PUBLIC NOTICE: 2017-2021 TIP Amendment # 47

PIN 5131.39 Union Rd at NY 33 Intersection Improvements - New Project

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC), the Metropolitan Planning Organization for Erie and Niagara Counties, is proposing to amend the 2017-2021 Transportation Improvement Program (TIP) by adding one (1) new project.

- Union Rd at NY 33 Intersection Improvements - New Project
  - A safety evaluation was completed in December, 2018. The collision rate is above the statewide average of similar facilities
  - Intersection modifications will be made to decrease identified collisions and improve intersection safety and operation.
  - Work will include:
    - Replacing signal(s) at the NY 33 ramp(s) to accommodate back plates, overhead signage, and APS.
    - Construct pedestrian facilities in accordance with Pedestrian Safety Action Plan.
    - Close Airport Plaza driveway (approximately 100 feet north of another Plaza entrance/exit).
  - Total project cost is $340K
  - $280K of Construction and Construction Inspection funds will come from PIN 50PS.03 - PSAP - PHASE IIB; ERIE & NIAGARA COS
  - $60K of Design and ROW funds will come from PIN 5T20.06 - HSIP/NHPP STATE SAFETY PROGRAM; SFY 21/22
  - Construction is scheduled to begin 4/21

Additional details (including maps) are provided in the attached Initial Proposal Form (IPP), Complete Streets Form and Smart Growth Screening Form. A map of the project area is also included.

Public comments will be received until May 7, 2019. If you have any additional questions or comments please email us at staff@gbnrtc.org, or contact us at the address and telephone number above.

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) assures that no person shall on the grounds of race, color, sex, age, disability or national origin, as provided by Title VI of the Unites States Civil Rights Act of 1964 and subsequent legislation, regulations, statutes and orders, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO program or activity.
Project Location
Route NY 277, Union Road @ NY 33 Ramps
Cheektowaga, New York
INITIAL PROJECT PROPOSAL
March, 2019

Safety Improvements
P.I.N. 5131.39
NY 277, Union Road @ NY 33 Ramps
Erie County
Town of Cheektowaga
## PROJECT APPROVAL SHEET
(Pursuant to SAFETEA-LU Matrix)

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Signatures</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.  Recommendation for IPP Approval:</td>
<td>The project cost and schedule are consistent with the Regional Capital Program.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Regional Program Manager</td>
<td></td>
</tr>
<tr>
<td>B.  IPP Approval:</td>
<td>The project is ready to be added to the Regional Capital Program and project scoping can begin.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Regional Director</td>
<td></td>
</tr>
</tbody>
</table>
PIN: 5131.39

PROJECT NAME: Safety Project

MUNICIPALITY: Cheektowaga  COUNTY: Erie

ROUTE/SH #: 9215  BIN: 1022880

LIMITS:
Milepoints (2014 LRS): 17.8 to 18.0
Reference Markers: RM 277-5301-1179 to RM 277-5301-1181

PROJECT LENGTH: CENTERLINE MILES 0.3  LANE MILES 1.2

FEDERAL AID SYSTEM: NHS  FUNCTIONAL CLASS: Urban Principal Arterial - Other

EXISTING AADT: 25,207  PERCENT TRUCKS: 5%

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>MEASURE/INDICATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents (Linear)</td>
<td>8.45 ACC/MVM, Statewide Average=4.59 ACC/MVM</td>
</tr>
<tr>
<td>Accidents (Leo Place)</td>
<td>0.18 ACC/MEV, Statewide Average=0.12 ACC/MEV</td>
</tr>
<tr>
<td>Accidents (Off-Ramp NY 33 to NY 277)</td>
<td>0.30 ACC/MEV, Statewide Average=0.31 ACC/MEV</td>
</tr>
<tr>
<td>Accidents (On-Ramp NY 277 to NY 33)</td>
<td>0.72 ACC/MEV, Statewide Average=0.31 ACC/MEV</td>
</tr>
</tbody>
</table>

