban Mixed Use Character Corridors take on different characteristics. The context sensitive design should provide for an enhanced suburban corridor that offers opportunities for transit, bicycle, and pedestrian travel while continuing to serve the automobile. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor should be designed to be sensitive to the varying characteristics of the corridor;

2.) The corridor should be designed respective to the potential for increased development and increased traffic;

3.) The corridor should be designed to provide access control that will allow traffic to flow smoothly while increasing safety;

4.) The corridor should be designed to include left and right turn lanes with sufficient storage space at major intersections;

5.) The corridor should focus on improving opportunities for alternative transportation modes, particularly for bicyclists and pedestrians; and,

6.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Suburban Mixed Use Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 100+/- foot right-of-way.
- Four 12-12.5 foot wide travel lanes, separated by a raised landscaped median.
- Left turn lanes with sufficient storage space through median cuts at major intersections and driveways.
- Right turn lanes at major intersections and driveways.
- Proper traffic signal spacing.
- Incorporate signal timing along the corridor to improve traffic flow.
- Posted no on-street parking.

Transit Facilities:
- Enhanced transit stops/ shelters.
- Consideration can be given to providing bus pull off lanes for major transit stops to allow buses to load/ unload passengers without disrupting traffic flow.

Pedestrian/ Bicycle Facilities:

- An 8 foot wide paved off-road bicycle path along one side of the road along the entire length of the corridor.
- A 5 foot wide sidewalk along one side of the corridor to meet ADA guidelines. In more undeveloped areas, the sidewalk can be installed as development occurs.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at major intersections.
- Enhanced pedestrian crossing pavement markings.

Access Control:

- A 14 foot wide raised landscaped median, plus 2 foot curb offset on either side of the median, with median cuts at major intersections and driveways only.
- Require shared access and cross access for commercial areas.

Utilities/ Drainage:

- A curb and gutter with storm drainage gates. A drainage ditch can be used in more rural areas.
- Place utilities underground where feasible.

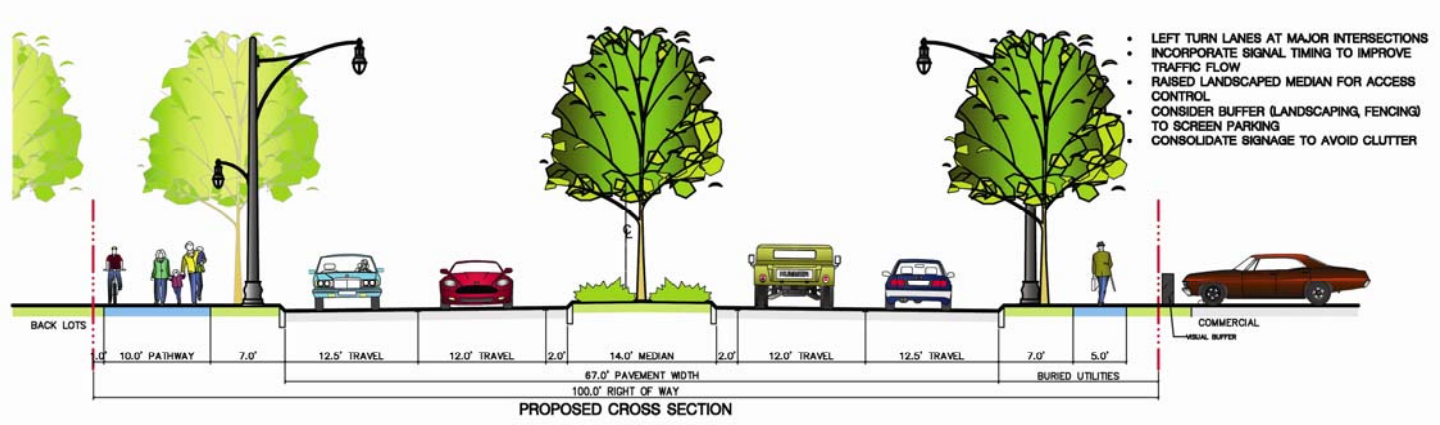
Aesthetics:

- A minimum 8 foot wide planting strip between the pavement edge and bicycle path/ sidewalk to provide a buffer between the street and sidewalk/ bicycle path, act as a planting strip for street trees, and provide adequate snow storage space.
- Planting of street trees within the planting strips and within the median. Where the corridor consists of a drainage ditch, the planting of street trees may not be feasible or can be moved to the outside of the sidewalk/ mixed use path.
- Decorative overhead street lights with pedestrian level lighting along the mixed use path.
- Consolidate signage where permissible to avoid sign clutter.

Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for a Suburban Mixed Use Character Corridor. The cross-section utilizes a pavement width of 66 feet within a 100 foot right-of-way and involves four 12-12.5 foot wide travel lanes separated by a 14 foot wide raised landscaped median. The median provides ideal access control and improves traffic flow along the corridor since the number of conflict points is minimized. In order for access control to work effectively, median cuts should only be located at major intersections or driveways and ideally should be controlled by traffic signals. Left turn lanes with sufficient storage space should be places at each median cut and ideally, right turn lanes should be provided at major intersections and driveways to eliminate turning vehicles from stacking in the travel lanes. Adjacent land uses should contain cross-access to reduce the number of curb cuts, resulting in fewer turning movements.

Proposed Suburban Mixed Use Character Corridor Cross-Section



The cross-section includes a 5 foot wide sidewalk along one side of the corridor and an 8 foot wide paved mixed use path along the other side. The mixed use path provides a continuous off-road alternative to bicycle and pedestrian traffic along the corridor.

Suitable trees are to be planted within the median and planting strip, with additional landscaping placed within the median, to enhance the aesthetics of the corridor. Off-street parking should be encouraged at the side or rear or buildings, however, where front yard parking is to remain, a visual barrier, such as landscaping, a fence, or small masonry wall, should be provided just outside the right-of-way to screen parking and provide a buffer to the pedestrian.

To retain the more rural character of certain portions of the corridor, sections of the roadway can be constructed without a curb and gutter and can retain an open ditch runoff system. Decorative overhead street lights with shared pedestrian level lighting along the mixed use path will be included, mandated traffic control signage will be consolidated, as permissible, and utilities will ideally be buried to improve the aesthetics of the corridor.

SUBURBAN RESIDENTIAL COLLECTOR CHARACTER CORRIDOR

Functional Classification: *Collector*
AADT: *12,000 - 13,000*
Posted Speed: *35mph*

Context Sensitive Design Objectives
The flow of thru traffic on many Suburban Residential Character Corridors can often be blocked by vehicles waiting to make left turns, either at intersections with insufficient left turn storage lengths or into residential driveways. The context sensitive design approach should be respective of the attractive residential character of the corridor and enhance opportunities for non-vehicular travel. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor should be designed to improve traffic flow;

2.) The corridor should incorporate dedicated left turn lanes with sufficient storage space at major intersections to avoid turning traffic from stacking in the through lanes;

3.) The corridor should focus on improving opportunities for alternative transportation modes, particularly for bicyclists and pedestrians; and,

4.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Suburban Residential Collector Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 66+/- foot right-of-way.
- Two 12 foot wide travel lanes.
- Left turn lanes with sufficient storage space at major intersections.
- Posted no on-street parking.

Pedestrian/ Bicycle Facilities:
- A 5 foot wide striped on-road bicycle lane along each side of the roadway.
- A 5 foot wide sidewalk on both sides of the road to meet ADA guidelines.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at major intersections.
- Enhanced pedestrian crossing pavement markings.

Access Control:
- Encourage connectivity of residential neighborhoods by requiring secondary means of access through adjacent neighborhoods.
- Require shared access and cross access for commercial areas.

Utilities/ Drainage:
- A curb and gutter with storm drainage gates along the entire length of the corridor.

- Place utilities underground where feasible.

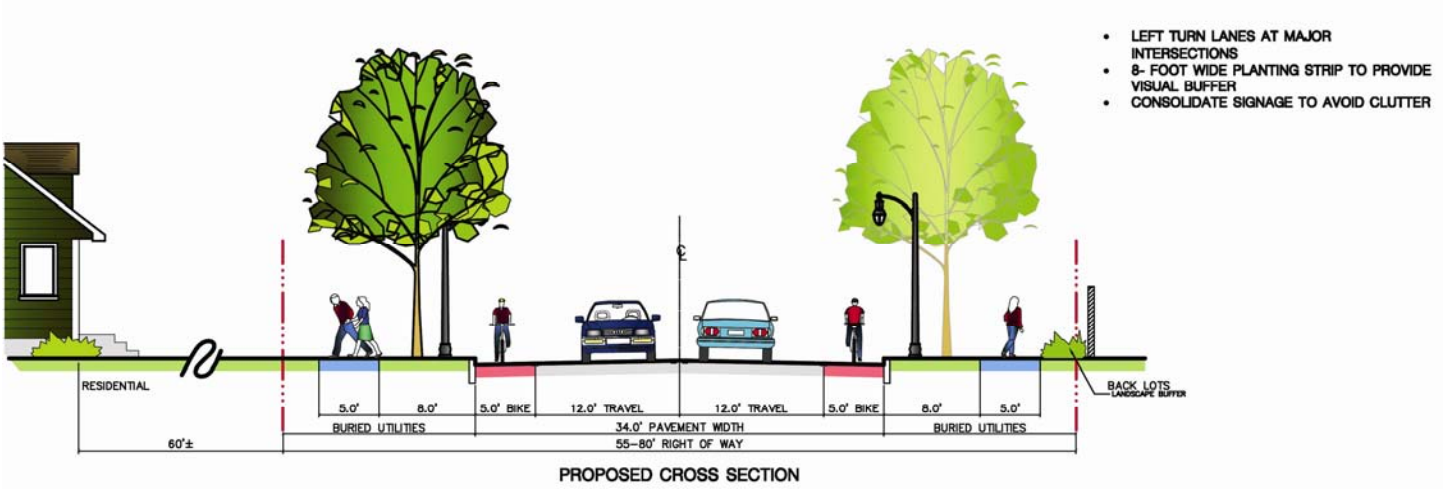
Aesthetics:

- A minimum 8 foot wide planting strip between the roadway edge and sidewalk to provide a buffer between the street and sidewalk, act as a planting strip for street trees, and provide adequate snow storage space.
- Planting of street trees within the planting strips.
- Decorative pedestrian level light standards.
- Consolidate signage where permissible to avoid sign clutter.
- Lots and/or developments with reverse frontage along these corridors should include landscaping, berms, walls, and/or fences to improve the aesthetics of the corridor.

Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for Suburban Residential Collector Character Corridors. The cross-section utilizes a pavement width of 34 feet within a 66+/- foot right-of-way and involves two 12 foot wide travel lanes. Dedicated left turn lanes with sufficient storage space will be provided at major intersections and existing turning lanes will be reconfigured to avoid turning vehicles from stacking in the travel lanes.

Proposed Suburban Residential Collector Character Corridor Cross-Section



PROPOSED CROSS SECTION

The cross-section includes a 5 foot wide striped on-road bicycle lane and a 5 foot wide sidewalk along both sides of the road to enhance bicycle travel and to promote alternative transportation modes.

The planting strip should be a minimum of 8 feet wide and include the planting of suitable trees to provide a continuous row of street trees that will further preserve the residential character of the neighborhood. The planting strip will provide additional buffering between the pavement and sidewalk and offer sufficient snow storage space. Parking should be encouraged at the side and rear of the building to avoid conflicts with pedestrians. Where front yard parking remains, a

visual barrier, such as landscaping, fence, or small masonry wall, should be provided just outside the right-of-way to screen the parking and provide a buffer to the pedestrian.

Decorative pedestrian level street lights will be included to light the sidewalk only and not the roadway, mandated traffic control signs will be consolidated, as permissible, and utilities will ideally be buried to improve the aesthetics of this corridor.

SUBURBAN RESIDENTIAL ARTERIAL CHARACTER CORRIDOR

Functional Classification: *Principal Arterial*
AADT: *19,000 - 26,000*
Posted Speed: *45mph*

Context Sensitive Design Objectives
Improvements to Suburban Residential Character Corridors should focus on preserving and enhancing the surrounding residential character by reducing the impact of arterial traffic on these residences while maintaining the corridor's function as a major arterial for vehicular traffic. The opportunities for bicycle and pedestrian traffic should also be enhanced. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor's residential character should be preserved and enhanced;

2.) The corridor should be designed to reduce the impact of traffic on the surrounding residential area;

3.) The corridor should focus on improving opportunities for alternative transportation modes, particularly for bicyclists and pedestrians;

4.) The corridor should incorporate features that define the transition into more dominant residential areas; and,

5.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Suburban Residential Arterial Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 94+/- foot wide right-of-way.
- Four travel lanes, with a 12 foot wide inside travel lane and a 15 foot wide outside travel lane.
- An 11 foot wide continuous center left turn lane.
- Left turn lanes with sufficient storage space at major intersections.
- Incorporate signal timing along the corridor to improve traffic flow.
- Posted no on-street parking.

Pedestrian/ Bicycle Facilities:
- "Share the road" signage to alert motorists of mixing on-road bicycle traffic.
- A 5 foot wide sidewalk on both sides of the road to meet ADA guidelines.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at major intersections.
- Enhanced pedestrian crossing pavement markings.

Traffic Calming:
- Provide a raised landscaped island within along selected portions of the corridor to give

the appearance that the roadway is narrowing and that traffic should slow down. The raised landscaped island should be sited within the continuous center left turn lane and be placed only in sections of the corridor that have long stretches without driveways or curb cuts.

Access Control:

- Encourage residential driveway turnarounds to eliminate vehicles backing into traffic.
- Encourage connectivity of residential neighborhoods by requiring secondary means of access through adjacent neighborhoods.
- Require shared access and cross access for commercial areas.

Utilities/ Drainage:

- A existing curb and gutter with storm drainage gates.
- Place utilities underground where feasible.

