

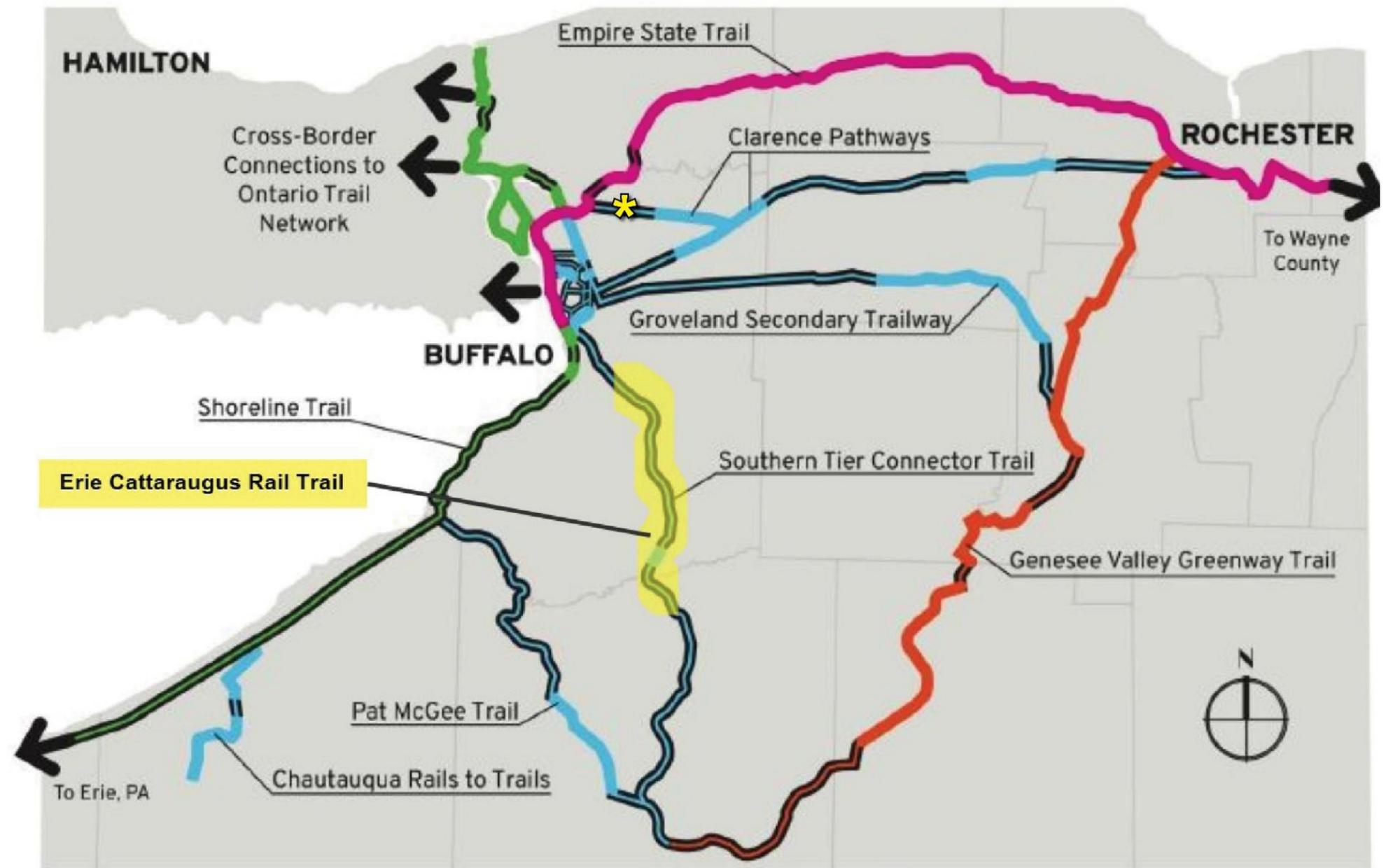




**BIKE  
BUFFALO  
NIAGARA**  
Regional Bicycle Master Plan



**GBNRTC**  
Greater Buffalo Niagara Regional Transportation Council



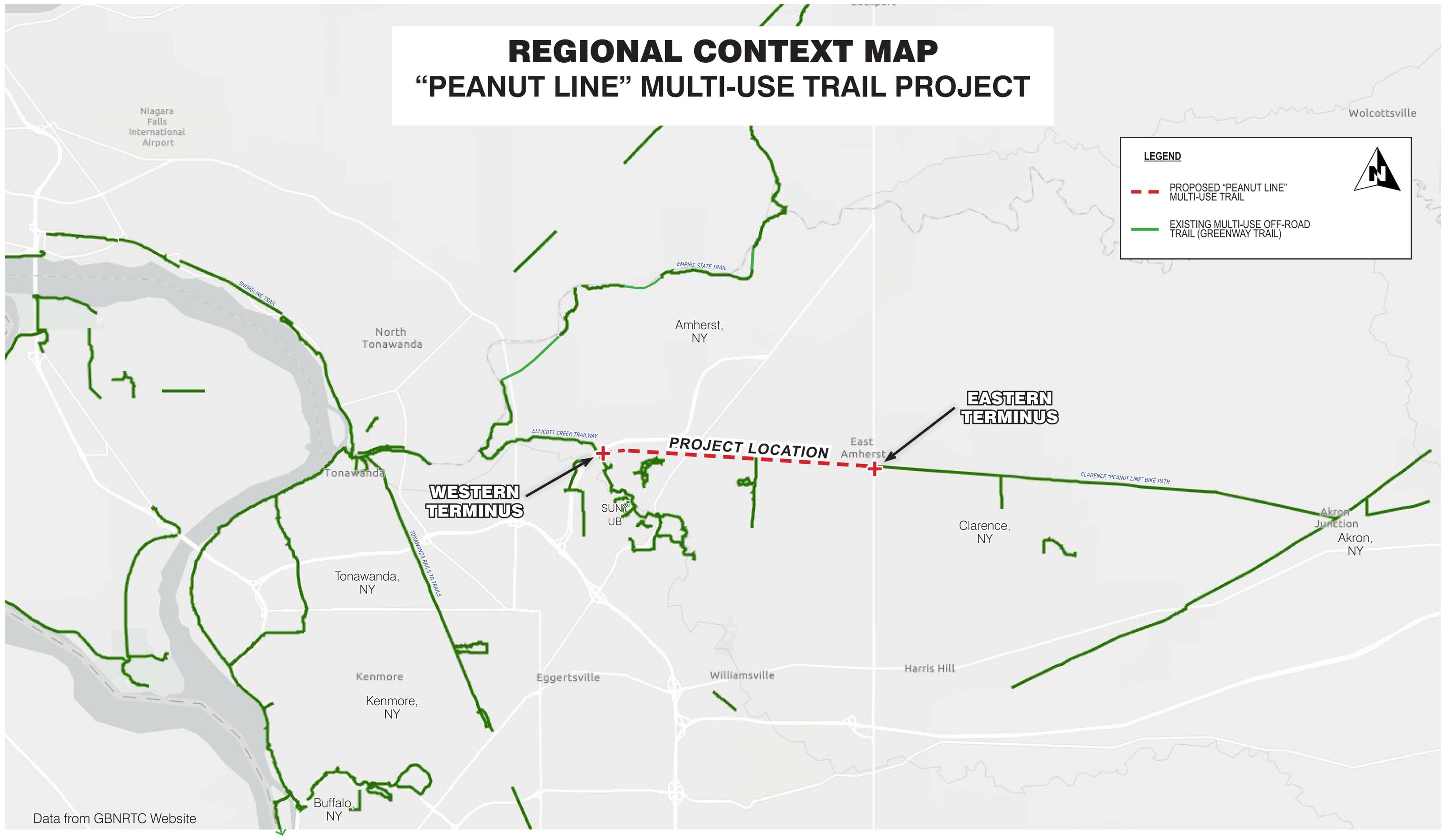
- |   |   |   |  |
|---|---|---|--|
|  | Existing Niagara River Greenway/Shoreline Trail |  | Existing Genesee Valley Greenway Trail |
|  | Proposed Niagara River Greenway/Shoreline Trail |  | Proposed Genesee Valley Greenway Trail |
|  | Existing Empire State Trail                     |  | Existing Shared-Use Path               |
|  | Proposed Empire State Trail                     |  | Potential Shared-Use Path              |
|  | "Peanut Line" Multi-Use Trail Project           |   |  |

