

MEETING MINUTES

MAIN STREET MULTI-MODAL ACCESS AND REVITALIZATION PROJECT ADVISORY COMMITTEE MEETING NO. 7

DATE: April 5, 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 agenda was to review the overall layout concept for the project, to evaluate the impact on traffic due to the elimination of right turn slots on Main Street, and to establish criteria for the length of the bridge plate.

Prior to the agenda discussion John Bidell stated that the NFTA would like to discuss the Traffic Safety Issue Memorandum (Safety Issue) that was sent to City of Buffalo by NFTA. Ben Antonio on behalf of Walt Zmuda presented the concerns of the Safety Audit regarding Cars on Main Street project. The safety audit, conducted every three years, requires that a peer review be established for review and feedback of transportation facilities such as the LRRT system in Buffalo. The following was discussed as part of the safety audit issue:

- Ben Antonio stated that as part of the safety audit conducted by the American Public Transit Association (APTA) recommended that NFTA should identify the potential hazards associated with Cars on Main Street and establish design reviews related to the safety concerns, and to mitigate any safety concerns that are identified. NFTA suggested that the City of Buffalo should conduct a peer review of the project.
- Mike Schmand inquired if APTA was a federally sanctioned authority. Ben Antonio stated that APTA is not an oversight committee and that NFTA is a member of the Association.
- John Bidell stated that from the City of Buffalo point of view, the issues brought up by APTA are not being dismissed by the City but at this point the City considers these are operational issues to be discussed between the City of Buffalo, Buffalo Place and the NFTA.
- Ben Antonio stated that NFTA will set up the peer review and will invite people from the AC. John Bidell stated that at this time any issues that are to be discussed would be discussed with the Advisory Committee. Bill Jones stated that it was not in the interest of the project to bring any outside agency to advice the AC. Ben Antonio stated that NFTA would bear the expense for a peer review.

ADVISORY COMMITTEE RESOLUTION:

The overall consensus was to let City of Buffalo respond to the peer review concerns.

Following is a summary of agenda issues discussed:

Right Turn Lane Pockets

Peter Ringo presented the recommendations made by URS based on the Traffic Model Analysis. Peter Ringo also summarized the impacts of the removal of the right turn lane on the vehicular and train traffic. The recommendations are summarized as follows:

- Peter Ringo stated that based on the analysis, the impact of removal of right turn lane pockets on train and vehicular traffic would be minimal. Peter Ringo also stated that the southbound Church Street Station location should be moved further north in order to provide enough room for vehicles to make right turn and get out of the way of the train.
- John Bidell stated that the technical group recommends that truck traffic on Main Street be limited to 3 tons with local deliveries coordinated with Buffalo Place. Steve Carmina suggested that there should be designated loading zones along Main Street in order to minimize congestion. John Bidell stated that the City would control and enforce the designated loading zones.
- Steve Carmina stated that there should be a time for larger delivery truck to make deliveries to stores that do not have other access other than Main Street. John Bidell stated that this would be worked out at a later date.

ADVISORY COMMITTEE RESOLUTION:

Advisory Committee agreed that the right-turn lanes on Main Street could be eliminated and proposed a 3 ton limit for truck traffic on Main Street.

Bridge Plate Length Criteria

Peter Ringo stated that the NFTA has conveyed that an 8-foot long platform bridge plate would be sufficient for a safe wheelchair access and also for the train operators to stop and line up the train door with the face of the platform. Peter Ringo stated that the 8 foot plate would be beneficial in designing the platform for other amenities such as benches etc. Pete Ringo briefly described the concept of the bridge plate and how the plate would work.

ADVISORY COMMITTEE RESOLUTION:

The AC agreed that the length of the platform bridge plate be 8 feet.

Overall Project Layout – Tech. Group’s Vision (End to End)

Kim Mathews presented the overall layout design of the Main Street corridor.

- Kim Mathews stated that the overall layout was based on the initial distribution of districts and based on the unique conditions of each of the districts. The urban design is now being focused to agree/finalize the location of the stations, loading zones and curb for detailed design.
- Kim Mathews presented the overall layout concepts for particular zones of the street. The typology concept is divided into zones such as station zones, parking zones, intersection zones, planting zones, and unique /special condition zones. The area underneath the HSBC building and the portal area fall under the special conditions. Kim Mathews described each zone and its features.
- Kim Mathews presented the urban design concepts from the portal area to the southern part of the project and described the features block by block to the southern limits of the project. Kim Mathews presented the concepts for landscape and urban design.
- Kim Mathews stated that the location of the proposed stations is basically the same with the exception of Theater District Station that will be combined with Fountain Plaza Station.
- Kim Mathews presented the design concept for the 700 block of Main Street with parallel parking, 14-foot travel lanes and the planted median with break, and the location of loading zones. Bill Jones stated that a crosswalk/break should be provided at the raised median for people to use and both walk all the way to get to the other side of the 700 block of Main Street. John Bidell stated that mid-block crossings present a safety issue.
- Kim Mathews presented the two-car scenario at the portal entrance, and stated that a gate would be installed at the portal to prevent the vehicles from entering the portal. Greg

Leonard presented the scheme for Theater District Station with some additional parking as proposed during the technical group meeting. Kim Mathews presented the combined Theater District/Fountain Plaza station location scheme along with Lafayette Square station and Church Street station. She also described the open concept for Fountain Plaza/Roosevelt Plaza.

