

Metro Rail Expansion Meeting Summary

OPEN HOUSE #1 (PUBLIC KICK-OFF)

2.1.1 Overview

The first Open House of the NFTA Metro Rail Expansion project was held on Thursday, December 6th from 5:00 to 7:00 PM at Sweet Home Middle School, 4150 Maple Road, Amherst, NY 14226. Meeting attendees were asked to review poster boards with information on the project and maps of the project corridor. Project team members were on hand to answer questions. After signing in, attendees were encouraged to offer feedback by attaching sticky notes to the map rollouts, filling out official comment cards or inputting directly into the project website using iPads. Comment cards could also be mailed in after the meeting.

The open house was attended by over 80 members of the public. Attendees left 24 comments on the two map rollouts, 12 completed comment cards and an undetermined number of comments online. A list of attendees is included in Appendix A. Meeting materials including poster board images are included in Appendix B. A table of all comments received, and a summary of the methodology used to categorize comments is included in Appendix C. Images of input received on comment cards or sticky notes attached to the map rollouts is included in Appendix D. Photographs of the meeting are included in Appendix E.

Summary of Comment Themes

Comments received by the conclusion of Open House #1 numbered 144 including via an online comment form, the crowdsourced map on the project's website, comment cards distributed at the meeting, and sticky notes left by attendees on rollout maps of the project corridor. Comments that were not responses to other comments (118) were categorized. Comments most frequently fell into the categories of station locations (22.8%); transportation, including parking, traffic and multimodal connections (18.6%); and the light rail alignment, whether between the Alternatives Analysis Locally-Preferred Alternative (AA-LPA) and the Refined LPA (LPA), Kenmore Avenue and Niagara Falls Boulevard Alternative, or other possible routes (16.1%). Socio-economic conditions (12.7%) and the question of where the light rail would run at or below grade (7.6%) were also frequently mentioned in comments. Miscellaneous comments made up 22.8% of all comments categorized.

2.1.2 Appendix A: Attendees

Figure 1 Sign-In sheets

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METRO RAIL EXPANSION MEETING SIGN-IN SHEET

Meeting:	Open House #1 (Public Kick-Off)	Date:	December 6, 2018
Time:	5:00 - 7:00 PM	Location:	Sweet Home Middle School

Name	Affiliation	Phone	Email	Home Address	Receive email updates?
KEVIN ROGERS	NFTA	716-799-5089	KEVIN.ROGERS@NFTA.ORG	[REDACTED]	
DARREN HAAG	NFTA	716-864-1011	Darren-Haag@NFTA.org	[REDACTED]	✓
BRIAN BARREY		716-887-6240	bary7809@gmail.com	[REDACTED]	✓
JOHN SULLIVAN		716-602-7199	SullivanJ1@clarkson.edu	[REDACTED]	
ROBERT FRESKOP		716-313-4110	RFRESKOP@AOL.COM	[REDACTED]	✓
D. Catizza	myself	none	none	[REDACTED]	
KEA KLACK	SELF	NONE	NONE	[REDACTED]	
JAY WRIGHT	NONE			[REDACTED]	
Amy Weymouth	GBNRTC	856 4046 x310	amy@weymouthgbnrtc.org	[REDACTED]	✓
PAUL STROM	NONE	716 661 3188		[REDACTED]	
Cosmo	None	716-254-2211		[REDACTED]	
Helen Teder	NFTA	716-349-0001		[REDACTED]	