Aesthetics:

- A minimum 8 foot wide planting strip to act as a buffer between vehicles and pedestrians and to allow for snow storage without blocking the sidewalk.
- Planting of street trees within the planting strips.
- Provide landscaping within the median island, where used.
- Utilize decorative pedestrian level lighting to provide light to the sidewalk only and not to the roadway.
- Consolidate signage where permissible to avoid sign clutter.

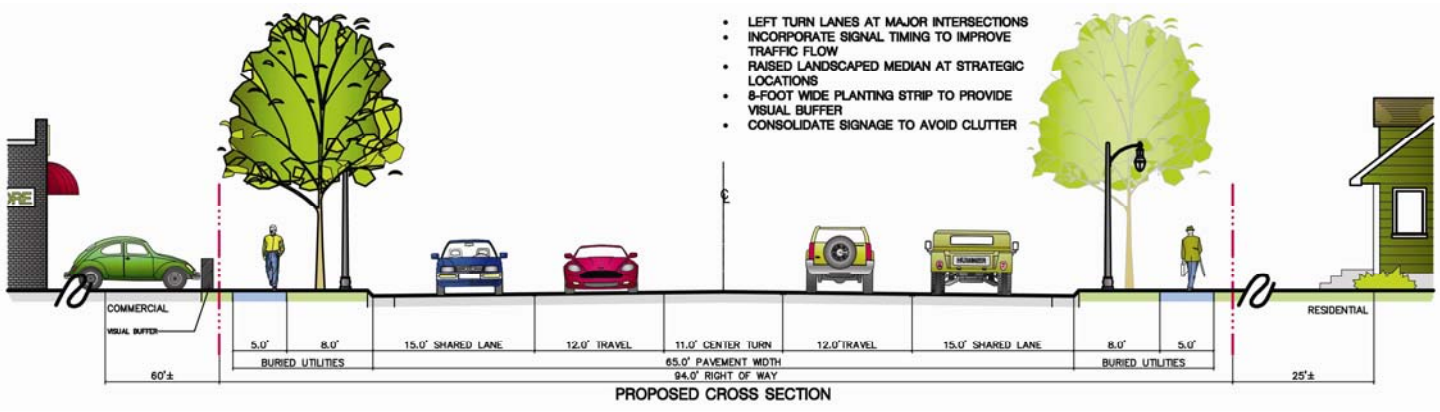
Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for a Suburban Residential Arterial Character Corridor. The cross-section utilizes a pavement width of 65 feet within a 94+/- foot right-of-way. There are four travel lanes, a 12 foot wide inside lane and a 15 foot wide outside lane. The wider outside travel lane is used to allow for a two foot drainage inlet. Since there are numerous residential driveways along these corridors and to reduce the impact of turning vehicles on traffic flow, an 11 foot wide continuous center left turn lane allows for stacking of turning vehicles. Dedicated left turn lanes with sufficient storage space will be used at major intersections.

The cross-section includes a 5 foot wide sidewalk along both sides of the road. The ideal cross-section for this corridor would provide for a 5 foot wide striped on-road bicycle lane along both sides of the roadway, however, right-of-way limitations will often prevent this from occurring. The outside lane width of 15 feet allows for the provision of a shared auto/ bicycle lane.

The planting strip should be a minimum of 8 feet wide and include the planting of suitable trees to provide a continuous row of street trees that will further preserve the residential character of the neighborhood. The planting strip will provide additional buffering between the pavement and sidewalk and offer sufficient snow storage space. Parking should be encouraged at the side and rear of buildings to avoid conflicts with pedestrians. Where front yard parking remains, a visual barrier, such as landscaping, fence, or small masonry wall, should be provided just outside the right-of-way to screen the parking and provide a buffer to the pedestrian.

Proposed Suburban Residential Arterial Character Corridor Cross-Section



The corridor will employ other features that soften the arterial's impact on the nearby residences. A raised landscaped island can be placed within the center left turn lane at strategic locations to act as a traffic calming feature, control the turning movements of vehicles, provide a refuge for pedestrians crossing the street, and to enhance the aesthetics of the corridor. The island also acts to reduce the speed of traffic by providing a visual appearance that the roadway is narrowing. The islands should generally be less than 100 feet in length since they are acting as traffic calming devices and aesthetic enhancements and not as access control devices. Ideally, the islands should be placed along stretches of roadway that contain no curb cuts so that residential driveways are not prohibited full access.

COMMERCIAL – RETAIL CHARACTER CORRIDOR

Functional Classification: *Principal Arterial*
AADT: *26,000 - 35,000*
Posted Speed: *40mph*

Context Sensitive Design Objectives
The redevelopment potential of older Commercial – Retail Character Corridors should be a catalyst to improve the corridor both functionally and aesthetically. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor should be designed to improve traffic flow;

2.) The corridor should consist of access control;

3.) The corridor should focus on improving opportunities for alternative transportation modes, particularly for transit, bicyclists, and pedestrians;

4.) The corridor should promote redevelopment of commercial properties and incorporate pedestrian oriented elements; and,

5.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Commercial – Retail Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 120+/- foot wide right-of-way.
- Six travel lanes, with two 11 foot wide inside travel lanes and a 12 foot wide outside travel lane.
- A 14 foot wide raised landscaped median to provide access control and to add aesthetic value.
- Left turn lanes with sufficient storage space at major intersections and median cuts.
- Incorporate signal timing along the corridor to improve traffic flow.
- Posted no on-street parking.

Transit Facilities:
- Provide enhanced transit stops/ shelters.

Pedestrian/ Bicycle Facilities:
- A 5 foot wide striped on-road bicycle lane along both sides of the corridor. Where a 5 foot wide striped bicycle lane cannot be provided, a 4 foot wide striped shoulder should be provided for bicycle travel.
- A 5 foot wide sidewalk on both sides of the road to meet ADA guidelines.
- The raised landscaped median provides a refuge for pedestrians crossing the street.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at major intersections.

- Enhanced pedestrian crossing pavement markings.

Access Control:
- A raised landscaped median with median cuts at major intersections only.
- Require shared access and cross access for commercial areas.

Utilities/ Drainage:
- A curb and gutter with storm drainage gates.
- Place utilities underground where feasible.

Aesthetics:
- A minimum 8 foot wide planting strip to provide for a buffer between the street and sidewalk, act as a planting strip for street trees, and provide adequate snow storage space.
- Planting of street trees within the planting strip and median.
- Decorative overhead light standards within the median and pedestrian level lighting along the sidewalks.
- Consolidate signage where permissible to avoid sign clutter.

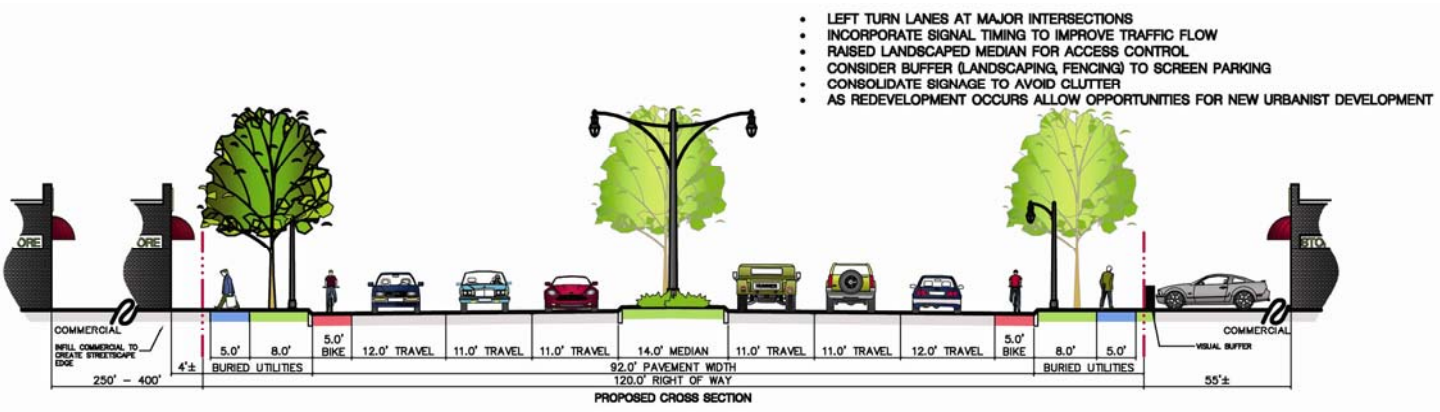
Other:
- Redevelopment of commercial properties should take on a neo-traditional pattern to encourage pedestrian and transit activity.
- Redevelopment of commercial properties should consolidate access points and encourage parking areas to access secondary roads only and not directly to the primary road, thereby reducing the number of conflict points for both vehicles and pedestrians.
- Redevelopment of commercial properties should reduce sign clutter and include improved pedestrian access.

Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for Commercial – Retail Character Corridors. The cross-section utilizes a pavement width of 92 feet within a 120+/- right-of-way. The corridor includes six travel lanes, two 11 foot wide inside lanes and a 12 foot wide outside lane. A 14 foot wide landscaped median is provided for ideal access control and to improve traffic flow along the corridor since the number of conflict points is reduced. In order for access control to work effectively, median cuts should only be located at major intersections or driveways and ideally should be controlled by traffic lights. Left turn lanes with sufficient storage length should be maintained at each median cut to eliminate turning vehicles from stacking in the travel lanes.

As redevelopment occurs along the corridor, the potential exists to promote New Urbanist development with buildings clustered together and placed closer to the sidewalk. Redevelopment of the corridor also provides the opportunity for commercial properties to consolidate access points and require cross access, thereby reducing the number of conflict points for both vehicles and pedestrians.

Proposed Commercial – Retail Character Corridor Cross-Section



The corridor would incorporate a 5 foot wide striped on-road bicycle lane along both sides, however, in built out commercial areas, right-of-way limitations often prevent this and obtaining additional right-of-way is expensive and difficult to assemble. Where a 5 foot wide striped bicycle lane cannot be provided, a 4 foot wide striped shoulder or a wider 15 foot outside lane should be provided to accommodate bicycle travel. A 5 foot wide sidewalk is included along both sides of the road that meets ADA guidelines.

The planting strip should be a minimum of 8 feet wide and include the planting of suitable trees to provide a continuous row of street trees to further enhance the aesthetics of the corridor. The planting strip will provide additional buffering between the pavement and sidewalk and offer sufficient snow storage space. Parking should be encouraged at the side and rear of buildings to avoid conflicts with pedestrians. Where front yard parking remains, a visual barrier, such as landscaping, fence, or small masonry wall, should be provided just outside the right-of-way to screen the parking and provide a buffer to the pedestrian. In addition, the median should become a focal point and include the planting of additional trees and landscaping, and even the planting of annual and perennial flowers.

Decorative overhead street lights will be included within the median to offer lighting for the roadway and pedestrian level lighting will be included along the sidewalk. Mandated traffic control signs will be consolidated, as permissible, and utilities will ideally be buried to improve the aesthetics of this corridor.

COMMERCIAL – OFFICE CHARACTER CORRIDOR

Functional Classification: *Minor Arterial*
AADT: *15,000 - 19,000*
Posted Speed: *40; 45mph*

Context Sensitive Design Objectives
Since many Commercial – Office Character Corridors are near high employment areas, the presence of enhanced transit facilities and pedestrian and bicycle facilities may aid in reducing some vehicle trips by offering a practical alternative to driving. The context sensitive design approach should be respective of the existing residential character while improving the corridor to accommodate as a growing employment destination. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor should be designed to improve traffic flow;

2.) The corridor should focus on improving opportunities for alternative transportation modes, particularly for transit, bicyclists, and pedestrians; and,

3.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Commercial – Office Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 70+/- foot wide right-of-way.
- Two 11 foot wide travel lanes.
- An 11 foot wide continuous center left turn lane.
- Dedicated left turn lanes with sufficient storage space at major intersections and driveways.
- Posted no on-street parking.

Transit Facilities:
- Bus pull offs can be provided to allow buses to load/ unload passengers without disrupting traffic flow.
- Enhanced transit shelters.

Pedestrian/ Bicycle Facilities:
- A 5 foot wide striped on-road bicycle lane along both sides of the roadway.
- A 5 foot wide sidewalk on both sides of the road to meet ADA guidelines.
- Clearly demarcate pedestrian crossings with enhanced pedestrian crossing signals at major intersections.
- Enhanced pedestrian crossing pavement markings.

Access Control:

- Encourage residential driveway turnarounds to eliminate vehicles backing into traffic.
- Encourage connectivity of residential neighborhoods and office/ light industrial complexes by requiring secondary means of access through adjacent neighborhoods or complexes.
- Require shared access and cross access for commercial, office, and light industrial areas.

Utilities/ Drainage:

- A curb and gutter with storm drainage gates.
- Place utilities underground where feasible.

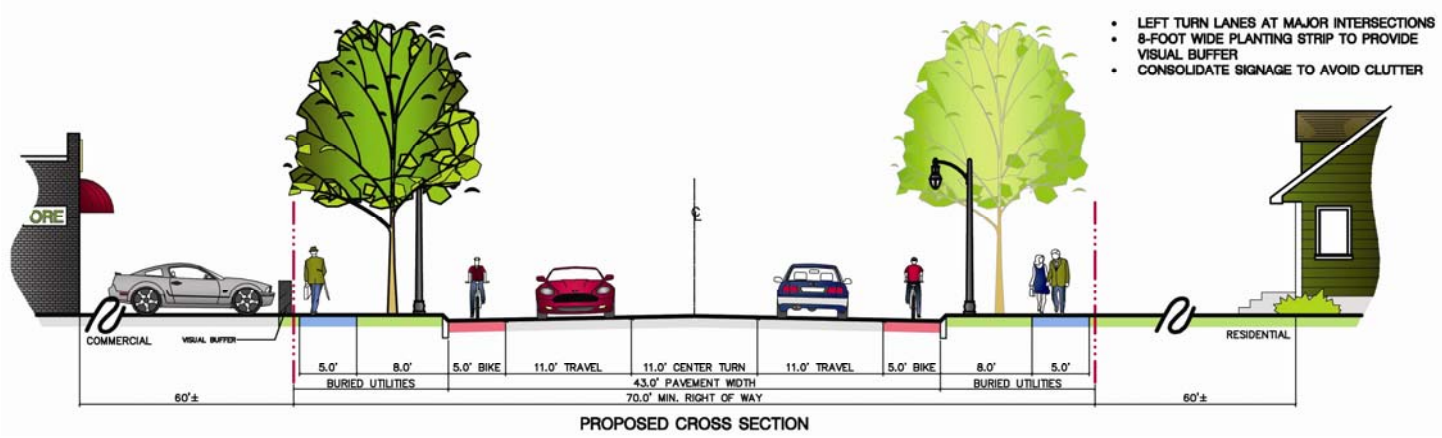
Aesthetics:

- A minimum 8 foot wide planting strip between the pavement edge and sidewalk to provide a buffer between the street and sidewalk, act as a planting strip for street trees, and provide adequate snow storage space.
- Planting of street trees within the planting strips.
- Decorative overhead street light standards.
- Consolidate signage where permissible to avoid sign clutter.

