



SESSION EIGHT

New Approaches to Planning: Case Studies—A Creative Planning Approach to Rethinking the Scajaquada Expressway—Consensus Building and Stakeholder Engagement

PRESENTERS

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Why the Storytelling?

- Eighteen years of engagement in the previous Scajaquada process led to no consensus.
- Public had numerous opportunities to participate with Project Development and Environmental Review process featured.
- Proposed Design features for the corridor increasingly polarized the process.
- Need to establish some “common ground” to advance the subsequent MPO planning study.



Consensus Building

- Start with adopted community plans
- Understand the history of the Scajaquada
- What we had and what changed
- Perceptions of the expressway
 - “The Scajaquada only serves to connect Rt 33 to I-190”
 - “Traffic continues to grow and will continue”
 - “This is a driving town, no one walks, bikes, etc”
 - “I am just driving over a junkyard, why do anything”
- Use the data to refocus



Build the Consensus Process

- Use the data to build common understanding
- Conduct inclusive public engagements to present factual evidence and address divergent beliefs
- Build on that step and ratchet upward “If so, then”
- Work the process incrementally—Lens → Metrics → Analysis → Scenarios



A COMMON UNDERSTANDING

Mobility is about Community Building

1950s compared to 2020s community-building





A COMMON UNDERSTANDING

Region Central is a Community “of Standing” in Determining the Expressway’s Future



A COMMON UNDERSTANDING

The Scajaquada Expressway is Outdated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 $\frac{1}{4}$ city of Buffalo population
- There are alternative ways to address regional transportation needs



A photograph of a busy conference hallway. In the foreground, a man in a dark suit and a woman in a bright pink puffer jacket are engaged in conversation. To the right, a man in a dark jacket is looking towards the camera. In the background, a videographer is operating a camera on a tripod. The hallway is filled with other attendees, and a sign in the distance reads "CHESTER HON '01 & NE STRANCZEK MMONS".

**An inclusive, community-based
process that starts with *data* and
*diversity***





Chapter 10

Vision & Goals

Vision as lenses

- A shared Region Central vision established a broader context within which mobility scenarios were developed and evaluated. This vision was shaped by previous planning, analysis and engagement.
- The vision is expressed as three primary lenses through which the benefits and tradeoffs of mobility scenarios were assessed.

Effective Local & Regional Mobility

Purpose: To ensure that people travelling within, to/from, and through Region Central can do so efficiently, comfortably, and with options other than driving that support equity and accessibility.



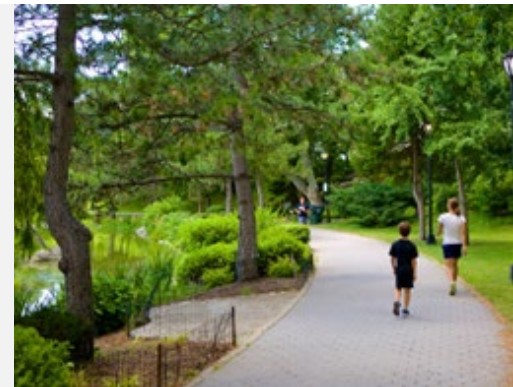
Enhanced Equity & Inclusive Economic Development

Purpose: To evaluate whether future mobility investments in Region Central will support job accessibility for all, housing stability and Improved health outcomes.



Replenished Parks, Parkways, Waterways, and Places.

Purpose: To ensure that future mobility investments in Region Central take into consideration the area's rich heritage and efforts to replenish culturally and environmentally significant elements that enhance our city and society for both today and the years to come.



A Shared Vision & Goals for Shaping & Evaluating Alternative Futures

Effective Local & 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 & 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 & Inclusive Development

Primary categories of metrics

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

E.g., Access to grocery stores

Mobility Options Shaped Around Multiple Goals





Transportation Slides



Chapter 12

Evaluation—Metrics Approach

Translating the lenses to metrics—Each lens was translated into a comprehensive set of measurable metrics

- Mobility: 19 metrics
- Parks, Natural Assets, Heritage and Identity: 17 metrics
- Enhanced equity and inclusive development: 5 metrics

Measurement—Each metric was first evaluated and scored using the most relevant methodology and metric

