

Region Central

Public Meeting Summary

December 9, 2021



HIGHLAND PLANNING

TABLE OF CONTENTS

TABLE OF CONTENTS.....	1
OVERVIEW	2
INTRODUCTION & MEETING INSTRUCTIONS.....	4
PROJECT PROCESS OVERVIEW.....	5
MOBILITY SCENARIOS DEVELOPMENT PROCESS	5
PLANNING FRAMEWORK OVERVIEW	5
MOBILITY LENS AND METRICS	5
REPLENISHED PARKS, PARKWAYS, WATERWAYS, AND PLACES LENS AND METRICS	6
INCLUSIVE DEVELOPMENT LENS AND METRICS.....	8
WRAP-UP & NEXT STEPS.....	11
APPENDIX A: LIST OF MEETING ATTENDEES.....	12
APPENDIX B.....	14

OVERVIEW

GBNRTC has initiated the development of a comprehensive vision for Region Central to inform a design direction for the Scajaquada Corridor that includes identification of mobility improvements related to roadways (speed and traffic calming, design, safety, integration with surrounding areas), bike and pedestrian facilities, transit, and smart technology. GBNRTC is seeking input on the local and regional context for planning in the Region Central area including:

- Needs and goals of area neighborhoods
- Issues and opportunities related to economic and community development, mobility, housing, equity, environmental quality, and education in the area
- Ideas for restoration and renewal of waterways and the Olmsted Park system legacy
- Plans for growth and development of area educational and cultural institutions

Working with the neighbors to envision a shared future, by Spring 2022 GBNRTC will adopt a plan that shapes the future of mobility in Region Central, strengthens the communities, and creates a safer and more equitable and prosperous city and region.

GBNRTC hosted a virtual public meeting using the Zoom conferencing platform on Thursday, December 9th, 2021, from 6:00–8:00 PM. The meeting was also livestreamed to the GBNRTC Facebook page. The purpose of the meeting was to preview the steps to develop and evaluate mobility scenarios and alternatives that will shape the future of Region Central by improving livability, quality of life, and economic opportunity. To reach out to people who do not have access to the internet or computer, the option to join the meeting by phone was also provided. The meeting recording can be accessed at <https://youtu.be/hAoIksdkkGA>.

In addition to the project team members, the meeting had a total of 92 community members in attendance. A list of participants is included as Appendix A. The map and graph below illustrate the spectrum of ZIP codes of the meeting attendees.

Figure 1 Number and Residential Location of Meeting Attendees within the Area of Focus

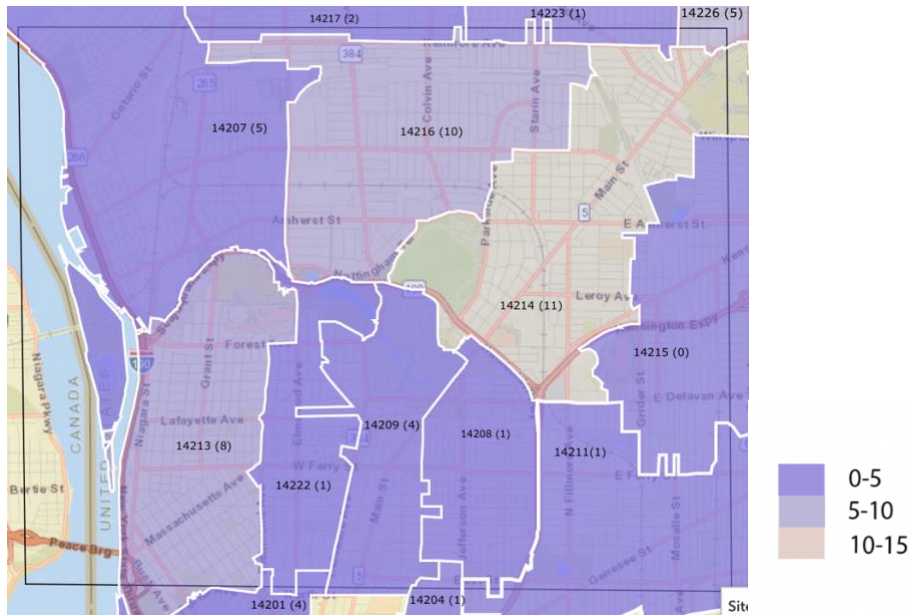


Table 2 Residential Location of Meeting Registrants

Location	Zip Codes	Attendees (Total 92)
Brooklyn, New York	11225	1.10%
Depew, New York	14043	1.10%
East Amherst, New York	14051	1.10%
North Tonawanda, New York	14120	1.10%
Orchard Park, New York	14127	1.10%
Tonawanda, New York	14150	3.30%
Buffalo, New York	14201-14240	63.75%
Cheektowaga, New York	14206	1.10%
Kenmore, New York	14217	2.20%
West Seneca, New York	14220	2.20%

East Seneca, New York	14224	1.10%
Amherst, New York	14226	5.49%
West Henrietta, New York	14543	1.10%
Victor, New York	14564	1.10%
Jamestown, New York	14701	1.10%
Washington, DC	20011	1.10%
Chicago, Illinois	60605	1.10%
Austin, Texas	78704	1.10%
Las Vegas, Nevada	89106	1.10%
Oakland, California	94612	1.10%
Berkeley, California	94705	1.10%

INTRODUCTION & MEETING INSTRUCTIONS

The virtual public meeting was convened by Hal Morse, GBNRTC, who thanked the attendees and provided project background. Nancy Raca, Highland Planning, further informed the attendees about Zoom webinar controls and reviewed the meeting agenda:

- Welcome
- Project Process Overview
- Mobility Scenarios Development Process
- Planning Framework Overview
- Lens Breakdowns and Metrics Walk Through
- General Q&A
 - Breakout Groups
- Report Back
- Next Steps

A copy of the presentation is included as Appendix B.

PROJECT PROCESS OVERVIEW

David Dixon, Stantec, provided an overview of the project, including the study area, and outlined the project schedule and methodology to achieve the Region Central vision. He noted that the project team is focusing on how to develop mobility scenarios and looking at mobility issues and opportunities, which will be followed by scenario evaluation and preferred scenario definition by February 2022 and a final recommendation by March 2022.

David further informed the participants that the information gathered from the community and stakeholders was used to identify the following three lenses, each of which has its own respective goals.

- Equitable and inclusive economic and community development
- Restoration of parks, parkways, waterways, and places
- Effective local and regional mobility

MOBILITY SCENARIOS DEVELOPMENT PROCESS

Ralph J. DeNisco, Stantec, noted that the project team will begin to develop three complete scenarios for Region Central mobility and a framework for testing those scenarios. Each scenario will contain three layers of consideration:

- **Layer 1** — Already-programmed and funded projects affecting Region Central and the surrounding area.
- **Layer 2** — Supporting elements such as economic development, parks, land use and other Region Central multimodal transportation improvements.
- **Layer 3** — Alignment and operation of the Scajaquada Expressway corridor and parallel open space.

Planning Framework Overview

The planning framework reflects the wider perspective in considering mobility recommendations and their relationship to broader community goals and opportunities. It defines the context within which the scenarios will be developed and evaluated and is organized around the lenses of mobility; parks, parkways, and waterways; and economic development.

Mobility Lens and Metrics

Currently, access to and within Region Central is inhibited by barriers. The purpose of this lens is to ensure that people traveling through Region Central can do so efficiently, comfortably, and with

options other than driving that support equity and accessibility. Goals for this lens are access, choice, and character.

Access is the ability to get to places. Access will be evaluated by effective and accessible connections that get people to destinations in and outside of Region Central, and connectivity between neighborhoods, according to the following metrics:

1. Physical number of connections to Region Central destinations, by mode
2. Assessment of connection to key regional locations
3. Levels of additional connectivity between neighborhoods
4. Travel time, by mode
5. Changes on vehicle travel patterns
6. Changes on congestion/delay on Expressway and key corridors

Choice is having effective options for travel. Travel patterns in Region Central show potential for more walking, biking, transit, and demand-responsive mobility solutions. Driving alone is the most common mode of travel in Region Central, closely followed by walking. This area has focus on multimodal connectivity, first-last mile, and next generation mobility. Metrics for this goal are:

1. Assumed levels of new connections
2. Overall coverage of transportation facilities by mode
3. Miles of pedestrian, transit, and bicycle connections in Region Central
4. Miles of the regional trail system
5. Assumed transit coverage and frequency
6. GIS-based measures such as average block size
7. Availability of near-term next generation mobility options
8. Readiness assessments and investments for next generation mobility
9. Changes in vehicular patterns

Character is making facilities safe, pleasant, and accommodating by minimizing the expressway as a barrier, emphasizing safety and comfort, and having an effective and inviting front door. Physical barriers and barriers caused by unsafe and unpleasant transportation experiences can inhibit access to destinations. Safety issues and delay typically occur at locations with non-standard intersection types or awkward intersection configurations. Metrics for this goal are:

1. Number of Expressway crossings
2. Proximity of neighborhoods to Expressway crossings
3. Travel time across the Expressway between key destinations
4. Estimated change in crash patterns
5. Assessments of street character (including sidewalk width, curbside use, pedestrian crossings, etc.)

Replenished Parks, Parkways, Waterways, and Places Lens and Metrics

The purpose of this lens is to ensure that future mobility investments in Region Central take into consideration the area's rich heritage and efforts to replenish culturally and environmentally

significant elements that enhance the city and society for both today and the years to come. Goals for this lens are identity and heritage, natural assets, and park systems and neighborhoods.