Proposed Context Sensitive Design Cross-Section

Below is the proposed typical context sensitive design cross-section for Suburban Commercial – Office Character Corridors. The cross-section utilizes a pavement width of 43 feet within a 70+/- foot right-of-way and involves two 11 foot wide travel lanes and an 11 foot wide continuous center left turn lane to accommodate turning movements and keep the stacking of turning vehicles out of the travel lane. Dedicated left turn lanes with sufficient storage space will be provided at major intersections and driveways. To enhance transit facilities, bus shelters should be enhanced and the use of bus pull offs can be considered to allow buses to load/ unload passengers without blocking travel lanes.

Proposed Commercial – Office Character Corridor Cross-Section



PROPOSED CROSS SECTION

The cross-section includes a 5 foot wide striped on-road bicycle lane and a 5 foot wide sidewalk along both sides of the corridor to enhance bicycle and pedestrian traffic.

The planting strip should be a minimum of 8 feet wide and include the planting of suitable trees to provide a continuous row of street trees that will further preserve the character of the existing residential area and enhance the aesthetics of the corridor. The planting strip will provide additional buffering between the pavement and sidewalk and offer sufficient snow storage space. Where front yard parking in commercial areas exists, a visual barrier, such as landscaping, fence, or small masonry wall, should be provided just outside the right-of-way to screen the parking and provide a buffer to the pedestrian.

Decorative pedestrian level lighting will be included, mandated traffic control signage will be consolidated, as permissible, and utilities will ideally be buried to improve the aesthetics of the corridor.

RURAL RESIDENTIAL CHARACTER CORRIDOR

Functional Classification: *Collector*
AADT: *3,500 - 5,000*
Posted Speed: *40mph*

Context Sensitive Design Objectives
Rural Residential Character Corridors should be respectful of the rural residential nature of the area and improve stormwater drainage. The following objectives should be addressed in the context sensitive design of the corridor:

1.) The corridor should be designed to preserve the rural character;

2.) The corridor should be designed to provide for improved and sustainable stormwater drainage;

3.) The corridor should focus on improving opportunities for alternative transportation modes, particularly for bicyclists and pedestrians; and,

4.) The corridor should be enhanced aesthetically.

Context Sensitive Design Elements
After reviewing the full toolbox of context sensitive design elements, the Committee has recommended that Rural Residential Character Corridors should incorporate the following context sensitive design elements:

Vehicular Traffic:
- A 70+/- foot wide right-of-way.
- Two 11 foot wide travel lanes.
- Posted no on-street parking.

Pedestrian/ Bicycle Facilities:
- A 4 foot wide shoulder along both sides of the road to provide an area outside the travel lane for bicyclists and pedestrians.

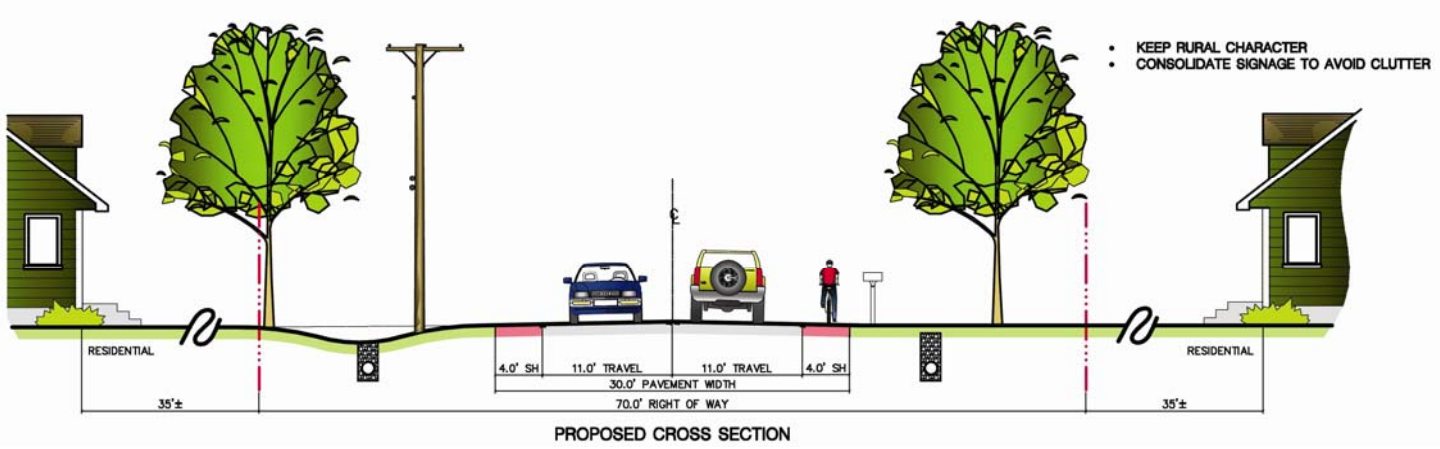
Access Control:
- Encourage connectivity of residential neighborhoods by requiring secondary means of access through adjacent neighborhoods or complexes.
- Require shared access and cross access for any commercial areas.

Utilities/ Drainage:
- A drainage ditch that can sufficiently handle stormwater runoff without overflowing onto the roadway.
- Move utility poles further away from the pavement edge.
- Place utilities underground if improvements to the roadway occur.

Aesthetics:
- Maintain existing vegetation to the extent practicable and use street trees to fill gaps.
- Consolidate signage where permissible to avoid sign clutter.

Proposed Context Sensitive Design Cross-Section
Below is a proposed typical context sensitive design cross-section for a Rural Residential Character Corridor. The cross-section utilizes a pavement width of 30 feet within a 70 foot right-of-way and involves two 11 foot travel lanes and a 4 foot wide shoulder. The shoulder allows an area for pedestrians and bicyclists to use. Rural corridors that are designated as state routes will need to consist of a 6 foot wide shoulder.

Proposed Rural Residential Character Corridor Cross-Section



The drainage ditch should consist of a sustainable design sufficient to handle the stormwater runoff and prevent stormwater overflow onto the roadway. The sustainable design should consist of drainage inlets periodically spaced along the ditch that allows stormwater to permeate back into the ground.

The use of guard rails along the corridor near bridges and culvert crossings should be of a material and color conducive to a rural character. Existing vegetation within the right-of-way should be preserved to the extent practicable in allowing for a safe travel and drainage corridor. Additional trees can be planted to fill gaps and enhance the rural character of the corridor.

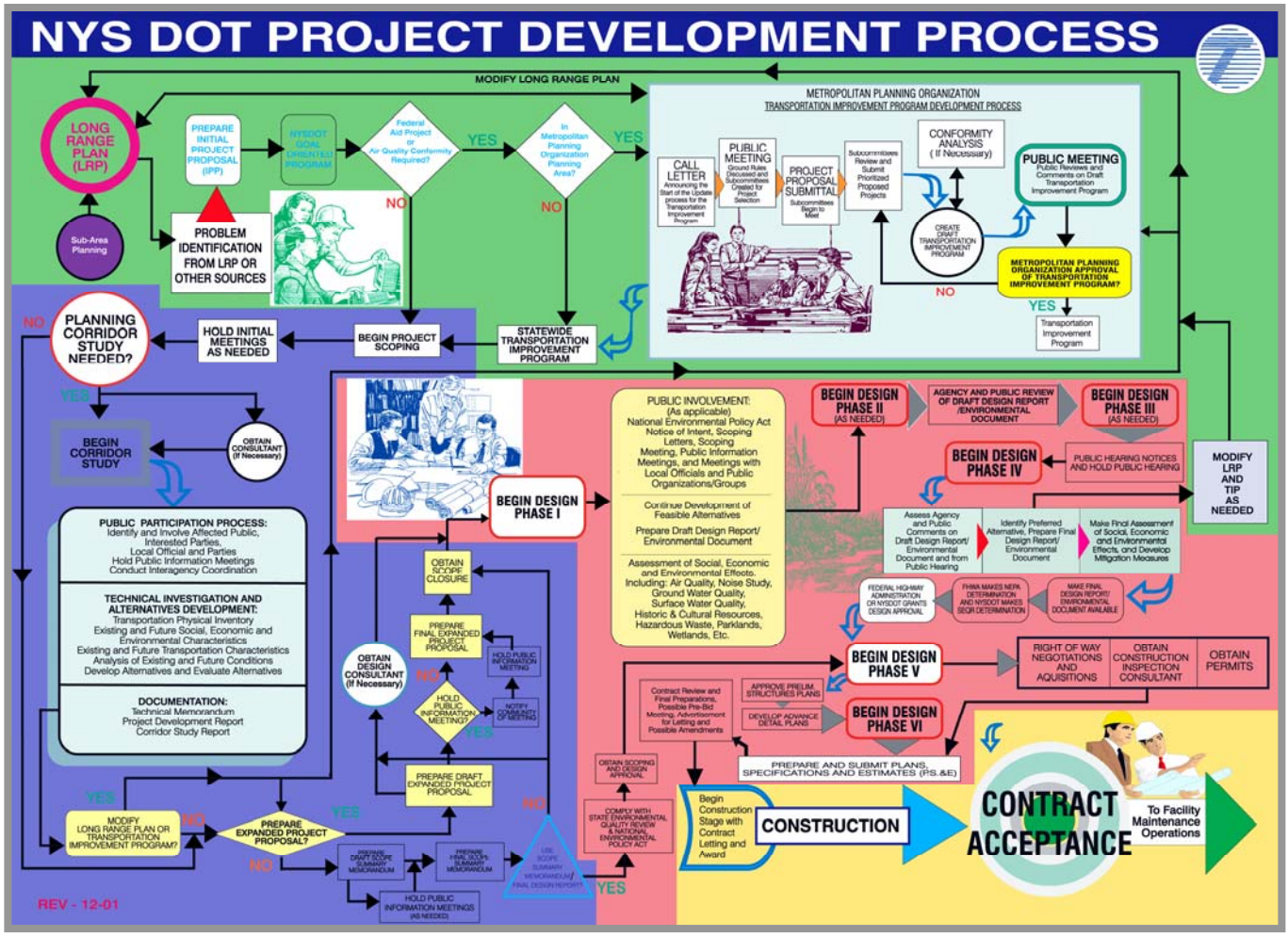
Mandated traffic control signage will be consolidated, as permissible, and utility poles will be moved away from the pavement edge, but utility lines would remain above ground fastened to utility poles to retain the rural character of the corridor.

CONTEXT SENSITIVE DESIGN PROCESS

The context sensitive design process incorporated into this Report was designed to be compatible with the NYSDOT project development process by expanding upon certain steps within the process to incorporate context sensitive design. The Town of Amherst Planning Department should lead this effort and begin coordinating with the Town Highway Department, Erie County Department of Public Works, and Regional NYSDOT office immediately to ensure that all parties are aware of the Context Sensitive Highway Design Report, to promote coordination of highway reconstruction and maintenance activities, and to ensure compliance with this Report and the Town's Comprehensive Plan. The Planning Department should also begin similar coordination with utility companies. These coordination steps will help to identify opportunities to incorporate context sensitive design elements into roadway reconstruction and maintenance projects.

NYSDOT Project Development Process
The New York State Department of Transportation has developed a project development process flow chart, shown on the following page, for all state and federal-aid highway projects.

The Erie County Department of Public Works utilizes a similar project development process for county highway projects. Since the project development process for state and county highway projects are similar, the Town of Amherst Context Sensitive Highway Design process can be easily incorporated into the project development process of either jurisdiction's highway projects. Using the NYSDOT's project development process as a guide, a recommended context sensitive highway design process was developed, the major steps of which are illustrated below:



Project Development Stages
There are typically four stages of the federal-aid highway project development process:

Project Initiation

- Initial Project Proposal (IPP)

Project Scoping

- Conceptual Development of Alternatives
- Extended Project Proposal (EPP)

Project Design

- Preliminary Design
- Selection of Preferred Alternative
- Final Design of Preferred Alternative

Project Construction

Project Initiation

The Project Initiation stage incorporates the elements associated with the development of the Initial Project Proposal (IPP). The IPP is a report documenting the concept of the project and includes a description of the issues/ problems, preliminary project objectives, extent of the project, project elements to be investigated, preliminary environmental classification, identification of issues that may arise during project development, preliminary schedule, and cost estimate. Once the IPP is produced, programming for the project begins. Project programming consists of incorporating the project into the Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) if the project lies within an MPO area. TIP projects are then incorporated into the Statewide Transportation Improvement Program (STIP) in order to gain funding. Projects that are located in municipalities that are not part of an MPO are incorporated directly into the STIP.

The following chart identifies how context sensitive design would be incorporated into the Project Initiation stage.

Context Sensitive Design Elements

In order for the Town's context sensitive design process to be successful, it is vital that it be incorporated early on in the project development process. During the Project Initiation stage, the project sponsor should identify and reference the Town's Context Sensitive Highway Design Report to ensure that the context sensitive design process is incorporated from the beginning. Prior to any and every transportation improvement project, the project sponsor should contact the context sensitive design process lead agency, which in the Town of Amherst is the Planning Department, to initiate the context sensitive design process. The Planning Department will reference the Comprehensive Plan and consult with other Town agencies to determine if the subject project should incorporate a context sensitive design process. If it is determined that the project will follow the context sensitive design process, then the project sponsor, in coordination with the lead department, will establish a list of stakeholders that should be involved with the context sensitive design process.

