

# REGION CENTRAL

Public meeting  
January 17, 2023



# Presentation Agenda

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## **1. Project Overview**

## **2. Process Recap**

- *Technical Approach*
- *Scenarios Evaluation*

## **3. Recommendations**

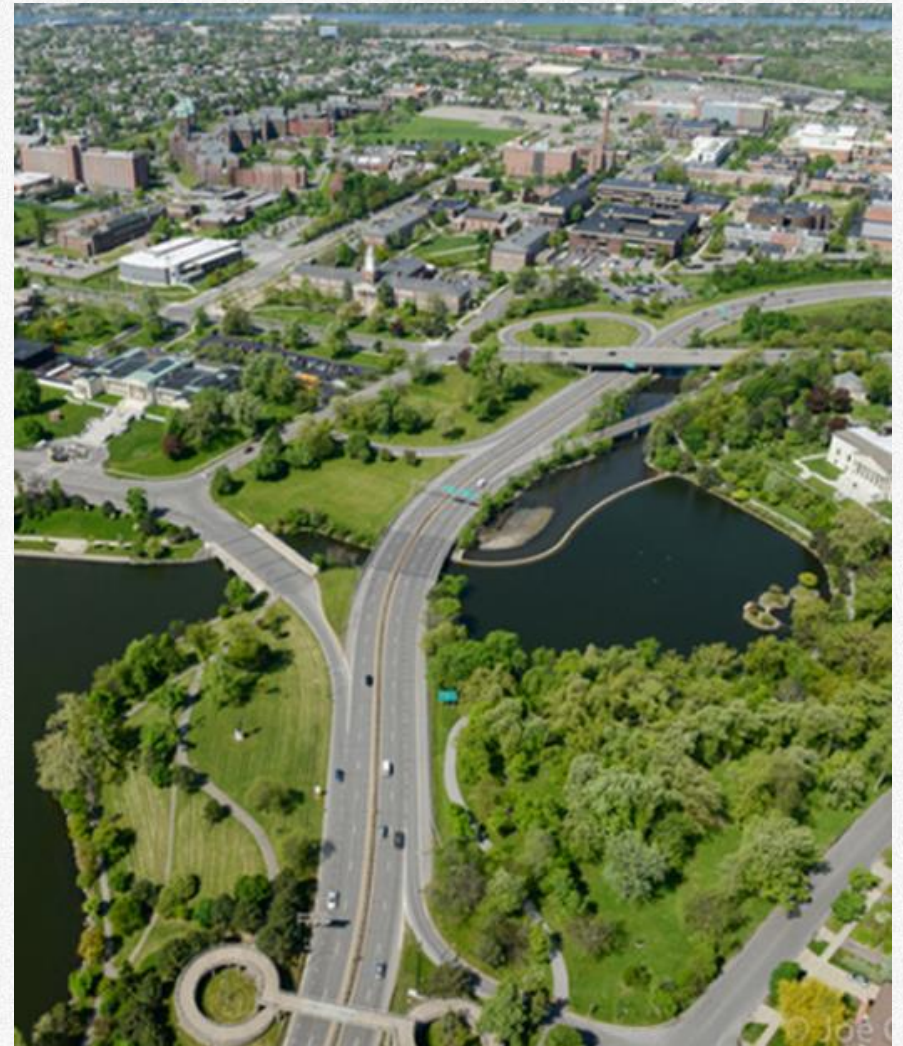
- *Recommended Corridor Design Direction*
- *Recommended Supporting Elements*
- *Community Benefits*

## **4. Next Steps**

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# The Scajaquada Expressway is outdated...

1. From a transportation and mobility perspective – fundamental changes in who uses the 198, how, and why
2. From a community planning perspective – today planning starts with the community
3. In meeting the needs of the Buffalo-Niagara region – the region's priorities have changed



## *Selected findings:*

- *Many fewer people are using 198 for regional access – it is more so a local access road*
- *The future of 198 corridor has determinate impact on ¼ city of Buffalo population*
- *There are alternative ways to address regional transportation needs*



# Planning process overview

*Earlier stages*

## **PLANNING HISTORY REVIEW**

20-year history of planning for the Scajaquada corridor and surrounding neighborhoods provide crucial insights and context



## **BASELINE ANALYSIS**

Past plans review and existing conditions assessment



## **STAKEHOLDER ENGAGEMENT**

Public meetings, stakeholder interviews, pop-up events, and supporting public outreach



## **COMMUNITY GOALS**

Planning framework defines the Region Central community's goals through 3 lenses:

- Enhanced equity and inclusive development
- Replenished parks, parkways, waterways, and places
- Effective local and regional mobility



## **MOBILITY SCENARIOS + EVALUATION**

4 distinct scenarios

- Derived from the 20-year planning history
- Our analysis
- What the community has told us



## **RECOMMENDED DESIGN DIRECTION**

Evaluation process generates a preferred or hybrid scenario that best meets community goals

*Previous meeting*

*Current stage*

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# 4 Scenarios testing the outcomes of different combinations of interventions on the Expressway corridor and across Region Central

Status Quo+

At-Grade Roadway

Partial Expressway Removal

Full Expressway Removal

- Developed 4 scenarios to evaluate potential approaches to the Scajaquada corridor and associated changes to Region Central
- The Scenarios were presented in May 2022 for community review and feedback.
- The Scenarios were evaluated against a broad range of metrics established for the Region Central Project.
- Evaluation helped define trade-offs between approaches and inform a recommended design direction for the Scajaquada corridor and Region Central



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# Evaluated per community goals and metrics based on your input

## Effective local and regional mobility

Primary categories of metrics:

- **Access**
- **Choice**
- **Character**

E.g., Locations to cross the Scajaquada corridor by walk, bike, drive

## Replenished parks, parkways, waterways, and places

Primary categories of metrics:

- **Identity and heritage**
- **Natural assets**
- **Park system and neighborhoods**

E.g., Ability to restore historic Scajaquada creek alignment and hydrology

## Enhanced equity and inclusive development

Primary categories of metrics:

- **Job growth and connections**
- **Housing affordability and security**
- **Safe, healthy, livable neighborhoods**
- **Productive land use**

E.g., Access to grocery stores

*39 total metrics for scenario development and evaluation which were directly informed by community and stakeholder input*



