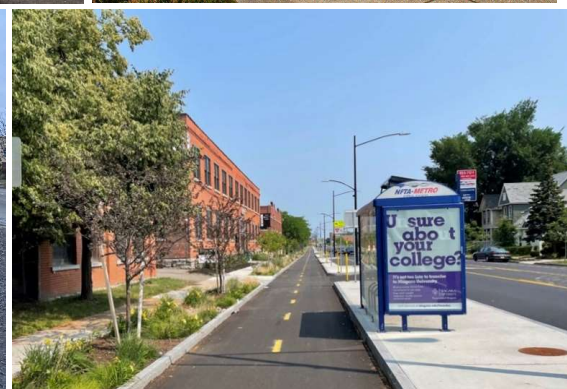
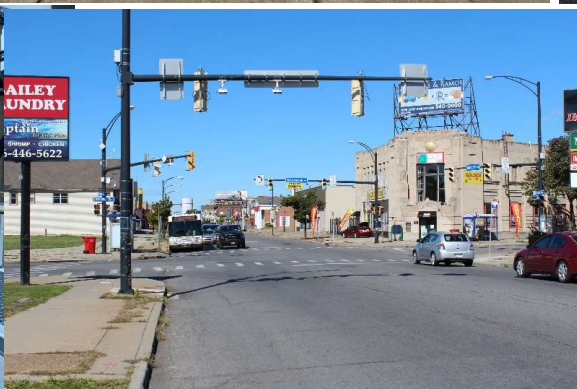


Air and Waste Management Association
Niagara Frontier Section
Buffalo Association of Professional Geologists &
The Erie Institute of Law



Regional Projects Update





Greater Buffalo Niagara Regional Transportation Council

MPO History

- Metropolitan Planning Organization
- Created in Federal Law during the 1960s
- Bring Local Governments to the table of transportation decision making

Greater Buffalo Niagara Regional Transportation Council (GBNRTC)

**A Cooperative Association of Area Governments and
Agencies**



GBNRTC

Metropolitan Planning Organization



- THE GBNRTC is the Metropolitan Planning Organization for all of Erie and Niagara Counties in the State of New York.
- Focus on Transportation Investments to Leverage Regional Transformation
- Major Planning Products
 - Long Range Transportation Plan (LRTP)
 - Unified Planning Work Program (UPWP)
 - Transportation Improvement Program (TIP)

Partners in the Process



Transportation/Land Use struggle

Douglas Development faces harsh criticism over proposed expansion of Elmwood-Bidwell project

Jonathan D. Epstein Jan 10, 2023 Updated Jan 11, 2023 32

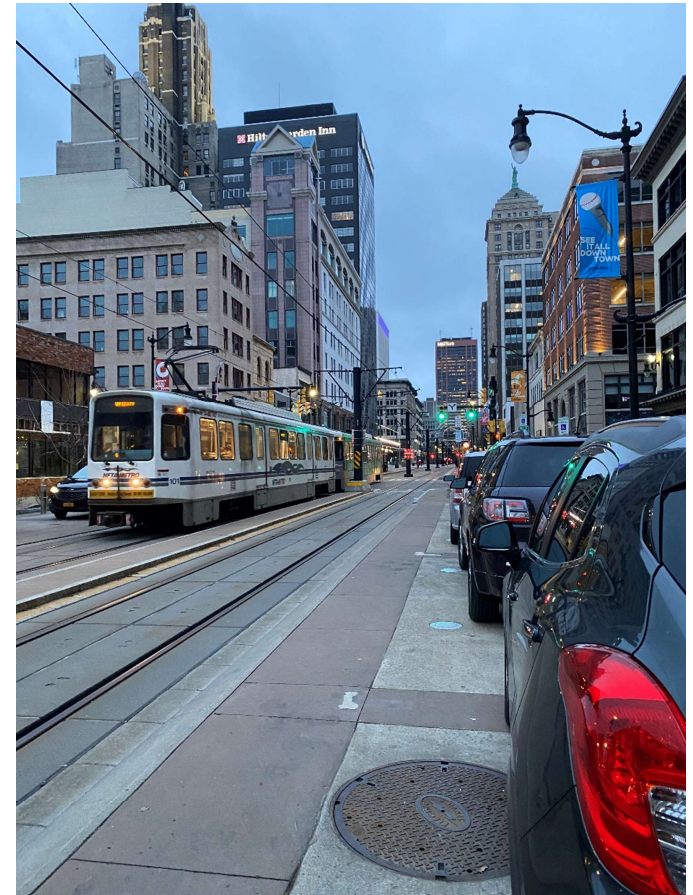
However, Millstein said the developer is also counting on most of the new tenants not having cars or not driving that often, saying that Buffalo's driving culture needs to change, and that younger tenants – especially those coming from out of town – don't want to drive as much. "We're going in a different direction," he said. "You may think that may not work, but we think it will, and we'll take that chance."