Typically, stakeholders will include representatives from the following:

Lead
- Town of Amherst Planning Department

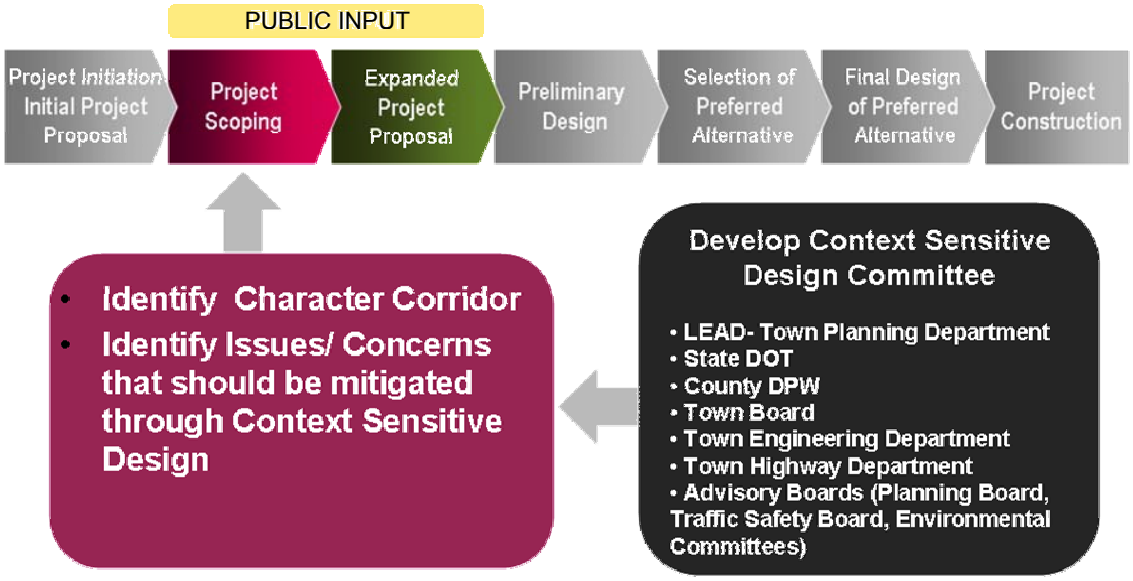
Involved Agencies
- New York State Department of Transportation- if state highway is involved
- Erie County Department of Public Works- if county highway is involved
- Amherst Town Board – collectively
- Town of Amherst Highway Superintendent
- Town of Amherst Engineering Department
- Town of Amherst Planning Board
- Town of Amherst Traffic Safety Board

Project Scoping
The Project Scoping stage consists of project scoping and undertaking the conceptual development of alternatives. Project scoping includes varying degrees of public involvement and involves continuous dissemination of project information and feedback that help shape the project. The goals of project scoping are to:

1. Identify the project area's safety, mobility, infrastructure, community, and environmental conditions, needs, and objectives;
2. Establish project goals and objectives;
3. Establish design criteria;
4. Identify feasible alternatives that are compatible with community plans;
5. Estimate the project cost based on readily available project information;
6. Confirm the likely SEQR Type; and,
7. Confirm the likely NEPA Class, if the project uses federal funds or requires a federal approval or permit.

During project scoping, project alternatives are conceptually produced to gain initial input and feedback from the public. The scoping process eventually leads to the development of an Expanded Project Proposal (EPP) document. The EPP clearly identifies the scope of the project and what the project should accomplish.

The following chart identifies how context sensitive design should be incorporated into the Project Scoping stage.



Context Sensitive Design Elements
As part of the Project Scoping stage, the lead agency will develop a committee made up stakeholders to guide the context sensitive design process. The committee will identify existing conditions within the corridor and identify the character corridor(s) that best exemplifies the corridor being studied. Once the character corridor(s) is selected, the committee will solicit the input of the public and stakeholders to identify issues/ concerns that should be mitigated through context sensitive design.

The conclusion of the Project Scoping stage is development of the EPP, which incorporates conceptual alternatives of the project and ensure that the project scope complies with the context sensitive design goals of the character corridor. It is the responsibility of the committee to ensure that the project sponsor, in developing the EPP, has incorporated context sensitive design elements that are satisfactory to the Town.

Project Design
There are six design phases that make up the project development process. The six phases can be grouped into two categories- preliminary design and final design. Preliminary design consists of:

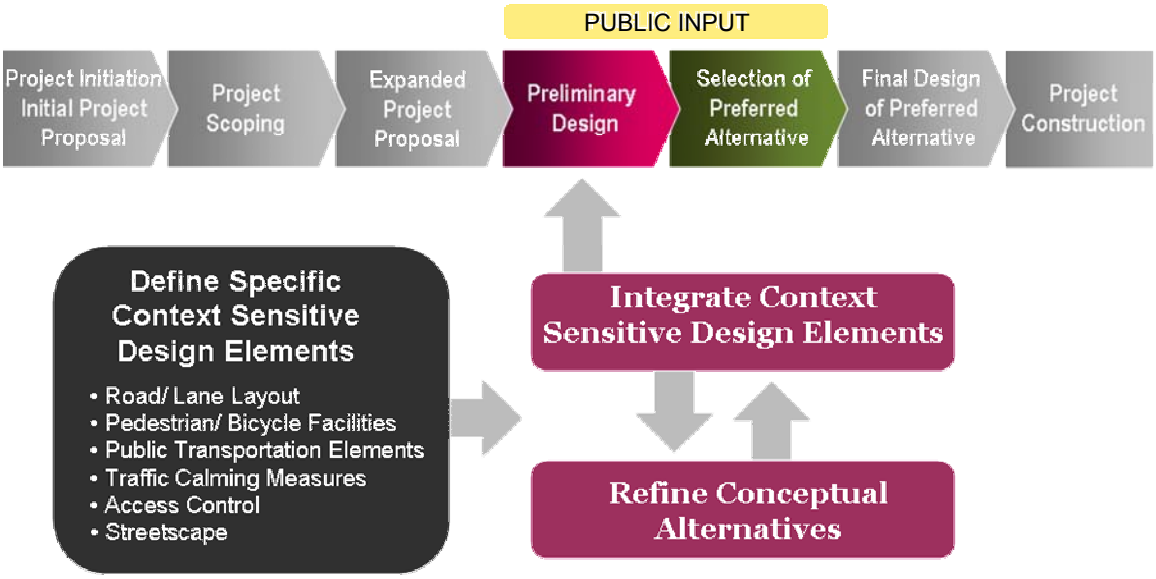
1. Development of feasible design alternatives;
2. Identification and assessment of all social, environmental, and economic impacts;
3. Coordination with federal, state, and local agencies;
4. Public outreach on the project and evaluation of comments;

5. Completion of environmental documentation for SEQR and NEPA; and,
6. Recommendation of preferred alternative and design approval.

The preliminary design phases result in the production of a design approval document, which includes a final design report, Final Environmental Impact Statement (FEIS), preliminary plans and profiles, and typical sections. The preliminary design phases culminate with the selection of a preferred alternative.

The final design phases consist of the preparation of advanced detail plans and review of the plans by local and state agencies, and, if applicable, review by FHWA. The final design phases culminate with the preparation of Final Plans, Specifications, and Estimates (PS&E), which is then put out for contract letting.

The following chart identifies how context sensitive design should be incorporated into Preliminary Project Design.



Context Sensitive Design Elements

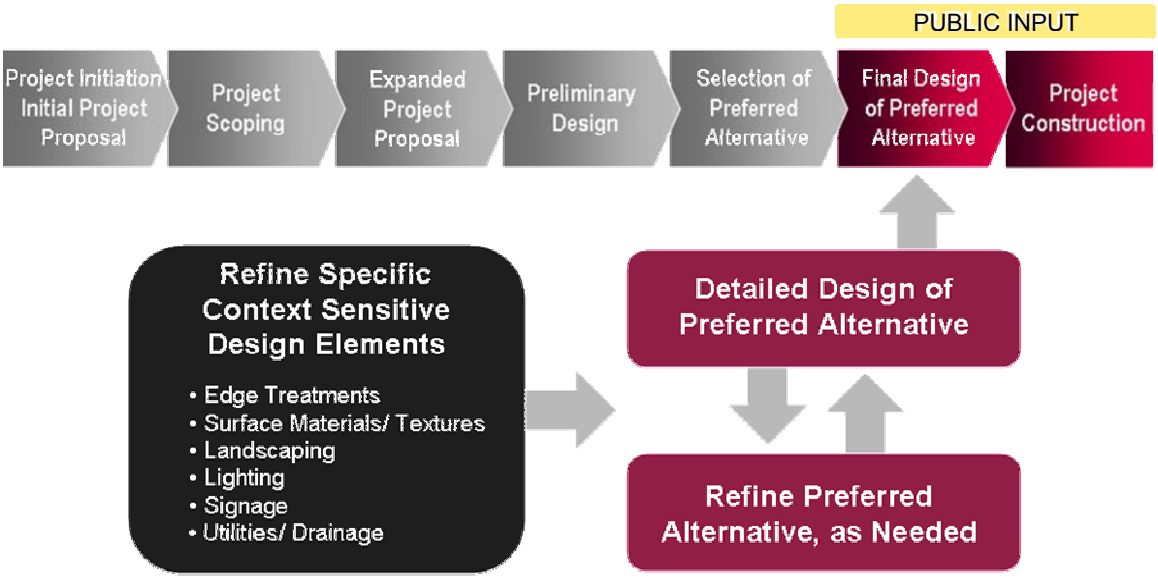
The Project Design stage will incorporate substantial public and stakeholder outreach to obtain input on various aspects of the project. As part of the Preliminary Project Design stage, the committee will review the conceptual designs and refine them, as needed. The committee will then define specific context sensitive design elements identified for the character corridor that should be incorporated into the project, such as road/ lane layout, pedestrian/ bicycle facilities, public transportation elements, traffic calming measures, access control, streetscape, etc. The committee may determine that context sensitive design elements identified in other character corridors, or new context sensitive design elements, would be appropriate to apply to the project. The committee will work with the project sponsor to ensure that the context sensitive design elements are integrated into the preliminary design of the project and that the selection

of a preferred alternative is one that, to the extent practicable, integrates character corridor elements.

As part of the Final Project Design, the committee will review the preferred alternative to ensure that it meets the overall goals and objectives of the Town of Amherst Context Sensitive Highway Design Report and has incorporated the desired character corridor elements. The committee will again solicit the input of the public and stakeholders and will work with the design team to refine specific context sensitive design elements incorporated into the project, such as edge treatments, surface materials, textures, landscaping, lighting, signage, utilities/ drainage, etc.

Ultimately, the authority to determine a final design will be the responsibility of the project sponsor. To the extent practicable, this final design should comply with the Town's Context Sensitive Highway Design Report. Any significant changes to the final design of the project may require additional review by the committee to ensure that the original intent of the context sensitive design is not compromised.

The following chart identifies how context sensitive design should be incorporated into the Final Project Design.



Project Construction

The project construction stage begins with the awarding of the contract and contract acceptance. At this point, the project has been designed and refined to comply with the Town of Amherst Context Sensitive Highway Design Report. The implementation of a context sensitive design approach within the project development process will ensure the best possible outcome to the environmental review process.

CONCLUSION AND RECOMMENDATIONS

The Town of Amherst Context Sensitive Highway Design Report was developed to support the Town's Bicentennial Comprehensive policy to "Designate roadway corridors for application of context sensitive design standards to maintain their character." Specifically, the Report provides an inventory of character corridors that were studied and suggests cross-sections and more specific design guidance for each character corridor to be used as a reference by the Town of Amherst, Erie County, and NYSDOT in designing transportation improvement projects. Additionally, this Report provides guidance to project sponsors for incorporating context sensitive design into the project development process.

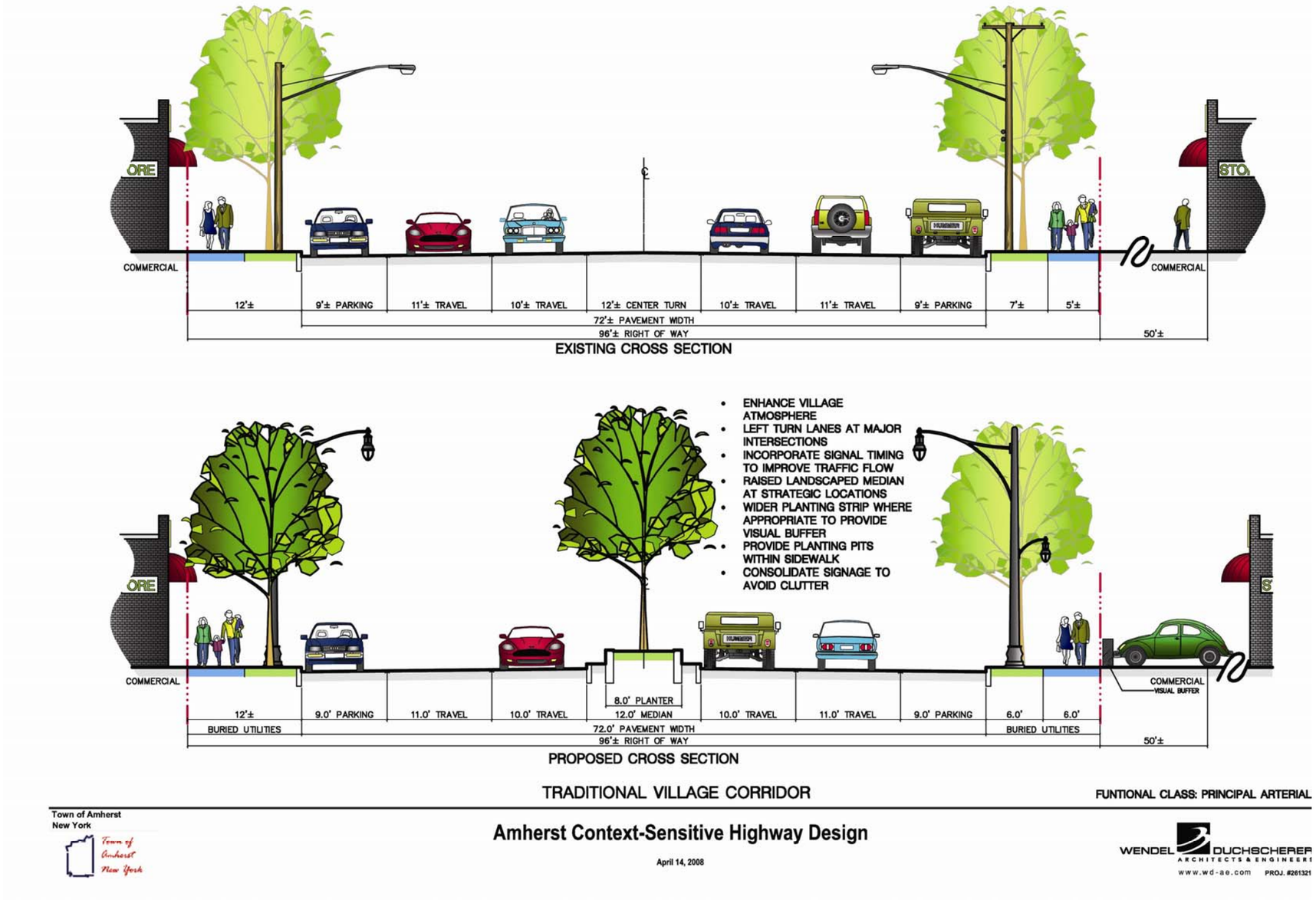
Recommendations

The following recommendations, when implemented, will guide the Town towards realizing its Bicentennial Comprehensive Plan policy goal for context sensitive design.