# Evaluation outcomes informed a hybrid design direction recommendation

	EFFECTIVE LOCAL AND REGIONAL MOBILITY			REPLENISHED PARKS, PARKWAYS, WATERWAYS, AND PLACES			ENHANCED EQUITY AND INCLUSIVE DEVELOPMENT		
	Access	Choice	Character	Heritage & Identity	Natural Assets	Parks	Economic Develop.	Health	Housing
<b>Status-Quo</b>	●○○○	●○○○	●○○○	●○○○	●○○○	●○○○	●●○○	●○○○	●●○○
<b>At-Grade</b>	●●●●	●●●●	●●●●	●●●●	●○○○	●●●●	●●●●	●●●●	●●●●
<b>Partial Removal</b>	●●○○	●○○○	●●○○	●○○○	●○○○	●○○○	●●○○	●○○○	○○○○
<b>Full Removal</b>	●○○○	●●○○	●○○○	●●○○	●●●●	●●○○	●○○○	●○○○	●○○○

Low ○○○○  
High ●●●●



**Recommended design direction:** Hybrid built from the highest performing components from the 4 scenarios.

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## DESIGN DIRECTION

# The Recommended Scajaquada Parkway...

Is Olmsted parkway inspired



Has one lane in each direction, with the potential for carriage roads on certain segments



Has bike paths and sidewalks throughout



Has all ramps removed, unless otherwise specified for repurposing (Nottingham Terr.)



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## PUBLIC BENEFITS

# The Recommended Scajaquada Parkway...

**Enables restoration of parks, natural resources, and heritage assets, and improves park access**



**Creates safer, more direct, and more enjoyable connections and access to destinations for people traveling by car, on foot, or by bike**



**Enhances safety, health, and vibrancy of surrounding neighborhoods**

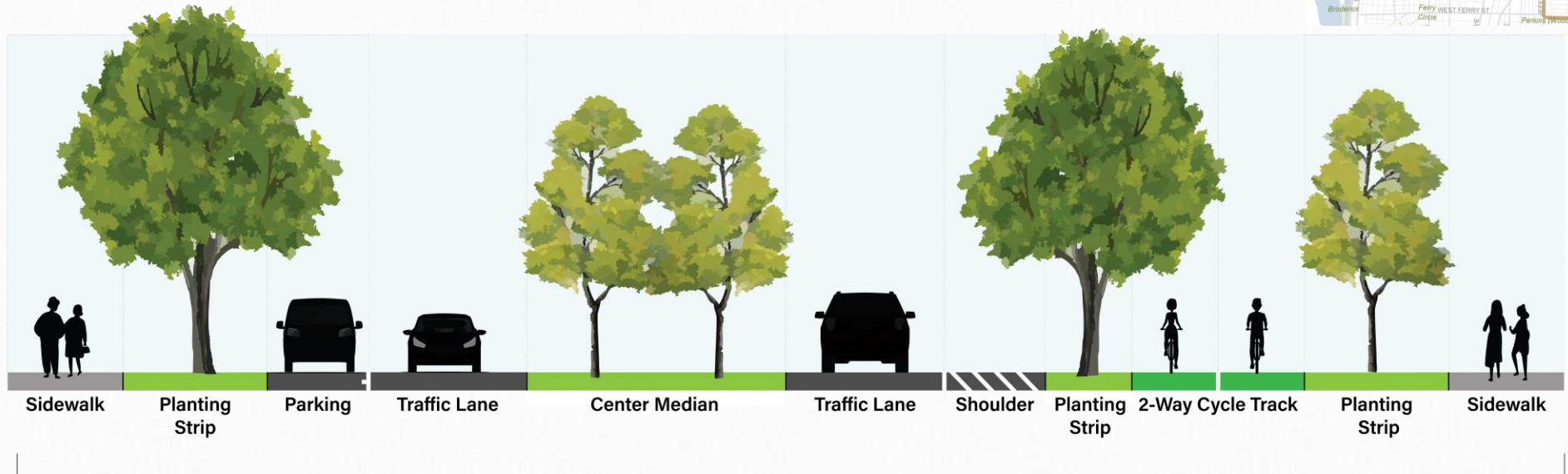
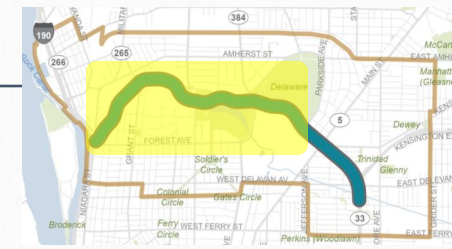


**Connects residents to job opportunities and promotes economic development**





# Representative cross section, West of Parkside Scajaquada Pkwy

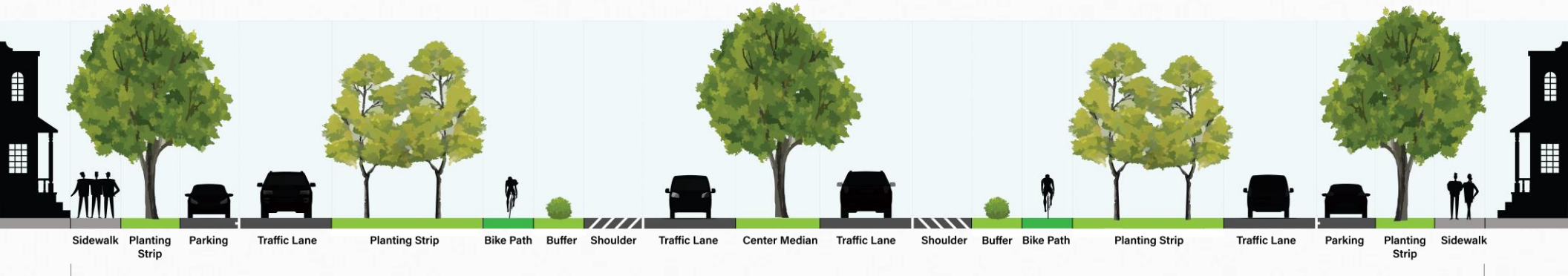
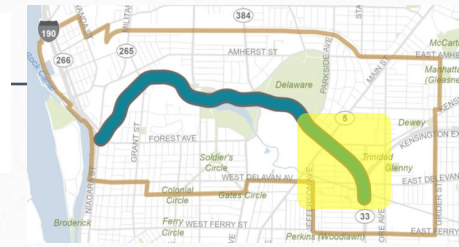


