Public Information Meeting

NYS Route 198
The Scajaquada Corridor

Wednesday September 16, 2015
Agenda

• Welcome
• Project History
• Update on Project Alternatives
• Panel Discussion & Questions
• Closing
Project History
The Scajaquada Corridor
Past Studies

- Study by City of Buffalo
- Published in 2005
- Suggested 4 alternatives
  - Median
  - 4 lane vs. 2 lane
  - 45 vs. 30 mph speed limit
  - Signals vs. roundabouts
NYSDOT Study

- NYSDOT Lead Agency
- Environmental Impact Statement (EIS)
  - Describes the effects of proposed activities on the natural, physical, and social environment
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 31, 2007</td>
<td>Stakeholder Group Meeting #1</td>
</tr>
<tr>
<td>September 13, 2007</td>
<td>Stakeholder Group Meeting #2 - Project Corridor Tour</td>
</tr>
<tr>
<td>November 28, 2007</td>
<td>National Environmental Policy Act (NEPA) Scoping Meeting</td>
</tr>
<tr>
<td>December 10, 2007</td>
<td>NEPA Scoping Meeting - Business Briefing</td>
</tr>
<tr>
<td>April 23, 2008</td>
<td>Stakeholder Group Meeting #3</td>
</tr>
<tr>
<td>April 29, 2009</td>
<td>Stakeholder Group Meeting #4</td>
</tr>
<tr>
<td>July 9, 2009</td>
<td>Buffalo State College Campus Plan Update</td>
</tr>
<tr>
<td>September 16, 2009</td>
<td>Public Interactive Design Workshop #1 – I-190 to Grant Street</td>
</tr>
<tr>
<td>November 4, 2009</td>
<td>Public Interactive Design Workshop #2 - Parkside to NYS Route 33</td>
</tr>
<tr>
<td>April 29, 2010</td>
<td>Public Interactive Design Workshop #3 - Elmwood &amp; Delaware Park</td>
</tr>
<tr>
<td>April 28, 2011</td>
<td>Stakeholder Group Meeting #5</td>
</tr>
<tr>
<td>May 26, 2011</td>
<td>Buffalo Olmsted Parks Conservancy Board Briefing</td>
</tr>
<tr>
<td>February 15, 2012</td>
<td>Stakeholder Group Meeting #6</td>
</tr>
<tr>
<td>March 16, 2012</td>
<td>Complete Streets Coalition &amp; Bike/Ped Advocacy Group Meeting</td>
</tr>
<tr>
<td>March 26, 2012</td>
<td>Buffalo Olmsted Parks Conservancy Board Meeting</td>
</tr>
<tr>
<td>March 21, 2013</td>
<td>Stakeholder Group Meeting #7</td>
</tr>
<tr>
<td>April 23, 2013</td>
<td>Parkside Community Association Meeting</td>
</tr>
<tr>
<td>June 21, 2013</td>
<td>Briefing with Assemblyman Ryan’s Office</td>
</tr>
<tr>
<td>July 10, 2013</td>
<td>Albright-Knox Art Gallery Meeting</td>
</tr>
<tr>
<td>July 17, 2013</td>
<td>Buffalo Olmsted Conservancy Meeting</td>
</tr>
<tr>
<td>July 18, 2013</td>
<td>Briefing with Assemblyman Ryan</td>
</tr>
<tr>
<td>December 13, 2013</td>
<td>Buffalo Olmsted Conservancy Meeting</td>
</tr>
<tr>
<td>January 16, 2014</td>
<td>Buffalo Olmsted Conservancy Meeting</td>
</tr>
<tr>
<td>February 13, 2014</td>
<td>Parkside Community Association Meeting</td>
</tr>
<tr>
<td>April 9, 2014</td>
<td>Public Meeting with Assemblyman Ryan</td>
</tr>
<tr>
<td>September 16, 2015</td>
<td>Public Meeting</td>
</tr>
</tbody>
</table>
Albright-Knox Gallery
Black Rock-Riverside Alliance
Buffalo-Niagara Convention & Visitors Bureau
Buffalo History Museum
Buffalo Olmsted Parks Conservancy
Buffalo State College
Buffalo-Niagara River Keeper
Buffalo Zoo
Burchfield Penney Art Center
Catholic Health System
City of Buffalo Common Council Representatives
City of Buffalo Department of Public Works, Parks, & Streets.
City of Buffalo Office of Strategic Planning
Delaware Park Steering Committee
Elmview Place Block Club
Elmwood Village Association
Erie Community College
Erie County Department of Environment and Planning
Federal Highway Administration
Forest District Civic Association
Forest Lawn Cemetery
Greater Buffalo Niagara Regional Transportation Council
Grant-Amherst Business Association
Green Options Buffalo
Martin House Restoration Corporation
Medaille College
New York State Department of Transportation
Niagara Frontier Transportation Authority
Parkside Community Association
Richardson Center Corporation
Scajaquada Pathway Committee
Sisters Hospital
United States Congressman Brian Higgins
United States Congressman Chris Collins
United States Senator Charles Schumer
United States Senator Kristen Gillibrand

