

Appendix A – Public Outreach Information

Public Outreach Round 1

Share Your Input: Goodell Street Corridor Improvement Study Survey



The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is leading a transportation planning project to provide design alternatives for the Goodell Street Corridor.

Design alternatives could potentially provide improvements for most modes of transportation including walking, cycling, and driving. To ensure the alternatives put forward are reflective of community wants and needs we ask that you please fill out the survey.

Scan the QR Code below for a link to the survey.



Public Meeting: Goodell Street Corridor Improvement Study

THURSDAY, MARCH 31st

5:30 - 7:30pm

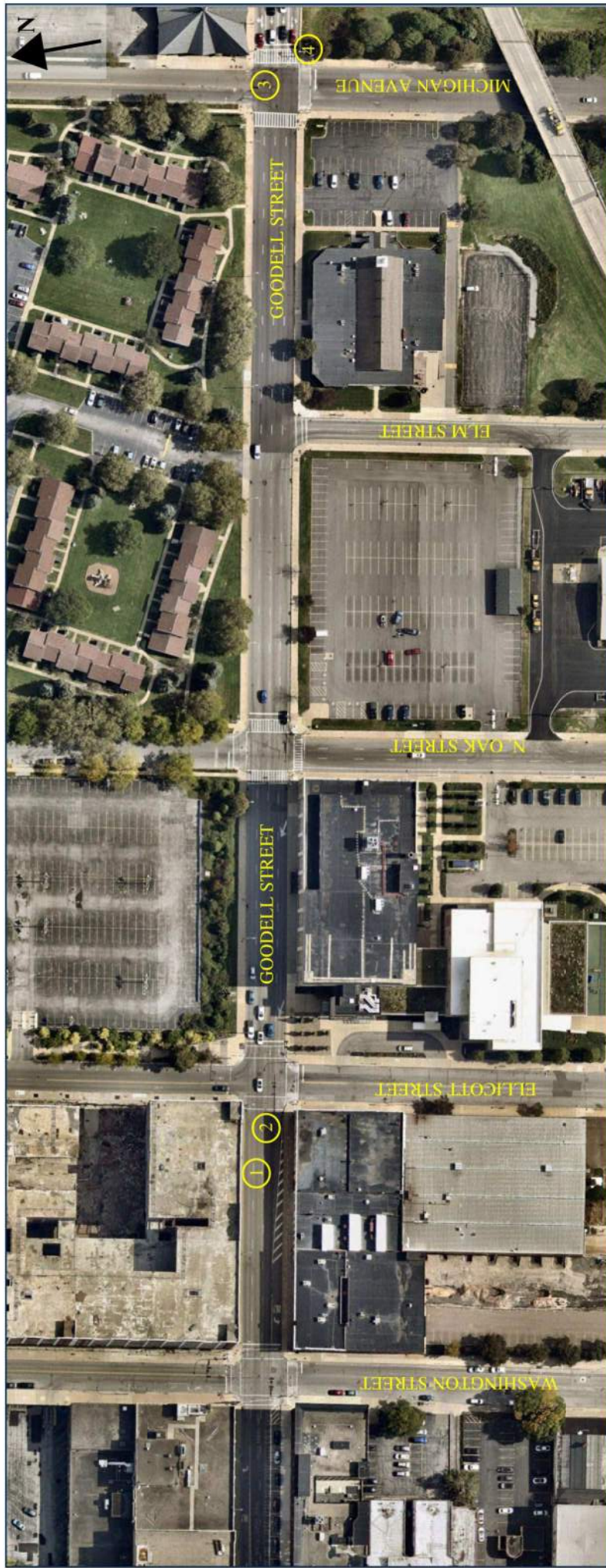
EDUCATIONAL OPPORTUNITY CENTER
555 Ellicott Street, Buffalo, NY (1st Floor)

The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is hosting a Public Meeting on March 31st, 2022 from 5:30-7:30 PM at the Educational Opportunity Center located at 555 Ellicott Street, Buffalo, NY.

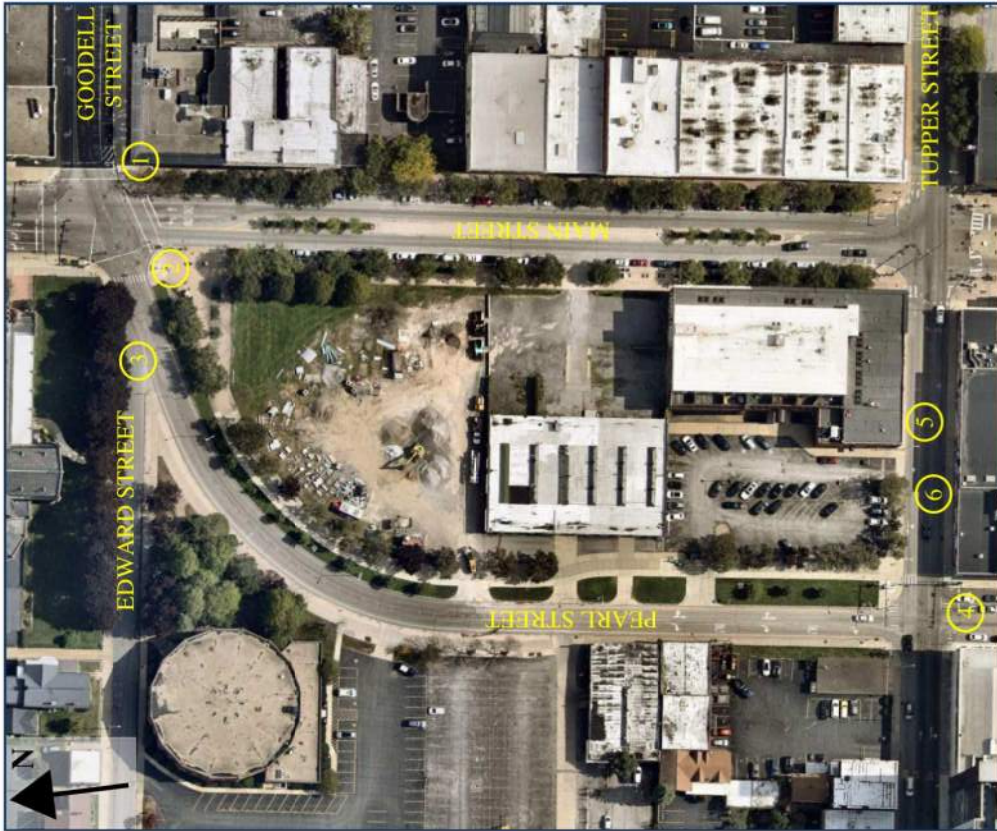
A brief presentation will begin at 6pm followed by workshop activities to engage the public regarding potential improvements and their vision for the Goodell Street Corridor.

If unable to attend in person please register by scanning the QR Code below for a Zoom meeting invite.

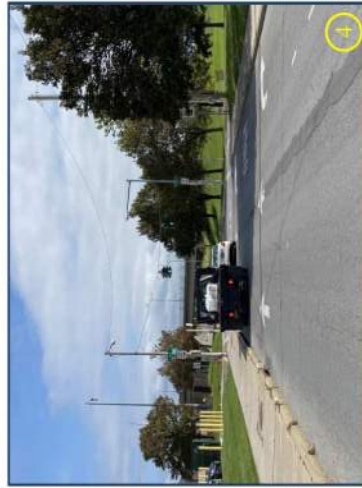
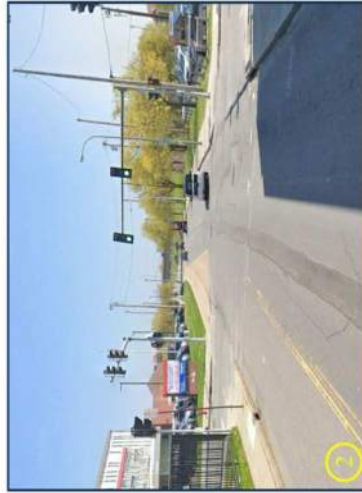
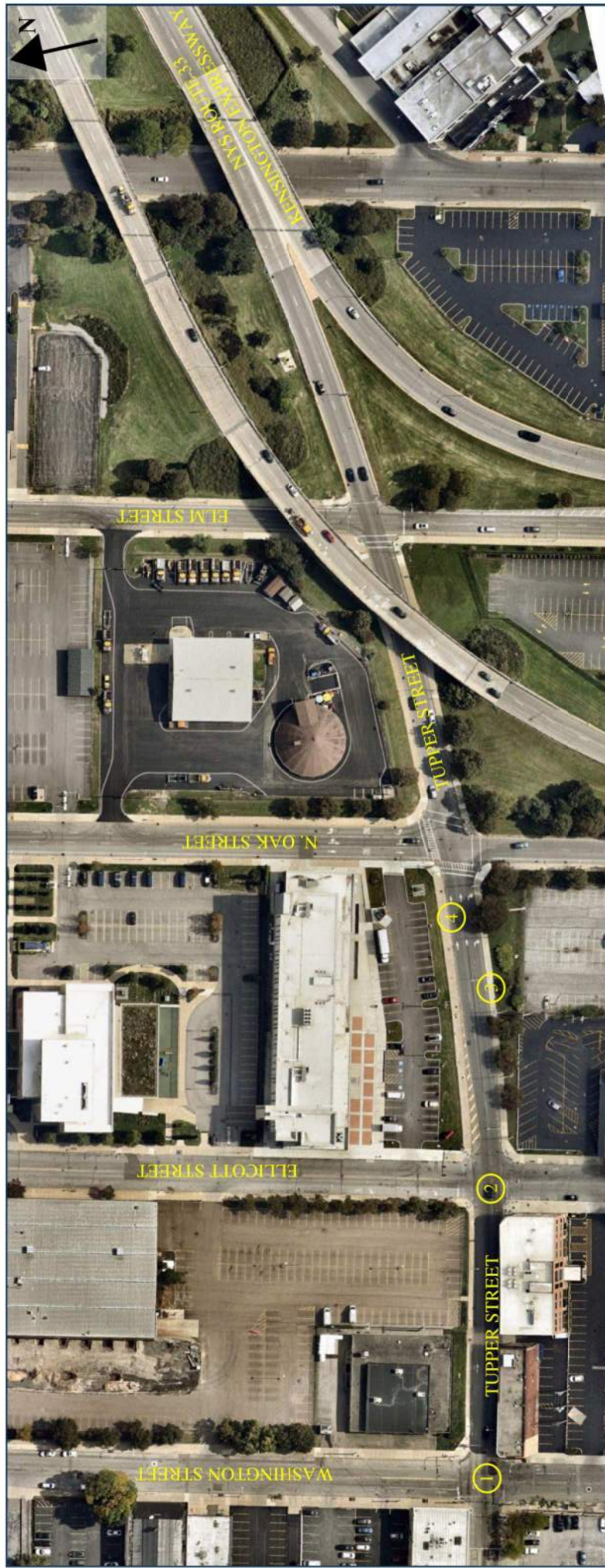




GOODSELL STREET CORRIDOR PLANNING STUDY
 GOODSELL STREET SEGMENT



GOODELL STREET CORRIDOR PLANNING STUDY
PEARL STREET SEGMENT



GOODELL STREET CORRIDOR PLANNING STUDY TUPPER STREET SEGMENT



GOODELL STREET CORRIDOR PLANNING STUDY
 NYS ROUTE 33 (KENSINGTON EXPRESSWAY) SEGMENT

Welcome

Thanks for joining us for the
Goodell Street Corridor Planning Study
Public Meeting!

We will begin the presentation at
6:00 pm.