Identity and Heritage

Over time, many of Region Central's neighborhood assets that give the region a sense of identity and connection to Buffalo's heritage have been demolished or significantly altered. Mobility scenarios will take into consideration current and future improvements to parks, recreation facilities, and historic and cultural buildings, according to the following metrics:

1. Ability to facilitate restoration of park and creek ecology such as park landscape patterns and plantings, and animal/natural habitats
2. Ability to facilitate restoration of historic hydrological function of the Scajaquada Creek through alignment, width, and riparian (shoreline) environment restoration
3. Ability to facilitate reconnection and restoration of the hydrological function of the Scajaquada Creek and Hoyt Lake
4. Ability to improve water quality of the Scajaquada Creek and Hoyt Lake
5. Ability to introduce green infrastructure and reduce impervious pavements
6. Ability to facilitate clean-up and re-use of brownfield and vacant / industrial land

Natural Assets

Over the last 100 years, Scajaquada Creek has become highly impaired due to land use changes, urban pollution, and other human-related disturbances. Metrics for the goal of replenishing natural assets are:

1. Ability to facilitate restoration of park and creek ecology such as park landscape patterns and plantings, and animal/natural habitats
2. Ability to facilitate restoration of historic hydrological function of the Scajaquada Creek through alignment, width, and riparian (shoreline) environment restoration
3. Ability to facilitate reconnection and restoration of the hydrological function of the Scajaquada Creek and Hoyt Lake
4. Ability to improve water quality of the Scajaquada Creek and Hoyt Lake
5. Ability to introduce green infrastructure and reduce impervious pavements
6. Ability to facilitate clean-up and re-use of brownfield and vacant / industrial land

Park Systems and Neighborhoods

The original park roads within Delaware Park united the Lincoln and Humboldt Parkways, connecting a parkway system that united Buffalo. This connection has been significantly altered by the presence of the expressway. Metrics for the goal of replenishing park systems and neighborhoods are:

1. Ability to restore Delaware Park's role in connecting Olmsted's Park System (connecting the East Side and West Side Parks and Parkways)
2. Ability to improve access and recreation opportunities for Scajaquada Creek

3. Ability to introduce new/improved multi-use paths and connections to water resources, adjacent neighborhoods, and regional paths/trails
4. Ability to maintain or facilitate additional active recreation facilities
5. Ability to mitigate or reduce the level of traffic that funnels off the expressway into our neighborhood centers such as Grant-Amherst, Parkside and Russell, Main and Kensington, and Elmwood Corridor

Inclusive Development Lens and Metrics

This lens evaluates whether future mobility investments in Region Central will support job accessibility, housing stability, and improved health outcomes for those who live and/or work within the region.

Metrics for this lens are:

1. Better access and connectivity for current job concentrations and large vacant parcels that can support new jobs
2. Better connections between local households and jobs.
3. Continuing to support commuters coming from outside of Region Central to work in key industries
4. Spotlight on the need to invest in existing housing quality while addressing affordability
5. Supporting better health outcomes for existing and future residents by connecting people to places to shop for healthy food and take care of other regular household needs
6. Use accessibility/mobility to increase property values for existing non-residential "low value" parcels to support essential city services

DISCUSSION/ Q&A SESSION

The project presentation was followed by a question and answer (Q&A) and breakout group discussion session to gather further feedback from the meeting participants. The questions and comments received from the participants have been summarized below under the respective lens.

Mobility Comments & Questions

- The corridor provides an important connection to Region Central amenities (esp. From eastern suburbs).
- Looking for more universal design in our recommendations.
- Elevate equity in the plan and its language.
- It is difficult to base planning decisions on current conditions and data because the expressway has shaped development for so long.
- Impressed with data and thinking about where the blocks and barriers are.
- Over the years, it seems that the criteria in terms of mobility of the Scajaquada. Expressway and Humboldt Parkway are things that should be done away with because if you took any major road into, say, Amherst, it's going to be more convenient for people driving through the community, but it's also going to destroy the community. The Olmsted community that was destroyed to the east, it's primary to restore that. What we lose is an expressway, but there are alternatives.

- The multi-modality focus is good.
- Excited that we're talking about it. But we are talking too much and "planning" again. Want to emphasize not traveling fast. It needs to be brought back to a parkway that allows people to cross. My son crosses the corridor and it is scary.
- Excited about what I've seen so far, especially the crossings. This has been a long time coming. A crossing will be good for my neighborhood. Our neighborhood had direct traffic coming right through it. I want to see more because this is the first time I've been to one of these calls/meetings.
- We are excited about these goals. It is a wonderful improvement to past planning efforts, especially how you are including the whole community, not just focusing on cars passing through.
- This project's studies have found that the expressway functions mostly as an on-off ramp.
- Access and choice metrics interrelate. The central corridor is more of a funnel to the outside, not used much within the region. Access metrics cover most topics.
- Changes/increase in traffic: small streets are not equipped. Factors like pollution, air quality, quality of life, character around this.
- The focus on the access to neighborhoods is important. We are cut off and siloed.
- Calming pieces installed changed character of North Buffalo - interested in pedestrian access to parks. Character metric needs to consider areas beyond the border - vehicle traffic, access to parks.
- It seems that some of these metrics are very objective (like some of the mobility ones) and a number that are very subjective.
- Metrics are impartial versus parks and development seems to be aspirational, is this intentional? Or missing something with regard to the idea that there is a level of opinion. Lenses are impartial to the mobility scenario, and the word expressway is included a lot. Is there a more impartial word? One scenario will likely maintain the expressway, and maybe the other two will exclude an expressway.
- What is the committee doing about the potential that desired changes are blocked?
- How involved has Buffalo State been in the process? They are impacted by the highway/creek and also are a major institutional driver in the area.
- How much are we working with NFTA and, for example, incorporating bus route plans?
- How can the many institutions and stakeholders actively working in related/similar projects around Region Central participate in the plan (and avoid conflicts and redundancy, leverage synergy, etc.)?
- Are we involved with the planning department at UB?
- Are the lenses being treated equally? Or weighted? *They are being treated equally and looked at separately.*

Parks Systems and Neighborhoods Comments & Questions

- Residents from the broader region may use the 198 corridor, but there is no access to parks.
- Restoring the creek to closer to its normal size will eliminate problems and improve accessibility. I live near the creek and bike on it. It's not very safe right now due to hidden passageways. There

could be so much done to improve access to the creek and the quality of the creek. Widening it is one of those ways, which means getting rid of the Scajaquada. Biggest improvement that could be made in the entire corridor.

- Seeing Hoyt Lake in its natural environment is exciting to think about restoring what it used to be like, the more natural structure of the waterway.
- We have a good example with the Buffalo River. When it was cleaned up it became a big destination. It was not only a benefit for the surrounding neighborhoods, but for the whole neighborhood. Now that we know, BN Waterkeeper is working on cleaning up the Scajaquada.
- Highlighting some of the work that has already been done. Recently went to the outlet to the creek in Delaware Park. The smell of sewage used to be bad, and it doesn't smell as bad anymore. So there is already good work going on there.
- Cleaning up that area is a necessary action that should have happened a long time ago. It can negatively impact people's health if the creek is not taken care of properly. Just like they cleaned up the waterfront area, I'd like to see that here, and heading to northern parts of the city, to Canada. When you are traveling on that road, the landscape is changing already. Hopeful that this project can continue that.
- Lincoln Parkway is relatively unaffected...more the Scajaquada going through the park. Restoring the quality and character of Humboldt Parkway is fairly essential to the Conservancy's goals for changing the East Side.
- Role of Delaware Park as the linchpin between the East and Westside and the center of the park with the Delaware interchange being critical. As far as making the connection, there is only one place to do it, we can't move the park so we need to increase accessibility for those who don't use cars.
- Developing around the park. Building up businesses, alongside parks, more capacities to intertwined assets Buffalo has. Connecting the park. A lot of the time discussions like these exclude individuals who don't have the capacity to participate. We can build tennis, basketball, Hoyt Lake, however they are still limited to those who have wealth and those who don't have wealth end up having limited access. Overall, impressed with current status of project and commend the efforts thus far.
- Accessibility, winter safety for pedestrians. 4-seasons use. Not specific to parks.
- The scope touches parts of Humboldt, but is there some trepidation that there won't be all the answers for this corridor that won't be brought to the attention of the broader process?...Don't want to make short-sighted decision since if there's not clarity.

Inclusive Development Comments and Questions

- Excited to see this metric as part of the project. Avoiding the mistakes that other cities make; i.e., try to avoid gentrification and displacement. Need to address that. People who work as professional shuttle or delivery drivers said it used to take them 1.5 hours to get from one side of Region Central to the other via transit when they needed to get from home to the dispatch yard where they would pick up their work vehicle. With the re-construction, there are opportunities to improve transit and create better access to jobs. We should be concentrating on areas that are

not well served by retail and other services. It's important to update the map for accuracy. Need to ensure food/drug store/medical clinic locations are accurately portrayed to clearly define which areas do or do not have easy access to these facilities so that options can focus areas that are not well served and need better connections (note that the meeting participant submitted the location of a facility missing from the map shown in the presentation).

- Racial equality should be at the forefront.
- Private participation may be needed, bringing some natural setting back. Economic development opportunities that can help.
- These goals look like they are on the right track.
- The cost of homes on the purple map, especially Bidwell, higher cost of houses. Looking at this in futuristic terms, what does this look like in 20, 30, 40 years? Or 100 years? How is this pulled into the discussion and the development?
- What are low-value parcels, and can you provide examples?
- What is the process for implementation of these ideas?

WRAP-UP & NEXT STEPS

The project team reviewed the next steps:

- 3 scenarios to be developed for public review in January.
- Scenarios will be comparatively evaluated by planning framework metrics.
- Preferred scenario identified and then refined through analysis and stakeholder dialogue to produce final recommendations.
- The meeting recording as well as a copy of the presentation can be accessed by the public on the project website.

For further information or to submit a comment, please visit the project website at www.gbnrtc.org/regioncentral or email the project team at regioncentral@gbnrtc.org.

