

OPEN HOUSE SUMMARY

Open House #1

February 6th, 2025 5:00-7:00PM

Gerald Place, 2515 Bailey Ave, Buffalo NY, 14215

Open House #2

February 8th, 2025, 11:00AM-1:00PM

Boys & Girls Clubs Erie County, 2061 Bailey Ave Buffalo NY, 14211

Virtual Open House

February 13th, 2025, 5:30-7:00PM

Open House Format and Layout

NFTA held three open houses in February 2025 to provide information on the draft design concepts for the Bailey Avenue Bus Rapid Transit project. Open houses were held in-person on February 6 and 8, and virtually on February 13. The total attendance across all three open houses was 73 community members. The virtual open house had the highest attendance making up 41% of the attendance.

The open house format invited attendees to walk around and provide feedback on the boards stationed around each facility. The boards included information on the project background, station locations, and conceptual designs for improvements aimed at making transit service better, and repairing roadway infrastructure in the corridor. For the virtual meeting, the project team presented on the material shown at the in person open houses. Participants were asked to provide feedback by answering interactive polling questions and providing comments in the chat.



Attendees were encouraged to fill out a demographic sheet to ensure the project team engages with the demographics listed in the Equity & Inclusion Plan. Eight people completed the questionnaire. Attendees were also encouraged to provide feedback on the draft concepts to baileybrt@nfta.com before the end of the public comment period on February 28, 2025. The project boards are included in Appendix a.

Major Themes based on Feedback received at the Stage 2 Open Houses

- No major preference over William St. vs Lovejoy St. station location
- Community is in favor of stations due to size and increased space to sit and wait
- Participants are overall in favor of proposed transit (TSP, bus only lanes) and streetscape (crosswalk, ADA ramps, striping) improvements
- Some concerns over safety and maintenance of stations
- Participants are interested in public art, advertising community events, and wayfinding
- Community felt more informed about BRT and concepts after attending an open house

Content (Boards)

Below is a list of the 21 boards presented at the open house. Pictures of the boards are included in the Appendix.

- Welcome
- Overview & History
- Purpose & Need
- What is BRT?
- What is the Project?
- Engagement Overview
- What Have We Heard?
- What Have We Learned?
- BRT Stations
- Transit Priority Features
- Pedestrian Improvements
- Streetscape Typologies
- University Station & Veterans Hospital
- Minnesota & Kensington
- Langfield Dr/ Connelly & East Delavan
- Genesee & Walden
- Broadway & William or Lovejoy
- Clinton & Seneca
- Southern Terminus (South Park Ave)
- What Do You Think?
- Project Schedule

Participants of the in person Open Houses were able to leave their feedback on the following boards during the virtual and in-person open houses:

- About the Project: What Have We Heard?
- Concepts: University Station & Veterans Hospital
- Concepts: Langfield Dr/ Connelly & East Delavan
- Concepts: Broadway & William or Lovejoy
- Concepts: Southern Terminus (South Park Ave)
- What Do You Think?

Stage 2 Open Houses - Summary of Comments

Out of all comments received at both the in-person and virtual open houses:

- 58% prefer the William St station where 42% prefer Lovejoy St station
- 36% of respondent concerns were on the existing conditions of Bailey Ave, 28% were on the maintenance of stations, 21% were on security and 15% were on streetscape changes like lane striping, queue jumps and bump outs.
- 75% of respondents were in favor of the proposed station designs while 25% noted they would like to see a more variety of stations throughout the corridor or different materials used.

Out of the virtual open house respondents:

- 13 respondents (54%) were Metro riders and 11 respondents (46%) were not

BAILEY AVE BRT OPEN HOUSE SUMMARY



- 31% of respondents selected **calmer traffic** as an improvement they would like to see on Bailey Ave, followed by 23% who selected **more sidewalks/repaired sidewalks**. 12% of respondents selected **faster buses** and **more buses**

Comment Highlights

Attendees noted positive comments on elements including:

- Efforts to calm traffic
- Overall comprehensive improvements in the corridor
- Improved/larger shelters
- Addition of sidewalks/benches/landscaping
- Transit signal priority
- Heated sidewalks
- Adding striping
- Integrated bikeshare

Most Common Attendee Concerns:

- Need improved safety and accessibility (ADA accessibility and bike accessibility) at shelters
- Maintenance of new shelters is important
- Need faster/more reliable buses
- Current condition of road and infrastructure was seen as a negative element
- Conflicts between having enough space for buses, parked cars, and traveling cars along the corridor.

Conclusion

These comments were collected during the comment period open at the start of the three open houses February 6th, 2025 until February 28th, 2025. The comments received will be used to help inform the consultant team as they develop the final design concepts, which will be presented in Stage 3 of the project.

Equity and Inclusion Plan (EIP) Metrics:

The below table represents a comparison between the percentage of the population that lives within certain zip codes of the study area and open house attendees who in those same zip codes. In general, attendees of the Open Houses (who provided their zip code) lived in the same zip codes that are represented within the project area. The two zip codes identified in the below data that have the greatest percentage of residents (14215, 14211) match the two highest zip codes for Open House attendees.

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	Individuals within the study area who live in zip code*:	In-person Open House attendees who live in zip code**:
14206	11.0%	3%
14210	3.9%	0%
14211	14.5%	5%
14212	3.6%	3%
14214	7.6%	4%
14215	44.1%	16%
14220	7.4%	0%
14226	6.1%	1%
Total within Project Area		32%
Other zip codes		32%
Unknown		36%

**Data was determined by the percentage of individuals within the study area (as defined by NFTA as ½ mile buffer from Bailey Ave) who fell within each zip code boundary. Data Source: 2020 Census Data.*

***Open house data was based on attendee sign in sheets at in-person Open House events. Zip codes were not obtained for the Virtual Open House*

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Appendix A

BAILEY AVE BRT

INTRODUCTION

WELCOME

The Niagara Frontier Transportation Authority (NFTA) is pleased to welcome you to this open house on the Bailey Ave Bus Rapid Transit (BRT) project.

