



**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*



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

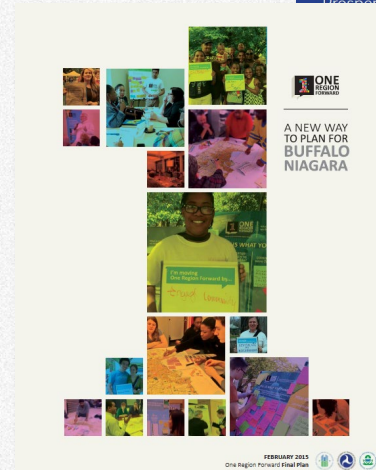
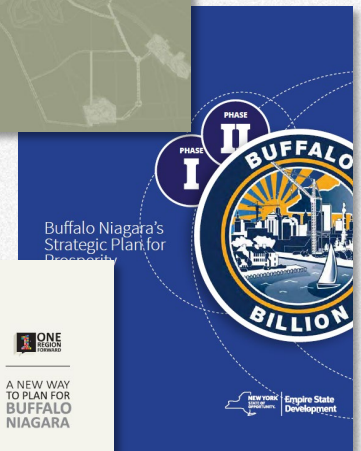
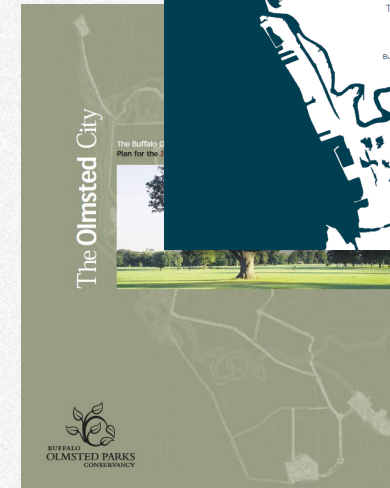
Feb

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**

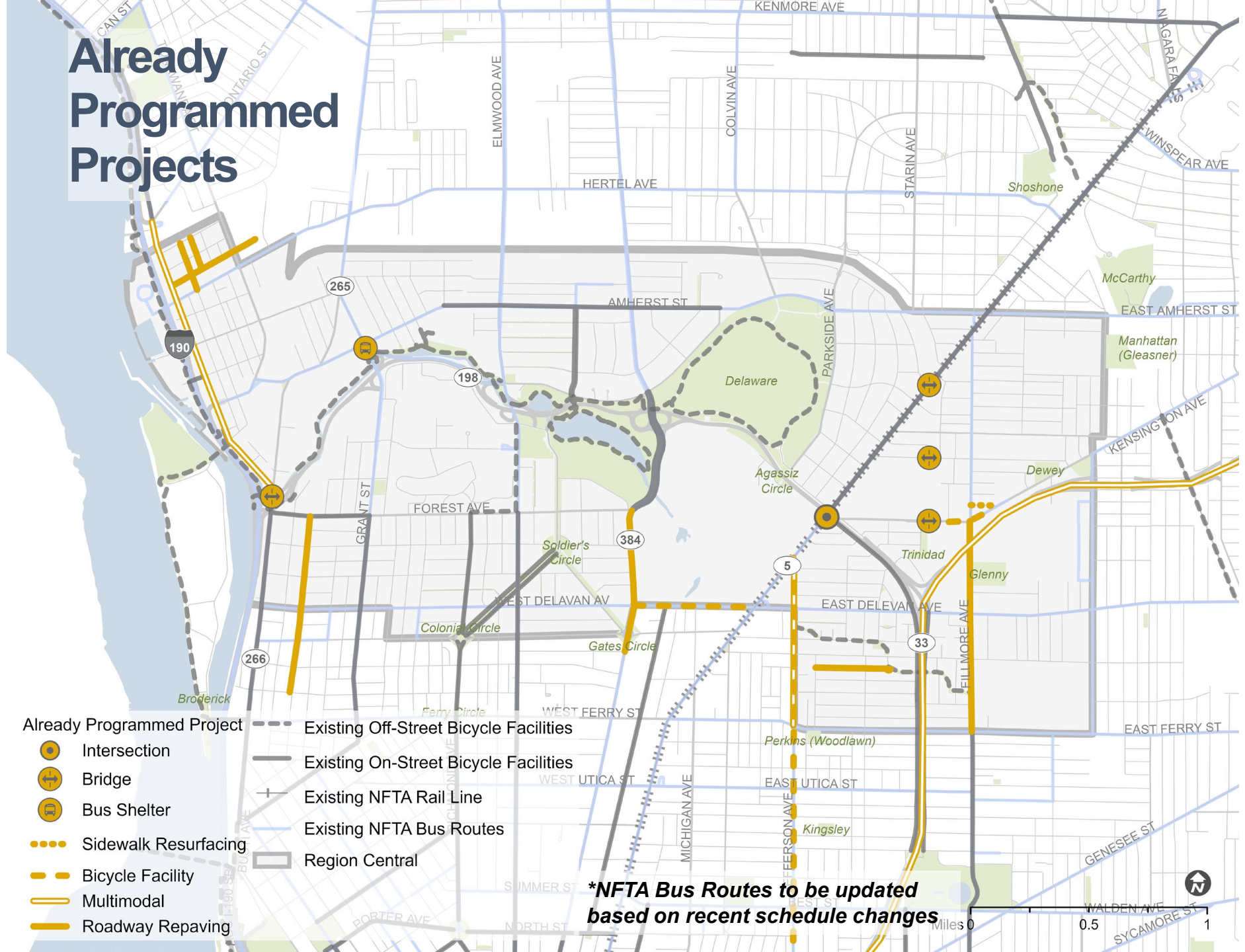
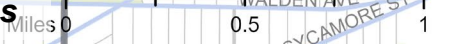
Already Programmed Projects

