

# CHAPTER 2: ALTERNATIVES ANALYSIS

## ALTERNATIVES

Each of the three trails analyzed in this study originated from the Regional Bike Buffalo Niagara Master Plan. These proposed routes served as the starting point of analysis. As such, each of these alignments are labeled with “P” or primary.

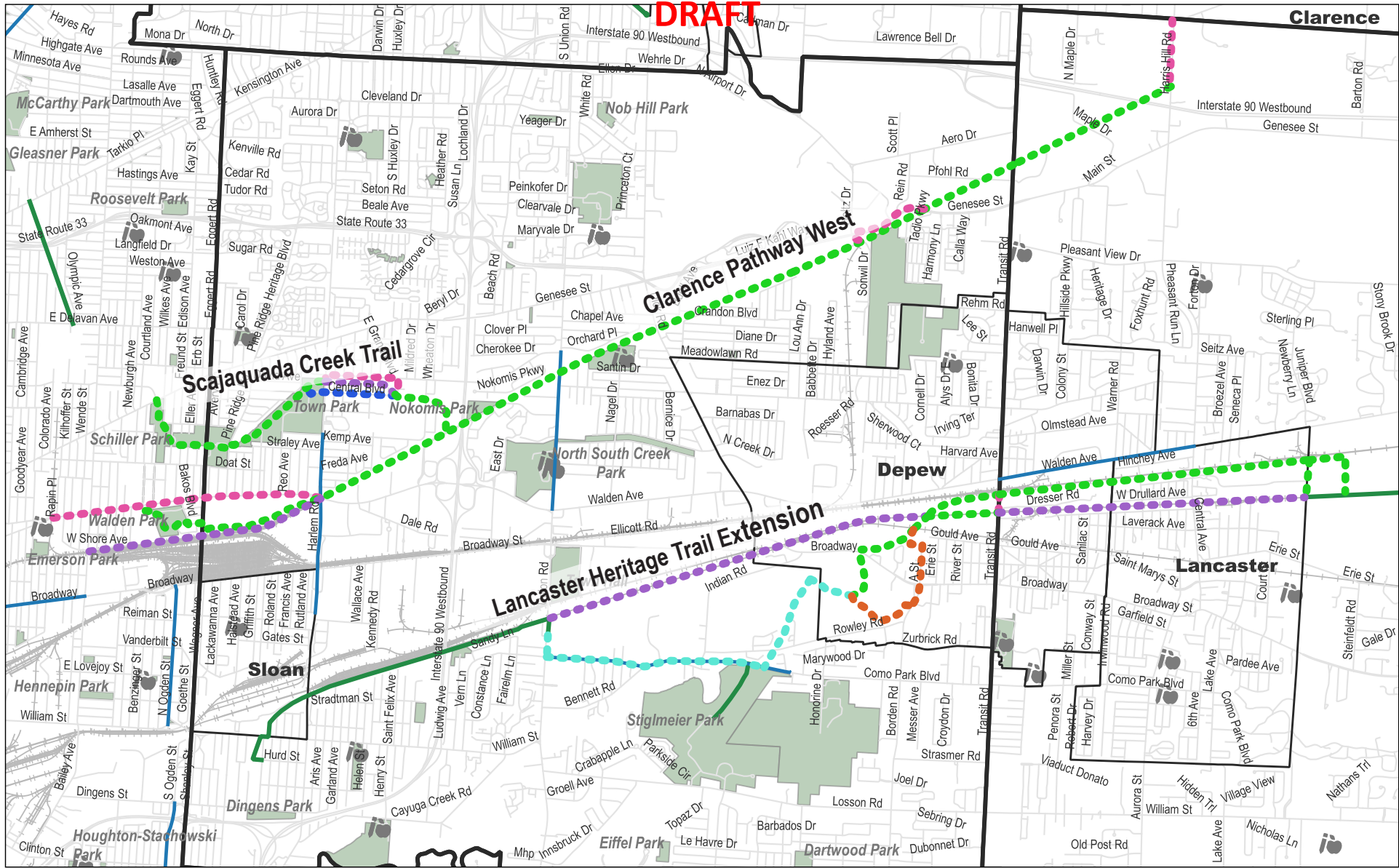
There are some locations where the primary route was determined to not be feasible. These reasons are noted in the alternatives analysis, but generally were due ownership by CSX Transportation, who is unwilling to consider any acquisitions or easements at this time, or constructibility concerns.

Each of the trails have been broken up into logical segments. Where alternatives are considered, these are noted as alternatives A or B. Each trail is described generally east to west. The map to the right shows the trail primary routes, alternatives, and the proposed facility type. The areas determined to be infeasible are indicated with an “NA” facility type in purple.

A map, description of each segment, and alternatives is provided for each of the three trails within this chapter. Public engagement will assist the project team with determining the final alignments and preferred facilities.