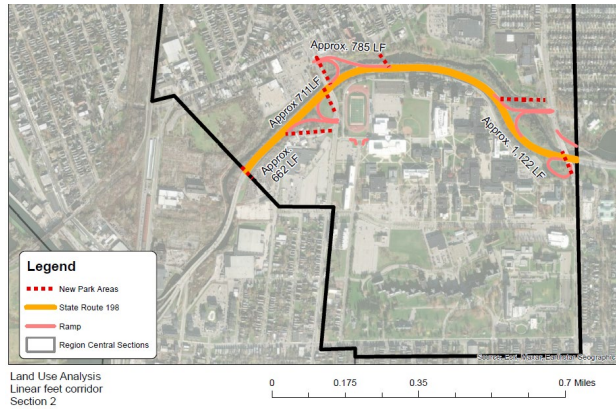
- For some metrics, the score was in linear feet or total population, for example
- For some metrics qualitative scoring was more appropriate
- Where applicable, scores were developed separately for the Corridor and the Supporting Elements. Then, each metric was translated into a 1-5 scale and aggregated according to the 3 sub-lenses under each goal

Ranking—Each scenario was then ranked (1-4) according to the aggregated sub-lens scores

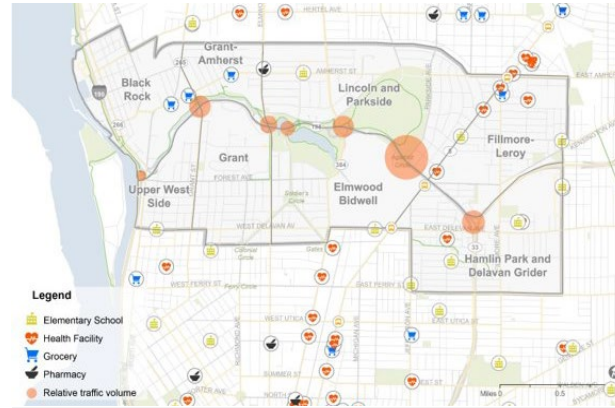
The full metrics analysis can be found in Appendix H.

Chapter 12

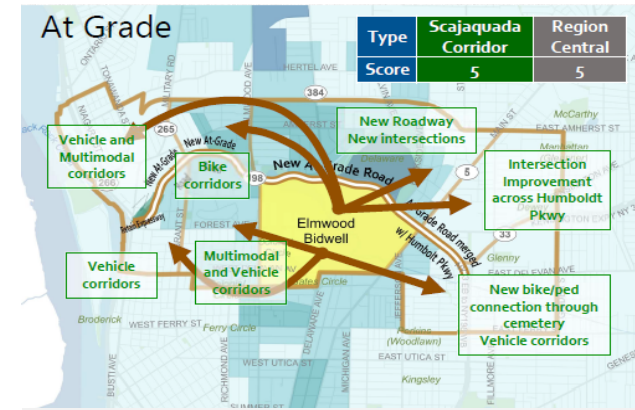
Evaluation—Metrics Examples



Replenished Parks, Parkways, Waterways, & Places
How many linear feet of park area is added in each scenario?



Enhanced Equity & Inclusive Economic Development
How does each scenario improve access to health and safety resources?



Mobility
How does each scenario improve connectivity between neighborhoods?



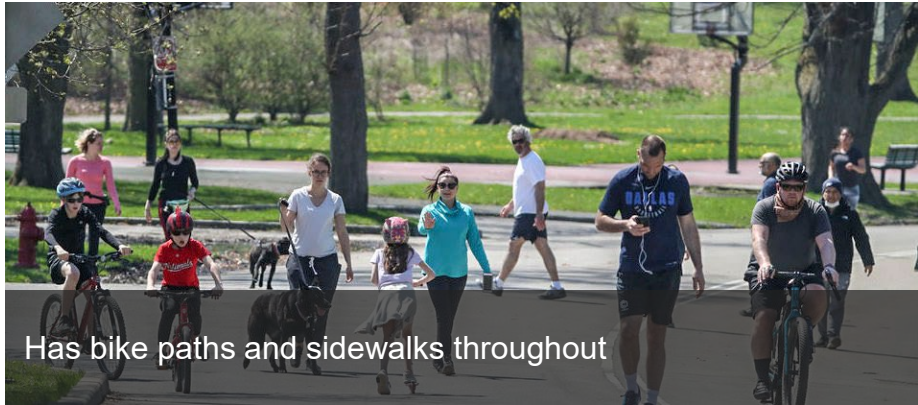
Build on the shared vision and consensus to evaluate options and shape a preferred option

