

LEGEND

- TEP SEGMENT 1
- TEP SEGMENT 2
- TEP SEGMENT 3
- - - TRAIL ROUTING OPTIONS
- SCENIC AREA POSSIBLE SCENIC OVERLOOK
- TRAILHEADS

ELLICOTT TRAIL TEP PROJECT | TRAIL SEGMENT MAP
 Town & City of Batavia, New York

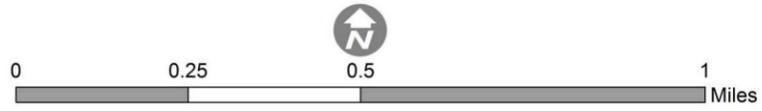
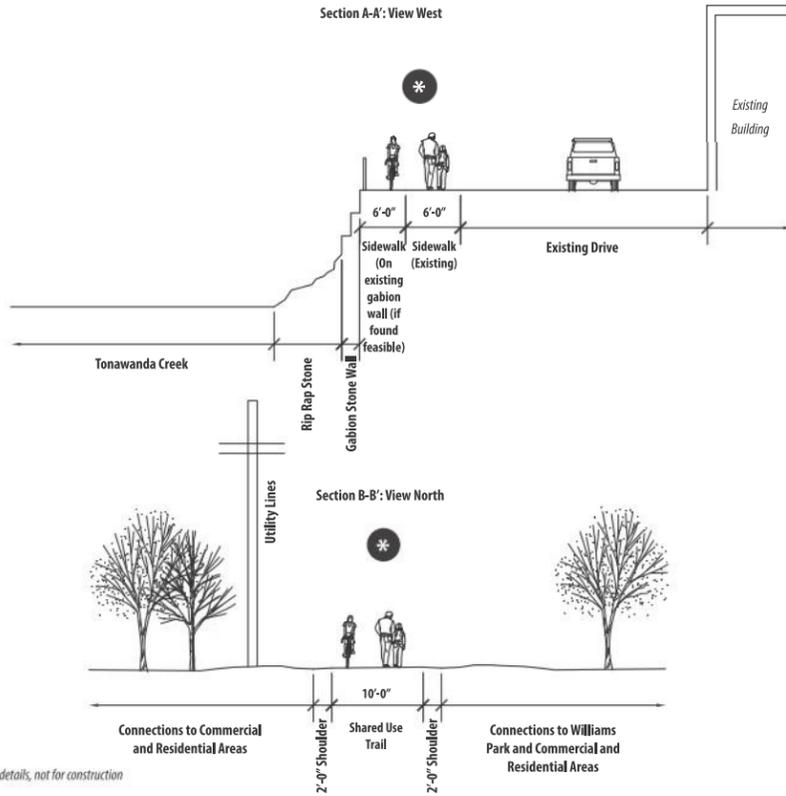


FIGURE
1

SEGMENT 1 OPTIONS



Note: Concept details, not for construction

*** TEP APPLICATION ROUTE**
10' WIDE SHARED USE TRAIL AND EX-SIDEWALKS

OPPORTUNITIES

- Provides a scenic route along Tonawanda Creek.
- Utilizes some existing infrastructure for the trail.
- Possibility for future loop trail system if a bridge over the Creek is ever constructed to the south.
- Represents alignment from TEP application.

CONSTRAINTS

- Provides a less direct route than Option 3 (bridge) would provide.
- Jogs in the trail make it more difficult for trail users to follow the route.
- Area behind County Building becomes narrow (6' wide sidewalk) with minimal space in driveway to expand sidewalk to 10' wide.