He said the firm has done many such projects, especially in other cities. And he noted that the city's Green Code deliberately seeks to encourage alternative transportation and walkability by removing parking requirements for projects. "The hope is that we have 50 people that rent here that don't have cars and don't need them," Millstein said, to laughter. "Buffalo is a car city. I get that. But Buffalo has to progress."

But that was met with ridicule by many in the crowd. "So you expect a bunch of people to pay \$1,800 to \$2,000 to not have cars and drive?" said one man.

Success Stories – Cars Sharing Main St

- Most 'complete' of Complete Streets
- Successful for economic development
- Work to continue
 - \$20M NFTA
 - \$55M City of Buffalo

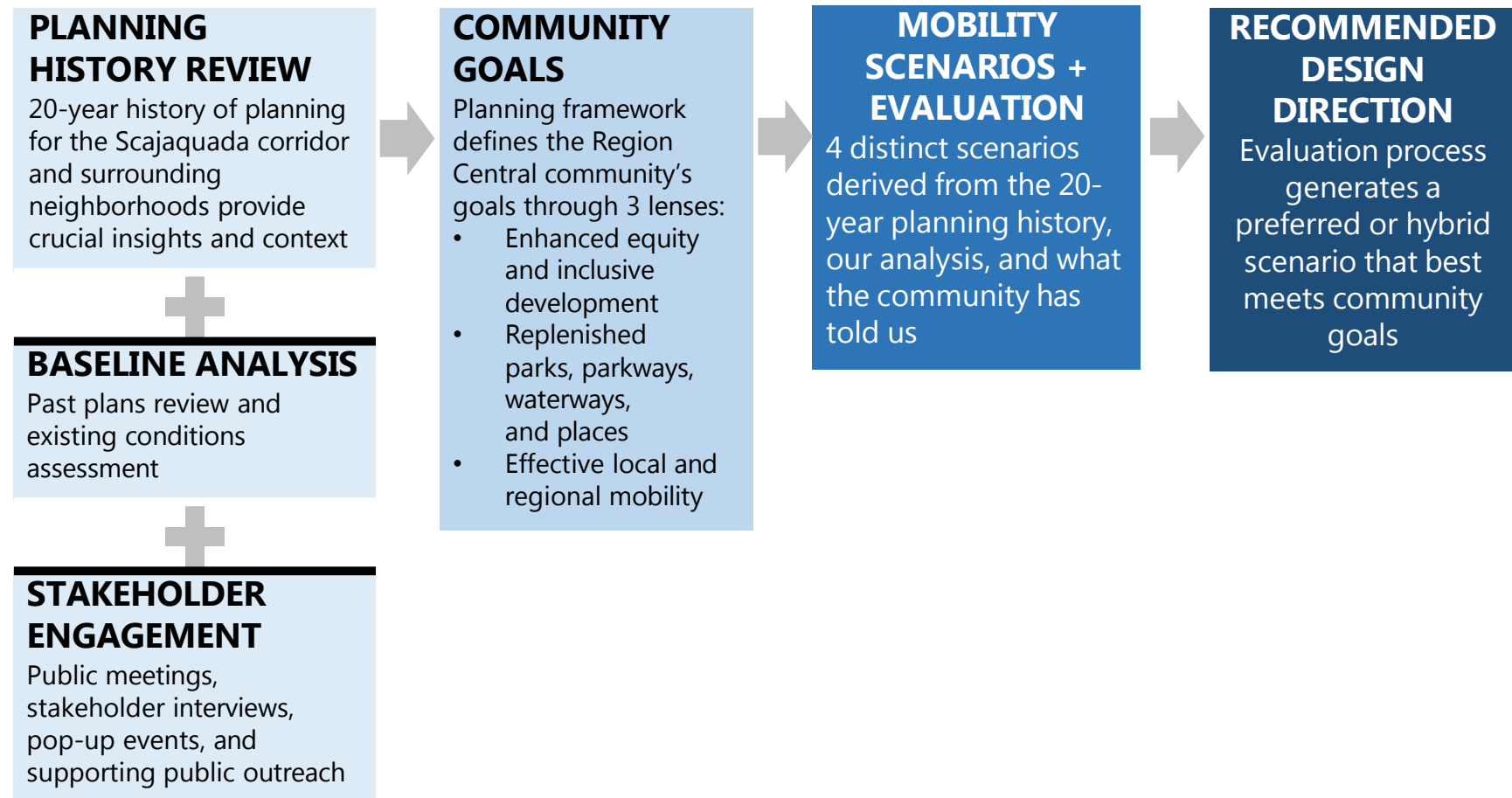


Success Stories – Hamburg Roundabouts

- Started with local advocacy
