

MEETING MINUTES

MAIN STREET MULTI-MODAL ACCESS AND REVITALIZATION PROJECT

ADVISORY COMMITTEE MEETING NO. 9

DATE: June 14, 2006

TIME: 12:00 Noon

LOCATION: Buffalo Place Conference Room

ATTENDEES: See attached sign-in sheet (Kim Mathews via Conference Call)

ATTACHMENTS: Meeting Sign In Sheet

An agenda was distributed to all attendees. The primary topics include the preliminary 3D Traffic Model slides as prepared by SUNY Buffalo's Center for Computational Research (CCR), the updated project cost estimate and the project schedule.

Report on Policy Direction for the Project :

A meeting was held on May 12, 2006 between Congressman Brian Higgins, the City of Buffalo, NFTA, Buffalo Place and Erie Canal Harbor Development Corporation, to discuss the progress of the Cars on Main Street Project. Keith Belanger briefed the attendees of the discussions of that meeting. Keith Belanger stated that the main topics discussed during the meeting were project costs, three-car/four-car train issue and project phasing and the construction starting point for the project. The project costs have escalated approximately by \$ 20 million from the costs originally presented in the EA. He stated that the general understanding was to do minimal trackbed work if the trackbed still had about 10 –15 years of life remaining. The group reached consensus that the mountable curb option should be pursued for the full length of the station boarding area. Keith Belanger also stated that it was decided that the project should start at the north end since the Bass Pro construction does not need to be completed before the end of 2008. Keith Belanger stated that the catenary pole relocation option was not discussed during the Monday meeting, and that he would like to discuss the relocation of catenary poles with the Advisory Committee members.

John Bidell stated that subsequent to the Monday meeting, the DPW Commissioner and the City Engineer stated that the City of Buffalo would like to pursue the rehabilitation with minimal trackbed work option to move the project forward. He also stated that the COB would like to start the project at the north end and with the available money, start construction in the 600 and 700 blocks of Main Street.

Recommended Action:

The general consensus was to progress the project with the "Rehabilitation Approach- Modified Scope with Minimal Trackbed Work" option. The mountable curb option should be included in the design for the 2nd, 3rd, and 4th LRV car station boarding area. The project will start at the north end of the Main Street corridor.

Project Cost Estimate

A copy of the cost estimate for the “Rehabilitation Approach- Modified Scope with Minimal Trackbed Work” was provided to the attendees. John Bidell briefed the attendees about the components of the estimate. The following are the issues discussed:

- John Bidell stated that a transportation enhancement grant application is being prepared to request additional monies for eligible improvements associated with the rehabilitation of the 700-block.
- John Bidell stated that the estimate for the Rehabilitation Approach has the catenary poles in the existing location, with a median built between the poles for safety. John Bidell stated that the technical group discussed the option of moving the catenary poles outside of the trackbed. He stated that the relocation would cost more money and also there are some unknown factors/risk involved with the relocation, since the underground condition of the cables is not known.
- Neil Radice wanted to know if a certain contingency was included with the estimate to cover any unforeseen circumstances. John Bidell stated that a contingency for just the catenary pole relocation was not included in this estimate. Peter Ringo stated that the catenary poles if relocated would also serve as lighting poles in addition to provide catenary wire support. Neil Radice inquired if the cost savings required for the relocation of the catenary poles could be achieved by cutting costs on other options. John Bidell stated that the tradeoff could be done for any of the elements such as sidewalks, landscaping etc.
- Steve Fitzmaurice stated that a concern of having a median is that it would prevent pedestrians from crossing when snow is piled in the median. He stated that some elements that are not critical, such as landscaping, could be deferred to a later project in order to have the poles relocated.
- Bill Jones stated that some of the money from the landscaping could be shifted to relocate the catenary poles. He also stated that the landscaping could be added at a later date. Keith Belanger agreed that it would be preferred that the poles be relocated and that the landscaping costs could be reduced.
- Mary Martino stated that moving the poles makes sense, however there are concerns in moving the poles with the unknown factors. Jim Nagle stated that on previous work performed on the cables, splicing was done without problems.
- Bill Jones inquired about the cost to relocate a single pole. Peter Ringo provided a detailed explanation of the breakup of the estimate. Kim Mathews provided details of the landscape items. Keith Belanger inquired if the existing light fixtures could be reused. Peter Ringo stated that the estimate is based on new light poles and that there may be some cost savings if the existing fixtures are reused, however there will be new poles required to provide adequate lighting along the corridor as the catenary poles are spaced further than the light poles and the existing light poles are not structurally adequate to support the catenary lines.
- Peter Ringo provided a description of each of the line items in the estimate and stated that the existing auditorium crossover will need to be relocated to the south of Scott Street. He also stated that an allowance was included for wind screening near HSBC tower. John Bidell stated that of the line items, the Church Street crossover and LRV signage will be dropped due to budgetary concerns. The parking meters are revenue generating and cannot be included under the federal funding. The drip irrigation, intersection-monitoring system will be at the discretion of the AC.
- Bonnie Lockwood stated that the office of Congressman Brian Higgins is in touch with the FTA to expedite the FONSI process.