APPENDIX A: LIST OF MEETING ATTENDEES

Project Team

Hal Morse, GBNRTC
Kelly Dixon, GBNRTC
Amy Weymouth, GBNRTC
JohnMichael Mulderig, GBNRTC
Mike Davis, GBNRTC
Frank Armento, Fisher Associates
Dena Belzer, Strategic Economics
Ralph DeNisco, Stantec
David Dixon, Stantec
Mike Godfrey, Fisher Associates
Charvi Gupta, Highland Planning
Sarabrent McCoy, Stantec
Jeff Sauser, Stantec
Anu Nallapenei, Stantec
Catrina Meyer, Stantec
Gus Stevens, Strategic Economics
Patrick Scalise, Stantec
Greg Rodriguez, Stantec
Tatum Troutt, Strategic Economics
Nancy Raca, Highland Planning
Tyra Jones, Highland Planning

Community Members

Alan Oberst	Darrell Kaminski
Alyssa Mt.Pleasant	David Seide
Arthur Klein	Deborah Cohen
Galaxy Ballard	Danielle Murtha
Mark Boyd	Diana Cihak
Brian Dold	Derik Kane
Brian Dopkin	Ellen Harris-Harvey
Bridge Rauch	Elliott Carlson
Caitlin Steitzer	Elizabeth M Giles
Chris Hawley	Evelyn Vossler
Peter Zimmer	Kenneth Boos
Daniel Castle	Daniel Fazekas
Dorinda Darden	Gregory Dionne

Hailey Whitney

Ian Ott

K. Inob

Jalonda Hill

Gamileh Jamil

Joseph Dispenza

James Carr

Joelle Haseley

James Cielencki

Jack Nichols

Richard Leimbach

Louis Haremski

Lorna Peterson

Susan Maguire

Mike Desmond

Mark Mistretta

Michael Leydecker

Marcus Rosten

Mark Sommer

Nkosi Alleyne

Nickolas Kinderman

Nolan Skipper

Melissa Bolz

Joanna Panasiewicz

Daniel Shafer

Kevin Rabener

Renee Cadzow

Reuven K

Ron Keeney

Robert Majka

Sherrill Quinn

Sarah Carney

Senator Sean Ryan

Stevan Stipanovich

Yola Monakhov Stockton

Barbara Rowe

Susan Udin

Dan Cadzow

Tommy Gallagher

Tamara Towles-Schwen

Valerie Malia - Councilmember Rivera's
Office

Fr. William "Jud" Weiksner

William (Bill) Wachob

Kevin Yost

Zhi Phua

APPENDIX B



**REGION
CENTRAL**

Public meeting

December 2021

Today's agenda

1. *Introduction*
2. *Overview of project and approach to scenario development*
3. *Mobility scenarios development overview*
4. *Planning framework overview*
5. *Mobility lens and metrics*
6. *Parks lens and metrics*
7. *Economics lens and metrics*
8. *General Q&A and breakout groups*
9. *Report back and close*





REGION CENTRAL

St Francis X Cemetery

190

266

265

WEST HERTEL

265

GRANT-AMHERST

BLACK ROCK

190

265

198

REGION CENTRAL

NORTH PARK

CENTRAL PARK

PARKSIDE

FILLMORE-LEROY

UPPER WEST SIDE

ELMWOOD BIDWELL

HAMLIN PARK

DELANAN GRIDER

WEST SIDE

ELMWOOD BRYANT

MASTEN PARK

MLK PARK

UNIVERSITY HEIGHTS

5

5

198

384

266

190

384

5

33

33

MLK Jr Park

Project overview

Mobility scenario inputs:

- Planning framework: Lens, goals and metrics
- Experiential guide: Mobility data (presented 11/9)
- Planned and programmed transportation projects

Complete

Mobility components to comprise scenarios

3 mobility scenarios

Dec

Evaluate scenarios against the goals and metrics

Jan

Identify preferred scenario

Test, refine, confirm

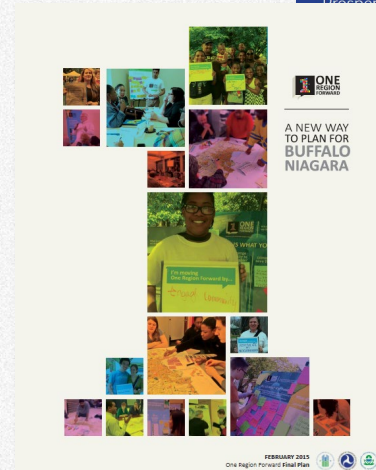
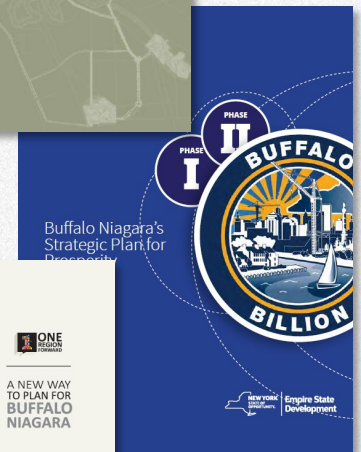
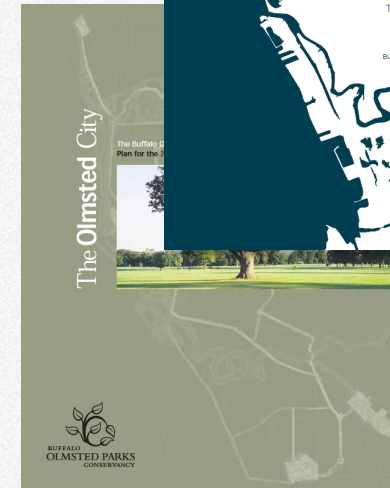
Feb

Final recommendations

Mar

Approach to scenario development

- *Acknowledging and drawing from this initiative's 20 years of history*
- *Different from the previous process in "bottom-up" approach*
- *Driven by data and community dialogue*
- *Transparent decision-making process*



Scenario Framework








Each Scenario will contain 3 layers of project types...





Layer 1: Already Programmed Projects	<ul style="list-style-type: none">• Same content across all 3 scenarios• Programmed/funded projects or policy changes
Layer 2: Supporting Elements across Region Central	<ul style="list-style-type: none">• Mobility<ul style="list-style-type: none">• Varies by scenario• Other projects for all modes across Region Central• Will include vehicle, pedestrian, bicycle, freight, transit, etc. projects• Non-Mobility<ul style="list-style-type: none">• Generally same content across all 3 scenarios, may vary slightly• Will include economic development, parks, land use, etc. projects
Layer 3: Corridor	<ul style="list-style-type: none">• Varies by scenario• Corridor alignment and operation, including:<ul style="list-style-type: none">• Alignment• Number of lanes• Ramps• Intersections• Crossings• Interchanges• Parallel open space/trails/ped-bike/etc.

**Layer 1:
Already
Programmed
Projects**

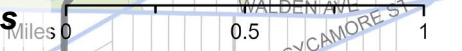
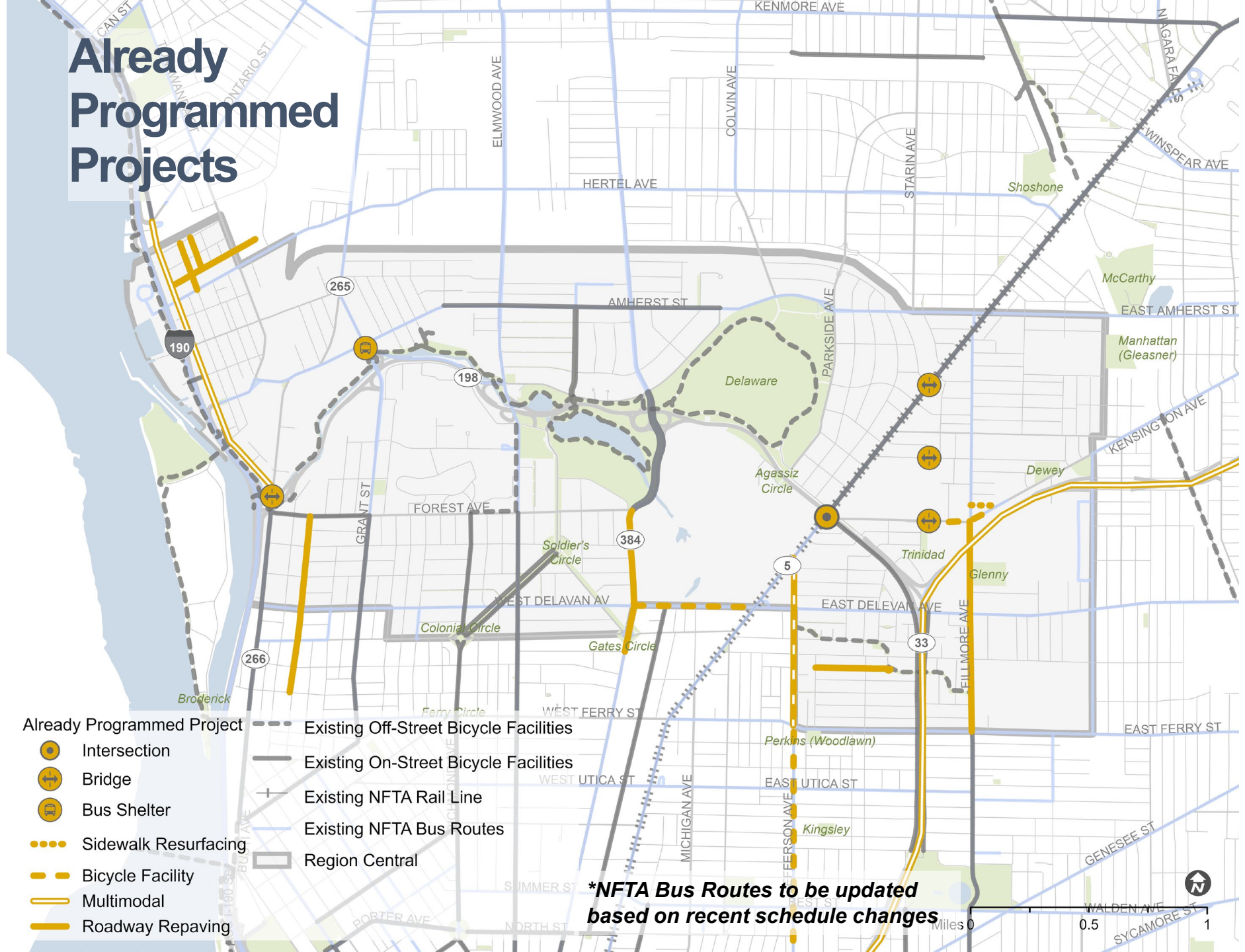
Already Programmed Projects

Already Programmed Project

-  Intersection
-  Bridge
-  Bus Shelter
-  Sidewalk Resurfacing
-  Bicycle Facility
-  Multimodal
-  Roadway Repaving

-  Existing Off-Street Bicycle Facilities
-  Existing On-Street Bicycle Facilities
-  Existing NFTA Rail Line
-  Existing NFTA Bus Routes
-  Region Central