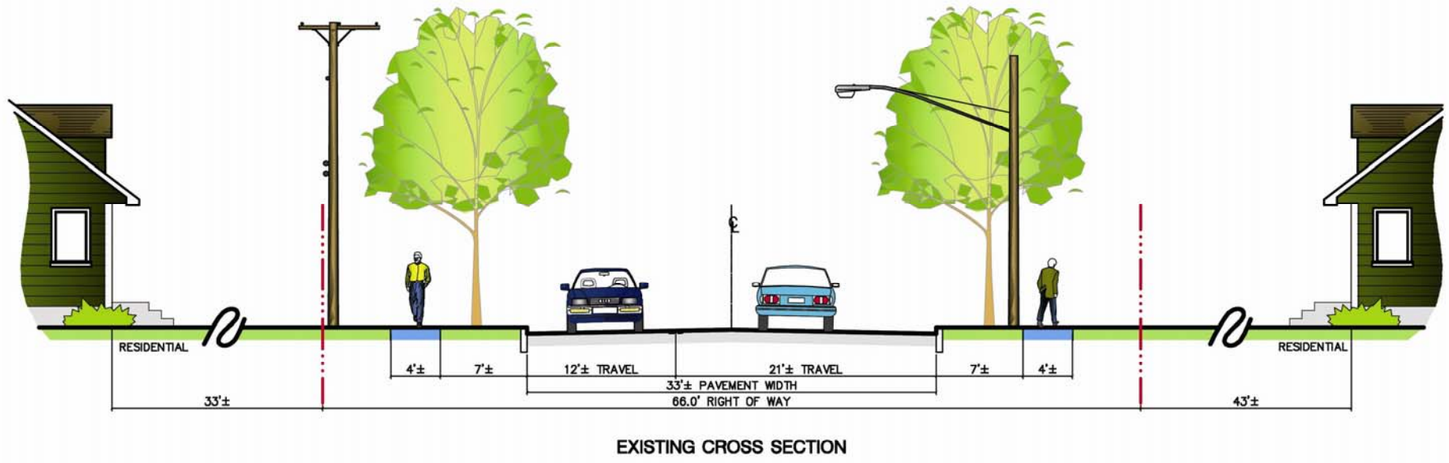
1. Acceptance of this document by the Town of Amherst Planning Board will allow the Amherst Context Sensitive Highway Design Report to become a vital source of information during the annual and 5-year review of the Town of Amherst Bicentennial Comprehensive Plan.
2. The Report should be evaluated as a comprehensive amendment by reference to the Bicentennial Comprehensive Plan.
3. The Town of Amherst Planning Department, as the context sensitive design lead agency, should take the lead in implementing this Context Sensitive Highway Design Report.
4. Upon adoption of the Comprehensive Plan amendments that are based on this Report, the Town of Amherst Planning Department should begin coordinating with the Town of Amherst Highway Department, Erie County Department of Public Works, and Regional NYSDOT office in order to ensure that all parties are aware of the Context Sensitive Highway Design Report, to promote coordination of highway reconstruction and maintenance activities, and to ensure compliance with this Report and the Town's Comprehensive Plan.
5. The Planning Department should begin similar coordination efforts with utility companies to ensure that any utility construction or maintenance projects conducted along transportation corridors will be done in accordance with this Context Sensitive Highway Design Report.
6. The Town of Amherst Planning Department should reconvene the Technical Advisory Committee as needed to reevaluate the character corridors and context sensitive design process, and update the Report, as necessary, to conform to changing conditions and to ensure that the Report is attaining the Comprehensive Plan policy goals.

APPENDIX A: EXISTING AND PROPOSED CHARACTER CORRIDOR CROSS-SECTIONS

TRADITIONAL VILLAGE CHARACTER CORRIDOR

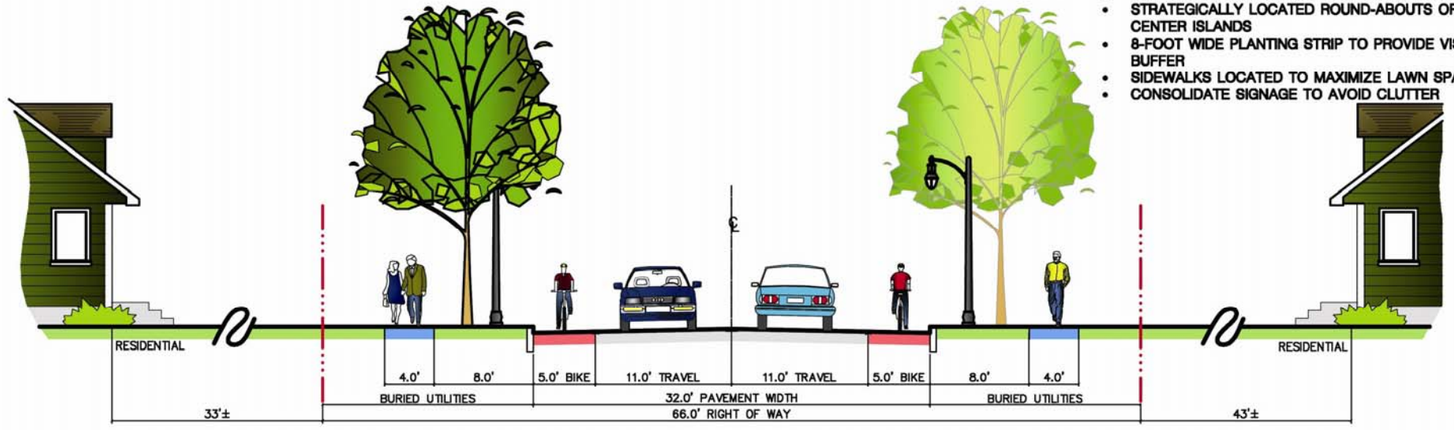


TRADITIONAL RESIDENTIAL CHARACTER CORRIDOR



EXISTING CROSS SECTION

- LEFT TURN LANES AT MAJOR INTERSECTIONS
- STRATEGICALLY LOCATED ROUND-ABOUTS OR CENTER ISLANDS
- 8-FOOT WIDE PLANTING STRIP TO PROVIDE VISUAL BUFFER
- SIDEWALKS LOCATED TO MAXIMIZE LAWN SPACE
- CONSOLIDATE SIGNAGE TO AVOID CLUTTER