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Name	Affiliation	Phone	Email	Home Address	Receive email updates?
Rayon Young		716 572 4247		[REDACTED]	
Edward Campary	Student @ UB	585 694 6634	edward.campary@ub.edu	[REDACTED]	Yes
ANN BUERMER	RESIDENT	716-380-6080	aburmer@att.net	[REDACTED]	YES
Daniel Nowak	RESIDENT	837-6708	DANKOWAC@MSN.COM	[REDACTED]	YES
Rob Lucas	Resident	716-262-7441	roblucas@fioo.com	[REDACTED]	yes
David Brody	Resident	716 912 9533	doorb853@icloud.com	[REDACTED]	yes
Al Romus	RESIDENT	716-838-6194	TINER@COXMAIL.COM	[REDACTED]	YES
Brian Conroy	RESIDENT	716 335 8714	BCONROY@AOL.COM	[REDACTED]	YES
JOS	NONE			[REDACTED]	YES
CITRIS AVSIN	Resident			[REDACTED]	YES
Gary Peplet	ESPA		thegp@aol.com	[REDACTED]	Yes
Jim Jones	Town of Tonawanda	877-8801	jjones@townoftonawanda.com	[REDACTED]	



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Name	Affiliation	Phone	Email	Home Address	Receive email updates?
Barb Abel	Member ECO	716/2085765	barbabel@aol.	[REDACTED]	yes
Bill Gan Wigenbaum	member- ECO	598-2874	jcfd@buffalo.	[REDACTED]	yes
John Szulcany	Sierra Club	716-672-8822	jszuls976@btmail	[REDACTED]	yes
KIM MIKIEL	NFTA			[REDACTED]	
Jimmy Tay		908-8320	jimmytay@yahoo.	[REDACTED]	Yes.
David Migas	DISD	688-900	dmigas@panh	[REDACTED]	
Brucsa A Picino		716-830-8865	brucsa@courts	[REDACTED]	
Katy Duggan-Haas resident			kdugganhaas@b	[REDACTED]	not Yes
Dan Sawicz				[REDACTED]	
Mike Schultz	CRTC	716-418-4398	schultz@ny.edu	[REDACTED]	Yes
MARK TYRA	WSP	716-853-1220	mark.tyra@wsp.com	[REDACTED]	



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Name	Affiliation	Phone	Email	Home Address	Receive email updates?
RAY WEDEKINDT	VP IBCO	716 987-3730	RAY@BOSTER ROADRUNNER.com	[REDACTED]	YES
John Steimetz	BOL	585-797-7634	JohnSteimetz@nyjudic	[REDACTED]	Yes
Cathy Picinilo	Ken-Ton Chamber	716 830-8394	Cathy@ken-tm.org	[REDACTED]	Yes
Michael E. Spivey	NFTA	716 842-3501	MichaelE.Spivey@nfta	[REDACTED]	
Wikel Laplaka	Wendel	716-688-0766	wlaplaka@wenda	[REDACTED]	
Lynn Mancuso	homeowner	691-7084	Riverwings121@aol.com	[REDACTED]	YES
Meredith McDonald	resident		meredith.mcdonald@ga	[REDACTED]	Yes
Mike Bizzoni	W3EN			[REDACTED]	
Alex KARAS		385-256-1807	AlexKaras@Gmail	[REDACTED]	Yes
Douglas M. Black		711 432-8313	DMBLACK@GMAIL.COM	[REDACTED]	Yes
James Salco		716-625-8852	jsalco@panh.com	[REDACTED]	Yes
Erin L. Entz	Macedonia	716-696-2112	lodingto@panh.com	[REDACTED]	Yes



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Name	Affiliation	Phone	Email	Home Address	Receive email updates?
JOAN Hoppe-Spink	Resident	716-833-3944	jinch525@gmail.com	[REDACTED]	yes
"	Pastor Carnegie Community Church	716-834-3069	pastorjoan@ccchurch.org	[REDACTED]	yes
Chris Hoppe-Spink	Resident	833-3944	christosp@me.com	[REDACTED]	yes
"	Pastor - Carnegie Community Church	834-3069	pastorChris@ccchurch.org	[REDACTED]	yes
Yvonne Celik	UB Sustainability	553-1550	yvonne@buffalo.edu	[REDACTED]	yes
ozan can celik	-	"	"	[REDACTED]	"
Colin McAnille	KCB Architecture	713-7049	cmc66@gmail.com	[REDACTED]	Yes
BOB DIMMICK	CTRE	998-0886	-	[REDACTED]	-
Cynthia Frame-Eckes	public	909-7423	tapping23@gmail.com	[REDACTED]	yes
James Reddy	public	716-359-2391	redd797@gmail.com	[REDACTED]	yes
Charles English	Public		UBREvents@buffmail.com	[REDACTED]	yes