Goodell Street Corridor Planning Study



**Public Meeting
March 31, 2022**

Introductions

- ◆ GBNRTC
 - Richard Guarino, Acting Executive Director
 - Michael Davis, Project Manager
 - Kelly Dixon, Public Outreach
 - John Michael Mulderig, Social Media
 - Matthew Grabau, Modeling Support
- ◆ C&S Companies
 - Daniel Borcz
 - Kelsey Wessel
 - Sean Sweeney
 - Emma Phillips (virtual)
- ◆ Watts Architects & Engineers
 - Jeanette Koch

Agenda

- ◆ Project Background
 - Study Area
 - Project Purpose
 - Project Schedule
- ◆ Public Meeting Objective
- ◆ Meeting Format – Project Boards
- ◆ Share Your Thoughts – What is important to you?
- ◆ Next Steps

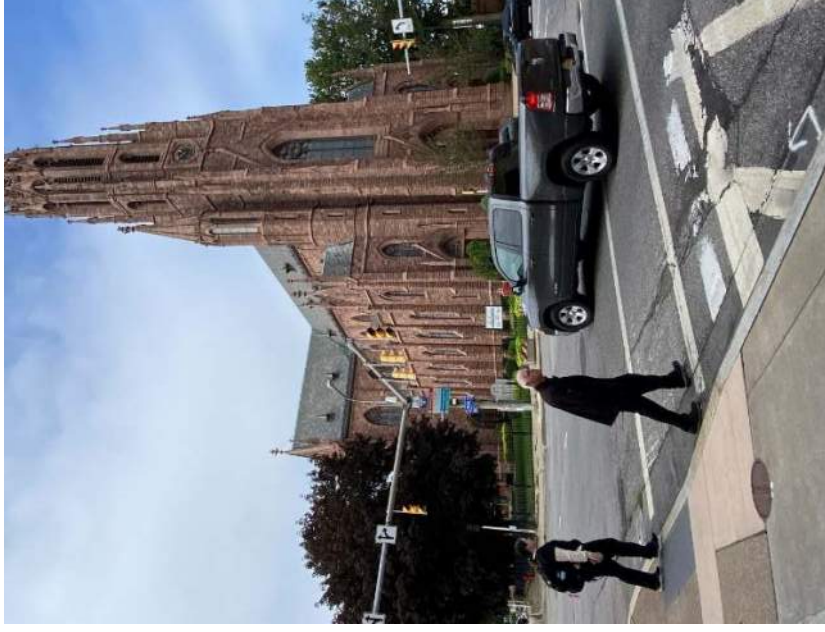
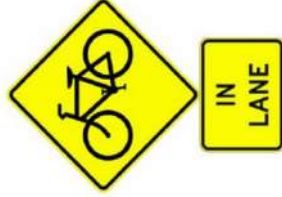
Background - Study Area



- ◆ Goodell Street from NYS Route 33 to Pearl Street
- ◆ Pearl Street from Goodell Street to Tupper Street
- ◆ Tupper Street from Pearl Street to NYS Route 33

Background – Project Purpose

- ◆ Re-envision Goodell Street, Pearl Street, and Tupper Street to improve:
 - Accessibility
 - Safety
 - Multi-Modal Accommodations
- ◆ Study impacts to project area roadway and intersection network



Background -Project Schedule



Public Meeting Objective

- ◆ Find out what is important to the public
- ◆ What improvements would you like to see as a:
 - ◆ Pedestrian
 - ◆ Bicyclist
 - ◆ Motorist
 - ◆ User of public transportation



Public Meeting Format

- ◆ Project Boards: Each board has a project area. Please share your observations, deficiencies, strengths, area needs
 - 1) Goodell Street
 - 2) Pearl Street
 - 3) Tupper Street
 - 4) NYS Route 33
- ◆ Online Survey – QR Code can be found on the Project Overview Board, the meeting flyers, or [HERE](#)



Next Steps

- ◆ Consider public feedback
- ◆ Sketches for alternatives
- ◆ Second round of public outreach



Next Public Meeting Planned For:
Mid Summer 2022
Come share your thoughts!

Closing

- ◆ Questions?
- ◆ Check out the project website (www.gbnrtc.org) for periodic updates
- ◆ Share Your Thoughts!
 - Where are you traveling from?
 - Four (4) Project Boards
 - Take the Survey



C&S Companies is leading a transportation planning project in coordination with the Greater Buffalo Niagara Regional Transportation Council (GBRNTC) to provide design alternatives for the Goodell Street corridor shown below.

*Insert map here of corridor (Pearl and Tupper)

Design alternatives could potentially provide improvements for most modes of transportation including walking, cycling, and driving. To ensure the alternatives put forward are reflective of community wants and needs we ask that you please fill out the below survey.

You can find more information surrounding the project at:

- 1) What is your connection to the Goodell Street corridor?
 - Resident of neighborhood community
 - Employee or Owner of business on or near Goodell Street
 - City of Buffalo resident
 - Commuter (just passing through)
 - Other

- 2) How often do you travel on Goodell Street corridor?
 - Multiple times a day
 - Once a day
 - Few times a week
 - Once a month
 - A few times a year
 - Never

- 3) What mode(s) of transportation do you utilize to travel on Goodell Street corridor) (check more than one if necessary)
 - Vehicle
 - Walk
 - Bicycle
 - Bus
 - Metro
 - Other

- 4) If you walk or bike what has your experience been like and what would you improve?

- 5) If you walk or bike do you feel safe along the corridor?

If walking or biking, how important are the potential improvements below along the Goodell Street corridor? (Sliding scale for all ranging from not important, somewhat important, important, very important)

Landscaping

Bump outs

Amenities (benches, shade trees)

Improved lighting

Bike lanes

New sidewalks

Handicap accessibility

If you drive along the Goodell Street corridor are there any improvements that can be made?

Please mark areas on the map with notes of where there are areas for concern or improvement (examples include the need for additional crosswalks, water ponding, signal improvements):

*insert map here

Please let us know any other opinions you have pertaining improvements or concerns when travelling and utilizing the Goodell Street corridor:

If you marked areas of concern or potential improvement above, please briefly explain them:

Where Goodell and Tupper cross all the major thoroughfares could be improved. Too car centric and discourages foot and bike travel, cutting off downtown access from the Allentown neighborhood. That's more an area I am familiar with, though I'm sure improvement can be made to the left area of this circle to invigorate the areas closer to the Fruit Belt

When Goodell hits Main Street and splits off, the lanes must be better marked to prevent so many accidents including those that crash into the fence at Saint Louis church

Unfortunately I am not too familiar with the Corridor to provide valuable information on neighborhood improvements and traffic flow patterns. However I have noticed in other cities (like Cleveland) how large interior produce markets have created a destination for people to entertain themselves, as well as having a great ethnic food selection to bring home as groceries. As far as I know, the City doesn't yet have such as this, except for the Broadway market, which may be too distant for City dwellers.

Tupper should also be converted likewise to Goodell to better facilitate mode shift and traffic calming.

Tupper is a huge problem, cars race down it to get to the 33 as fast as possible, also go through red lights and block the intersection

Tried to draw, but didn't work. I think getting the traffic to slow after Elm Street (at the latest) is really needed.

Traffic signals along Goodell from the expressway off ramp / exit to Main Street should be smart signals that can sense when the signal should change due to traffic volume. This would make the wait time shorter for pedestrians crossing north - south across Goodell and help move traffic along Goodell street. Returning traffic to two way were possible along Goodell street would also be a huge improvement, particularly between Main Street and Michigan Avenue.

This is a hazardous 5-way intersection for pedestrians and cyclists. For pedestrians (particularly disabled people), it is difficult to get across this broad intersection in time before the light changes. The lack of a shoulder or bike lanes along Edward, Goodell, and Pearl, as well as this section of Main, make this area dangerous for cyclists as well.

This entire stretch of Goodell is dangerous and uncomfortable for anyone using any mode of transportation other than a car. This entire stretch would benefit from the amenities in the question above: bump outs, improved sidewalks with pedestrian amenities and pedestrian-scale lighting, protected bike lanes, and other traffic calming measures. If it's at all feasible, I think this stretch of Goodell should be a two-way street, not one way.

There are cars constantly moving forward on Edward which are in the turn-only lane for Pearl street on the left. Signage is vague and unsafe, considering cars in the middle/right lane can and do continue along Pearl but cars to the left try to turn right.

The whole corridor needs improving, especially between Broadway and the Ballpark.

The whole corridor is too fast, wide and highway like. This encourages highway like driving onto surface streets like Pearl, Main and Tupper. A major road diet, softening via trees and pedestrianization is needed to encourage bike/ped connectivity between investments in the medical campus, fruit belt, and

main street - otherwise money is being invested in a disjointed way. Consider a Green Wave of traffic lights or roundabouts with a maximum design speed of 25 MPH.

The traffic is so fast and uncrossable. Main and Goodell is a nightmare and far too wide. Crossing it seems like a death wish. Goodell need to be converted into a two way street with a protected cycle tracks on both sides (similar to what is being proposed on Main street. This along with trees, better side walks/pedestrian infrastructure, landscaping, bump-outs, etc will make this much more pleasant and safer for all people (pedestrians, cyclists, and car users).

The speeding traffic, coming off the Kensington is of great concern. As a bicyclist I would not want to complete with speeding drivers.

The ramp flyovers should be removed and replaced with surface-level intersections or roundabouts. The ramps give drivers the impression that they can drive as fast as they want. Goodell, oak, and elm should all be reduced in lanes and curb bump-outs should be implemented. also, more narrow roads with bike lanes would encourage drivers to go slower.

The intersection of Main where Goodell turns into Edward and pearl starts is awful. Also, Pear and Tupper is not great in terms of speeding motorists and running red lights.

The intersection of Goodell and Main street is particularly concerning. Pedestrians need to cross multiple lanes of traffic coming from any direction. Often right hand turning traffic from Goodell to turning North on Main street or traffic turning right from Main street onto Edward street do not even slow or look for pedestrians. I have had numerous near misses when I am out walking my dog.

The entire stretch of Goodell from the expressway off-ramp to and including where it branches off onto Edward & Pearl are completely unsafe for cyclists. People also seem confused where it branches off and often perform unsafe lane changes right there. Crossing Main St at Goodell is also scary because people fly around the right then on red.

The entire street needs to have traffic calming measures, safer pedestrian features, safer biking measures, landscaping, etc. Or alternatively to be removed.

The entire area is a hellscape designed for cars, and even then is pretty horrific. The lack of bike infrastructure means you almost have to backtrack to Franklin to feel safe going North-South; as a pedestrian, none of the Goodell crossings feel safe; Washington and Goodell is probably the only crossing in the entire study area that is somewhat safe feeling. I would not bike in this area currently, despite it being a quicker way to my office, and to the offices of my clients.

The Corridor and surrounding areas need traffic calming and bicycle lanes

The corridor acts as a continuation of the expressway making it very uncomfortable to travel across it in any mode other than a vehicle. The Main Street/ Goodell/ Pearl/ Edward intersection is difficult to cross or travel through even in a vehicle. Protected bicycle lanes, with protected intersections providing a buffer from traffic is important. Slowing vehicle speeds down and reducing the total number of travel lanes will be important improvements.

The "Off & On Ramp" Areas need to be streamlined and more conducive to walking & bike traffic. They are simply unsafe as they're designed for motorists in 3-5 lane wide roadways. Additionally as these

serve as on and off ramps people speed like crazy, making it even more dangerous. Reorienting the roads into more of a parkway feel and design would pay homage to the City's natural planning, beautify the streets, and also making it difficult to speed and safer for pedestrian and bike traffic.

that's the place that seems like the craziest with drivers coming off the 33 and coming out of the apartments. as a ped, i would never walk in this area. also people STRUGGLE with the lanes when it comes to main, pearl, to delaware, and there's a lot of last minute switches that aren't safe either.

Swerving traffic and running red lights

street light timing on any street intersecting with Tupper is awful. I assume this is so that traffic to the 33 does not buildup on Tupper. The lights here should be on sensors, at least at low traffic times. Scarce parking as well.

Speedway. We don't need more enforcement, we need fewer, thinner lanes.

Speed coming off 33, also the BFNC drive coming inbound doesn't have much space to take a left onto Michigan Avenue coming off Goodell.

Slow down traffic. Make it a neighborhood.

Should be two way traffic and a City street. One way south is not great. no where for Cyclists to go!

See answer to second question. Alternate area of concern is the remerge from locust and the intersection at Elm

scary crossing for pedestrians also the elm street/Goodell intersection turning left > stop signs for traffic going west or stop light

Reduce number of lanes and add lane markings for which you should use (ie, use right lane if turning north on Main; use middle lane if going to Edward; use left lane if going south on main or Pearl). Add more on-street parking between Ellicott and Washington (like was done between Washington and Main).

Protected bike lanes

One of the few areas near downtown that I completely avoid while walking or biking. Drivers speed, lanes are wide, and there's no meaningful separation from the sidewalk. Drivers headed west on Goodell routinely cut across lanes to make the ambiguous turn onto Edward. Both Oak and Elm are unnecessarily wide for traffic and recklessly dangerous for anyone not in a vehicle.

Not pedestrian or bicycle friendly--crosswalk timing is not responsive. Lack of lighting, landscaping. Traffic calming measures sorely needed.

main street two lanes with one side parking other for bike lanes, clearer signage for sidestreet bike connections to main bike connections

Location of concern is the end of Goodell with the 3 way fork in the road. Generally this corridor is just a bad place to be as a pedestrian and feels like it should be avoided.

Light timing, road condition, vehicle speed, zero traffic calming initiatives made, lack of bike lanes

Light timing, lack of bicycle lanes, improved snow clearance and sidewalk conditions, more lighting and green space, improved traffic flow, reduced vehicle speeds, improve way finding signage.

Lack of traffic control and car speed

Lack of bike lanes and difficulty of walkability

Lack of bike lanes (dedicated and protected)

it is very dangerous for both cars and pedestrians. There is a point where if you're a pedestrian you just get stranded at the end of it. Cars turning right do not stop for pedestrians. cars merging onto Pearl or Edward almost hit eachother daily.

It interrupts streets. There's really no way to navigate it on a bike. There is a lack of business in the area, so it's not walkable and no one would really want to walk it because it killed off all the neighborhoods.

Intersections of Goodell/Main/Edward/Pearl. Goodell/Elm, Goodell/Ellicott, Tupper/Elm, and Tupper/Ellicott could all use strong pedestrian and cyclist improvements, as could the corridors of Tupper and Goodell.

