

**BUFFALO NIAGARA MEDICAL CAMPUS – PHASE III  
ALLEN STREET EXTENSION AND REHABILITATION PROJECT  
PUBLIC INVOLVEMENT MEETING #5  
D’YOUVILLE COLLEGE CAMPUS CENTER  
JUNE 7, 2016 @ 4:00-9:00PM**

**ATTENDEES FROM THE PROJECT TEAM:**

Michael Finn	City of Buffalo-DPW	mfinn@city-buffalo.com
John Bidell	City of Buffalo-DPW	jbidell@city-buffalo.com
Kelly Thompson	Bergmann Associates	kmthompson@bergmannpc.com
Mark Johns	Bergmann Associates	mjohns@bergmannpc.com
Nolan Skipper	Bergmann Associates	nskipper@bergmannpc.com
Kash Revalli	Bergmann Associates	krevalli@bergmannpc.com
Joseph Ficociello	Halvorson Design Partnership	joe@halvorsondesign.com
Cynthia Smith	Halvorson Design Partnership	cynthia@halvorsondesign.com
Tanya Zwahlen	Highland Planning	tanya@highland-planning.com
Jen Topa	Highland Planning	jen@highland-planning.com

The following summary captures input received during the June 7, 2016 public meeting for the Buffalo Niagara Medical Campus Phase III – Allen Street Extension and Rehabilitation Project at the D’Youville College Campus Center.

**PROCEEDINGS:**

The public reviewed plans, proposed color schemes, and materials for Phase A and Phase B of the project. The meeting also included a timeline of the public outreach process to date for review.



## **COMMENTS:**

The following comments were received:

### **Lighting**

- Keep similar to existing but change lighting to be LED and down focused.
- Modern lighting not reflective of the historic buildings surrounded by pathway from WB to Ellicott.
- Reuse pre-existing lights from Allen Street portion along side streets of Allentown to replace old cobra head poles or within the Medical Campus.
- Lampposts reproducing those from 1900-1930 would be the most appropriate for a historic district. Doesn't like existing, Ex. Tudor.
- Too dark on Allen St. currently.
- Period lamp poles don't go as well with simple shaft bollard shape. Size of base on existing light takes up a lot of space.
- Modernize doubles! Doubles on Allen St.
- 4 lights on head at Main and Allen
- Louvered refractor on Tudor

### **Landscape Design**

- Trees – As big as possible! City MUST water trees for 2 years!!
- Capitalize on rain garden opportunity
- Wadsworth – Space does not seem well thought out in terms of community usage.
- The historic options along Allen St. area should be offered on Medical Campus Pathway
- Despite consistent feedback from surrounding neighbors that more historic look and feel but still functions best for ped/bike pathway. Options similar to Canalside pedestrian light with matching bollard, benches and wastebaskets.
- Surrounding neighborhoods of BNMC have other “historic” look and feel such as Fruitbelt and don't match BNMC look on Ellicott, could do same in Allentown.
- More warm tone to stamp concrete would blend best with surrounding red brick homes and Victorian era properties adjacent to pathway.
- Please consider modern elements for contrast with Victorian building.
- Pavement comments – I don't do earth colors. Having sidewalk all one uniform color (dark gray) makes it more cohesive. Would like it in road too but...

### **Traffic Design**

- Speed Tables should be an option at Franklin, Pearl, ETC so as to calm cross traffic and make street more pedestrian friendly.
- Wadsworth Simulation – keep parking as is if possible. Use art grant for public display (possibly mosaic were bricks are). Single large holiday tree in center space. 4 16Ft. LED lights in each corner for maximum light. Recycle existing bricks for pathway and some donated to existing



circular path in Days Park. We own 260 Allen St. and are concerned about losing the 3 spaces in front of our building.

- Wadsworth Simulation – Needs to be a cut through for bicyclists at Wadsworth to get into the Days Park Circle.
- The right turn lanes at Allen and Elmwood and the de facto turn lanes at Delaware and Main are making conditions more hazardous for pedestrians and cyclists. This is a huge safety issue. These intersections should be narrowed with bump outs to discourage car movements that will put people at risk. A “no turn on red” sign will not solve these issues as the erratic movement of cars happens at all signal phases as cars jockey for road position. The level of service for vehicles at peak hours should not dictate the safety of residents at all times. Also, buses take less than a minute to load/unload, the lane widths should not expand for buses to pull over. Vehicles can wait a few seconds behind the bus rather than speed around them and put riders and other pedestrians in danger.
- Crosswalk stripes needed for “odd” crossings at N and S. Park St., etc. for added visual safety.
- Allen and Delaware – green light too short. Old/disabled have a hard time crossing.
- Bikes turning right conflicting with car right turns at Delaware at widened 20’10” lane which encourages use by 2 cars side by side.
- Elmwood and Allen St. is very dangerous for peds and bikes. (eliminate right turn on red)
- Creation of right turn at Elmwood is just accommodating current condition/problem rather than creating better ped/bike environment (car oriented solution).
- Limit vehicle weight on Allen St., smaller trucks.

### **Streetscape Amenities**

- On Allen St. ALL benches should be steel so graffiti can be removed easily.
- Consider colored trash/lights and benches and bike racks
- Water systems or channels should be built into planters to capture and store rain water.
- Concerns over the maintenance of plantings and weeds
- If all sidewalks will be replaced, please preserve the stone (slate) sidewalks in the area
- Striping all intersections that have ADA ramps not just signalized intersections. Single ones each side.
- Bollard - alt. bollard types to look at that are compatible with historic.
- Do not do false historic.
- Bollards – Both options not good. Please use something more distinctive and compatible.

### **Transit**

- Talk to NFTA about eliminating the bus route on Allen, eliminating bus route may add parking spaces.
- Move buses off Allen St. Not enough get on there. (Shift over one or two blocks).
- Get bus off Allen St., getting off for construction. Have NFTA make this permanent so that design doesn’t need stops.



**VOTING RESULTS:**

**Pathway Lighting Options (Phase A):**

Omero MRP LED Silver: 9

Singular Column LED Silver: 1

**Sidewalk/Parking Color Scheme Options (Phase B):**

Brown Tones: 6

Gray Tones: 14

**Bollard Options (Phase B):**

Calpipe Bollard Dome Head with reflective tape: 5

Blockaides Bollard Kitchener Head with reflective tape: 7

**Post Top Street Lighting Options (Phase B):**

K56 Cleveland LED: 18

K424 Acorn LED: 1

Omero MRP LED: 5

**NEXT STEPS:**

**Bergmann Associates Team**

- Address the voting results and comments from the Public Meeting moving into final design.



Nolan Skipper, Bergmann Associates  
Email: [nskipper@bergmannpc.com](mailto:nskipper@bergmannpc.com)  
Phone: 716-852-3211 Ext. 863