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Name	Affiliation	Phone	Email	Home Address	Receive email updates?
Michael DeMars	Resident	716-468-0263	mjdemars59@gmail.com	[REDACTED]	
Matt Sutton	Townsend		msutton@townsend.com	[REDACTED]	
Bruce Bisler	Resident	716-480-7291	BEVE@bbsler.com	[REDACTED]	
Everett Bennett	Business	716-548-5203	RDEN1013@aol.com	[REDACTED]	yes
Roxanne Bennett	Owner	716-512-1692		[REDACTED]	yes
JAMES GORDON	UB	716-348-2294	goldkey74@hotmail.com	[REDACTED]	yes
BOB BARNES	RESIDENT	716-836-0480		[REDACTED]	
Bob Schaban	Business	716-570-1046	RWS@prodigy.net	[REDACTED]	yes
Joe Lojacomo	Summers Warren	716-572-2595	valmarkasson@gmail.com	[REDACTED]	yes
Elizabeth Calvin	Business		ecalvin@wd-oe.com	[REDACTED]	
Sydney Zickerman	Resident	716-387-9948	sydneyz@gmail.com	[REDACTED]	
H. Erich Kueger	Resident	716-949-2561	di.erichkueger@gmail.com	[REDACTED]	yes
Jim Cielenski	Resident	716-984-4640	j.m.cielenski@gmail.com	[REDACTED]	Yes



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Name	Affiliation	Phone	Email	Home Address	Receive email updates? meetings
David Stout	CRTC	716549 3386	d.stout33@gmail.com	[REDACTED]	yes
JOHN P. WEKSWAR	CRTC	716 636-4777	-	[REDACTED]	No
Alma Acamulce	NFTA	-	-	[REDACTED]	-
Franco Frangino	Matt MacDonell	716 517 2925	-	[REDACTED]	-
Lisa Zielinski	Matt Macdonell	716 517 2935	-	[REDACTED]	-
Garrett Augustyn	WSP	716-330-9300	-	[REDACTED]	-



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Name	Affiliation	Phone	Email	Home Address	Receive email updates?
Caimen Kelly	resident		kellyskaf@a-roadrunner.com	[REDACTED]	yes
Richard Court			RCourt@b.com	[REDACTED]	yes
Gen Wong			twisp@st.com	[REDACTED]	yes



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Name	Affiliation	Phone	Email	Home Address	Receive email updates?
MARK KELCY	NEIGHBOR		Kellys@kellys.com	[REDACTED]	<input checked="" type="checkbox"/>
3.11 Huntington Park	Bartram's	Lyndie Way	wherrin@kellys.com		<input checked="" type="checkbox"/>
Don Howard	Tot Amberst				
Eline Bain			stamp@sead.com		

NFTA

- Nadine Chalmers
- Mike Esford
- Tom George
- Bob Gower
- Daren Haas
- Rob Jones
- Rachel Maloney
- Brian McDonald
- Kim Minkel
- Kevin Rogers

GBNRTC

- Hal Morse
- Amy Weymouth

Project Team

- Garrett Augustyn, WSP
- Christopher Dunne, Highland Planning
- Frank Frandina, Mott McDonald
- Fred Frank, WSP
- Virginia Leary, WSP
- Scot Sibert, WSP
- Lisa Zielinski, Mott McDonald
- Tanya Zwahlen, Highland Planning

2.1.3 Appendix B: Meeting Materials

Figure 2 Meeting Flyer

Public Kick-Off Meeting Metro Rail Expansion



Thursday, December 6
Open House, 5:00 – 7:00 PM
Sweet Home Middle School
4150 Maple Rd, Amherst, NY

Join us at the first public meeting for the Metro Rail Expansion! This is the perfect opportunity to check on our progress and let us know how we're doing.