- Traffic calming drove economic development
- Hamburg is still accessible by car AND more accessible for walking and biking
 - Visitors are accommodated
 - Locals are accommodated
 - Both aren't competing for parking (lowest form of land use)



Success Story in Development: Region Central





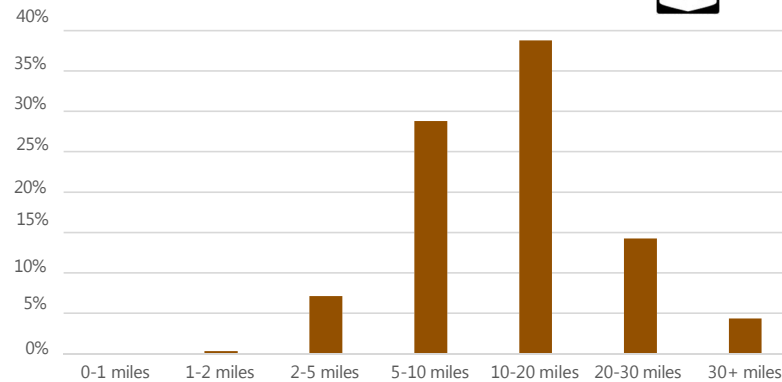
For trips on the Expressway, most of the trip (71% of the miles) occurs on roads other than the Expressway.

Changes to the Expressway may have a smaller effect on an overall trip, because the Expressway is generally a small part of a longer journey.

Streetlight Data Parameters:

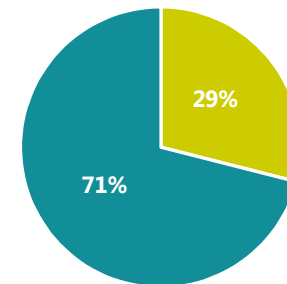
- Average vehicle trips
- Daily trips
- Average day (including weekdays and weekends)
- Average day based on May 2019

Expressway Driving Trip Length



How much of the trip occurs on the Expressway?