NFTA is holding these open houses to...

- Educate the community about the Bailey Ave Bus Rapid Transit project
- Share background and history of how the project was initiated
- Share what we've learned from studying existing conditions
- Discuss what we've heard from stakeholders (events, Ambassadors, survey, etc.)
- Ask for input on various project elements, especially station design and locations
- Generate interest in the project and excitement about the proposed improvements

Things to keep in mind during this event:

- This is an **open house**, so you can walk through at your own pace
- The material is separated in **five color-coded sections**, as shown in the **diagram to the right**; following the order will help explain the project's progress
- Staff from NFTA and the project team are available to listen to your feedback and answer your questions

FOR MORE INFORMATION ON THE PROJECT, VISIT:
www.BaileyAveBRT.com

BAILEY AVE BRT

INTRODUCTION

OVERVIEW & HISTORY

BRT is being implemented on Bailey Avenue to improve the transit service and rider experience on one of the busiest bus routes in the NFTA-Metro system.

2019

The Buffalo Billion II: East Side Corridors Economic Development Fund

Dedicated \$65 million towards revitalization efforts on **Buffalo's East Side** to help **stabilize neighborhoods**, ensure **opportunities for home ownership**, **strengthen commercial corridors** by promoting mixed-use, **walkable** districts, and other factors.

2021

The Bailey Avenue Corridor Improvements Study

Analyzed existing **transportation infrastructure** along Bailey Ave and developed **alternative transit enhancements** to improve mobility with **enhanced bus service** along the corridor. This is the basis for the Bailey Ave BRT project and grant funding.

2022

Build Back Bailey Project

Initiated by the **City of Buffalo** to **reconfigure** and **reconstruct** a segment of Bailey Ave (Kensington Ave to E Delavan Ave) to **improve the streetscape**, implement **green infrastructure**, and install **traffic calming measures**.

2023

Moving Forward 2050 Update

Long range transportation plan for the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) that identified "**Bailey Avenue High Capacity Transit Enhancements**" as a key project and a "**transformative investment in the region's transportation system**"

Based on that prior planning work, NFTA applied for Federal and State funding to plan, design, construct, and implement Bus Rapid Transit on Bailey Avenue.

FUNDING SOURCES		
FEDERAL	STATE	PRIVATE
Reconnecting Communities and Neighborhoods (US Department of Transportation)	New York State Department of Transportation	Smart Growth America "Community Connections" (Robert Wood Johnson Foundation)

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INTRODUCTION PURPOSE & NEED

A Purpose and Need Statement is a core component of planning large projects. They help define the issues and explain how the project will address them.

PURPOSE

The purpose of the Bailey Ave BRT project is to provide faster, more efficient high-quality transit service that:

- Enhances local and regional access and connectivity to major activity, educational, and commercial centers, as well as with the existing NFTA Metro rail system.
- Enhances the mobility of transit reliant populations.
- Improves transit frequency and quality with BRT service that includes queue jumps, transit signal priority, and exclusive bus lanes.
- Improves pedestrian access and safety throughout the Bailey Ave corridor through more efficient service and streetscape conditions.
- Enhances the Bailey Ave corridor with roadway and intersection upgrades at and around BRT stations.
- Improves the quality of life for residents in the Bailey Ave corridor, an area comprised mostly of disadvantaged and transit-reliant census tracts, and support mitigations in areas of high environmental and climate vulnerability.
- Increases multimodal access to affordable housing developments, transit facilities and community assets.

NEED

The need for the Bailey Ave BRT project is to address the following:

- High levels of existing ridership, significant clusters of transit-supportive demographics, and transit-oriented development patterns indicate a clear need for improved transit services.
- Greater access to high-quality transit that will support redevelopment in a more compact, pedestrian and transit-oriented way, and will encourage revisions to existing land use regulations to reinforce these patterns of development.
- Efficient and accessible transit connections among local and regional employment, education, shopping and activity centers with the regional transit system along the Bailey corridor.
- Improved experience for passengers by providing a modern, attractive image of transit that will complement redevelopment of the surrounding parcels.
- Improved travel times, reliability, and comfort to support the current and future transit demand.
- Encourage increased transit use by providing high-quality service that will reduce the need for parking, support more productive land uses, reduce costs for institutions, and improve air quality.
- High quality transit service to improve the regional accessibility of the Bailey Ave corridor, making it more economically viable and encouraging development.



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ABOUT THE PROJECT WHAT IS BRT?

Bus Rapid Transit (BRT) has shorter wait times, special traffic signals and lanes for faster buses, and stations for a more comfortable passenger experience.

EXAMPLES OF BRT SYSTEMS



Albany-Troy-Schenectady, NY



Minneapolis-Saint Paul, MN



Austin, TX



Indianapolis, IN



Madison, WI



Metro Transit - Near Level Boarding
Source: Ashley Lickliter & Lisa Wall



CDTA - Queue Jump
Source: Creighton Manning



CDTA - Branding
Source: CDTA



Metro Transit - BRT Station
Source: Duo-Gard



IndyGo - Bus Only Lane
Source: IndyGo

For more information on Bus Rapid Transit, please visit the Federal Transit Administration website by scanning the QR code.

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ABOUT THE PROJECT

WHAT IS THE PROJECT?