Stakeholder Group
The purpose of the project is to convert the Scajaquada Expressway into a feasible and prudent transportation facility that operates in a safe manner and in greater harmony with the surrounding community character and natural environment.
## Alternatives

<table>
<thead>
<tr>
<th></th>
<th>1 (Null)</th>
<th>1A</th>
<th>2</th>
<th>2A</th>
<th>2B</th>
<th>3A</th>
<th>3B</th>
<th>4</th>
<th>4A</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Expressway</td>
<td>Expressway</td>
<td>Boulevard</td>
<td>Boulevard</td>
<td>Boulevard</td>
<td>Boulevard</td>
<td>Boulevard</td>
<td>Street</td>
<td>Street</td>
<td>Removal*</td>
</tr>
<tr>
<td>Number of Lanes</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Lane Width</td>
<td>12’ – 13’</td>
<td>12’</td>
<td>12’</td>
<td>11’</td>
<td>11’</td>
<td>12’</td>
<td>12’</td>
<td>11’</td>
<td>11’</td>
<td></td>
</tr>
<tr>
<td>Shoulder Width</td>
<td>Var. 0’ – 2’</td>
<td>10’</td>
<td>2’</td>
<td>1’</td>
<td>1’</td>
<td>2’</td>
<td>2’</td>
<td>1’Lt., 4’Rt.</td>
<td>Up to 5’</td>
<td></td>
</tr>
<tr>
<td>Median</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Intersection Type</td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
<td><img src="image" alt="Intersection Type" /></td>
</tr>
<tr>
<td>Posted Speed</td>
<td>50</td>
<td>55</td>
<td>45</td>
<td>40</td>
<td>30</td>
<td>40</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>New Crosswalks</td>
<td>No</td>
<td>No</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

* Elmwood to Parkside. Remainder Matches Alt 2A.
Transportation Modeling

- What are the potential effects of the alternatives on the corridor and surrounding transportation network?

- Partnership and Consensus
  - GBNRTC
  - Cambridge Systematics
  - NYSDOT
  - Bergmann Associates

- City of Buffalo and FHWA Review
Travel Time

Northern Route: Amherst Street

Southern Route: Delavan Avenue
Existing Travel Times

<table>
<thead>
<tr>
<th>Route/Season</th>
<th>Speed</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>March (50 mph)</td>
<td>50 mph</td>
<td>5 - 6 ½ min</td>
</tr>
<tr>
<td>July (30 mph)</td>
<td>30 mph</td>
<td>6 ¼ - 7 ½ min</td>
</tr>
<tr>
<td>September (30 mph)</td>
<td>30 mph</td>
<td>6 - 7 ½ min</td>
</tr>
<tr>
<td>Northern Route: March</td>
<td></td>
<td>15 - 17 min</td>
</tr>
<tr>
<td>Southern Route: March</td>
<td></td>
<td>10 - 13 min</td>
</tr>
</tbody>
</table>

Notes: Posted speed limit in ().
Measurements by “floating car method”
Predicted (Future) Travel Times

Existing Measurements

- March (50 mph): 5-6.5 min
- July (30 mph): 6.5-7.5 min
- September (30 mph): 6-7.5 min

Future Estimates (By GBNRTC)

- Alternative 2B (Modeled): 6-9 min
- Alternative 4A (Modeled): 8-12 min

Alternative 5

- Northern Route: March: Expected To 17 min +++
- Southern Route: March: Expected To 13 min +++

Notes: Posted speed limit in ()
Measurements by “floating car method”
Anticipated Percent Reduction in AM Peak Hour Traffic: NYS Route 198 by Segment and Alternative (2040 Design Year)