***NFTA Bus Routes to be updated based on recent schedule changes**



Already Programmed Projects

Mode	Project	Description	Status
Multimodal	Jefferson Ave complete streets	Jefferson Ave from Main St to Ferry St complete street preliminary and detailed design	Programmed, GBNRTC TIP
Multimodal	Niagara St sustainable corridor	Niagara St from bridge over Scajaquada Creek to Ontario St sustainable corridor, including repaving, restriping, and streetscape enhancements	Programmed, GBNRTC TIP
Multimodal	Kensington Expwy from Goodell St to Harlem Rd repaving and pedestrian upgrades	Kensington Expwy (Rt 33) from Elm St/Oak St to Harlem Rd (NY 240) restore pavement, upgrade any non-compliant curb ramps and any pedestrian signals	Programmed, GBNRTC TIP
Transit	Pilot Program or TOD Planning	Develop a plan that enacts regulatory amendments and incentives to support TOD along the Amherst-Buffalo Metro Rail corridor, operationalize a regional TOD committee, capitalize a regional TOD fund, and implementation (<i>programmatic, not shown on map</i>)	Programmed, GBNRTC TIP
Transit	Amherst St and Grant St bus shelters	Procurement and installation of bus shelters at Amherst St and Grant St	Programmed, GBNRTC TIP
Walking	Verdun sidewalk resurfacing	Verdun from Fillmore to Kensington Sidewalk repaving	Programmed, City of Buffalo Department of Public Works, 2021 Street Resurfacing List
Bicycling	Kensington Ave bicycle facilities	Kensington Ave from Pauline St to Verdun Ave enthused and confident bicycle facilities	Programmed, GBNRTC TIP
Bicycling	Delavan Ave bicycle facilities	Delavan Ave from the Delaware Ave to Main St strong and fearless bicycle facilities	Programmed, GBNRTC TIP
Bicycling	Jefferson Ave bicycle facilities	Jefferson Ave Main St to Kensington Expwy strong and fearless bicycle facilities	Programmed, GBNRTC TIP

Already Programmed Projects

Mode	Project	Description	Status
Driving	Fillmore Ave repaving	Fillmore Ave from Ferry St to Glennly Dr repaving	Programmed, GBNRTC TIP
Driving	Delaware Ave repaving	Delaware Ave from Forest Ave to Lancaster Ave repaving	Programmed, GBNRTC TIP
Driving	Donaldson street repaving	Donaldson from Lonsdale to Humboldt Walkway Street repaving	Programmed, City of Buffalo Department of Public Works, 2021 Street Resurfacing List
Driving	Dewitt street repaving	Dewitt from Forest to Breckenridge Street repaving	Programmed, City of Buffalo Department of Public Works, 2021 Street Resurfacing List
Driving	East street repaving	East from Hertel to Arthur Street repaving	Programmed, City of Buffalo Department of Public Works, 2021 Street Resurfacing List
Driving	Grace street repaving	Grace from Niagara to E Dead End Street repaving	Programmed, City of Buffalo Department of Public Works, 2021 Street Resurfacing List
Driving	Hartman street repaving	Hartman from Arthur to Grace Street repaving	Programmed, City of Buffalo Department of Public Works, 2021 Street Resurfacing List
Driving	Dewey Ave and Canton Alley bridge replacement	Dewey Ave and Canton Alley (over CSXT) bridge replacement	Programmed, GBNRTC TIP
Driving	Main St and Kensington Ave intersection improvements	Main St and Kensington Ave improve geometric and operating deficiencies that contribute to accidents at this intersection, using effective reduction measure	Programmed, GBNRTC TIP
Driving	Niagara St at Scajaquada Creek bridge repairs	Niagara St at Scajaquada Creek bridge repairs including concrete, steel and joint repairs on the bridge	Programmed, GBNRTC TIP
Driving	Main St and Greenfield St bridge repairs	Main St and Greenfield St bridge repairs including curb/joint repairs	Programmed, GBNRTC TIP
Driving	Kensington Ave at Trinidad Park bridge repairs	Main St and Greenfield St bridge repairs including curb/joint repairs	Programmed, GBNRTC TIP

Layer 2: Supporting Elements

Supporting Element Types

Mobility Infrastructure	Mobility Policy	Additional Elements
<ul style="list-style-type: none">• Regional Highways• Roadways• Signals• Bicycle Infrastructure• Pedestrian Infrastructure• Transit Infrastructure and Service• Parking• Freight• Access to parks and destinations	<ul style="list-style-type: none">• Transit Oriented Development (TOD) Policy• Parking Policy• Smarter Mobility• Transportation Demand Management (TDM)• Mode Share goals• Funding allocation	<ul style="list-style-type: none">• Parks• Land Use• Economic Development

Mobility Infrastructure – Bicycle Infrastructure

Project ID	Project Name	Description	Purpose	Range/ Variations	Status/ Source
B1	Hertel Ave Bike/Ped Overpass/ Underpass	Bike/Ped Overpass/ Underpass to Niagara waterfront at Hertel Ave	Activate waterfront	Improve existing or create new structure	Planned, <i>Buffalo Bicycle Master Plan Update (2016)</i>
B2	Austin St Bike/Ped Overpass/ Underpass	Bike/Ped Overpass/ Underpass to Niagara waterfront at Austin St	Activate waterfront	Improve existing or create new structure	Planned, <i>Buffalo Bicycle Master Plan Update (2016)</i>
B3	Unity Island bridge Bike/Ped Overpass/ Underpass	Bike/Ped Overpass/ Underpass to Niagara waterfront at Unity Island bridge	Activate waterfront	Improve existing or create new structure	Planned, <i>Buffalo Bicycle Master Plan Update (2016)</i>
B4	West St Bike/Ped Overpass/ Underpass	Bike/Ped Overpass/ Underpass to Niagara waterfront at West St	Activate waterfront	Improve existing or create new structure	Planned, <i>Buffalo Bicycle Master Plan Update (2016)</i>
B5	Lincoln Pkwy Bike/Ped Overpass/ Underpass	Bike/Ped Overpass/ Underpass to Niagara waterfront at Lincoln Pkwy	Improve north/south connectivity particularly across the 198	Improve existing or create new structure	Planned, <i>Buffalo Bicycle Master Plan Update (2016)</i>
B6	...				

EXAMPLE PAGE FROM MUCH BROADER SET OF ELEMENTS

Layer 3: Corridor

Corridor Interventions

This layer will include the following details:

- Roadway character*
- Alignment*
- Width*
- Ramp treatment*
- Intersections/Cross Streets*
- Multimodal Crossings*
- Interchanges (I-190 and 33)*
- Parallel open space/trails/ped-bike/etc.*

Planning framework

Defines the context within which scenarios are developed and evaluated

Reflects this effort's wider perspective in considering mobility recommendations and their relationship to broader community goals and opportunities.

Organized around 3 lenses:

- 1** *Effective local and regional mobility*
- 2** *Replenished parks, parkways, waterways, and places*
- 3** *Inclusive economic development*

Each lens includes metrics by which scenarios will be evaluated

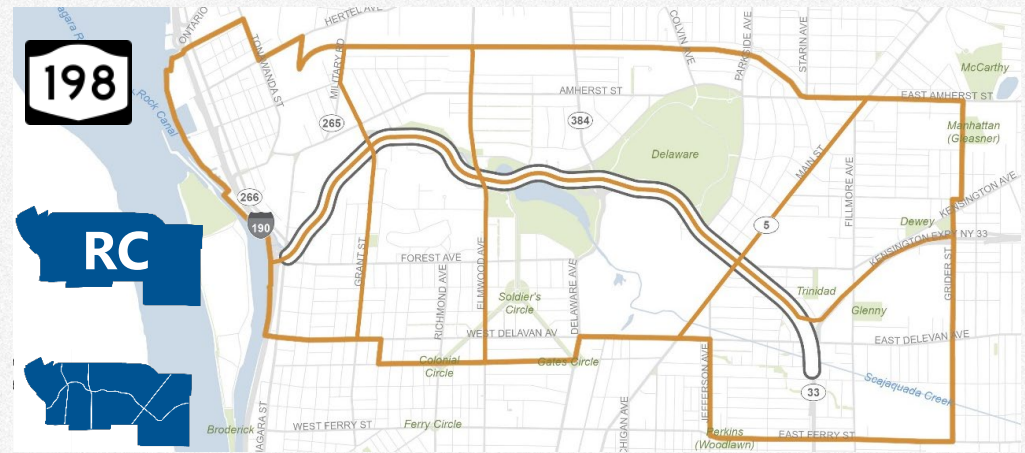
1 Effective Local and Regional Mobility

Currently, within, to/from, or through Region Central, there are a variety of traditional transportation options, but they are inhibited by barriers - primarily the Scajauada Expressway.

Lens Purpose: To ensure that people travelling within, to/from, and through Region Central can do so efficiently, comfortably, and with options other than driving that support equity and accessibility.

Goals focused on:

- Access
- Choice
- Character

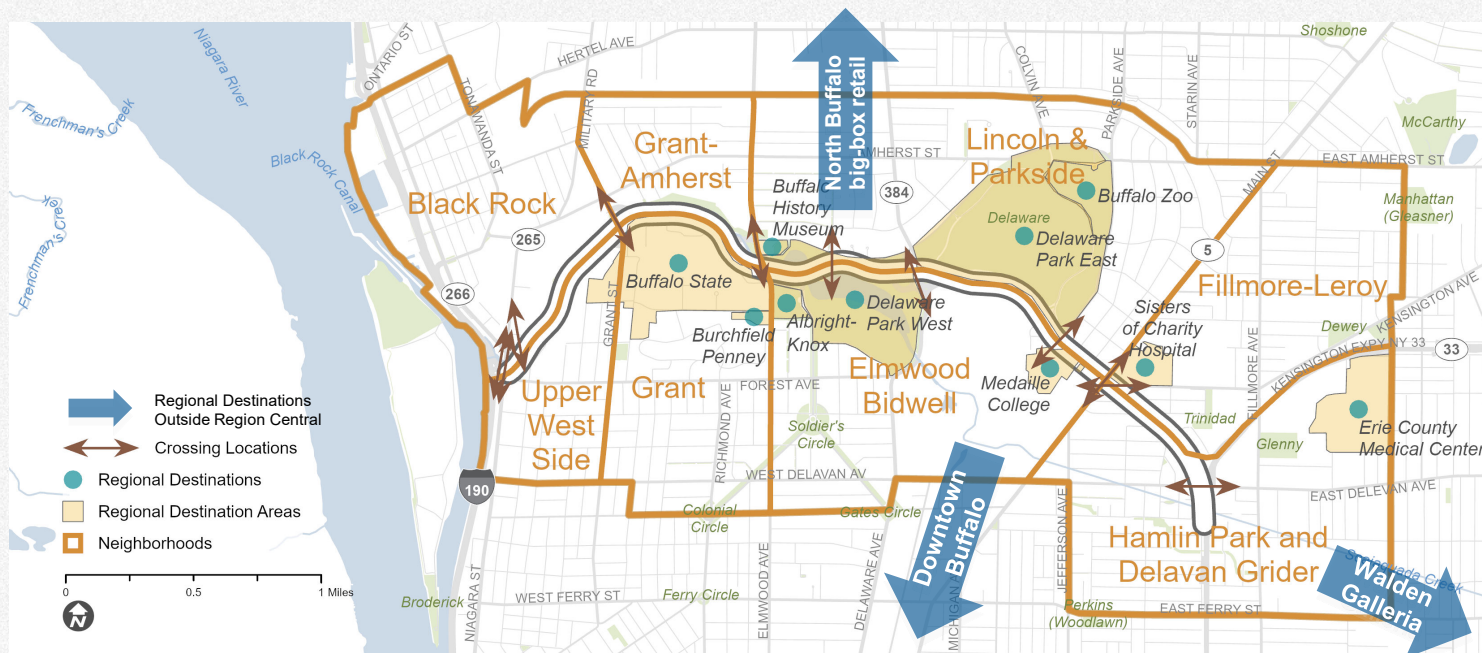


Access – The ability to get to places

- Access to destinations in Region Central
- Access to destinations outside Region Central
- Connectivity between neighborhoods within Region Central

Effective and accessible connections that get people to destinations within Region Central and outside of Region Central facilitate access to necessary goods and services.