# REGIONAL CONTEXT MAP

## "PEANUT LINE" MULTI-USE TRAIL PROJECT

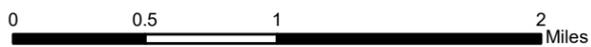
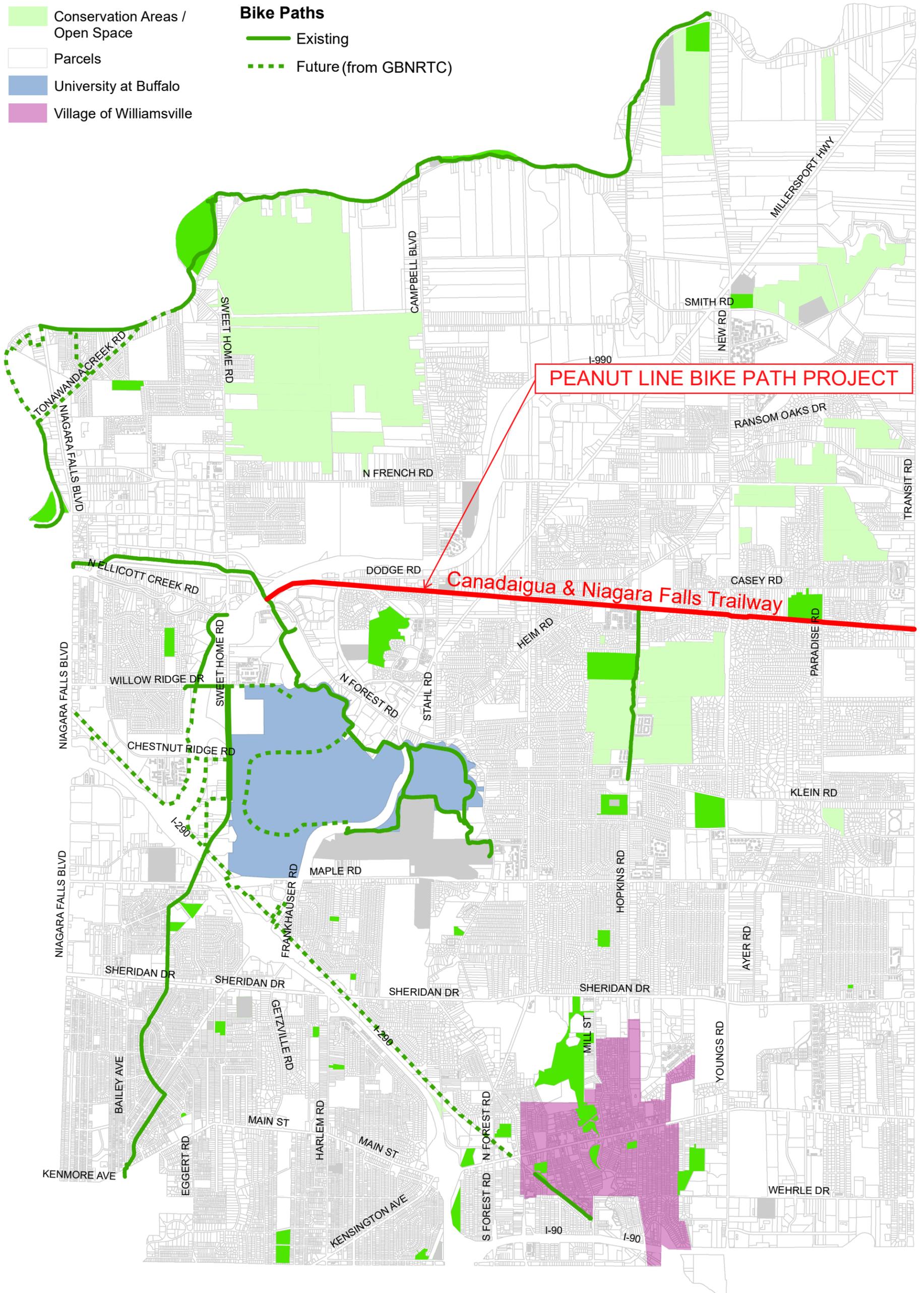
**LEGEND**

- PROPOSED "PEANUT LINE" MULTI-USE TRAIL
- EXISTING MULTI-USE OFF-ROAD TRAIL (GREENWAY TRAIL)



# PEANUT LINE BIKE PATH PROJECT

- Athletic Fields
  - Parks
  - Conservation Areas / Open Space
  - Parcels
  - University at Buffalo
  - Village of Williamsville
- Bike Paths**
- Existing
  - Future (from GBNRTC)
- Peanut Line Bike Path Project Location

