



REGION CENTRAL

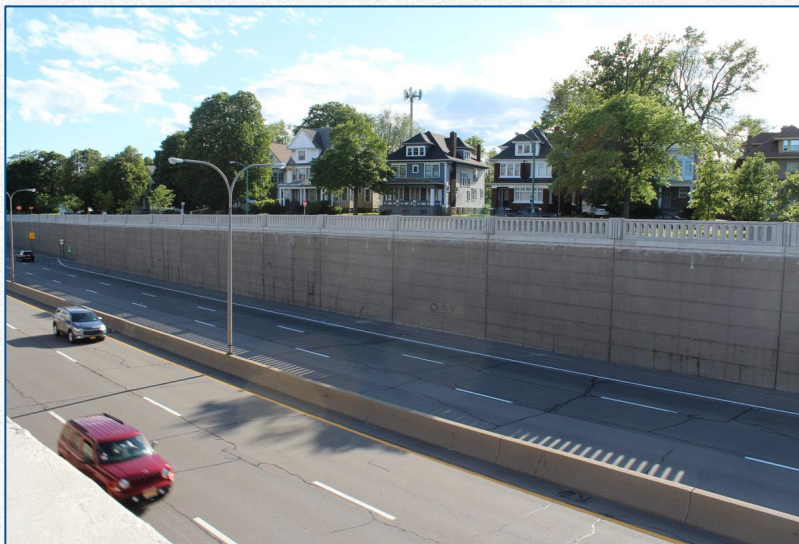
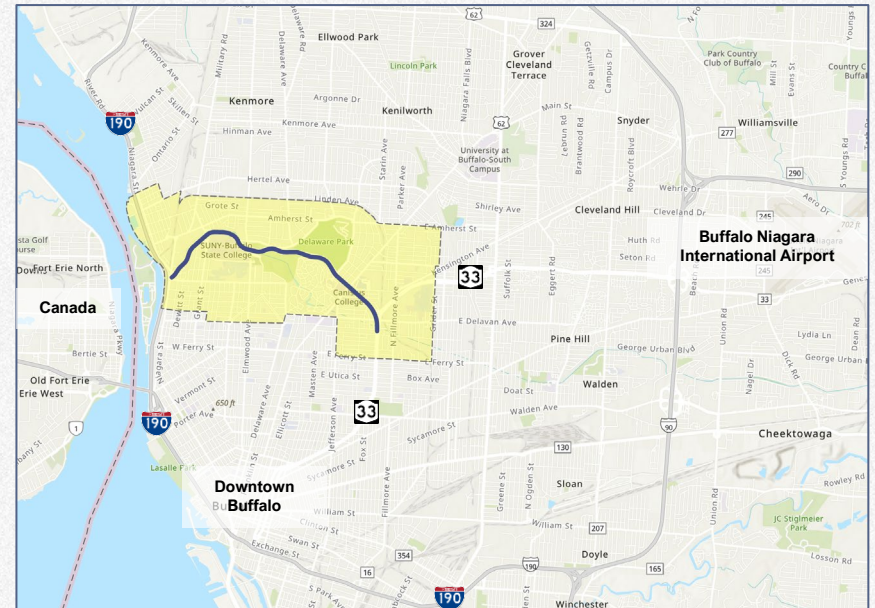
Scajaquada Corridor Storytelling with Data

NYSAMPO
May 2023



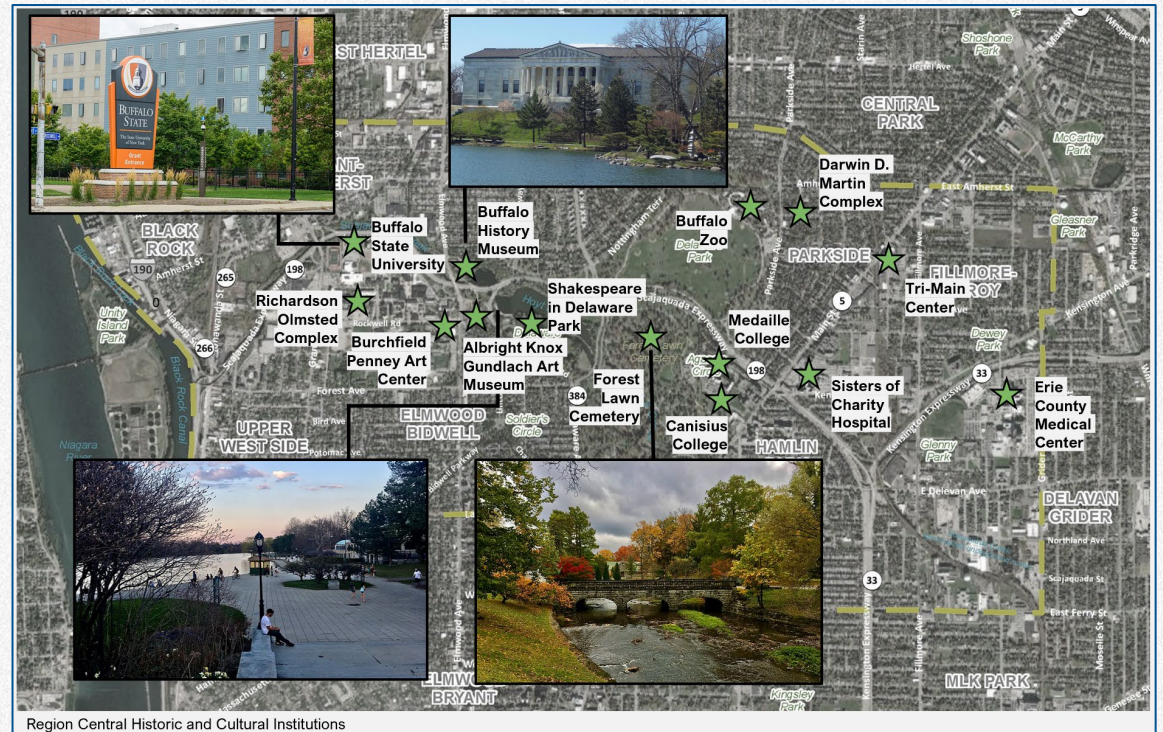
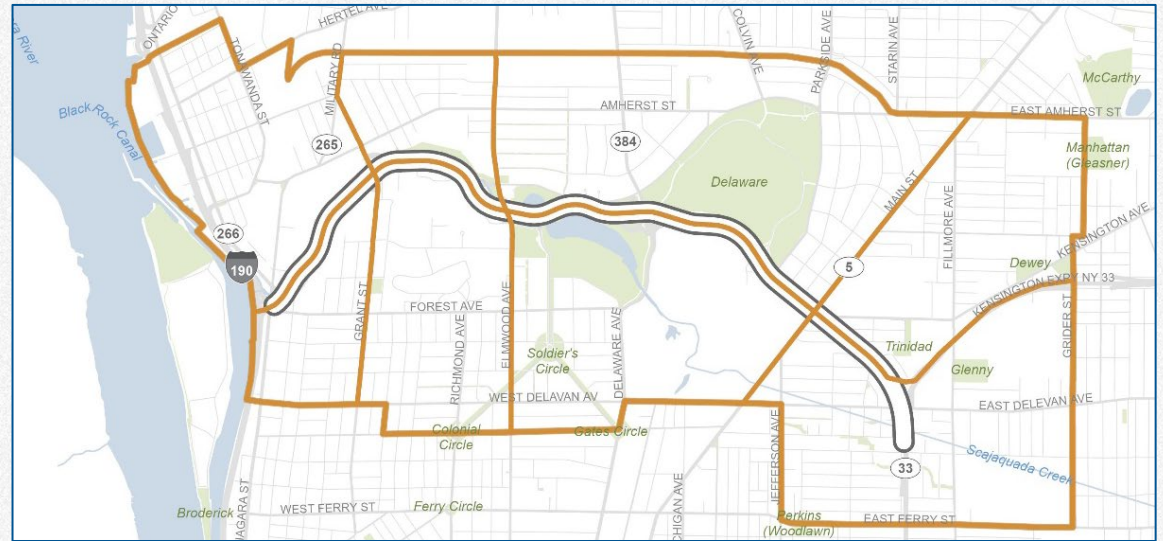
The Scajaquada Expressway