120 feet

## Design Goals

- Maximize center median
- Sidewalks - both sides
- Separated Bike Path (two-way) - at least one side
- "Capturable" space for right/left turn lanes as needed
- Main segment can float north/south within alignment to accommodate parks, access, creek restoration, resiliency, etc.
- On-street parking - some segments depending on land use and design

# Representative cross section, East of Parkside (Humboldt Pkwy) Scajaquada Pkwy



188 feet

## Design Goals

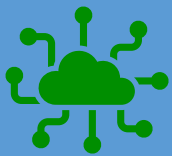
- Separate interior roadway to carry thru traffic
- Separate frontage/carriage roadway to serve homes
- Maintain buffer between carriage road and thru road
- Bike paths in buffer area
- Maintain sidewalk and parking on carriage roads
- No parking on middle thru road

# Recommendation: Supporting elements

**Supporting Elements** ensure the new Scajaquada Parkway integrates with and complements the entire transportation system in Region Central.



→ Upgrades 13.73 mi of Region Central roadway



→ Considers next gen mobility



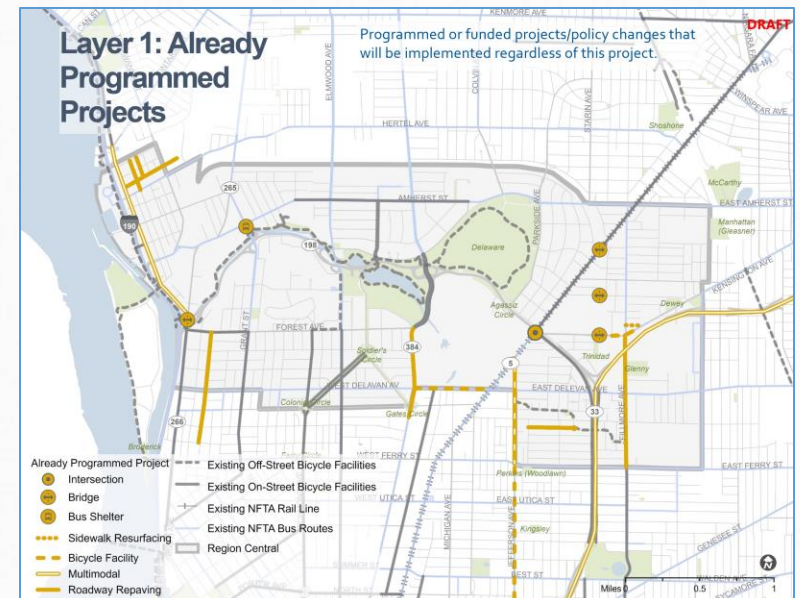
→ Protects residential neighborhoods



→ Assumes increases in transit service



→ 2 Mobility Hubs @ Main St Metro Stations

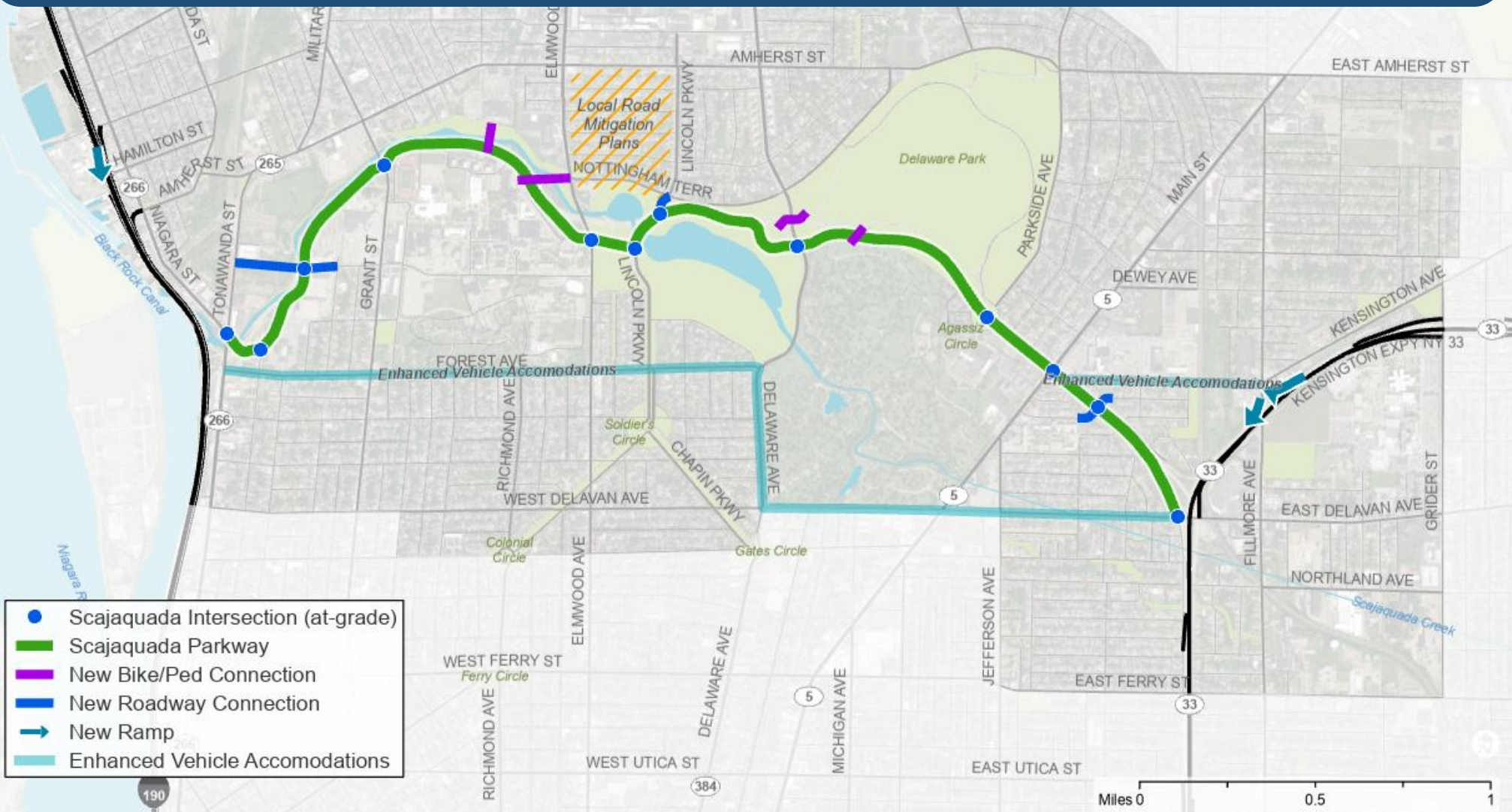


Supporting Elements are additive to existing and already programmed transportation improvements

# Recommendation: KEY Mobility Supporting elements

Key supporting elements help serve east/west vehicle flow, including ...