PROBLEM DESCRIPTION: A safety evaluation was completed in December, 2018. The collision rate is above the statewide average of similar facilities for the linear segment, and NY 277 intersections with Leo Place and the NY 33 on-ramp from NY 277. Historically, the linear segment has been consistently listed as Safety Deficient Location (SDL) since 2011. During the study period, three (3) Collisions with Pedestrian were reported on at the NY 277/NY 33 On-Ramp intersection. There were no fatal collisions during the study period within the study segment. However, a fatal collision involving a pedestrian was reported at the NY 277/NY 33 On-Ramp intersection outside the study period on 7/30/2018. A mast-arm analysis was performed for each of the signals located on NY 277 at the on- and off-ramps. It was determined that neither mast-arm can support additional loading from signal backplates or additional signs. A number of crashes occurred in the area of Leo Place and the Airport Plaza driveway(s). The Airport Plaza’s northern-most driveway (one-way entrance) is located approximately 100 feet north of an entrance/exit driveway. Despite the one-way designation, there was a crash reported when a vehicle exited from the plaza at this location.

PROJECT OBJECTIVE(S): Make intersection modifications to decrease identified collisions and improve intersection safety and operation.

DESCRIPTION OF WORK TO BE INVESTIGATED: Replace signal(s) at the NY 33 ramp(s) to accommodate backplates, overhead signage, and APS. Construct pedestrian facilities in accordance with Pedestrian Safety Action Plan. Close Airport Plaza driveway (approximately 100 feet north of another Plaza entrance/exit).

COMPLETE STREETS (UNADDRESSED ITEMS): N/A
**ENVIRONMENTAL RECOMMENDED CLASSIFICATION:**

<table>
<thead>
<tr>
<th>PROJECTED ENVIRONMENTAL PROCESS:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NEPA:</strong></td>
<td>☐ No Federal Funds</td>
</tr>
<tr>
<td><strong>SEQR:</strong></td>
<td>☐ Exempt</td>
</tr>
</tbody>
</table>

**WORK TYPE:** Safety  **SUB WORK TYPE:** Traffic Signals/Devices  **PROJECT PURPOSE:** Safety

**MPO INVOLVEMENT:** ☐ No ☑ Yes

**TIP AMENDMENT REQUIRED:** ☐ No ☑ Yes Needed by: Advertisement Date

**STIP STATUS:** ☐ On STIP ☑ Not on STIP

**NOTES ON SPECIAL CIRCUMSTANCES** Local officials have expressed interest in this location, particularly after pedestrian fatality in July, 2018.

**SPECIAL TECHNICAL ACTIVITIES REQUIRED:** None

**PLANNED PUBLIC INVOLVEMENT:** To be completed by Design Group

**SCHEDULED QUALIFIERS:** ☐ Public Hearing ☐ 4(f)/106 ☐ Major Permits ☐ Other: Identify ☐ Consultant(s) for: Identify ☒ No Consultant Needed

**POTENTIAL UTILITY INVOLVEMENT:** ☑ Yes ☐ No Description: Layout

**POTENTIAL FOR RIGHT OF WAY ACQUISITIONS:** ☑ Yes ☐ No Description:

**DESIGN SURVEY REQUIRED:** ☑ Yes ☐ No

**PROJECT DELIVERY METHOD:** D-B-B Design-Bid-Build with Asset Service Life >10 years

**DESIGN APPROVAL AUTHORITY:** Regional Director

**PROJECT CATEGORY (COMPLEXITY):** Simple
<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Activity</th>
<th>Estimated Cost</th>
<th>Fund Source</th>
<th>Obligation Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DESIGN I-IV</td>
<td></td>
<td>$0.010 M</td>
<td>HSIP</td>
<td>4/2019</td>
</tr>
<tr>
<td>Design V-VI</td>
<td></td>
<td>$0.020 M</td>
<td>HSIP</td>
<td>12/2019</td>
</tr>
<tr>
<td>ROW Incidentals</td>
<td></td>
<td>$0.010 M</td>
<td>HSIP</td>
<td></td>
</tr>
<tr>
<td>ROW Acquisition</td>
<td></td>
<td>$0.020 M</td>
<td>HSIP</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td>$0.250 M</td>
<td>HSIP (PSAP)</td>
<td>4/2021 (Let)</td>
</tr>
<tr>
<td>Construction Inspection</td>
<td></td>
<td>$0.030 M</td>
<td>HSIP(PSAP)</td>
<td>4/2021 (Let)</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>$0.340 M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**BASIS OF ESTIMATE:** Based on prior bid history.