I Wasn't able to draw on the map? Regardless, both Tupper and Goodell serve as extended on/off ramps for the 33. They desperately need road diets in preparation for a hopeful removal of the 33. Lack of pedestrian/cycling infrastructure is glaring, and the multiple lanes encourage automobiles to speed. Not great, Bob.

I was not able to draw because I am taking this survey on a mobile device. This is a great question but please recognize how limiting it is in getting responses.

I tend to agree with GoBike's engineer Jim Jones: "It should be converted to two-way traffic and the signals replaced with urban compact roundabouts. A protected bike lane using on-street parking as buffered protection should be included. Tupper should also be converted likewise. Signals outside of project limits should be upgraded to current best practices."

I mean the whole area is a highway off ramp essentially so it could use improvement to feel like a real city street made for cars and pedestrians and bikers.

How to successfully slow cars down coming off of the Expressway.

High speed vehicles and limited sight lines at Goodell/Main/Edward intersection. Dangerous for pedestrians. Goodell is a racetrack and appears to have a surplus of vehicles lanes when compared to the actual AADT.

High speed car traffic at Intersections with a split off. Confusing and unsafe for pedestrians

Goodwill street too wide, too many car lanes

Goodell is the worst from a speed and driver in attentiveness standpoint.

Entire corridor needs to be re-integrated into the downtown environment with removal of expressway features and replacement with pedestrian scaled streetscapes.

Ellicott and Goodell is critical bike, pedestrian, and transit corridor. Focus improvements here. Improve Michigan and Goodell for access as well, especially transit. Ellicott and Tupper is a dangerous crossing, add bump outs and landscaping.

Couldn't mark the location, but I'd say between Oak and Pearl, the worst speedway. Light timing just encourages speeding, to some extent.

Confusing for vehicles, pedestrians, and cyclists.

Coming off 33: Goodell Street to Elmwood, Goodell street turning down pearl street, oak street. Moving towards 33: Elm Street and West Tupper. These roads are currently configured to serve the highway and not the neighborhood. They are all one-way streets that focus on funneling automobile traffic at the expense of just about every other consideration for a city street.

Cars exiting the highway travel too fast for city streets. No protection for pedestrians or cyclists. Where Goodell (acting as a highway off-ramp rather than a city street) meets Main St and Pearl is very dangerous: cars run the traffic lights, don't understand which lanes go where, whip around the right-turn onto Main, execute dangerous lane changes trying to either get onto or avoid Pearl. Feeding a highway where people routinely travel 70+ mph onto city streets in one of the densest parts of the city is DANGEROUS. Traffic calming is a good idea, but does not address the root cause of the danger: the Kensington Expressway. Without also removing the highway, all of the good ideas named in this survey (bike lanes, etc.) will just be band-aids.

Cars exiting the 33 make it difficult to treat the surrounding area as normal city blocks that have slower traffic and lower volumes.

Cars are always racing down this one-way. Edward is also dangerous, but it is Goodell and its off-ramp that appears to set the stage. We need to calm the traffic quicker from the ramp.

Can't draw on mobile: Goodell between Oak and Main is at its saddest and most dangerous. Tupper between both streets is similarly unattractive but less dangerous.

Can't activate map marking on a smart phone. Goodell/Elm - double left-turning vehicles are a problem as is the building at the corner which restricts visibility. Goodell/Washington - again the right merge from the left-most lane on Goodell before Washington St causes major conflicts since drivers don't expect it (the lane is completely open) and the pavement markings are consistently faded or worn.

Better bike lanes needed

As stated above, it's dangerous getting onto Goodell from Elm.

Already mentioned above

All the above.

All right turns on red should be prohibited and an exclusive / all ped phase should be consider to improve pedestrian safety at this intersection.

All

The divide at Goodell/Pearl/Main Street seems very unsafe. Cars are going too fast and are often in the wrong lane trying to cut over right to get to Delaware. Not only is it unsafe for motorists, but unsafe for anyone just walking in and around that area. 2. Can the traffic lights be synchronized more efficiently on Tupper Street between 4-6pm to ease traffic congestion getting on to the Expressway? 3. In general, some nicer streetscape (planters, trees, benches, maintainable grass) would really improve the entire corridor. It can be very bleak to pass through by car, bike or on foot.

Please let us know any other opinions you have regarding improvements or concerns along the Goodell Street Corridor:

While you are at it, Oak and Elm should also be downgraded and the one ways removed. Massive barriers and equity issue because it is blocking off the East Side from downtown.

Walkable. Restore the streets. Make it for people, not for cars. People vote, cars don't.

Tupper has all of the same issues I described for Goodell, but in the opposite direction. The entire stretch of Tupper from Main to 33 is dangerous because drivers treat that entire stretch like a long on-ramp onto the highway. By the time cars travelling east on Tupper reach Ellicott, they're already going at a high rate of speed. It's worth noting that the development of the Trico building in the near future is another reason to focus on more pedestrian scale streetscapes along Goodell.

Traffic lights should prioritize pedestrians with delayed green lights and automatic walk signs (ie, not having to press for a walk signal).

To sum things up: Any time we can take space away from automobiles and give it to pedestrians and cyclists, it's a huge dub. If the 33 gets removed this corridor could be a gateway to a reconnected Fruit Belt. Might as well get it prepped that way.

To create better synergy between Allentown/Medical Campus/Fruitbelt and Theater/ Entertainment Districts, Goodell and Tupper streets should be redesigned to reflect characteristics of an urban street instead of acting as an extension of Kensington expressway.

This project has the ability to expand the medical campus and its walkability into neighboring areas. Make this area more livable and safer for the community it surrounds. If this is project gets bike lanes and calms traffic please look into Oak and Elm St. for future calming measures. A true barrier to the East Side where both streets are treated as extensions of highways.

This is an opportunity to calm traffic entering some of the fastest changing neighborhoods in Buffalo. We need to maximize the city and state's investments thus far in the 600 block, future Middle Main project, and the medical campus. Leaving it as a mini-highway for future decades would be a huge missed opportunity. It's important to remember by calming traffic, car commuters would be minimally affected by any changes here due to the short length of the corridor in question. However, making it easier to bike and walk will maximize access for all users, encouraging more development downtown, patronage of local businesses, and healthier active lifestyles for the residents of WNY.

This is an area in transition: I am delighted this initiative is part of making it a neighborhood for people, not just speeding cars!

There is nothing in the current design of this corridor to slow traffic as it comes on to Goodell or Oak. It would be nice to see traffic calming measures

The transportation infrastructure in this area has dictated the hodge podge of land use. It needs to be the other way around, in the meantime, focus improvement efforts in the critical areas, not spread along the entire corridor and have a long-term strategy for improvements going forward.

The story / article by GOBike that was linked with this article mentioned that roundabouts may be considered for Goodell Street. This would be a dangerous alternative for pedestrians unless the roundabouts were signaled - like in Washington D.C. - to allow for adequate pedestrian crossing time. Please consider pedestrian needs first, even before bicycle needs.

The intersection at Goodell and Elm should be a roundabout or stoplight. The stop sign is ineffective and dangerous.

The city needs to focus less on vehicles

Thank you for pursuing this project! Please prioritize vulnerable road users.

Thank you for focusing on this relic of the 50s/60s expressway planning culture and hopefully we can re-create the urban environment that was destroyed in order to build a downtown expressway loop.

Thank you for caring about this and working towards a better place to live here in Buffalo!

Speed bumps or other traffic calming would be a great starting point

Slowed traffic would do wonders to remove this great divide and make foot and bike traffic flow to both sides to spend money at businesses far more easily.

Remove the 33! The continued existence of this flawed unneeded highway will undermine any traffic calming efforts and perpetuate community harms.

Protected bike lanes! Bump-outs. Light timers that work and are CLEARLY working. If a pedestrian isn't sure the light timer is accurate, it's useless. Accessibility.

Prioritize designs/improvements that coordinate with plans for the removal/reduction of the 33 expressway, and better connect the area to surrounding existing communities.

Not that I can think of

Narrowing the road down to one lane is possible, not much traffic travels this stretch the entire way

It's scary to drive on, I can't imagine walking or biking, but it could be a great way to increase walking and biking downtown, in the Fruit Belt, and towards businesses further East.

It is dangerous and restrictive to anything other than high-speed car traffic. A significant impediment to foot/bike traffic and accessibility/connectivity between the south side of the street and the rest of the city.

Improve timing of lights on Goodell. Simplify the intersection of Goodell and Main/Edward/Pearl.

I would support the return of the street to two-way traffic and narrower traffic lanes to slow traffic speeds, additionally street parking would slow traffic. Additionally, bump outs at intersections would force turning traffic to slow and allow pedestrians to be more visible to automobile traffic.

I think this is best summarized as Jim Jones wrote that these streets, as configured, functionally serve as on and off ramps for route 33. Having this configuration in the city is a mistake, and basically everything about them should be changed: traffic should be two-way, and all manner of traffic calming measures could be used to restore these streets to part of the healthy urban fabric. Including but not limited to: bump-outs, _actual_ shade trees, and pedestrian friendly features like benches. One thing he also mentioned is roundabouts, but I don't see worthwhile benefit to widening what are now intersections to accommodate roundabouts. They don't really slow car traffic in a way that benefits other modes of transportation.

Goodell, Edward, and Pearl are one-way streets that should have dedicated bike tracks. Similarly, Main should only have two lanes of north and southbound traffic with bike lanes (like the street plan from Delevan to Ferry). There should also be and curb bump outs to protect crossing pedestrians at the Main/Goodell intersection.

Goodell Tupper are currently unjust extensions of the Kensington ramps. Signals outside of project limits should be modernized to current best practices.

Goodell Street is identified in the city's bicycle master plan to be a protected facility. Any other option would be negligent putting people lives at risk.

Get rid of the highway on-off ramp, return the streets to normal two-way, restore connections between the Fruit Belt and downtown, slowly pull that highway out until it's gone from our City. If Suburbanites want to get to their office faster they should move downtown; we should not sacrifice the well-being of our neighbors and our communities for people who don't live here.

Exit the 33 as four lanes and drop two immediately at Michigan with dedicated right and left turn lanes for Michigan Ave. On the left side of Goodell where the left lane was dropped install a protected cycle track. On the right, allow parking and bulb out curbs at intersections to prevent it from being used as a travel lane. Use roundabouts at Goodell/Ellicott and Goodell/Main/Edward to slow but move traffic efficiently. Narrowing Goodell to 2 lanes will greatly improve pedestrian safety and better transition expressway drivers to city drivers.

Even though I am already bicycling along Elm and Goodell, I would appreciate a protected or dedicated bike lane.

Cover 33 from the Humboldt Junction down to where these changes take place and install a parkway system.

Consider returning the corridor to two-way traffic

Clean it up - bad first impression from airport or East

Build it for pedestrians. Let cars take second place, unlike the current design.

**GBNRTC Goodell Street Corridor Planning Study
Survey Analysis**

111 respondents

1) What is your connection to the Goodell Street corridor?

Resident of neighboring community	30	27.03%
Employee or owner of business on or near the Corridor	30	27.03%
Commuter (just passing through)	60	54.05%
Other	8	7.21%

Majority of survey respondents are commuters, with equal percentages of residents and employees / business owners within or near the Corridor. Other answers include: occasionally drive it, use for exercise, Buffalo resident who visits the study area, and all the above.

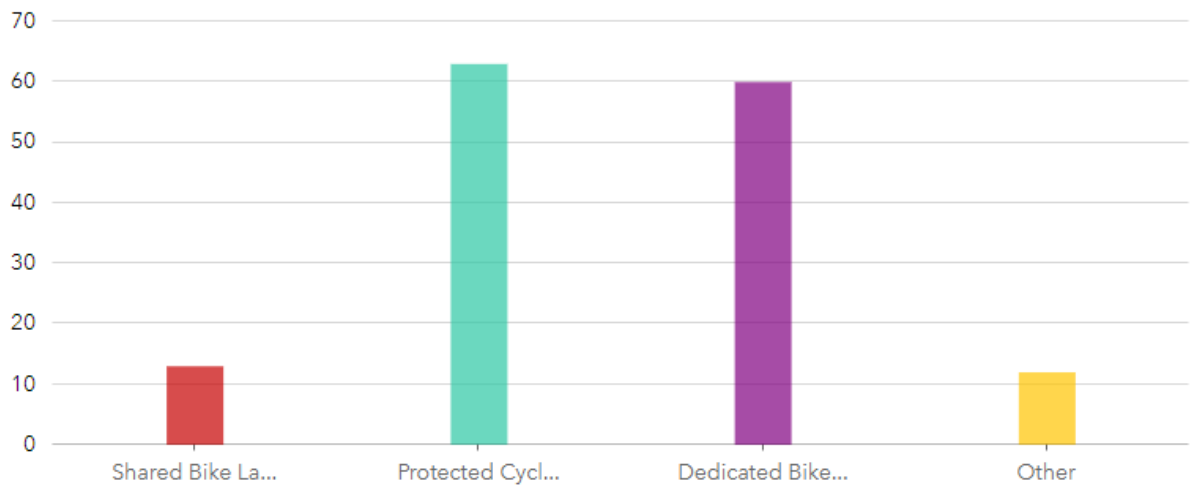
2) How often do you travel on the Goodell Street corridor?