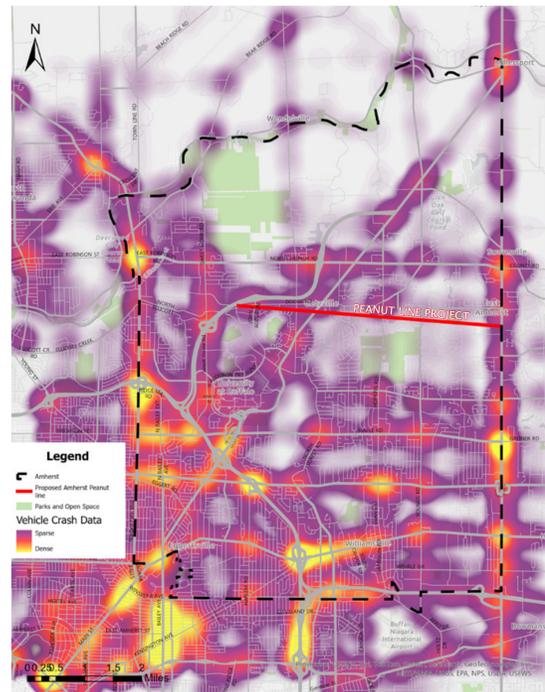


# EXISTING CONDITIONS OF THE RAILROAD CORRIDOR

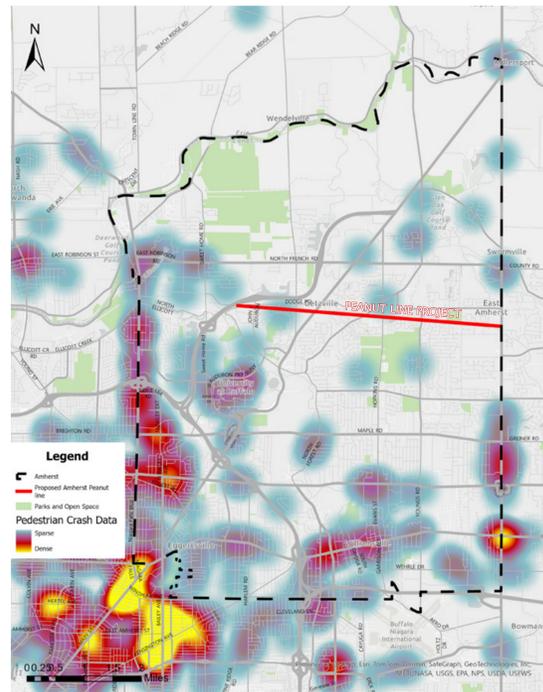


# Inventory Data from Gobike Study

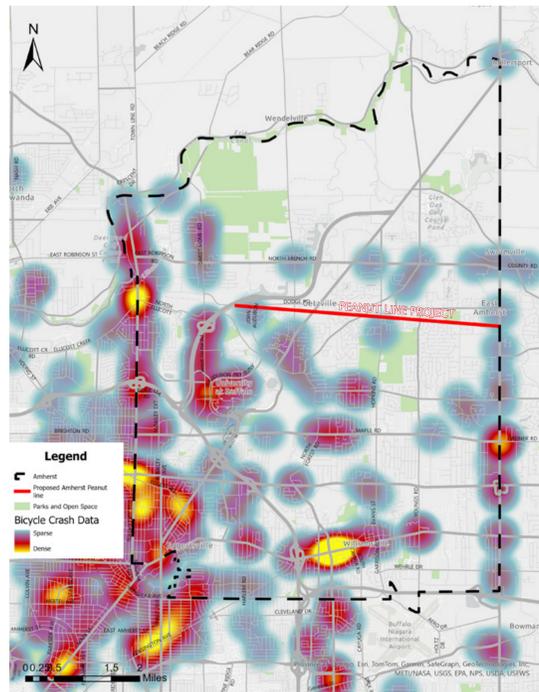
## CRASH DATA MAPS



Concentration of all reported vehicle crashes between 2018 and 2023 (inclusive). Source: NYS DOT Crash Data, 2018-2023

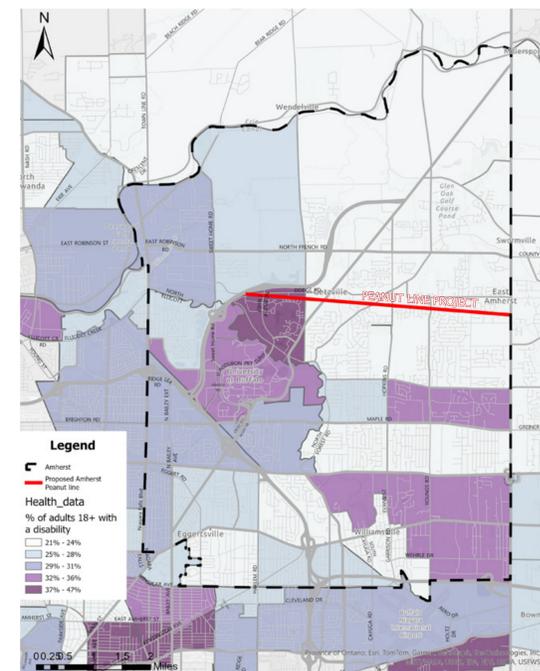


Concentration of vehicle crashes involving pedestrians between 2018 and 2023 (inclusive). Source: NYS DOT Crash Data, 2018-2023



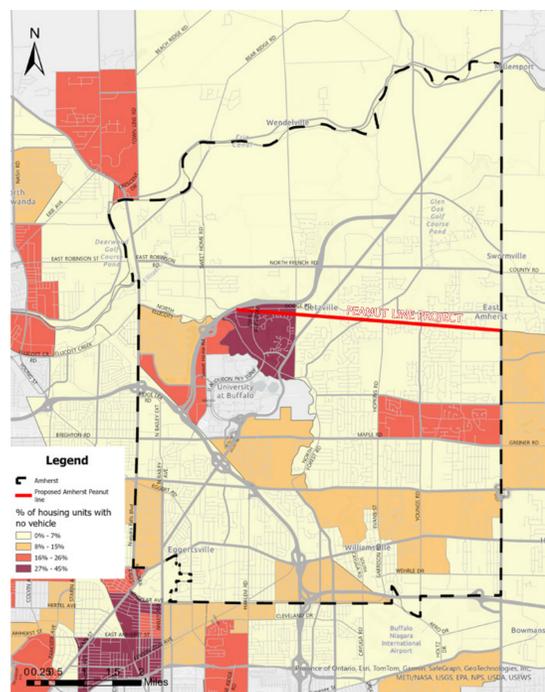
Concentration of all reported vehicle crashes involving bicyclists between 2018 and 2023 (inclusive). Source: NYS DOT Crash Data, 2018-2023

## DISABILITY MAP

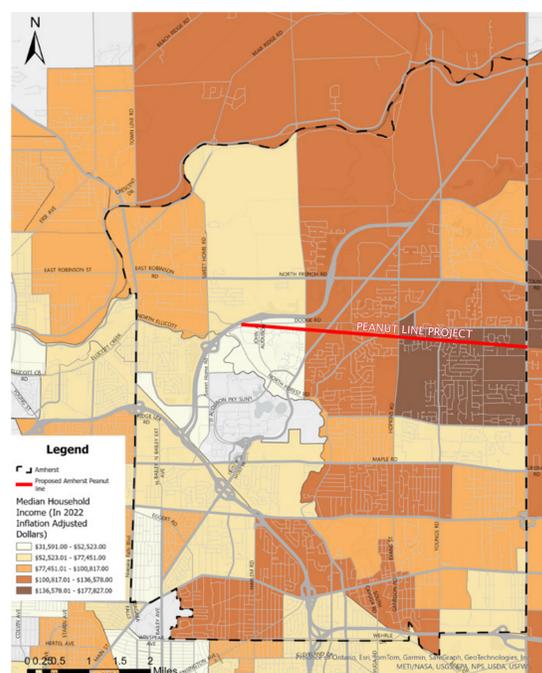


Percent of Adults 18 and Older With a Disability by Census Tract. Source: CDC PLACES (2020).