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**LEGEND**

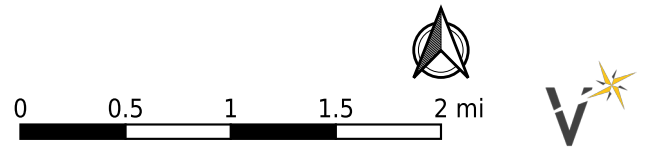
**Alternatives**

- - - Shared Use Path
- - - Sidepath / SUP
- - - Sidepath
- - - SUP / Shared Roadway
- - - Shared Roadway
- - - NA

**Existing Facilities**

- ON ROAD
- OFF ROAD
- Villages
- Cities\_Towns
- Public Schools K-12
- Roadways
- Railroad
- City of Buffalo Parks
- Park Community Facility

**Alternatives**



## SCAJAQUADA CREEK TRAIL EXTENSION

By utilizing existing greenspaces and following the Scajaquada Creek, the Scajaquada Creek Trail Extension is positioned to provide the community with a mostly off-road trail experience. This is thanks to Schiller Park, Villa Maria College, the Cheektowaga Town Park, and space adjacent to the creek. One section of creekside land between Harlem Rd and East Grand Rd is too narrow to support a path, and an on-street alternative must be considered.

### SEGMENT 1

Beginning at Genesee Street, the Scajaquada Creek Trail is proposed through Shiller Park. The City is currently undergoing a master plan effort and will be including a final alignment for the trail in that plan. The trail will cross Sprenger Avenue to the east side of the park, then travel through Villa Maria College and lands owned by the Felician Sisters.

Crossing Pine Ridge Road near the circle entrance to the college, the multi-use path will continue along Scajaquada Creek. Due to private properties directly abutting the creek to the south along Wildy Avenue, the trail is proposed to be on the north side for approximately 450 feet. A new bridge would be constructed to connect to the Town Park. The existing path would be replaced with a 10 foot wide shared use path and connect the full length of the creek within the park, including the current gap behind the Town Ice Rink.

The primary route could terminate at the existing pedestrian bridge or continue to follow the creek, with the trail being located between the creek, and baseball field and maintenance buildings.

### SEGMENT 2

Between the Town Park and the Central Boulevard's crossing of the Creek, three alternatives were considered.

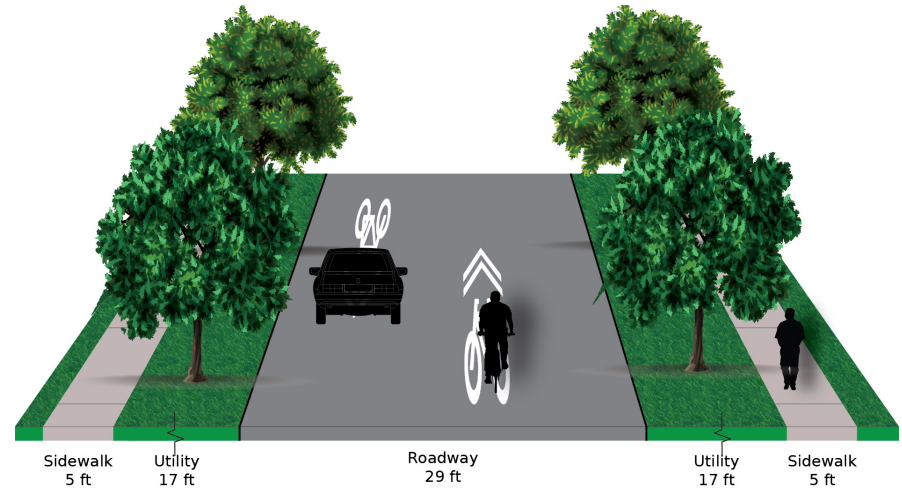
#### PRIMARY

The primary alignment for the Scajaquada Creek Trail was originally proposed to follow the top of the creek bank, which is built up as a dyke, on the south side. There is limited width available and grading for the trail could impact either the creek or the adjacent residential properties. It was determined that this alignment in Segment 2 is not feasible.

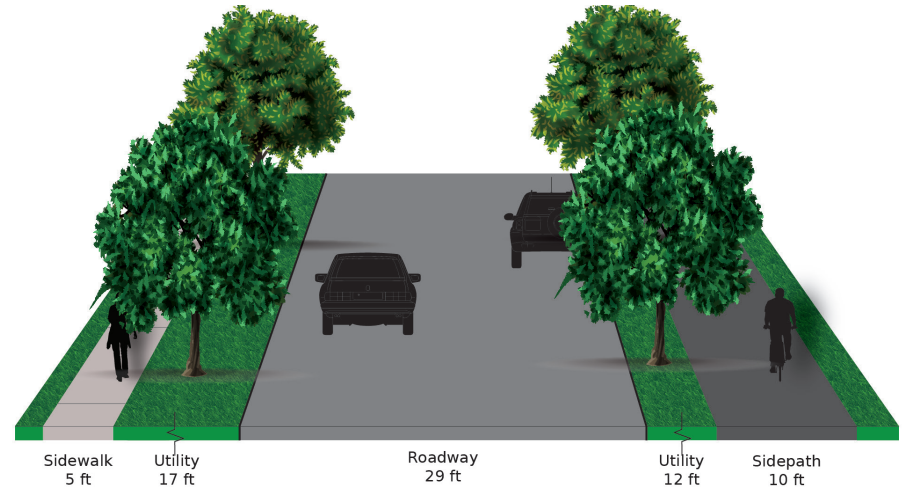
### ALTERNATIVE A

This alternative utilizes Central Boulevard. This is a local, low volume, low speed, roadway. Parking is only permitted on the south side of the roadway. At a minimum, shared lane markings are proposed with additional traffic calming to keep vehicle speeds slow and discourage the use of Central Boulevard as a cut through for vehicles. Alternatively, the sidewalk could be widened on the south side to create a sidepath. This sidepath can be extended past the Town's treatment plant to connect to Segment 3.