Multiple times a day	12	10.81%
Once a day	13	11.71%
Few times a week	55	49.55%
Once a month	21	18.92%
A few times a year	8	7.21%
Never	1	0.9%

Majority of respondents travel the corridor a few times a week (50%), with multiple times a day / once a day being nearly equal (around 11%). Only one survey responder noted they have never traveled the Corridor.

3) What mode(s) of transportation do you utilize to travel on the Goodell Street corridor? (could check all that apply)

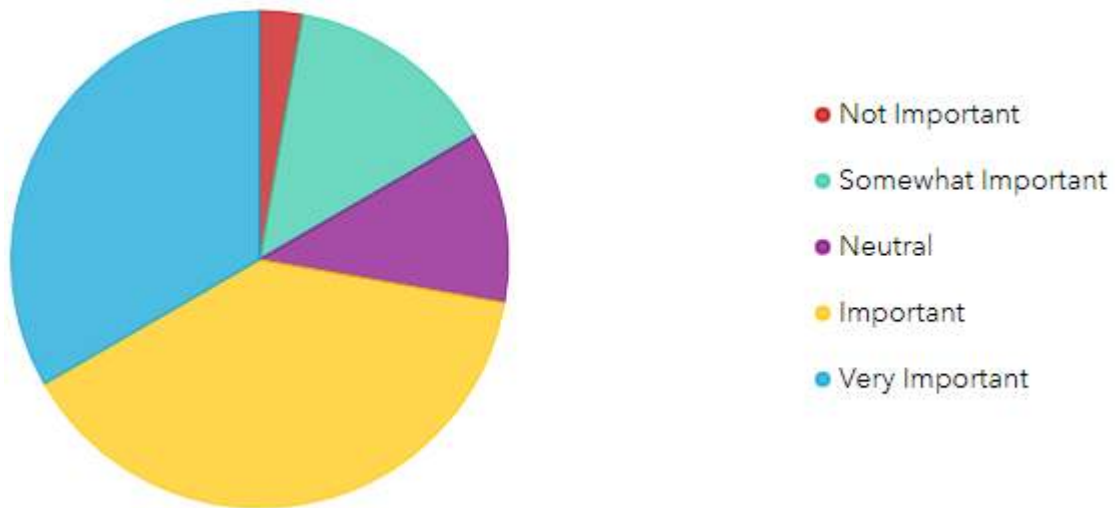
5) If you don't bike, what amenities would encourage you to do so?



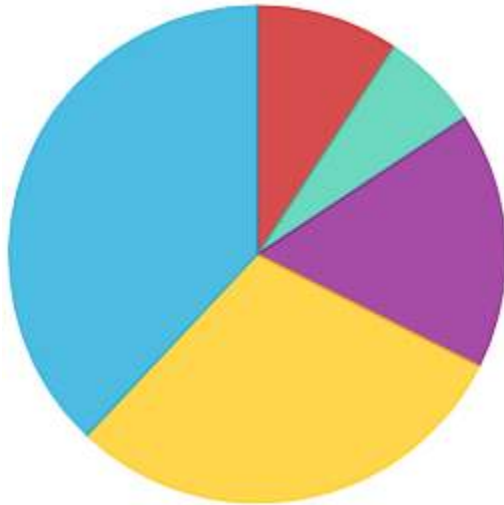
Survey responders were split evenly on a Protected Cycle Track (57%) and Dedicated Bike Lane (54%). Other responses include: lowering speeds, none, ADA amenities, pedestrian infrastructure.

6) How important are the potential future improvements below along Goodell Street Corridor?

Landscaping

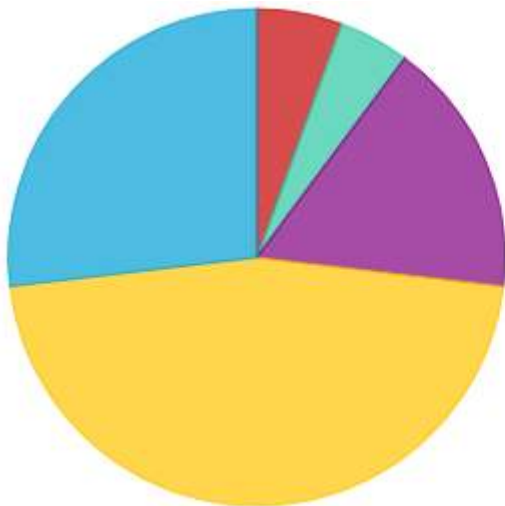


Bumpouts



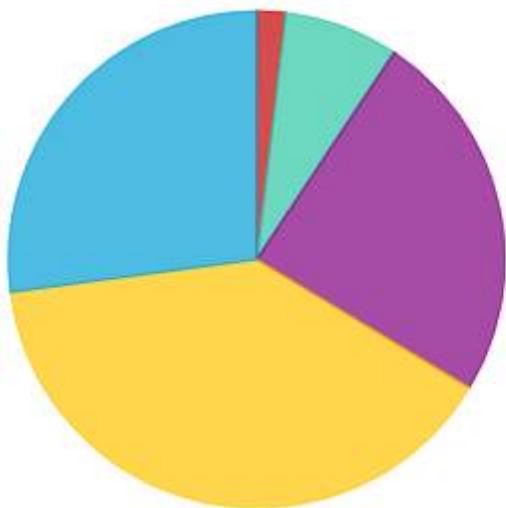
- Not Important
- Somewhat Important
- Neutral
- Important
- Very Important

Amenities (benches, shade trees)



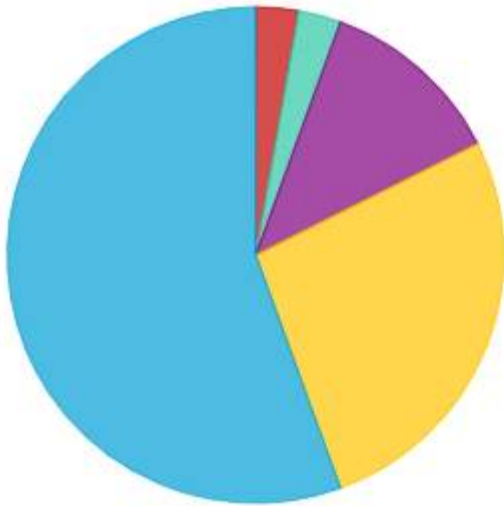
- Not Important
- Somewhat Important
- Neutral
- Important
- Very Important

Improved Lighting



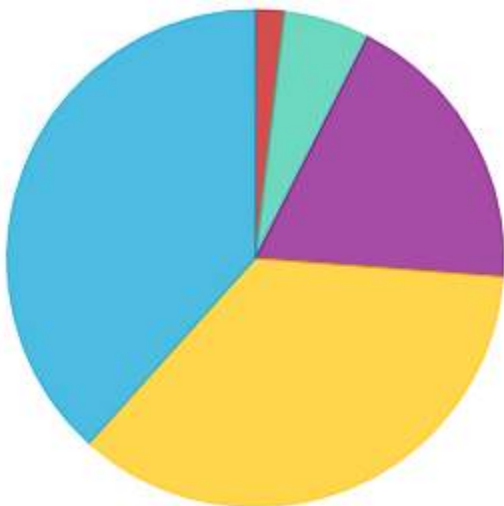
- Not Important
- Somewhat Important
- Neutral
- Important
- Very Important

Bike Lanes



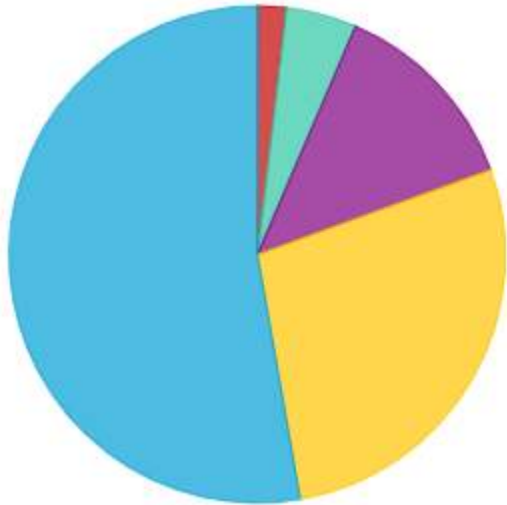
- Not Important
- Somewhat Important
- Neutral
- Important
- Very Important

New Sidewalks



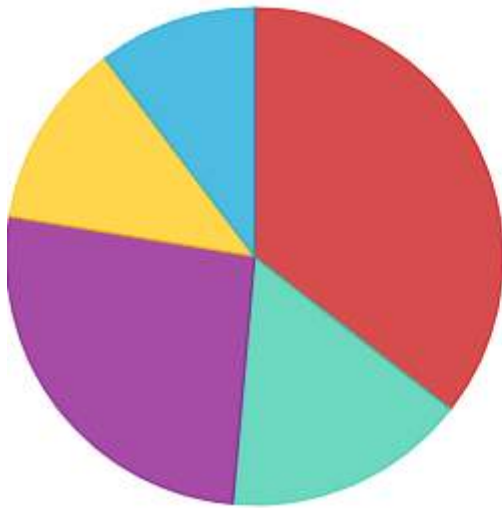
- Not Important
- Somewhat Important
- Neutral
- Important
- Very Important

Handicap Accessibility



- Not Important
- Somewhat Important
- Neutral
- Important
- Very Important

On street parking



- Not Important
- Somewhat Important
- Neutral
- Important
- Very Important

The potential future improvement with the **highest note of Very Important** was bike lanes (54%) and handicap accessibility (51%).

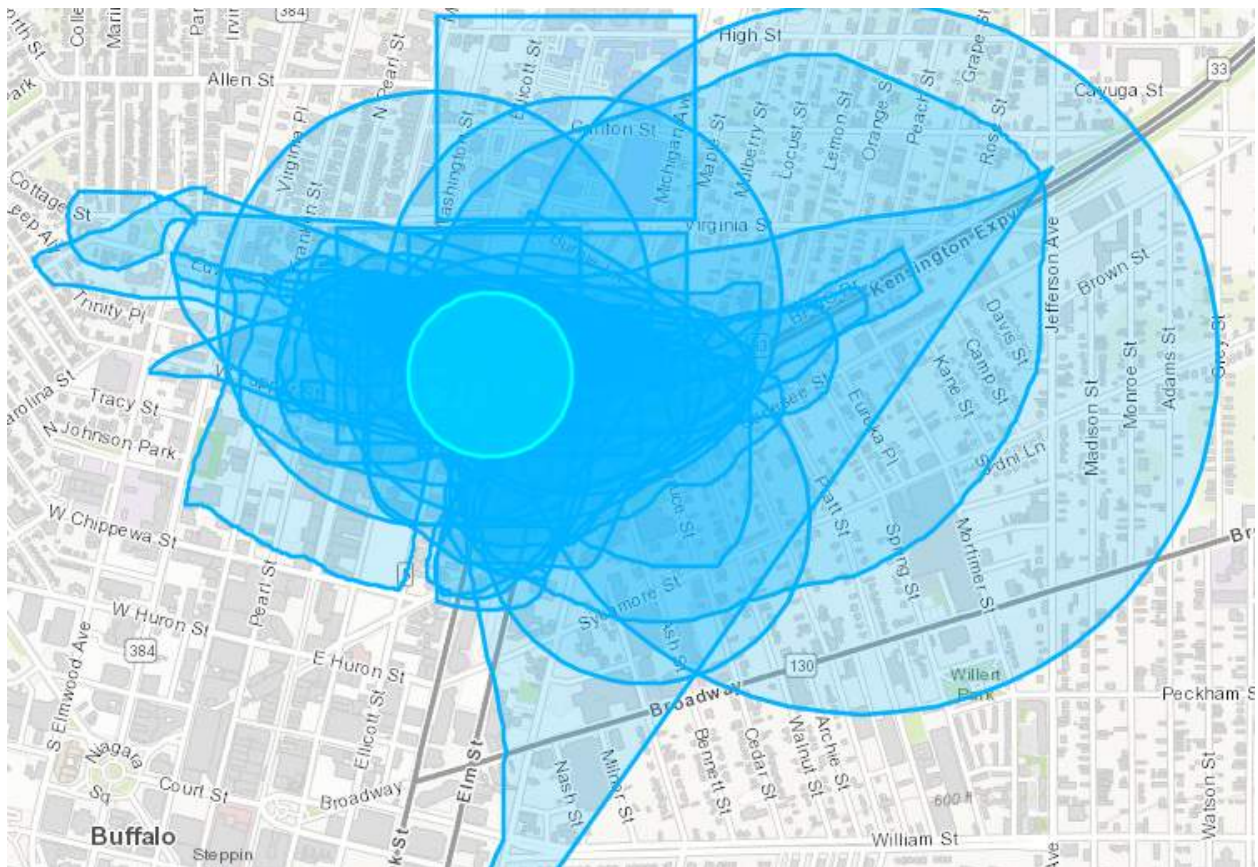
The potential future improvement with the **highest note of Important** was amenities (45%), improved lighting (38%), and landscaping (38%).