- Trip Length on Expressway
- Trip Length Before/After the Expressway

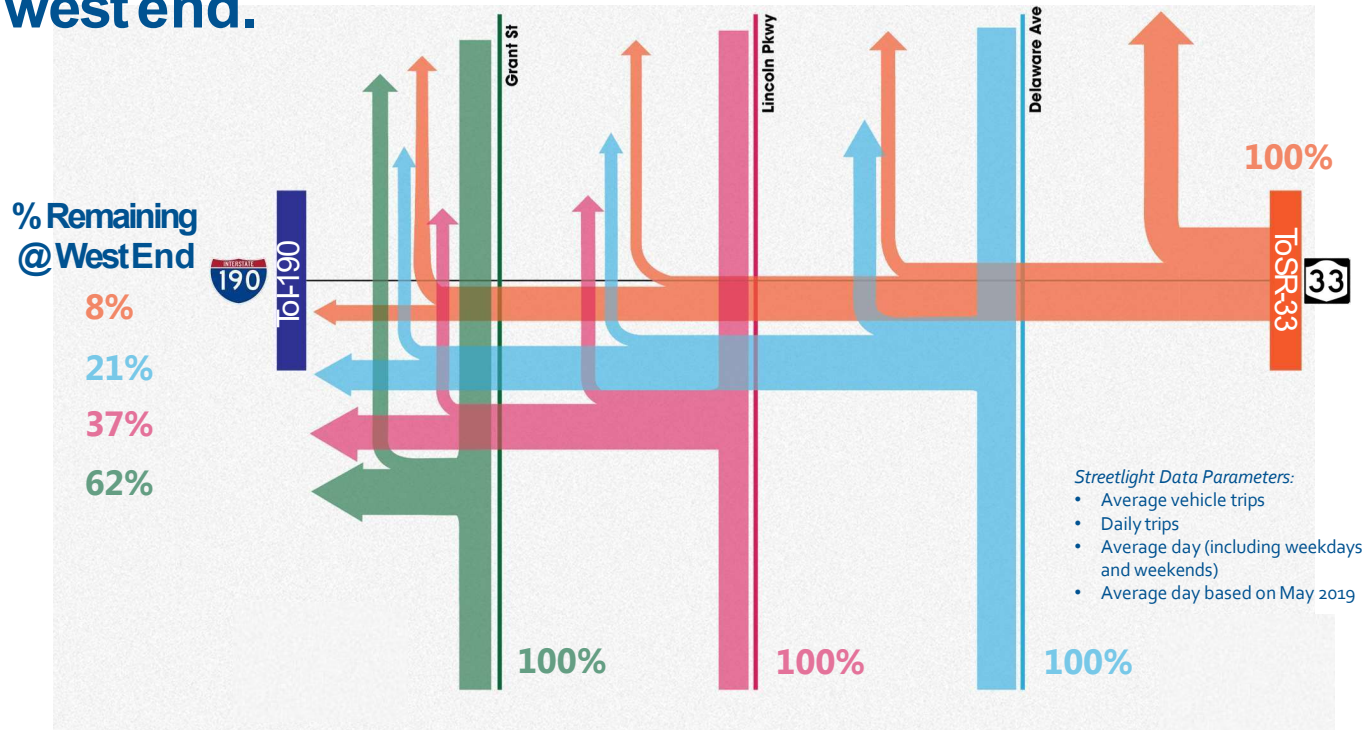




Only 8% of vehicles at the east end of the Expressway travel all the way to the west end.

Westbound

The Expressway primarily functions as a long on/off ramp for the 33 and I-190.

