

Complete Streets Committee – Meeting Minutes

November 17, 2015 @ 10:00 a.m. in the Youth, Parks, & Rec Conf. Room

Attendees:

NAME	ORGANIZATION
Lt. David Lewandowski	Kenmore Police Department
Katie Burd	Village of Kenmore
David Stinner	USitek – Resident
Jim Jones	Technical Support - Town Engineer
Fred Frank	Planning Board – Vice Chair
Tom Jones	Town Highway Dept.
Bill Swanson	Town Highway Dept.
Jim Cuzzo	NYS DOT
Mike Kaiser	Technical Support – Director
Lt. Nicholas Bado	Town Police Department
Kathleen Johnson	Village of Kenmore
Jim Hartz	Town Planning and Development
Professor Bumjoon Kang	University at Buffalo
Tara Ahmadi	“
Alexandra Judelsohn	“
David Warner	“
Joe McGrath	“
Mara Pusateri	“
Bruno Avila	“

After a welcome and introductions, Jim Hartz, Director of Planning and Development, asked if there were any changes to the previous meeting minutes. The Town will have a webpage dedicated to the Complete Streets Effort in the near future that will contain all of the committee’s work.

Professor Bumjoon Kang from the University at Buffalo School of Architecture and Planning described the graduate student studio project that is ongoing in the Town to develop a Bicycle Path Master Plan. They are looking at different design alternatives and data analysis as part of the report. Several of the study team were in attendance and were introduced. One data point discussed was the current rate of .3% of the Town’s population that uses a bicycle for commuting purposes according to the ACS data. The students were asked if the school population was taken into account. A similar study in the Sweet Home school district showed that only 7% of the population living near the schools used a bicycle to commute.

There are three major sections of the UB report that will cover policy development, data analysis, and design implementation. The final report will be finished in December. The student group will be presenting to the Planning Board at their December Meeting. The major streets that will be addressed in the plan are Sheridan Drive, Kenmore Avenue, Delaware Avenue, and Parker Blvd. as well as the off-street network. The report will also offer the physical design alternatives of the pathways.

Jim Hartz went through a hand out on different policy element considerations for the committee to consider in a proposed draft policy document. Kathleen Johnson said that it is sometimes more difficult to work with a local law versus a policy resolution. Jim Jones suggested that the committee look at what other types of communities are doing around New York State.

Fred Frank said that a majority of the proposals passed so far have been in the form of a resolution with a directive to implement complete streets design. Jim Cuzzo suggested that whatever policy language that is considered should include wording that incorporates federal legislative language from the recent transportation bill.

Jim Jones suggested that all streets should have pedestrian inclusions other than the major interstates. There are several other design considerations that should be taken in to consideration. Fred Frank said that at this point we should focus on a policy that addresses the users to be included, but we should not worry about the implementation of a physical network right away.

Bill Swanson updated the committee on the status of the sidewalk conditions. A majority of the sidewalks were installed in the 1950's. There is no taxing structure in place to deal with the replacement of sidewalks. When there are larger developments, like Crestmount, the Town does not require the developer to install sidewalks. The residents have to walk in the road to the nearest bus stop to use mass transit. The existing town policy is to put the maintenance responsibilities of sidewalk maintenance on the adjacent homeowner.

The Complete Streets policy is one implementation area, but there are other laws that will need to change with the implementation effort including the Zoning Law, the Subdivision Law, and possibly the Sidewalk Ordinance.

Fred Frank said that the City of Buffalo is considering the implementation of the Complete Streets design on any mill and overlay project that is coming through the public works department. Jim Jones said that it is important to apply the paint when the asphalt is fresh. It can give some additional life to the paint.

Handicap ramps are currently not addressed in the sidewalk ordinance. The current ramps are mostly non-compliant with ADA standards and need to be updated.

The Town has several areas that need to be addressed including the Sheridan - Delaware Road area where there are several utility pole relocations that are required. The federal and state mandates for compliance are outstripping the current resources of the Town.

The Town has met with Amherst Planning officials to discuss the joint Niagara Falls Boulevard Study to look at what issues to be considered for further study. The GBNRTC is likely to consider dedicating some resources to assist in that effort.

Fred Frank suggested that the Committee will need to figure out what projects that will need to be included in a proposed policy document. The design guidance is out there and will just need to be referenced in the policy.

Jim Hartz also suggested that a pilot project be considered for next year, and that a public outreach effort be considered to inform the public of what is happening with road programming changes. The Elmwood Avenue project in the Village of Kenmore will be including a number of pedestrian elements and the Kenmore Avenue Project will also include bike lanes. Fred Frank said that there is an opportunity to include more than just bike lanes in a re-programmed street. Jim Jones said that Parker Boulevard is currently being considered for a redesign, but the main problem is that it is currently programmed for parking on both sides of the street and that will have to be changed.

Public education will need to be a major part of the implementation strategy moving forward. There will have to be some outreach along the streets that are affected. Lt. Bado said that there is also a HAWK signal going in on Sheridan Drive that will be a major change and will need some getting used to. There will be a learning curve related to the increase in pedestrian traffic.

The ideal scenario for a complete streets implementation would be a complete reconstruction of the right of way, but there are not enough resources to do complete reconstruction projects.

The next meeting for the complete streets committee will be held at **December 15th at 10:00 a.m.** in the same location.