The project includes transit priority upgrades to reduce travel times and infrastructure improvements to make the corridor safer.



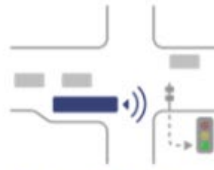
**Enhanced Stations
(with Amenities)**

SEE BOARD 9



**Special Traffic Signals
(Queue Jump)**

SEE BOARD 10



**Special Traffic Signals
(Transit Signal Priority)**

SEE BOARD 10



**Dedicated Bus Only Lanes
(In Select Locations)**

SEE BOARD 10



**Low/Zero Emission
Buses**

SEE BOARD 10



**More Frequent &
Reliable Buses**

SEE BOARD 10



**Pedestrian
Improvements**

SEE BOARD 10



**Streetscape/
Landscape Upgrades**

SEE BOARD 10

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ABOUT THE PROJECT

ENGAGEMENT OVERVIEW

NFTA created an Equity and Inclusion Plan and a Public Participation Plan to help guide all aspects of engagement and community involvement.



Community Presentations

- Harmac Medical Products
- Bailey Business Association
- Allen Hall, University at Buffalo (South Campus)
- Judge's Row Block Club
- Northland Workforce Training Center
- Veterans Advisory Council Committee
- VA Hospital Leadership Meeting

Events in the Community

- Community Connectors Farmers Market
- Clinton Bailey Farmer's and Flea Market
- Riding Rt 19
- Fall Fest at the Central Terminal
- Table @ Highest Ridership Bus Stop: Walden Ave
- Winter Preparedness Fair - Fillmore
- Winter Preparedness Fair - Lovejoy
- Early Voting Extravaganza
- Winter Preparedness Fair - Masten
- Northland Training Center - Holiday event
- Buffalo Public Schools Farmer's Markets
- Tops Supermarket, Main St
- Table @ University Station
- Tops Supermarket, South Park Ave

Key Stakeholder Group

NFTA has convened representatives from community groups, non-governmental organizations, and major institutions at different points to provide input on various aspects of the project from engagement to station design.

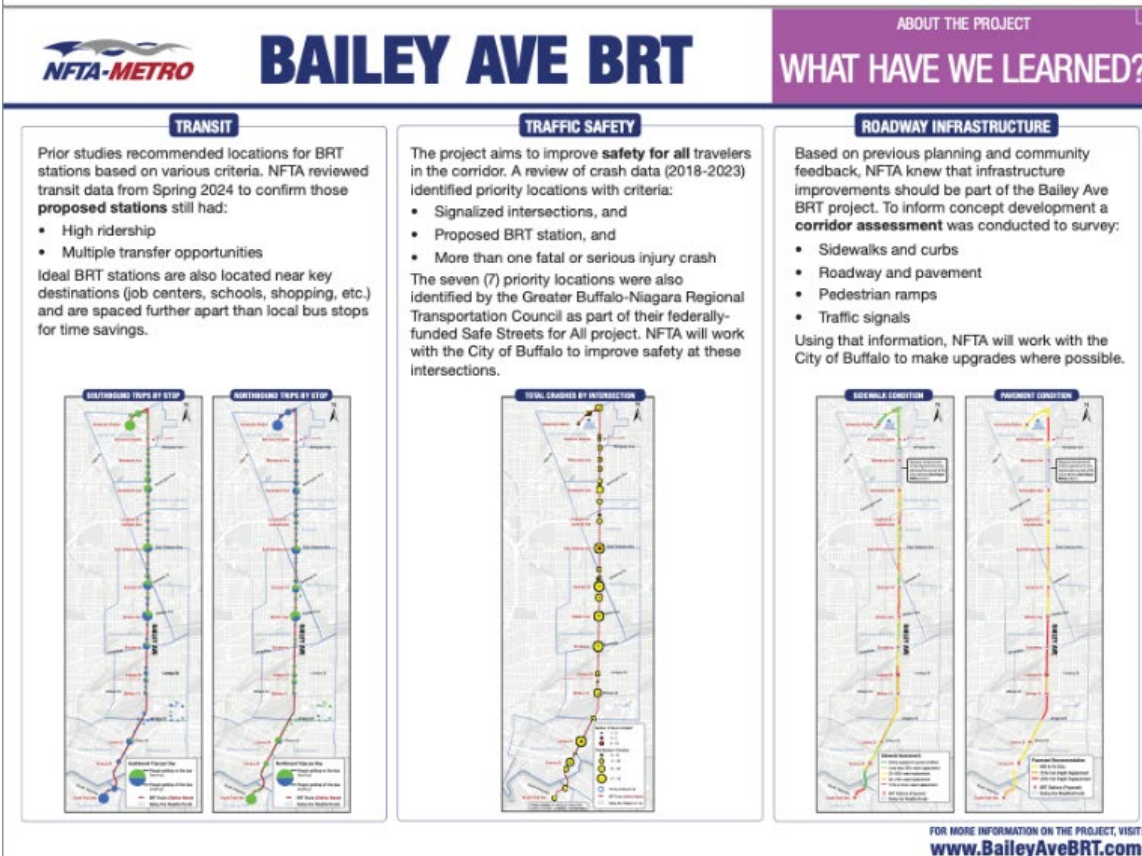
Ambassador Program

To ensure representation and accessibility for all neighborhoods along Bailey Ave, NFTA hired community members as ambassadors for the BRT project. Ambassadors are working to educate the public, foster community outreach, and deliver project information to neighbors along the Bailey Ave corridor. These efforts will help to expand public participation for this project and reflect NFTA's emphasis on equity.