- *Urban Expressway constructed in the 1960's*
- *Located 3.5 miles north of Downtown Buffalo*
- *Connects the highways I-190 and SR-33*
- *Cuts through an Olmsted Park and the historic Scajaquada River footprint*
- *Provides dangerous, auto-centric conditions*



The Region Central Neighborhood

- Conceptualized to capture the neighborhoods most immediately adjacent to the Scajaquada Expressway
- Home to 84,000 people
- Home to institutions that are vital to the Buffalo region
 - Buffalo State University
 - Buffalo Zoo
 - Erie County Medical Center



Region Central Historic and Cultural Institutions

A new planning process: The Region Central Plan

The flow chart below describes the planning process's progression through the project's phases, from foundational background research, analysis, and engagement through final recommendations. The process was designed to derive a recommended design direction directly from the community's goals and priorities.



Data Sources

This document pulls together traditional and emerging data sources to take a wholistic and multimodal look at mobility in Region Central.

All data analyzed for the Guide has established guardrails around privacy. This includes following best practices around deanonymization and aggregation so that no personal identifiable information is included with any data analyzed.

Traditional Data Sources

-  – Traffic counts
-  – Crash Data
-  – Transit ridership and surveying
-  – Aerial imagery
-  – Archival research
-  – GIS Data

Emerging Data Sources



Goals of Mobility Experiential Guide

- **Change the public conversation about the use of the corridor**
- **Deeper understanding of local and regional mobility**
- **Go beyond traditional existing condition analyses**
- **Assess the extent to which Scajaquada connects and divides Region Central**

Sections of the Guide:

- *Region Central Mobility Experience*
- *Expressway Corridor Experience*
- *Expressway Performance and Use*
- *Crossing the Expressway*
- *Neighborhood Mobility Experience*
- *Regional Destinations*
- *Transit Experience*
- *Access to the Park and Creek*
- *Commercial Vehicles*

REGION CENTRAL

Mobility Experiential Guide



**REGION
CENTRAL**

October 27, 2021

35% of all daily trips in Region Central are made by walking.

Looking at all trips (rather than just work trips as was done in past studies), reveals that although driving is important, almost half of Region Central trips are not driving.

Drive, alone	54%
Walk	35%
Transit	3%
Commercial	3%
Drive, passenger	1%
Bike	<1%
Other	4%

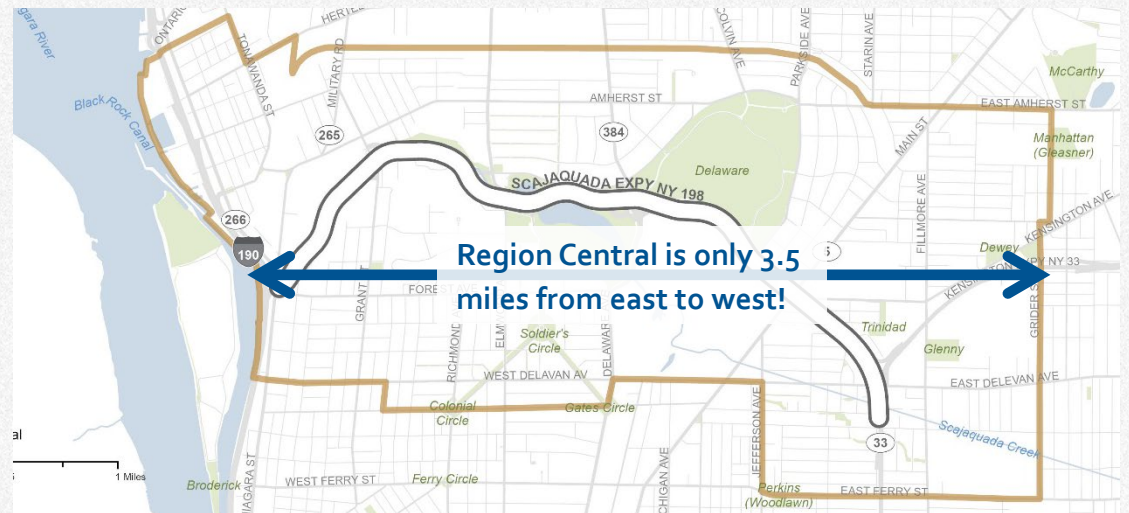
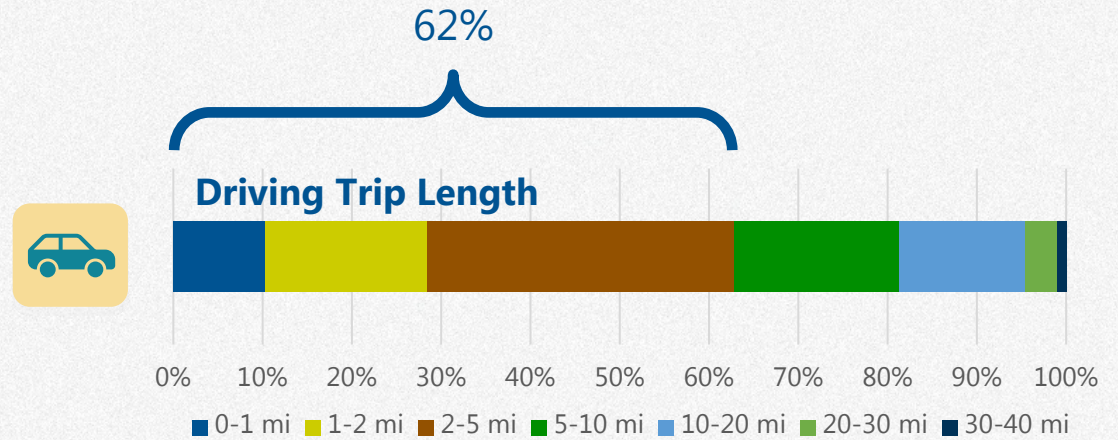
Replica:

- Multimodal trips
- Based on Census Tracts comprising the study area
- Thursdays
- September-November 2019

Other includes Taxi, TNC, Private Shuttles, paratransit, scooters.

Almost two-thirds (62%) of all Region Central driving trips are less than 5 miles.

Driving trips less than 5 miles are most easily convertible to biking, walking, or shared mobility trips, including transit, scooters, and on-demand ridesourcing.