The potential future improvement with the **highest note of Neutral** was on street parking (25%) and improved lighting (23%).

The potential future improvement with the **highest note of Not Important** was on street parking (34%). The second future improvement with the **highest note of Not Important** was bump outs being significantly lower (9%) than on street parking. All other future improvements had percentages of Not Important with 5% or lower.

7) If you marked areas of concern or potential improvement above please briefly explain them:

- Tupper is a huge problem, cars race down it to get to the 33 as fast as possible, also go through red lights and block the intersection
- One of the few areas near downtown that I completely avoid while walking or biking. Drivers speed, lanes are wide, and there's no meaningful separation from the sidewalk. Drivers headed west on Goodell routinely cut across lanes to make the ambiguous turn onto Edward. Both Oak and Elm are unnecessarily wide for traffic and recklessly dangerous for anyone not in a vehicle.
- It is very dangerous for both cars and pedestrians. There is a point where if you're a pedestrian you just get stranded at the end of it. Cars turning right do not stop for pedestrians. Cars merging onto Pearl or Edward almost hit each other daily.
- Cars are always racing down this one-way. Edward is also dangerous, but it is Goodell and its off-ramp that appears to set the stage. We need to calm the traffic quicker from the ramp.
- The "Off & On Ramp" Areas need to be streamlined and more conducive to walking & bike traffic. They are simply unsafe as they're designed for motorists in 3-5 lane wide roadways. Additionally as these serve as on and off ramps people speed like crazy, making it even more dangerous. Reorienting the roads into more of a parkway feel and design would pay homage to the City's natural planning, beautify the streets, and also making it difficult to speed and safer for pedestrian and bike traffic.



- 8) Please let us know any other opinions you have regarding improvements or concerns along the Goodell Street Corridor
- To create better synergy between Allentown/Medical Campus/Fruitbelt and Theater/Entertainment Districts, Goodell and Tupper streets should be redesigned to reflect characteristics of an urban street instead of acting as an extension of Kensington expressway.
 - This is an opportunity to calm traffic entering some of the fastest changing neighborhoods in Buffalo. We need to maximize the City and State's investments thus far in the 600 block, future Middle Main project, and the medical campus.
 - The city needs to focus less on vehicles
 - Protected bike lanes! Bump-outs. Light timers that work and are CLEARLY working. If a pedestrian isn't sure the light timer is accurate, it's useless. Accessibility.
 - I would support the return of the street to two-way traffic and narrower traffic lanes to slow traffic speeds, additionally street parking would slow traffic.
 - Anything to improve high traffic speeds. But, it would be nice to have this corridor better connected to the surrounding areas.

At the intersection of Main Street you will see 3 beautiful buildings and one ugly empty storage lot that lot needs to be developed or add planting and signage saying welcome to Buffalo as it is one of the first views seen when entering downtown.

As stated above the traffic lights and the traffic signage is of utmost importance. The signage for the signal at Tupper and Washington is terrible. It is not always seen and cars proceed through on Washington in the left lane heading downtown when they should not.

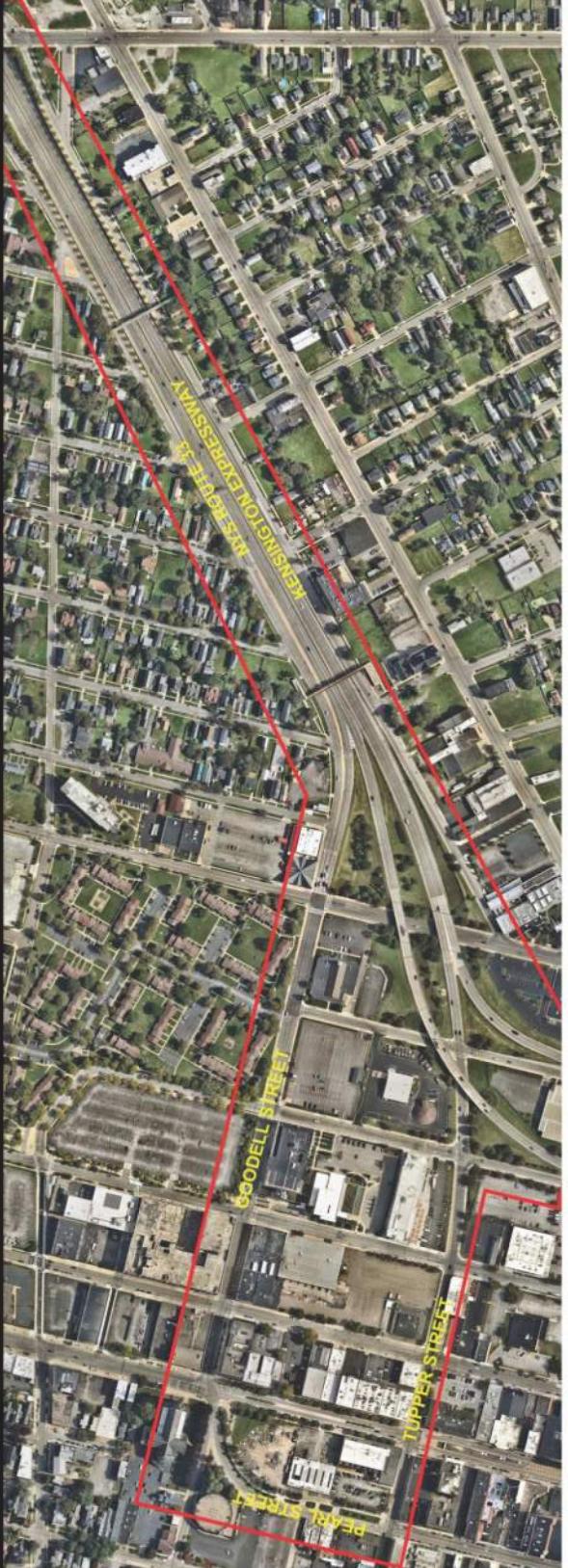
Anything to improve high traffic speeds. But, it would because this area is so close to Main St and the restaurants/amenities nearby, it would be nice to have this corridor better connected to the surrounding areas.

All pedestrian signals should be automatic and not require push button activation. Pedestrians simply do not push buttons, that's a traffic engineering fantasy.

Public Outreach Round 2

**Final Public Meeting:
Goodell Street Corridor
Improvement Study**

**Tuesday, November 29th
5:30 - 7:00PM
City Honors PS 195
186 E North St, Buffalo, NY**



The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is hosting the Final Public Meeting for the Goodell Street Corridor Improvement Study to present on proposed alternatives and receive feedback on transportation improvements.

www.gbnrctc.org/goodell

If unable to attend in person please register by scanning the QR Code below for a Zoom meeting invite.



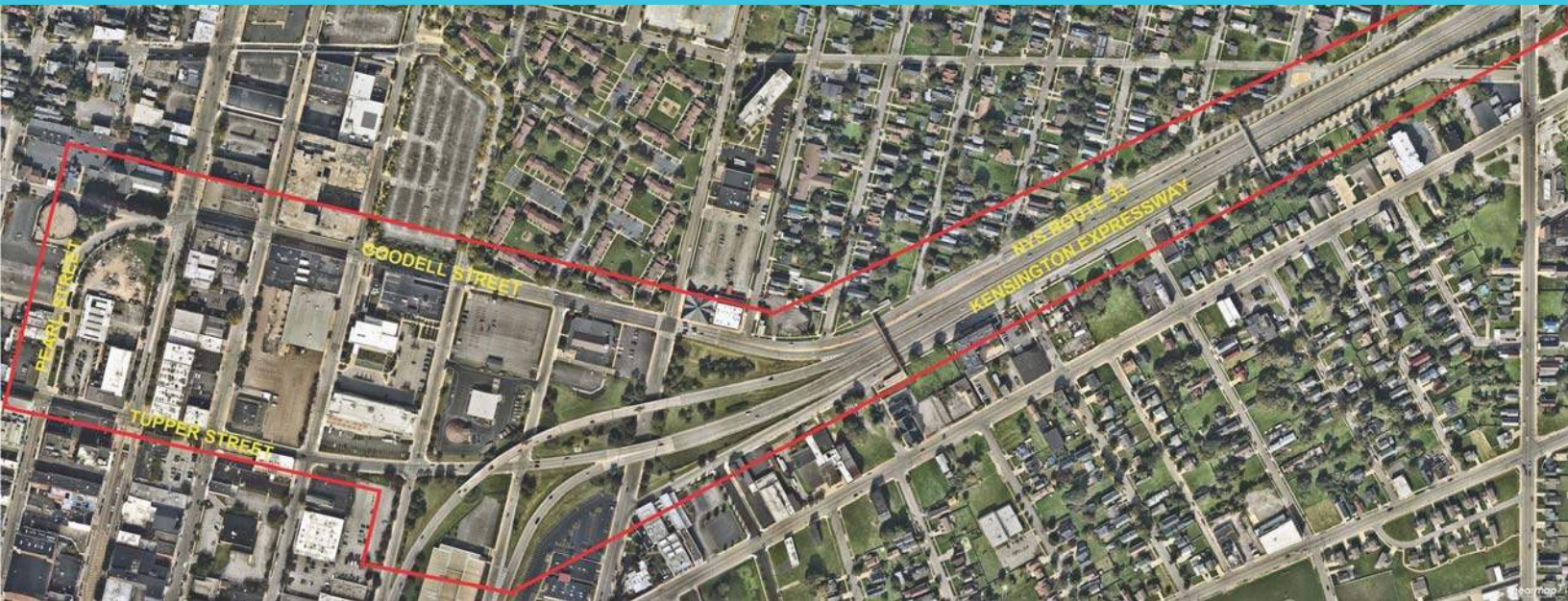
We want your feedback!

Goodell Street Corridor Study

Final Survey



Open until December 23rd
www.gbnrtc.org/goodell



The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is taking survey responses regarding proposed alternatives for the Goodell Street Corridor Transportation Improvement Study.

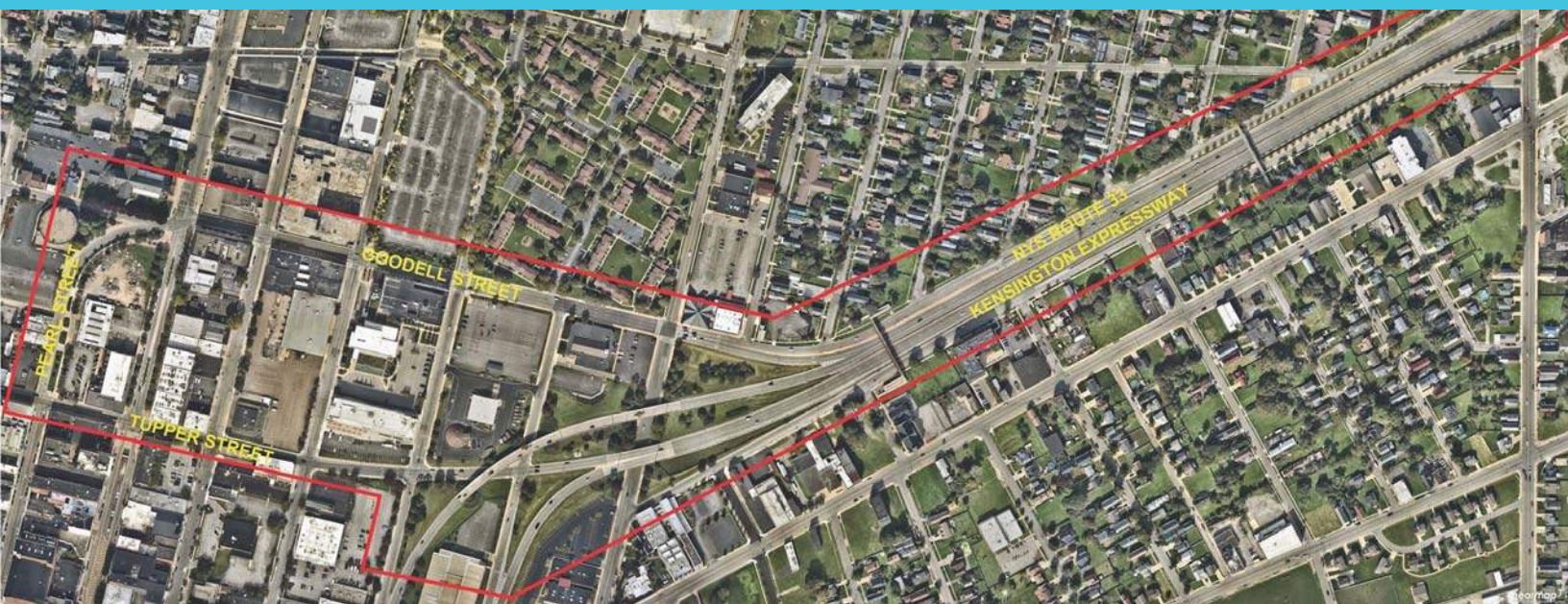
To take the survey and find out more you can visit: gbnrtc.org/goodell or scan the QR code above.