- People travelling to top **destinations** in Region Central get there without using the Expressway.
- Limited **crossings** funnel vehicles to through streets with far reaching impacts.
- In each neighborhood, more than half of driving trips do not cross the Expressway. And almost all walking do not cross.
- Work trips are less than 25% of trips in any neighborhood.



Access – The ability to get to places

Metrics

1. *Physical number of connections to Region Central destinations, by mode*
2. *Assessment of connection to key Regional locations*
3. *Levels of additional connectivity between neighborhoods*
4. *Travel time, by mode*
5. *Changes on vehicle travel patterns*
6. *Changes on congestion/delay on Expressway and key corridors*

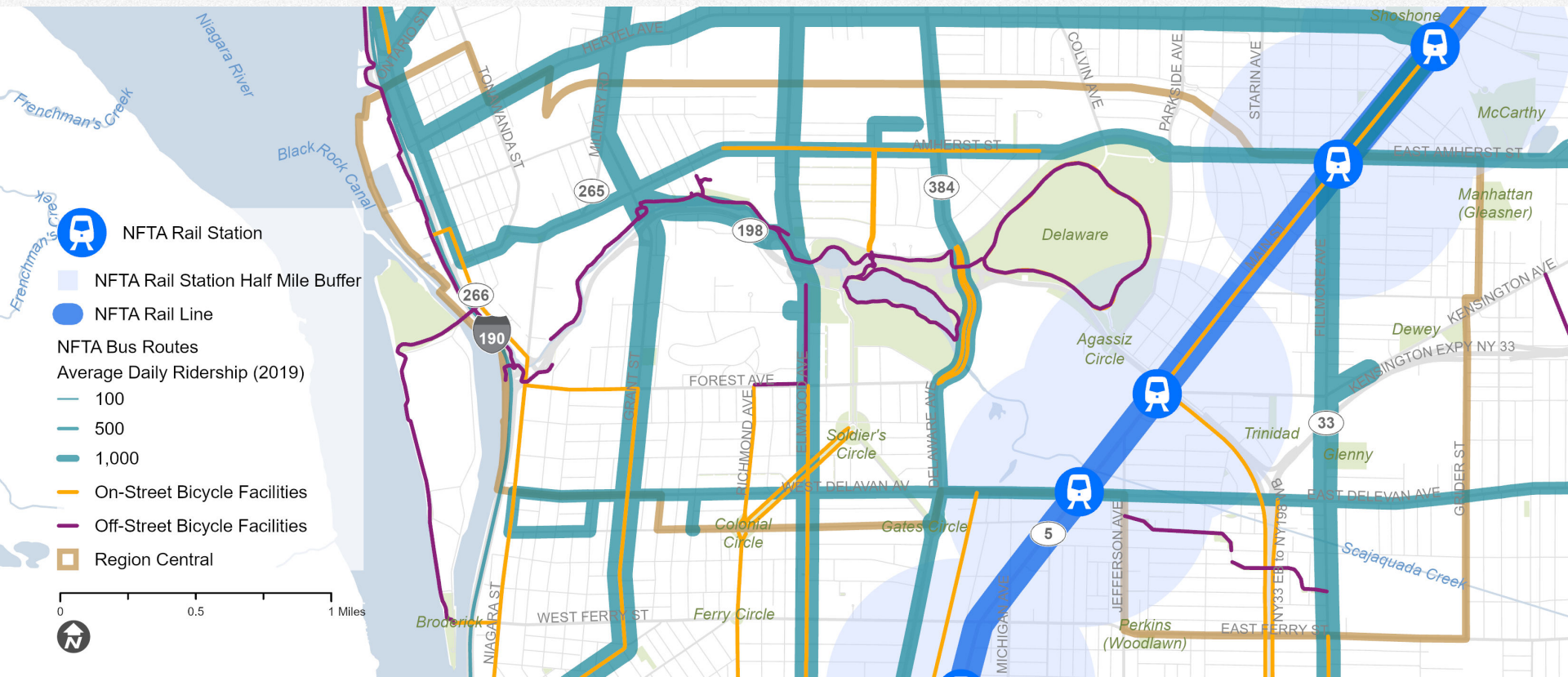
MOBILITY

Choice – Having effective options for travel

- Multimodal Connectivity
- First-Last Mile (FLM)
- Next Generation Mobility

Travel patterns in Region Central show potential for more walking, biking, transit, and demand responsive mobility solutions.

- **Driving alone** is the most common mode of travel in Region Central (54%), **walking** is the second most common (35%).
- Almost 62% of all Region Central driving trips are < 5 mi
- Improving “first/last mile” access to light-rail and north-south transit routes is an opportunity for **mobility hubs**
- Shared mobility options, can provide innovative on-demand solutions that enhance mobility options



Choice – Having effective options for travel

Metrics

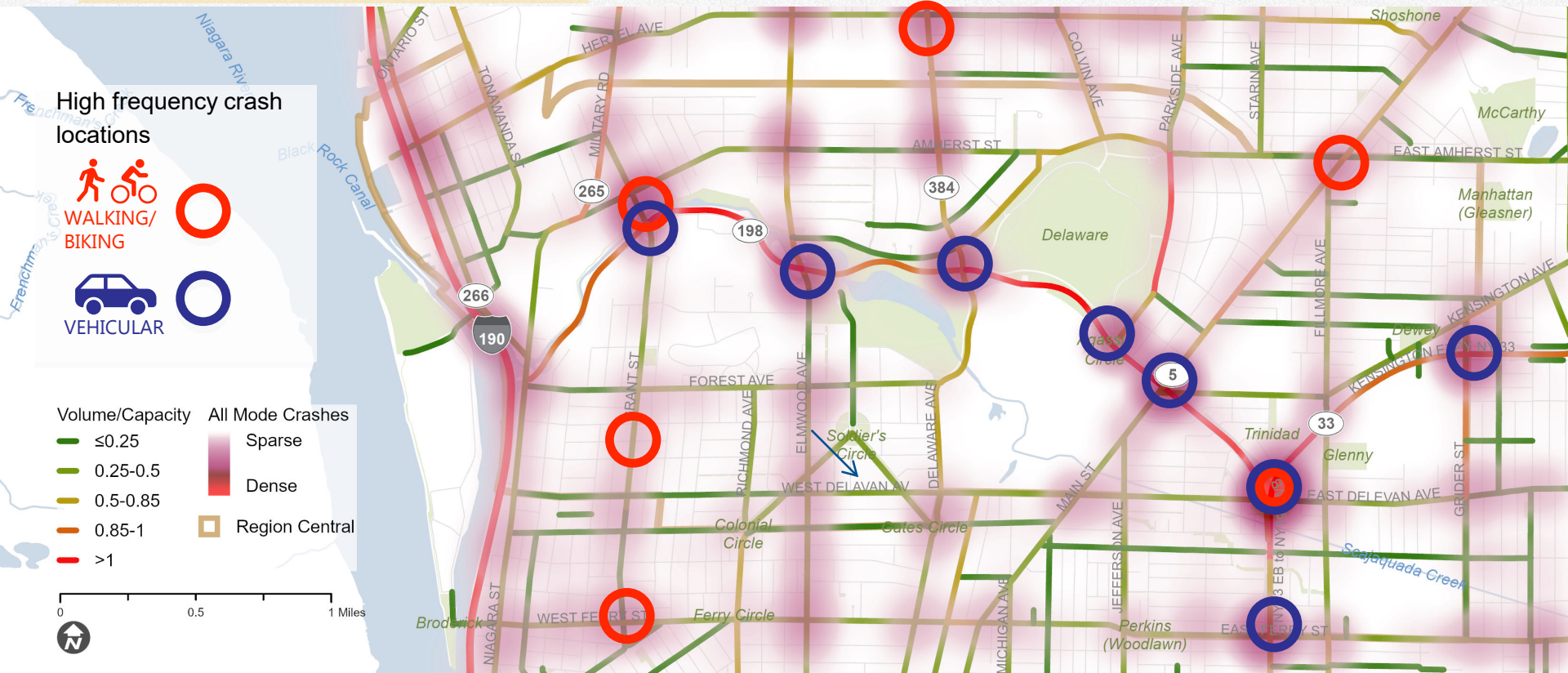
1. *Assumed levels of new connections*
2. *Overall coverage of transportation facilities by mode*
3. *Miles of pedestrian, transit, and bicycle connections in Region Central*
4. *Miles of the regional trail system*
5. *Assumed transit coverage and frequency*
6. *GIS-based measures such as average block size*
7. *Availability of near-term next generation mobility options*
8. *Readiness assessments and investments for next generation mobility*
9. *Changes in vehicular patterns*

Character – Making facilities safe, pleasant, and accommodating

- Minimize the Expwy as a Barrier
- Safety and Comfort
- Effective and Inviting Front Door

Physical barriers and barriers caused by unsafe and unpleasant transportation experiences can inhibit access to destinations.

- **Safety** issues and **delay** typically occur at locations with non-standard intersection types (stop sign vs. signal vs. free flow) or awkward intersection configurations.
- The most common crash locations on the Expressway are the on/off ramps.
- The Scajquada Expressway, Kensington Expressway, and Main Street carry the **most vehicle trips** through Region Central.