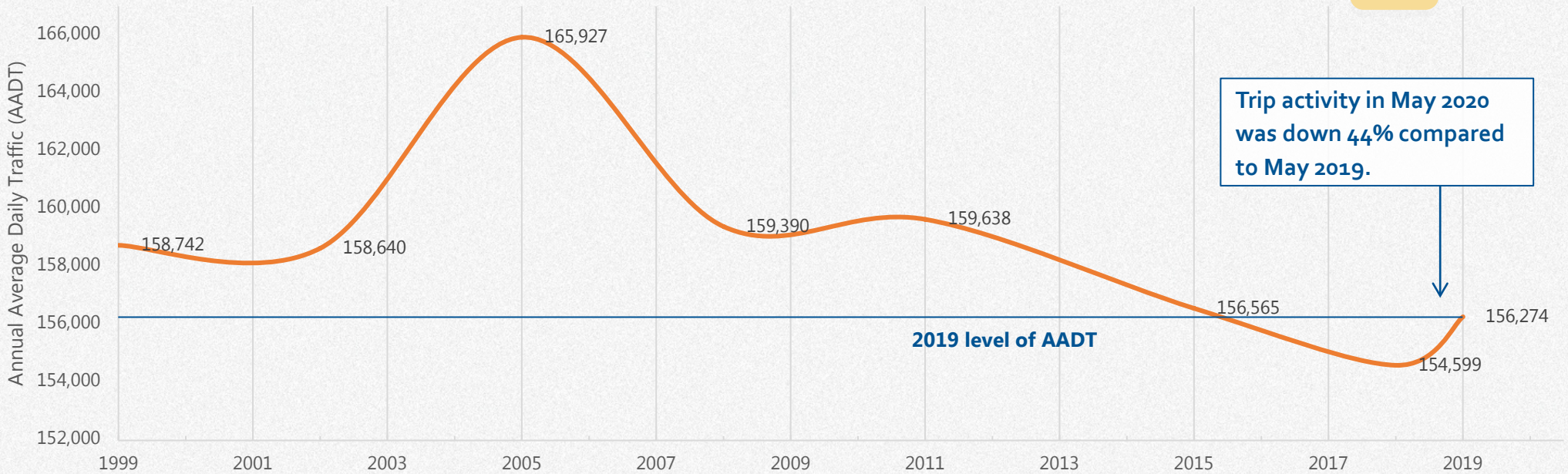
Streetlight Data Parameters:

- Average vehicle trips
- Daily trips
- Average day (including weekdays and weekends)
- Average day based on May 2019

Since 2016, vehicle volumes are lower than they have been in two decades.

Plans for Region Central should not assume continual growth in vehicle volumes.

Aggregate Daily Vehicle Counts on the Expressway and Key Roads in Region Central



Roads included:

- NYS Route 198 (Scajaguada Expressway)
- Grant St, Elmwood Ave, Delaware Ave, Parkside Ave, Main St, Delavan Ave, Forest Ave, Amherst St

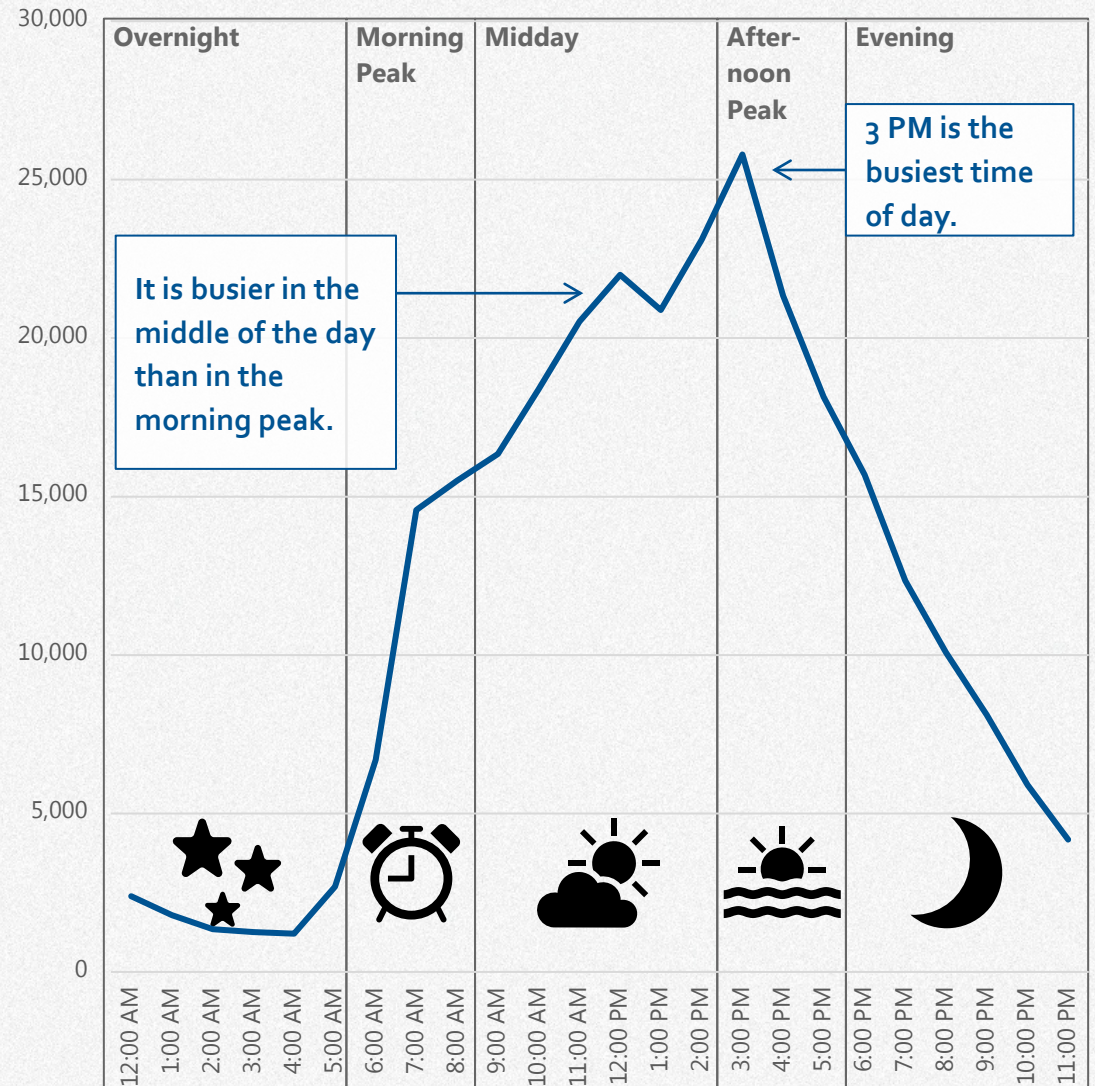
Source: NYSDOT & GBNRTC Historic Traffic Data

The afternoon peak is the busiest time of day in Region Central.

Region Central activity climbs through the day and traditional peaks do not always apply.

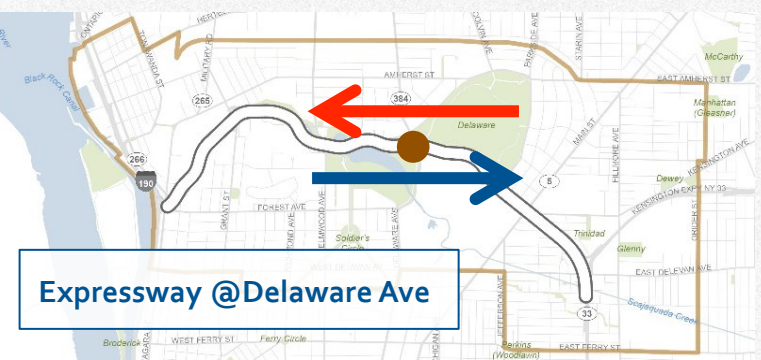
- Streetlight Data Parameters:*
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Vehicle Trips Starting in Region Central
(2019 Daily Average)