- **New ramps:** Southbound I-190 off-ramp, 33 Westbound/Southbound on- and off-ramp
- **Enhanced Vehicle Accommodations:** Forest Ave, Delaware Ave, Delavan Ave, and Kensington Ave
- **Local Road Mitigation Plan:** Nottingham neighborhood

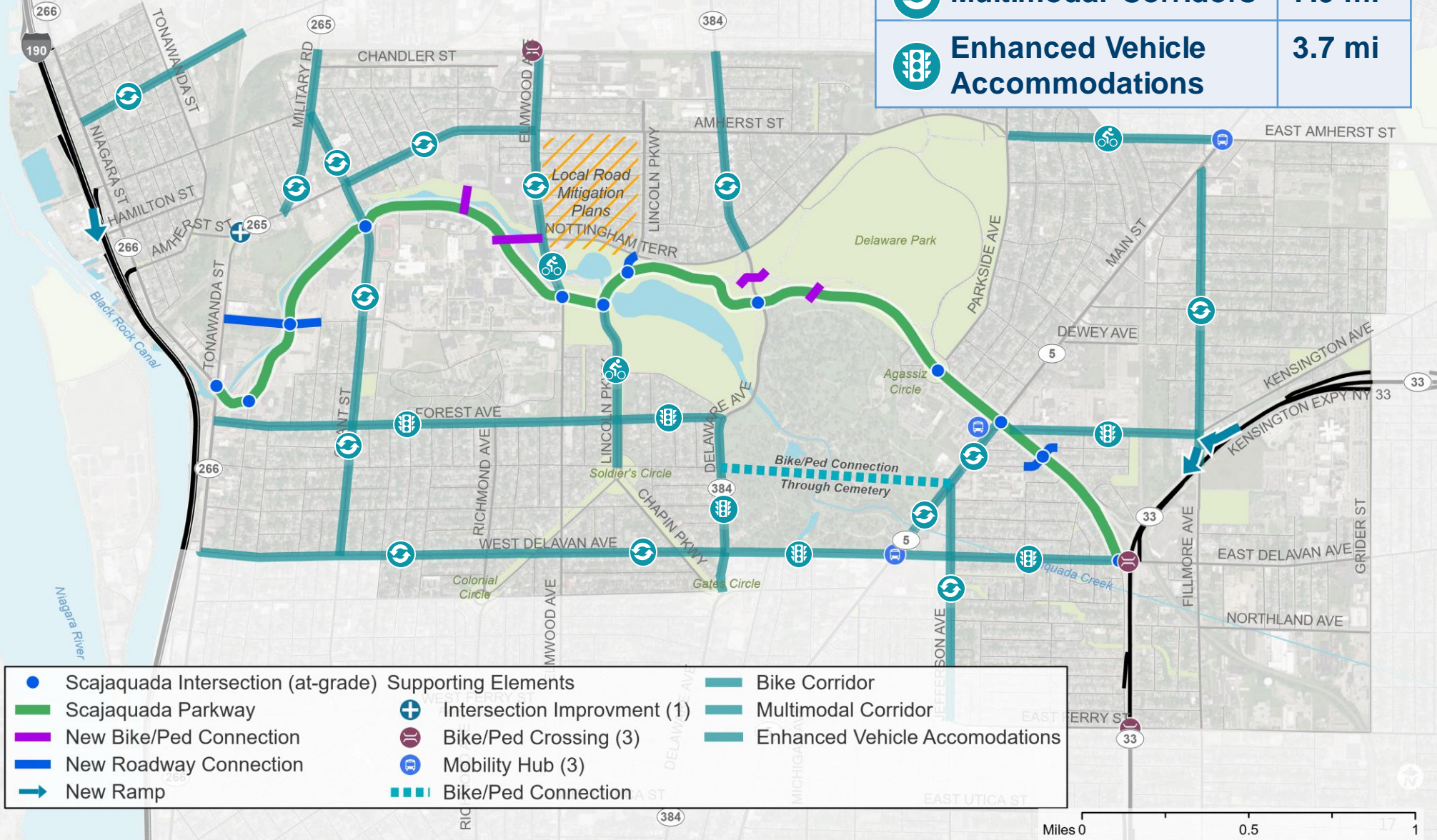




# Recommendation: Mobility Supporting elements

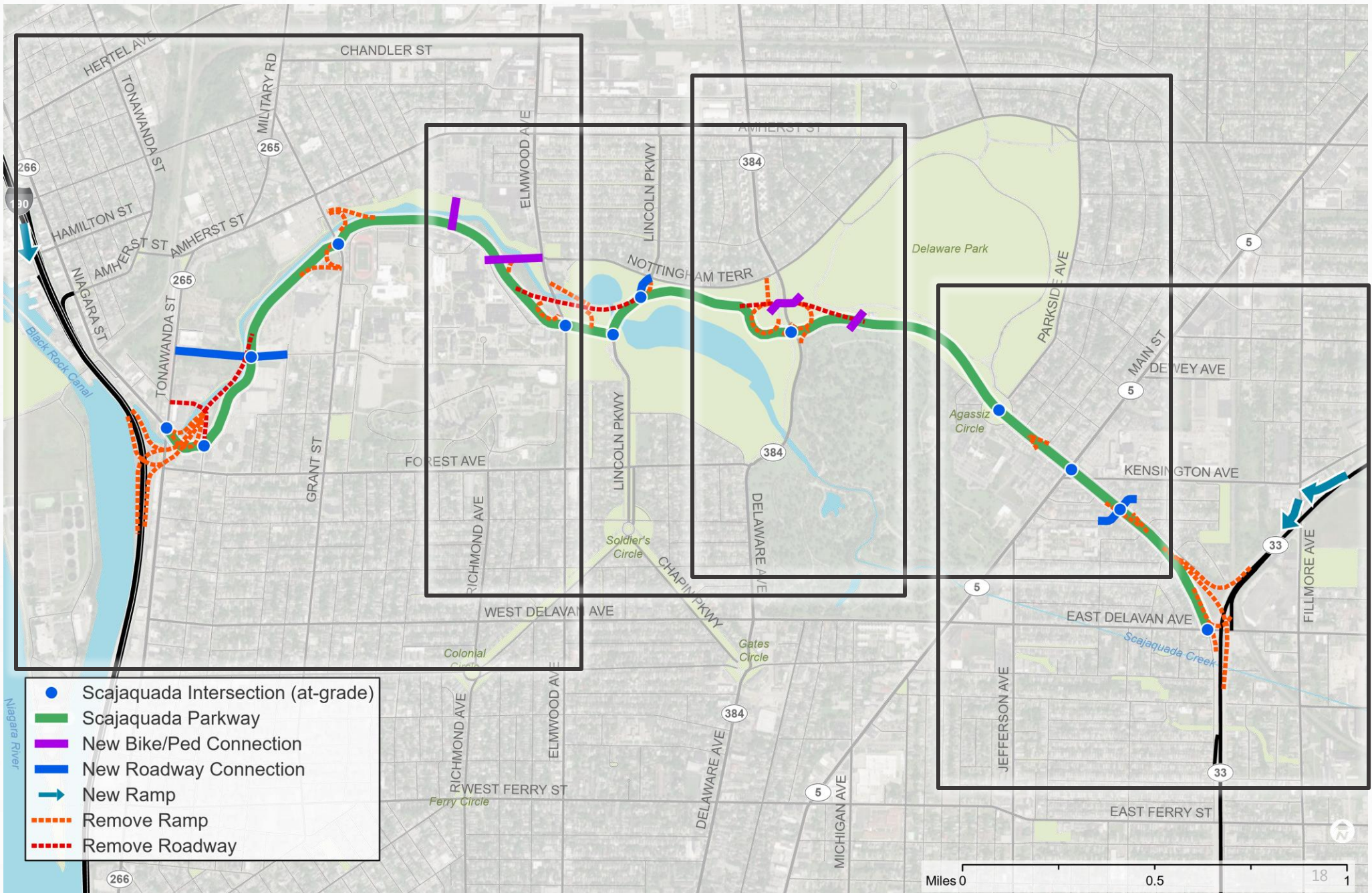
**Comprehensive set of supporting elements support a multimodal environment throughout Region Central**

	<b>Bike Corridors</b>	<b>2.13 mi</b>
	<b>Multimodal Corridors</b>	<b>7.9 mi</b>
	<b>Enhanced Vehicle Accommodations</b>	<b>3.7 mi</b>

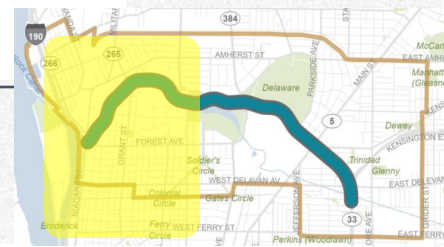


- Scajaquada Intersection (at-grade)
- Scajaquada Parkway
- New Bike/Ped Connection
- New Roadway Connection
- ➔ New Ramp
- + Intersection Improvement (1)
- ⌋ Bike/Ped Crossing (3)
- Ⓜ Mobility Hub (3)
- ⋮ Bike/Ped Connection
- Bike Corridor
- Multimodal Corridor