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

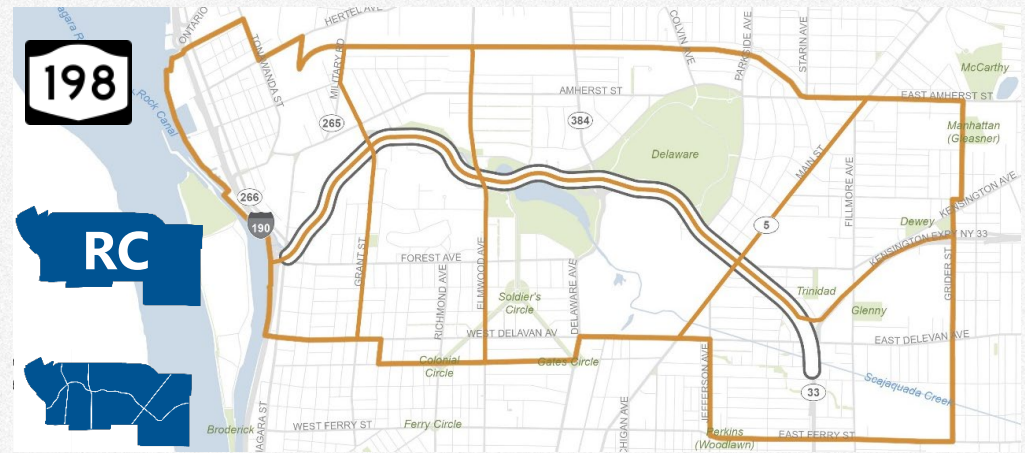
1 Effective Local and Regional Mobility

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

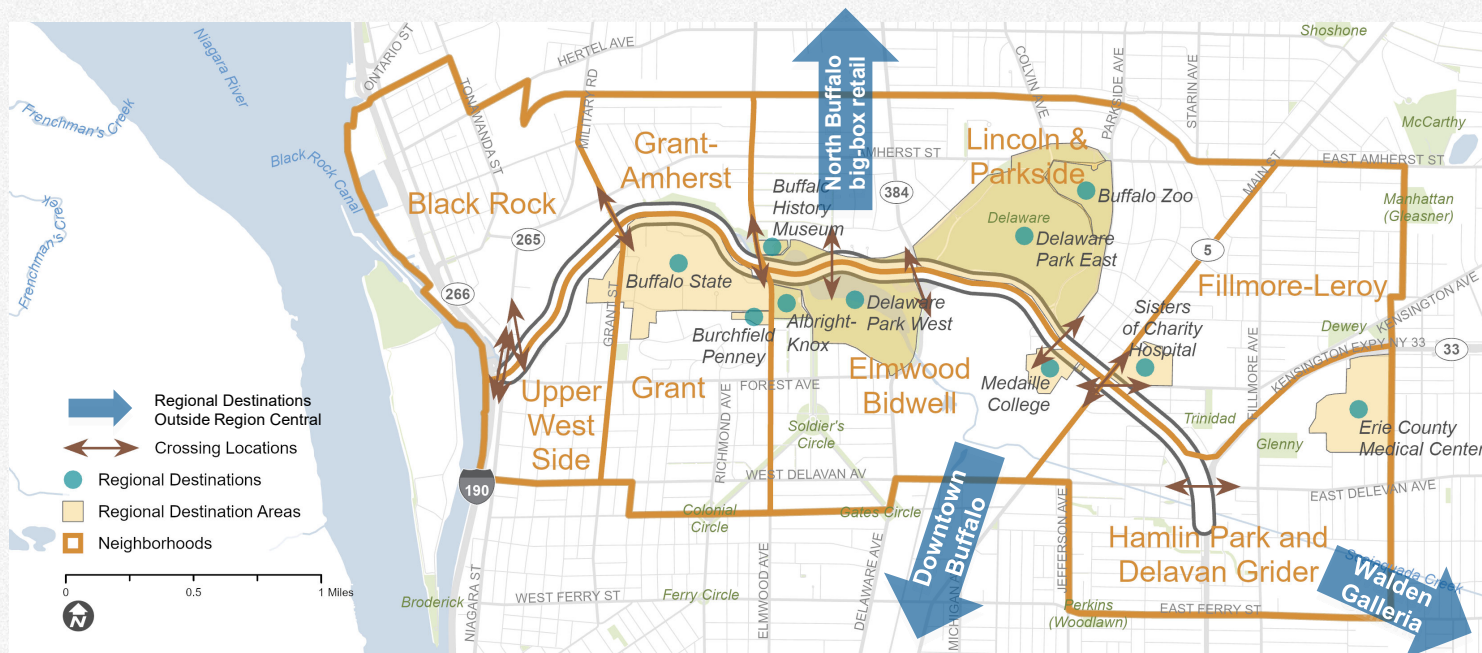


Access – The ability to get to places

- 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

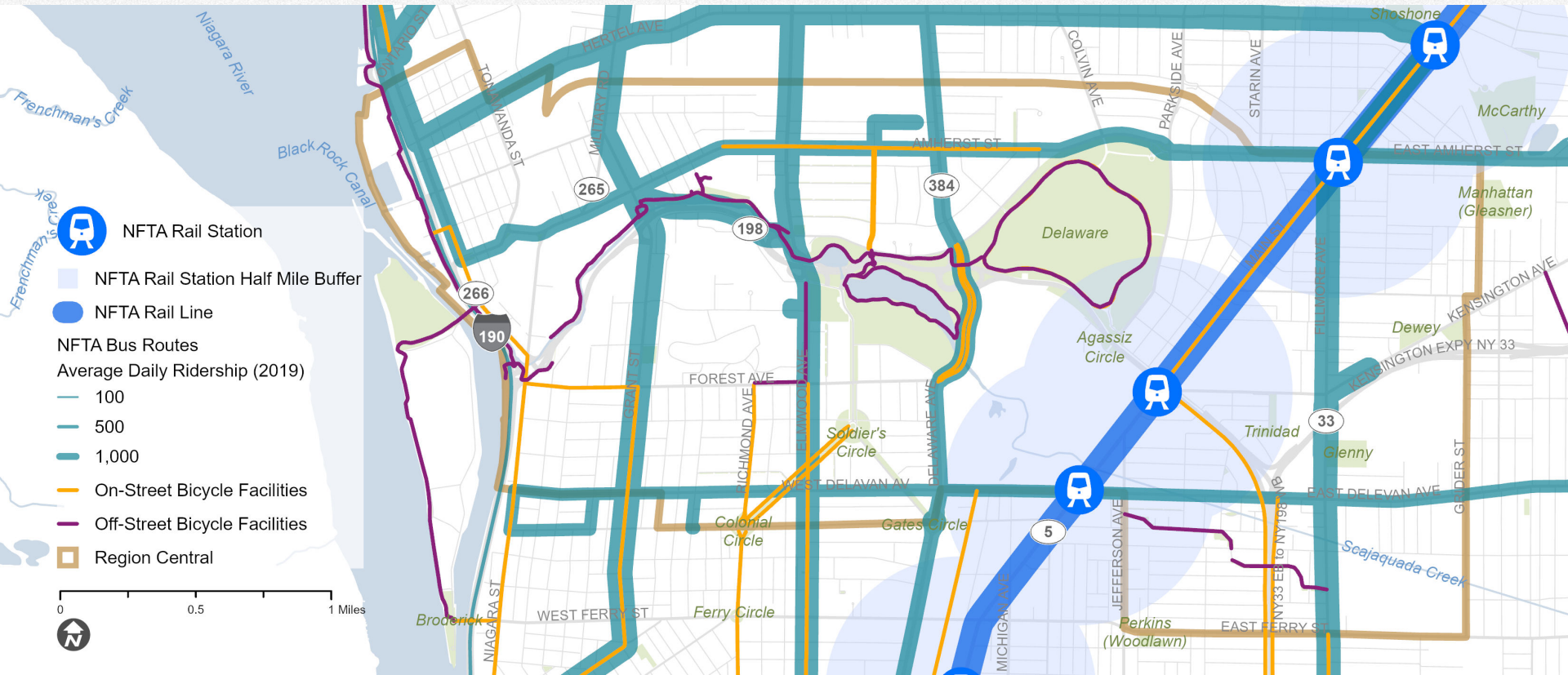
1. *Physical number of connections to Region Central destinations, by mode*
2. *Assessment of connection to key Regional locations*
3. *Levels of additional connectivity between neighborhoods*
4. *Travel time, by mode*
5. *Changes on vehicle travel patterns*
6. *Changes on congestion/delay on Expressway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