#### Segment 2A - Central Boulevard - Proposed Shared Roadway

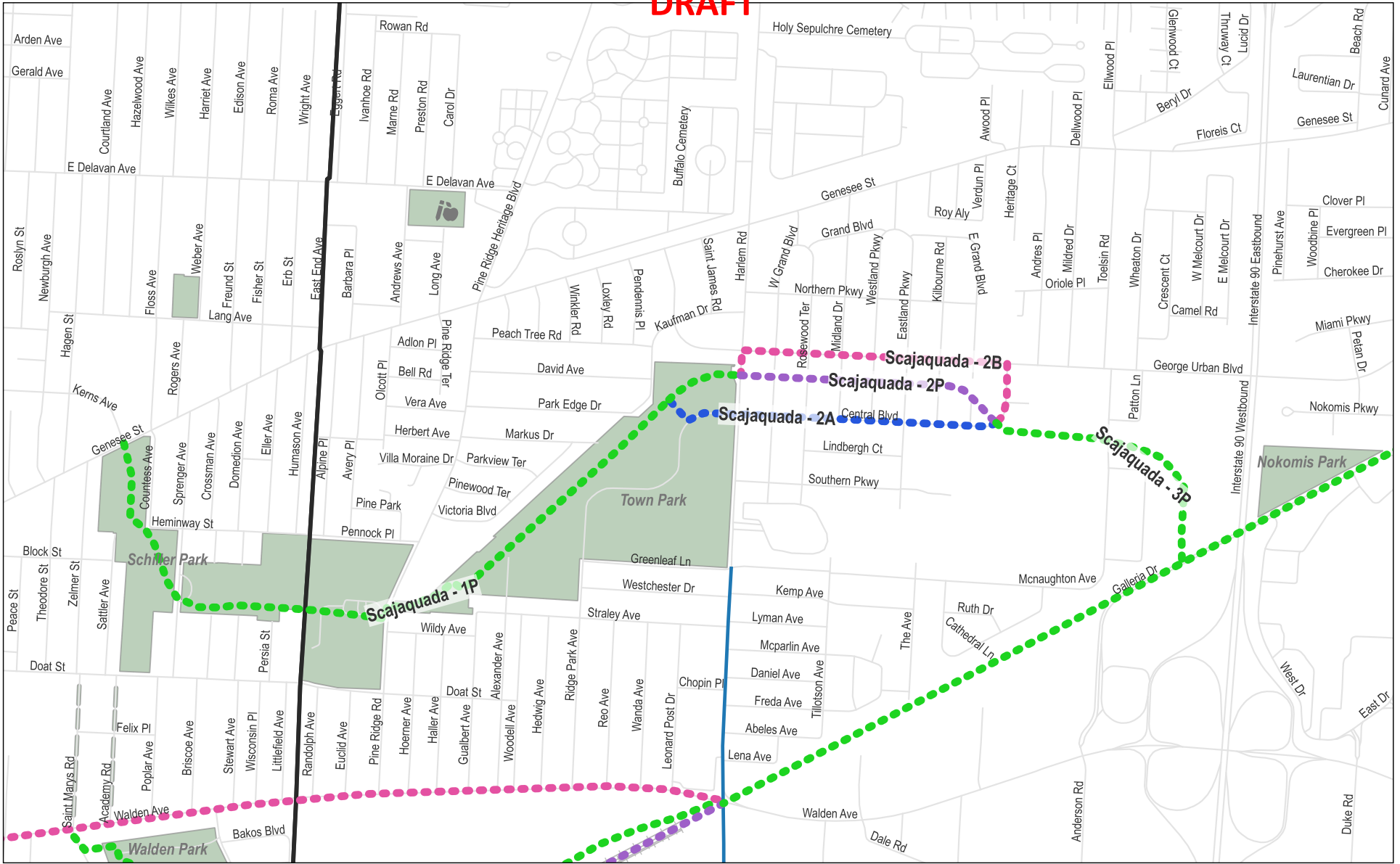


#### Segment 2A - Central Boulevard - Proposed Sidepath





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**LEGEND**

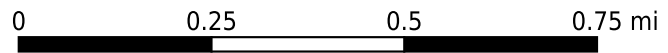
**Alternatives**

- Shared Use Path
- Sidepath
- Shared Roadway
- NA

**Existing Facilities**

- ON ROAD
- Cities\_Towns
- Public Schools K-12
- Roadways
- Railroad
- City of Buffalo Parks
- Park Community Facility