## HOUSEHOLDS WITHOUT VEHICLES & HOUSEHOLD INCOME

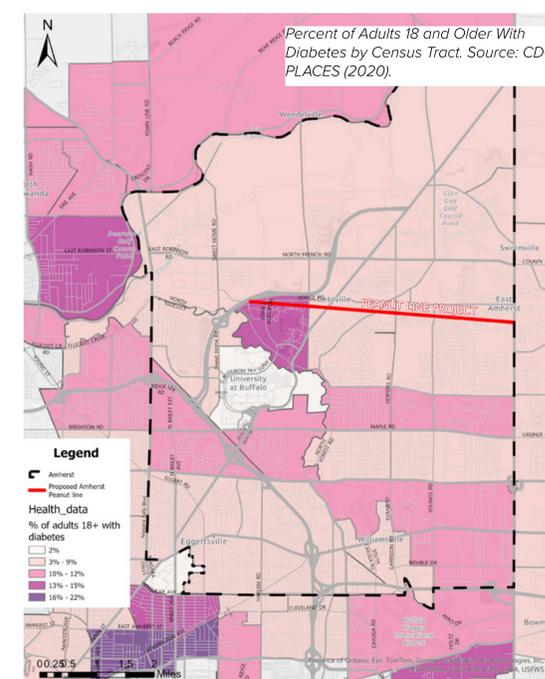
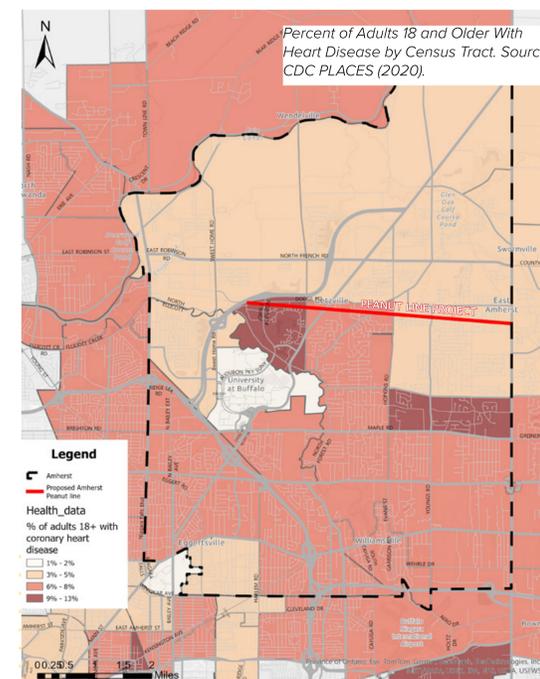


Percent of Housing Units Without a Vehicle. Source: US Census Bureau, American Community Survey, 2022 (5-Year Estimates).



Median Household Income. Source: US Census Bureau, American Community Survey, 2022 (5-Year Estimates).

