Introductions

- Interesting to note that the host federal office for our program will be renamed the Office of Economic Resilience later this year. (Dixon)

- It is important to remember that “environmental justice” comes up in the transportation field in a way that is more specific than the general term. Very formulaic. It refers to specific populations with specific requirements. We need to have this conversation. (Gifford)

Update on other working teams (Hovey)
See presentation document posted on Teamwork site
Cross-Cutting Theme #11, Develop Trade and Transportation connects to several goal statements, including educate elected officials, planners and the public (trade corridors bring jobs and safety); build on our strength in higher education (logistics jobs are plentiful and well-paid), protect, connect, access our water fronts (an obvious transportation need); each of the Cross-Cutting theme #8/ Lifestyle choice relates to transportation choices and availability; as does the goal of pursuing smart growth for an efficient region and connecting local growers to markets here and beyond. In short, safe, efficient connection brings jobs—both in the city and in our rural areas (Meg Lauerman).

Review of Draft Goals

- No. 2. Are we missing something by only talking about centers... but not corridors? (Kempner)
- When we’re thinking about safe, comfortable and viable modes— we need to work with the people who design buildings too. (Gifford)
- Innovative finance mechanisms are crucial. The funding sources as they are now don’t lead toward the system that we want. (Gifford)
- We need to talk about funding, not just financing. (Hartrich)
- Goal 5 needs better bolding. I like the long goal statements. (Tronolone)
- Goal 3. Please add public transportation to walking and bicycling. Much of our rural access to public transportation is not seen as viable because it is circuitous (Meg Lauerman).

Strategy development

Develop a regional hub and corridor transportation system:

What is a hub?

- Density centers, college campuses, village centers. (Kulpa)
- Neighborhoods. (Tronolone)
- We’re talking about revitalizing the concept of neighborhoods – and it crosses all the platforms. It’s a matter of attitude and culture. We need to talk about making great places. The child in the neighborhood metaphor. What people want from their daily life. (Bender)
- Economic activity centers, places where jobs exist. (Leydecker)
- Historically, neighborhoods were there because the transit system helped create them. Create the hubs and corridors and the neighborhoods will follow. (Gifford)
- I don’t agree. Centers like Williamsville or other villages grew because of economic need in the agrarian age and then they got connected with each other. (Kulpa)
- A hub is a place where you change between modes. (Kempner)
- It’s a destination – business, school, etc. are there. (Booth)
- Corridors require building on rights of ways, rail, bus lines. I think the corridors are often there. We don’t have to recreate them. The people are still there. Some of them. (Bender)
- State routes (5, 33, 20, 20A) pick up most of your nodes. Except that now the infrastructure is set for automobiles. (Kulpa)

How do we create them?

- You change the State infrastructure. (Kulpa)
- Once you’re in a hub the infrastructure supports you – walkable streetscape, etc. You can get out of the car and reach multiple destinations. (Hartrich)
- The negative incentive is in the Federal funding scheme. All the financial rewards are for building roads. We have to let local government know through the funding schemes that it’s not just about building roads. (Gifford)
- The “comfortability” of getting between the hubs is key. (Schmarder)
- The reliability piece is crucial. You need to know you can get from A to B if you drive. (Leydecker)
- Safety and comfort are key. (Kempner)
- De-emphasize highways. (Booth)
- De-emphasize free parking. It’s the key incentive to drive. If parking is less certain people will explore other options. If parking is certain, people will ignore other options. (Gifford)
- Make parking cost what it actually costs. (Tronolone)
- We’re talking about creating multi-modal systems with transit. What if there’s no population increase? Can we justify the funding to do these things? (Kulpa)
- I don’t assume it’s light rail. Our current system can serve the region if we have a tighter set of communities and neighborhoods. Light rail needs the activity centers. But what’s the corridor? I think of it as Transit Road… which has nothing to do with transit. Encourage hubs and the corridors will take care of themselves. We’ll know were going in the right direction if we can make decisions not to widen Sheridan or Transit. (Tronolone)
- Level of service F should be considered acceptable. Don’t expand infrastructure to improve level of service. Look at a multi-modal level of service “A” for pedestrians and bikes. (Booth)
- DOT policy used to be “no deterioration of level of service.” 1970s until recently. (Tronolone)
- They are trying to change the philosophy and policy in DOT but they are not updating the level of service manual to go along with it. (Gifford)
- We need hubs as mixed use areas that provide access to everything within that hub. These areas are self-contained in that people can access all of their needs there. But we also need to bring the multi-modal character to the corridor. (Leydecker)
- Corridors should be without development and centers should have most of the density. (Tronolone)
- We’ve got developments in between and we need to improve them to multi-modal character. (Kempner)
- What kind of tools are out there to promote hubs? (Hartrich)
- Transportation planning – GBNRTC is doing it, long range plan and TIP. Transportation goals didn’t deal with land use before, not even multi-modal transportation. But bring the land use concepts into the long range plan and the projects we want will score higher. (Tronolone)
- We need to do more to promote transit oriented development. (Kempner)
- We need to get to the point where auto use “breaks” and other modes become more attractive. We’re getting there at BNMC. (Schmarder)
- In some regions the transit agency buys station area land and develops it... we need to consider more aggressive approaches like that. (Kempner)
- Around Washington, DC they are converting surface parking owned by WMATA to TOD. (Leydecker)
Innovative financing mechanisms.

- Aggregate specialty retail and other destinations into an area to create a hub and discourage the need for private automobile transportation. Encourage infill development in hubs and corridors - Make corridors, especially in suburban areas more dense and walkable, so as to encourage taking a bus to the area and walking the rest of the way. (Examples - Niagara Falls Boulevard, Union Road, Transit Road). Create bus lanes (if possible) to encourage use of public transit (Justin Imiola).

