

**BUFFALO NIAGARA MEDICAL CAMPUS PHASE III (ALLEN ST. EXTENSION)
PUBLIC INVOLVEMENT MEETING #2
OLMSTED CENTER FOR SIGHT, 1170 MAIN STREET, BUFFALO, NY
JULY 16, 2014 @ 6:00 PM**

ATTENDEES FROM THE DESIGN TEAM:

| | | |
|-------------------|-----------------------------------|---------------------------------|
| John Bidell | City of Buffalo-Design & Planning | jbidell@city-buffalo.com |
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| Kash Revalli | Bergmann Associates | krevalli@bergmannpc.com |
| Cynthia Smith | Halvorson Design Partnership | cynthia@halvorsondesign.com |
| Joe Ficociello | Halvorson Design Partnership | joe@halvorsondesign.com |
| Tanya Zwahlen | Highland Planning | tanya@highland-planning.com |
| Anna Liisa Keller | Highland Planning | annaliisa@highland-planning.com |

The following outline summarizes discussion during the July 16, 2014 meeting – 6:00 PM to 8:30 PM at the Olmsted Center for Sight.

PROCEEDINGS:

- Kelly Thompson began the PowerPoint presentation for the Stakeholders with the following key points regarding Phase A (BNMC from Washington Street to N. Oak Street):
 - Survey and mapping complete.
 - Pathway alternative considered and selected.
 - Programmatic elements incorporated.
 - ROW acquisition limits defined and incidental process underway.
- Cynthia Smith and Joe Ficociello, Halvorson Design Partnership, introduced urban design features that could be considered along the Allen Street corridor including:
 - Linking the intersections along Allen Street as “nodes & gateways”.
 - Creating a connection with the historic aspects of Allen Street and the surrounding areas, such as Olmsted-designed areas.



- Understanding the street area vocabulary including parking zone (possibly PED flexible), furnishing/snow storage zone, pedestrian zone and frontage zone.
- Considerations during the design for special events, seasonal variations and greenscapes (including healthy trees).
- Balancing City of Buffalo standard features and special features (benches, bike racks, planters, trash receptacles, art, street lighting, bollards, signage, etc.)
- Using examples from different cities that share similar design characteristics.
- Kelly Thompson then moved into an update of the progress on Phase B area (Allen Street from Main Street to Wadsworth Street):
 - The existing ROW is 62' with two-way travel lanes, parking lanes and 13' to 15' border widths (sidewalk zone plus furnishing/snow storage zone). The pavement and sidewalks are in poor condition overall and there are many encroachments into the public ROW along the corridor.
 - A parking inventory/demand study indicated current inventory of 120 parking spots along Allen Street. The demand for occupancy ranges from 11% to 100% based on time of day and the day of the week. This demand does not vary with the seasons.
 - Traffic calming techniques are being considered, to support the balanced environment, including bumpouts, speed tables, raised intersections and/or combinations of the three.
 - The four design alternatives presented to the public were:
 - Alternative A: two 8' parking lanes, two-way traffic with 11' shared-use (Sharrow) travel lanes and 12' pedestrian areas with the option of moveable bollards. This alternative still requires approval to retain 11' Sharrow lanes, which are a non-standard feature according to AASHTO.
 - Alternative B: 8' parking lane on one side of the roadway, two-way traffic with 12' shared-use (Sharrow) travel lanes and 15' pedestrian areas with the option of moveable bollards on the side with parking.
 - Alternative C: two 8' parking lanes, one-way traffic with an 11' travel lane (EB), two 4' dedicated bike lanes and 13.5' pedestrian areas with the option of moveable bollards.
 - Alternative D: two 8' parking lanes, one-way traffic with an 11' travel lane (EB), 8' cycle track with 2' buffer to the parking lane and 12.5' pedestrian areas with the option of moveable bollards.
 - The two curbing options presented to the public were a mountable granite curb and a concrete gutter style, which both can be implemented in any of the design alternatives.
 - Project schedule and identification of upcoming activities were shared.



BREAKOUT GROUPS:

Meeting attendees circulated into five small discussion groups. Group facilitators documented comments and answered questions pertaining to the alternative designs and urban design features. The following is a combined summary for all five groups. (An asterisk indicates if the comment was repeated multiple times).