Character – Making facilities safe, pleasant, and accommodating

Metrics

1. *Number of Expressway crossings*
2. *Proximity of neighborhoods to Expressway crossings*
3. *Travel time across the Expressway between key destinations*
4. *Estimated change in crash patterns*
5. *Assessments of street character (including sidewalk width, curbside use, pedestrian crossings, etc.)*

2 Replenished Parks, Parkways, Waterways, and Places

Lens Purpose: *To ensure that future mobility investments in Region Central take into consideration the area's rich heritage and efforts to replenish culturally and environmentally significant elements that enhance our city and society for both today and the years to come*

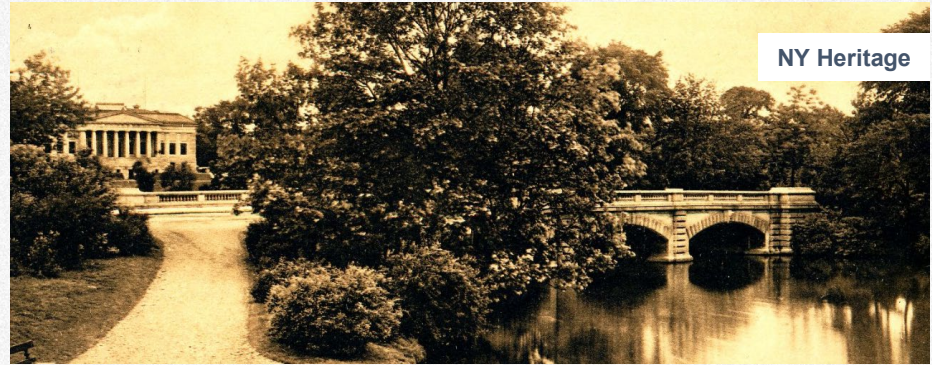
Goals focused on:

Identity and heritage

Natural assets

Park Systems and Neighborhoods

1907



1960



2020



Replenishing...

Part of our region's identity and heritage

A look to the past:

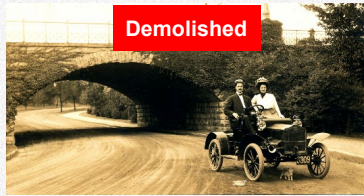
Region Central has a concentration of cultural, historic, natural, and neighborhood assets that gives our region a sense of identity and connection to Buffalo's heritage

Over time, many of these assets have been demolished or significantly altered including:

- *Significant alternation of neighborhoods*
- *Significant alteration/removal of Humboldt Parkway*
- *Removal of park roads and paths connecting distant areas of the park*
- *Loss of park and creek land/habitats*
- *Significant alteration of Gala (Hoyt) Lake and Scajaquada Creek*



Overview of changes over time:



Demolished

1902 – Scajaquada Parkway
South & Elmwood Ave



Altered

1920's – Erie Canal &
Black Rock Harbor



Altered

1901 – Bicycling on a Park road



Altered

Scajaquada Creek
(Before Expressway)



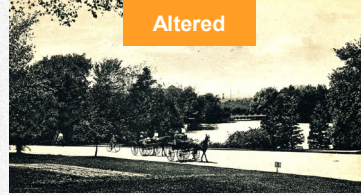
Demolished

Humboldt Parkway
(Before Expressway)



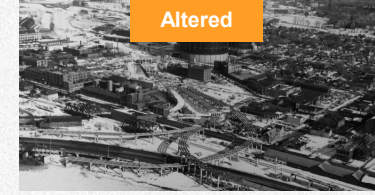
Demolished

1916 – Gala Lake Islands



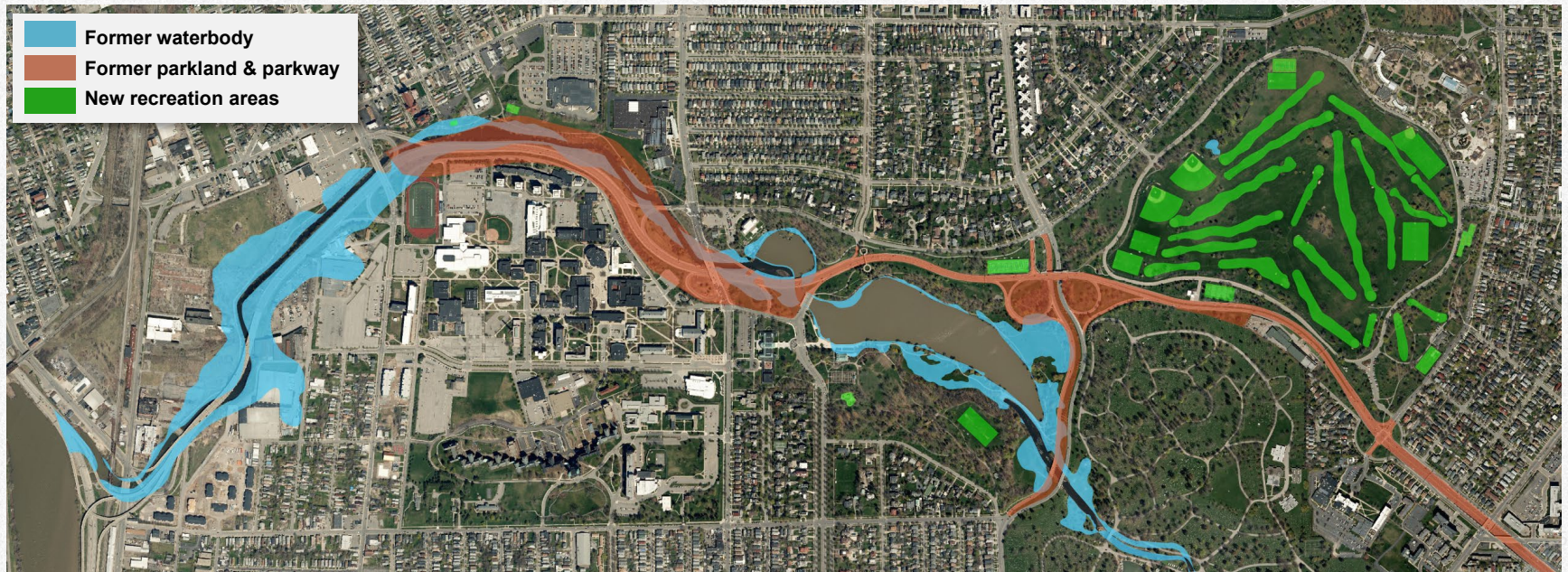
Altered

1903 – Lincoln Parkway &
North Bay



Altered

1960 – Construction of
Expressway over Creek



Replenishing... Part of our region's identity and heritage

A look to the present:

This area is still a wonderful, inspiring, and unique place

Many improvements to our neighborhoods, parks, recreation facilities, and historic and cultural buildings.

Mobility scenarios will take into consideration current and future improvements such as:

- *Park facilities renovations & improvements*
- *Historic building renovations and restorations including Albright-Knox Art Gallery and Buffalo History Museum*
- *Tree planting and pruning, habitat improvements*
- *Community goals and objectives*
- *Zoo facility improvements*



Replenishing...

Part of our region's identity and heritage

Metrics

1. Ability to **restore network of park roads, sidewalks, and paths** that are sympathetic to the original park design
2. Ability to **restore degraded/lost historic features** such as the Scajaquada Creek Parkway, Stone Arch Bridge, Black Rock Harbor, Erie Canal, War of 1812 site
3. Ability to **restore parkway quality, character, and continuity** of Lincoln Parkway and Humboldt Parkway
4. Ability to **facilitate multi-modal connectivity** between cultural and historical resources
5. Ability to **facilitate restoration of the Scajaquada Creek alignment and Gala (Hoyt) Lake shoreline**
6. Ability to **maintain or bring back parkland acreage and habitat areas**

Replenishing... Our natural assets

What's the problem:

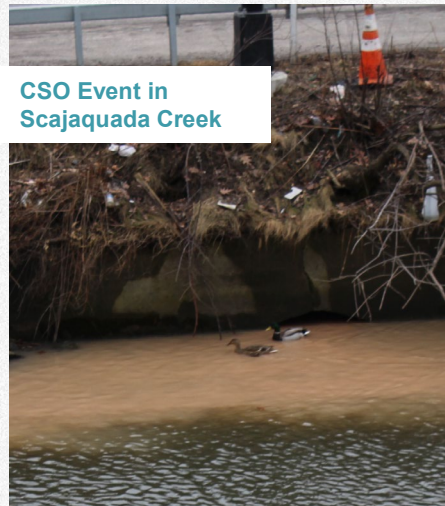
“Over the last 100 years, Scajaquada Creek has become highly impaired due to land use changes, urban pollution, and other human-related disturbances.”¹

Contamination/pollution and land/habitat degradation has significantly affected our environment and City:

- *Significant human alterations and contamination*
- *Industrial pollution*
- *Combined sewer overflows & sanitary sewer overflows*
- *Destroyed habitats/nesting areas*
- *Water Barriers/grates/dams*
- *Direct impact to wildlife both within and around Scajaquada Creek and the Niagara River*



1920 Industrial



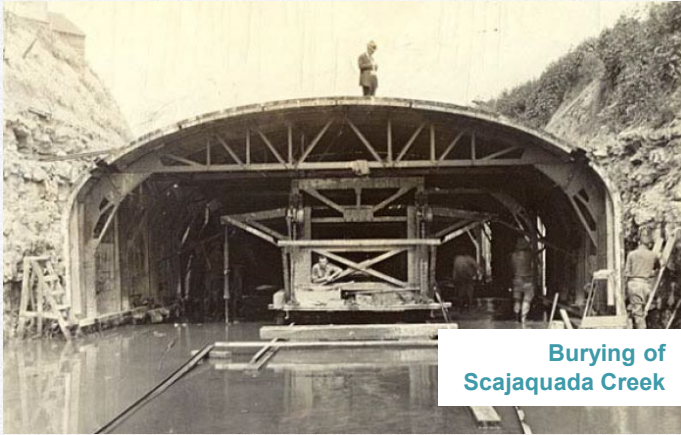
CSO Event in
Scajaquada Creek



Pollution / Debris
in Delaware Park

¹ Buffalo Niagara Waterkeeper

Replenishing... Our natural assets



Burying of
Scajaquada Creek



1869



1920



2021



Scajaquada Creek and Parkway
before the Expressway

Replenishing...