This open house marks the beginning of the Environmental Impact Statement process. During this phase, we will assess visual effects, noise, financial and economic impacts, as well as other factors that go into the development, construction and operation of a light rail line.

Project renderings will be on display, with design and routing ideas. Even better - this is your chance to talk with the project team and other members of the community about the Rail Expansion. Please stop by anytime between 5 and 7pm.

For more information, visit NFTAMetroRailExpansion.com



Figure 3 Social Media Image



Figure 4 Welcome Display



Figure 5 Project Schedule Display

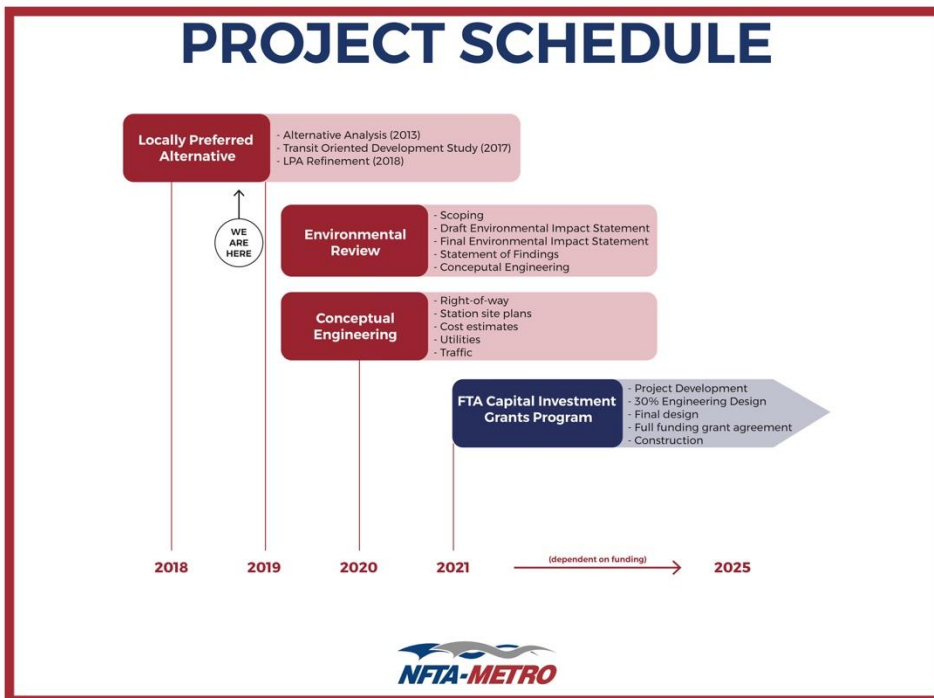


Figure 6 Purpose and Need Display

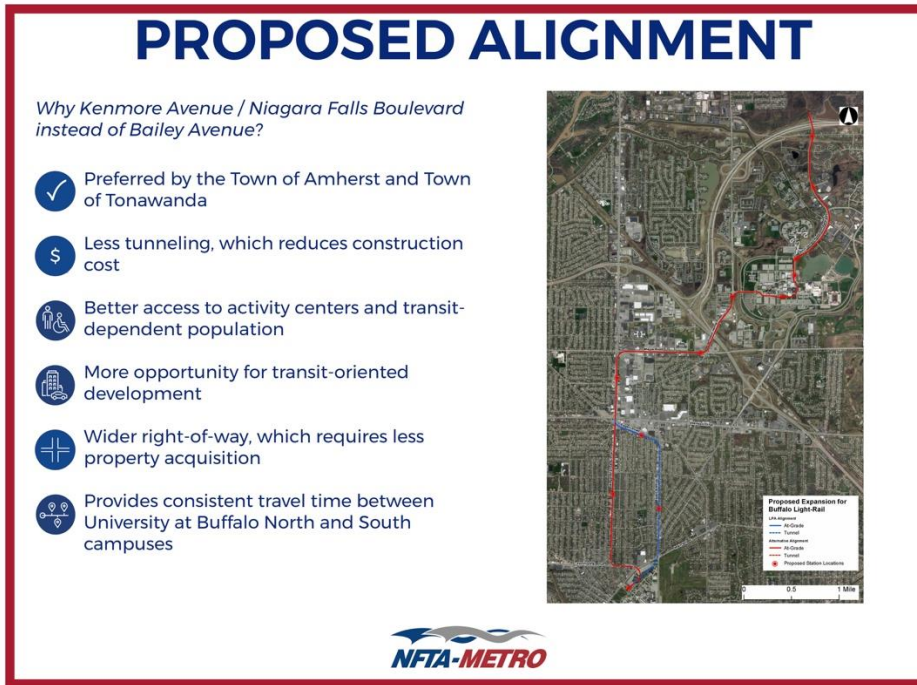


Figure 7 Purpose and Need Display



Figure 8 Environmental Review Display

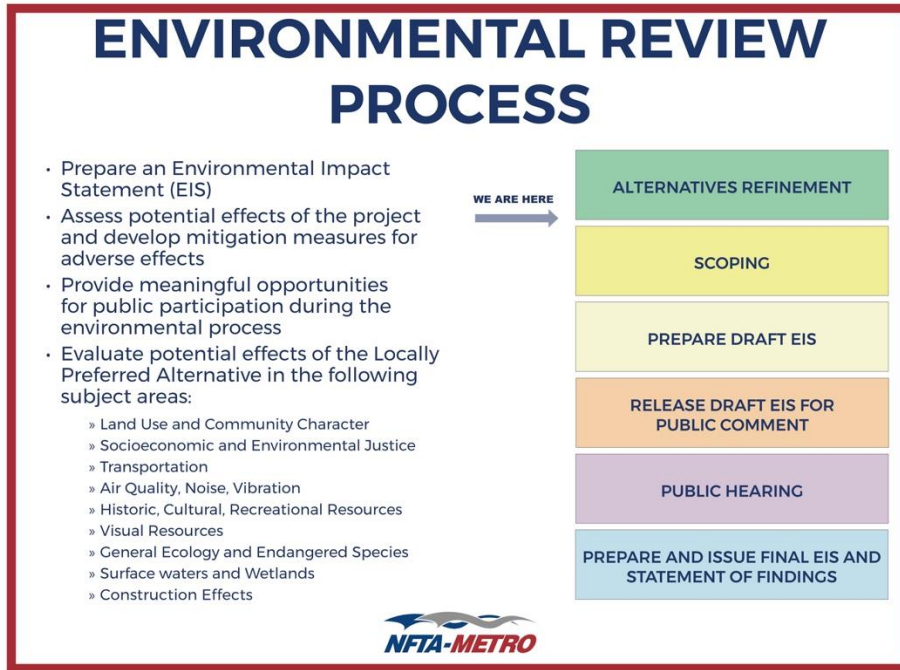


Figure 9 Niagara Falls Boulevard Street Design Display

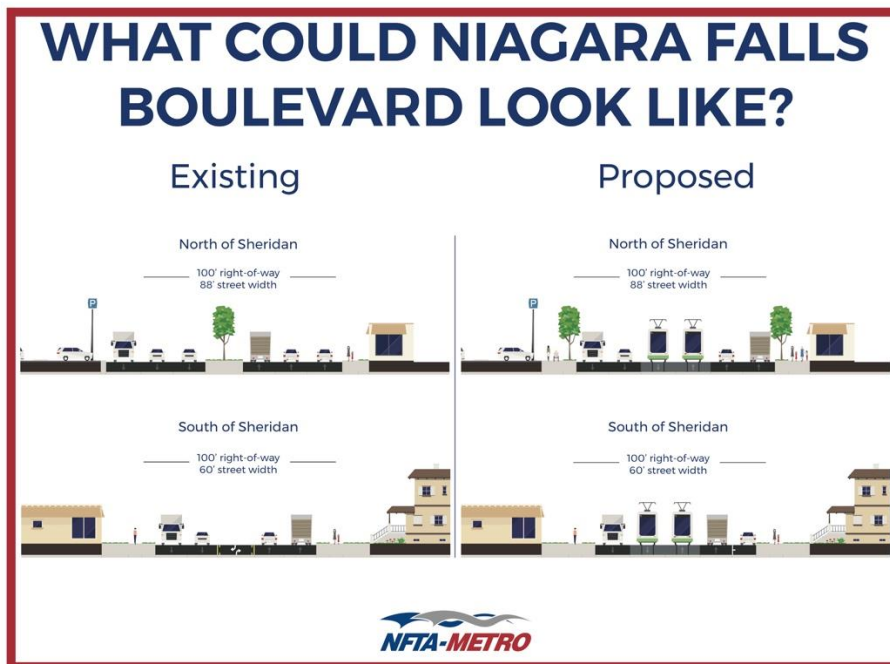


Figure 10 Realizing the Benefits Display

OTHER CITIES THAT HAVE MEDIAN RUNNING LIGHT RAIL

Salt Lake City, UT



Salt Lake City, UT has a light rail system that runs down the median of several roads. Since implemented, traffic volumes on one roadway has dropped from 40,000 vehicles per day to 20,000 vehicles per day. This reduction in vehicle traffic helped to facilitate a safer pedestrian environment.

