



CITIZENS *for* REGIONAL TRANSIT

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Greater Buffalo Niagara Regional Transportation Council
Region Central Project
438 Main Street, Suite 503
Buffalo, NY 14202

Dear Central Region Managers:

Citizens for Regional Transit (CRT) is excited about the Region Central Project and the possibilities for reimagining the Scajaquada Expressway and surrounding areas. We are especially excited about the opportunities for integrating public transit into the redesign.

Approaches that minimize cars and traffic and restores Olmsted's vision for a world class park are best and should be preferred. The best way to minimize cars is to eliminate the road (Scajaquada) that attracts them (e.g., full or partial Scajaquada removal alternatives) and provide an attractive, fully integrated public transit alternative.

We recommend taking advantage of the nearby Buffalo Metro stations (Amherst and Humboldt) to encourage visitors to arrive without cars and then provide convenient public transit service connecting to the many nearby attractions (The Buffalo Zoo, Albright Knox-Gundlach Art Museum, Burchfield-Penny Art Museum, Buffalo History Museum, the Darwin Martin House, Delaware Park Casino, and Hoyt Lake, Elmwood Avenue Shopping District) and other high-volume destinations (e.g., Buffalo State College, Tops, Wegmans).

The closeness of these numerous high-volume destinations screams for implementation of a hop-on, hop-off trackless trolley, like those that have been successful in Niagara Falls (see Figure 1). A high-frequency trolley would circulate among these destinations making driving to reach them unnecessary and obviously inefficient. By having the trolley stop at one of Buffalo Metro's stations, it would be possible for those coming from further away to leave their cars at home or at a park-&-ride. This would minimize traffic and parking demand in the reimagined Region Central area, reduce pollution, and better achieve Olmsted's original vision of a world-class park.



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Figure 1. Example Hop-on, Hop-off Trackless Trolley in Niagara Falls.

We also believe the Region Central project should be integrated with the Humboldt Parkway restoration / Kensington remediation project. Done right, this could restore another of Olmsted's most beautiful parkways. The best and least expensive approach would be to fill-in the Kensington and recreate a modern version of the original Humboldt Parkway design. When coupled with extending Buffalo Metro to the East Side and airport, this would represent a road diet through the East Side, while offering an attractive high-speed, high-capacity, non-polluting light rail rapid transit alternative. People could leave their cars at home (or at a park-&-ride) and get downtown.

Sincerely,

Douglas Funke

President, Citizens for Regional Transit

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