Alternative A: two 8' parking lanes, two-way traffic with 11' shared-use (Sharrow) travel lanes and 12' pedestrian areas with the option of moveable bollards.

What we like:

- Incorporates a two-way street; which is the only logical solution *****
- Best alternative for local business owners
- Keep the stone vertical curb (mountable is a tripping hazard)
- Keep bollards – interactive street furniture
- Gutter or sloped curb preferred (perceive the whole street as a sidewalk – more accountable)
- Considering only having bollards for a few blocks rather than the entire length of Allen Street
- Keep the design simple (less bollards = less clutter)
- No curbs

What we don't like:

- No bicycle lane
- Bollards ***
- Maintenance of the bollards

Alternative B: 8' parking lane on one side of the roadway, two-way traffic with 12' shared-use (Sharrow) travel lanes and 15' pedestrian areas with the option of moveable bollards on the side with parking.

What we like:

- Wide lanes
- Sharrow (shared bicycle lane)
- Two-way street *****

What we don't like:

- No bicycle lane
- Wide lanes **
- Decreased parking *****
- Traffic operation issues with delivery trucks
- Sharrow (share bicycle lane)
- One-sided parking causes drivers to make U-turns



Alternative C: two 8' parking lanes, one-way traffic with an 11' travel lane (EB), two 4' dedicated bike lanes and 13.5' pedestrian areas with the option of moveable bollards.

What we like:

- More parking
- I like this *****
- Need pavement markings to differentiate parking spaces
- Like bicycle lanes ***
- This alternative creates more space for all users
- Bar traffic would leave via the thruway and not the residential streets
- Like one level plaza
- This is safe alternative for bicyclists

What we don't like:

- No one way traffic! *****
- We've done this before
- It will impact the residential streets **
- This will push BNMC away! ****
- Bicycle lanes are not good; bicyclists should follow the same rules of the road as cars
- Truck will take over bicycle lanes ****
- Two-way is better for business *****
- Cars will drive faster with wider lanes and one-way streets ***
- The one-way residential streets that lead into Allen St with a one-way will create circling traffic
- There is no need to increase the sidewalk space for pedestrians
- Bollard maintenance is a concern **
- One-way is so 1970's!



Alternative D: two 8' parking lanes, one-way traffic with an 11' travel lane (EB), 8' cycle track with 2' buffer to the parking lane and 12.5' pedestrian areas with the option of moveable bollards.

What we like:

- Protected bicycle lanes **
- Funnels bar traffic out of the neighborhood and quickly
- Bar traffic would no longer wake the residents at 4am
- Cycle track, where the bicycles are near each other opposed to being on separate sides of the street **
- This alternative seems like a better solution to snow removal
- There will be more parking
- There won't be any trouble for people from BNMC to get back to the campus during their break the traffic is pedestrian not vehicular
- Making the street design focused on vehicular traffic isn't forward thinking. Foot and bicycle movement should be the focus

What we don't like:

- Opposed to a one-way street alternative *****
- A one-way network of streets is confusing to navigate which is bad for a commercial corridor
- Allen Street is too narrow to try to implement all of these solutions
- Allen Street use to be a one-way and it did not work last time
- People leaving BNMC on their lunch break will not be able easily return in time due to the one-way
- Delivery trucks would create congestion **
- A one-way would be problematic for neighbors when their only option on leaving is to turn left
- One-way is bad for businesses, they would not survive ***
- Movable bollards are not practical. No one will maintain them. Keep the design simple. ***
- Bicycle lanes are not necessary; Allen Street is a connector street
- A two-way street design is good because it slows traffic
- Looking into implementing a shuttle service in the area