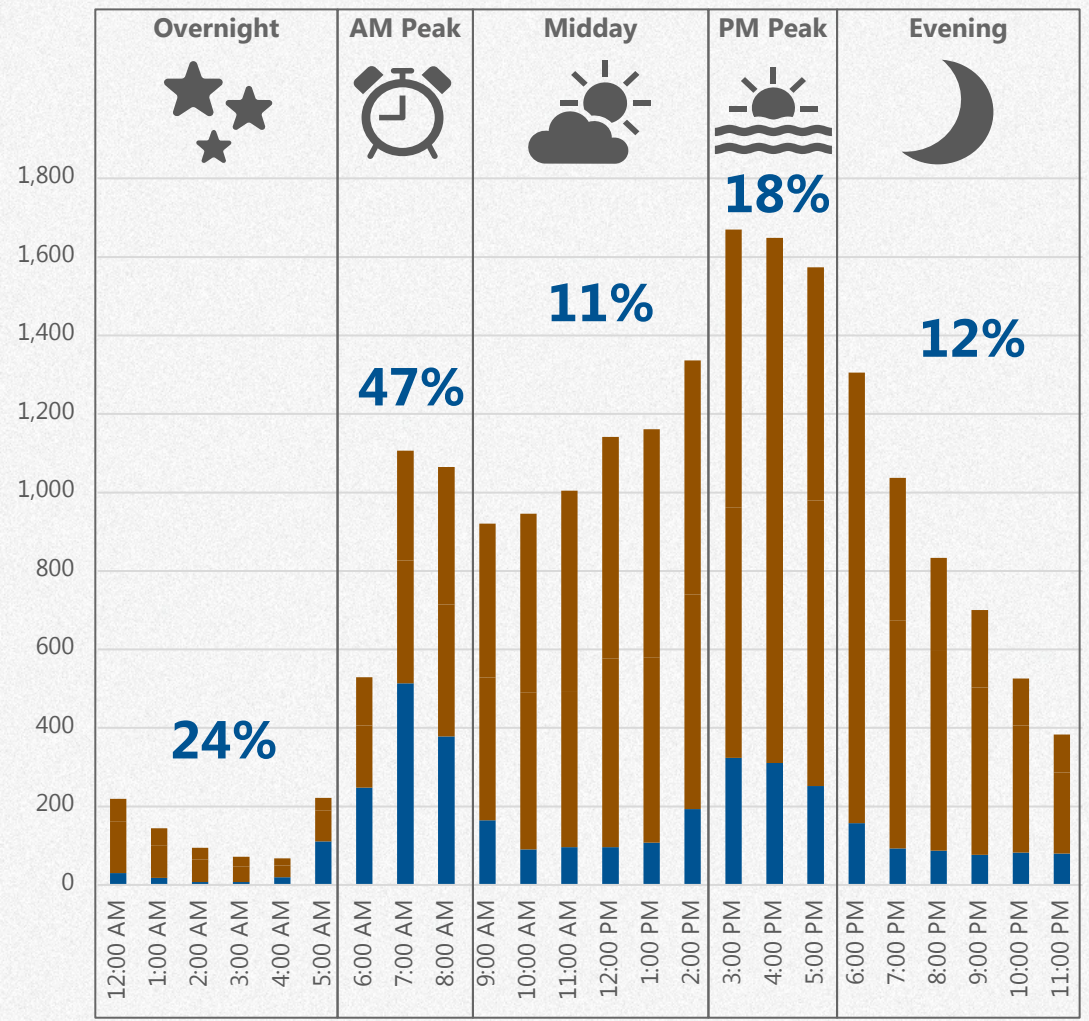
Only 18% of trips on the Expressway are for work.

Plans for Region Central must look beyond commuting.



- Streetlight Data Parameters:
- Average vehicle trips
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Vehicle Trips on the Expressway, by Trip Purpose (2019 Daily Average)

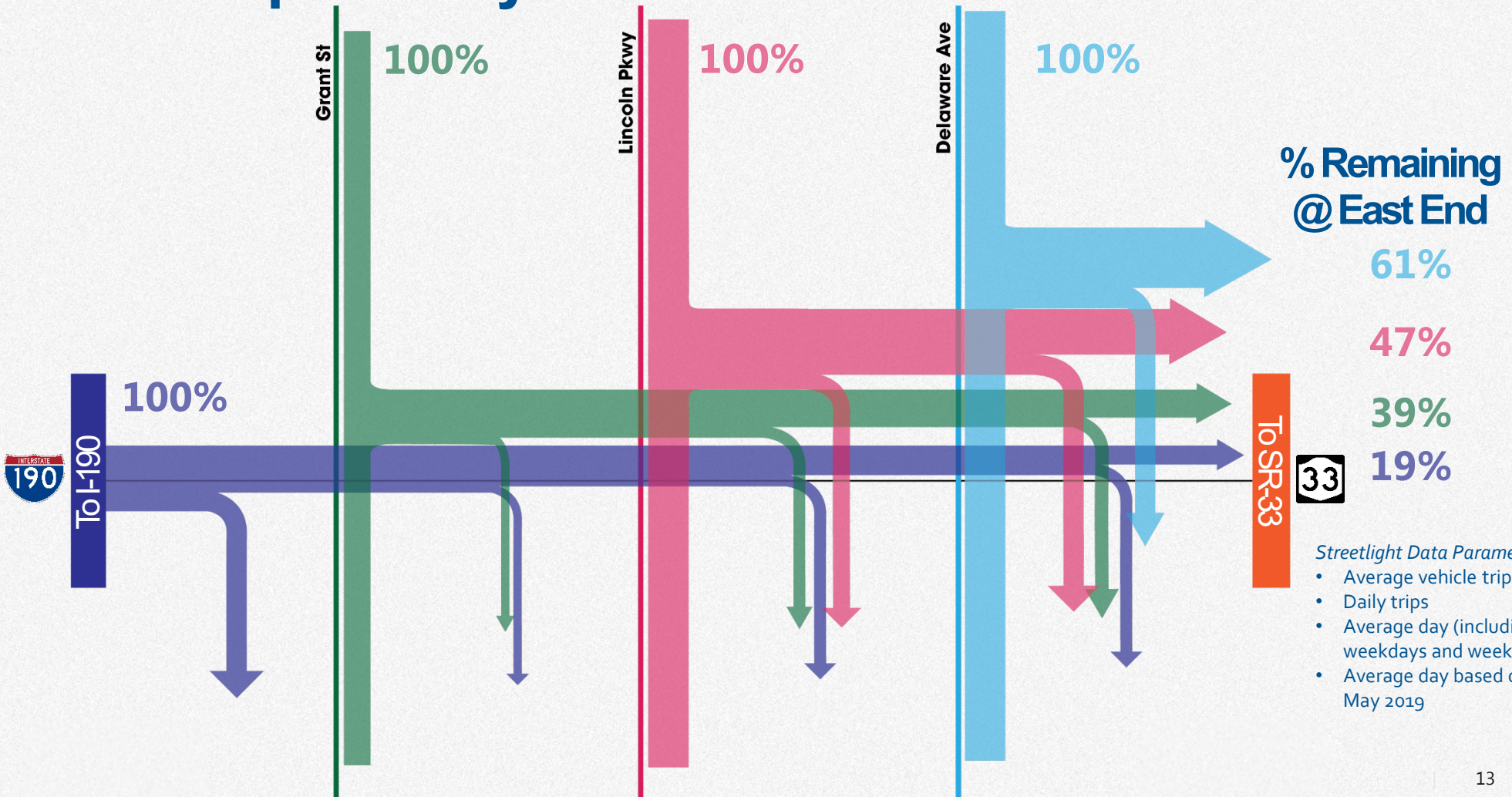


- Trips to/from work
- Other trips

Only 19% of eastbound travelers drive the full length of the Expressway.