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>Null</th>
<th>Alternative 2</th>
<th>Alternative 2A</th>
<th>Alternative 2B</th>
<th>Alternative 4A</th>
<th>Alternative 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-190 to Grant Street</td>
<td>0%</td>
<td>11%</td>
<td>15%</td>
<td>16%</td>
<td>18%</td>
<td>20%</td>
</tr>
<tr>
<td>Grant Street to Elmwood Avenue</td>
<td>0%</td>
<td>15%</td>
<td>18%</td>
<td>20%</td>
<td>24%</td>
<td>29%</td>
</tr>
<tr>
<td>Elmwood Avenue to Delaware Ave</td>
<td>0%</td>
<td>19%</td>
<td>24%</td>
<td>29%</td>
<td>33%</td>
<td>100%</td>
</tr>
<tr>
<td>Delaware Avenue to Parkside Ave</td>
<td>0%</td>
<td>8%</td>
<td>11%</td>
<td>12%</td>
<td>19%</td>
<td>100%</td>
</tr>
<tr>
<td>Parkside Avenue to NYS Route 33</td>
<td>0%</td>
<td>4%</td>
<td>5%</td>
<td>10%</td>
<td>13%</td>
<td>61%</td>
</tr>
</tbody>
</table>
Anticipated Percent Reduction in PM Peak Hour Traffic: NYS Route 198 by Segment and Alternative (2040 Design Year)

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>Null</th>
<th>Alternative 2</th>
<th>Alternative 2A</th>
<th>Alternative 2B</th>
<th>Alternative 4A</th>
<th>Alternative 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-190 to Grant Street</td>
<td>0%</td>
<td>16%</td>
<td>19%</td>
<td>26%</td>
<td>33%</td>
<td>24%</td>
</tr>
<tr>
<td>Grant Street to Elmwood Avenue</td>
<td>0%</td>
<td>0%</td>
<td>22%</td>
<td>30%</td>
<td>39%</td>
<td>33%</td>
</tr>
<tr>
<td>Elmwood Avenue to Delaware Avenue</td>
<td>0%</td>
<td>26%</td>
<td>31%</td>
<td>41%</td>
<td>49%</td>
<td>100%</td>
</tr>
<tr>
<td>Delaware Avenue to Parkside Avenue</td>
<td>0%</td>
<td>10%</td>
<td>16%</td>
<td>21%</td>
<td>31%</td>
<td>100%</td>
</tr>
<tr>
<td>Parkside Avenue to NYS Route 33</td>
<td>0%</td>
<td>0%</td>
<td>7%</td>
<td>14%</td>
<td>21%</td>
<td>56%</td>
</tr>
</tbody>
</table>
Scajaquada Corridor - AM Peak

Alternative 2B (Four-lane boulevard, 30 mph with signals)

Alternative 4A (Two-lane street, 30 mph with signals)

Intersection (and Approach) Level of Service

LOS A to C
Little or no congestion

LOS D
Moderate Congestion

LOS E
Heavy Congestion

LOS F
Lengthening Queues
Scajaquada Corridor - AM Peak – Elmwood Ave to Lincoln Pkwy

- **Alternative 2B** (Four-lane Boulevard, 30 mph with signals)

- **Alternative 4A** (Two-lane street, 30 mph, with signals)
Scajaquada Corridor - AM Peak – Lincoln Pkwy to Delaware Ave

Alternative 2B (Four-lane boulevard, 30 mph with signals)

Alternative 4A (Two-lane street, 30 mph with signals)
Outlying Intersections - PM Peak

No-Build Condition

Alternative 2B (Four-lane boulevard, 30 mph with signals)

Alternative 4A (Two-lane street, 30 mph with signals)

Alternative 5 (Roadway removed: Elmwood-Parkside)
Delaware Avenue at Delavan Avenue - PM Peak

- No-Build Condition
- Alternative 2B (Four-lane boulevard, 30 mph with signals)
- Alternative 4A (Two-lane street, 30 mph with signals)
- Alternative 5 (Roadway removed: Elmwood-Parkside)
Delaware Avenue at Amherst Street - PM Peak

No-Build Condition

Alternative 2B (Four-lane boulevard, 30 mph with signals)

Alternative 4A (Two-lane street, 30 mph with signals)

Alternative 5 (Roadway removed: Elmwood-Parkside)
Next Steps

• Incorporate new studies and public comments
• Assess air quality impact of feasible alternatives
• FHWA, City, and other agency review
• Draft available for public review and comment
• Public Hearing
• Incorporate hearing comments
Next Steps

- Select a preferred alternative
- Finalize the document
- FHWA Record of Decision
- Detailed Design
- Construction
Panel Discussion & Questions
Thank You!
For your continued participation

Visit [www.dot.ny.gov/scajaquadacorridor](http://www.dot.ny.gov/scajaquadacorridor)