- Kim Mathews presented the concept for parking in the fourth train car zone in order to maximize parking. A mountable curb would be provided to access the area with either bollards or some planting area between the sidewalk and the parking. She stated that at this time no parking has been shown under the HSBC building due to safety issues. The Auditorium station at this time is located at the same place as it is today.
- Chuck Rosenow stated that a meeting was scheduled for Friday to resolve some issues related to Auditorium and the southern block of the project. He also stated that the Donovan building would be demolished as part of the project, there is a plan for a Market Place across from the Webster Block, and a parking/retail area in the Webster Block. He stated that additional information would be provided to AC after the Friday meeting. Keith Belanger stated that work in the southern block should be coordinated so that there are no different designs.
- Steve Fitzmaurice stated that he would provide the feedback from HSBC and other clients regarding traffic under HSBC building.
- Keith Belanger inquired if moving of the stations would incur additional costs due to the relocation of the utilities and other station related items. Bill Jones inquired if moving the stations would benefit much. Kim Mathews stated that moving the stations a little would provide for more parking and a better and open urban/landscape design.
- John Bidell stated that the green panel will be moved as part of the project, however the design team is doing a detailed utility impact study. Steve Carmina was of the opinion that the project should be done right since we have the opportunity to do so and provide as much green area as possible, since some area's at vault locations would be hard to landscape.
- Sheila Lopez inquired if there would be any impact on the farmers market. Debra Chernoff stated that the farmers market would function as it does now. Sheila Lopez also stated that she would like to see more parking at Fountain plaza rather than at Theater District. Paul Murphy inquired how big the loading zones would be at Theater District and at the Hyatt Hotel. Kim Mathews stated that there would be approximately 100 feet of loading zone. Steve Carmina stated that buses usually use the Pearl Street side for loading and unloading at Shea's. John Bidell stated that Main Street would basically be designed for cars with restrictions on heavier vehicles.
- Donna Gonser inquired about the area being proposed to have bollards. Kim Mathews stated that it is a so call dual zone- the fourth train car/mountable curb area. Keith Belanger stated that it is critical for the design team to know if the fourth car zone should be a dual zone with mountable curb and parking or just like the continuation of the station zone. Steve Fitzmaurice stated that there is enough parking and let the fourth car be area with planting. It was a general consensus that the fourth car zone should not have mountable curb and should be an area with landscape.
- Bill Jones and Sheila Lopez inquired about the median at the 700 block and the necessity to have a big median with plantings. Kim Mathews stated that the median serves as a gateway to Main Street. Steve Carmina stated that the median would prepare the motorist to deal with the portal area and also serve as the gateway to Main Street. Kim Mathews suggest that more design could be presented for the median in the 700-block area.
- Kerith Belanger stated that the AC will discuss this with the 700-block residents to resolve the median and other issues.

ADVISORY COMMITTEE RESOLUTION:

- The AC wanted to maximize parking in the Fountain Plaza area.
- Parking and loading issues in the Theater District area should be revisited.
- The AC resolved that the mountable curb area should not be considered any further and the fourth car area should be treated as an area with landscape and planting.
- The AC wanted to see more details of the median at the 700-block.

General Issues

- Donna Gonsler stated that the Downtown Forum for the project could be held. It was decided that the forum option be deferred to a later date.
- Keith Belanger inquired as to who would be responsible for responding to the questions regarding the elimination of Theater District Station. John Bidell stated that the Office of the Mayor/Commissioner of DPW would do that.

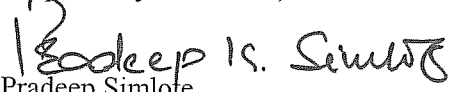
Upcoming Meeting

- The next Advisory Committee Meeting will be held on Wednesday April 5th at 12:00 Noon at Buffalo Place.

May 10, 2006 at 12:00 Noon	Advisory Committee Meeting
June 13, 2006 at 2:00 PM	Technical Group Meeting
June 14, 2006 at 12:00 Noon	Advisory Committee Meeting\
Late June	2 nd Public Information Meeting
June 5, 2006	Draft Design Report Submission
July 21, 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 Simlofe
DiDonato Associates

cc: Attendees