Eastbound

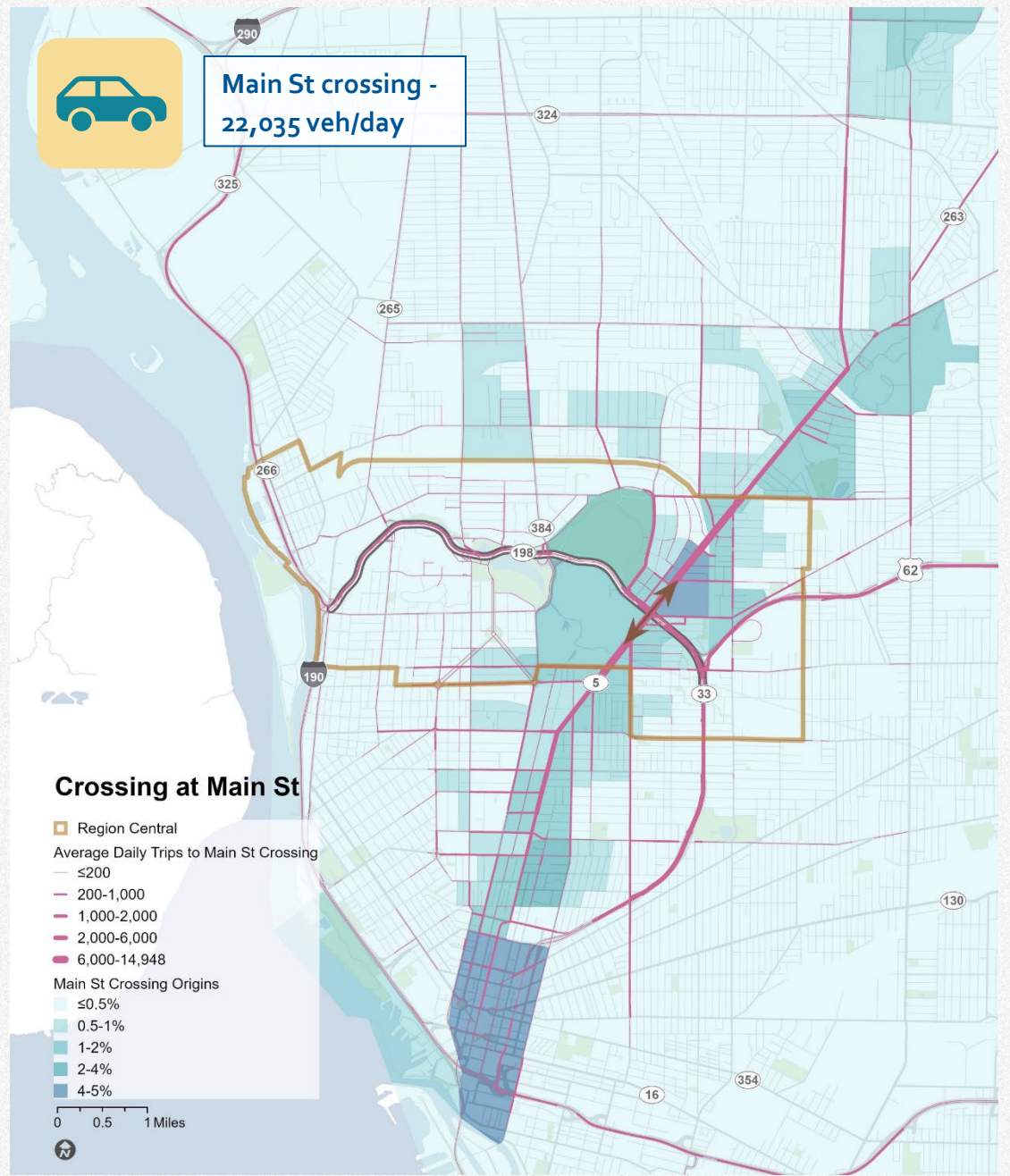
The Expressway primarily functions as a long on/off ramp for the 33 and I-190.



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Only 21% of driving trips that cross the Expressway at Main St start their trip within Region Central.

Main Street is as much a regional roadway as the Scajaquada Expressway.



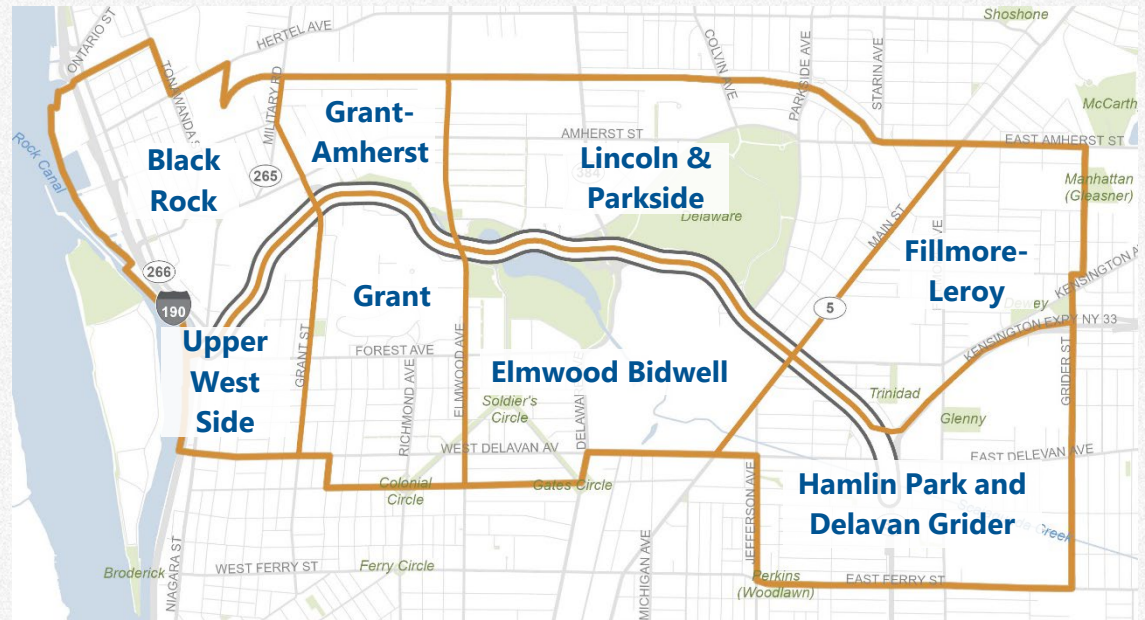
- Streetlight Data Parameters:
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Neighborhood Mobility Experience

This section dives deeper into the Region Central mobility experience through mobility patterns in sub-neighborhoods within Region Central.

The neighborhoods used to understand Region Central mobility are customized by data availability and informed by existing political boundaries, such as Council Districts. The eight areas include four to the north of the Expressway and four to the south.



The following pages examine:

- *Neighborhood connectivity and context*
- *Neighborhood travel patterns*
- *Neighborhood travel modes*



In each neighborhood, almost all walking trips stay on the same side of the Expressway.

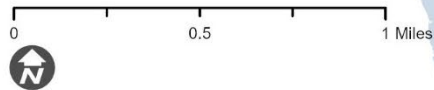
Looking at travel within Region Central, this map divides trips into three categories:



Stay on the same side of the Expressway

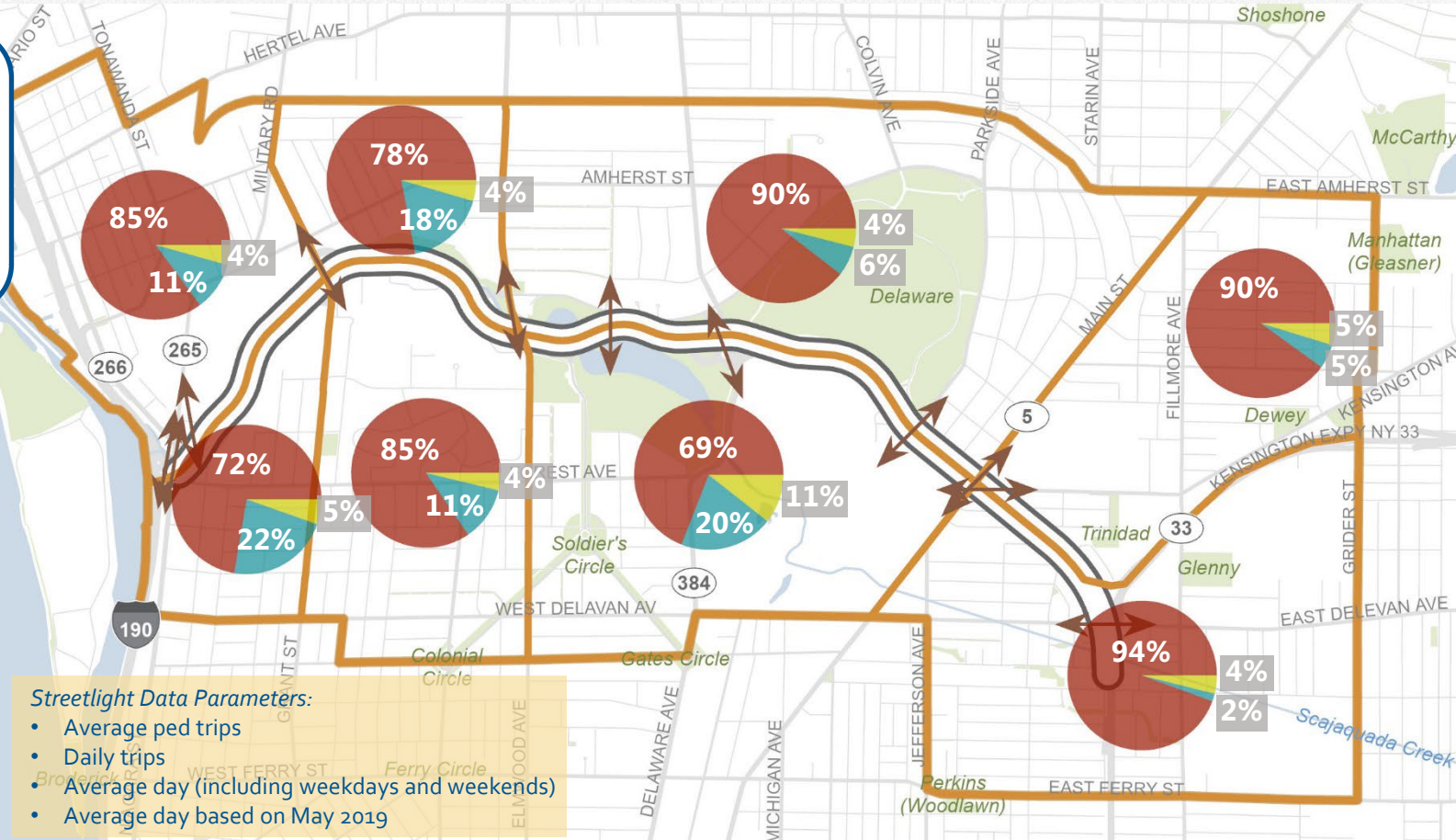
- Trips that stay within their neighborhood
- Trips that go to other neighborhoods on the same side of the Expressway
- Trips that cross to the other side of the Expressway

More crossing opportunities would create more interaction between neighborhoods.



Streetlight Data Parameters:

- Average ped trips
- Daily trips
- Average day (including weekdays and weekends)
- Average day based on May 2019





People starting their trip in Fillmore-Leroy rarely travel to destinations in Region Central south of the Expressway.

With easier access, Fillmore-Leroy travelers might go to other Region Central destinations south of the Expressway.

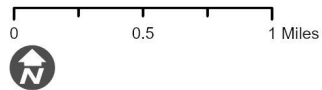
Driving from Fillmore-Leroy



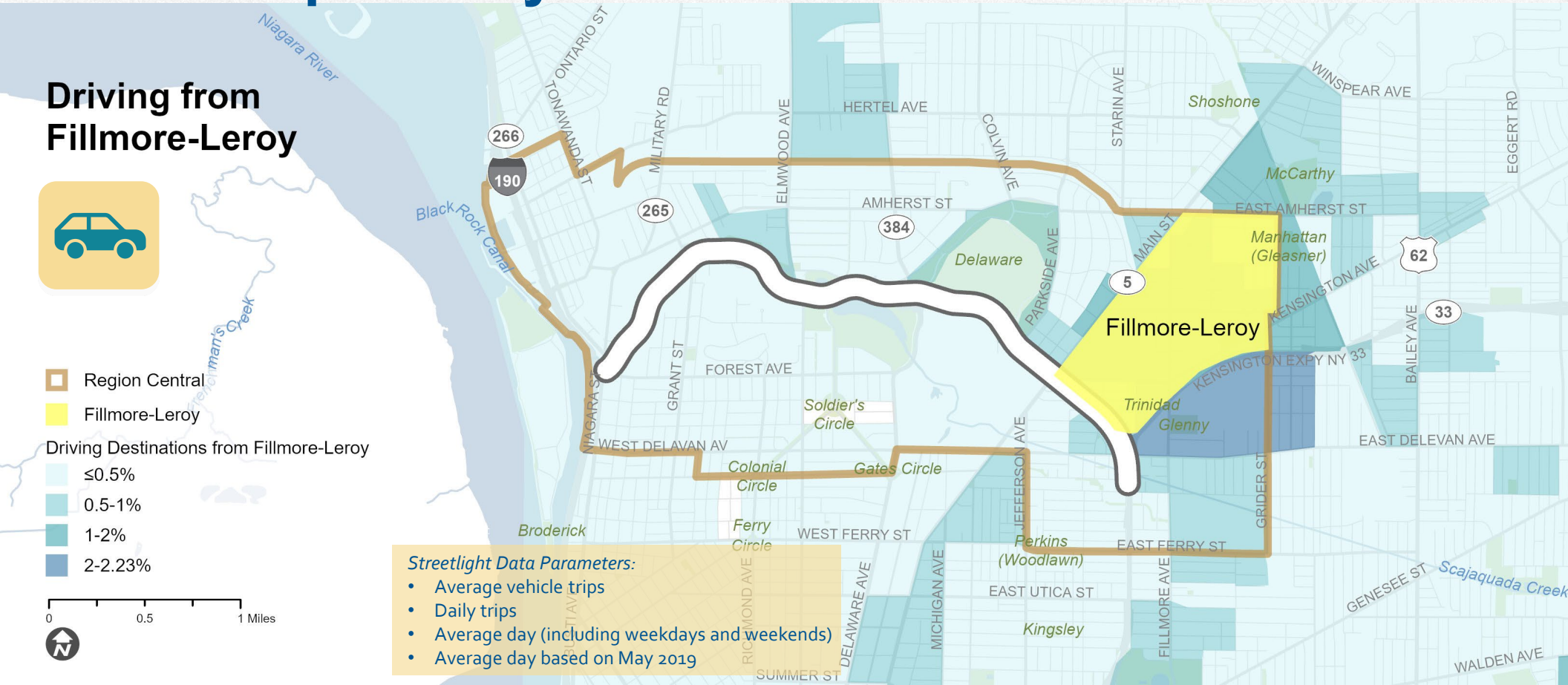
- Region Central
- Fillmore-Leroy

Driving Destinations from Fillmore-Leroy

- ≤0.5%
- 0.5-1%
- 1-2%
- 2-2.23%



- Streetlight Data Parameters:**
- Average vehicle trips
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 - Average day (including weekdays and weekends)
 - Average day based on May 2019



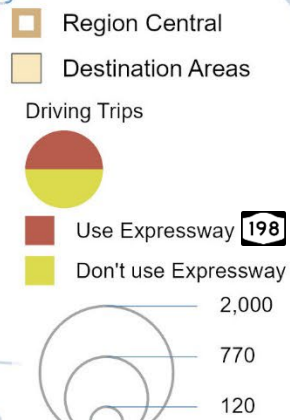
Most drivers do not use the Expressway to visit Region Central destinations.

People travelling to top destinations in Region Central get there without using the Expressway.