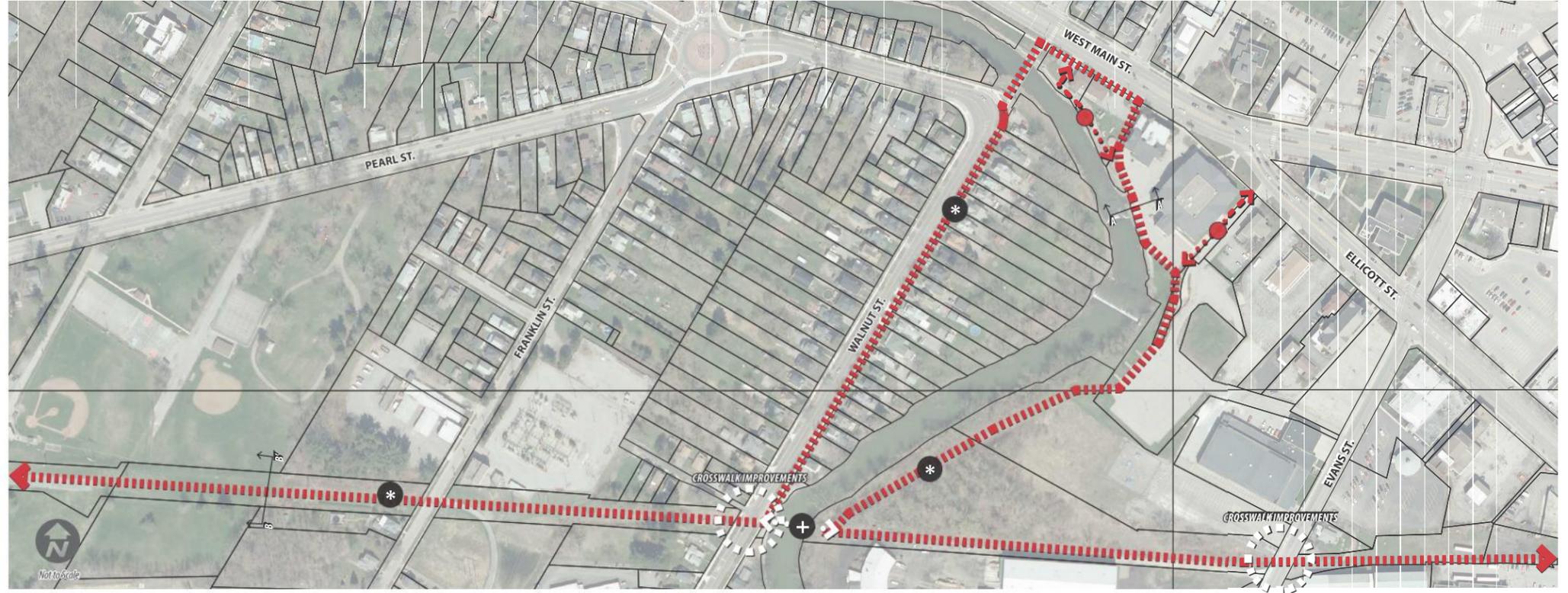
CONNECT TO EAST MAIN NEAR COUNTY BUILDING

OPPORTUNITIES

- Provides a scenic route along Tonawanda Creek.
- Utilizes some existing infrastructure for the trail.

CONSTRAINTS

- Trail users are directed away from the Creek for a longer period of time than the Original Alignment and Alternative 2.



+ NEW BRIDGE OPTION
CONSTRUCT BRIDGE ACROSS TONAWANDA CREEK

OPPORTUNITIES

- Could provide a destination for trail users.
- Embraces the views of the creek from above.
- Would provide a connection to create a loop trail around the creek, if construction in conjunction with TEP application route.

CONSTRAINTS

- Higher cost for a new bridge construction than the other options.
- Directs trail users away from the creek's edge.

EXPAND EXISTING SIDEWALK ALONG CREEK

OPPORTUNITIES

- Provides a scenic route along Tonawanda Creek.
- Directs users along the Creek for a longer period of time than the other alternatives.
- Utilizes some existing infrastructure for the trail.
- Possibility for future loop trail system if a bridge over the Creek is ever constructed to the south.