Recommended Action:

The AC recommended that the relocation of catenary poles should be included as part of the project and other items such as landscaping shall be evaluated for cost reductions in order to offset the cost of relocating the catenary poles.

3D Traffic Model Presentation

Peter Ringo presented the slides prepared by SUNY Buffalo's Center for Computational Research (CCR) and the status of the preliminary 3D traffic model. The slides presented included the various views of the northbound Fountain Plaza proposed station, a bird's eye view of the station with a train, queued cars at an intersection and cars following a train.

General/Other Issues

- Neil Radice inquired if there will be other opportunities to discuss design issues, John Bidell stated that this is the preliminary design stage and that the detailed design is to follow.
- Kim Mathews stated that the mountable curb changes the approach to the urban/landscape design, including pedestrian safety. Keith Belanger inquired about the necessity for the second curb, John Bidell stated that the mountable curb would put the parked cars at the sidewalk level and a separation is required to protect the pedestrians.
- Given the new approach to the design, Mary Martino stated that only the streetscape and landscape improvements for the 600 and 700 block design should be presented at the next public information meeting. It was recommended that a station area, specifically Fountain Plaza be presented as well. Kim Mathews stated that the scaled down version of the landscaping would not reflect the true urban/landscape design with the mountable curb. John Bidell stated that the mountable curb is a part of the project design now and that all urban design will need to be planned accordingly.
- Harold Matuszak stated that it was NFTA's understanding that parking would be allowed only at the fourth LRV car location. John Bidell stated that the City has agreed to allow for short term parking in the second, third and fourth car station boarding areas.
- As part of the grant application being prepared for the 700 block, the consultants were directed to incorporate a dedicated bicycle lane in the 700 block between Tupper Street and Goodell Street.

Recommended Action:

Direction was given to the design team that the mountable curb be designed for the train-boarding zone from the 2nd through 4th train car with enough space between the parked car and the LRV. Also, the streetscape design is to be updated for the 3 block segment from Huron to Goodell to complete the preliminary design phase and that it be conveyed to the public that the remaining project segments will be developed further in subsequent phases. The landscaping should not be shown on the 3D traffic model for the areas beyond the 3 blocks as well. A dedicated bicycle lane to be incorporated in the 700 block as part of the design.

Project Schedule/Upcoming Meetings

The following are pertinent dates for project schedule and future meetings:

Upcoming Meetings

June 28, 2006 at 10:00 AM	Technical Committee Meeting
July 18, 2006 at 10:00 AM	Technical Committee Meeting
July 27, 2006 at 12:00 Noon	Advisory Committee Meeting
August 8, 2006 (4 to 8 p.m.)	2 nd Public Information Meeting

August 24, 2006

Advisory Committee Meeting

Design Report Submission Dates

July 18, 2006

Final Draft Design Report Submission

August 21, 2006

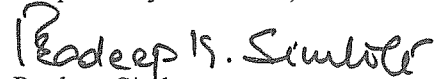
Final Design Report Submission to
Client group

August 24, 2006

Final Design Report Submission

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

DiDonato Associates

cc: Attendees
Donna Gonser
Paul Murphy
Walt Zmuda
Kim Mathews
Greg Leonard