Minneapolis-St. Paul, MN



Minneapolis-St. Paul, MN converted a 6-lane commercial road into 4 lanes with median running light rail. The conversion helped to improve pedestrian safety and sparked redevelopment of under used commercial land into mixed-use developments.

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Figure 11 Realizing the Benefits Display

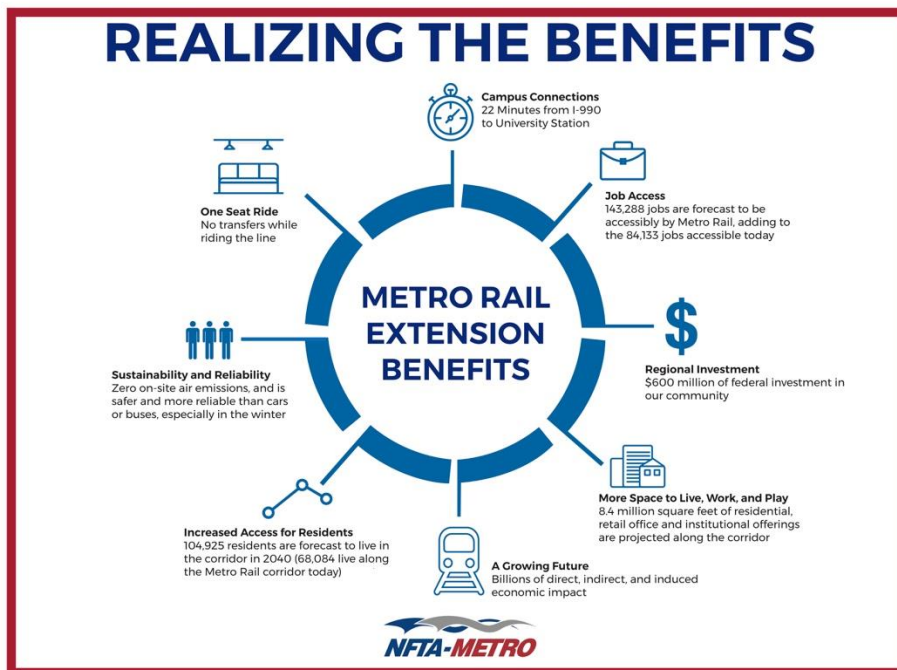


Figure 12 Other Cities That Have Light Rail Display

OTHER CITIES THAT HAVE LIGHT RAIL

Charlotte, NC
 Narrow 6-lane roadway was converted into a 4-lane roadway to accommodate light rail system