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*

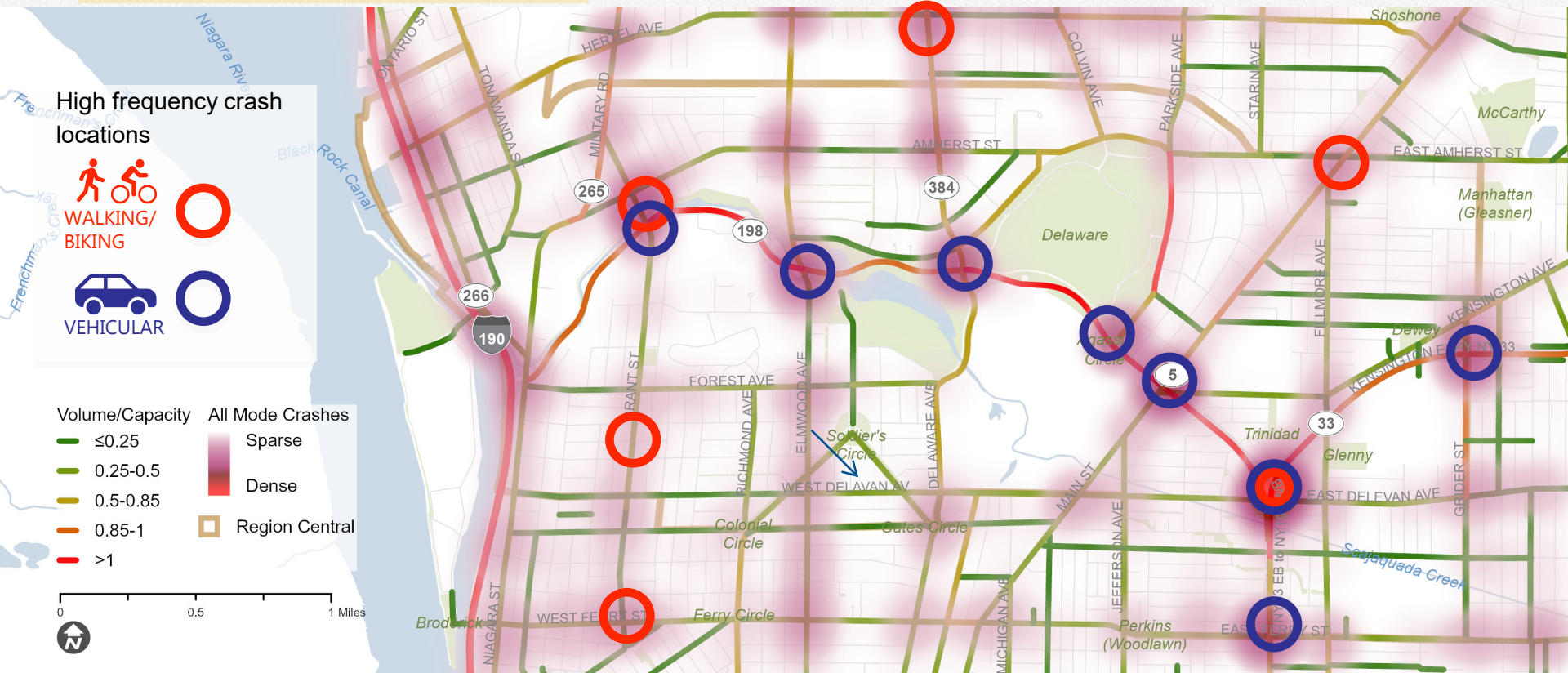
MOBILITY

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 Scajaquada 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*

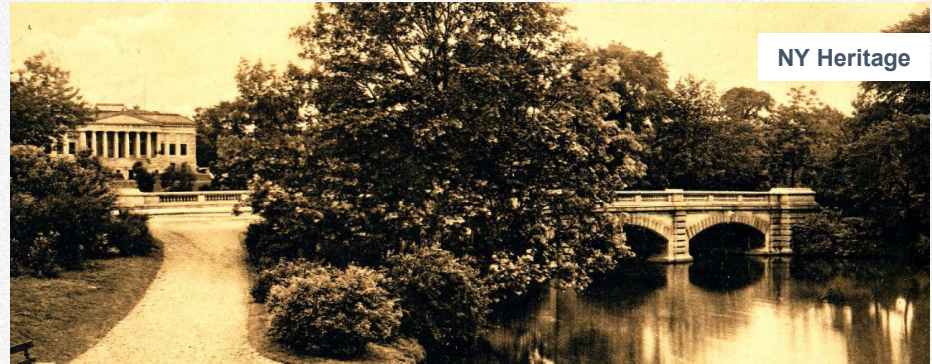
Goals focused on:

Identity and heritage

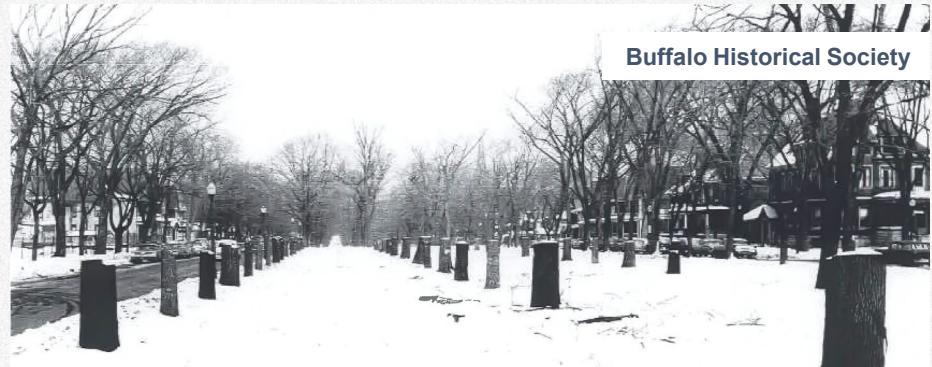
Natural assets

Park Systems and Neighborhoods

1907



1960



2020



Replenishing...

