

**ADVISORY COMMITTEE MEETING MINUTES
MAIN STREET MULTI-MODAL AND REVITALIZATION PROJECT**

DATE: October 12, 2005

TIME: 12:00 Noon

LOCATION: Buffalo Place Conference Room

ATTENDEES: See attached sign-in sheet

ATTACHMENTS: Attendees Sign In Sheet

INTRODUCTION

Mr. Keith Belanger, Advisory Committee Chairman, introduced himself and explained the role of the Committee for the project. He briefly summarized how the project was developed to bring back cars to Main Street. All personnel attending this meeting gave a brief introduction of themselves.

John Bidell will be the Project Manager on behalf of the City of Buffalo and Peter Ringo, DiDonato Associates, will be managing the project on behalf of the design consultants.

PROJECT SCOPE

Peter Ringo made a brief project presentation explaining the project scope, needs, objectives, key personnel and schedule. A summary of scope items presented are as follows:

The design team's scope is to perform preliminary design for the preferred alternative identified under the Environmental Assessment process which is the shared track bed alternative. The design will review options within this alternative but will not reevaluate the other alternatives considered under the EA. The key design elements presented include:

Traffic – Signalization, Forecasting, Modeling, Turning Movements, LRRT Headways, Pre-emption, Monitoring, Speed Limit, Signalization

Track Bed – Major Rehabilitation, Vehicular Traffic, Flange Filler, Crossover, Rail Fixation, Catenary Poles

Safety/Security – Safe Feeling, Lighting, Visibility, Monitoring

Parking – Maximize Available Short-term Parking

Stations – Condition, Aesthetics, Locations, Boarding Length, Maintenance, Weather Protection, Platform/Train Interface, ADA Access, Control Panels, Monitoring

Streetscape – Develop right look for Buffalo, Amenities, Landscaping, Sidewalks, Accessibility

Roadway – Lane Widths, configuration at intersections, curb height, cross walks, ADA compliance

Bicycles – Shared lane, Routing

Phasing – Starting Point, Traffic, Work Hours, Train Headways

DICSUSSIONS

The following is a summary of key issues and concerns discussed:

- Bill Jones brought up issues about station locations, design and overall maintenance. Jeff Albert briefly presented the design considerations and the idea of making the stations ‘transparent’. The location of the stations will be selected based on the usage of the station and may require combining existing stations at a new location where practical. Maintenance responsibility along the project corridor needs to be determined. Currently, Buffalo Place and the NFTA have the primary responsibility of maintenance along the track bed and sidewalk areas.
- Wind along Main Street is a concern. Debra Chernoff stated that the wind calming features along Main Street should not be completely eliminated.
- Sheila Lopez expressed concerns for the neighborhood residents regarding the provision of benches, trees and adequate width of the sidewalk along Main Street. The resulting sidewalk width proposed is generally 25 ft. or more, which is thought to be adequate by many of the committee members.
- The project does not currently consider moving the Catenary poles out of the track bed. Poles may be relocated at intersections as needed where traffic conflicts occur.
- Mr. Steve Fitzmaurice expressed concerns about vehicular traffic under the HSBC building. He stated that the train and pedestrian movement was fine, but there were concerns regarding the movement of cars under the building. He stated that barriers should be erected along Seneca and Exchange Street to prevent cars from entering Main Street and traveling under the building.
- The provision of parking along Main Street will be maximized, but will depend on the location of the stations.
- The issue of reopening of Mohawk Street to vehicular traffic was raised. It was felt that there will be a long stretch before vehicles could turn off from Main Street. The design team was asked to look into the feasibility of reopening of Mohawk Street.
- The residents along Main Street are concerned about the nighttime construction along Main Street. The design team will look into construction sequencing during daytime. Consideration should be given to shutting down the rail along the surface portion during construction and providing shuttle service.

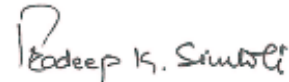
- Erie St. to Cathedral Park section is not likely to be built at this point, therefore not impacting this project.
- Walt Zmuda suggested that the Design Team present a list of discussion items to the Advisory Committee. Similarly, the Advisory Committee will provide a list issues that they would like the Design Team to consider.
- The meeting minutes will be distributed by DiDonato Associates.

NEXT MEETING

A meeting will be held in two weeks with advisory committee members only. The next meeting to be held with the client/consultant group meeting will be in four weeks. Actual dates and times will be confirmed.

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 K. Simlote, M.S.
DiDonato Associates

cc: Attendees
Advisory Committee Members