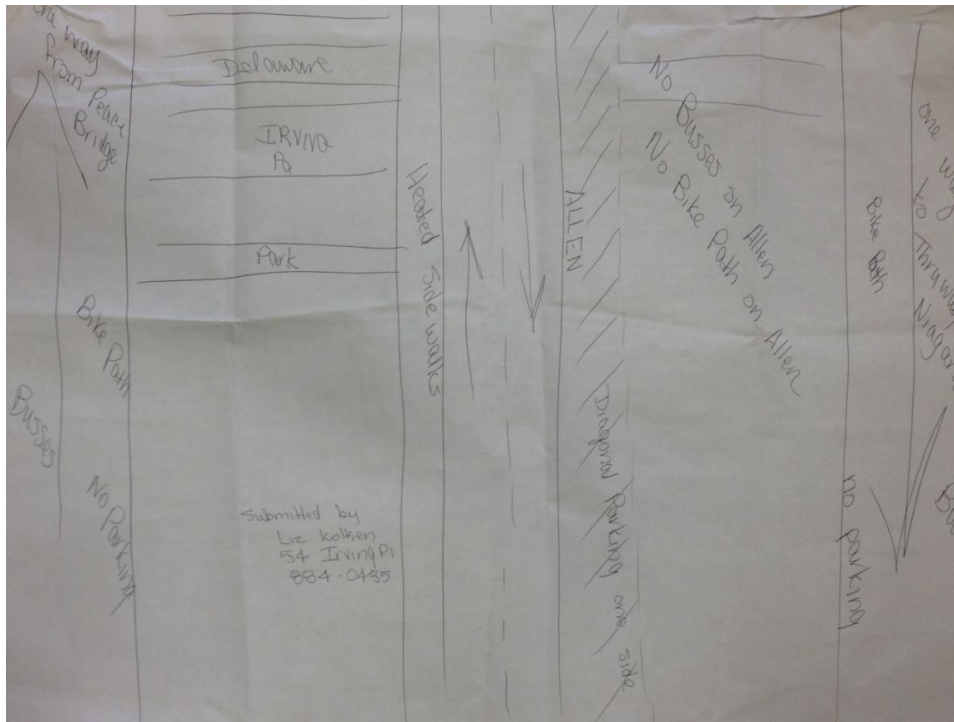


Urban Design

- Did you do pedestrian counts? There are not very many pedestrians, we do not need all the space proposed for pedestrian usage
- The plaza with trees and bricks in front of Day's Park is underutilized. There needs to be lighting at night for safety and cameras at Wadsworth
- Is it possible to install modular pavers on the street surface of Allen Street? I.e. Brick or concrete. It could be engineered to withstand vehicles and would enhance the historical district
- Who would be responsible for moving the bollards? They don't seem very practical and am skeptical of who will maintain them. In favor of the mountable curb option.
- Do not segregate uses. Everybody uses the same zone and calmer traffic will ensue
- Two-way lanes for the street is the best approach, especially for businesses **
- There should not be trees on Allen Street or clustered in groups
 - **Many people disagreed with this comment
- There should be lots of trees along the street **
 - Cluster for soil support; trees calm traffic
- The street art for the neighborhoods should be homegrown and place making
- Raised Intersections:
 - Plus: ADA . . . Minus: Bicyclists
- People should be allowed to cross anywhere across the Delaware intersection (not designated crosswalks)
- Crosswalks shouldn't be formalized. Turns are fast and unsafe; pedestrians need to reclaim the space. Crosswalks should be easy, flexible and have good circulation
- Day's Park is underutilized and would be a food venue for future concerts with a mini stage
- Murals should be beautiful and dense, they should keep and promote the "canvas zone"
- Sanctioned graffiti space where the art comes and goes
- There should be imprinted messages and secret surprises imprinted in the tile
- There needs to be a petition for cobblestone since not located in a cobblestone district
- Implement a creative art element with the bollards they should vary from one to the other. Allentown Association could host an art competition
- For materials: quarry stone mixed with green should be used
- The furnishings should be classic and timeless not modern and trendy
- The Commissioner of Day's Park does not like raised planting
- Use the standardized Olmsted light
- The movable furniture on the proposed alternative B is lighter, quicker, and cheaper
- The aesthetics of the street design and from the sidewalk level are very important. Design elements vertically to connect Allen Street within and create a picture window.
- Bioluminescence or glass pavers for sidewalks
- In favor of the overhead lighting
- Can the lights that currently exist on Allen Street be relocated to Wadsworth during construction?
- Design should link from Symphony as a cultural institution
- Wadsworth is the key to this corridor, what happened to the planning of this?



The drawing below was submitted by a meeting participant/neighborhood resident which represents their vision for Allen Street.