	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
Status-Quo	●○○○	●○○○	●○○○	●○○○	●○○○	●○○○	●●○○	●○○○	●●○○
At-Grade	●●●●	●●●●	●●●●	●●●●	●○○○	●●●●	●●●●	●●●●	●●●●
Partial Removal	●●○○	●○○○	●●○○	●○○○	●○○○	●○○○	●●○○	●○○○	○○○○
Full Removal	●○○○	●●○○	●○○○	●●○○	●●●●	●●○○	●○○○	●○○○	●○○○

Recommended Design Direction
 Hybrid built from the highest performing components from the 4 scenarios.

DESIGN DIRECTION

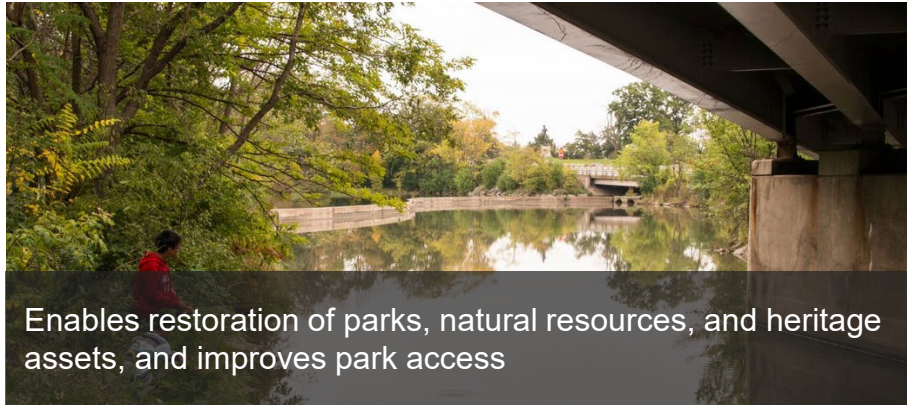
The Recommended Scajaquada Parkway





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

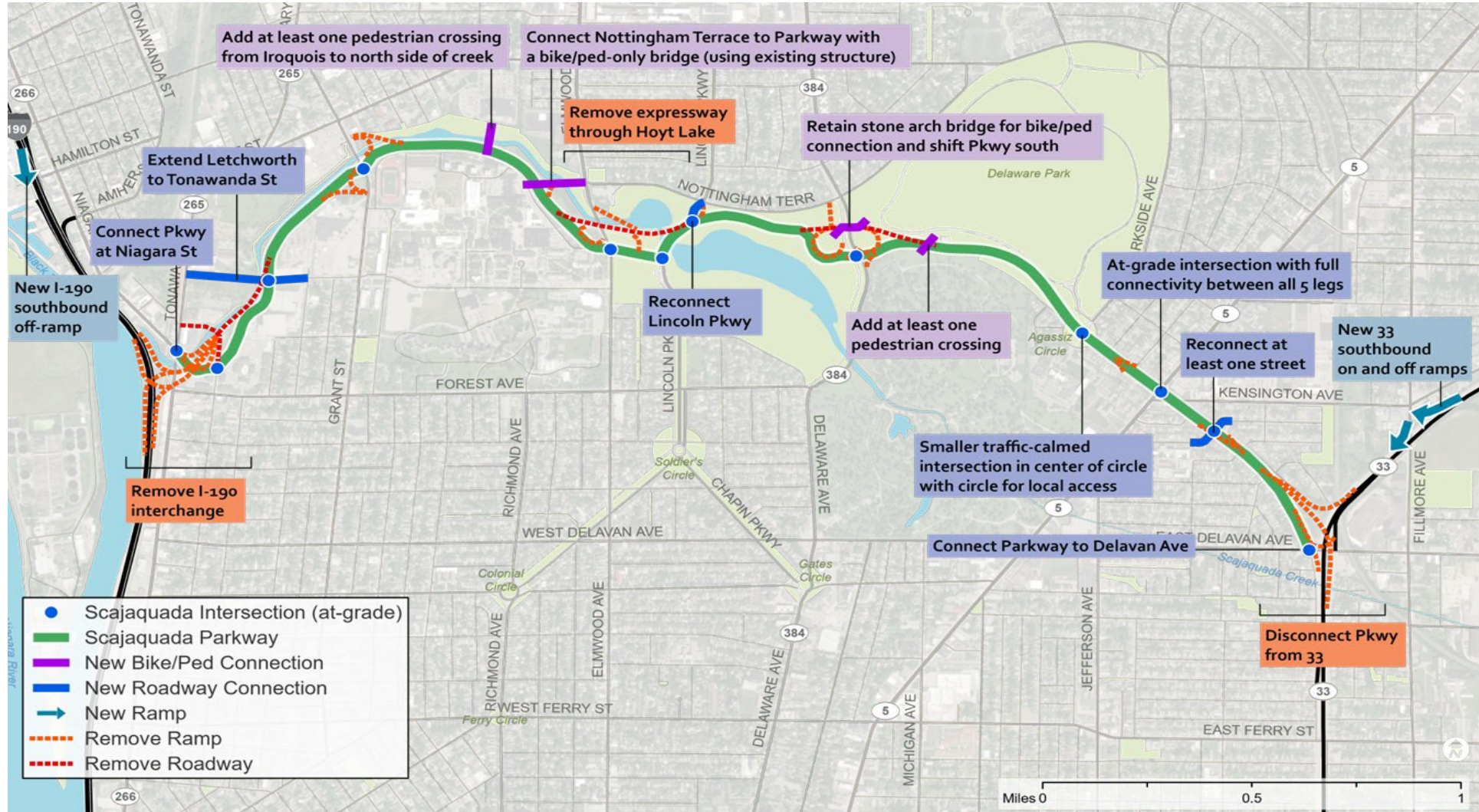


Enhances safety, health, and vibrancy of surrounding neighborhoods



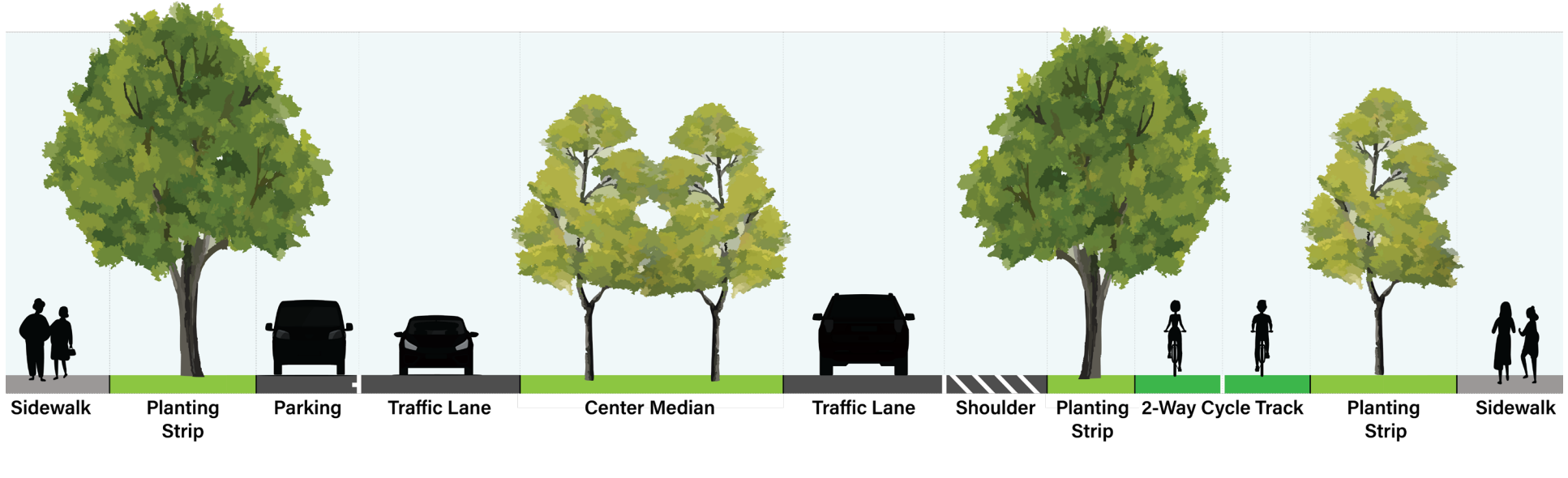
Connects residents to job opportunities and promotes economic development