Part of our region's identity and heritage

A look to the past:

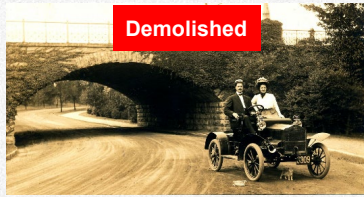
Region Central has a concentration of cultural, historic, natural, and neighborhood assets that gives our region a sense of identity and connection to Buffalo's heritage

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:



1902 – Scajaquada Parkway
South & Elmwood Ave



1920's – Erie Canal &
Black Rock Harbor



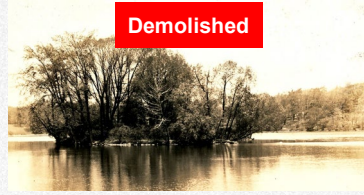
1901 – Bicycling on a Park road



Scajaquada Creek
(Before Expressway)



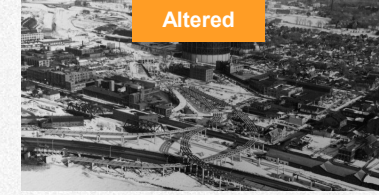
Humboldt Parkway
(Before Expressway)



1916 – Gala Lake Islands



1903 – Lincoln Parkway &
North Bay



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:

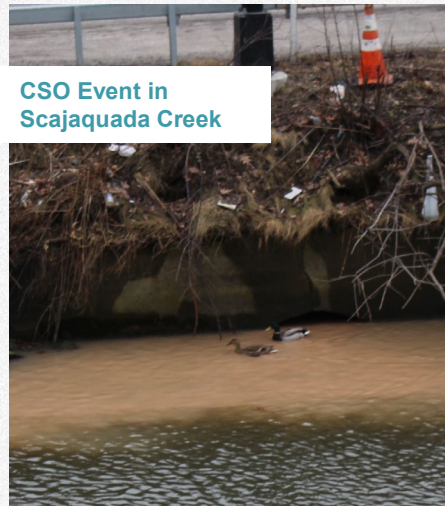
“Over the last 100 years, Scajaquada Creek has become highly impaired due to land use changes, urban pollution, and other human-related disturbances.”¹

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



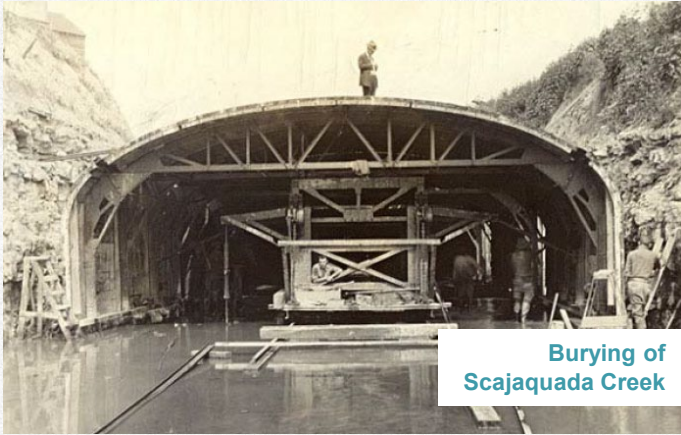
CSO Event in Scajaquada Creek



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:

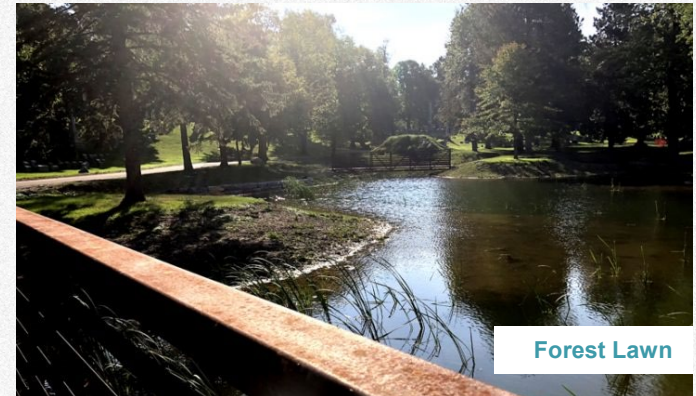
Scajaquada Creek / Forest Lawn floodway improvements

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...