## HEALTH RELATED DATA



# MULTI-USE BIKE PATH PROPOSED CHARACTER OF THE TRAILWAY

## PLAN VIEW

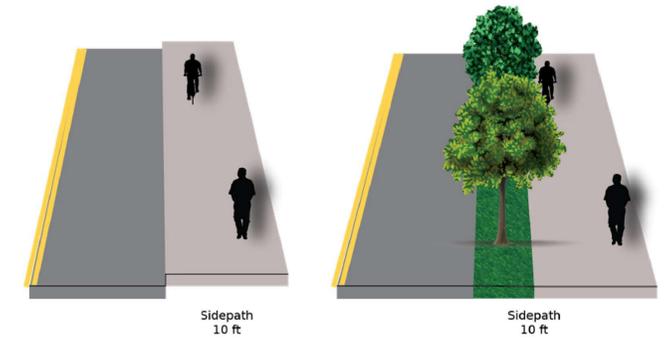


TYPICAL MULTI-USE BIKE PATH SCHEMATIC PLAN VIEW

## AXON VIEW



TYPICAL 10-FOOT WIDE TRAIL



TYPICAL BIKE TRAIL WITH  
SIDEPATH OPTION

## PHOTO SIMULATIONS

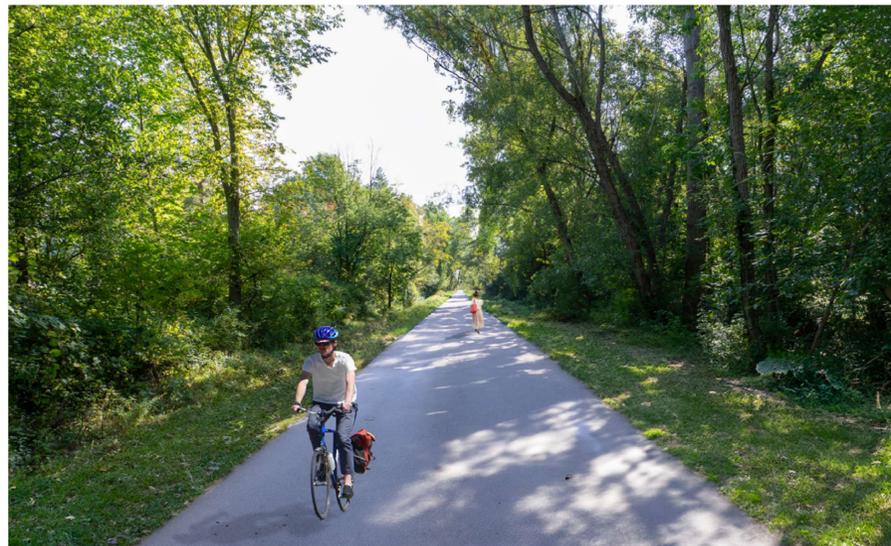


PHOTO SIMULATION OF TYPICAL TRAILWAY CONDITIONS ALONG THE CENTERLINE OF THE EXISTING RAILROAD CORRIDOR. THE EXISTING VEGETATION ALONG THE RIGHT-OF-WAY REMAINS INTACT.



PHOTO SIMULATION OF GOTT CREEK CROSSING

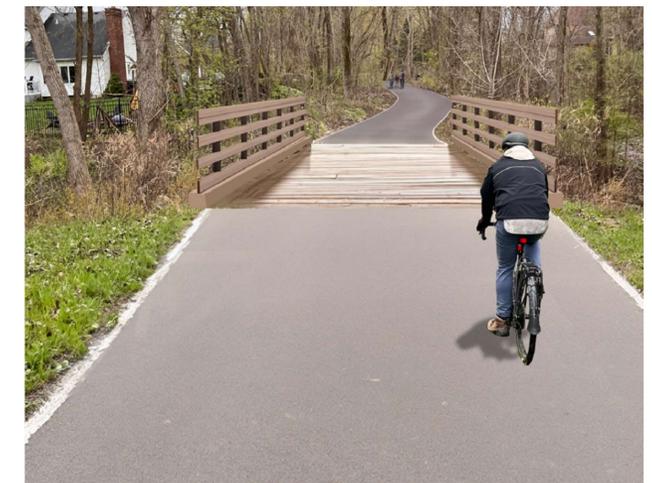


PHOTO SIMULATION OF DITCH 26B CROSSING

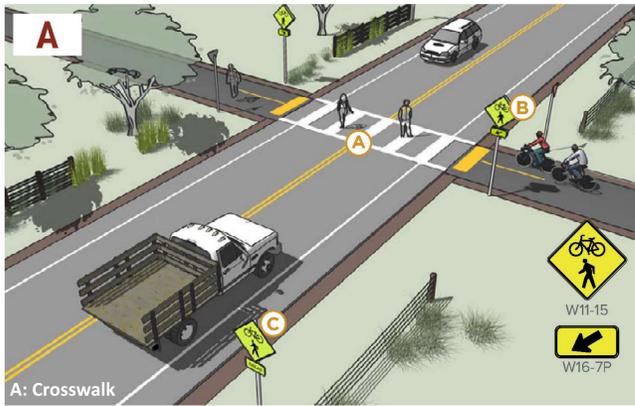


PHOTO SIMULATION NEAR YOUNGS ROAD



PHOTO SIMULATION OF POSSIBLE TRANSIT RD  
CROSSING

# MULTI-USE BIKE PATH PROPOSED ROAD CROSSINGS



A: Crosswalk

**A** Crosswalk: This treatment includes a high visibility crosswalk and crosswalk signage, both at the crossing and prior to the crossing.  
(Byrant Wood S, Robin Ridge Road, Schimwood Court, E. Pinelake Drive, Wood Acres Drive)



Typical Crosswalk



B: Raised Crosswalk

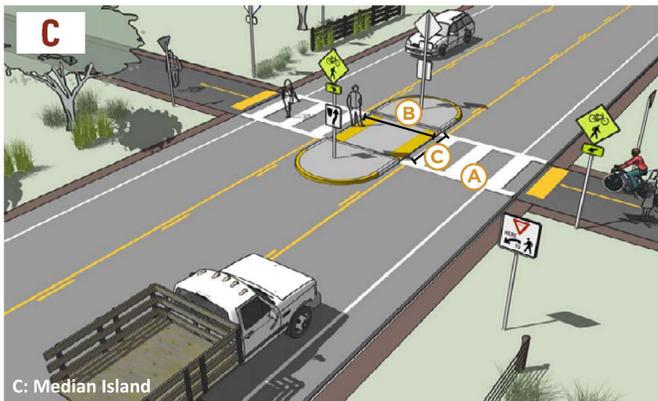
**B** Raised Crosswalk: These combine a marked crosswalk with a raised and wide speed table. This slows traffic, increases visibility, and increases yield compliance.  
(Haussauer Road)



