

MEETING MINUTES

MAIN STREET MULTI-MODAL ACCESS AND REVITALIZATION PROJECT

ADVISORY COMMITTEE MEETING NO. 4

DATE: January 17, 2006

TIME: 12:00 noon

LOCATION: Buffalo Place Conference Room

ATTENDEES: See attached sign-in sheet

ATTACHMENTS: Meeting Sign In Sheet

An agenda was distributed to the Advisory Committee (AC) by the City of Buffalo. A copy of the Final Scope Summary for the project was distributed to all attendees. The following is a summary of key issues discussed:

Public meeting presentation

- Kim Mathews played the PowerPoint for the group, which lasted just over 4 minutes in length. Kim clarified that the opening slide will be updated to show the rendering in place of the photo. Red marks in slides are updates that will be made based on comments from the technical committee. The members of the AC generally approved the audiovisual presentation.
- The following public meeting display boards were presented to the AC members and comments or discussions related to the materials are as follows:

Urban Design Displays

Kim Mathews presented the urban design boards and explained the contents of each board.

Context Board – This board depicts the past and the current success that the Main Street project can build on.

Street Trees and Planters Board – This board presents the concepts for planting more trees providing hanging baskets and various landscape features as desired by the people surveyed for the project.

Paving Board - This board provides various strategies for paving Main Street with poured in place concrete as compared to the existing unit pavers, which are hard to maintain.

Pedestrian Amenities Board – This display will show various amenities that will be provided for the pedestrians and as requested by the people surveyed, conveying the use of durable, high quality materials.

Vision Boards – One prototype vision board was presented to convey ideas for Main Street on a district-by-district basis. Some information may overlap with information on other boards as well as giving the impression that certain decisions may have been instead which would be more applicable to the next public meeting.

- The AC members approved the display boards but decided to not include the vision boards. The vision boards will be presented in the future once the public provides more input as to how they would like to see Main Street in the future.
- Keith Belanger inquired if new surfaces will be provided as part of the project along Main Street. John Bidell confirmed that new surfaces would be provided along Main Street.

Station Design Displays

Jeff Albert presented the station design display boards and are summarized as follows:

Existing Conditions LRRT Buffalo - The display provides various pictures of existing stations showing hard to maintain surfaces, unsafe street conditions, dark uninviting enclosures at the stations and panels that block the streetscape.

Case Study Transit Stations – The display board shows stations for other transit systems with similar weather conditions as in Buffalo. Minneapolis, Portland, Rochester and Cleveland stations make up the case study display board.

New LRRT Transit Station Prototype – The display shows the plan, elevation and typical section of the new proposed LRRT station. The new stations will consist of steel framing with glass panels. Major features of the station such as the handicap ramp, platform layout, a bench, and the ticket machine are outlined on the display including the curved translucent roof for the new station.

Existing LRRT Stations/New LRRT Station – This display compares the size of the existing LRRT stations with the proposed station.

- Question was asked concerning train access on the case study. It was clarified that the study is a study of the shelter types and does not address access.
- Bill Jones stated that the curved roof of the new stations will add more height to the stations blocking building view and will be more expansive due to the additional height of the curved roof and suggested that a station with flat roof will be more minimize the height. Others responded that the curved roofs offer better aesthetics, provide for better drainage and snow removal. The openness and transparency of the structure would minimize blockage to building fronts.
- Bonnie Foit-Albert stated that the design team will speak with transit officials from other areas with similar station designs regarding maintainability and durability of their stations.
- Walt Zmuda inquired about the capacity of the new stations. Jeff pointed out that the proposed stations would accommodate approximately 30 people within the shelter area. Also, infrared heating should be used in the customer areas.
- A comment was made about the openness on the underside of the roof relative to potential bird problems.
- It was suggested that a few bullet points be added to the station design board listing some of the design elements.
- A rendering showing the straight on view of the station in front of buildings was suggested to show the relative size difference. Showing the station elevation over a photo would be a good way to convey this.
- Harold Matuszak stated that the station design concept presented so far with the high level platform could be considered worst-case scenario and that the design would only get better as other options are evaluated. NFTA will look at costs and impacts of lift coming off of train. Design team will evaluate pros and cons of other lift options. One other consideration is that lifts would have to be installed on all 27 train cars at the same time. Walt Zmuda stated that

curb has to be adjacent to four-car train system for boarding and de-boarding areas. These issues will be addressed further in upcoming meetings.

- Walt Zmuda stated that train schedules need to be placed in the station area.
- Bonnie Lockwood asked as to who has the final authority to decide on rail car modifications. The technical committee will evaluate alternatives and offer recommendations to the advisory committee for making final decisions. All decisions will have to be made between February and May.
- A question was raised as to how other communities have dealt with the boarding delays using lifts. This will be looked at further by the design team.

Traffic Modeling

Jim Kollbaum presented a brief overview of the traffic model. The model at this time does not include all the elements necessary to present the model. The model needs to incorporate on street parking and refine some of the intersection rules. The model shown is based on the projected p.m. peak volumes. The model output will be provided to UB to develop the 3D traffic model for the project.

A question concerning the use of lifts was asked if required each time the train stops. It was stated that they would be used only for people who need assistance. This generally consists of wheel chairs, strollers and the elderly.

A question came up on the status of the Bass Pro site. Once the agreement is in place, the plan will be available to coordinate with this project.

It was determined that traffic modeling shouldn't be presented to the public until the modeling is 100 percent complete, including the 3D modeling. URS will provide a few boards indicating the elements involved in the modeling analysis.

Engineering Displays

Peter Ringo presented the displays for the project will include the existing and proposed typical section for Main Street. An existing roll map for the entire project will also be displaced for public to provide comments and inputs for the revitalization of Main Street. Scope Summary of the project would also be a part of the display as well as having a couple of copies on hand. The rendering shown is looking north at Lafayette Square conveying the various elements of the project.

It was suggested that color be added to the base map to distinguish pavements, buildings, sidewalks and trees.

Other Suggestions or Comments

- It was suggested to include an information fact sheet for the public to take with them from the meeting that addresses a timeline of progress since the last public meeting. Include a list of the advisory committee members for points of contact.
- Harold Matuszak stated where the FTA is in their review of the EA, indicating that they have not provided any comments to date. The FTA has questions as to what is happening at the


lower end of Main Street with the other projects being planned. Dan Kreuz said that agreements need to be signed before impacts will be known. Bonnie Lockwood offered to help to facilitate the review process. A timeline is needed to understand what needs to be expedited in the review process.

Upcoming Meeting

- The next Advisory Committee Meeting will be held on Wednesday February 8th at 12:00 noon at Buffalo Place.
- The public information meeting is scheduled for February 1st between 4:00 p.m. and 8:00 p.m. at the Market Arcade Film and Arts Center.

These Meeting Minutes represent our understanding of the items discussed and/or agreed upon during this meeting. Any additions, corrections, or revisions by those present shall be directed (in writing) to the undersigned within (5) days of receipt of these Minutes or they will be considered accurate and complete.

Respectfully Submitted,



Pradeep Simlote TM
DiDonato Associates

cc: Attendees
Committee members not present