- Enhanced Vehicle Accommodations

# Scajaquada Parkway – Section-by-Section Key



# Community benefits - Buffalo State segment



## MOBILITY BENEFITS

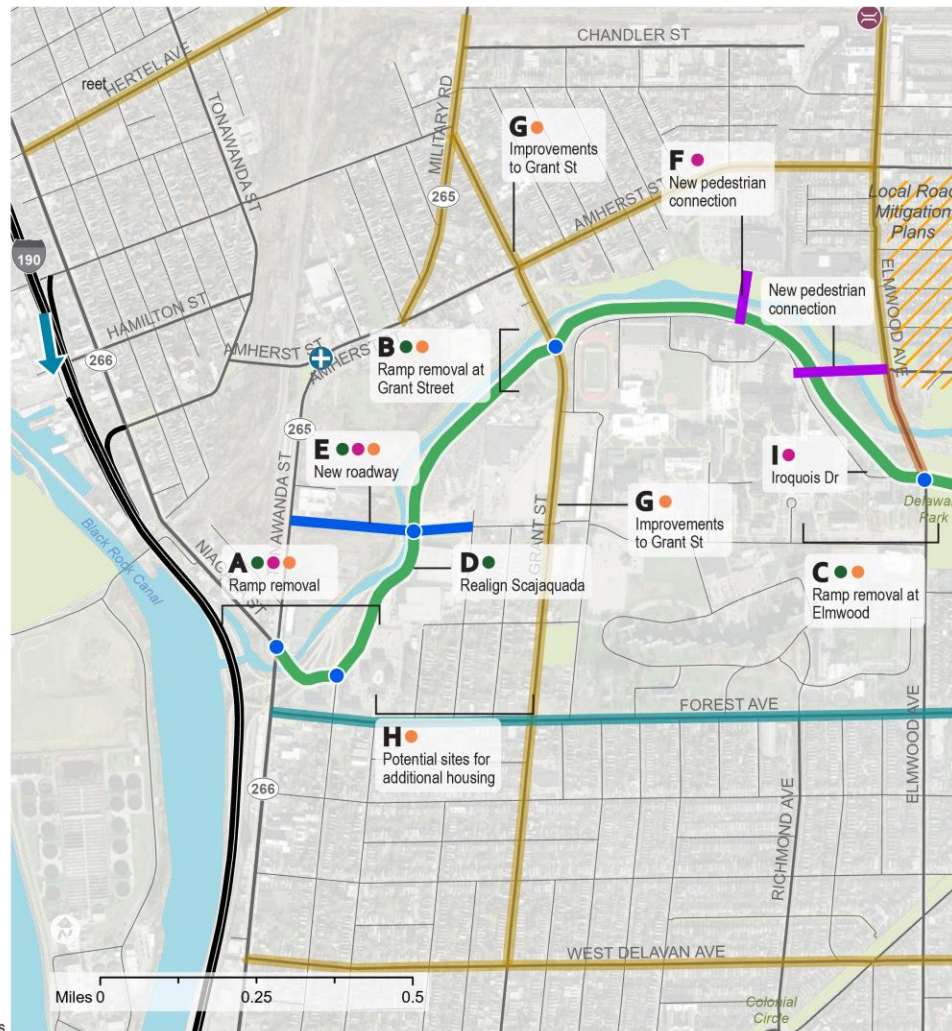
- Overall Continuous bike/pedestrian connection on the south side of the creek along the Scajaquada Parkway
- Overall Continuous roadway connection along Scajaquada Parkway between Buffalo State and Niagara St
- Overall Opportunities for additional Buffalo State driveways/multimodal access from the Scajaquada Parkway
  - A I-190 Interchange removal allows greatly improved bike and pedestrian experience on Niagara St
  - E New multi-modal roadway between Grant St and Tonawanda St @ Letchworth St
  - F New connections across the Scajaquada @ Elmwood Ave and Wegmans open large areas of Region Central to people walking and biking
  - I Iroquois Dr remains in place until the Scajaquada takes over its ROW immediately west of Elmwood Ave