- Financing is different from funding. We’re really talking more about funding – creating the capital to make it happen. Right now, we’re solely reliant on federal aid system. Changes at federal level are in process. Motor fuel tax and vehicle taxes are understood as inadequate. We need state and local alternative funding sources. (Leydecker)
- The business sector is subsidizing automobile use by building parking. They’re financing it. (Booth)
- Businesses assume that transit will be extended to them for free. (Tronolone)
- Historically, the private sector financed transit development for its own purposes. (Booth)
- Encourage employment centers to develop TDM. (Booth)
- And tie it to hubs. The green code didn’t look at Downtown as a whole thing. Just BNMC. (Hartrich)
- Does anyone have a handle on what it costs for municipalities to maintain their roads? (Gifford)
- Look at capital plans and pull them together. (Kempner)
- Is there a cost analysis for widening East Robinson Road and the long-term maintenance? (Gifford).
- Create HUBs that bring down O+M costs? (Ray)
- In the past UBRI did an analysis for Chemung County. (Kempner)
- Rail transit is required to demonstrate viability in terms of operating and maintenance funding. Why shouldn’t we do the same with new roads? (Gifford)
- Look at public private partnerships. (Hartrich)
- TDM should trickle down to regulations at the local level. (Tronolone)
- There is a long list of funding sources. (Dixon)
- Louisville – directs the proceeds from vehicle fines for infrastructure. Sustainability Initiative Fee – levies $5 a month on water bill – to provide free transit. Parking district fees. Residential permit parking. Why not convert the funding that pays for school busing in unsafe areas to pay for making routes to school safer? (Booth)
- It’s important to connect the source of funds with the use of funds rather than cross-subsidize. A water fee should be spent on water infrastructure. (Hartrich)
- NYS requires use-fee consistency. (Leydecker)
- We are considering a ballot initiative for light rail extension. NYS election law is tough but we consider it a major educational opportunity. A dedicated funding source is still needed. (Gifford)
- Real estate transfer tax goes to NFTA. How much does it generate? Property owners should pay for the benefit of being in a hub or center. (Leydecker)
- Reduction of mortgage tax for property in quarter mile of transit stations. (Kempner)
- Fees, taxes, are hard to get people to agree. We need to dis-incentivize driving. We need to stop making driving more affordable than everything else. (Bender)
- Make people pay for the real cost and value of parking, etc. (Tronolone)
- This is an environmental justice issue. The cost of car is same for everyone. But it’s a much bigger proportion of their annual food bill than for affluent people. (Gifford)
- We need to educate about the real cost of driving and the health impacts of driving – diabetes and obesity, clean water and clean air, asthma etc. And these are environmental justice issues. Booth
Participation is key to getting people to support funding mechanisms. A ballot issue would at least get the issue out there. (Schmarder)

The financing issue is 100 percent education. We know what is needed. But the general public wouldn’t understand why we’re talking about this or ask their government to pay for it. (Kulpa)

We need to be more efficient with our resources. E.g. big fat manual. (Hartrich)

It’s important to tie a ballot initiative to a capital project. People like to get something. (Kempner)

As an educational piece, show what the share of spending is for roads vs. transit. (Kempner)

Get DOT to rewrite their highway design manual. (Booth)

North Carolina DOT adopted complete streets policy and then organized and provided training to employees statewide to implement it. http://www.completestreetsnc.org/ NYS passed a law and put it on a web site. (Booth)

Increase marketing and campaign to make public transit more desirable among those who normally prefer use of private automobile transportation. Seek outside grants and partnerships with national organization, federal, state, and local government, and universities in the area to help develop best practices and increase efficiency and ridership (Justin Imiola).

Other strategies

A regional Transportation Management Association (TMA) that provides education on transportation alternatives and works with employers and… (Burney)

Provide better information on where the transit system can actually take you. (Bender)

Those temporary highway signs (e.g. “8 Minutes to Rte. 400”) could encourage transit, point out costs. (Kempner)

Growth boundaries (Booth)

Change the way we finance infrastructure. (Tronolone)

Need help from the state on regional issues. Kempner

Metrics about what you’re getting for what you’ve paid. How much time people are spending in traffic waiting for something to happen? (Gifford)

IDEA center is working on metrics of impacts on complete streets. Level of service, health impacts, etc. leading to a report card. (Maisel)

I’m conflicted about LOS in traffic signal coordination… saving time for cars and buses. Saving fuel, reducing frustration and speeding, allowing steady flow all make driving easier but there are tradeoffs. (Schmarder)

Niagara Street – City of Buffalo has money on the Transportation Improvement Plan (TIP), NFTA is contributing, layering resources to reach a larger vision – communicating between departments (parks, sewers, transportation). This is a model for bringing authority and funding together through collaboration. (Booth)

There’s great value in the collaborative model. (Hartrich)

We’re missing some practical things. We need bike lanes, low floor buses, countdown signals, refuge islands, curb cuts, all the basic stuff. (Maisel)

That brings in the manual again, at least for full reconstruction. (Tronolone)

City has an advantage… we don’t widen rights of way. We maintain stuff. But we can take advantage of an opportunity (e.g. Linwood bike lanes). (Schmarder)

What if we had a long term strategy of reducing capacity off our roadways? We don’t need The Scajaquada Expressway isn’t necessarily needed. Set modal share goals. (Booth)

APTA 2050 vision. People won’t care what the mode is as long as it is working well. Make sure we don’t do anything now that precludes those steps later. (Gifford)