**Alternatives  
Scajacuada Creek Trail**



**ALTERNATIVE B**

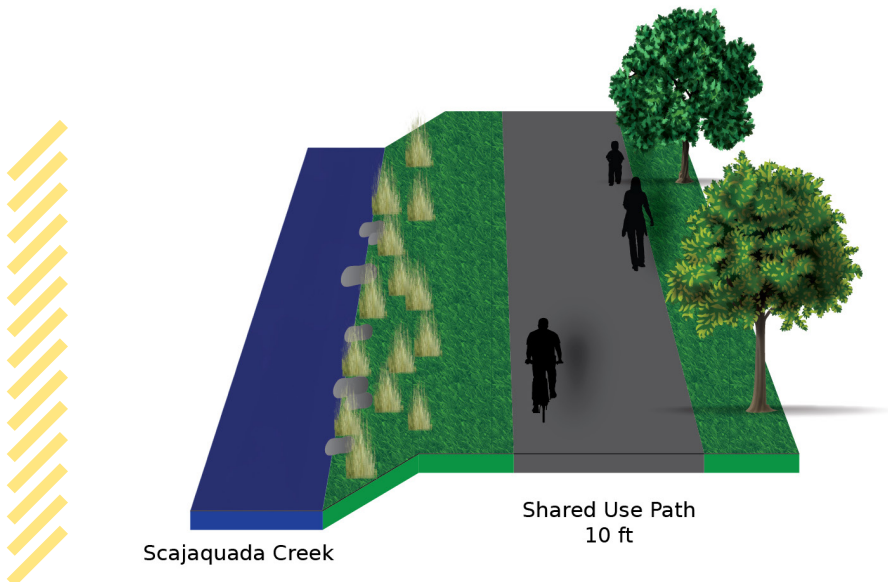
Alternative B utilizes George Urban Boulevard. This roadway has higher volumes of traffic but has additional width and right-of-way to more easily provide a separated facility for pedestrians and bicyclists.

A sidepath would need to be created along the west side of Harlem Road to connect the trail to Alternative B in segment 2 and to utilize an existing traffic signal to allow trail users to comfortably cross Harlem Road. Shared lane markings would be installed on Lorraine Lane to connect this alternative to Segment 3.

**SEGMENT 3**

Between Central Boulevard and Galleria Drive, the primary alignment is the only alternative considered. This proposes a multi-use trail constructed on the south side of Scajaquada Creek. An at-grade crossing would be provided at McNaughton Avenue, just past the Cheektowaga Youth Baseball & Softball Fields. North of Galleria Drive, this property is owned by NYSEG for the existing overhead utility lines. An easement would need to be obtained to construct this last portion of the trail.

Segment 3 - Proposed Multi-Use Path



**CLARENCE PATHWAY BUFFALO EXTENSION**

Connecting the existing Clarence Pathway to the southern terminus of the future Northeast Greenway, the Clarence Pathway Buffalo Extension (Clarence Ext) will become an extremely significant east-west connection for bicyclists and pedestrians in the Cheektowaga area. Mostly following old railway corridors and utility right-of-ways, the Clarence Ext will provide miles of off-road trail and connect to the Walden Galleria. Creating these meaningful connections requires navigating some barriers along the route.

**SEGMENT 1**

Segment 1 connects Walden Park and the proposed Northeast Greenway to the intersection of Walden Road and Harlem Road.

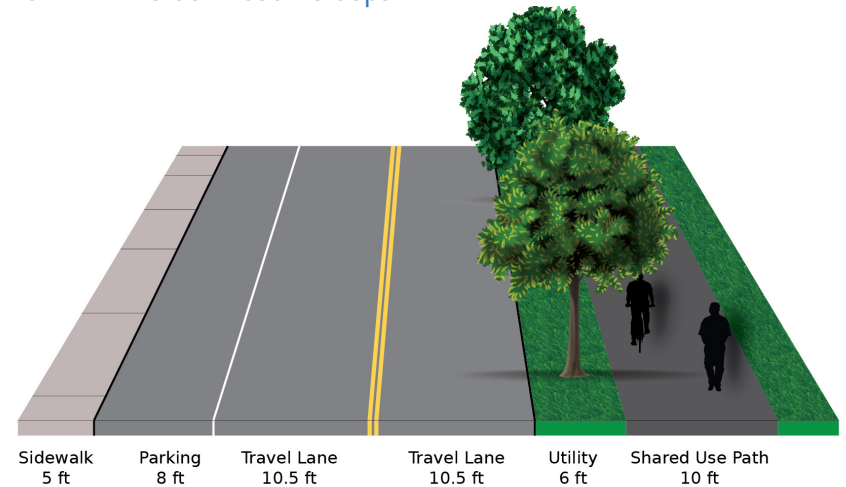
**PRIMARY**

The primary or original alignment followed along the north side of the railroad tracks and existing CSX yard. This right-of-way is owned by CSX Transportation and has been determined not to be a feasible alternative.