Final Public Meeting: Goodell Street Corridor Improvement Study

TUESDAY, NOVEMBER 29th

5:30 - 7:00PM

CITY HONORS PS 195
186 E North St, Buffalo, NY, 14204



The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is hosting the Final Public Meeting for the Goodell Street Corridor Improvement Study to present on proposed alternatives and receive feedback on transportation improvements.

A-41

The public meeting will take place on November 29th, 2022 from 5:30-7:00PM at City Honors PS 195

Goodell Street Corridor Planning Study



**Public Meeting #2
November 29, 2022**

Agenda

- ◆ Project Objectives/Alternatives Overview
- ◆ Additional Project Modifications
- ◆ Outreach Round 1
- ◆ Existing Conditions Overview
- ◆ Proposed Geometric Changes
- ◆ Goodell Street Alternatives
- ◆ Impacts to Circulation
- ◆ Next Steps and Q&A



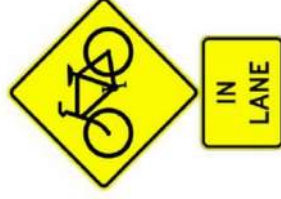
Study Area



- ◆ Goodell Street from NYS Route 33 to Pearl Street
- ◆ Pearl Street from Goodell Street to Tupper Street
- ◆ Tupper Street from Pearl Street to NYS Route 33

Project Objectives

- ◆ Mitigate safety issues
- ◆ Improve conditions for all modes of transportation (pedestrians, bicyclists, vehicles, transit users)
- ◆ Enhance Pedestrian Accommodations
- ◆ Traffic Calming



Alternatives Overview

- ◆ Alternative 1 – Null (do nothing). Used for baseline comparison
- ◆ Alternative 2 – Three travel lanes on Goodell St (remains one way westbound)
- ◆ Alternative 3 – Two travel lanes on Goodell St (remains one way westbound)
- ◆ Alternative 4 – Two way travel on Goodell St (from Main St to Oak St)



Additional Project Modifications

- ◆ Outreach Comments
- ◆ Safety Analysis
 - How can we encourage safe driving behavior?
- ◆ Capacity
 - Do traffic volumes require the existing number of lanes?
- ◆ Project Goals
 - What can we do to align problem areas (high collision zones, traffic congestion, poor multimodal conditions) with project goals?

Outreach Round 1

- ◆ Hybrid meeting (March 31st) with online survey
- ◆ Online survey had 111 participants
- ◆ Themes made through comments
 - Traffic calming
 - Pedestrian safety and experience
 - Protected bicycle lanes
 - Less focus on vehicles (multi-modal)

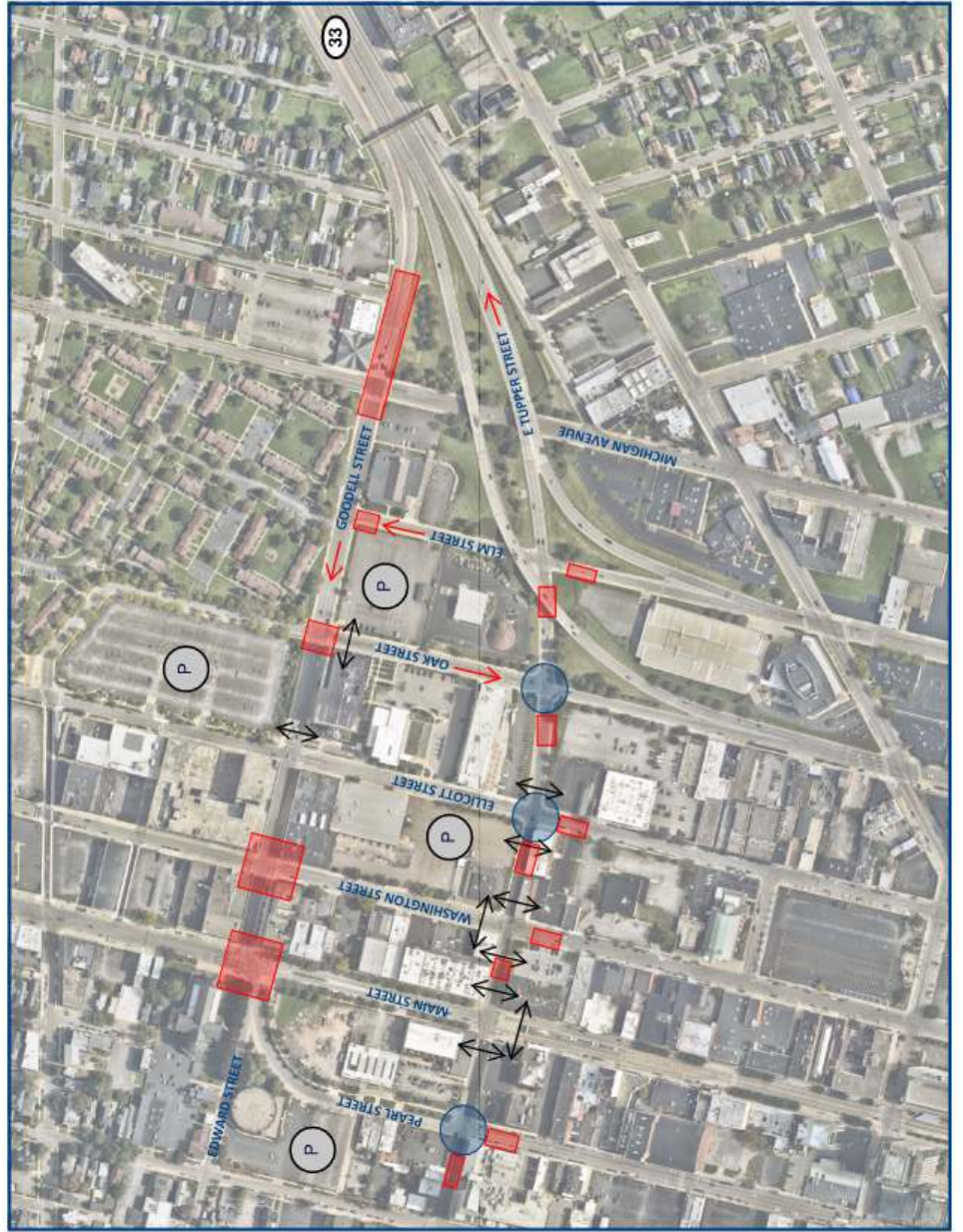


Very Important	Important	Neutral/Not Important
<ul style="list-style-type: none">• Bicycle Lanes	<ul style="list-style-type: none">• Amenities	<ul style="list-style-type: none">• On-Street Parking
<ul style="list-style-type: none">• Handicap Accessibility	<ul style="list-style-type: none">• Improved Lighting	
<ul style="list-style-type: none">• Bump-outs	<ul style="list-style-type: none">• Landscaping	
<ul style="list-style-type: none">• New Sidewalk		

Existing Conditions Overview

Preliminary Challenges and Opportunities

- ↔ High Pedestrian Activity
- Collision Zone
- Traffic Congestion
- One-Way Traffic
- Parking Lot



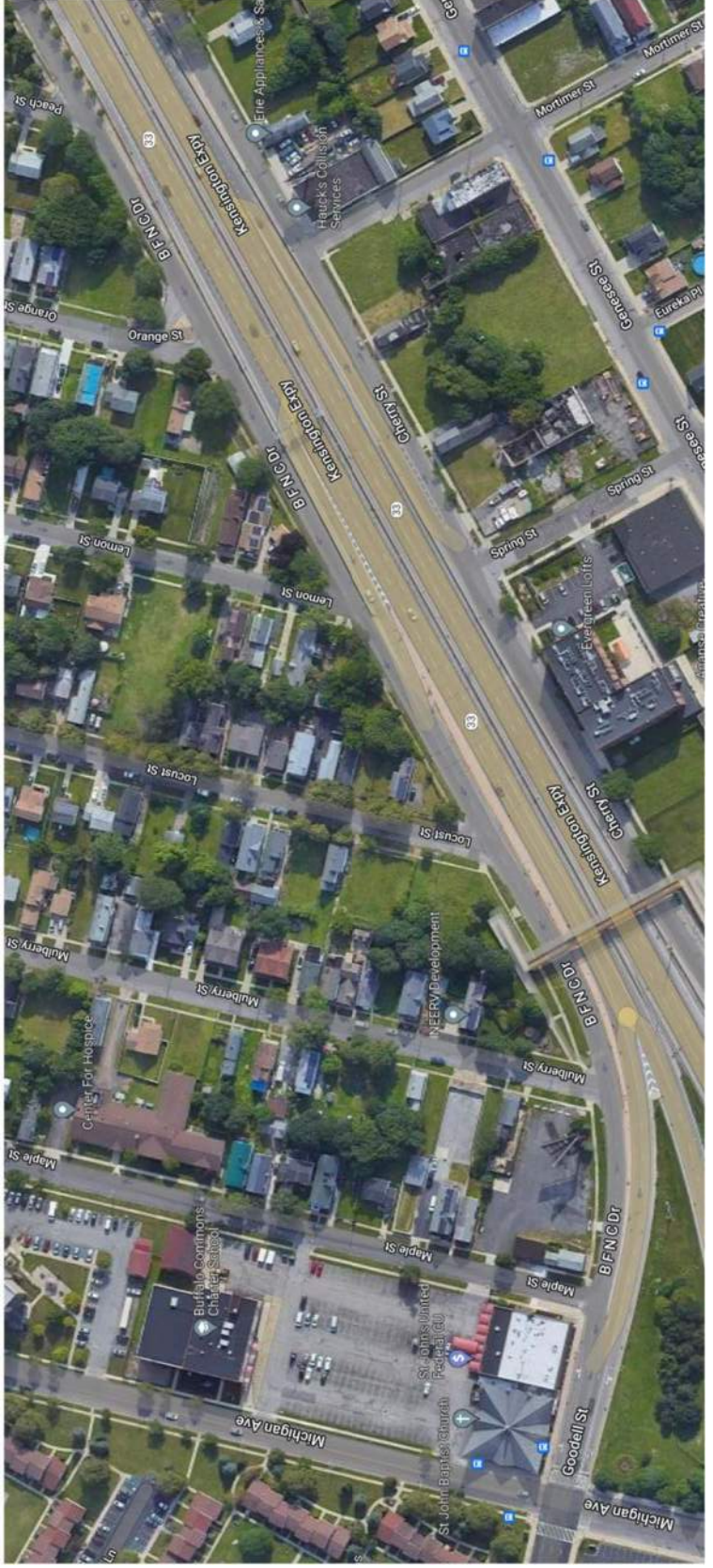
Proposed Geometric Changes

- ◆ All Alternatives have the following Geometric Changes in Common:
 - Remove Access to BFNC Drive from NYS Route 33
 - Realign Pearl St and Edward St Intersection
 - Extend Two-Way Traffic on Tupper St to Oak St
 - Ellicott St SB Lane Configuration