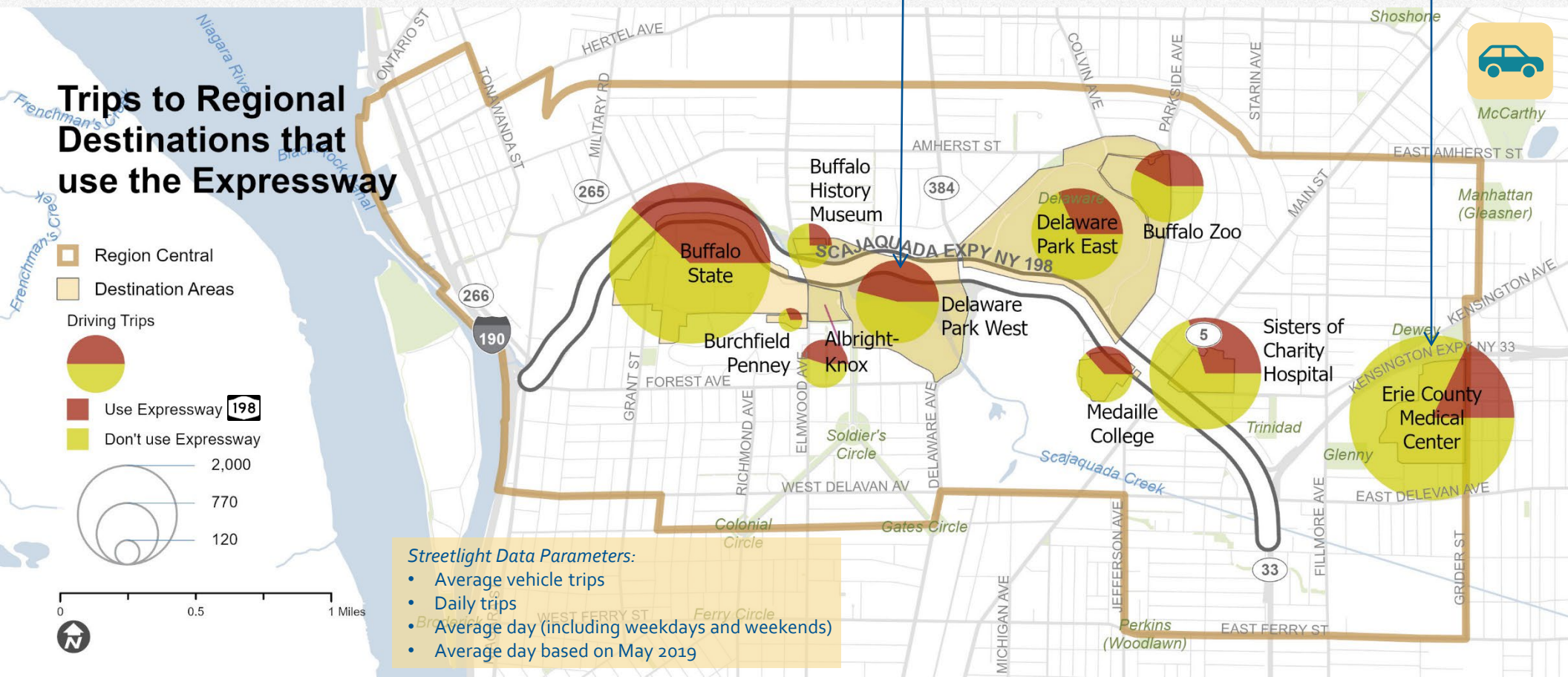
Erie County Medical Center, the top destination in Region Central, has the smallest share (18%) of trips using the Expressway.

Delaware Park West has the largest share (45%) of trips using the Expressway.

Trips to Regional Destinations that use the Expressway

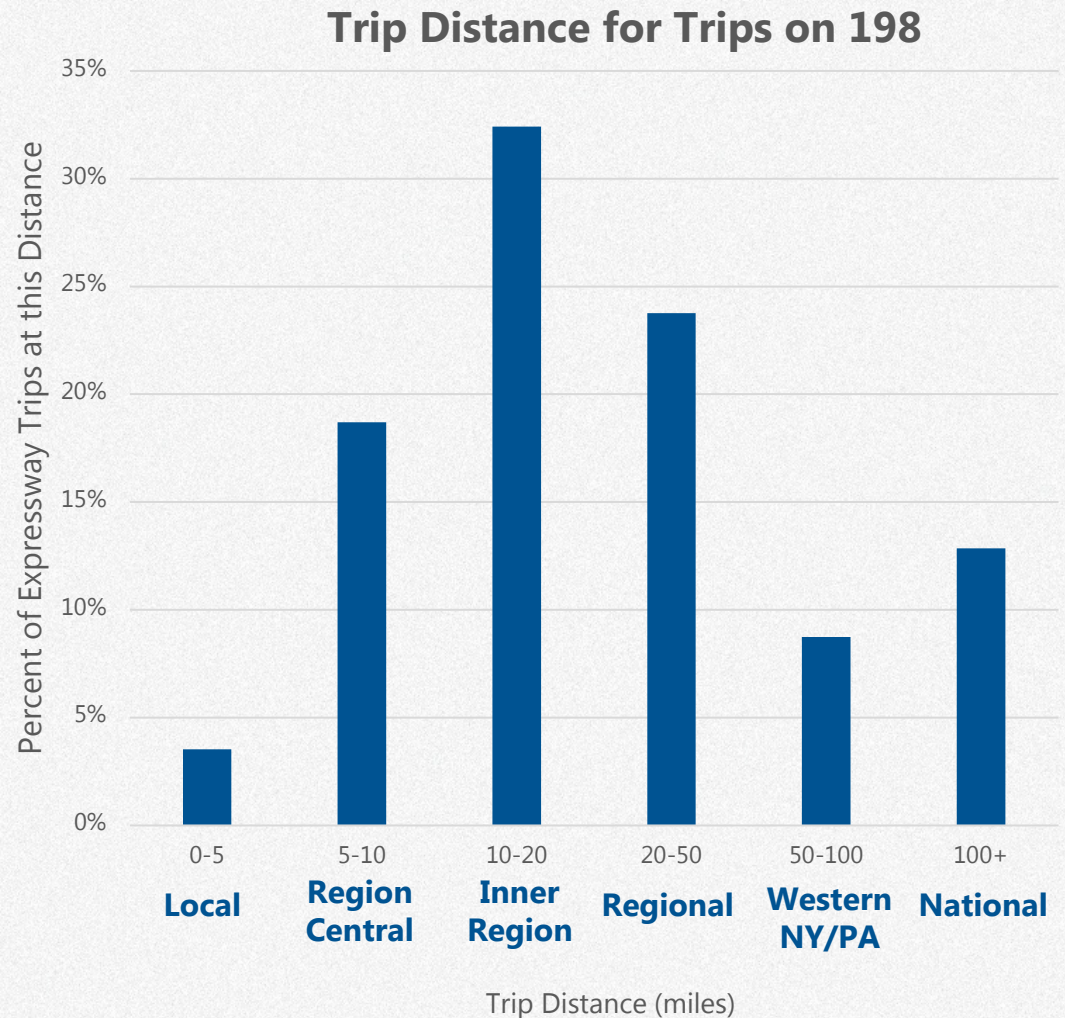


- Streetlight Data Parameters:**
- Average vehicle trips
 - Daily trips
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 - Average day based on May 2019



Almost half (45%) of truck trips on the Expressway are traveling over 20 miles.

Regional and longer truck trips have multiple roadway options that could avoid the three (3.4) miles of the Scajaquada Expressway.