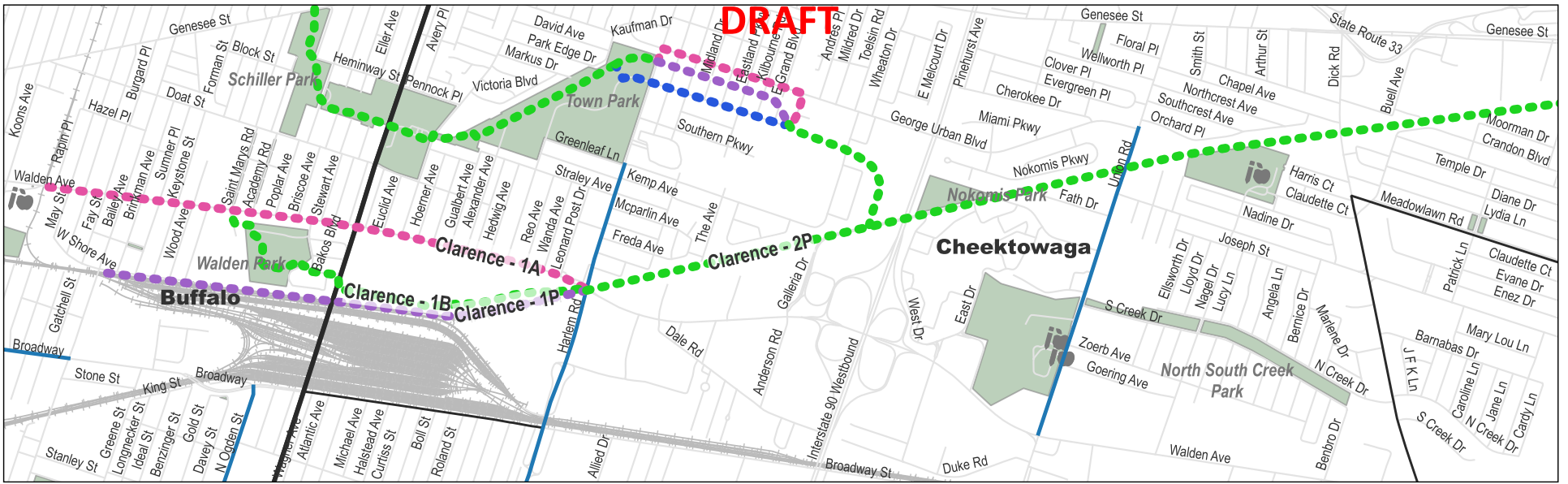
**ALTERNATIVE A**

Alternative A utilizes the existing right-of-way of Walden Road. As a higher traffic corridor, a separated facility for both bicyclists and pedestrians is proposed. A two-way cycle track is feasible but parking will need to be restricted along the roadway. Alternatively, either the

Segment 1A - Walden Road - Sidepath



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**LEGEND**

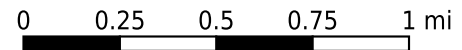
Alternatives

- Shared Use Path
- Sidepath / SUP
- Sidepath
- SUP / Shared Roadway
- Shared Roadway
- NA

Existing Facilities

- ON ROAD
- OFF ROAD
- Villages
- Cities\_Towns
- Public Schools K-12
- Roadways
- Railroad
- City of Buffalo Parks
- Park Community Facility

**Alternatives  
Clarence Pathway West**



north or south sidewalk could be widened to create a sidepath. This may require relocating the existing curb to maintain a utility strip while not encroaching outside of the right-of-way. With either facility, signage and markings will need to be clear for the frequent driveways and side streets that can create a conflict.

**ALTERNATIVE B**

Alternative B is a proposed shared use path between the CSX tracks and Walden Road. Easements would be needed from private property owners closest to Harlem Road, such as the Sonwil Distribution Center. From there, the path would connect to Bakos Boulevard and Walden Park through town owned property.

**SEGMENT 2**

Segment 2 extends between Harlem Road and the properties along Surfside Parkway. A shared use path is proposed along the alignment of the former railroad. Toward the southwest, this will be on the north side of the drainage way, switching to the south side of the drainage-way and utility line northeast of Union Road. A sidepath is proposed for the portion of the trail along Galleria Drive, which was constructed within this former railroad right-of-way. Ownership along this corridor varies but is typically either NFTA or Pyramid Company of Buffalo; whom have been supportive of the trail development. Other significant property owners include NYSEG and Tops Markets, Inc.

**SEGMENT 3**

This segment traverses the railroad corridor between the end of Surfside Parkway and Tolsma Place. Calspan owns and operates facilities on both sides of the former railroad bed and drainage-way. A series of fences have been constructed that connect these various facilities but restrict access northeast/southwest. Coordination will need to occur with Calspan to determine an alignment and design details that will allow for the trail connection but still provide the facility security that is needed. Along Tolsma Place, a sidepath can be constructed.

**SEGMENT 4**

This segment considers the alignment between Sowil Drive and Genesee Street.

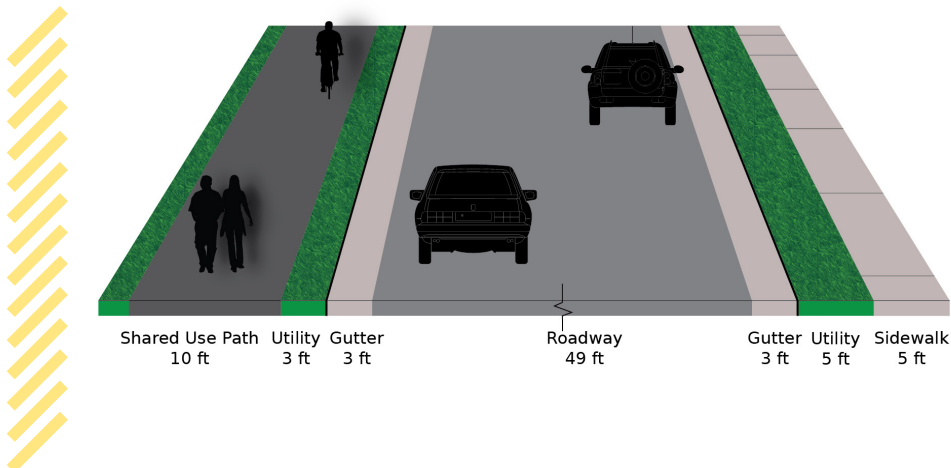
**PRIMARY**

Between Sowil Drive and Genesee Street, the railroad corridor is primarily intact; however, it is privately owned. Coordination with one or two property owners will need to occur to see if the property or an easement can be acquired for trail construction.