## PARKS, HERITAGE, AND NATURAL RESOURCES BENEFITS

- Overall Decreasing roadway width allows for stream and North Bay restoration
- Overall Keeping parkway south of creek increases creek restoration potential
- Overall Decreasing roadway width reduces runoff
- Overall Decreasing roadway width and removing roadway provides opportunities to improve waterfront access and quality of nearby recreation amenities.
  - A I-190 Interchange removal allows improved views and access to the waterfront
  - A, B, C Ramp removal creates opportunity for stream restoration
  - A, B, C Ramp removal reduces runoff from roads/decreases impervious surfaces
  - B, C, D Keeping parkway south of creek allows Jesse Kregal pathway to remain north of creek, improving continuity
  - E New roadway facilitates east-west connectivity from Grant-Amherst to Shoreline Trail, which commemorates Erie Canal

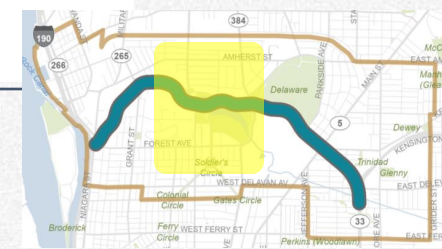
## INCLUSIVE DEVELOPMENT BENEFITS

- Overall Roadway improvements to Forest Avenue will provide additional secondary access to Niagara Road. This increased accessibility could spark additional market support for reusing the many old industrial buildings in this area.
  - A, B, C New intersections facilitate multi-modal access to major economic generators, including Buffalo State, the Richardson Olmsted Campus, and emerging business districts along Niagara, Amherst, and Chandler Streets. This reinforces Region Central as an employment hub, while also supporting existing and expanding small business clusters.
    - E New connection will open up the opportunity to redevelop several large vacant industrial parcels, which could support new jobs in Region Central and increase the city's tax base. Larger parcels could be especially attractive to new manufacturing facilities, life science buildings, and expansion space for local businesses looking for a location to create a bigger facility.
    - G Improvements to Grant Street will enhance access to grocery stores for people living south of the Scajaquada, as there is a major grocery store located just north of the at-grade intersection.
    - H More sites may become available for housing between the extension to Letchworth Street and Forest Avenue and west of Grant Street. Building more housing targeted to a range of incomes could help to offset some potential residential displacement in the area.



- Scajaquada Intersection (at-grade)
- Scajaquada Parkway
- New Bike/Ped Connection
- New Roadway Connection
- ➔ New Ramp
- Supporting Elements
- ⊕ Intersection Improvement (1)
- ⊖ Bike/Ped Crossing (1)
- Bike Corridor
- Multimodal Corridor
- Enhanced Vehicle Accommodations

# Community benefits - Hoyt Lake segment



## MOBILITY BENEFITS

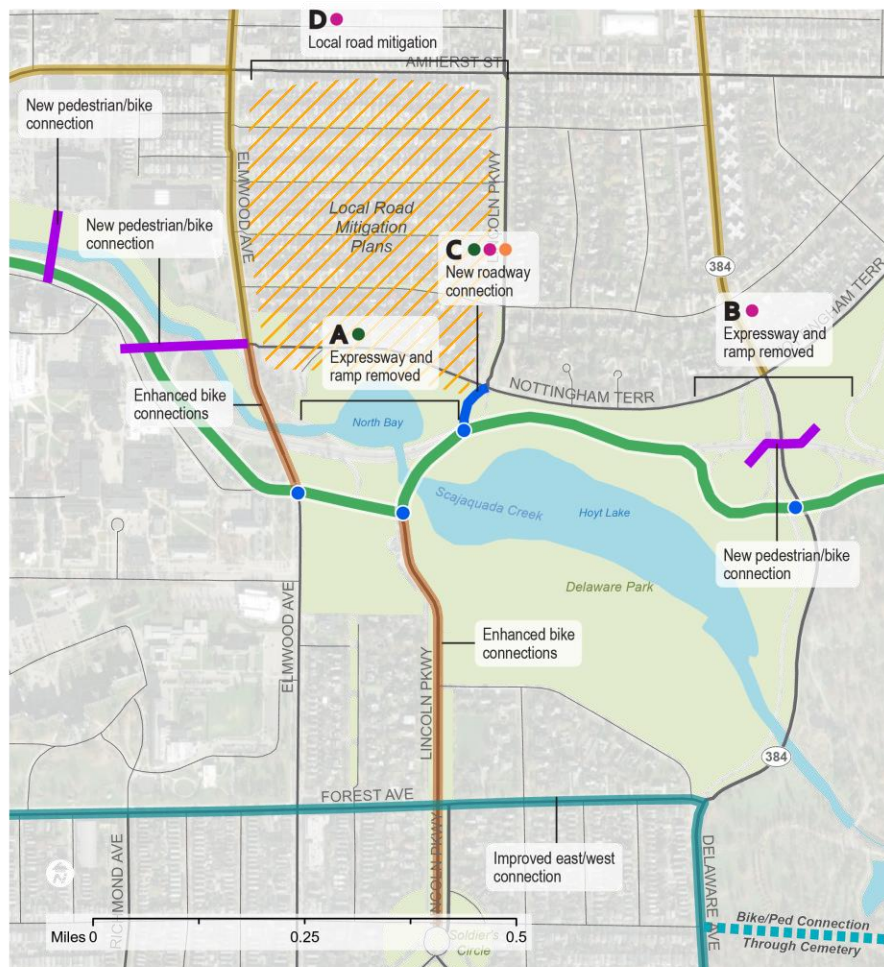
- Overall Frequent intersections provide access across the Scajaquada Parkway
- Overall Continuous bike/pedestrian connection along the Scajaquada Parkway
- Overall Enhanced area bicycle connections
- Overall Improved all mode connections to Delaware Park
- B, C Improved bike/pedestrian connection between Delaware Park East and West
- C Restored Lincoln Pkwy north/south connection
- D Local road mitigation to manage diverted vehicle trips