This board shows public engagement during the planning phase of the Bailey Ave BRT project. NFTA is committed to ongoing engagement during the engineering and construction phases, especially with local businesses owners in the corridor.

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PROJECT ELEMENTS BRT STATIONS & MOBILITY HUBS

PROPOSED STATION DESIGN

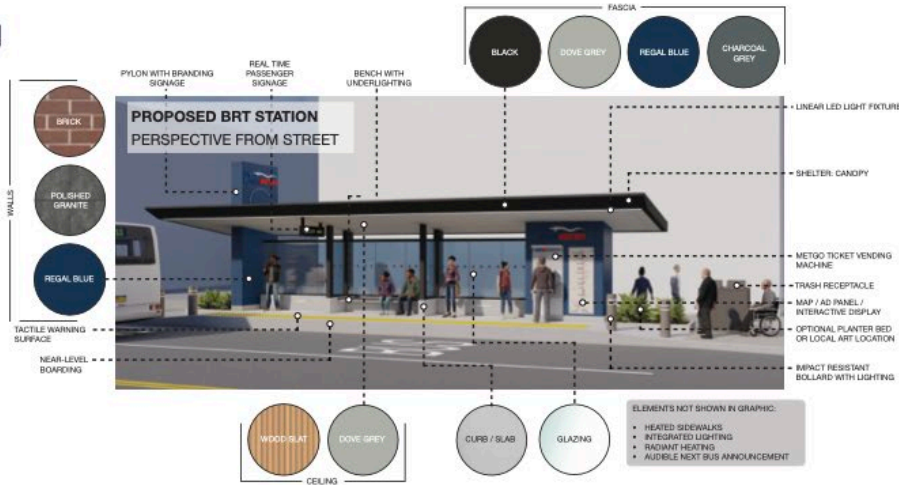
From the start of the project, NFTA has consulted with various stakeholders to gather input on what should go into a BRT station.

NFTA selected specific elements to have at every BRT station:

- Weather protection
- Lighting
- Heating
- Travel information
- Branding

This matches what NFTA has heard from the public. People want a safe, clean, and comfortable place to wait for the bus.

The next steps are to make decisions on the "look and feel", based on colors, materials, and style.



PROPOSED MOBILITY HUB

A place where various travel options come together.

- Transit (BRT / local buses)
- Bikes (racks or bikeshare)
- Future mobility options (e.g. scooters, carshare)



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PROJECT ELEMENTS TRANSIT PRIORITY FEATURES

A **queue jump lane** lets buses move past congestion, or "the queue", at an intersection.

These can be paired with special **bus only signals** to let buses get a head start.

TSP, or **Transit Signal Priority**, lets buses move through intersections more quickly and keeps buses on time.

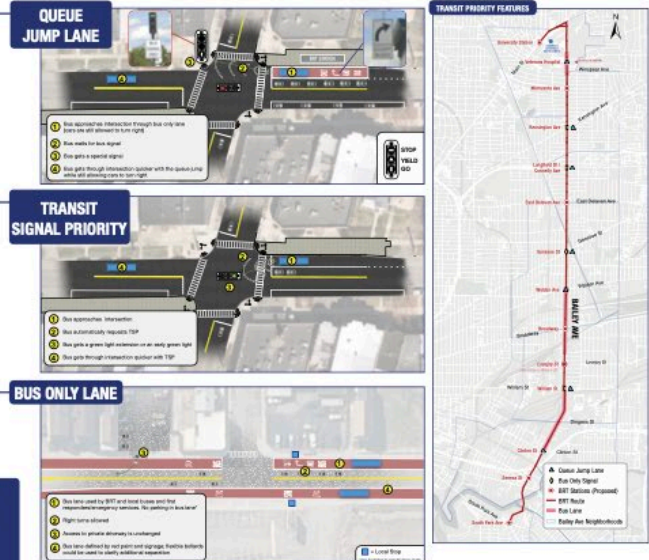
Bus only lanes keep travel lanes clear for buses, preventing the bus from slowing down and helping it stay on schedule.

SERVICE PLAN AND BUSES

A core element of a Bus Rapid Transit system is that **BRT buses** come more frequently. NFTA is evaluating BRT buses every 10 minutes during the peak periods and between 15 and 20 minutes off peak.

Local buses would continue to serve all bus stops in the corridor but would come a little less frequently. NFTA is evaluating local buses every 30 minutes during most of the day weekdays and midday on Saturdays, and every 60 minutes at all other times.

Buses will be branded to help riders identify them more easily. Bailey Ave BRT will have **low emission vehicles**.



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PROJECT ELEMENTS

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PEDESTRIAN IMPROVEMENTS

Increasing pedestrian safety will save lives and improve access to businesses and community institutions.

A – PEDESTRIAN RAMPS

- Pedestrian ramps create a smooth and safe transition from the sidewalk to the roadway
- New curb ramps must comply with the Americans with Disabilities Act

B – CROSSWALKS

- High-visibility crosswalks make crossing the street safer and easier
- According to the Federal Highway Administration, high-visibility crosswalks can reduce pedestrian injury crashes by up to 40%

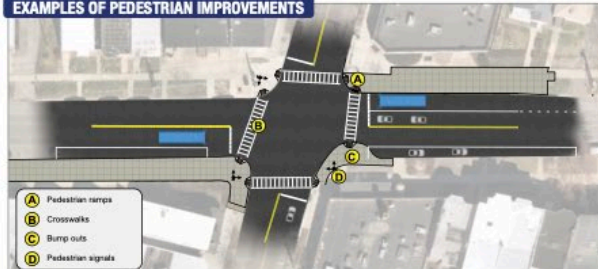
C – BUMP OUTS

- Bump outs are sections of sidewalk that bulge out at intersections to provide more room for pedestrians
- Bump outs reduce the distance a person needs to walk to cross the street and help pedestrians be more visible to oncoming drivers