Our natural assets

Current/Completed Projects:

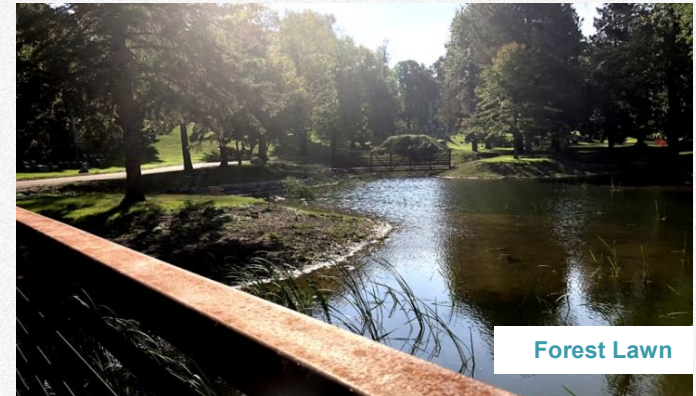
Scajaquada Creek / Forest Lawn floodway improvements

1660 Niagara street habitat restoration and boat launch

Delaware Park habitat restoration / regeneration

Key Future Needs:

- ***A decision on the Expressway so clarity on clean-up and restoration planning can restart*
- *Creek and lake dredging to remove contamination*
- *Riparian & habitat restoration / regeneration*
- *Clean-up of adjacent contaminated land*
- *Hydrologically, the creek needs to be wider*
- *Reconnected creek and lake, restoring their hydrological function*
- *Green infrastructure*



Forest Lawn



1660 Niagara St

Replenishing...

Our natural assets

Metrics

1. Ability to facilitate **restoration of park and creek ecology** such as park landscape patterns and plantings, and animal/natural habitats
2. Ability to facilitate **restoration of historic hydrological function** of the Scajaquada Creek through alignment, width, and riparian (shoreline) environment restoration
3. Ability to **facilitate reconnection and restoration of the hydrological function** of the Scajaquada Creek and Hoyt Lake
4. Ability to **improve water quality** of the Scajaquada Creek and Hoyt Lake
5. Ability to **introduce green infrastructure** and reduce impervious pavements
6. Ability to **facilitate clean-up and re-use of brownfield and vacant / industrial land**

Replenishing...

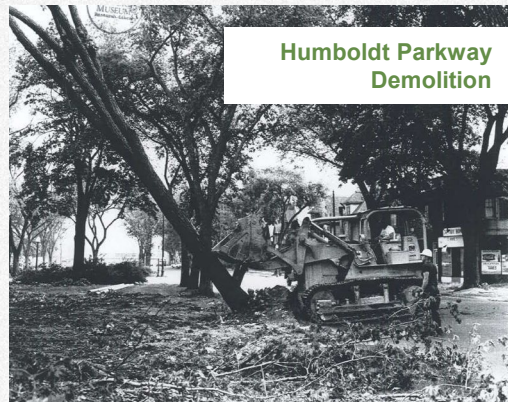
Our park systems and neighborhoods

The original park roads within Delaware Park united the Lincoln and Humboldt Parkways, **connecting a parkway system that united Buffalo**

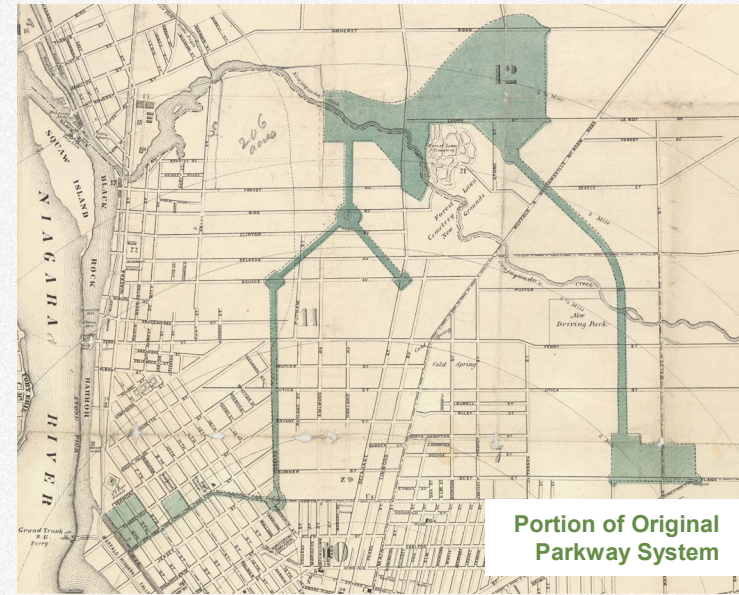
That direct connection between the Parkways has been **significantly altered by the presence of the expressways**

Expansions of our multi-use trail system connects portions of the Niagara River and waterfront parks such as Unity Island Park and Broderick park

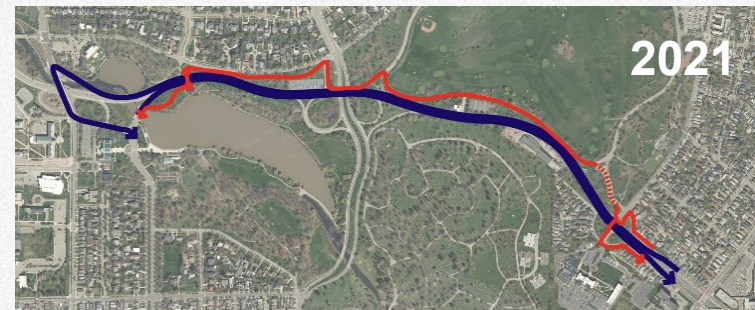
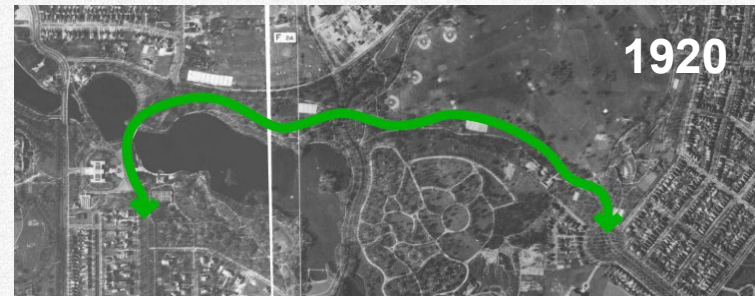
However, frequent neighborhood connections to these trails is **needed to expand safe access to more people**






Humboldt Parkway Demolition



Portion of Original Parkway System



-  Multi-modal route
-  Vehicle-only route
-  Pedestrian/bicyclist route

Replenishing...

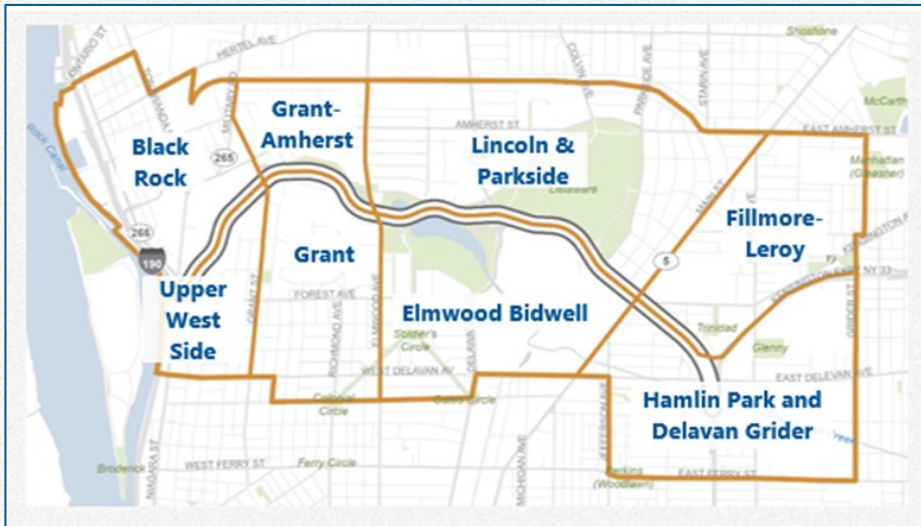
Our park systems and neighborhoods

Metrics

- 1. Ability to restore Delaware Park's role in connecting Olmsted's Park System (connecting the East Side and West Side Parks and Parkways)*
- 2. Ability to improve access and recreation opportunities for Scajaquada Creek*
- 3. Ability to introduce new/improved multi-use paths and connections to water resources, adjacent neighborhoods, and regional paths/trails*
- 4. Ability to maintain or facilitate additional active recreation facilities*
- 5. Ability to mitigate or reduce the level of traffic that funnels off the expressway into our neighborhood centers such as Grant-Amherst, Parkside and Russell, Main and Kensington, and Elmwood Corridor*

3 Inclusive Development

Lens Purpose: Evaluates whether future mobility investments in Region Central will support job accessibility for all, housing stability and Improved health outcomes.



Includes:

Job growth

The ability to connect local residents and commuters to these jobs both physically and through their skill levels.

Housing that is good quality and affordable so that vulnerable households will not be displaced by future investments

Neighborhoods that are safe and healthy

Productive land use patterns that leverage existing and planned public investments and provide tax revenues to support city services

The Inclusive Development Lens

Inclusive Development Goals

1. **Support existing and new jobs, businesses and institutions** so that all Region Central can increase its role in the regional economy while offering good quality jobs to Region Central residents.
2. Promote **quality housing and neighborhood stability** for existing and future residents at all income levels.
3. Facilitate **community health**

Lens Purpose: Evaluates whether future mobility investments in Region Central will support job accessibility for all, housing stability and Improved health outcomes.