Streetlight Data Parameters:

- Vehicle and Truck trips
- Daily trips
- Average day (including weekdays and weekends)
- Average day based on May 2019

Back to the Public

- Presented to the Stakeholder Advisory Group
- Presented to the public at a virtual meeting
- Quoted in press coverage about the project
- Contributed to positive reaction to subsequent project phases

WBFO npr Your NPR Station
Buffalo • Toronto Public Media

WBFO/WOLN/WUBJ
Here and Now

4 possible plans for Scajaquada Expressway aired at public meeting

WBFO-FM 88.7 | By Mike Desmond
Published May 5, 2022 at 6:18 AM EDT

Consultant Stantec Urban Mobility Practice Director Ralph DeNisco said there are **misconceptions about who drives the Scajaquada.**



Mike Desmond / WBFO News

The entrance to Route 198, the Scajaquada Expressway, at Grant Street.

<https://www.wbfo.org/local/2022-05-05/4-possible-plans-for-scajaquada-expressway-aired-at-public-meeting>

REGION CENTRAL

Thank You GBNRTC... You Are Needed Again!

TRANSPORTATION

By BRo Guest Authors – January 25, 2023 15 Comments 8 Mins Read

AUTHOR: EDWARD MARRIOTT

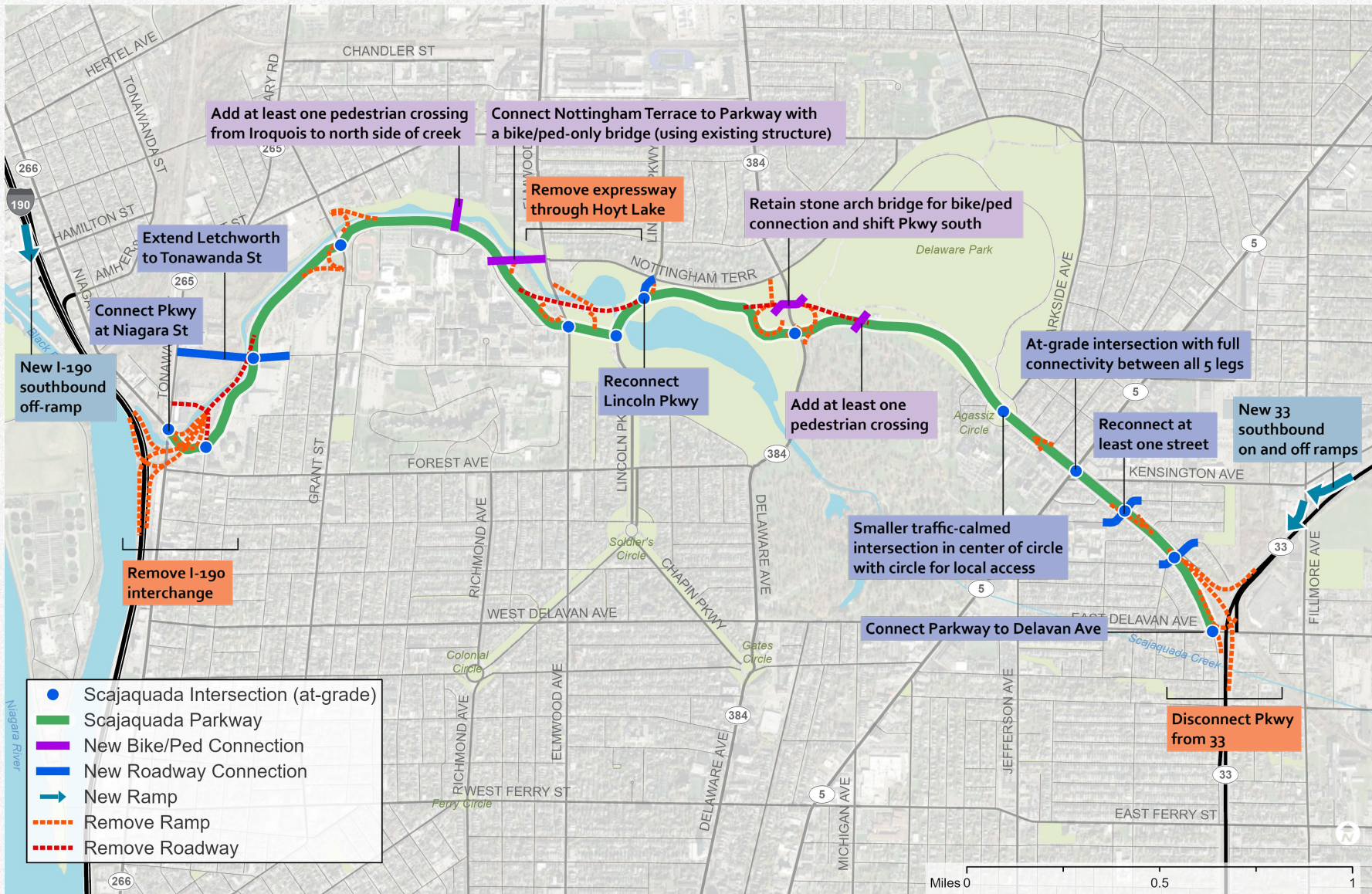
For the first time the public was presented with some “real choices” to be considered through four very different scenarios. A broad range of civic concerns were addressed and studied within a large swath of territory referred to as “Region Central.” Ample, impressive and practicable research was adroitly provided to citizens. Most importantly everyone’s opinions seemed to be valued. Everyone was made to feel welcome at well-publicized meetings; some meetings were even made available online. Feedback was encouraged from everyone. A special interactive map of the Region Central area was made available to facilitate active public participation.



<https://www.buffalorising.com/2023/01/thank-you-gbnrtc-you-are-needed-again/>

Recommended Scenario: The Scajaquada Parkway

- All ramps will be removed or, in the case of Nottingham Terrace, repurposed into Pedestrian/Bicycle connections
- Roadways will connect/reconnect across the corridor at Letchworth St, Lincoln Pkwy, and along the Humboldt Pkwy
- New Pedestrian/Bicycle connections will be added in Delaware Park and behind Wegmans
- Over and underpasses will be replaced with traffic signals, designed to the latest safety specifications



Recommended Scenario: The Scajaquada Parkway

The recommended design direction...

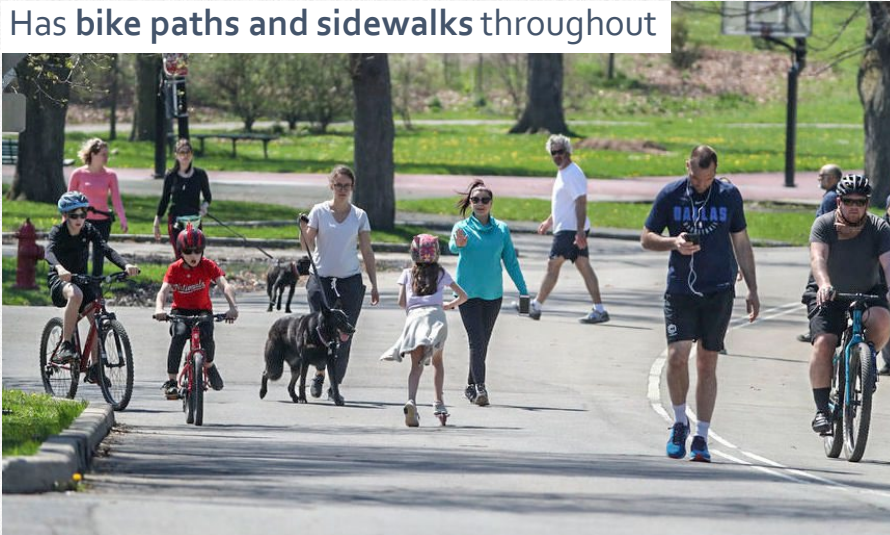
Is Olmsted parkway inspired



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.)