Median Island

FHWA, FHWA-SA-21-044

**C** Median Island: This treatment creates a median island in the center of the roadway to allow trail users to cross one direction of travel at a time, reducing exposure times and increasing the number of available gaps in traffic for crossings.  
(Heim Road, Hopkins Road with RRFB)



C: Median Island



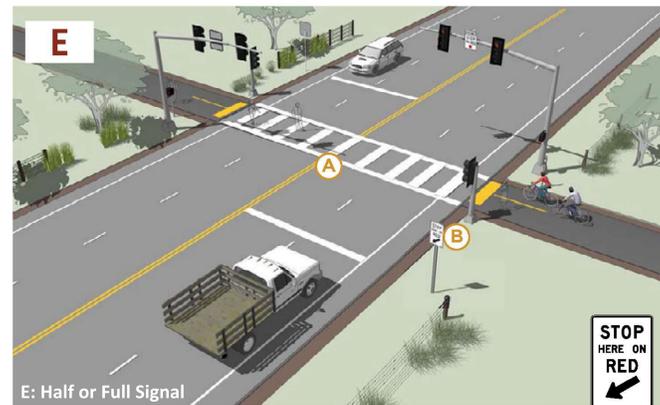
D: Rectangular Rapid Flashing Beacon (RRFB)

**D** Rectangular Rapid Flashing Beacon (RRFB): RRFBs are user activated beacons mounted on the trail crossing signs on either side of the crosswalk. The beacons flash when activated by a push button or some other video or motion sensor detection. These have been shown to significantly increase yield compliance and are particularly useful when sight distance is limited. Advanced detection should be incorporated where feasible to trigger the RRFB for trail users without having to push the activation button.

(Campbell Boulevard, Youngs Road, Paradise Road)



Typical RRFB Signal



E: Half or Full Signal

**E** Half or Full Signal: This crossing treatment uses a standard traffic signal (with red, yellow, green traffic signal heads) to stop conflicting motor vehicle traffic. Similar to the RRFBs, these are often push buttons activated by trail users. This crossing treatment should be limited to crossings where gaps in traffic for trail users would be infrequent.

(John James Audubon Parkway, Millersport Highway, Transit Road - HAWK)



