

MEETING MINUTES
MAIN STREET – 500 Block Rehabilitation
PIN 5760.39
Design Meeting

DATE: October 25, 2012
TIME: 9:00 AM
LOCATION: Buffalo Place Conference Room
ATTENDEES: See attached sign-in sheet
ATTACHMENTS: Sign In Sheet

A meeting was held with the City of Buffalo, Buffalo Place, and Stakeholders to discuss the conceptual design for the 500 Block of Main Street phase of the returning Cars to Main Street project. Introductions were made by John Bidell and an agenda was distributed to all. A summary of the meeting and the decisions made are as follows:

1. John Bidell stated that the meeting is being held to present the conceptual plans for reintroduction of cars to the 500 block of Main Street. This meeting will present plans for the 500 Block of Main Street, Station concepts, converting Mohawk Street to a two-way street between Pearl Street and Washington Street and providing a one way leg of Genesee Street between Main Street and Huron Street. John stated that a \$15 M Tiger Grant has been awarded by the Federal government for this project with another \$6 M from various sources for reconstruction of the 500 Block of Main Street. John stated that in order to meet the grant requirements, the project needs to be designed and approved by the federal government by May 2013.
2. Peter Ringo presented the layout for the rehabilitation of 500 Block. Peter stated that this will be a continuation of the 600 block design, with 10' shared travel lanes for light rail and vehicular traffic separated by a raised center median to direct traffic around the catenary poles (which remain in the middle). The median would be mountable for emergency vehicle access.
3. Peter stated that the construction on this block will involve the rehabilitation of the existing train stations. The new stations will be designed around the existing raised platforms. The edge of the raised platform extends beyond the existing curbline. In order to meet separation requirements between the travel lane and the platform, a mechanical bridge plate was originally proposed; however this option was dropped due to operational concerns related to the bridge plate. The current design includes the shifting of vehicular traffic towards the center in advance of the platform by extending a lower curb into the trackbed in order to achieve an 18" horizontal separation between the curb line and the platform bridge.
4. Concepts for maximizing parking within the 500 block were presented. A mountable curbed parking lane will be provided to accommodate parking in 3rd and 4th train car boarding area with 3' offset and 9' parking lane. Removable bollards will be placed along the curbline to designate the parking in the 3rd and 4th train car area. A similar mountable curb parking concept has been successfully adopted by the City of Kitchener in Ontario, Canada. They had used this concept on King Street to make the sidewalk areas adaptable for dual uses such as cafes when the parking area was closed off.