D – PEDESTRIAN SIGNALS

- Pedestrian signals tell people when and when not to cross the street
- Pedestrian signals are usually synced with traffic signals to ensure it's safe to cross the street

EXAMPLES OF PEDESTRIAN IMPROVEMENTS



- (A) Pedestrian ramps
- (B) Crosswalks
- (C) Bump outs
- (D) Pedestrian signals



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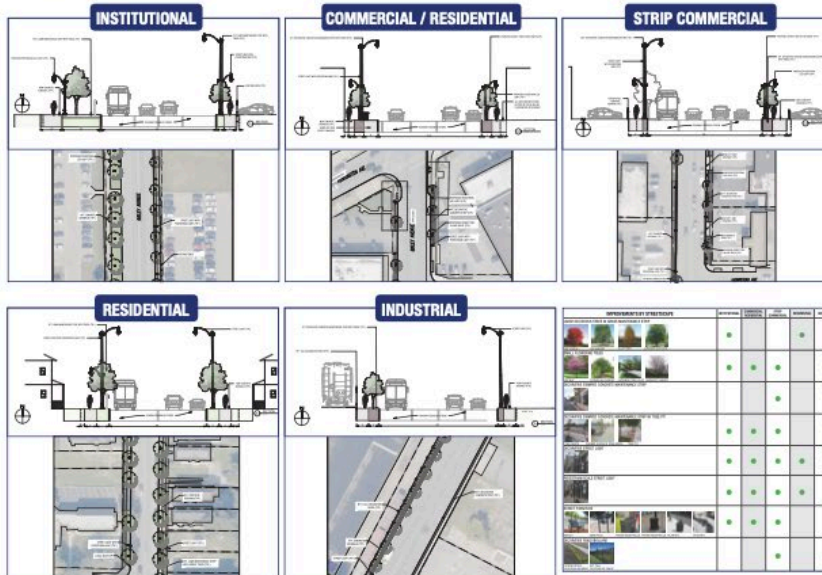
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PROJECT ELEMENTS

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STREETSCAPE TYPOLOGIES

Land uses and building types shape the placement of lights, trees, and street furniture. NFTA defined “streetscape typologies” to reflect the needs of each segment.



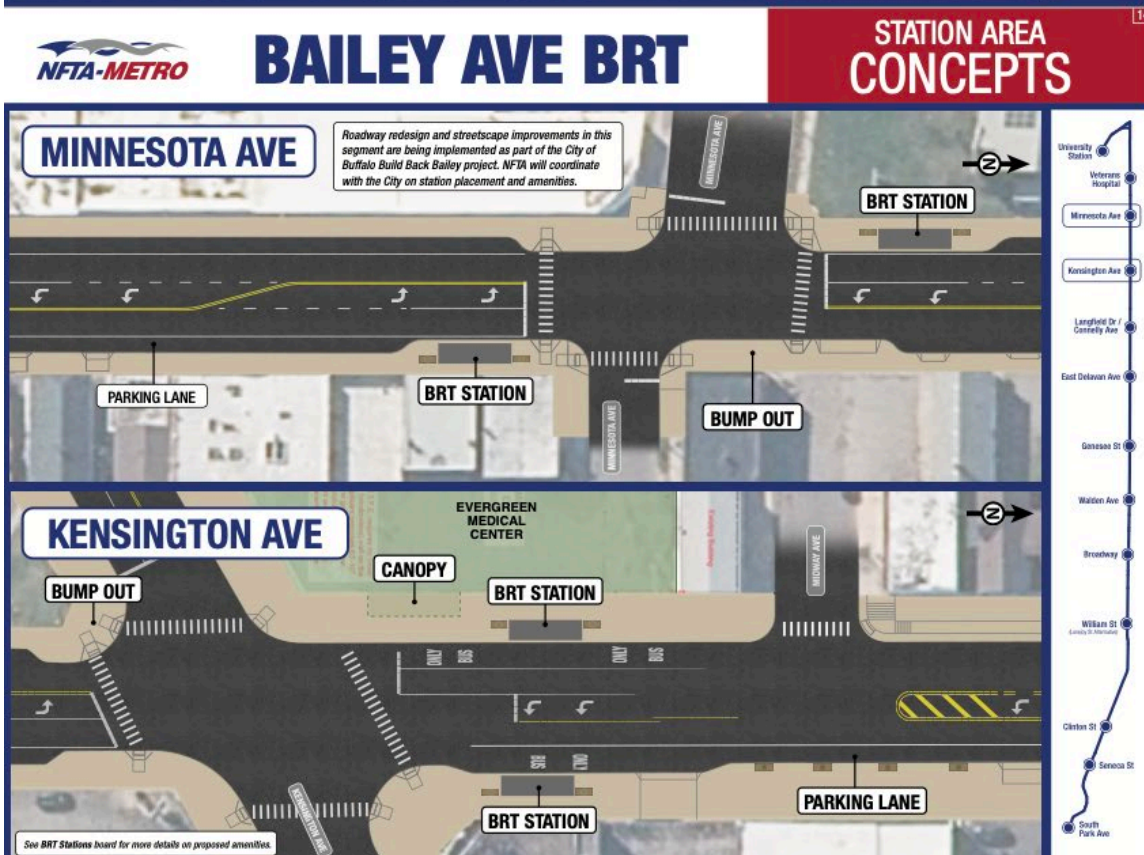
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DRAFT