General Comments

- Consider implementing a transit solution during design
- How will bollards work with snow on sidewalks?
- Create residential parking
- Remove paid parking on Allen Street
- Relocate Route 7 on Metro Bus to North or Virginia to gain parking (current bus is too wide!)*
- Travel lanes should be as narrow as possible and pedestrian spaces as wide as possible
- Bicycles and cars should share lanes and travel at the same speed
- More details on Main Street intersection design
- Allen Street will need organizational oversight for bollards and landscaping. Use increased taxes from property values to put in a BID
- Standard curbs should be considered
- Prefer 2-way traffic with Sharrows and better lighting and tree landscaping near Main Street
- Wider sidewalks with more bike racks and trash receptacles
- Use bioluminescence to guide pedestrians on sidewalks and bike path such as Starpath
- Prefer 1-way traffic to create a more walkable friendly street with bike lanes on both sides (do not feel safe with Sharrows due to aggressive drivers) and more trees for shade, better air quality.
- Consider angled parking west of Delaware Avenue
- Allentown Association would like their logo incorporated (cut out on signs/imprinted) in design.



NEXT STEPS:

Bergmann Associates Team

- Take the input from the public meeting and revise/reduce design alternatives.
- Share information gathered from the public meeting on the project website.

UPCOMING MEETING SCHEDULE:

- Design charettes/public meetings – July to September 2014.
- Design Public Hearing in October 2014.

ATTACHMENTS:

- Public Meeting #2 Exit Poll Summary



Nolan Skipper, Bergmann Associates
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Memorandum

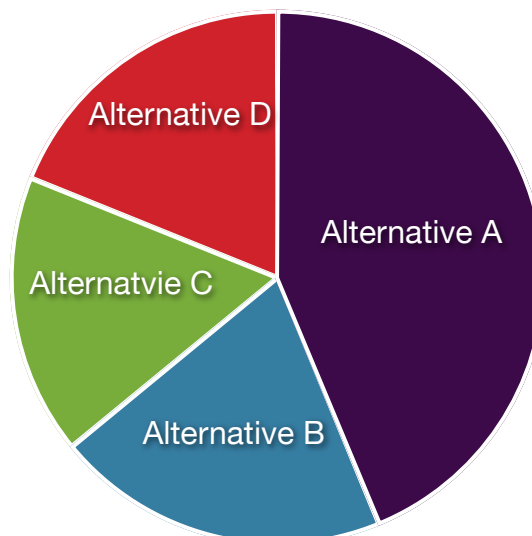
To: Nolan Skipper (Bergmann Associates)
From: Anna Liisa Keller (Highland Planning)
Date: July 21, 2014
Re: Allen Street Public Meeting #2 Exit Poll Summary

On July, 16th 2014 at the second public meeting for the Allen Street Extension project, thirty-one (31) meeting participants completed an exit poll after reviewing the four alternatives. The exit poll was intended to gauge which of the proposed alternatives is preferred.

Data from exist poll was weighed to create the figure below. Respondent's top choice was given 4 points, their second choice was given 3 points, etc.

| | |
|---------------------|----------|
| 1 (most preferred) | 4 points |
| 2 | 3 points |
| 3 | 2 points |
| 4 (least preferred) | 1 point |

The figure below shows that the highest ranking and most preferred alternative is Alternative A: Two-way traffic w/ shared use lanes and parking on both sides. Alternative B is the second preferred, Alternative D is the third preferred, and Alternative C is the least preferred.



Written comments from the question related to the proposed alternatives include:

- Alternative D is a horror, it didn't work 20 years ago and won't work today.
- Alternative A is more practical due to our winters. I prefer Alternative D but don't think anyone else will.
- Alternative A is the only choice!

Preferred Curbing/Gutter Type:

Fifteen (15) of the twenty-four (24) respondents to this question prefer the Mountable Granite Curb. Six (6) of the twenty-four (24) respondents chose neither (vertical curb without bollards) and 3 respondents prefer the concrete gutter.

Written comments to this question include:

- Flower baskets/planters. No movable bollards.
- Bollards will be a disaster in the winter. None of these options will work without heated sidewalks and better traffic control.
- A mountable granite curb with bollards adds incredible flexibility.
- A concrete gutter that drains into rain gardens.