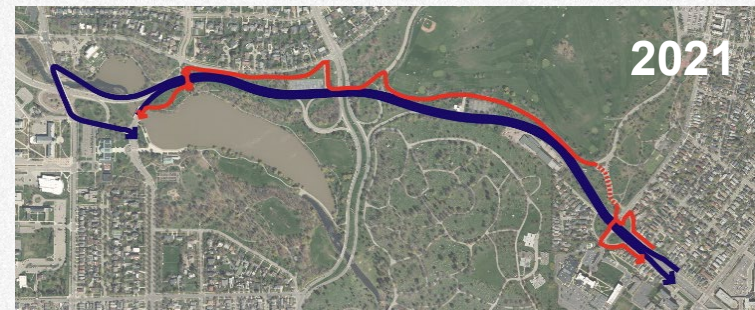
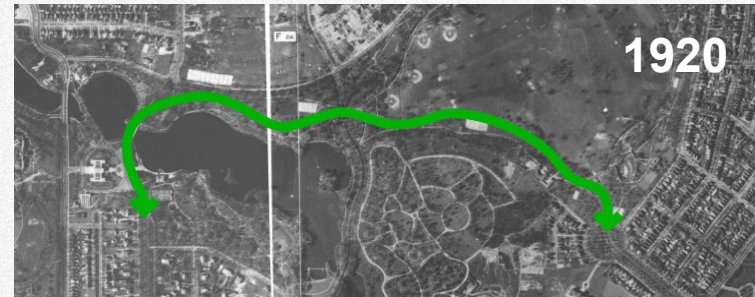
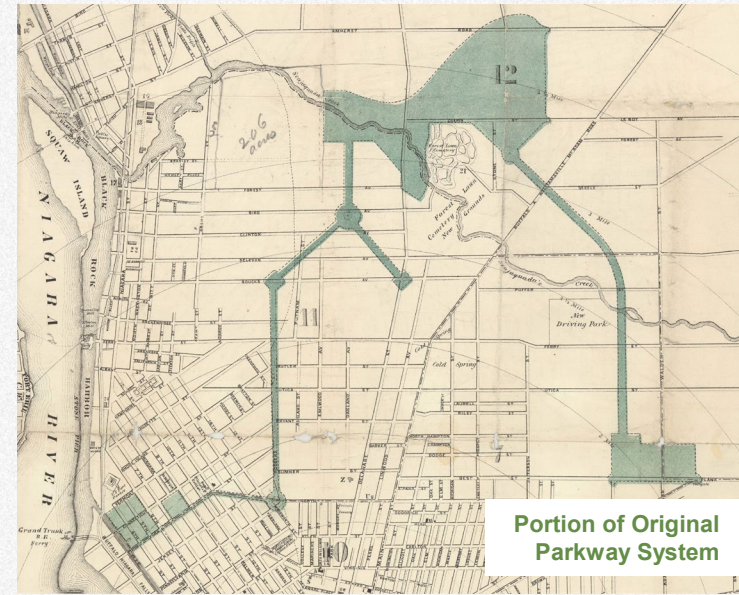
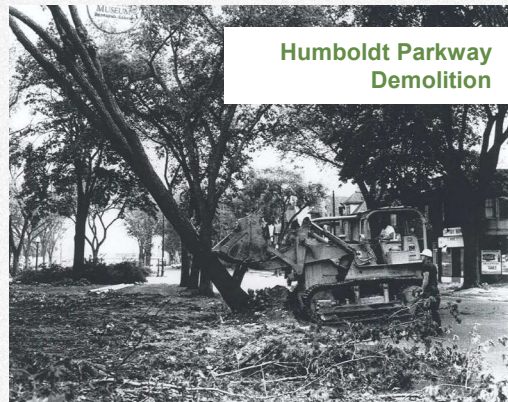
Our park systems and neighborhoods




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**



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

Replenishing...

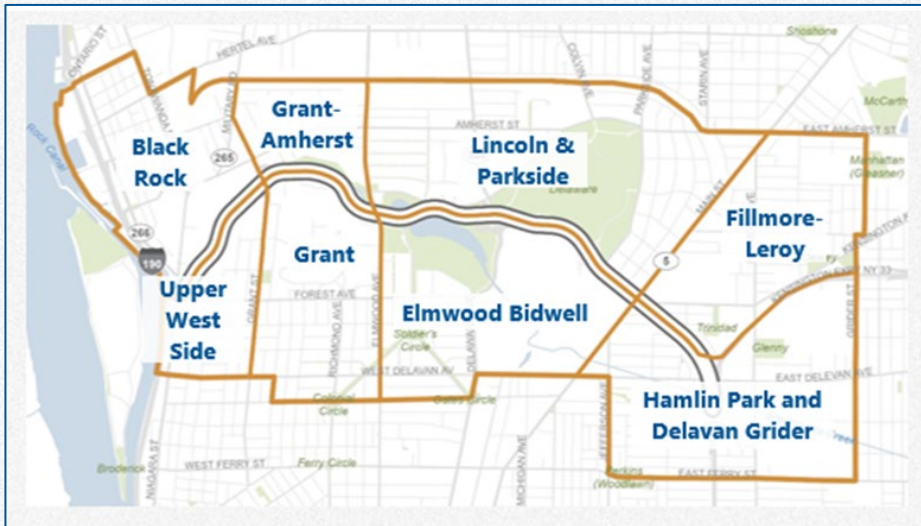
Our park systems and neighborhoods

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.