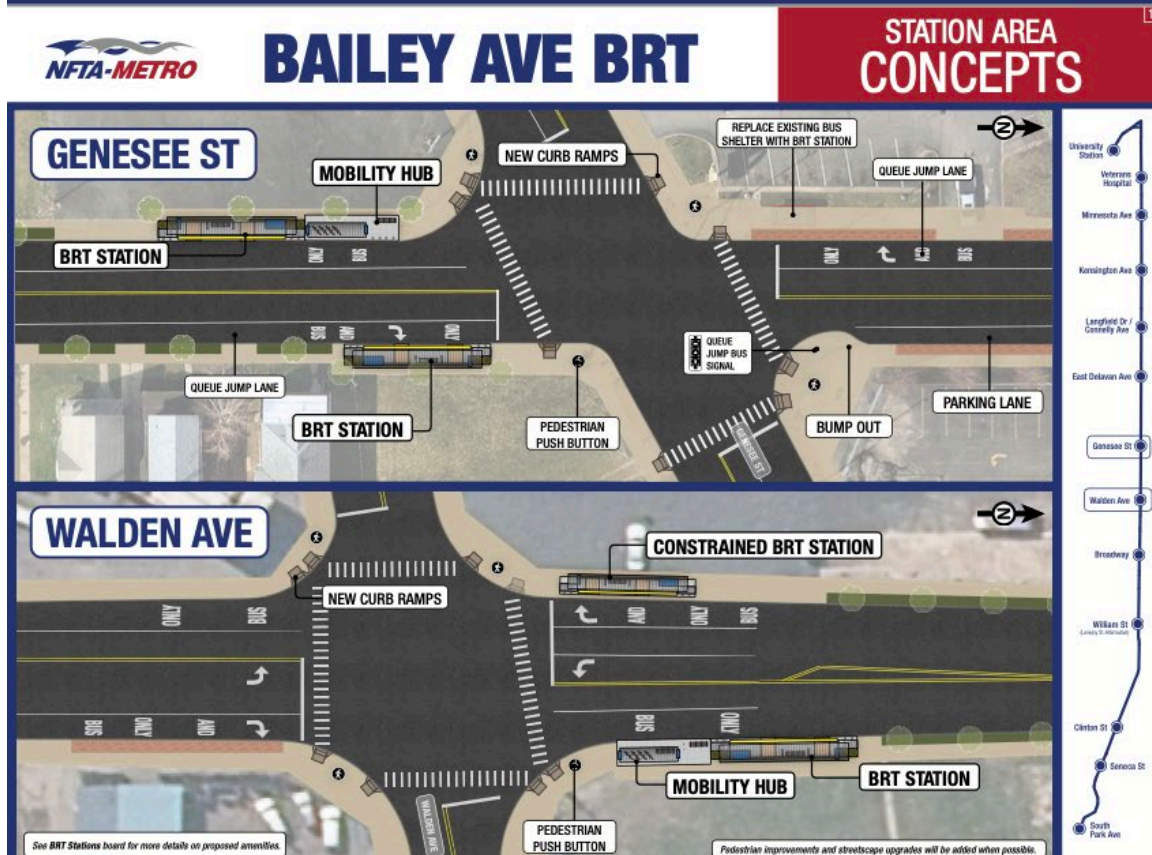
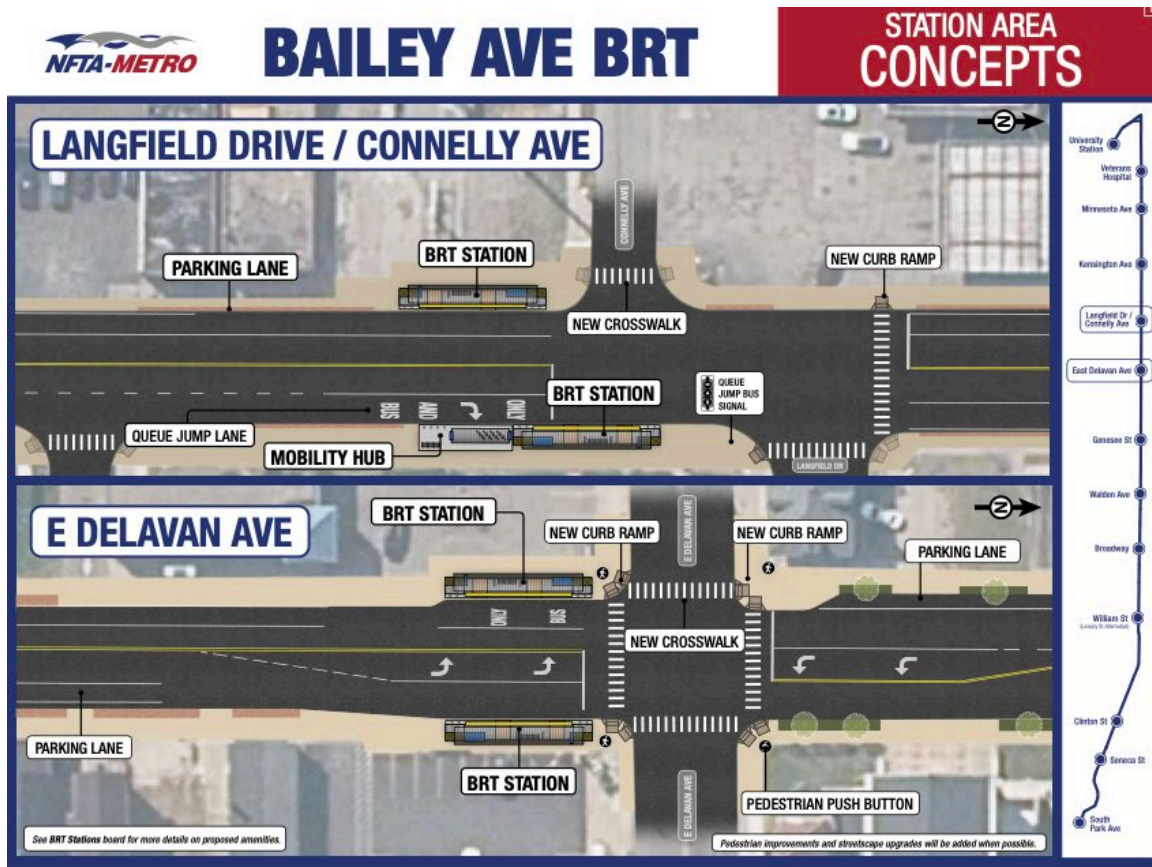