**ALTERNATIVE A**

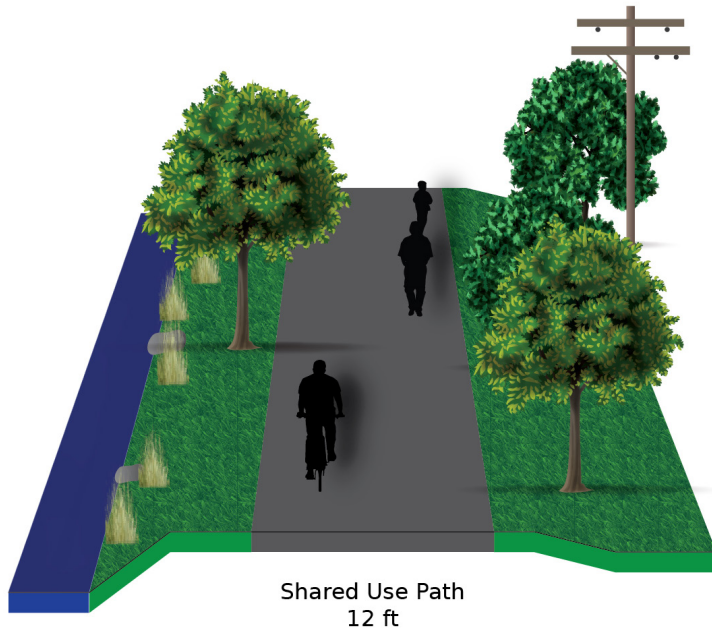
This alternative utilizes the existing right-of-way of Genesee Street, proposing to replace the existing sidewalk on the north side with a sidepath and extend it to the railroad right of way, approximately 2,600 feet.

Segment 2 - Galleria Drive - Proposed Sidepath





Segment 2, 3, 4P - Multi-Use Trail



Shared Use Path  
12 ft

**SEGMENT 5**

This segment considers the portion of trail between Genesee Street and Transit Road. The multi-use trail is proposed to follow the former railroad corridor. An existing bridge will need to be rehabilitated to cross Ellicott Creek. Pfohl Road dead ends on either side of the corridor, which could be opportunities for future trailheads. This portion of the corridor is owned by New York State, presumably acquired as part of the property clean up that occurred just north of the corridor.

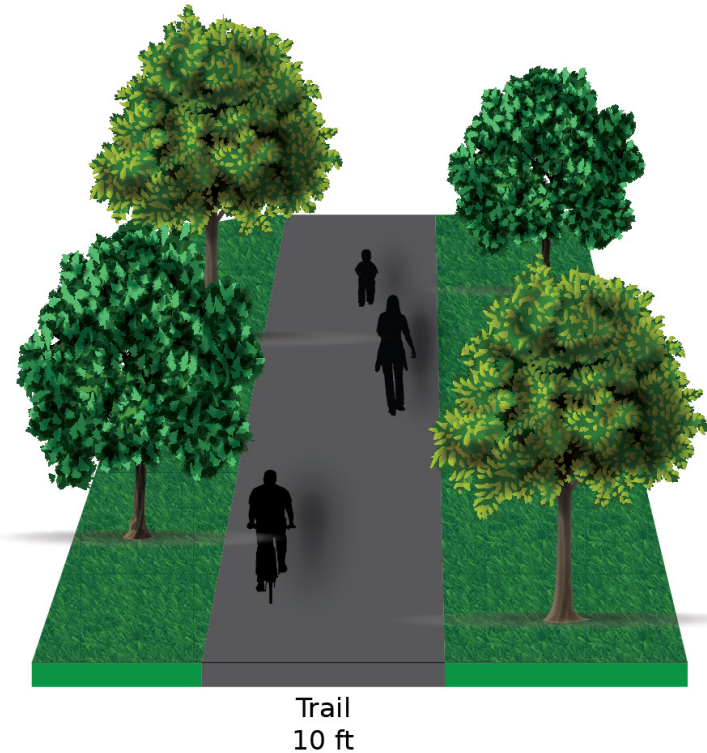
**SEGMENT 6**

Segment 6 continues to follow the former railroad corridor between Transit Road and Harris Hill Road. The trail will cross Maple Drive and utilize an existing bridge to cross under the New York State Thruway (I-90). This portion of the corridor is privately owned by R.J. Corman Railroad Corporation, and will need to be acquired.

**SEGMENT 7**

This segment considers an alternative between Harris Hill Road and the southern terminus of the existing Clarence Pathway at Wehrle Drive. The former railroad corridor has been acquired and utilized by a quarry and is no longer intact. As such, a sidepath is proposed along Harris Hill Road. Whether this is best constructed on the east or west side of the road is still to be determined. At the intersection of Harris Hill Road and Wehrle Drive, the trail is proposed to connect to an existing path through Sunset Park/Harris Hill Park. The town has recently completed a 6-8 ft wide sidepath along the north side of Wehrle Drive that connects to the Clarence Pathway.