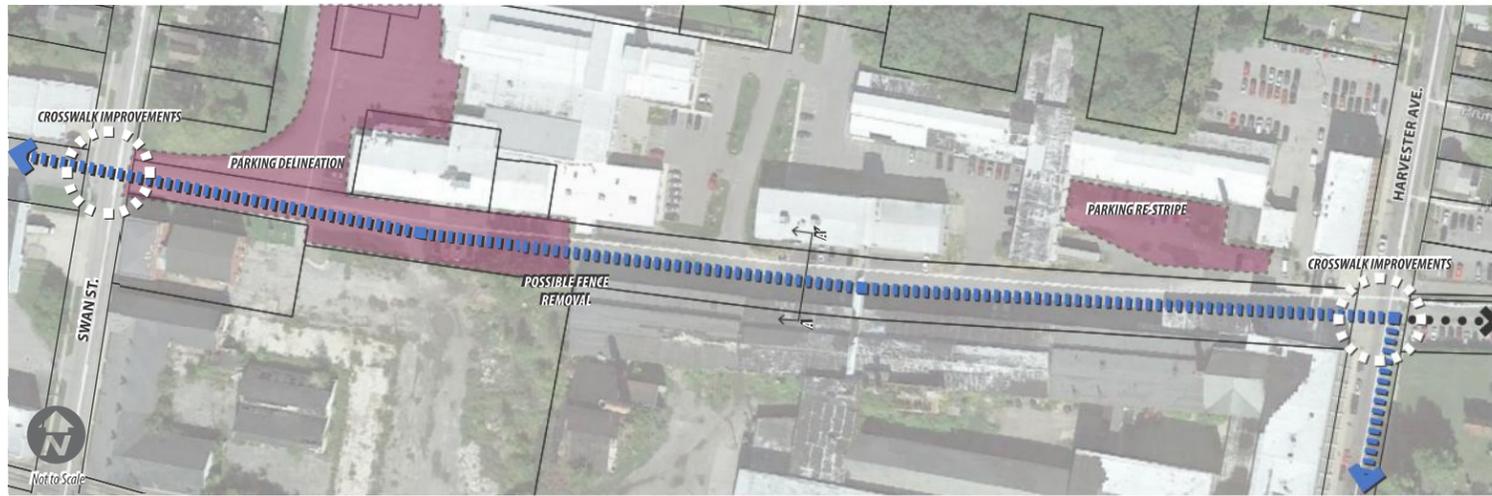
CONSTRAINTS

- Sidewalk expansion would have to be constructed on existing gabion walls (if found feasible).
- Area behind existing buildings becomes narrow due to existing driveways.

SEGMENT 2 OPTIONS



SEGMENT 2 OPTIONS



* TEP APPLICATION ROUTE SHARED BIKE LANE



<http://sdatblog.seattle.gov/wp-content/uploads/2009/09/sharrow12NE2.jpg>

1 PROTECTED BIKE LANE WITH STRIPED BUFFER



https://farm9.staticflickr.com/8215/8275755360_919159ea24.jpg

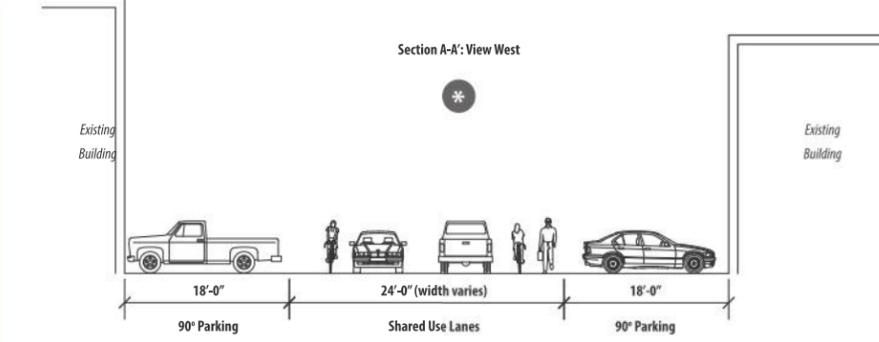
2 GREEN PROTECTED BIKE LANE WITH DELINEATOR POSTS



https://c2.staticflickr.com/4/3720/11089400486_3c11f9f554_b.jpg



TEP APPLICATION ROUTE SHARED BIKE LANE



Note: Concept details, not for construction

OPPORTUNITIES

- Shared bike lane markings, or "Sharrows" alerts motorists of the use of the road by bicyclists.
- Sharrows encourage slow and safe passing of bicyclists by motorists.
- Sharrows encourage bicyclists to follow a more predictable path and to ride with the flow of traffic.
- Sidewalks along building edges delineate pedestrian zones and provide a safer area for workers and trail users.
- Striping recommended for existing parking areas.
- Maintains existing vehicular circulation.

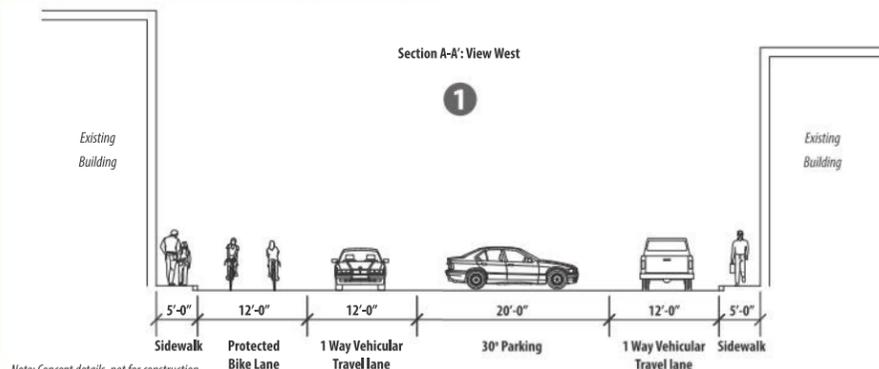
CONSTRAINTS

- Bike lane location provides a conflict point at each parking space.
- Unlikely to meet AASHTO bicycle design guidelines.
- Motorists backing out of parking spaces will have limited sight-lines of bicyclists.
- Bicyclists sight-lines of vehicles backing out of spaces might be blocked by other, larger vehicles.