PROPOSED CROSS SECTION

TRADITIONAL RESIDENTIAL CORRIDOR

FUNCTIONAL CLASS: MINOR ARTERIAL

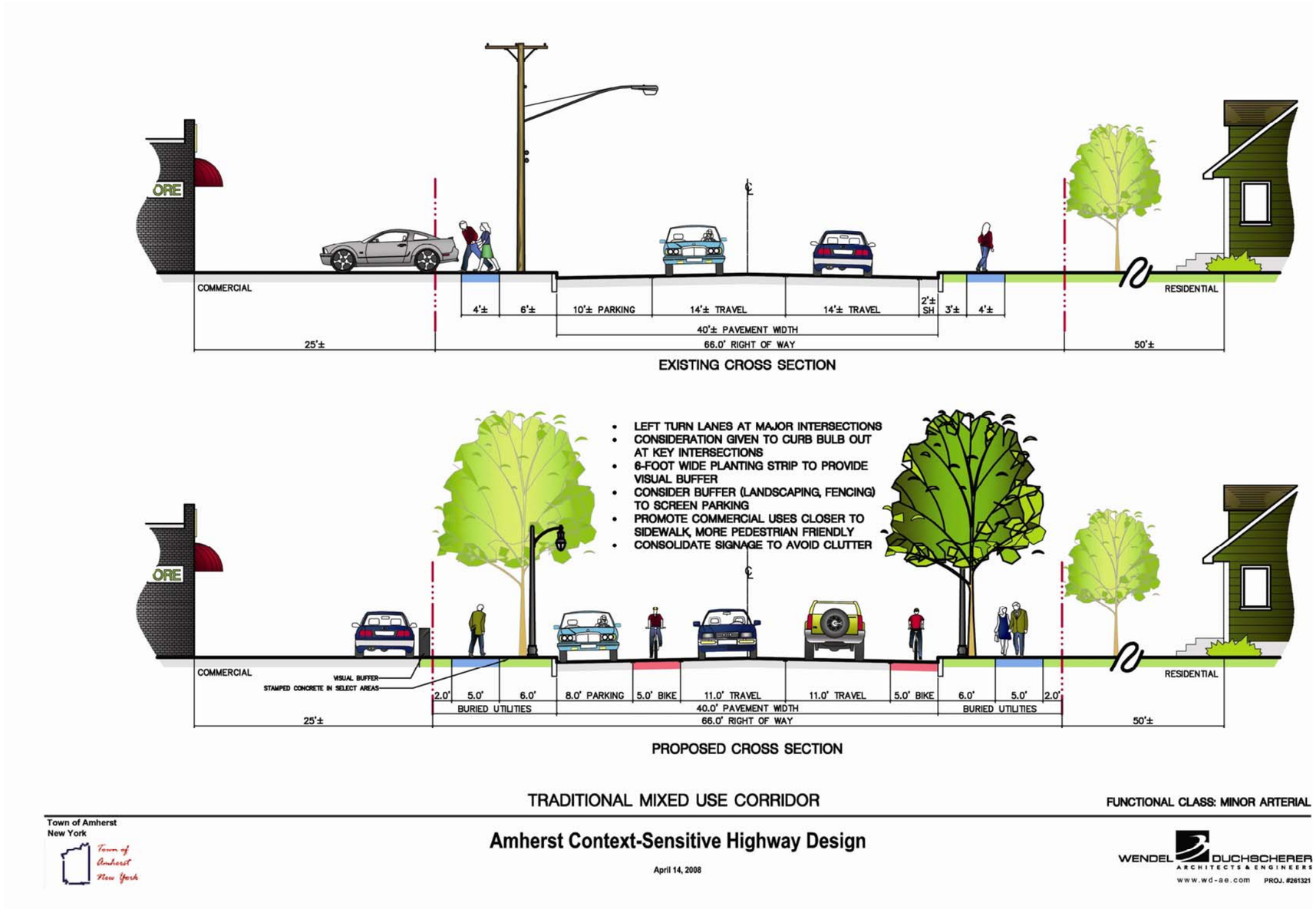
Town of Amherst
New York

Amherst Context-Sensitive Highway Design

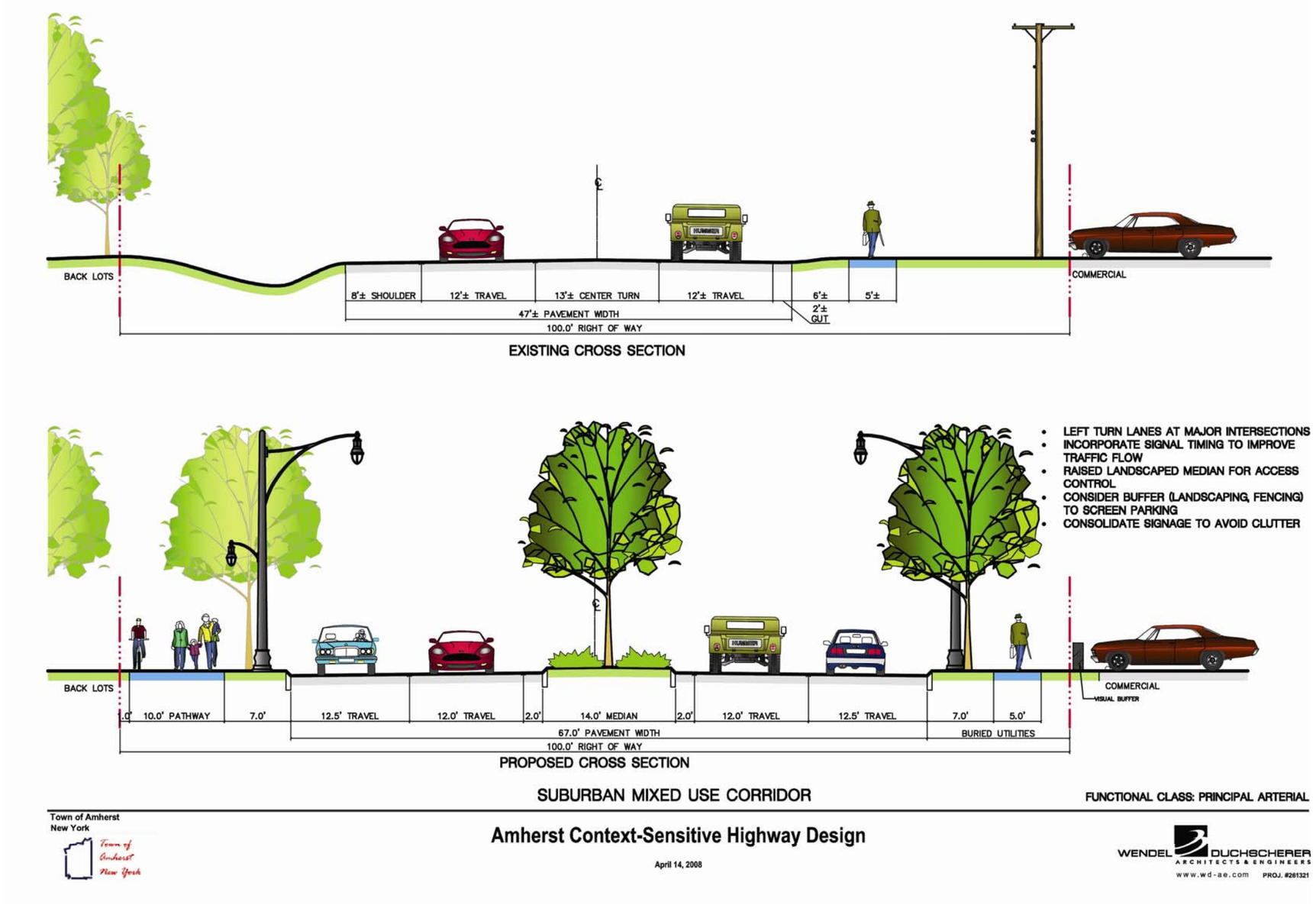
April 14, 2008

WENDEL DUCHSCHERER ARCHITECTS & ENGINEERS
www.wd-ae.com PROJ. #261321

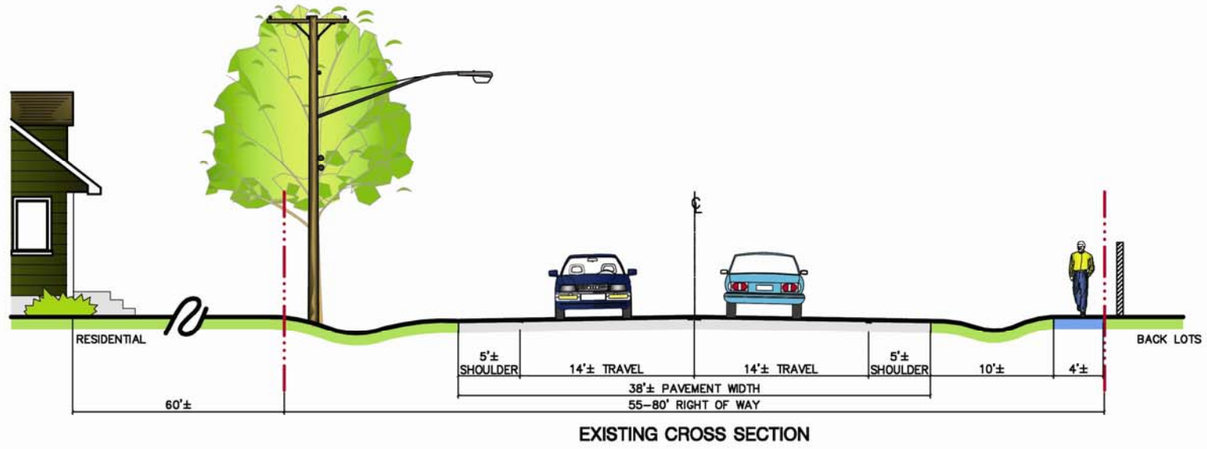
TRADITIONAL MIXED USE CHARACTER CORRIDOR



SUBURBAN MIXED USE CHARACTER CORRIDOR

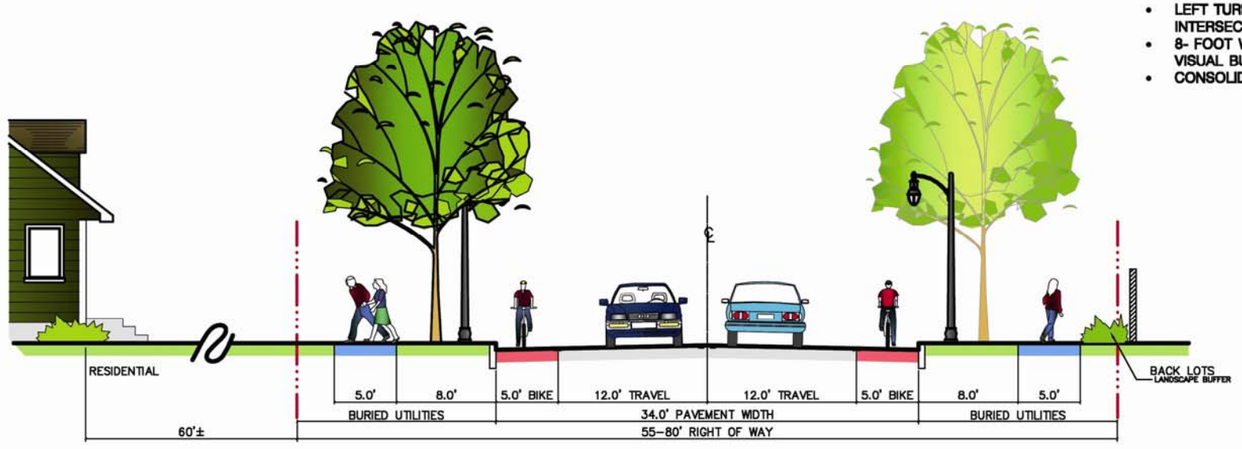


SUBURBAN RESIDENTIAL COLLECTOR CHARACTER CORRIDOR



EXISTING CROSS SECTION

- LEFT TURN LANES AT MAJOR INTERSECTIONS
- 8- FOOT WIDE PLANTING STRIP TO PROVIDE VISUAL BUFFER
- CONSOLIDATE SIGNAGE TO AVOID CLUTTER



PROPOSED CROSS SECTION

SUBURBAN RESIDENTIAL CORRIDOR

FUNCTIONAL CLASS - COLLECTOR

Town of Amherst
New York

Amherst Context-Sensitive Highway Design

April 14, 2008

WENDEL DUCHSCHERER ARCHITECTS & ENGINEERS
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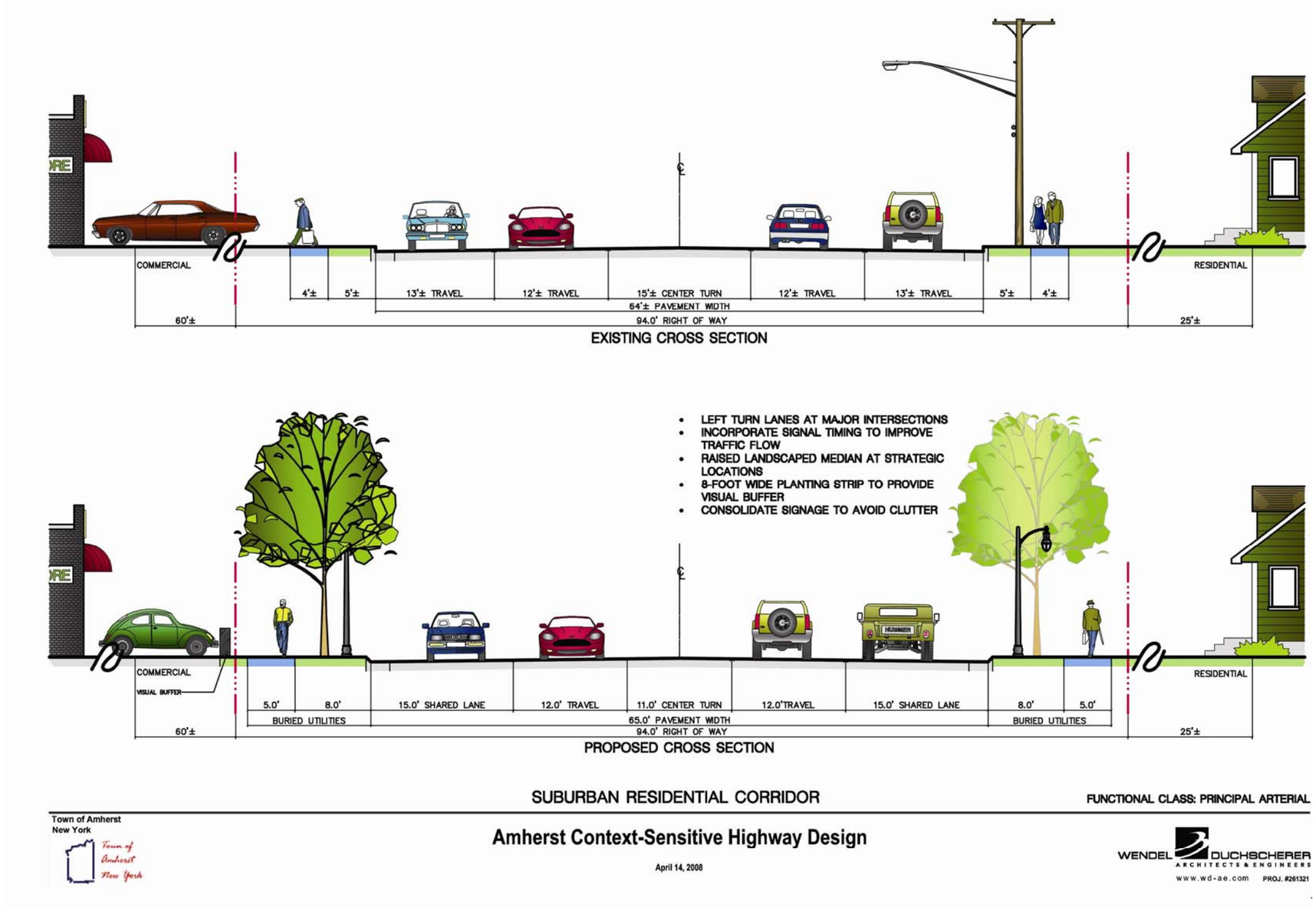
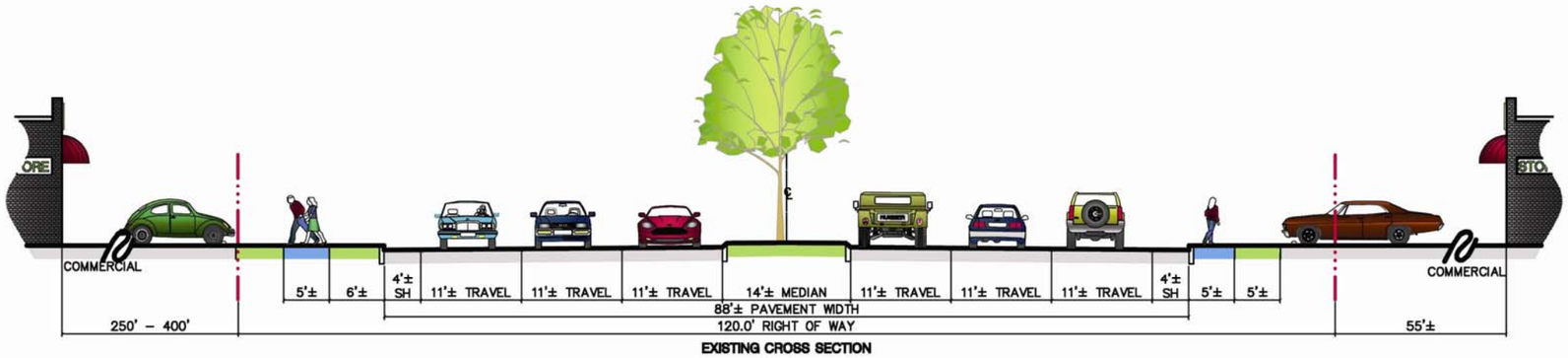
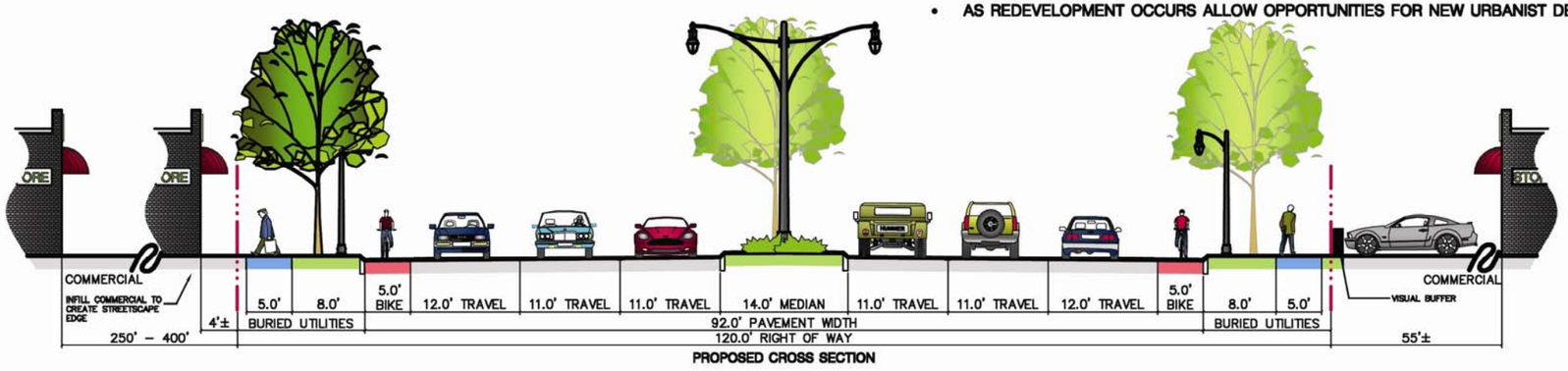
SUBURBAN RESIDENTIAL ARTERIAL CHARACTER CORRIDOR