Segment 6, 7 - Multi-Use Trail



Trail  
10 ft



## LANCASTER HERITAGE TRAIL WEST EXTENSION

Connecting the existing Lehigh Valley Railroad Rail Trail and the Lancaster Heritage Trail, the Lancaster Heritage Trail West Extension (Lancaster Ext) will provide a key east-west connection between the South Cheektowaga, Depew, and Lancaster areas. Initially envisioned to utilize existing railroad corridors, the route will rely on a mix of right-of-ways for sidepaths and utility corridors for off-road connections.

### SEGMENT 1

This trail segment connects the existing Lehigh Valley Railroad Rail Trail to the north side of Cayuga Creek in the Village of Depew.

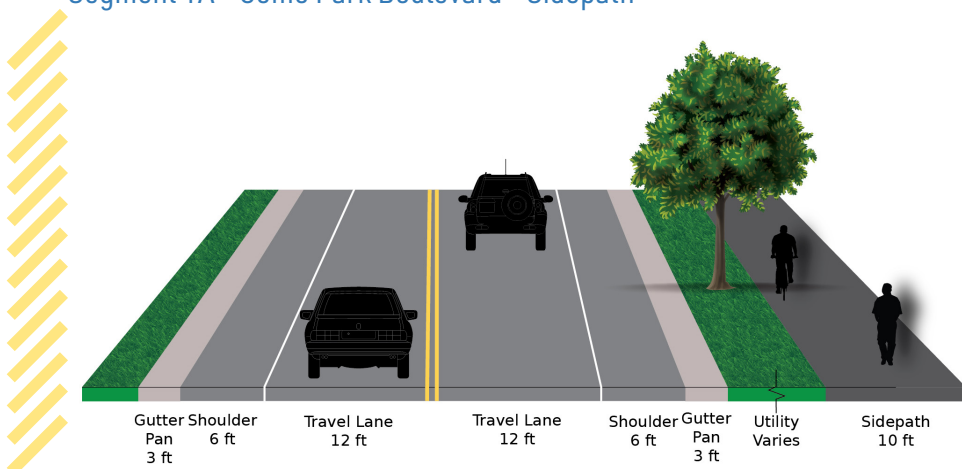
#### PRIMARY (SEGMENTS 1 THROUGH 3)

This portion of the originally proposed alignment is owned and operated by CSX Transportation. CSX Transportation is currently not entertaining any easements or acquisitions. In addition, the railroad passes directly adjacent to a large quarry, which can pose safety risks.

#### ALTERNATIVE A

This Alternative includes a sidepath on Union Road and Como Park Boulevard. This will separate bicyclists and pedestrians from the adjacent roadways that have higher speeds and traffic volumes. The existing utility corridor and former railroad line is proposed to be utilized with a new shared use path to cross Cayuga Creek and connect to the lands owned by the Village of Depew.

#### Segment 1A - Como Park Boulevard - Sidepath



### SEGMENT 2

Segment 2 connects the Village of Depew lands, north of Cayuga Creek to Firemen’s Park.

#### ALTERNATIVE A

This alternative would utilize the proposed driveway between the Village of Depew lands along Cayuga Creek to Broadway. A mid-block crossing would need to be designed that provides sufficient gaps for trail users and has a high yield compliance from drivers. From there, the trail would follow the former railroad line to the west side of Firemen’s Park. This railroad property is owned by CSX but Erie County is currently utilizing this land for a sewer line project, which may create an opportunity for the trail.