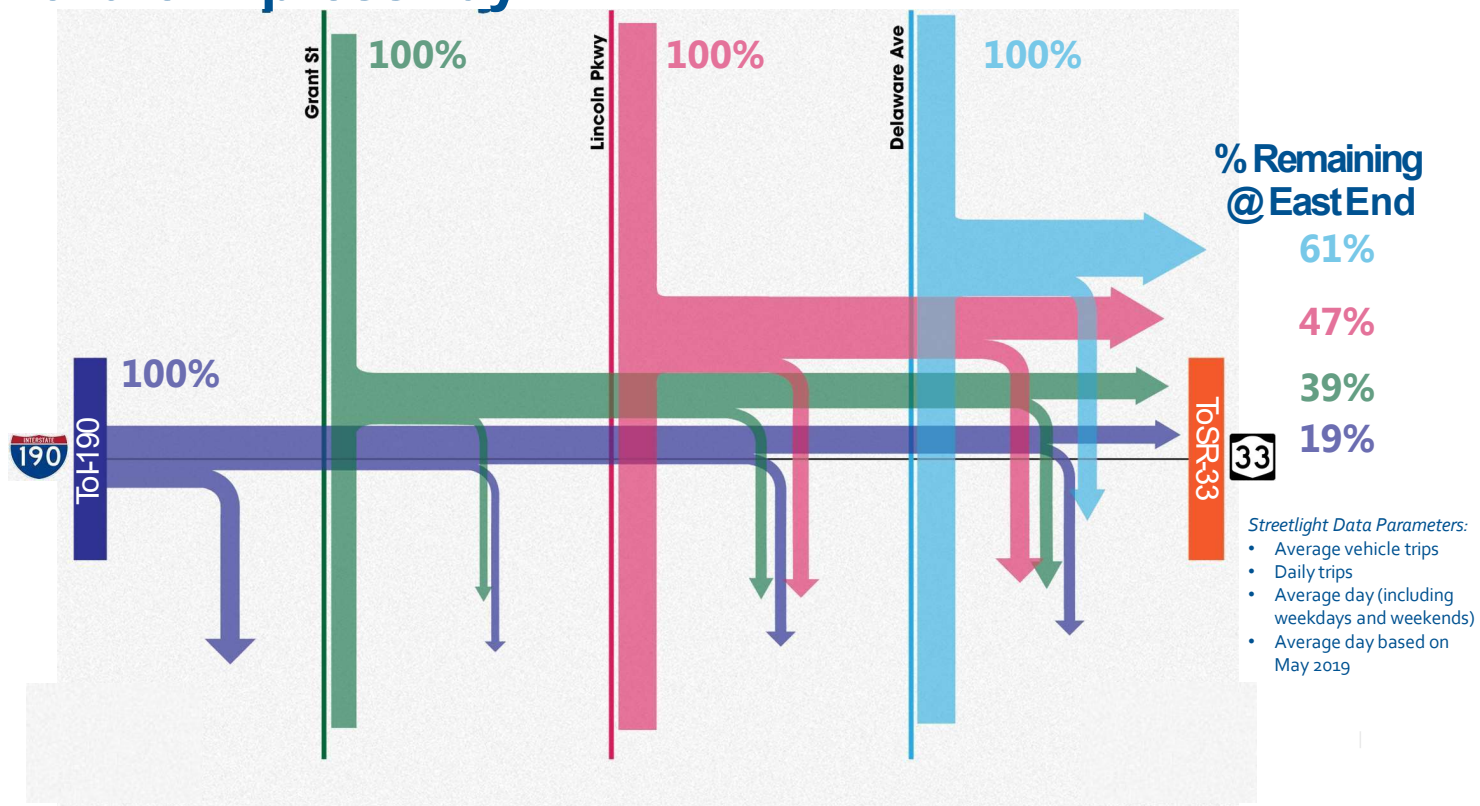




Only 19% of eastbound travelers drive the full length of the Expressway.

Eastbound

The Expressway primarily functions as a long on/off ramp for the 33 and I-190.



The Region Central Process

Where Does This Process Go Next

- Assemble full **report** and documentation
- Prepare more **detailed traffic analysis** to support the environmental review process

More info: www.gbnrtc.org/regioncentral

Success Story in Development: NY Route 33, Kensington Expressway Project

- NYSDOT moving to EIS
- Scoping document completed Dec 2022
- Multiple alternatives analyzed

More info:

kensingtonexpressway.dot.ny.gov



Photo 1 Center of Humboldt Parkway (bridle path) at Girard Place (1935)
Source: Buffalo History Museum

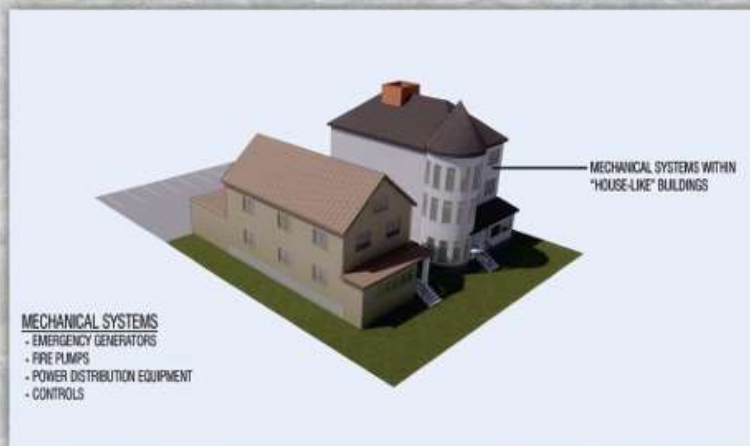


LEGEND:
 ● REPLACEMENT BRIDGES
 ● NEW BRIDGE CONNECTIONS
 ■ VENTILATION STRUCTURE
 — SEE RELATED SECTION RENDERING

NYS Route 33, Kensington Expressway Project
 Project Concept 6 - Kensington Reconstruction with a 6-Lane Tunnel for
 Improved Community Connections, including a Tree-Lined Parkway Setting

Project Concepts

Ventilation Option 1



Single (60' by 60') Utility Building Complex

MECHANICAL SYSTEMS
 - EMERGENCY GENERATORS
 - FIRE PUMPS
 - POWER DISTRIBUTION EQUIPMENT
 - CONTROLS

MECHANICAL SYSTEMS WITHIN
 "HOUSE-LIKE" BUILDINGS



Air Ventilation Structures
 5 locations
 located between
 Eastbound and
 Westbound tunnels
 spaced at approx. 600'