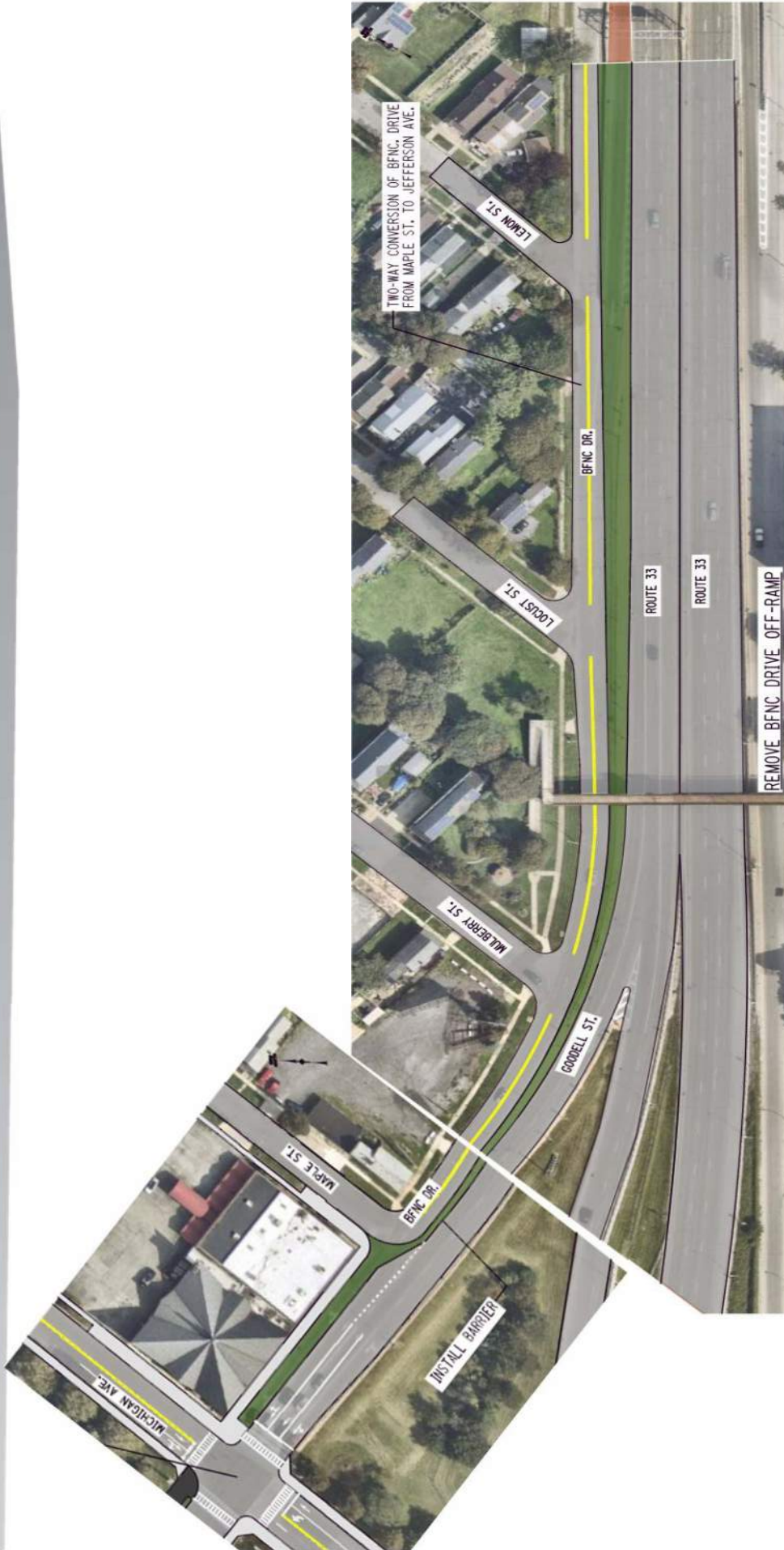


Remove Access to BFNC Drive from NYS 33

- ◆ Identified by the project team to reduce collisions and improve circulation.
- ◆ Addresses long standing complaints from Fruit Belt Residents about cut-through traffic heading to the medical campus
- ◆ Consider converting BFNC Dr to two-way from Maple St to Jefferson Ave



Remove Access to BFNC Drive from NYS 33



Goodell Street at Main St/Pearl St/Edward St

- ◆ Identified in prior study in 2017 as needing improvements
- ◆ From Washington to Main Street, a lane was converted to on-street parking as a short term improvement
- ◆ Directional street signage was installed at Washington Street



Goodell Street at Main St/Pearl St/Edward St



OPTION 1



OPTION 2



OPTION 3



Goodell Street at Main St/Pearl St/Edward St

OPTION 7



OPTION 8

Tupper Street Two-Way Extension

- ◆ Identified in previous study to review extending two-way operations on Tupper Street



Tupper Street Two-Way Extension

- ◆ Extend Two-Way Traffic on Tupper St to Oak St

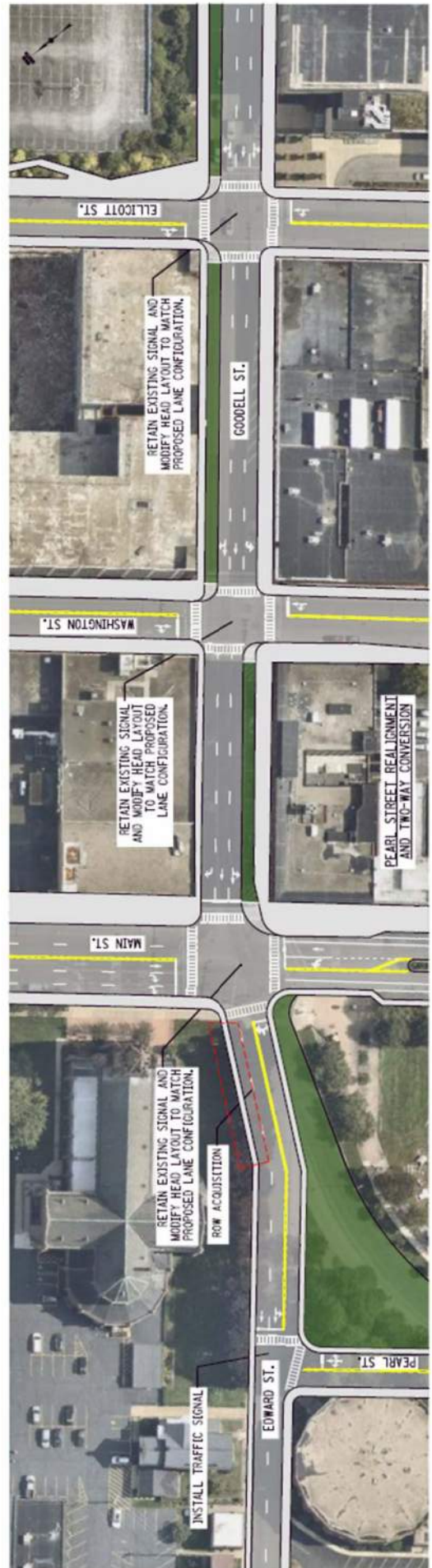


Ellicott St SB Lane Configuration

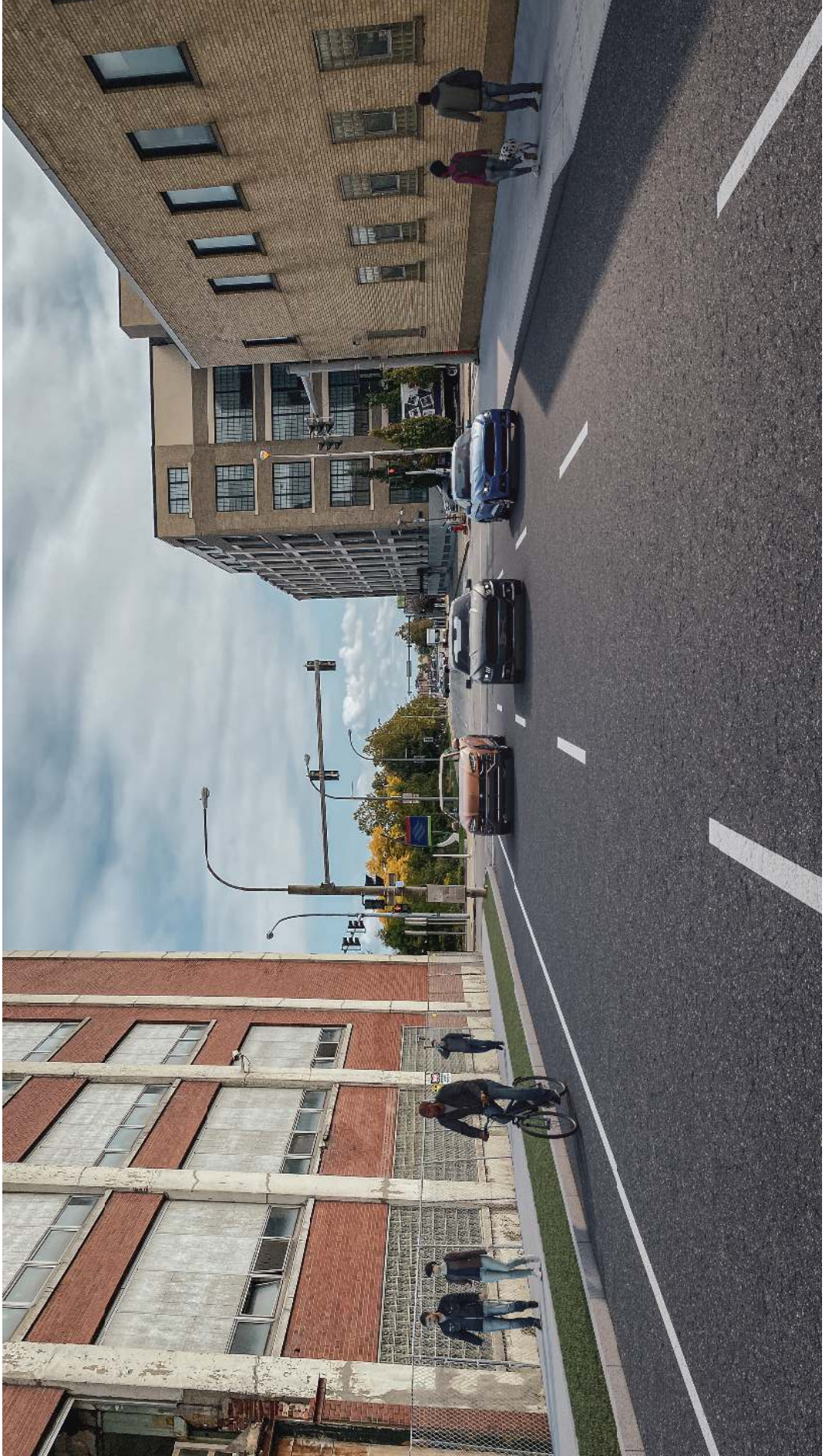
- ◆ Re-stripe Ellicott St SB for dedicated LT turn lane and shared through/RT lane
- ◆ Loss of 3 metered parking spaces on Ellicott St SB (south of Tupper)



Goodell Alternative 2 (3 lanes)



Goodell Alternative 2 (3 lanes)



Goodell Alternative 3 (2 lanes)



Goodell Alternative 3 (2 lanes)



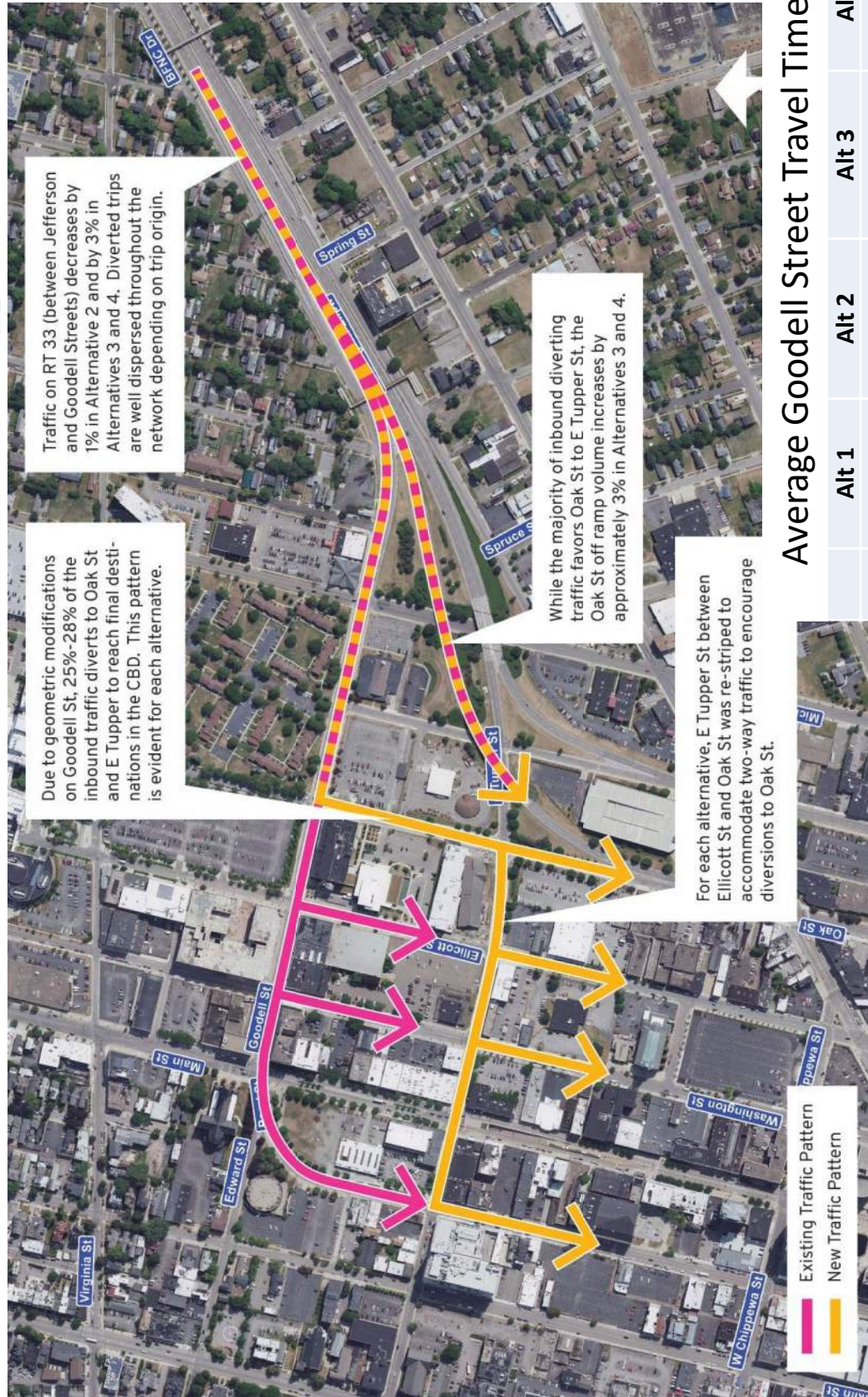
Goodell Alternative 4 (Two-Way)