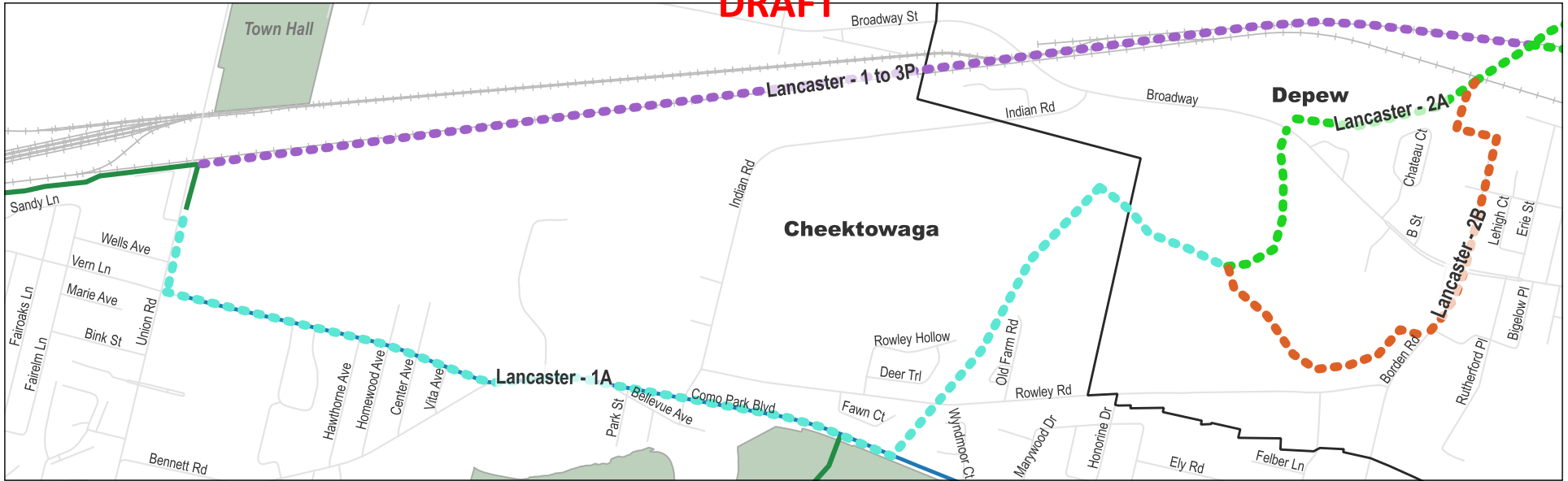
#### ALTERNATIVE B

Alternative B is partially off-road and partially on-road and will require easements from several property owners. This alternative will follow the north bank of Cayuga Creek to Borden Road, where a sidepath would replace the existing sidewalk. Crossing Broadway at the signalized intersection, the trail would continue north on A Street to Firemen’s Park as a shared roadway and sidewalks.

### SEGMENT 3

Segment 3 is proposed as a shared use path, utilizing the same railroad / sewer line right of way. There is already a bridge for the railroad at this point, which would provide a grade separated crossing of the active railroad line just north of Firemen’s Park.

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**LEGEND**

**Alternatives**

- Shared Use Path
- Sidepath / SUP
- SUP / Shared Roadway
- NA

**Existing Facilities**

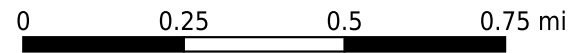
- ON ROAD
- OFF ROAD
- ▭ Villages
- ▭ Cities\_Towns



Public Schools K-12

- Roadways
- Railroad
- ▭ Park Community Facility

**Alternatives  
Lancaster Heritage Trail Extension**



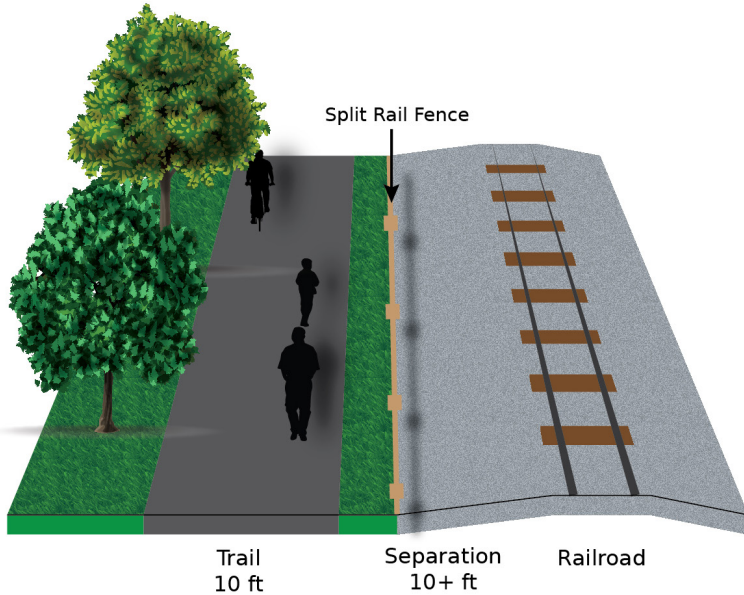
### SEGMENT 4

This segment connects Firemen’s Park to Transit Road.

#### PRIMARY

The primary alignment is proposed as a rail with trail. This railroad line is owned by Erie County and leased to private operators. This portion of the railroad does not have spur lines, adjacent industrial uses accessing the railroad, or significant grades on either side.

#### Segment 4P - Rail with Trail



#### ALTERNATIVE A

This alternative would create a shared use path following the utility corridor. While this property appears to be owned by CSX Transportation, there may still be an opportunity to utilize the utility’s easement.

### SEGMENT 5

Segment 5 connects Transit Road to the west to Walter Winter Drive to the east.

#### PRIMARY

This alignment utilizes the railroad right of way. Due to the activity along and on both sides of the tracks, a trail paralleling the railroad and within the right of way is not currently feasible for a majority of the corridor between Transit Road and Walter Winter Drive.

#### ALTERNATIVE A

This alignment utilizes the utility corridor, owned and operated by NYSEG. A shared use path would be constructed either in place of the current maintenance road or roughly parallel to it, depending on NYSEG preferences.

#### Segment 5A - Multi-Use Path in Utility Corridor





## SEGMENT 6

If Alternative A is selected for Segment 5, an additional connection would need to be completed to connect the NYSEG corridor to the existing Lancaster Heritage Trail to the south. Both alternatives would require easements or property acquisitions from private landowners.

### ALTERNATIVE A

This alternative would be to construct a multi-use trail south to Commerce Parkway / Walter Winter Drive either to the east or west of Depew Milk. A sidepath on Walter Winter Drive would complete the connection to the existing trail.

### ALTERNATIVE B

Alternative B proposes a multi-use trail east of and behind the new development. This is private property and will require an easement or property acquisition.