**PROGRAM DISPOSITION:** Funding block

**STATEWIDE SIGNIFICANCE:** ☐ No ☑ Yes

**ASSET MANAGEMENT (OPTIONAL):** ☑ Applies ☐ Not Applicable

<table>
<thead>
<tr>
<th>AM Team</th>
<th>IPP Initiator (Yes/No)</th>
<th>Asset Specific Cost Share ($M)</th>
<th>Asset Team Specific Cost/Scope/Schedule/Concurrence (Team Chair Signature)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Structures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Culverts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>Yes</td>
<td>$0.340</td>
<td>M. Roche</td>
</tr>
<tr>
<td>Environment</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ASSIGNED PROJECT MANAGER:**

**SQUAD LEADER:**

**IPP PREPARED BY:** O. Wieand

**DATE:** 3/19/2019

**Required Attachments:**
- Location map
- Smart Growth Screening Tool
- Complete Streets Checklist
Guidance on using this shell:

- **RED TEXT** offers choices; chose one or all paragraphs that apply.
- **BLUE TEXT** is hyperlinks to web pages.
- **GREEN TEXT** instructs the writer of action to be taken; such as, text that needs to be added to address the project or informs the writer of important information.
- **BLACK** text is the text to be included in the report (after selecting one of the choices and deleting the non-selected choices)
- Be sure to change or delete ALL colored text before submittal.
- ALL COLORED TEXT WILL NEED TO BE INDIVIDUALLY CLICKED ON AND CHANGED/DELETED BEFORE YOU PRINT.
Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-2)

Introduction

The intent of this checklist is to assist in the identification of needs for Complete Streets design features on Capital projects, including locally-administered projects.

This checklist is one tool that NYSDOT employs in its integrated approach to Complete Streets considerations. It provides a focused project-level evaluation which aids in identifying access and mobility issues and opportunities within a defined project area. For broader geographic considerations (e.g., bicycle route planning, corridor continuity), NYSDOT and other state and local agencies use a system-wide approach to identifying complete streets opportunities.

Use of this checklist is initiated during the earliest phase of a project, when information about existing conditions and needs may be limited; it is therefore likely that the Preparer will only be able to complete Steps 1 and 2 at this time. As the project progresses, and more detailed information becomes available, the Preparer will be able to complete Step 3 and continue to refine earlier answers, to give an increasingly accurate indication of needs and opportunities for Complete Streets features.

Guidance for Steps 1, 2 and 3

Based on the guidance below, the Regions will assign the appropriate staff to complete each step in the Checklist. The Preparer should have expertise in the subject matter and be able to effectively work with and coordinate comments/responses with involved Regional Groups.

- Steps 1 & 2: Preparer is from Planning; review occurs as part of the normal IPP process.
- Step 3: Preparer is Project Designer; review occurs as part of Design Approval Document review/approval process.
- For Local Projects - Local Project Sponsors will be responsible for completing all steps.
  - A check of “yes” indicates a need to further evaluate the project for Complete Streets features.
  - Use the “Comment/Action” text box for brief remarks that clarify answers and indicate direction for the project. Use the section titled “Additional comments, supporting documentation and clarifications” at the end of Step 3 of the checklist for any supporting information or remarks that do not fit in the Comment/Action text box provided. Append additional pages if necessary. For additional text entered at the end, reference the step and checklist number.
  - Answers to the questions should be checked with the local municipality, transit provider, MPO, etc., as appropriate, to ensure accuracy and evaluate needed items versus desirable items (i.e., prioritize needs).
  - Answers to the questions should be coordinated with NYSDOT Regional program areas as appropriate (e.g., Traffic and Safety, Landscape Architecture, Maintenance, etc.)
  - This checklist should be reviewed during the development of the IPP, Scoping Document, and Design Approval Document; and revisited due to a project delay or if site conditions or local planning changes during the project development process. Continued coordination with the Regional Bicycle and Pedestrian Coordinator is necessary throughout project scoping and design.
  - It will be assumed that the Project Description and Limits will be as described in the IPP for Step I, the Scoping Document for Step 2 and the Design Approval Document for Step 3. Preparers should describe any deviations from this assumption under “Preparer’s Supporting Documentation”.
  - For the purposes of this checklist, the “project area” is within 0.5 mi (800 m) for pedestrian facilities and 1.0 mi...
Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST  (18A-3)

(1600 m) for bicycle facilities. In some circumstances, bicyclists may travel up to 7 miles for a unique generator, attraction or event. These special circumstances may be considered and described as appropriate.

h. For background on Complete Streets features and terminology, please visit the following websites:
   http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm
   http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm
   http://www.smartgrowthamerica.org/complete-streets/

i. Refer to Highway Design Manual Chapter 18, Section 18.5.1 for further information and guidance on the use of this checklist.

j. For projects with multiple sites, Preparers may choose to prepare multiple checklists for each site.