## PARKS, HERITAGE, AND NATURAL RESOURCES BENEFITS

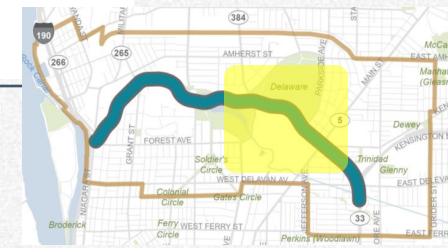
- Overall Decreasing roadway width with fewer lanes creates opportunity for stream restoration
- Overall Restores historic South Scajaquada Parkway
- A Improved access to waterfront with ramp removal, walkability improvements, possible creek restoration, fewer lanes, and additional connections over the water
- A Removing expressway and ramps creates opportunity for stream restoration/North Bay restoration; decreases runoff; decreases impervious surface area
- A Improves historic viewshed between the Marcy Casino, the Buffalo History Museum, and the Albright Knox
- A Opportunity to restore historic park paths between Albright Knox and History Museum and paths around the North Bay
- A Opportunity to restore historic North Bay alignment
- C Retains viewshed while facilitating multimodal connectivity
- C Improved connectivity to Elmwood Historic District, historic Pan American groups, within Museum District and between other historic resources in the vicinity

## INCLUSIVE DEVELOPMENT BENEFITS

- C Connecting Lincoln Parkway north of the Scajaquada offers greater local connectivity to the economic activity center along Great Arrow Avenue.



# Community benefits - Delaware Park segment



## MOBILITY BENEFITS

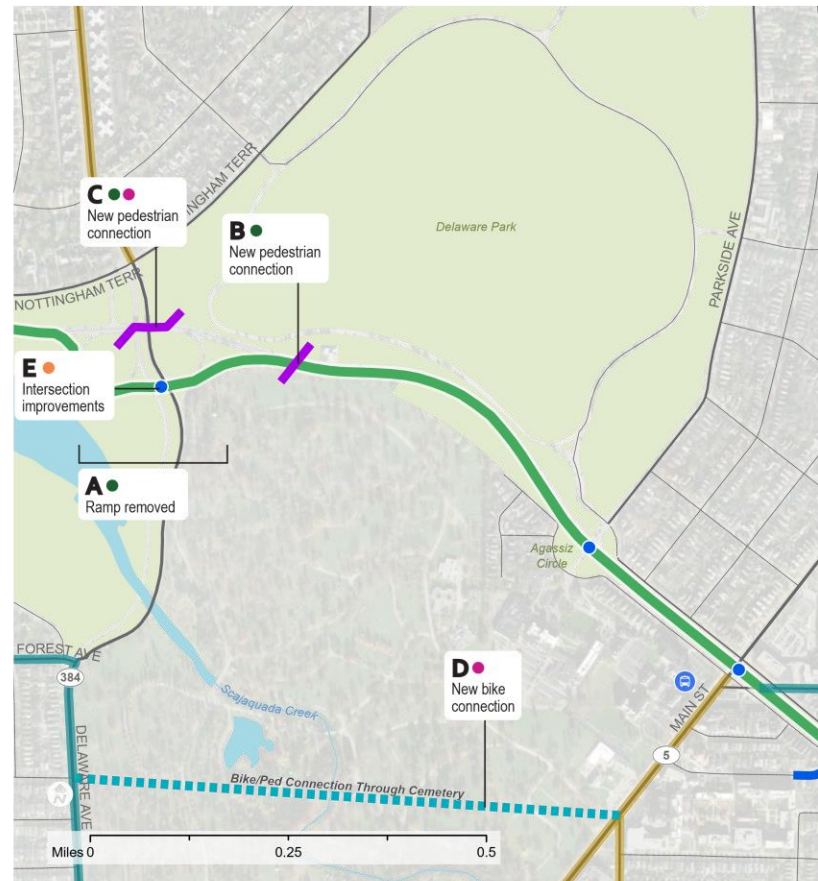
- Overall Improved all mode connections to Delaware Park
- Overall Frequent intersections that provide access to the Scajaquada Parkway
- Overall Continuous bike/pedestrian connection along the Scajaquada Parkway
  - C Improved bike/pedestrian connection between Delaware Park East and West
  - D New bike/pedestrian connection through the Forest Lawn Cemetery greatly expands bike/pedestrian connectivity

## PARKS, HERITAGE, AND NATURAL RESOURCES BENEFITS

- Overall Ramp and expressway removal increases opportunities for green space/ park restoration potential, lake restoration potential, and reduction of impervious surface.
  - A Removing ramps increases opportunity to restore pathways through park and facilitates connectivity between historic Park and Forest Lawn Cemetery
  - B, C Removal of roadway from crossing over bridge allows for restoration of character and integrity of stone arch bridge
  - C New pedestrian pathways facilitate connectivity between the Park Meadow and Hoyt Lake.