Phoenix, AZ
 Similar median running light rail system along a commercial corridor

San Jose, CA
 Similar median running light rail system along bi-directional streets




Los Angeles, CA
 Similar high-level platforms

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Figure 13 Thank You For Your Input Display

THANK YOU FOR YOUR INPUT



To provide comments and for more information, visit
www.NFTAMetroRailExpansion.com

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2.1.4 Appendix C: Comments and Comment Categorization Methodology

Comment Categorization Methodology

Comments were categorized using impact areas identified in the project's environmental methodology (e.g. transportation, socio-economic conditions, noise and vibrations, etc.) as well as other issues frequently cited in comments (e.g. station location, alignment, etc.). Because single comments often span multiple categories, each comment was coded as falling within either one category (71.1%), two categories (22.8%) or three categories (5.9%). Crowdsource map comments that were responses to other comments or could otherwise not be coded (26) were not categorized. Where applicable, locations that comments referred to were identified. A complete list of comment categories is included below:

- Acquisitions and Displacements
- Air Quality
- Alignment
- At or Below Grade
- Climate Change and Adaptation
- Construction Effects
- Cultural Resources
- Energy
- Environmental Justice
- Finance
- Hazardous and Contaminated Materials
- Indirect and Cumulative Impacts
- Land Use
- Natural Resources
- Neighborhoods and Community Facilities
- Noise and Vibration
- Other/Miscellaneous
- Parklands, Recreation Areas, and Open Spaces
- Safety and Security
- Section 4(f)
- Socio-Economic Conditions
- Soils and Farmlands
- Station Location
- Transportation
- Visual Resources
- Water Resources