Definitions

- **CAMCI** (Comprehensive Asset Management/Capital Investment) Viewer - A web-based GIS application used for planning purposes and located at http://gisweb/camci/.

- **Generator** - A generator, in this document, refers to both origins and destinations for bicycle and/or pedestrian trips (e.g., schools, libraries, shopping areas, bus stops, transit stations, depots/terminals).

- **HDM** - New York State Department of Transportation's Highway Design Manual.

- **Maintenance project** - For the purposes of this checklist, maintenance projects are listed as the following project types: Rigid pavement repairs, pavement grooving, drainage system restoration, recharge basin reconditioning, SPDES facilities maintenance, underdrain installation, guide rail and/or median barrier upgrading, impact attenuator repair, and/or replacement, reference marker replacement, traffic management systems maintenance, repair and replace loop detectors, highway lighting upgrades, noise wall rehab/replacement, retaining wall rehab/replacement, graffiti removal/prevention, vegetation management, permanent traffic count detectors, weigh-in-motion detectors, slope stabilization, ditch cleaning, bridge washing/cleaning, bridge joint repair, bridge painting and crack sealing.

- **MPO** (Metropolitan Planning Organization) - A federally mandated and federally funded transportation policy-making organization made up of representatives from local government and governmental transportation authorities.

- **Raised Pedestrian Refuge Medians and Corner Islands** - Raised elements within the street at an intersection or midblock crossing that provide a clear or safety zone to separate pedestrians, bicyclists, and other non-motorized modes, from motor vehicles. See FHWA’s Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations at http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf.

- **Road diet** - A transportation planning technique used to achieve systemic improvements to safety or provide space for alternate modes of travel. For example, a two-way, four lane road might be reduced to one travel lane in each direction, with more space allocated to pedestrian and cyclist facilities. Also known as a lane reduction or road re-channelization.

- **Transit facilities** - Includes facilities such as transit shelters, bus turnouts and standing pads.

- **1R project** - A road resurfacing project that includes the placement or replacement of the top and/or binder pavement course(s) to extend or renew the existing pavement design life and to improve serviceability while not degrading safety.

- **2R project** - A multicourse structural pavement and resurfacing project that may include: milling, super elevation, traffic signals, turn lanes, driveway modifications, roadside work, minor safety work, lane and shoulder widening, shoulder reconstruction, drainage work, sidewalk curb ramps, etc.
# Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST

![Image](119x670 to 343x693)

<table>
<thead>
<tr>
<th>PIN:</th>
<th>Project Location:</th>
<th>NY 277 @ NY 33 On- and Off-Ramps</th>
</tr>
</thead>
</table>

**Context:**
- ☐ Urban / Village
- ☐ Suburban
- ☒ Rural

**Project Title:**
Safety Improvements, NY 277, Union Road @ NY 33 On- and Off-Ramps

## STEP 1- APPLICABILITY OF CHECKLIST

### 1.1
Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If no, continue to question 1.2. If yes, stop here.*

### 1.2

a. Is this project a 1R* Maintenance project? *If no, continue to question 1.3. If yes, go to part b of this question.*

b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features?
- Sidewalk curb ramps and crosswalks
- Shoulder condition and width
- Pavement markings
- Signing

*Document opportunities or deficiencies in the IPP and stop here.*

*Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 “Resurfacing ADA and Safety Assessment Form” under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*

### 1.3
Is this project a Cyclical Pavement Marking project? *If no, continue to question 1.4. If yes, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:
- Travel lane width
- Shoulder width
- Markings for pedestrians and bicyclists

*Document opportunities or deficiencies in the IPP and stop here.*

*EI 13-021, “Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments”.*

### 1.4
Is this a Maintenance project (as described in the “Definitions” section of this checklist) and different from 1.2 and 1.3 projects? *If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and stop here.*