Goodell Alternative 4 (Two-Way)



Trip Diversions Due to Changes



Average Goodell Street Travel Times

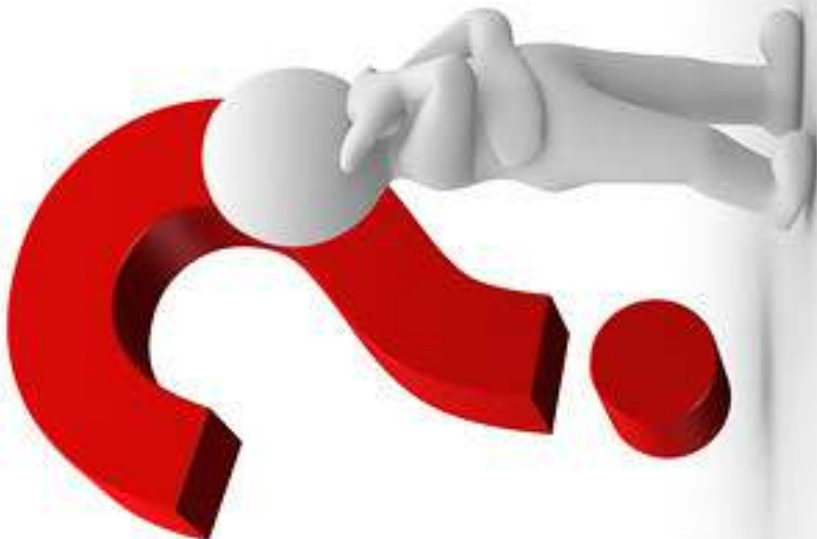
	Alt 1	Alt 2	Alt 3	Alt 4
AM	1 min 50 sec	2 min 12 sec	2 min 13 sec	2 min 28 sec
PM	2 min 4 sec	2 min 6 sec	2 min 8 sec	2 min 0 sec

Next Steps



- ◆ Public Complete the Online Survey (www.gbnrtc.org)
- ◆ Prepare Draft Report
- ◆ New York State Department of Transportation (NYSDOT) will progress preliminary design phases and cost estimates for the preferred alternative(s), including any additional engineering and environmental studies required to meet all state and federal requirements.
- ◆ Upon completion and approval of the Design Approval Document, final design and construction of a build alternative can commence, provided full funding of the project cost is identified.

Questions



**GBNRTC Goodell Street Corridor Planning Study
Survey Analysis – Round 2**

89 respondents (101 respondents for Round 1)

1) What is your connection to the Goodell Street corridor?

Resident of a neighboring community	24	26.97%
Employee or business owner on or near Goodell Street	33	37.08%
Commuter (just passing through)	47	52.81%
Other (please specify)	5	5.62%

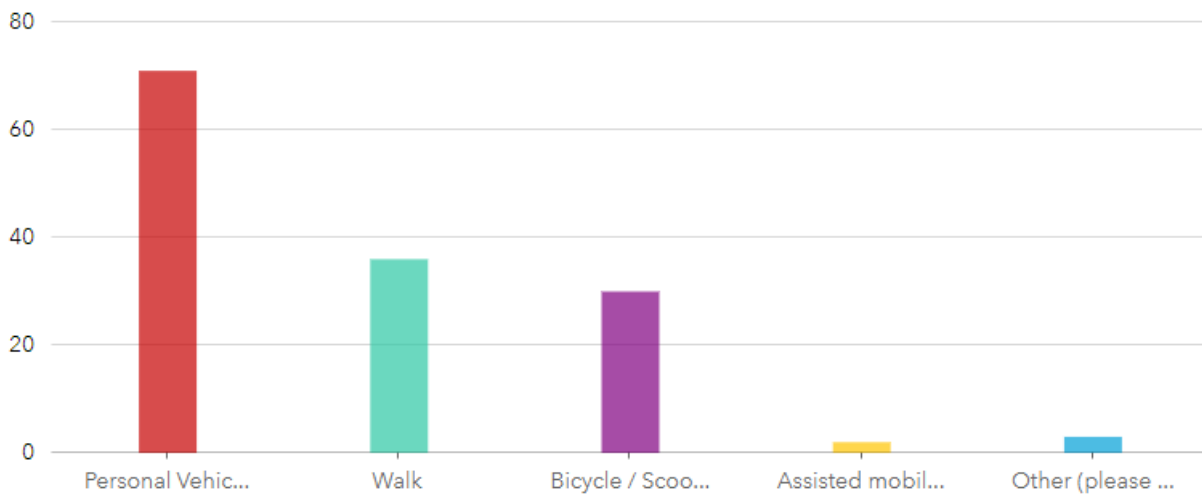
Majority of survey respondents are commuters (53%), with slightly higher responses from employees / business owners within or near the corridor (37%), compared to the first survey. 27% of respondents that took the survey were residents of a neighboring community. ‘Other’ responses included those who visit the downtown and former residents.

2) How often do you travel on the Goodell Street corridor?

Multiple times a day	20	22.47%
Once a day	15	16.85%
Few times a week	37	41.57%
Once a month	9	10.11%
A few times a year	9	10.11%
Never	1	1.12%

Majority of respondents travel the corridor a few times a week (42%), with multiple times a day being 20% less (22%). Lower percentages noted using the corridor only once a day (17%). Responses for once a month and a few times a year were nearly equal (both 10%) Only one survey responder noted they have never traveled the Corridor. These responses are similar to round 1 of the survey.

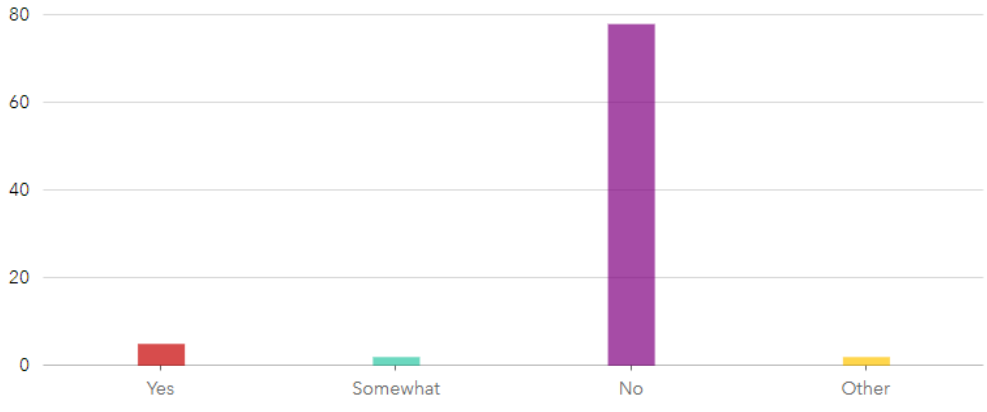
3) What mode(s) of transportation do you utilize to travel on the Goodell Street corridor? (could check all that apply)



Majority of respondents use their personal vehicle (80%). High percentages of bicycle/scooter users (34%) and those who walk (41%). None of the respondents noted use of a walker or motorized wheelchair. Other responses included public transit and the nearby Metro. These answers are also similar responses to Round 1 of the Survey.

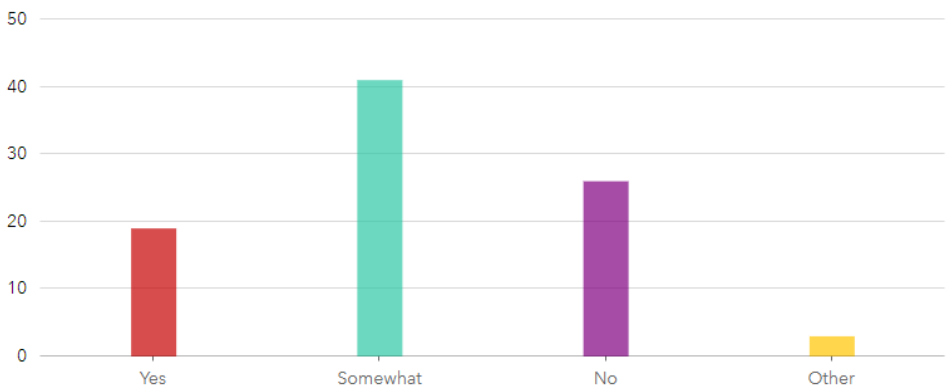
4) Does Alternative 1 address improvements that are important to you?





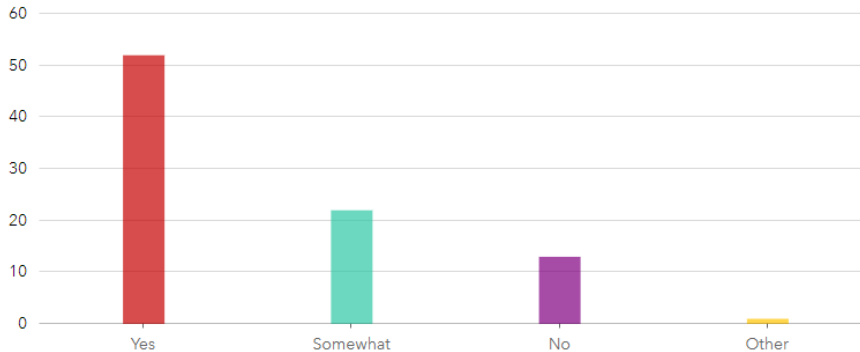
A majority respondents (88%) said that Alternative 1, existing conditions on Goodell Street, does not address important improvements. All other responses (yes, somewhat, and other) were under 6%.

5) Does Alternative 2 address improvements that are important to you?



The majority of survey responders noted that Alternative 2 somewhat addressed improvements that were important to them (47%). 29% noted that it did not address important improvements. Other responses noted the need for increased separation between cyclists and motorists for safety reasons.

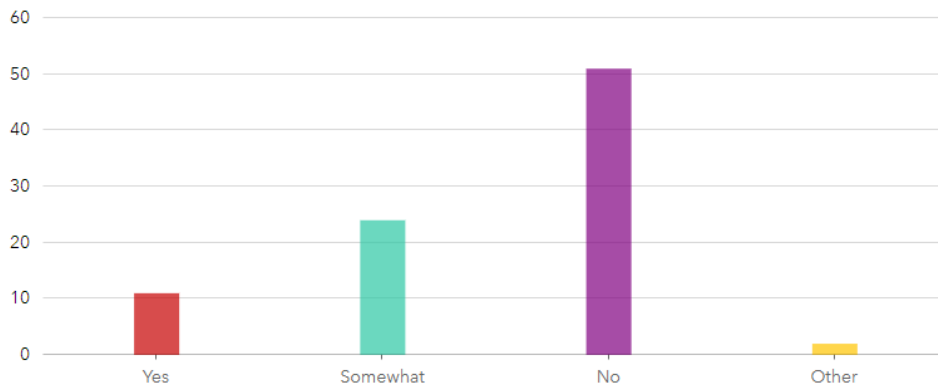
6) Does Alternative 3 address improvements that are important to you?



A majority of survey respondents (59%) noted that Alternative 3 addressed important improvements to them. 24% noted Alternative 3 somewhat addressed important improvements and 14% responded that Alternative 3 did not address important improvements. One survey respondent noted that bike lanes should be separate from pedestrian activity.

Alternative 3 had the highest percentage of 'Yes' compared to all other Alternatives.

7) Does Alternative 4 address improvements that are important to you?



The majority of survey respondents (58%) noted that Alternative 4 did not address improvements that were important to them. 27% noted the Alternative somewhat addressed important improvements and only 12% noted that the Alternative did address important alternatives.

Alternative 4 had the second highest responses of ‘No’ compared to all other Alternatives.

Summary of all responses:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Yes	6%	21%	59%	12%
Somewhat	2%	47%	24%	27%
No	88%	29%	14%	58%
Other	2%	3%	1%	2%

- "Priority for pedestrian safety is critical in this area. Making a safe space for people to walk across Goodell will improve the vibrancy of this community."
- "Other than #3, the options do not seem to consider snow removal. Lacking any buffer between street and sidewalk, sidewalks are often overwhelmed and impassible due to DOT snowplows throwing heavy, wet snow onto previously cleared walks. Unless this is addressed in the design phase, this will continue to be a hazardous corridor for pedestrians in the winter.
- "I think that there should be curb cuts mid-block with a crosswalk (along with a flashing light, similar to what was added to Kenmore Ave.) because the blocks are long on the corridor."
- "i dont believe 2 way traffic on this street would benefit the campus"
- "Greenspace between the lanes and pedestrians is important. Addition of trees to line the roadways would add tree cover and shade to hardscape areas. Future climate change will lead to the need for newer alternatives to cool areas and tree cover can help."
- "Alternative 4 offers lots of advantages to improving traffic circulation. If only bike lanes could be accommodated in that design."