Air Intake Grating
 14 locations (20' by 5')
 spaced @ 500',
 both sides of
 Humboldt Pkwy



Department of
 Transportation

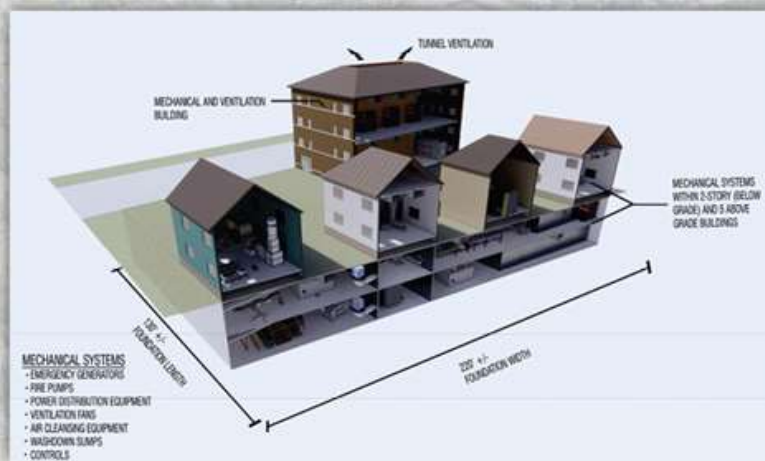
❖ Renderings are conceptual only; building types, architecture and site elements would be further refined as the design progresses.



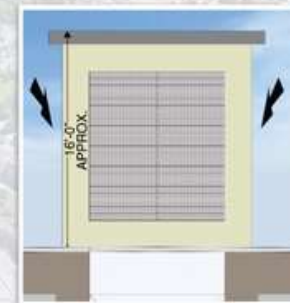
Figure 5-8A
 Tunnel Ventilation Option 1
 (Concepts 5, 6 and 7)

Project Concepts

Ventilation Option 2A



Single (130' by 220') Utility Building Complex



Air Ventilation Structures
5 locations located between
Eastbound and Westbound tunnels
Spaced at approx. 600'



Department of
Transportation

❖ Renderings are conceptual only; building types, architecture and site elements would be further refined as the design progresses.

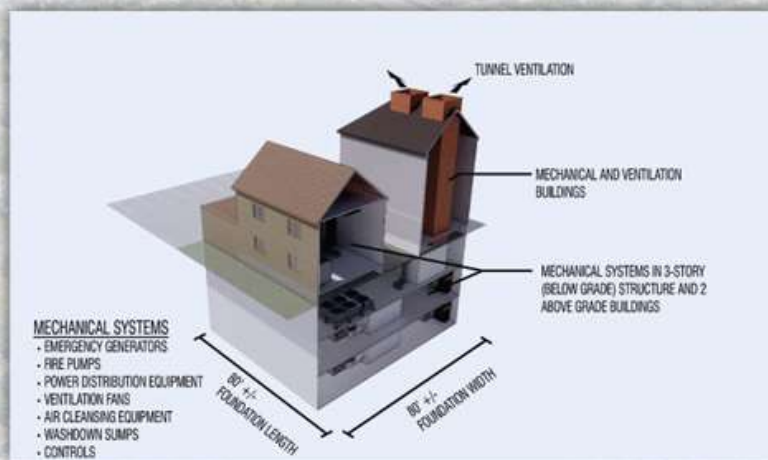


U.S. Department of Transportation
Federal Highway
Administration

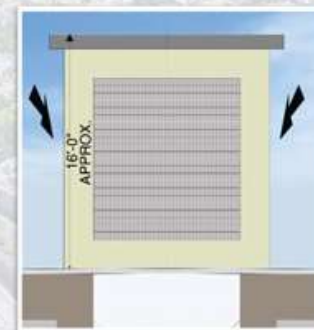
Figure 5-8B
Tunnel Ventilation Option 2A
(Concepts 5, 6 and 7)

Project Concepts

Ventilation Option 2B



Four (80' by 80') Utility Building Complexes
(one complex shown above)



Air Ventilation Structures
5 locations located between
Eastbound and Westbound tunnels
Spaced at approx. 600'



Department of
Transportation

❖ Renderings are conceptual only; building types, architecture and site elements would be further refined as the design progresses.