SHARED BIKE LANE

SAFETY LEVEL	+	+	+	+	+
INSTALLATION COST	\$	\$	\$	\$	\$
DURABILITY	-	-	-	-	-
AESTHETICS	○	○	○	○	○

PROTECTED BIKE LANE WITH STRIPED BUFFER



Note: Concept details, not for construction

OPPORTUNITIES

- Protected bike lanes/cycle tracks provide a separated lane designated for bicyclists only.
- 1 way vehicular streets provide a more controlled and regimented traffic pattern, creating a safer environment for all users.
- Maintains existing vehicular circulation.
- Probable compliance with AASHTO bicycle design guidelines.

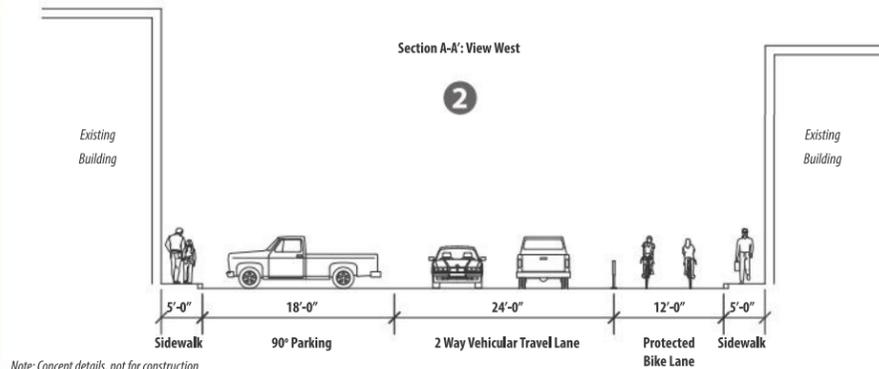
CONSTRAINTS

- Higher cost than alternative 1.
- Possible loss of parking spaces.
- Reconfiguration of alley way.

PROTECTED BIKE LANE: WITH STRIPED BUFFER

SAFETY LEVEL	+	+	+	+	+
INSTALLATION COST	\$	\$	\$	\$	\$
DURABILITY	-	-	-	-	-
AESTHETICS	○	○	○	○	○

PROTECTED BIKE LANE WITH DELINEATOR POSTS



Note: Concept details, not for construction

OPPORTUNITIES

- Painting protected bike lanes green provide higher visibility bike lanes, alerting drivers of cyclists.
- Flexible plastic bollards (delineator posts) attached to the ground on the outside of the bike lane provide a measure of separation to more effectively keep vehicles out of the bike lane. Flexible plastic bollards can be hit with plows.
- Sidewalks along building edges delineate pedestrian zones and provide a safer area for workers and trail users.
- Maintains existing vehicular circulation.
- Probable compliance with AASHTO bicycle design guidelines.

CONSTRAINTS

- Higher cost than alternative 1.
- Possible loss of parking spaces.
- Reconfiguration of alley way.

PROTECTED BIKE LANE: WITH DELINEATOR POSTS

SAFETY LEVEL	+	+	+	+	+
INSTALLATION COST	\$	\$	\$	\$	\$
DURABILITY	-	-	-	-	-
AESTHETICS	○	○	○	○	○

SEGMENT 3 OPTIONS



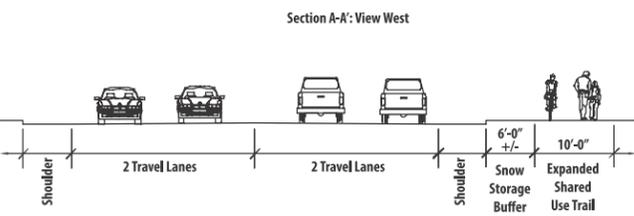
TEP APPLICATION ROUTE
EXPANDED SHARED USE TRAIL

EXPANDED SHARED USE TRAIL

- Add 5' width of new concrete pavement to create a 10' wide ADA accessible and AASHTO compliant side path.
- Maintain snow storage buffer area between existing curb and sidewalk.
- Suitable for less advanced cyclists and pedestrians of all mobility levels.