COMMERCIAL – RETAIL CHARACTER CORRIDOR



- LEFT TURN LANES AT MAJOR INTERSECTIONS
- INCORPORATE SIGNAL TIMING TO IMPROVE TRAFFIC FLOW
- RAISED LANDSCAPED MEDIAN FOR ACCESS CONTROL
- CONSIDER BUFFER (LANDSCAPING, FENCING) TO SCREEN PARKING
- CONSOLIDATE SIGNAGE TO AVOID CLUTTER
- AS REDEVELOPMENT OCCURS ALLOW OPPORTUNITIES FOR NEW URBANIST DEVELOPMENT



SUBURBAN COMMERCIAL - RETAIL CORRIDOR

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL

Town of Amherst
New York

Amherst Context-Sensitive Highway Design

April 14, 2008

WENDEL DUCHSCHERER ARCHITECTS & ENGINEERS
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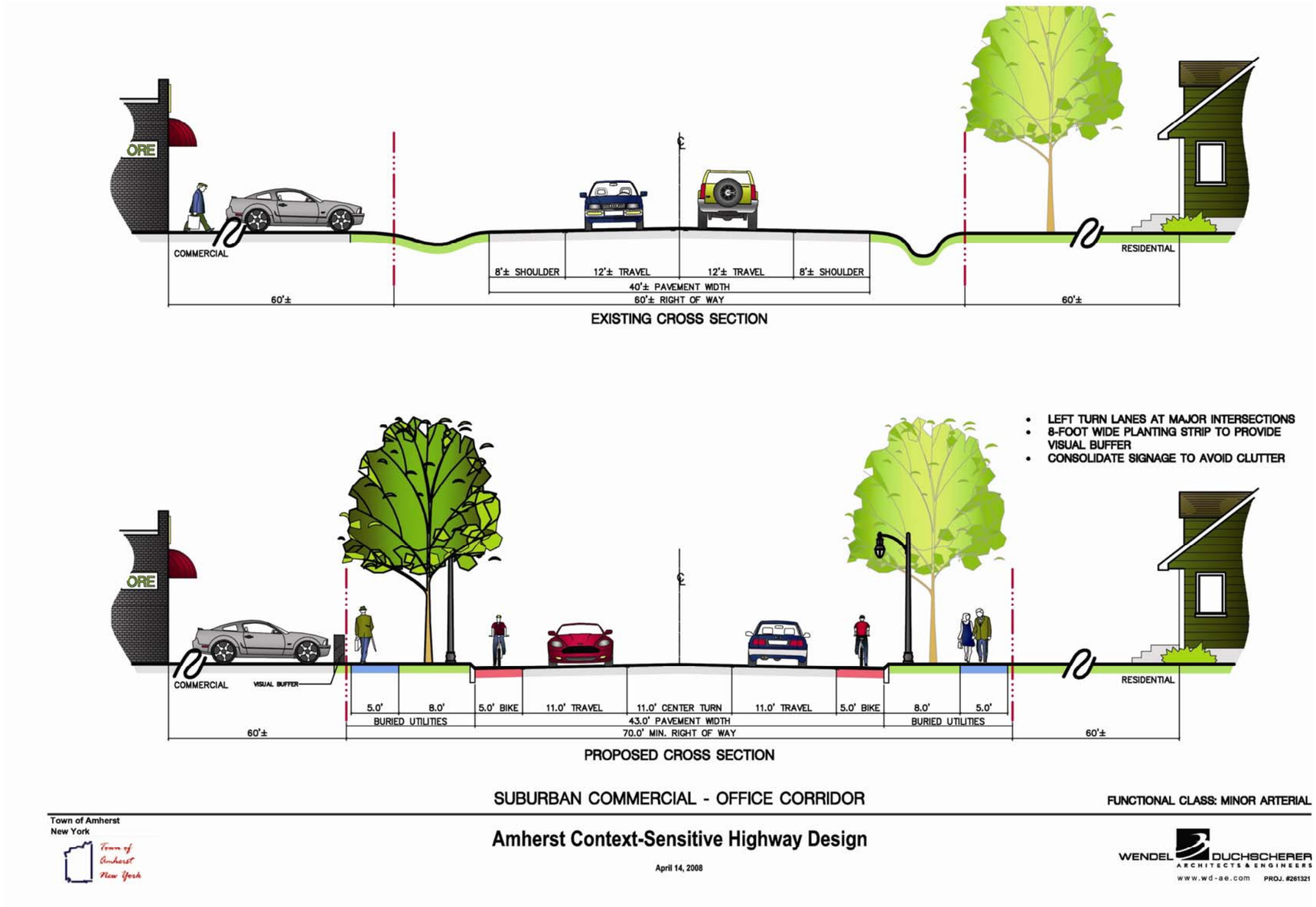
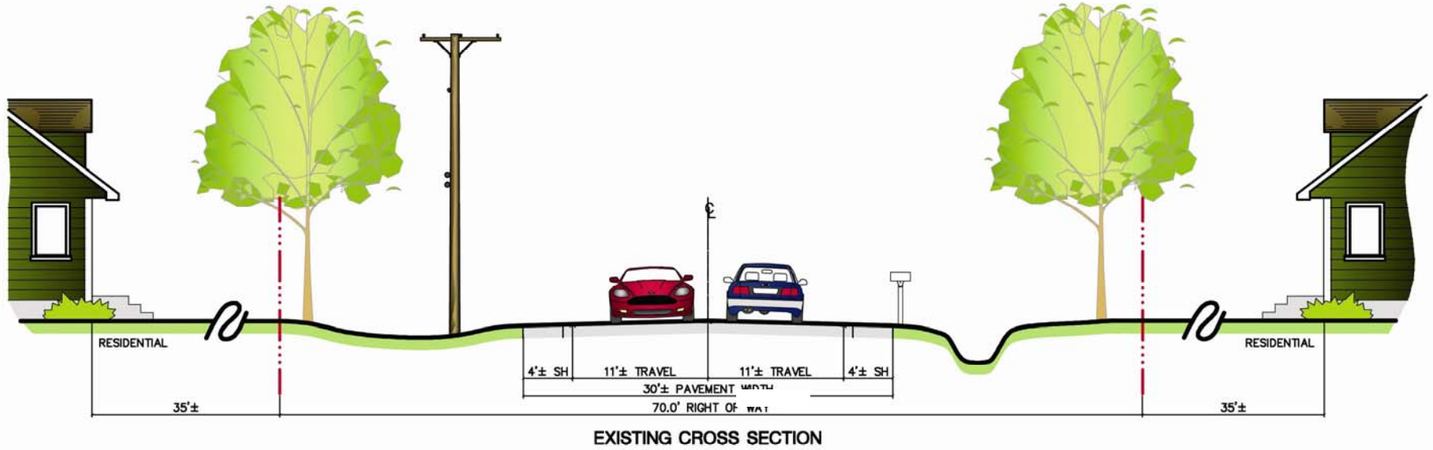
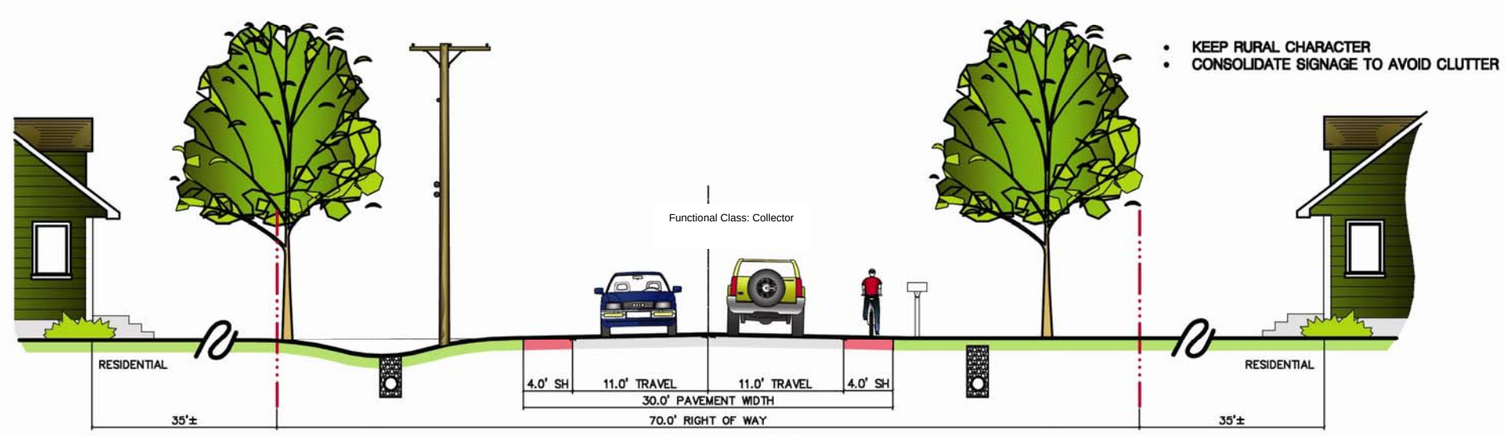
COMMERCIAL – OFFICE CHARACTER CORRIDOR



RURAL RESIDENTIAL CHARACTER CORRIDOR



EXISTING CROSS SECTION



PROPOSED CROSS SECTION

RURAL RESIDENTIAL CORRIDOR

FUNCTIONAL CLASS: COLLECTOR

Town of Amherst
New York

Amherst Context-Sensitive Highway Design

April 14, 2008

WENDEL DUCHSCHERER ARCHITECTS & ENGINEERS
www.wd-ae.com PROJ. #261321

APPENDIX B: SUMMARY OF STAKEHOLDER MEETINGS

SUMMARY OF STAKEHOLDER MEETINGS

As part of the extensive public outreach undertaken in the development the Town of Amherst Context Sensitive Highway Design project, one of the initial activities was to hold a series of meetings with Town stakeholders who live, work, own property, or travel along the corridors being studied. There were five stakeholder meetings held to assist the Project Team in identifying key characteristics and future concepts for each corridor being studied. Homeowner associations registered with the Town of Amherst and businesses located along these corridors were invited to participate in a stakeholder interview. The following are summaries of each of the five stakeholder meetings.

Meeting 1: Monday, February 25, 2008, 7 to 9 pm.

Attending:

Neil Cuomo, Willowridge Homeowners Association
Robert Foladare, Willowridge Homeowners Association
Frank Pasztor, Hartford Estates
Tony Massop, Creekwood Association

Robinson Road:

- Lots of congestion on the road, especially at western end.
- Need additional turning lanes, particularly at entrance to Northpointe.
- Intersection with Sweet Home needs turning lanes.
- Backups occurring at Northpointe and at Crosspointe, particularly going east (people trying to turn left into the developments).
- See problems with turning movements for buses at East Robinson and Sundridge (not enough room, bus will go up onto roadway edge).
- Demand for sidewalks—lots of people walk along the edge of the road. Paths are being worn into the dirt along the shoulder.
- Demand for accommodations for bicyclists- at a minimum a designated shoulder. There are a lot of people biking in the area (loop with Ellicott Creek Park - Sweet Home – Erie Canalway) It is dangerous for bicyclists with loose gravel shoulder, only two lanes, high traffic counts.
- Add trees, landscaping- it seems 'barren'.

Sheridan Drive:

- General approval of median.
- Median needs to be maintained to be an asset (attractive).

Main Street:

- Synchronize traffic lights.
- Calm traffic.

New Road:
- Keep the rural appearance.
- In favor of ditches rather than curbs and gutters.
- No significant problems traveling New Road—it seems to be able to handle traffic volumes.

North Bailey Avenue:
- Traffic congestion is a problem (largely north of study segment, though).
- Is there a way to encourage use of Sweet Home as an alternate route?
- Add traffic calming measures.
- Walmart will aggravate the issues with added traffic.
- North Bailey north of Maple is a major problem—support for improvements along that area.
- Need sidewalks north of Maple- gully is a problem for pedestrians.

Bailey Avenue:
- Add trees along the side of the roadway (aesthetics).
- Needs better aesthetics.

General Comments:
- Need to think of quality of life in designing roadways.
- Hartford Estates neighborhood only has three 'exits' which can be a problem for residents.
- Synchronization of lights.
- Improved aesthetics (landscaping, street trees).

Meeting 2: Tuesday, February 26, 2008, 3 to 5 pm.

Attending:

David Pollack, Creekwoods Association
Richard Wedekindt, Eggertsville Community Organization
Chris Keenan, Ciminelli Development
Peter Warn, Southeast Amhesrt HQ

New Road:
- General support for existing conditions for New Road.
- Support for natural drainage systems (swales), don't do curbs.
- Traffic is not a major problem- keep the rural look to New Road.

Sheridan Drive
- The median works well to control traffic.
- Need aesthetic improvements to median and to corridor in general.
- Issue of maintenance of medians/ landscaping needs to be taken into consideration.
- Town of Tonawanda has done an excellent job with the median/ landscaping – gives a positive appearance for the Town.

Millersport Highway:
- UB generates significant traffic.
- Consider a four lane highway with a median.
- Add accommodations for bicycles.
- A lot of bike traffic on Sweet Home from North French to Tonawanda Creek Road.

Maple Road:
- Maple, along with Sheridan and Kensington, will take on additional traffic if they decrease cars on Main Street in Williamsville.

Klein Road:
- Visually, development along Klein Road is attractive (berms, trees, walls. reverse frontage lots) – nicer experience to drive along.
- Add street trees.
- Add bike path- maybe similar to path along Hopkins.

Bailey Avenue:
- Need to look at how lanes narrow down—you get backups/ conflicts.
- Conflicts between signage about lanes and pavement markings (signage indicates through lane, when it becomes a turn lane at Cambridge).
- Consider left turn lanes.
- Inconsistent about how many lanes along Bailey/ North Bailey corridor (2 lanes, then four lanes, then two lanes again).