U.S. Department of Transportation
Federal Highway
Administration

Figure 5-8C
Tunnel Ventilation Option 2B
(Concepts 5, 6 and 7)

Developing Success Story: Smart Signals

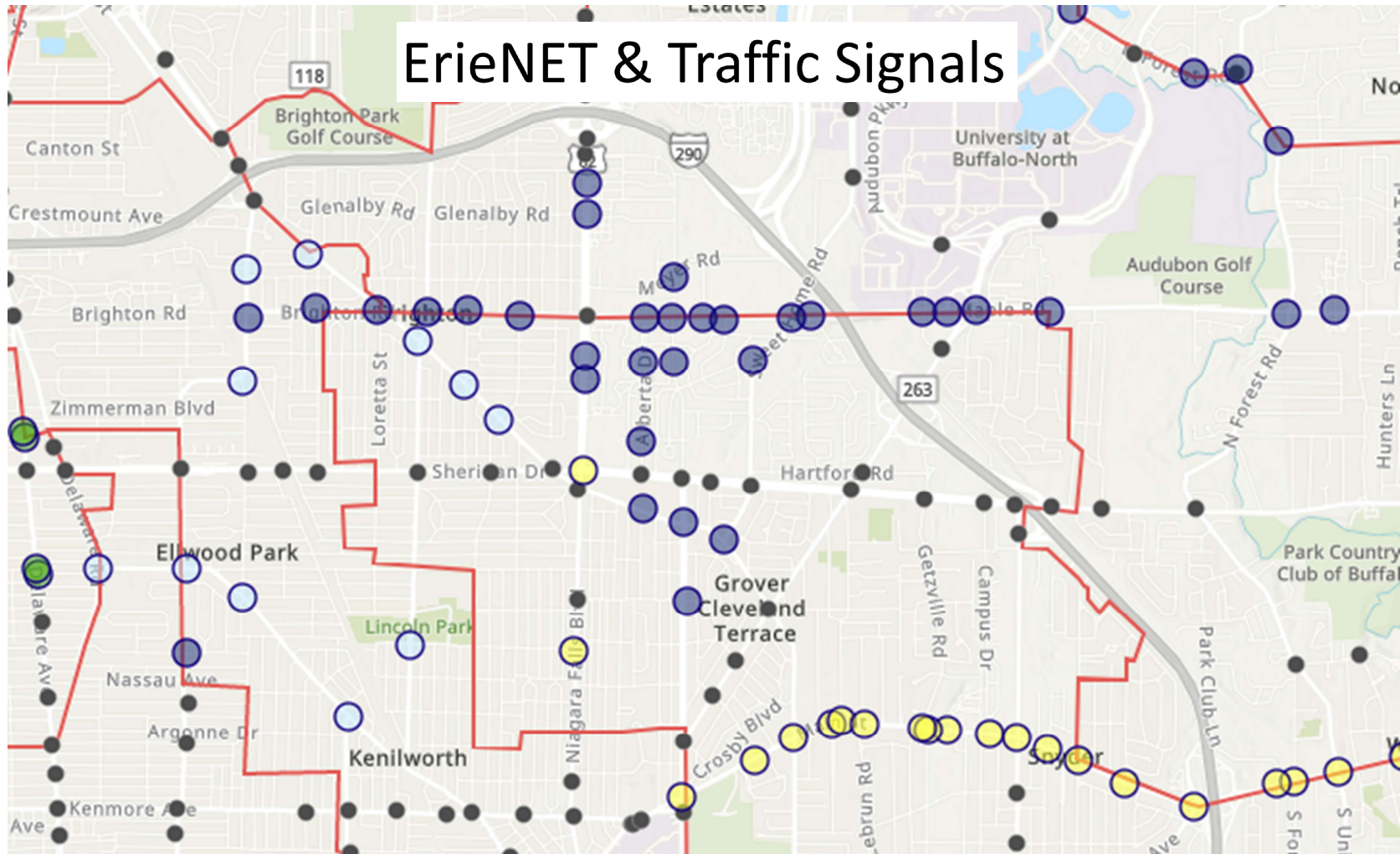
- Over 1400 traffic signals in Erie County operated by 25 different agencies

Stuck at red: Buffalo's unsynced signals

2 On Your Side travels to Pittsburgh to see what Buffalo can learn from a city that's investing in new technology to improve citizens' commutes.



ErieNET & Traffic Signals



Conclusion

- Patience!
- Thoughtfulness

Thank you!