---

**STEP 1** prepared by: O. A. Wieand  
Date: 3/20/2019
### Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST

<table>
<thead>
<tr>
<th></th>
<th>Question</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2.2</td>
<td>Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2.3</td>
<td>a. Is the highway part of an existing or planned State, regional or local bicycle route? If no, proceed to question 2.4. If yes, go to part b of this question.</td>
<td>Yes/No</td>
</tr>
<tr>
<td></td>
<td>b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO “Guide for the Development of Bicycle Facilities”? * Contact Regional Bicycle/Pedestrian Coordinator * Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2.4</td>
<td>Is the highway considered important to bicycle tourism by the municipality or region?</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2.5</td>
<td>Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? Contact Regional Traffic and Safety</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2.6</td>
<td>Are there existing or proposed generators within the project area (refer to the “Guidance” section) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the “Definitions” section.</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2.7</td>
<td>Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) &lt; 15,000 vehicles per day? If yes, consider a road diet evaluation for the scoping/design phase. Refer to the “Definitions” section for more information on road diets.</td>
<td>Yes/No</td>
</tr>
<tr>
<td></td>
<td>Residential neighborhood; Shopping Plaza</td>
<td></td>
</tr>
</tbody>
</table>
2.8 Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?  

<table>
<thead>
<tr>
<th>Comment / Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>

**STEP 2** prepared by: O. A. Wieand  
Date: 3/20/2019

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment:  

**ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.**

### STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)

<table>
<thead>
<tr>
<th>3.1</th>
<th>Is there an identified need for bicycle/pedestrian/transit or “way finding” signs that could be incorporated into the project?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Comment / Action</strong></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.2</th>
<th>Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Comment / Action</strong></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.3</th>
<th>Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Comment / Action</strong></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.4</th>
<th>Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4’ (1.2 m) (6’ in the Adirondack or other State Park)? <em>Refer to E1 13-021.</em></th>
</tr>
</thead>
</table>
|     | 2’ curb offset. Sidewalk  
|     | **Comment / Action**                                                                                                                                                                                                                                              |  
|     | Yes | No  |

<table>
<thead>
<tr>
<th>3.5</th>
<th>Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Comment / Action</strong></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.6</th>
<th>Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Comment / Action</strong></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.7</th>
<th>Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Comment / Action</strong></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.8</th>
<th>Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Comment / Action</strong></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>3.9</td>
<td>Are there gaps in the bike/pedestrian connections between existing/planned generators? <em>Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)</em></td>
</tr>
<tr>
<td>------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>3.10</td>
<td>Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <em>Consult with Traffic and Safety and transit operator, as appropriate</em></td>
</tr>
<tr>
<td>3.11</td>
<td>Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?</td>
</tr>
<tr>
<td>3.12</td>
<td>Is the project on a &quot;local delivery&quot; route and/or do area businesses rely upon truck deliveries that need to be considered in design?</td>
</tr>
<tr>
<td>3.13</td>
<td>Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?</td>
</tr>
<tr>
<td>3.14</td>
<td>Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?</td>
</tr>
</tbody>
</table>

**STEP 3** prepared by: O. A. Wieand  
Date: 3/20/2019

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:
Title of Proposed Project: Intersection Project; NY 187 @ Milestrip Road
Location of Project: NY 187 @ Milestrip Road, Orchard Park, New York
Brief Description: Install three-color signal and construct left-turn lane within the segment. Install crosswalks in accordance with Pedestrian Safety Action Plan

A. Infrastructure:

Addresses SG Law criterion a. –
(To advance projects for the use, maintenance or improvement of existing infrastructure)
1. Does this project use, maintain, or improve existing infrastructure?
   Yes ☑  No  N/A

   Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

   The project will upgrade existing facilities to improve safety and define and control the existing intersection(s).

Maintenance Projects Only
a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in NYSDOT PDM Exhibit 7-1 and described in 7-4:
   https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm
   ✪ Shoulder rehabilitation and/or repair;
   ✪ Upgrade sign(s) and/or traffic signals;
b. For all other maintenance projects, **STOP here.** Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects.

For all other projects (**other than maintenance**), continue with screening tool.

**B. Sustainability:**

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department’s Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, [www.dot.ny.gov/programs/greenlites/sustainability](http://www.dot.ny.gov/programs/greenlites/sustainability) (Addresses SG Law criterion j: to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

   Yes ☒  No ☐  N/A ☐

2. Will the project reduce greenhouse gas emissions?

   Yes ☐  No ☒  N/A ☐

**Explain:** (use this space to expand on your answers above)

This project will increase safety by upgrading existing facilities to reduce collisions.
C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?
   - Yes ☑
   - No ☐
   - N/A ☐

2. Is the project located in a municipal center?
   - Yes ☑
   - No ☐
   - N/A ☐

3. Will this project foster downtown revitalization?
   - Yes ☑
   - No ☐
   - N/A ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?
   - Yes ☑
   - No ☐
   - N/A ☐

**Explain:** (use this space to expand on your answers above)

The project is located in a developed section of the Town of Cheektowaga.

