



City of Buffalo SMART Grant Parking Program

City of Buffalo

PROJECT PARTNERS

Open Mobility Foundation (OMF)



PROJECT CHALLENGE

Much of the curb space in the city of Buffalo is outdated and unable to support the variety of civic, commercial, and pedestrian uses that a city in the 21st century demands. Curb management is critical to the long-term vitality of our urban space. This grant will enable us to provide real-time data on curb usage—in the context of our broader infrastructure needs—and identify ways to make our right of way more accessible, equitable, and sustainable. SMART will equip us for the future influx of residence in our key areas, especially the downtown core.

IMPACT

Medical Corridor—A high-density site with several medical facilities. It attracts users from a large geographic area. This site is a USDOT Historically Disadvantaged Community; Chippewa—This area is two perpendicular streets in downtown Buffalo. One of two streets included in this area is in a USDOT Historically Disadvantaged Community; Canalside—Near the waterfront in downtown Buffalo. Both sections near the Marine Drive Apartments, affordable housing, property of the Buffalo Municipal Housing Authority (BMHA), slated for redevelopment in the coming years.

CURRENT STATE OF THE ISSUE

Average emergency response time during the 2022 Blizzard in Buffalo: 18.3 hours; A-District, 18.7 in B-District and 22.3 in C-District. Climate change will make these storms increasingly common. This project will reduce response times during even the worst weather emergencies. 18,504 is the present number of parking spaces in the lower Main St. area of the city, counting Canalside (one of our target areas).

POLICY QUESTIONS

1. What policies can the City undertake to ensure transportation technology addresses the mobility needs of residents? How can the City enhance mobility to attract people, jobs, and investment to the urban core?
2. Can underutilized land and parking lots be repurposed for workspaces, housing, and public space?
3. How can the City plan for parking that it may only need for the next twenty years?

STAGE 1 OUTCOMES

A comprehensive map of curb data in chosen areas; on-street signage, fire hydrant, pedestrian access, and electric vehicle charging data. Accessible map to the public in both a browser-based and mobile system. The data will be able to integrate with the City's Open Data portal. Better understanding of existing mobility needs. Opportunity for dynamic signage and automatic parking infraction detection.

STAGE 2 VISION

1. Position Buffalo to implement its future mobility plans to create a walking and transit-oriented downtown.
2. Reduce the need for parking space.
- Increase pedestrian safety.
3. Support the "Safe Streets" Initiative.
4. The City can predict parking availability and traffic flow.
5. Advise citizens of emergency updates (snowstorms, etc.).
6. Gain understanding of curb inventory.