North Bailey:
- Consider traffic circle at Emerson intersection.
- North Bailey north of Maple is worse than southern section- Bailey/ Meyer intersection in particular is poor – left turn conflicts in both directions.
- Minimal delays, congestion in study area. Traffic problems are seen in the section between Sheridan and Maple Roads.

General Comments:
- Concern that the study should look at overall traffic flow throughout the Town and recommend improvements to the system, rather than individual segments- creation of major north-south/ east-west corridors to facilitate regional through traffic.
- Growth of UB, with addition of 20,000 new students would have a major impact on transportation system. Support for bike paths in vicinity of UB.
- Strong support of encouraging alternative modes of transportation- especially bicycles.
- New Road connector – status?
- Support for roundabouts – they keep traffic flowing – prefer roundabouts to traffic signals.

Meeting 3: Tuesday, February 26, 2008, 7 to 9 pm.

Attending:

Gary Bartikofsky, Harlem Road North of Main Neighborhood Association
Melanie Emiliani, Amherst Quality of Life/ Millersport
Judi Colton, Amherst Quality of Life/ Northwest Amherst (NWARA)
Lynne Tribunella, Amherst Quality of Life/ Northwest Amherst (NWARA)
Warren Stanek, Millersport Highway/ Dodge Road area

Main Street:

- Main Street in Williamsville is a huge priority – traffic calming, beautification.
- General support for improvements on Main Street near UB with beautification, islands, attractive light standards, etc.
- Safety of Main Street is a major issue- particularly for pedestrians crossing the roadway.

North Bailey:

- Keep sidewalks and curbs.
- Concern about traffic from proposed Walmart plaza along Henel- creates conflicts with neighborhood (maybe emergency vehicle access only?).
- Support for concept of a roundabout at four-way stop.
- Concern about intersection of North Bailey and Meyer (north of study area).
- Southern section of North Bailey not seen as a major problem now.
- Try to encourage Walmart traffic to use Sheridan Drive, not North Bailey.

Millersport Highway:

- New strip mall proposed at Millersport and North French, behind Gradl Motors- will affect traffic.
- Millersport needs to be widened, especially with new developments happening.
- Congestion in front of the post office- vehicles using the shoulder as a right turn lane; conflicts with left turns.
- Turn lane/ ramp off Millersport at John & Mary's doesn't line up with Woodshire- creates conflicts and resident end up having to turn in wrong direction and circle back- would a roundabout work better?
- Right turn lane needed at North French and Millersport (going east onto North French).
- Signal should be synchronized better.
- Prefer the rural look with ditches at northern section of Millersport.
- Need trees- aesthetics and safety (snow break)- there are white-outs (needed in Millersport section south of North Forest near UB also).
- Add a bike lane (repeated several times) – at least up to Dodge Road.
- Put in sidewalks.
- Narrowing in front of plaza north of Sylvan is dangerous.
- Pedestrians (including people in wheelchairs) are using the shoulder to walk from schools/ institutions near Sylvan to restaurants at plaza.
- Curbs: split opinions (some in favor, some preferring natural drainage).
- Add trees.

East Robinson Road:
- Definitely add sidewalks.
- Bicycling is not safe- add accommodations for bicyclists.
- One attendee noted waiting through seven cycles of the traffic light at the John Glenn/ Northpointe intersection going east – would a traffic circle work?
- Add trees, landscaping, and aesthetic improvements.
- Add sidewalks and connections.

Maple Road:
- Safety is a big issue- lots of school children (Maple East, Maple West, St. Gregory's) plus hospital- major traffic generators.
- Medical buildings next to school generate significant traffic- make it safer for students.
- Transit/ buses needed- only one bus (one in early morning/ one in afternoon)- not enough.
- Sidewalks- make them safer.
- From Youngs east to Transit, road works well- more residential in nature.

Klein Road:
- Need sidewalks along both sides of the street.
- Bike paths?

New Road:
- Add bike path- perhaps as a separate lane like at Tonawanda Creek Road.

General Comments:
- Stakeholders should have increased input into the project- would have liked to have representation on Advisory Committee, help pick roadway segments, etc.
- Concern over Federal Highway Administration process- where public participation is taken into account (consultant noted that this project will address process also).
- Medians are attractive in commercial areas, and help regulate traffic. They are not effective in residential areas.
- Transit Road in Swormsville- needs roadway improvements (pavers, bike lane).
- Intersection of Smith and Transit is hazardous.
- Create connections between neighborhoods.

Meeting 4: Thursday, February 28, 2008, 3 to 5 pm.

Attending:

Jane Cox, Harlem Road North Neighborhood Association
Patrick Allaire, Harlem Kensington Cleveland Community Organization
Robert McDow, Sweet Home Central School District
Craig W. Allwes, Sweet Home Central School District
James A. Bortz, Millard Fillmore Suburban Hospital/ Kaleida Health

Main Street:
- Retain the Village charm of Main Street.
- Improve pedestrian safety- crosswalks, maybe a center island to make crossing easier.
- Farmers' Market- people park at Town Hall and have to cross Main.
- Improve signal timing.
- Try to move through-traffic out of the Village.

North Bailey Avenue:
- There are pedestrians- people walk to Wegman's. Need to make sure they can walk safely.
- Walmart proposal will affect traffic flow.
- There aren't serious backups during the week, although it can be busy on weekends.
- Sweet Home Central School District has students walking from the Hartford area to the Middle School- improve pedestrian safety, especially crossing Sheridan, Maple.
- Some students ride bikes to school also (more walkers).

Bailey Avenue:
- Add landscaping, trees, nicer street lights- make it look better.
- Need continuous sidewalks.
- Especially north of Longmeadow, it seems barren, 'wide open'- needs to be 'prettier'.

New Road:
- Add a bike path to link up to museum, Tonawanda Creek Road. Preference is for separate bike lane.
- Road seems too narrow, ditches are very deep and close to road.
- Problem with speeding.
- No curbs.

Sheridan Drive:
- Sheridan is a major east- west corridor.
- No street lights now- can be very dark at night.
- Intersection at Sheridan and Sweet Home Road- signal needs to be adjusted- back ups for cars going north on Sweet Home, problem for school buses.
- Add pedestrian crosswalks. Sweet Home intersection mentioned (to Tim Horton's).
- Some power lines along the road are underground (western end)- should try to get more placed underground.
- Sidewalks are too close to the street- feels unsafe and not enough room for snow storage.
- Car dealerships are parking in the right-of-way area- crowds the sidewalk, makes walking hazardous.
- Sheridan Drive is 'a nightmare' for bicyclists.
- Aesthetic improvements needed- especially from Sweet Home to Harlem, and also extending east to North Forest- No trees.

- Improve safety at intersections- would a roundabout at Sweet Home make sense?
- Consider encouraging new development closer to the curb, make it more walkable.

Maple Road:
- Traffic flow works on Maple.
- Sidewalks are too close to the roadway.
- Add a line of trees between sidewalks and roads for sense of security.
- Need a safe crossing at Maple and Culpepper (access to Maple East Elementary School and the playgrounds). Maybe an island?
- Maple Road is not bicycle friendly- not sure if it could be improved. Bicyclists avoid Maple.
- Significant number of Millard Fillmore Suburban Hospital staff like to jog and walk in vicinity of hospital and are using Maple Road (many make a loop from Maple to Hopkins to Basset to rear hospital lot).
- Realignment of hospital access road and McArthur has helped backups on Maple.

Klein Road:
- Lane shift at Youngs causes confusion.
- Traffic flows within study area- east (Paradise to Transit) there are bottlenecks, congestion.
- Confusion with shifts from two lanes to one lane to two lanes, etc.
- Not bicycle friendly- improve bike access, or consider using Renaissance Drive as bikeway.
- Consider turn lane into Millard Fillmore ambulatory surgery center- see delays at peak times.

Millersport Highway:
- The Campbell/Millersport/Stahl intersection needs improvement.
- No sidewalks, but no strong destinations.

East Robinson Road:
- Needs turn lanes.
- Improve the intersection at Sweet Home.
- Problems with lane shifts.
- School buses need to leave early in anticipation of delays in this area- waiting through multiple light changes.
- Sidewalks on Sweet Home get a lot of use- ensure connections to dense residential areas north of East Robinson (lots of pedestrians from this area).

General Comments:
- Consider continuing streetscape at Main Street near UB into Amherst up to Snyder area.
- Mixed opinions on roundabouts- some in favor, some fear it will create problems, especially with older drivers.
- No connectivity to the bike path system- the Town has a great bike path system that people can't get to without driving.

- Consider an extension down Sheridan Drive to provide access at North Forest bike trail system.
- Need a safe east-west route for bicyclists (Sheridan? Maple unlikely).
- Skinnersville Road- raised as a potential traffic problem (narrow road, increasing traffic).

Meeting 5: Thursday, February 28, 2008, 7 to 9 pm.

Attending:

Frank Brzezinski, St. Gregory the Great R.C. Church
Robert Hochberg, North Forest Residents Association
Maryann Hochberg, North Forest Residents Association

Maple Road:

- Add bus route capacity on Maple- add bus pull-offs.
- Support for 'context sensitive solution' being installed at Maple/ North Forest intersection.
- Lots of pedestrians crossing at North Forest (toward bike path).
- Lots of pedestrian generators on Maple (schools, bike path just north, hospital, churches).
- Traffic flow is fine on Maple.

East Robinson Road:

- Need curbs, designation of lanes to improve traffic flow- drivers 'all over the place'.
- Condition of the road is a hazard.
- Need turn lanes at intersections.

Main Street:

- Improve crosswalks.

Sheridan Drive:

- Improve aesthetics.
- More bus service, add bus pull-offs.

Millersport Highway:

- Don't make it too wide- encourages speeding.

Klein Road:

- Inconsistent lane shifts (one lane to two lanes back to one lane).
- Add facilities for bikes.
- Support for sidewalks.
- Seems 'barren'- add landscaping, trees.

Bailey Avenue:

- Some confusion going north on Bailey as lanes shift.
- Needs aesthetic improvements- landscaping, trees.
- Continuous sidewalks.

General Comments:

- With gas prices going up, need to plan for non-automotive users (transit, pedestrians, etc.).
- Strong support for lowered speed limits ('slower speeds increase capacity').
- Support for traffic calming, more street trees in general.
- Consider more aesthetic bridge designs ("Texas Rails", plantings on abutments).

APPENDIX C: SUMMARY OF PUBLIC MEETINGS

SUMMARY OF PUBLIC MEETINGS

As part of the public outreach of the Context Sensitive Highway Design project, two public meetings were held to present various aspects of the project to the public and to obtain feedback. Below are summaries of the input received at each of the public meetings.

Amherst Context Sensitive Highway Design Project

Public Meeting #1
April 23, 2008

Date: April 23, 2008
Time: 6:30 – 8:30 PM
Location: Amherst Main Library at Audubon

A presentation giving an overview of the project and its initial recommendations was given. Following the presentation, questions and comments regarding the project were discussed. The following summarizes the comments received:

- Travel lane width should be limited, as perceived roadway width is important in managing speed limit.
- Support expressed for burying utilities.
- Support for the addition of street trees as shown in each of the corridors.
- Support for improving pedestrian crossings, such as by the addition of bump-outs at intersections.
- Question asked if there is a way to visually narrow rural roads? Concern that openness will lead to speeding and unsafe conditions.
- Suburban residential cross-section- could the travel lanes be narrowed to 11 feet?

Amherst Context Sensitive Highway Design Project

Public Meeting #2
July 23, 2008

Date: July 23, 2008
Time: 7:00 – 9:00 PM
Location: Amherst Main Library at Audubon

A presentation was given, which focused on: project background and development, draft cross-sections, and draft implementation process. Following the presentation, questions and comments regarding the project were discussed. The following summarizes the comments received:

- Concern expressed about the expansion of right-of-way. It was noted that all of the recommended cross-sections work within the existing right-of-way.
- Question asked about how the cross-sections can be modified- is there any flexibility with the designs?
- Residential arterial cross-section:
  - Could there be a shared travel/bicycle lane?
  - 3 lanes?
  - Recommendation made to move sidewalks over two feet to create space for separate bike lanes.
- Residential collector cross-section: concern expressed about who will maintain the landscaping along the wall.
- Suburban residential cross-section- could the travel lanes be narrowed to 11 feet?
- Concerned about inconsistent/ intermittent bike lanes as smaller projects are completed.
- Question asked about what types of projects the context sensitive design recommendations will be applied to.

APPENDIX D: WRITTEN COMMENTS SUBMITTED

WRITTEN COMMENTS SUBMITTED

Throughout the development of the Context Sensitive Highway Design project, the public was afforded the opportunity to submit written comments to the Town either by mail or through the project website. The Town of Amherst received one written comment. This written comment is included on the following page.

Gregory G. Woodrich
46 ½ Belmont Place
Williamsville NY, 14221

716-626-4811
ggwoodrich@yahoo.com

March 20, 2008

Mr. Michael Lewdecker, P.E.
Wendel Duchscherer Architects & Engineers, PC
140 John James Parkway
W. Amherst NY, 14228

Dear Mr. Lewdecker:

I'm responding to an article in the February 27, 2008 issue of the Amherst Bee seeking public input for the "Context-Sensitive Highway Design Project". I appreciate the opportunity to provide input based on past experiences and what I see other states do. I will only address the design and location of catch basins.

Many catch basin frame and box structural failures continue to occur on Amherst roads because the entire assembly is set or protrudes into the asphalt travel lane. Vehicles drive over and pound the frame and grate until it separates from the asphalt allowing water to enter in the gap between the frame and loosened asphalt. This undesirable entrance of water coupled with freeze and thaw cycles starts the catch basin failure in motion. Millions of dollars are being wasted repairing collapsed and heaved catch basins in Western New York because of inferior design and construction practices. Virginia, South Carolina and Florida all set water drainage structures offset from travel lanes and collect the water in a 24" wide concrete curb and gutter where vehicles don't travel. Amherst should reflect on the above and seek a new catch basin design that is offset from vehicular travel.

Thank you for the opportunity to provide input.

Sincerely,

Gregory G. Woodrich

Gregory G. Woodrich