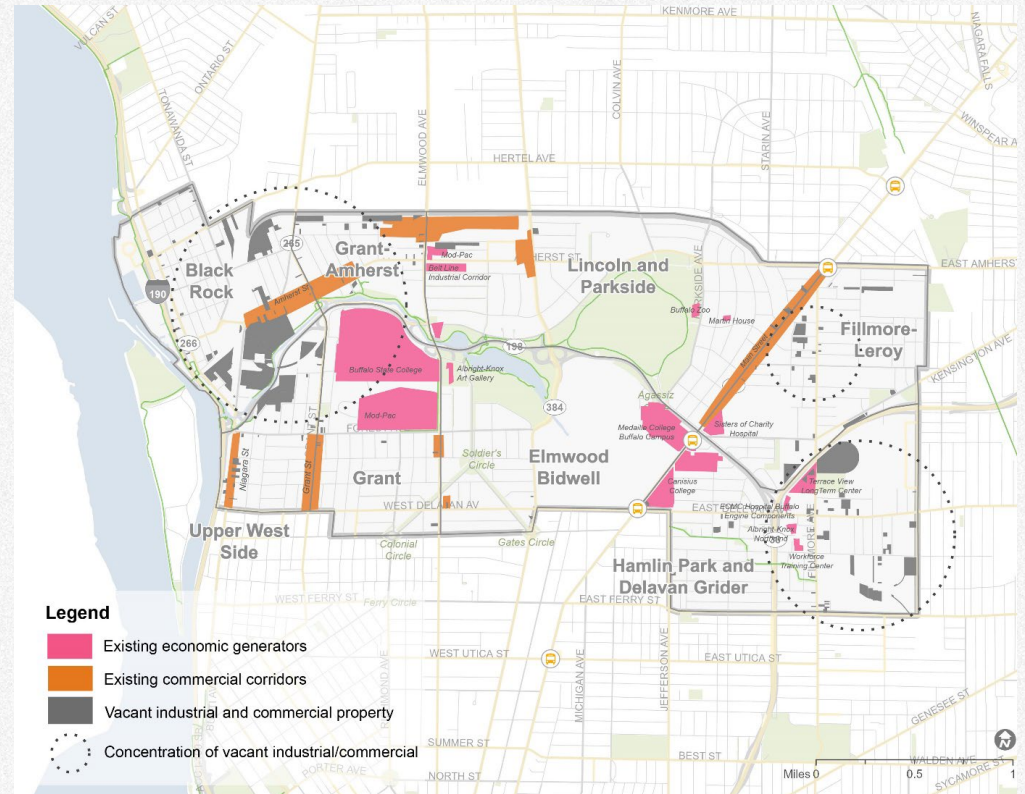
Supporting Existing and New Jobs, Businesses, and Institutions

Different locations within Region Central offer opportunities to support a wide-range of jobs, businesses, and institutional uses.

Today, the major “anchor institutions” play an essential role as both local and regional employers.

Region Central’s commercial corridors offer opportunities for many small businesses, which represents an opportunity for immigrants and people of color to be entrepreneurs

Older industrial areas including the former Pierce Arrow Factory and Niagara Street are supporting an increasing number of small creative or innovative businesses.

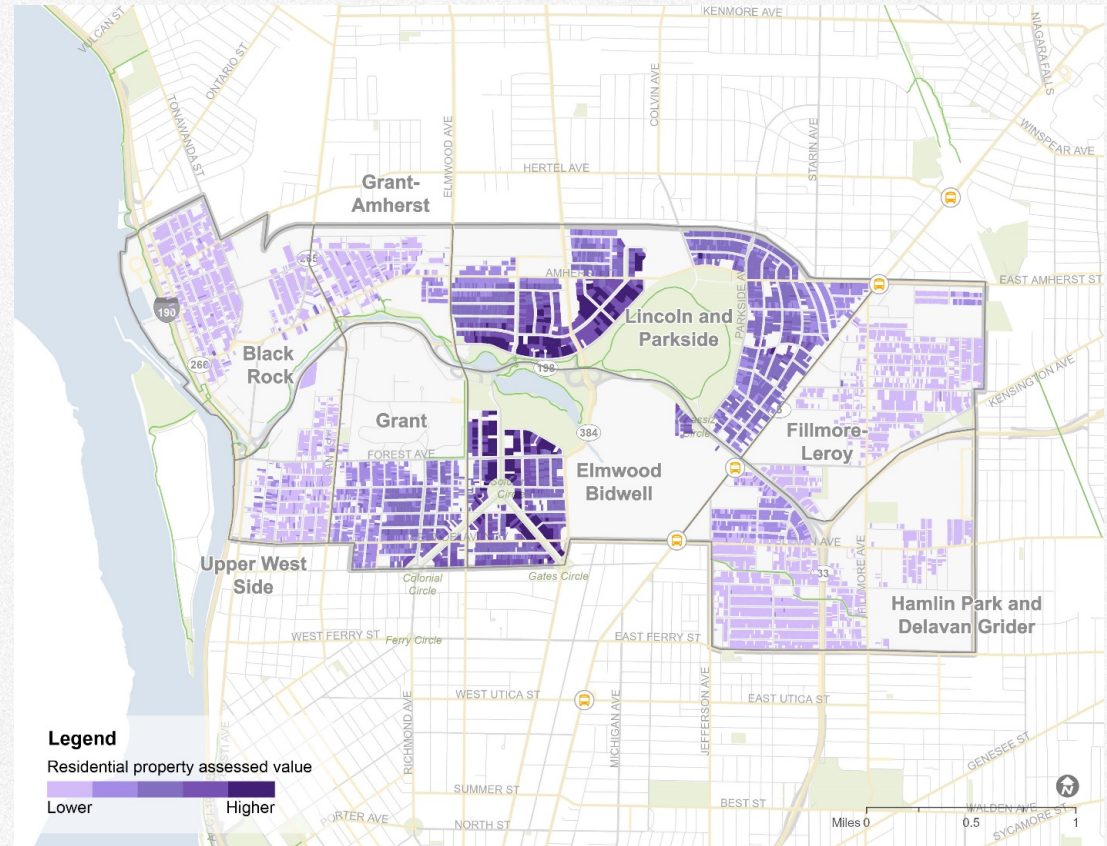


Region Central also has several large vacant parcels that can support future employment growth. These large vacant parcels are also a drain on city resources.

Housing Quality and Neighborhood Stability

Neighborhoods on the area's eastern side are losing population, but neighborhoods on the western side are growing.

West Side neighborhoods including Black Rock, Upper West Side, and Grant-Amherst, all neighborhoods with low value houses built to house blue collar workers, still have above average numbers of rents and are very vulnerable to displacement as property values begin to increase.



On the east side, Fillmore Leroy, Hamlin Park, and Delevan Grider also have low property values making both home-owners and renters subject to potential future displacement.

Healthy Neighborhoods

Not all neighborhoods in Region Central have easy access to basic goods and services such as:

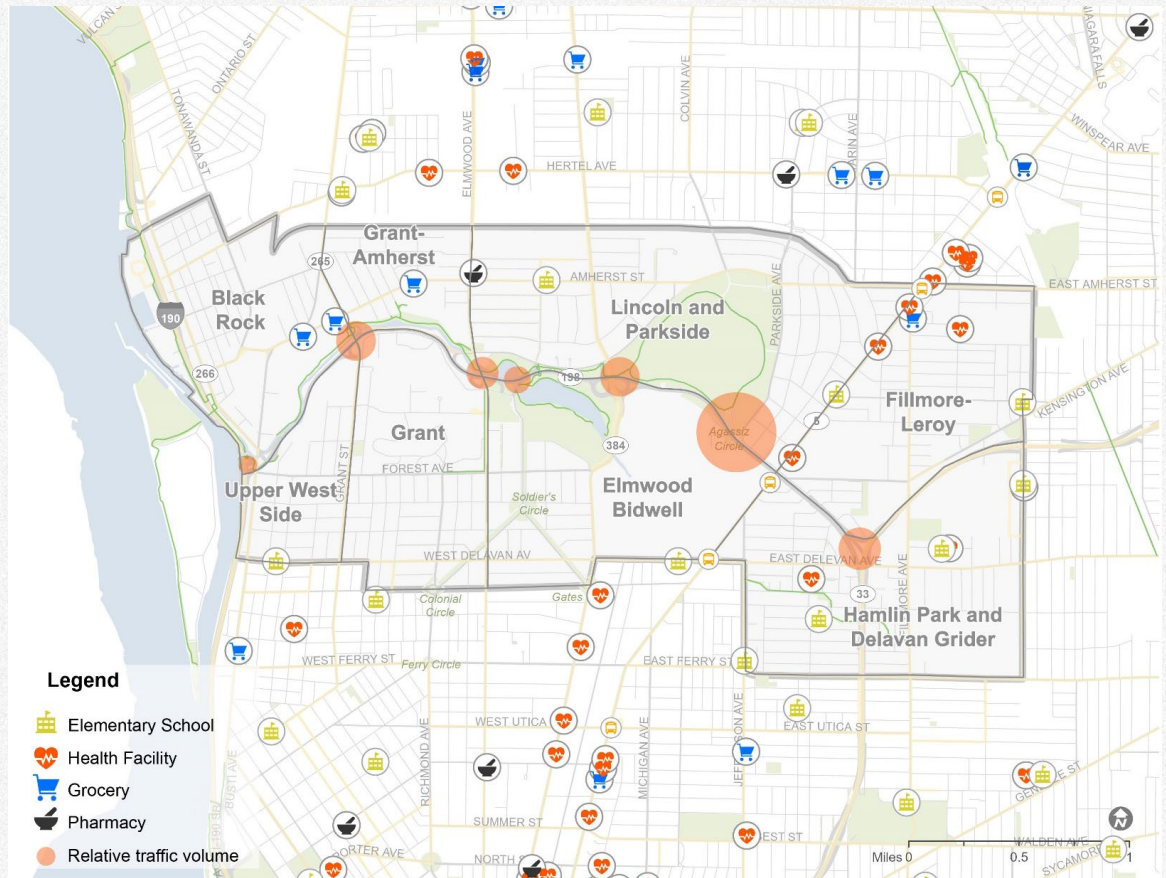
Grocery stores

Drug stores

Health clinics/urgent care

Elementary schools

Neighborhoods on the east side are also subject to high volumes of traffic coming from the 198 on/off ramps



Inclusive Development Metrics for testing the mobility alternatives

- 1. Better access and connectivity for current job concentrations and large vacant parcels that can support new jobs*
- 2. Better connections between local households and jobs.*
- 3. Continuing to supporting commuters coming from outside of Region Central to work in key industries*
- 4. Spotlight on the need to invest in existing housing quality while addressing affordability*
- 5. Supporting better health outcomes for existing and future residents by connecting people to places to shop for healthy food and take care of other regular household needs*
- 6. Use accessibility/mobility to increase property values for existing non-residential "low value" parcels to support essential city services*

Presentation Summary

Mobility scenarios – Three layers of integration and recommendations:

- *Already planned projects*
- *Supporting elements*
- *Corridor*

Planning framework – Three lenses for a broader context:

- *Effective local and regional mobility*
- *Replenished parks, parkways, waterways, and places*
- *Inclusive economic development*

Next steps – Scenario development and evaluation process:

- *3 scenarios to be developed for public review in January*
- *Scenarios will be comparatively evaluated by planning framework metrics*
- *Preferred scenario identified and then refined through analysis and stakeholder dialogue to produce final recommendations*

Reporting back and closing

Access project resources, share your voice, and learn more about the Region Central process online:
<https://www.gbnrtc.org/regioncentral>