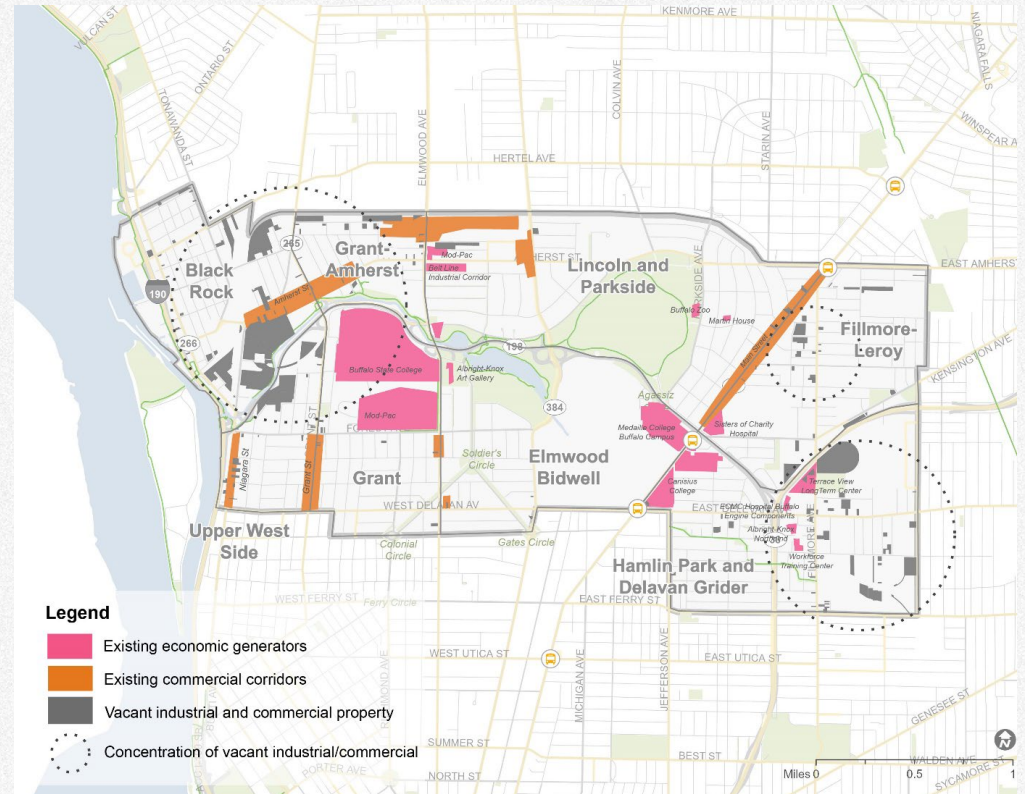
Supporting Existing and New Jobs, Businesses, and Institutions

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.