Recommendation: Corridor Design Direction



WEST OF PARKSIDE SCAJAQUADA PARKWAY

Representative Cross Section



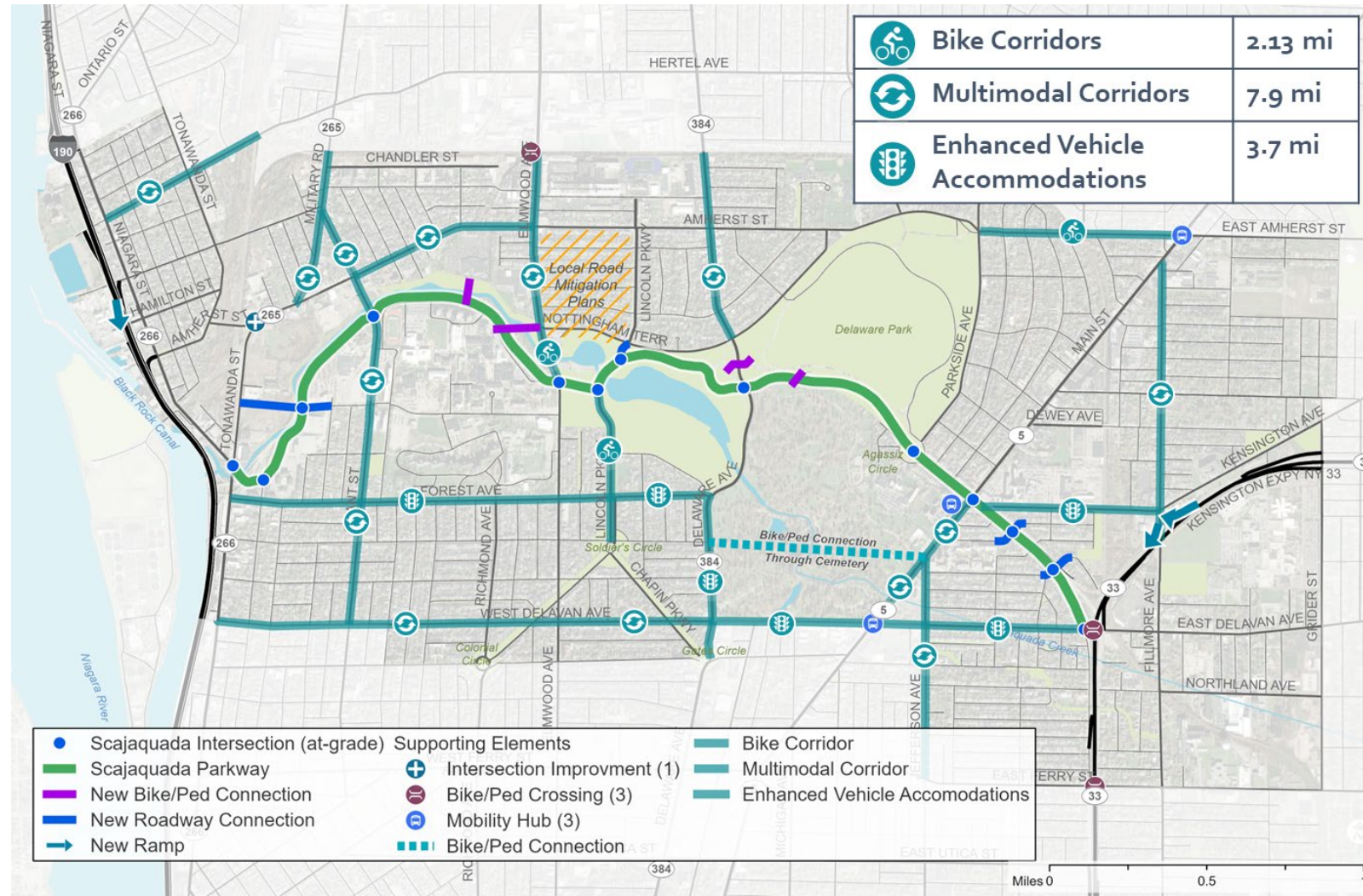
120 feet

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

Mobility Supporting Elements

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





Community Benefit Highlights

As stated previously, this transformational initiative will carry significant potential benefits for Region Central that extend far beyond its immediate mobility impacts. These benefits can be organized by lens, and include:

- Enhanced Equity and Inclusive economic development
- Effective local and regional mobility
- Replenished parks, parkways, waterways, and places



Thank you. **Questions?**