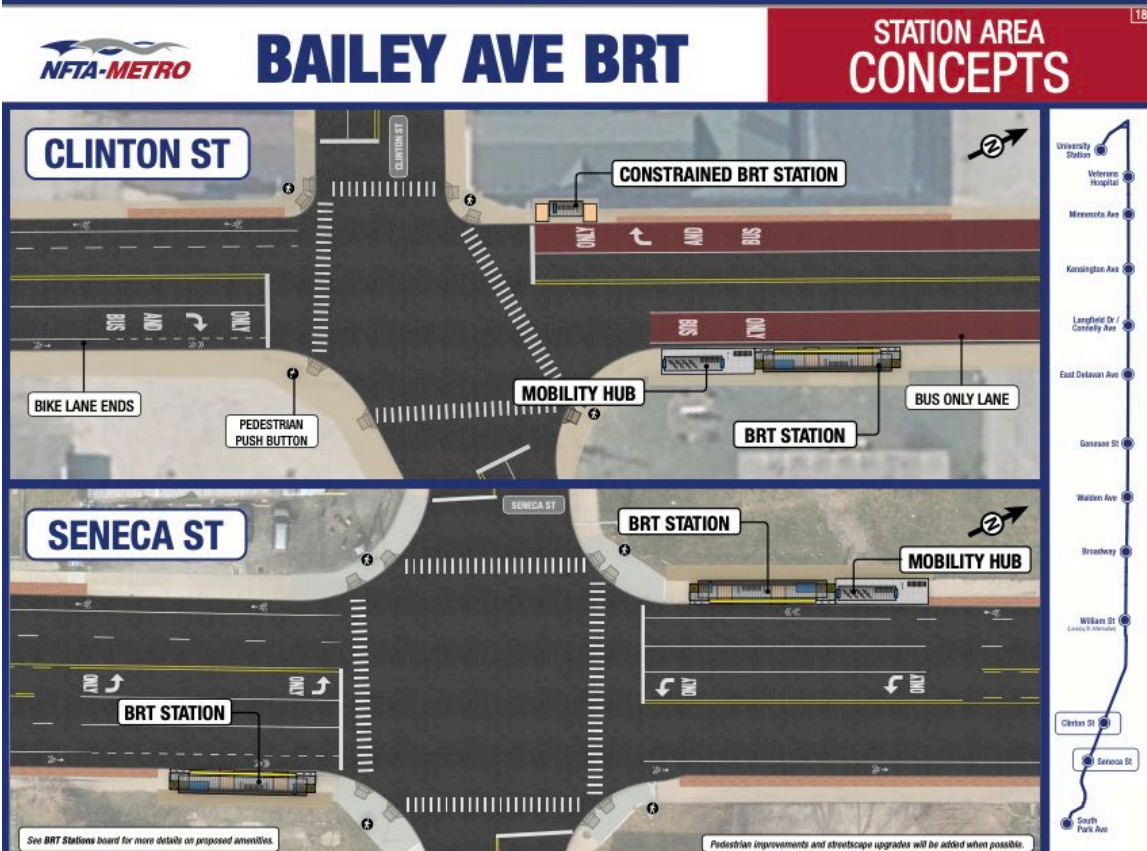
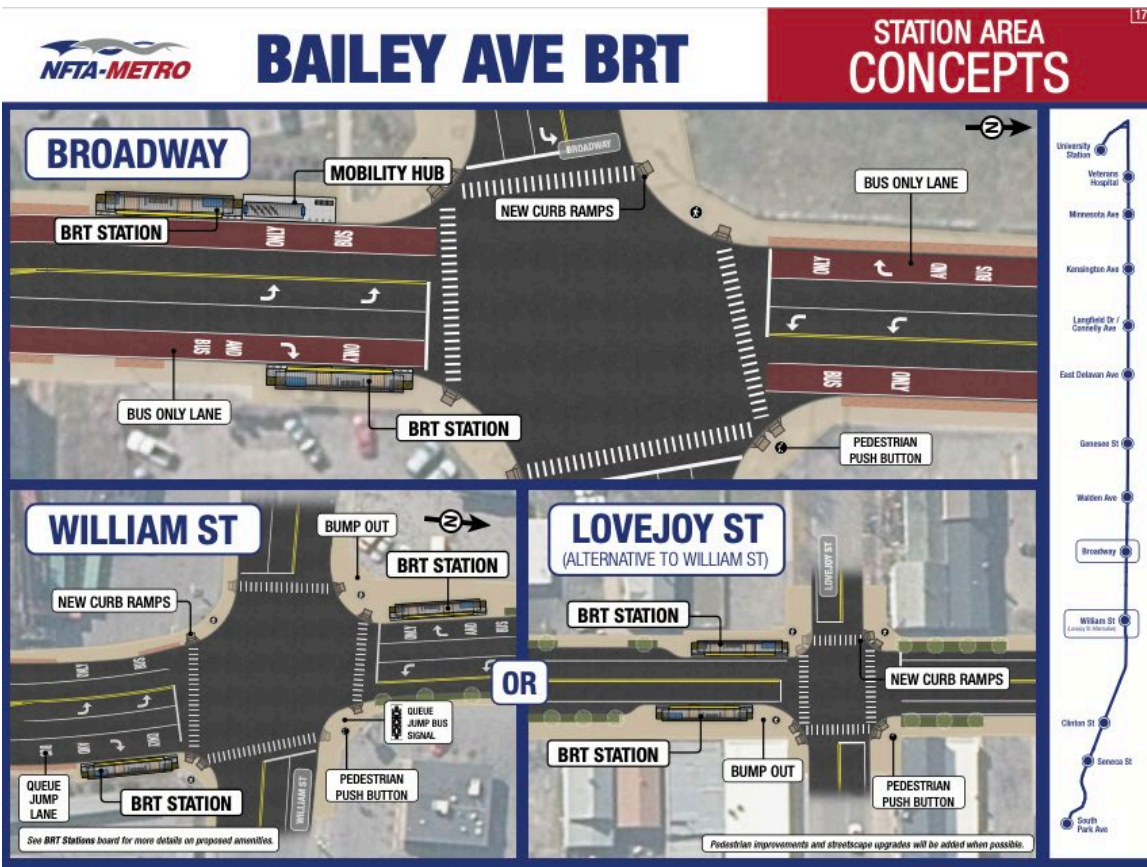
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STATION AREA CONCEPTS