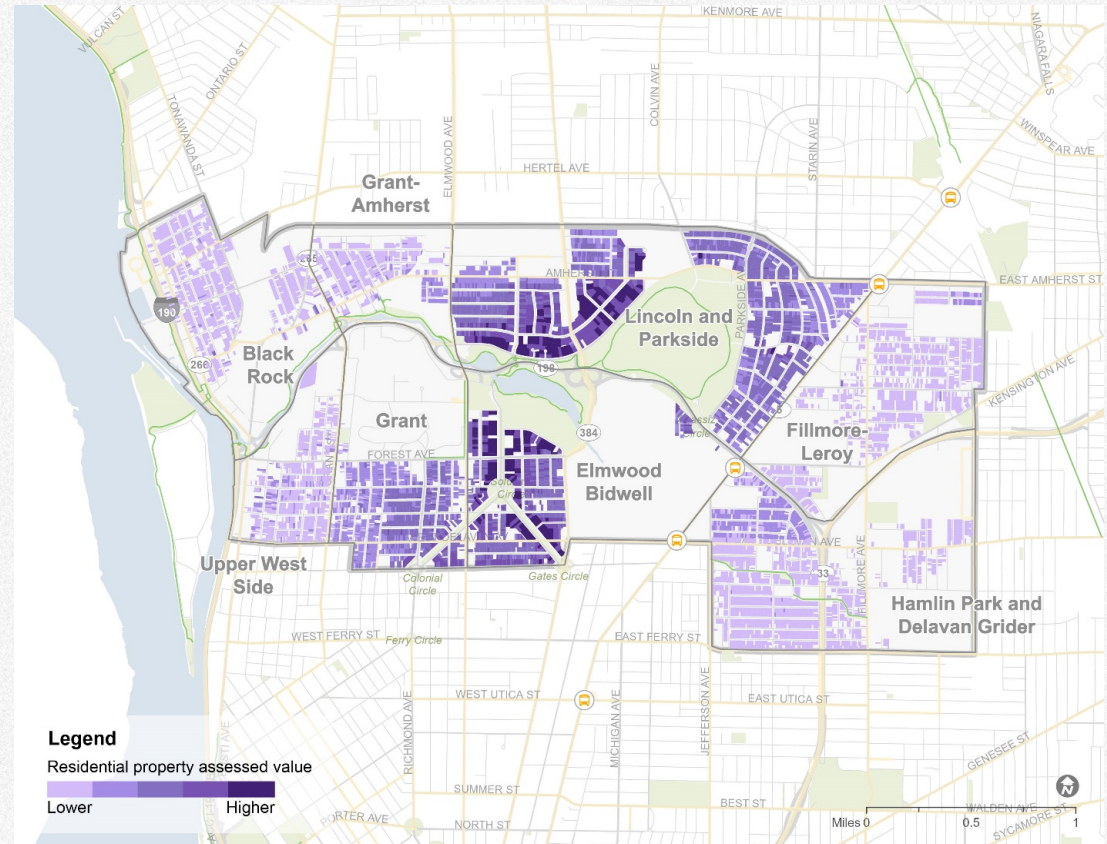


Region Central also has several large vacant parcels that can support future employment growth. These large vacant parcels are also a drain on city resources.

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:

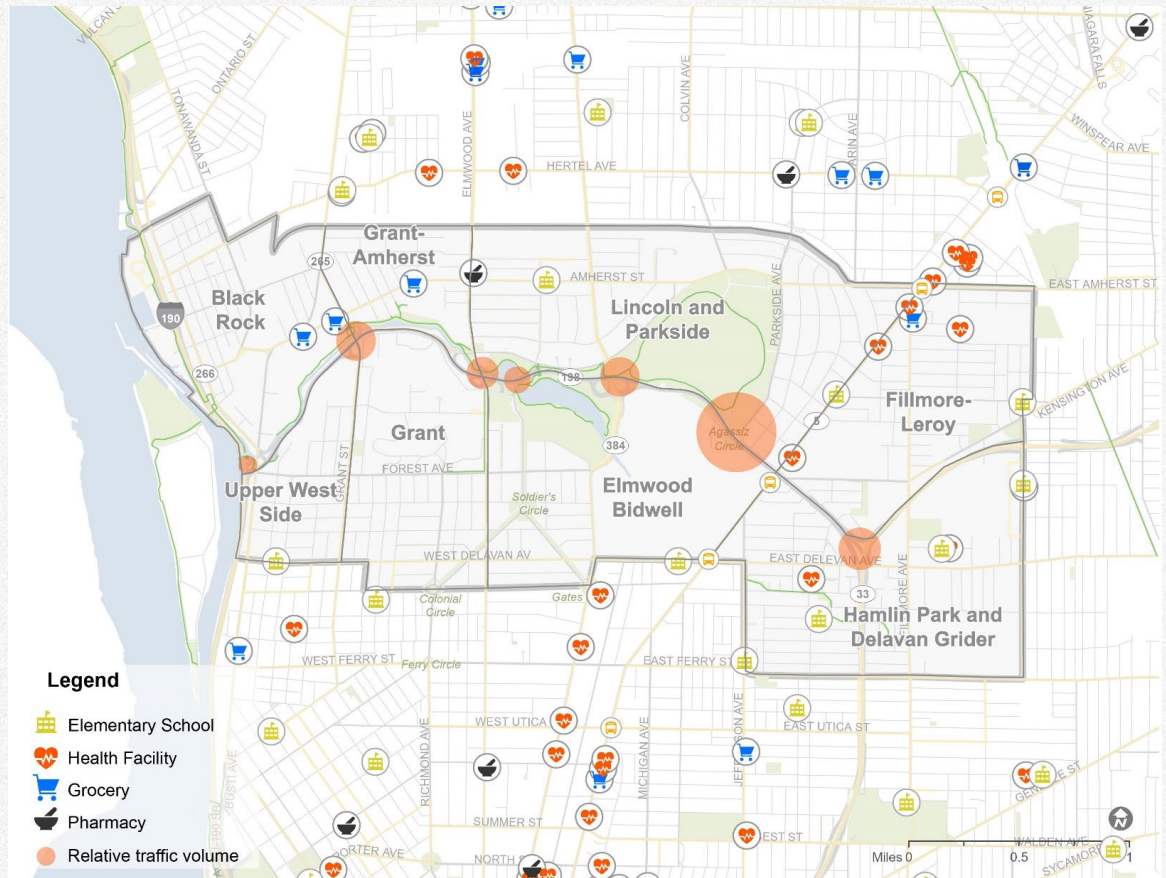
Grocery stores

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>