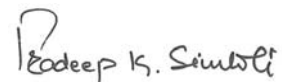
5. Dolores Battle inquired about the sidewalk width. Peter stated that the typical sidewalk width between the building face and the parking lane will be about 25 feet. This sidewalk area would also include planter zones, and other streetscape elements. John Bidell stated that if an event required additional sidewalk area, the removable bollards could be moved to prohibit parking and provide additional sidewalk space.
6. The stakeholders inquired if the City of Kitchener design information could be made available to them. John stated that the design could be uploaded to the Buffalo Place website and could be made available to the stakeholders.
7. Debra Chernoff inquired about the number of parking spaces available in the station block and in the 3rd car zone as shown. Peter stated that a total of 22 spaces, 4 of which are in the 3rd car zone. Pay and display meters will be installed along the parking lanes by the City of Buffalo at the completion of the project.
8. John Bidell stated that a new signal will be installed at the Main Street and Mohawk Street intersection. Peter stated that a total of 5 train gates will be installed as part of this project to allow for closing sections of Main Street as required for maintenance or emergency purposes. Peter stated that a gate will be installed on the south side of Mohawk Street at Main in order to prevent vehicles from continuing past Mohawk until the next project phase is built.
9. The Roosevelt Plaza will be redeveloped. John Bidell stated that the existing monument will remain, however, a new sidewalk and landscape plan is proposed for the plaza as part of this project.
10. A one-way Genesee Street section is also proposed as part of the project. The street will be a one-way exiting connection to Huron Street, offset from the one-way segment from the east. On street mountable parking with removable bollards will be provided along this one-way Genesee Street segment for building front short term parking. Removable bollards will also be provided at the end of the street in order to allow for closures during special events. The sidewalk area between the face of the buildings and the parking lane will be approximately 20 feet wide. A question was asked if Genesee Street could be converted to two-way within this section. John Bidell stated that at this time both legs of Genesee Street are stop controlled and if the street were to be converted to two-way, a new signal will need to be installed and which would create excess delays within the area due to multiple traffic signals within a short section of the street.
11. A question was raised regarding the trading of green space area for proposed parking area and if people will park all day long. John Bidell stated that these would be short duration turnover parking. Paul Iskalo stated that the parking closer to the building provides value to the businesses which is an important improvement.
12. Charles Battle asked if the sidewalks will be heated. John Bidell stated that the City will not install the heated sidewalk and it is up to each building owner to have heating components installed if they choose. Peter Ringo stated that the installation will be accommodated under the project but owners need to inform the design team very soon in order to design the sidewalk to accommodate the heating elements and drainage.
13. Debra Chernoff stated that two owners on Genesee Street would like to discuss the parking and sidewalk issue at a later date.
14. Mohawk Street will be opened to two-way traffic between Pearl Street and Washington Street as part of this project. The City is in the process of converting Pearl Street to two-way traffic as well. A signal will be installed at Pearl and Mohawk as part of the Pearl Street project. Mohawk between Washington Street and Main Street will have 11' travel lanes in each direction with 8' parking lanes and 14' sidewalks on each side. The west

section of Mohawk will have two 10' lanes, a 5' sidewalk on the north side and a 7' sidewalk on the south side. Street lighting will be provided on the south side of the street.

15. Bryce Bixby presented the new station design concepts for the Fountain Plaza Stations to meet the FTA requirements of keeping the existing raised platforms. Bryce stated that the design of the new stations will be done to make the station structures as transparent as possible in order to provide an open space along the block and open views to the building architecture.
16. Three station structure concepts were presented for the project. These concepts differed from the original concept presented during the preliminary design due to the change in material technology over time and the intent to facilitate maintenance and replacement materials. Each of the concepts presented would use stainless steel and transparent/translucent materials for the station structures, such as 3Form polycarbonate for the roof system and either a polycarbonate or glass material for the walls. Concept A provides a single station that will be built entirely around the existing raised platform and with additional shelter at the sidewalk level. Concept B provides a smaller structure around the existing raised platform and a separate smaller sidewalk level shelter oriented toward the platform. Concept C is similar to concept B, but the separate sidewalk level shelter area would be orientated toward the street. The distances between the shelter areas for options B & C is somewhat flexible, depending if the full foundations are required under the sidewalk shelters or if they can be supported on more of a slab foundation similar to a bus shelter.
17. Mike Schmand inquired if the concept selected for Fountain Plaza would be replicated throughout the Main Street. John Bidell stated that it is the intent of the City to do so. Bryce stated that options B & C would allow for more consistency throughout the system since the platforms vary somewhat from station to station.
18. The overall dimensions were discussed. Debra Chernoff will post the concepts on the Buffalo Place website for people to review in more depth and provide feedback at the next meeting to be held on November 8th.
19. A question was raised about green materials. Bryce stated that the 3Form is made of recycled materials and is durable to have extended life and require less infrastructure for consistency with the green design intent.
20. Mike Schmand asked if the station concepts could be shown in context along the street to help the decision process. Foit-Albert will overlay the station design models on the Fountain Plaza backdrop and present at the next meeting.

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 or they will be considered accurate and complete.

Respectfully Submitted,



Pradeep Simlote,
DiDonato Associates

cc: Attendees
att.: Sign in Sheet
Greg Leonard – MNLA
Terrie Brightman - MNLA



CITY OF BUFFALO
DEPARTMENT OF PUBLIC WORKS
MAIN STREET – 500 BLOCK REHABILITATION
DESIGN MEETING
SIGN-IN-SHEET



October 25, 2012, 9:00 AM

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