

**MEETING MINUTES**  
**MAIN STREET MULTI-MODAL ACCESS AND REVITALIZATION PROJECT**  
**ADVISORY COMMITTEE MEETING NO. 10**

**DATE:** July 27, 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 all attendees. The main issues to be discussed include the status of the EA, materials for the August public information meeting, and the updated project estimate. John Bidell briefed the attendees about the upcoming Public Information Meeting #2 for the project and the EA status/policy direction. Keith Belanger provided the update on the meeting with Mr. Irwin Kessman of FTA. The following was discussed during the meeting:

**EA UPDATE**

- Keith Belanger stated that the consensus from the meeting with Mr. Kessman was to start construction on the project in 2007 at the north end, construction of the southern section in 2008 and the central section in year 2009.
- Keith Belanger stated that Mr. Kessman is aware of the changes taking place at the south end and that the alignment issue will not be a part of the revised EA. ERM will be revising the EA based on the FTA comments, including removal of the Theatre Station and shifting the limits south of Scott Street, and will be incorporating the changes over the next three weeks.
- Keith Belanger stated that Congressman Brian Higgins visited the FTA offices in New York City. The earliest a FONSI for the project is anticipated is January 2007. Keith Belanger stated that it was initially thought that the final design for the north end could start prior to obtaining the FONSI, in order to start the construction by 2007. However, John Bidell stated that Bob O'Connor of NYSDOT, in an email had stated that the FHWA would not allow Federal funds to be used for Final Design prior to obtaining the FONSI.
- Harold Matuszak stated that the FTA allows the preliminary design to proceed to 30% and since the preliminary design of the project is at 15%, will FHWA allow the design to proceed to 30% also. John Bidell stated that Bob O'Connor will discuss the design issue with FTA and FHWA next week. Debra Chernoff stated that NYS passed an appropriation bill of \$ 8 million for Cars Sharing Main Street, which was designated for the lower end of Main Street and questioned if those monies could be used for the final design.
- John Bidell stated that the station relocation at the south end and the alignment issues would not be addressed in the revised EA in order to keep the process moving. Chuck Rosenow stated that Bass Pro is driving the alignment issue.
- Harold Matuszak suggested that a cost estimate to provide Final Design services could be requested from the consultants.

**Recommended Action:**

The project funding issues need to be resolved prior to starting final design work.

### **3D Traffic Model Presentation**

The Center for Computational Research (CCR) at University of Buffalo represented by Adam Koniak, Adrian Levesque and Martins Innus presented the 3D Traffic Model for the project. Adam Koniak summarized the way the 3D model was prepared and the features that have been incorporated in the model. High detail features shown at the Chippewa Street intersection. The model shows some of the streetscape design elements for the 3 blocks being considered for the first phase. The rest of the sections do not contain the urban design for the project. The following were the items discussed:

- Bill Jones wanted to know if the station design shown in the model was based on the current design. Jeff Albert stated that the present model shows the latest station design.
- Mary Martino stated that it would be good to show some kind of an arm/barrier at the portal to prevent cars from following the train. Steve Fitzmaurice inquired if something has been designed for the portal barrier. John Bidell stated that a railroad gatearm can be shown at this time and can be clarified that this is a concept and not the final design.
- Neal Radice stated that the travel lane configuration in the 700-block should have been similar to what it was prior to the LRRRT era and wanted to know the reason for the median. Debra Chernoff stated that it is similar, however, traffic-calming features have to be in place for safety reasons, this being a residential area, with one lane in each direction.
- Steve Carmina stated that the left turn lane in the 700 blocks should be longer in order to accommodate left turn movements. John Bidell stated that the turn length as shown will likely suffice but will be revisited during the final design. Bill Jones stated that the median as shown in the model is too high. Kim Mathews stated that the current design of the median is lower than as shown and will be updated prior to the public information meeting.
- Mary Martino stated that more landscaping should be shown for the 3 blocks. John Bidell stated that the model would be updated to show the urban design. Keith Belanger and Steve Fitzmaurice thought that the median section shown in the model was too long. John Bidell stated that the median shown would be revised as per the urban design plans.
- Keith Belanger wanted to have a short clip (15 sec) of the model to distribute to the media. Adam Koniak stated that the CCR would provide the clip as requested.
- Sue Sweet requested that the before and after station conditions be displayed at the public meeting. Jeff Albert stated that the before and after station conditions will be a part of the displays at the public meeting.