Concept Rendering



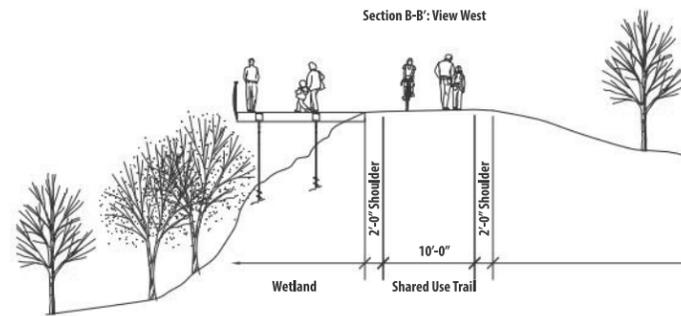
Section A-A: View West

Note: Concept details, not for construction

TEP APPLICATION ROUTE
SHARED USE TRAIL



Erie Canalway Trail, Rochester NY

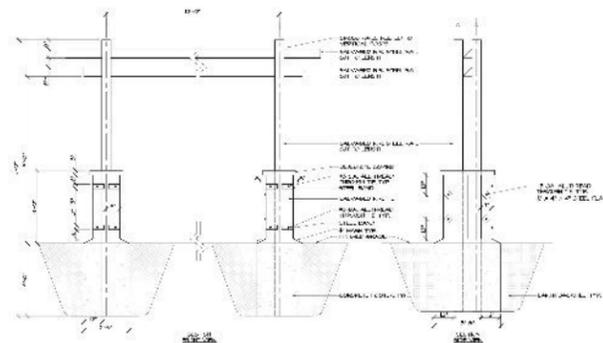


Section B-B: View West

EXISTING BRIDGE IMPROVEMENTS



Concept Rendering



SHARED USE TRAIL

- 10' wide shared use trail accommodates pedestrians and bicyclists, while emphasizing public safety and universal accessibility.
- Probable compliance with AASHTO design guidelines.
- Rest areas provide opportunities for interaction with numerous ecological systems and mini-destinations for trail users.
- Stone boulder seats at rest areas could be locally available quarried slabs, low-cost, vandal proof and context appropriate.

Note: Concept details, not for construction

EXISTING BRIDGE IMPROVEMENTS

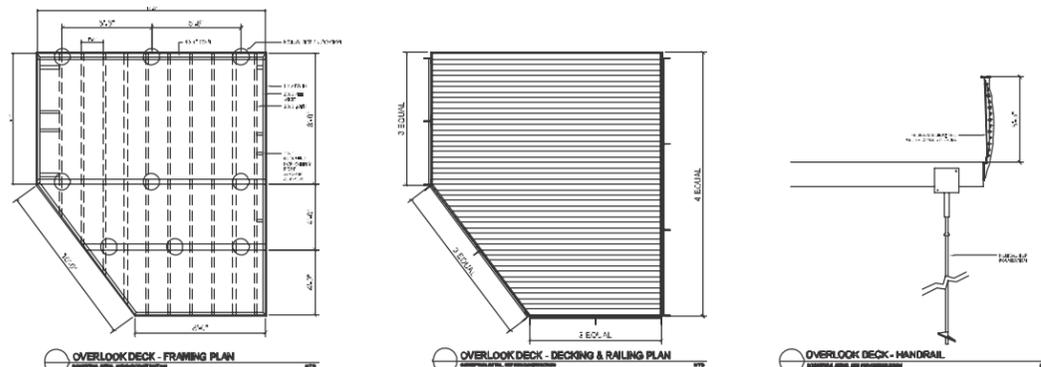
- Acts as a gateway for the Ellicott Trails.
- Provides a destination and a landmark for trail users.
- Offers opportunities for railroad history interpretation.
- Adaptive reuse of a former railroad bridge.
- Possibility for use of local salvaged and re-purposed railroad ties and steel rails.

Note: Concept details, not for construction

NATURE OVERLOOK DECK



Corbetts Glen, Brighton NY



NATURE OVERLOOK DECK

- Provides a destination for trail users.
- Wetland area offers opportunities for environmental education and environmental history interpretation.
- Helical pier construction provides numerous ecological benefits:
 - No placement of fill is required for foundation systems, minimizing construction impacts to neighboring ecosystems
 - Surface and subsurface hydrology are unimpeded by the deck structure
 - Provides shady, relatively safe spawning, nursery, and loading locations for numerous organisms such as aquatic insects, amphibians, and fishes while maintaining unimpeded movement through the environment.

Note: Concept details, not for construction