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial
Smart Growth Screening Tool

development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?
   Yes ☐ No ☒ N/A ☐

2. Will the project foster brownfield redevelopment?
   Yes ☐ No ☒ N/A ☐

3. Will this project foster enhancement of beauty in public spaces?
   Yes ☐ No ☒ N/A ☐

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?
   Yes ☐ No ☒ N/A ☐

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?
   Yes ☐ No ☒ N/A ☐

6. Will this project foster integration of all income groups and/or age groups?
   Yes ☐ No ☒ N/A ☐

7. Will the project ensure predictability in land use codes?
   Yes ☐ No ☒ N/A ☐

8. Will the project ensure predictability in building codes?
   Yes ☐ No ☒ N/A ☐

**Explain:** (use this space to expand on your answers above)

The project will increase safety and better enable access to current and future residential and commercial development.

E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people’s access to jobs, goods, services, and recreation.
## Smart Growth Screening Tool

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?
   - Yes ☐  No ☒  N/A ☐

2. Will this project enable reduced automobile dependency?
   - Yes ☐  No ☒  N/A ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?
   - Yes ☒  No ☐  N/A ☐  

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

**Explain:** (use this space to expand on your answers above)

| Explain: The project will better define and control and existing intersection. |

---

### F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?
   - Yes ☒  No ☐  N/A ☐

2. Is the project consistent with local plans?
   - Yes ☒  No ☐  N/A ☐
Smart Growth Screening Tool

3. Is the project consistent with county, regional, and state plans?
   - Yes ☒
   - No ☐
   - N/A ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?
   - Yes ☐
   - No ☒
   - N/A ☐

**Explain:** (use this space to expand on your answers above)

   Improvements are compatible with goals of local officials and property owners adjacent to the intersection while maintaining the presence of existing facilities and development in the area.

---

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d: To protect, preserve and enhance the State’s resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?
   - Yes ☐
   - No ☒
   - N/A ☐

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?
   - Yes ☐
   - No ☒
   - N/A ☐

3. Will the project protect, preserve, and/or enhance air quality?
   - Yes ☐
   - No ☒
   - N/A ☐

4. Will the project protect, preserve, and/or enhance recreation and/or open space?
   - Yes ☐
   - No ☒
   - N/A ☐

5. Will the project protect, preserve, and/or enhance scenic areas?
   - Yes ☐
   - No ☒
   - N/A ☐

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?
**The project is a safety improvement project.**
Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are not responsible for completing a Smart Growth Impact Statement. Proceed to Step 3.

Smart Growth Impact Statement

PIN:

Project Name: Intersection Improvements; US 62, Niagara Falls Blvd @ Witmer Road

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

✈️ This project will make intersection improvements to decrease collisions and improve intersection safety.
✈️ The project will increase safety by replacing signals at NY 277 @ NY 33 on- and off-ramps.
✈️ The project will increase safety by providing additional signs and pedestrian accommodations on NY 277 @ NY 33 on- and off-ramps.
✈️ Improvements are compatible with goals of local officials and property owners adjacent to the project while maintaining the presence of existing facilities and development of the area.
✈️ This project will promote sustainability by strengthening existing communities which reduce greenhouse gas emissions by encouraging public involvement.

✈️

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.
Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (Section A) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (Section B.2). For locally administered projects, the sponsor’s submission and certification statement is reviewed by NYSDOT staff, the appropriate box (Section B.1) is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.

Preparer of this document:

___________________________  __________________________
Signature  Date

___________________________  __________________________
Title  Printed Name

Responsible Local Official (for local projects):

___________________________  __________________________
Signature  Date

___________________________  __________________________
Title  Printed Name
B. ATTESTATION (NYSDOT)

1. **I HEREBY:**

   Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act.

   Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):

   (Attach additional sheets as needed)

   do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. **NOW THEREFORE,** pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director, Regional Planning & Programming Manager (or official designee):

______________________________  ______________________________
Signature                          Date

______________________________  ______________________________
Title                               Printed Name