### **Recommended Action:**

The 3D model will be updated based on the comments received during the meeting.

### **Draft of Public Display Material**

#### *Streetscape*

Kim Mathews presented the draft urban design/landscape concept plan for the 600 and 700 blocks and sketches of perspectives with views showing the 700 block, a view of the Theater District area and a view along the proposed station at Fountain Plaza. Kim Mathews stated that DiDonato Associates would prepare colored roll map of the various design concepts showing the parking and other features and the urban design displays would be in color when finished with the Main Street corridor backdrop. The following is a summary of the issues discussed:

- Kim stated that the trees are being selected from the City of Buffalo planting list. Bill Jones inquired if Buffalo Place is involved in the tree selection; Kim Mathews stated that Buffalo Place is and will be involved in the tree selection process.
- Bill Jones stated that the landscaping seems overpowering, and that there were too many trees. Kim Mathews stated that the trees shown are approximately 30 feet apart Neal Radice stated that the trees should not block the important architecture along Main Street. John DiDonato stated that during the first public meeting a majority of people wanted to see more trees. Steve Carmina supports the trees and stated that the tree species and spacing of the

trees could be changed at specific locations or plant trees in planters at such locations. Neal Radice agreed that the tree layout could be changed and trees with less height that would provide an open view could be planted in front of buildings with important architecture.

- Bill Jones stated that the tree plantings could interfere with the utilities. Kim Mathews stated that the designers would consider the utilities prior to selecting the final tree locations.
- John Bidell achieved a consensus that the landscaping design would be evaluated further in the final design but that the current design would be presented to the public for comment.

#### *Stations*

- Jeff Albert presented sketches for the stations to be presented at the public information meeting. The AC had approved this station layout previously. Station layout and selected sketches from the 3D model will be part of the displays including a Fountain Plaza Station rendering.
- Keith Belanger stated that the roofline seems to extend beyond the curb. Jeff Albert stated that the roofline shown is a rendering and would not extend beyond the curb.
- Neal Radice wanted to know about the station materials being considered. Jeff stated that the station design would include stainless steel frame, glass and translucent panels. John Bidell stated that this is a preliminary design issue and any changes can be further reviewed during the final design phase. Harold Matuszak suggested that the color of glass for stations be grayish instead of blue. Mary Martino suggested the newer version of the trains be displayed in the public meeting.
- The AC approved the displays to be used for the public information meeting. John Bidell stated that the public meeting is scheduled for August 8, 2006 between 4 PM and 8 PM. Steve Carmina suggested that some material samples for the stations could be made available during the public meeting.

#### **Recommended Action:**

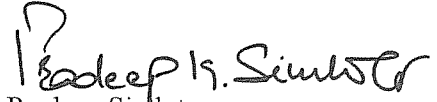
The displays presented will be finalized and shown to the public. A hand rendered drawing for the station will be presented in lieu of the 3D model snapshot. The public meeting date of August 8<sup>th</sup> will be maintained.

#### **Review updated Cost Estimate**

- Updated summaries of the estimate were distributed to attendees. Peter Ringo mentioned that the updated estimate includes the costs for relocating the catenary poles outside of the trackbed, reduced landscaping costs to offset the catenary costs, rehabilitation of the pavement instead of full reconstruction for the 700 block, bike lanes and updated parking pavements. The costs also include the brake lights for the LRV's. The overall total construction cost for the minimal trackbed work option is approximately \$51 million, with project costs in the \$61 million range.
- Debra Chernoff provided an update on the proposed bike lane along the 700 and 600-block and the connection to the proposed Pearl Street bike path via Chippewa Street. Gary Witulski provided a summary of the Enhancement Grant Application for the 600 and 700 blocks and the priority rating for the project as compared to other applications for the grant.

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,

A handwritten signature in black ink that reads "Pradeep S. Simlote". The signature is written in a cursive style with a large initial 'P'.

Pradeep Simlote  
DiDonato Associates

cc: Attendees  
Eric Schmarder  
Paul Murphy  
Tim Wanamaker  
Danielle Jacobs  
Bonnie Lockwood