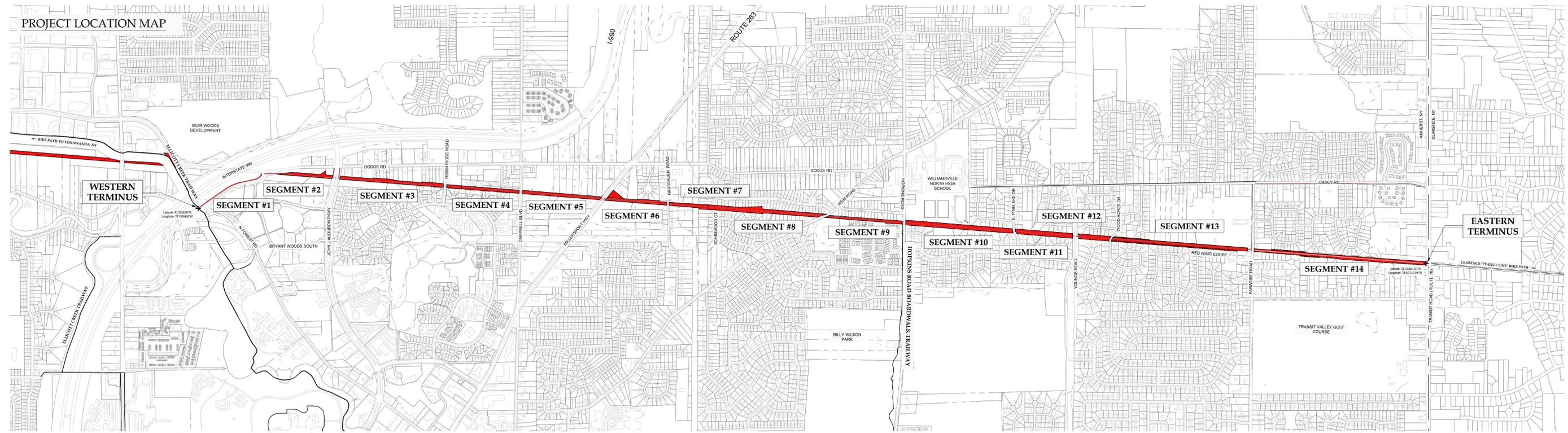
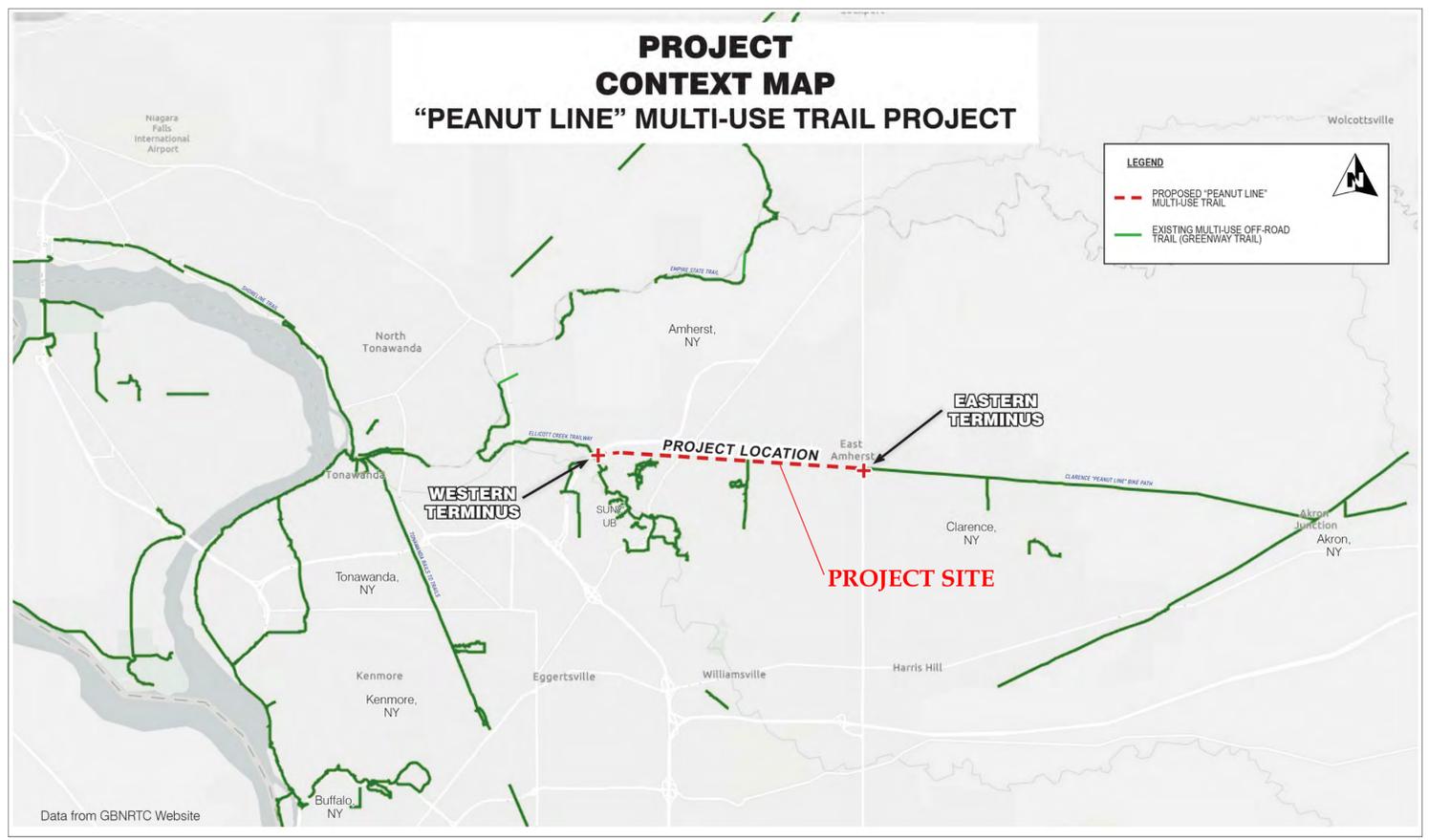
Transit Road  
Proposed HAWK Signal

- LEGEND**
- +— EXISTING SANITARY LINE/ MANHOLE
  - + EXISTING TRAFFIC LIGHT
  - EXISTING TAX MAP PARCELS
  - - - EXISTING DITCHES
  - - - EXISTING LIDAR CONTOURS (1ft)
  - - - EXISTING FLOODWAY (2019)
  - EXISTING VEGETATION HEDGEROW
  - NYSDEC INFORMATIONAL WETLANDS
  - █ PROPOSED PAVED BIKE PATH
  - ▨ PROPOSED CROSSWALK / CROSSING
  - PROPOSED SAFETY BARRIER (AASHTO)

**TRAILWAY GRAPHICS & PHOTO SIMULATION**



**CONTEXT MAP**



**NOTE:**  
 THE LAYOUT OF THESE COMPONENTS HAVE NOT BEEN ENGINEERED. THE FOLLOWING DRAWING IS NOT SURVEYED, HAS A WETLAND DELINEATION VERIFIED BOUNDARY OR OTHER ENVIRONMENTAL STUDIES. THIS PLAN REFLECTS TAX MAP PARCEL DATA, 2016 LIDAR, TOWN GEOSPATIAL DATA AND INFORMATION DRAWN OFF OF AERIAL IMAGERY.

**DRAFT**



TOWN OF AMHERST

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WILLAMSVILLE, NY 14221  
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**"Peanut Line" Multi-Use Trail Project**

**OVERALL CONTEXT PLAN EXHIBIT**

FIELD CREW:  
 DRAWN BY: JDS  
 JOB NO.  
 CHECKED BY: JDS  
 CHECKED BY:  
 SCALE: As Shown  
 DATE:  
 REVISIONS  
 BY DATE

DWG. NO.  
**E-1**  
 SHT. NO. 2 OF 17