towards a more sustainable Buffalo Niagara

Transportation Working Team
Duane Diggs, Co-Chair (VOICE Buffalo)
Kelly Dixon, Co-Chair (GBNRTC)
Paul Ray, Facilitator (UB Regional Institute)
Agenda

Introductions and Ice Breaker

Review of Process and the working team’s scope and charge

Review of key transportation issues

Goal Setting Discussion

Next Steps
How would you define a sustainable regional transportation system for Buffalo Niagara using one sentence?
Tasks you will help us with...

- **ESTABLISH GOALS** for pursuing more sustainable transportation decisions
- **FRAME STRATEGIES**
  Align strategies to match our regional goals
- **IDENTIFY ACTIONS**
  Policies, programs, and projects and the actors to implement them
- **CONSTRUCT INDICATORS**
  Create metrics that can measure success
Deliverables you will help create...

**Our Regional Plan for Sustainable Development**

**Our region’s Long Range Transportation Plan – “Buffalo Niagara 2050”**

**Capacity building tools and educational modules that can empower civic leaders and citizens to advance sustainability.**
Who will implement our recommendations?

- Local municipalities, county governments, state or regional agencies (i.e. NFTA)
- Community Based Organizations and private citizens
- Private sector actors or businesses (developers, business decision-makers)
- Collaborative partnerships across these groups
# Working Team Process and Timeline

<table>
<thead>
<tr>
<th>SPRING</th>
<th>SUMMER</th>
<th>FALL</th>
<th>WINTER</th>
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<td>APR</td>
<td>MAY</td>
<td>JUNE</td>
<td>AUG</td>
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<td>FALL 2013 Council and Community Congress Meetings</td>
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## 6 Meetings/4 Tasks

1. Establishing Goals
2. Frame Strategies
3. Identify Actions
4. Construct Indicators

- **Final Draft/Feedback**
- **Regional Vision & Values**
- **Additional Meetings**

# oneregionfwd
Some key issues to frame our discussion...
Continued maintenance of our transportation infrastructure poses significant fiscal challenges.
Since **1990**, we’ve added **525+ miles** of new roads
### Roads Built Since 1990

<table>
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<th>County</th>
<th>Lane Miles added Since 1990</th>
<th>Maintenance Cost Per Lane Mile</th>
<th>Total Cost of New Lane Miles of Roads</th>
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<tr>
<td>Erie</td>
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<td>Niagara</td>
<td>30</td>
<td>$16,166</td>
<td>$491,470</td>
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**525+ miles**

**$26,000,000+ added annual tax burden**
Vehicle miles travelled per capita keeps growing.
In 1973, vehicles miles travelled daily per capita was 8.25
In 2010, vehicles miles travelled daily per capita was **17.89**

An increase of **117%**
While connecting workers to jobs via transit is a struggle, access to the transit network is good...
33% of all jobs are reachable via transit in 90 minutes.

Median wait times are 14 minutes during peak rush hour.

Data Source: Brookings
78% of working age residents living near a transit stop

U.S. Metro Average is 69%

Data Source: Brookings, Niagara Frontier Transportation Authority
Our region’s population who own a car enjoy relatively low traffic congestion and short commute times.
And those who own a car enjoy relatively low traffic congestion and short commute times.

3% the congestion of large metros like LA and NYC

Source: American Community Survey (2010)
But not everyone has a car, and our region is continuing to age.
Households without a vehicle

Buffalo Niagara: 13%
US: 9%
Age Composition of Buffalo Niagara Population

- 65 and older
- 55 - 64
Lower traffic congestion and our bi-national location is also a freight opportunity...
Cross-border traffic moving through the Buffalo-Niagara region has diverse U.S. origins and destinations.

**Origin/Destination U.S. Region for 2004 Freight Tonnage Crossing the Lewiston-Queenston Bridge**

- **Pennsylvania**: 19%
- **New York**: 18%
- **Buffalo/Niagara**: 18%
- **South-eastern USA**: 13%
- **Ohio**: 12%
- **Mid-Atlantic USA**: 11%
- **Western / Midwestern USA**: 10%
- **Rochester**: 3%
- **New England**: 4%
- **Other New York**: 18%
The region has good east-west rail connections
Despite “no-growth” population forecasts, IHS Global Insight forecasts predict that regional freight volume will more than double.

Freight Tonnage by Mode

Most of the region’s freight is carried by truck or rail.

Source: IHS Global Insight TRANSEARCH database
Key issues.

Do these data tell the story of our region’s transportation conditions?
Goal Setting, a starting point.

Do they align with our region’s vision?
Are they current/relevant?
Are they long term/resilient?
Are they attainable?
What’s missing?
What shouldn’t be there?
Draft Goals: Transportation & Mobility

• Broaden transportation options to promote mobility and access for all, especially young, old, individuals with disabilities, and persons with limited income.

• Develop a transportation system that is energy efficient and promotes energy conservation.

• Improve public transit service to enhance access to employment, education, health care, and other services.

• Maintain and invest in infrastructure and education to foster “Complete Streets.”

• Invest in infrastructure to facilitate the movement of freight nationally, bi-nationally, and internationally.

• Design and manage our transportation systems to ensure air quality to promote human health.
Transportation and Mobility Working Team

Get Started as a Working Team Member at www.oneregionforward.org

Recruit a Working Team Contributor

Provide Online Feedback on Our Regional Vision and Values
TeamWork Site: https://oneregionforward.teamworkpm.net
TeamWork Site: https://oneregionforward.teamworkpm.net

Transportation and Mobility Working Team » One Region Forward

Overview
Milestones Files Notebooks Links People

Activity: Upcoming milestones

Upcoming milestones

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13th March

Project: Transportation and Mobility Working Team

- Milestone: First Working Teams Meeting (Due 02 April)
- Notebook: Preliminary Goals
- Project: Transportation Working Team

Created by: Teresa B.

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10 notifications
If you have any questions, please feel free to contact us

**Transportation and Mobility Working Team**

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