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STATION AREA CONCEPTS

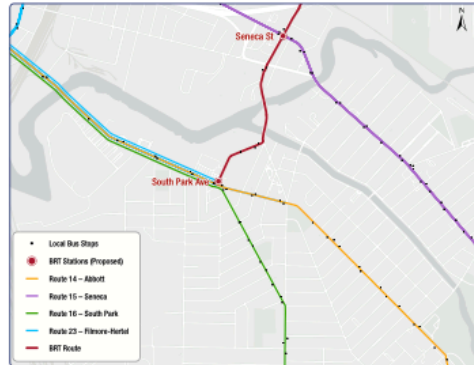
END OF LINE STATION

As part of the prior study, a new layover area was recommended for the southern end of the new BRT service that could make transferring between the route 19, 23, 14, and 16 easier.

Building on that recommendation, NFTA is exploring the possibility of creating a small transit hub in the vicinity of South Park Ave / Bailey Ave / Abbott Rd.

This hub may include:

- Enclosed passenger waiting area
- Driver restrooms
- Space for buses to layover
- Space for buses to load passengers
- Electric bus charging equipment
- Mobility hub with bike parking , bike share station, etc.
- Public space



EXAMPLES OF TRANSIT HUBS



Gateway Mobility Hub – Schenectady, NY
Source: Schenectady Suburban Architects



Downtown Transit Center – Burlington, VT
Source: Green Mountain Transit



Downtown Bus Station – Grand Junction, CO
Source: Grand Valley Transit



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NEXT STEPS

WHAT DO YOU THINK?

Use the sticky notes provided to share your thoughts, concerns, and ideas with the Project Team.

What do you like about the project? ☒

What would you change about the project? ☐

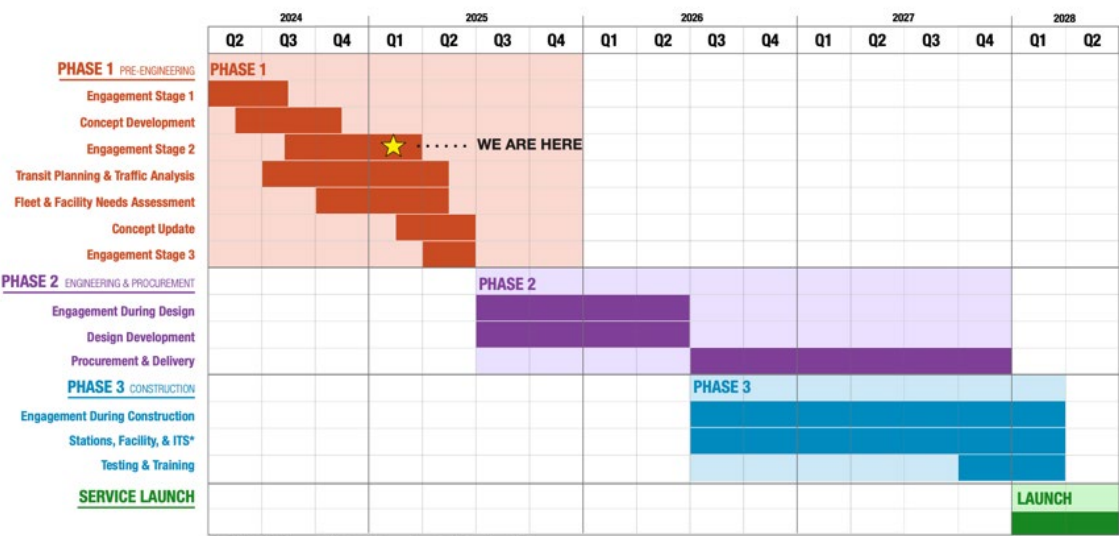
What would you add to the project? ☐

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NEXT STEPS
PROJECT SCHEDULE



*An ITS (Intelligent Transportation System) is a specialized set of technology tools, like cameras and sensors, to improve traffic flow, enhance safety, and make transportation more efficient.

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