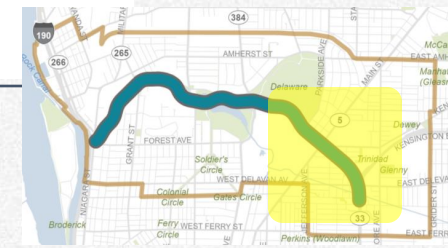
## INCLUSIVE DEVELOPMENT BENEFITS

- E Making Delaware Avenue a multimodal street that has an intersection with the Scajaquada will improve both local and regional employment accessibility for residents living in this high density neighborhood. This could also spur redevelopment and/or building reuse around the intersection of Delaware with Amherst Street.



- Scajaquada Intersection (at-grade)
- Scajaquada Parkway
- New Bike/Ped Connection
- New Roadway Connection
- Supporting Elements
  - Mobility Hub (1)
  - Bike/Ped Connection
  - Multimodal Corridor
  - Enhanced Vehicle Accommodations

# Community benefits - Humboldt Pkwy segment



## MOBILITY BENEFITS

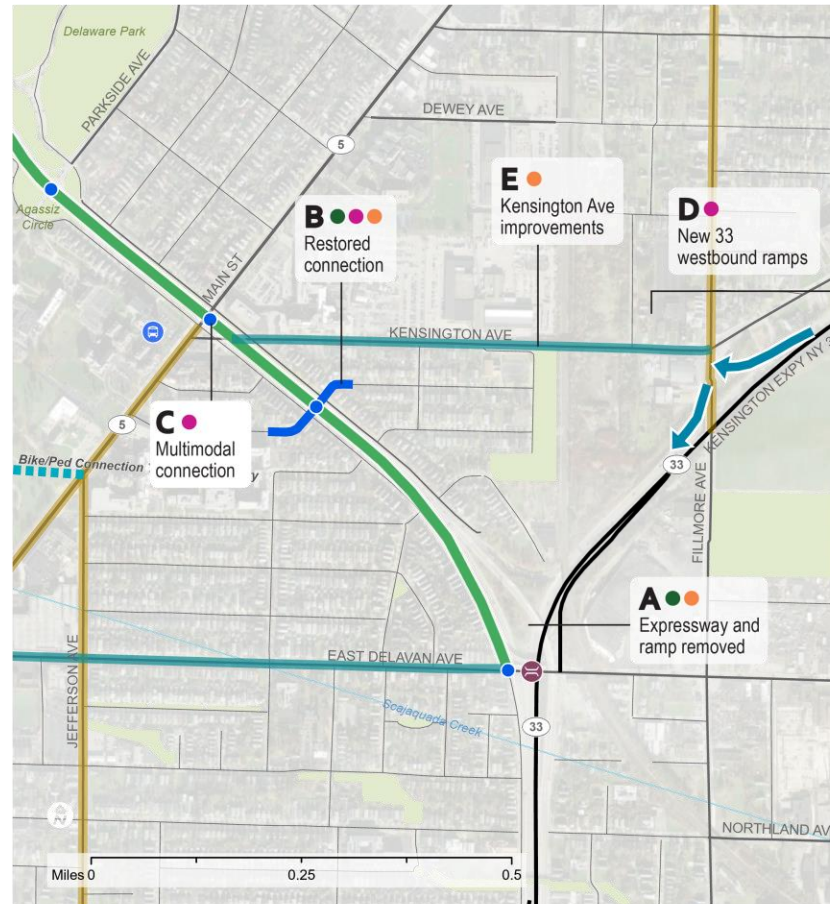
- Overall Continuous bike/pedestrian connection along the Scajaquada Parkway
- B Restored Eastwood Pl/Monticello Pl east/west connection
  - C Full connectivity for all modes at the Main St/Kensington Ave Scajaquada Parkway intersection
  - D New 33 westbound on and off ramps at Fillmore Ave provide an alternative way to access the 33

## PARKS, HERITAGE, AND NATURAL RESOURCES BENEFITS

- Overall Expressway removal and new parkway help restore the character and continuity of the Humboldt Parkway
- A Removing major highway interchange decreases car exhaust emissions/air pollution in the vicinity of residential areas.
  - B Parkway and improved intersections improve access for Hamlin Park, Fillmore Leroy, and Delavan Grider residents to parks and historic resources.

## INCLUSIVE DEVELOPMENT BENEFITS

- A Removal of major interchange and Expressway ramps will reduce traffic volumes and reduce the localized air quality impact associated with existing on- and off-ramps.
- B The new road connecting Eastwood Place to Monticello Place creates better connections for the Canisius College Campus as well as allowing for better connectivity between the larger Delavan neighborhood and other important economic activity centers in this area.
- E Improvements to Kensington Avenue as it connects to Fillmore Avenue could help open up vacant and underutilized land in this area for more development, including both for employment and new high quality mixed income housing. This could add more employment opportunities to the east side neighborhoods. These improvements could also facilitate easier local access to grocery stores on Main Street.



- Scajaquada Intersection (at-grade)
- Scajaquada Parkway
- New Roadway Connection
- ➔ New Ramp
- Supporting Elements
- ⊗ Bike/Ped Crossing (1)
- ⊕ Mobility Hub (1)
- ▤ Bike/Ped Connection
- ▨ Multimodal Corridor
- ▧ Enhanced Vehicle Accommodations

# 1950s compared to 2020s community-building



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# The Region Central Process: Next steps

- *Intent is to Bring Focus on Long Term Opportunity in Region Central AND*
- *How Access/Mobility Improvements will leverage that Future*
- *Where Does This Process Go Next*
  - *Public **engagement** regarding recommendations*
  - *Assemble full **report** and documentation*
  - *Reconcile project to **environmental review process** and **funding***
  - *Prepare a **detailed traffic analysis** to assess impacts of traffic diversion and recommend mitigation measures necessary to address the impacts*
  - *Obtain **stakeholder and public consensus** on the recommended mitigation measures*
  - *Determine projects **owners and resource** needs*
  - *Build **Action Matrix** of key stakeholders to implement all initiatives*
  - *Establish continuing mechanism to ensure **timely completion of project***





# REGION CENTRAL

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