All Comments Received

Location Name	Submission Content/Notes
N/A	BUFFALO needs much more light rail everyone who has come to visit from others cities are baffled why there is no light raise or subway from airport to downtown and think the bus are ridiculous that they don't keep running till bars close. It would save life's and maybe if you get rid of all high paid executive's and put money into our pathetic mass-transit.
N/A	Personally, I'd prefer to see the line extended south along the outer harbor to the Hamburg area. It would alleviate a lot of the rush hour congestion on rt 5, and make the waterfront more easily accessible. And with a park and ride/shuttle service in Hamburg, could also be used for Bills/Event traffic. When I did live in the Northtowns (Tonawanda) I often used the Metro Rail to get downtown. Driving to UB South was only slightly inconvenient. I could see this proposed route aiding UB students to get from one campus to the other. As far as the general public, I really don't see much use. Thank you for your time.
N/A	I live in Tonawanda and work downtown and have been commuting via the metro train for 8 years. I laughed when I read an article in the Buffalo News over the summer which quoted an NFTA spokesperson as stating that ridership was down because people were buying new cars. If anyone would have asked any of the people who make the daily commute on the train, they would have told the reporter that ridership was down because the escalators are under repair more often than they are working, the elevators absolutely reek because they are used as urinals, there is rarely NFTA and/or police presence at the stations or on the trains, the paint is peeling off in sheets at the underground stations, and classical music is cranked to volume 11 at the LaSalle station. These issues are beyond annoying and yet calls and complaints to the NFTA fall on deaf ears and have done so for years. My advice is to fix what is broken before all of the new riders that are anticipated, see the obvious and decide to "buy new cars". If the plan is to upkeep only the new stations in the "nice" areas, plan on a whole lot of bad publicity.
N/A	Very excited about this project, especially in light of national urbanization trends. I take the train to work every day and think this will only add to economic development of the greater Buffalo region. For the sake of brainstorming, if the Bills stadium is moved downtown, it would be great to turn the current stadium location into a mixed use facility with light rail services to downtown Buffalo. Just throwing this idea out there!
N/A	I would like to propose an alternate route to the UB North Campus that will utilize existing rail right of way from the Lasalle street station north to Young street in Tonawanda. Here the rail line would cross Ellicott Creek (The rail bridge is still there) and follow the old New York Central right of way (the old Peanut Line) crossing the Boulevard near Ellicott Creek Park and then follow the bike path to the North Campus. This plan would provide students access to affordable housing in the Tonawanda, Kenmore and North Buffalo areas and provide residents with easy access to downtown Buffalo.
Audubon Parkway	The expansion is awesome and long awaited!!! Definitely interested! Can imagine picking up the rapid transit from the 44 bus from Lockport at Audubon parkway!! There can be a park and ride there from the 990!!! totally awesome!!! Next...rapid transit conquest of the Tonawanda's!
N/A	I would be curious to see a plan for bike parking at transit stops that is more than just the metal bike rack, but maybe like locker type system
N/A	Overview: The rail expansion is a positive step in the right direction. I like that the new system includes access for people with disabilities. The design incorporates the present width of the street. This will improve access and employment opportunities for non-drivers. I am thrilled! Keep going. Environment: Please think through how bike riders can safely transport their bikes on the train.
Niagara Falls Boulevard & Maple Road	Overview: Three deal breakers: 1. The right angle turn from NFB to Maple (needs to run through (former by then) mall property)2. By running through mall property, alleviates park B42 ride patrons (inbound) from having to cross NFB to median.3. No support for electric vehicles charging in park & ride lots...Environment: Cut & cover... depending on route, how can that be expedited? Thanks
N/A	Overview: I think this is a good start. I can see this expansion as the spine of a larger system that includes other light rail lines, street cars and other transit system. I think of the BART system in the Bay Area as an example of this. Environment: Pedestrian crossings on NFB. Crossing the Blvd at the moment seems impossible so taking great care in review [sic] this aspect.
N/A	Moving forward please hold public meetings at different times, locations and in transit accessible areas. Overview: The extension will be an excellent way to promote [sic] sustainability in the region. By allowing more connections between UB North and South campuses, the student community will be able to explore more of the region + overcome its isolation on the north campus. Environment: Not doing it.
N/A	Overview: I think this is a long overdue need for UB North and Amherst. When this is built I also hope to see bike/ped improvements along the route and development of the Blvd. Mall site. Hopefully this project is followed by additional transit investment in WNY which would make this a better place to live. Environment: I hope the forest just north of the final 990 stop can be kept unchanged as much as possible.
N/A	Overview: This is very exciting. It would be useful for many people, and could be the foundation for broader rail expansion. This area will eventually become more populated, and this is smart forethought. Environment: Not sure - it could be a positive environmental effect because people would use fewer cars.
Downtown Buffalo	Overview: I think this is a great idea. It would fuel growth between campuses and provide better access to downtown. It would reduce downtown parking concerns. Environment: There would be less pollution - less cars - no concerns.

Kenmore Ave; Niagara Fall Boulevard	Concern about rock on part by Kenmore and there is no commercial businesses from Kenmore to past Longmeadow of any size on Niagara Falls Blvd. Size of Right of Way does not state that stations are needed in the middle by the trains.
Niagara Falls Boulevard	Overview: Agree strongly with moving route down N.F. Blvd - more potential for transit oriented development along N.F. Blvd vs. Bailey Ave. Could you consider an events-only stop on North Campus near Center for Arts/Arena/UB Stadiums? Environment: Pedestrian crossings - once you remove the median in high retail - high traffic area of NF Blvd, you won't have enough time to cross safely.
Niagara Falls Blvd between Sheridan and Kenmore	Overview: More stops between Sheridan + Kenmore Ave. Try to go directly into/or on Blvd Mall property. The mall owners should welcome new traffic into mall if they become a "mini-station." Get it planned, get it built - don't cater to negative people. Environment: Make the area cleaner, sleeker, more futuristic. Enhance current neighborhoods + expose them to new people via ridership.
N/A	Overview: Really excite about this. Buffalo needs this. Hope to extend to [transit? trains?] one day.
N/A	Overview: This is an excellent idea that has been far too long in coming. If anything more development to high-population density areas, like up Delaware to the Tonawanda's, would be even more valuable. Environment: I have zero environmental concerns. The potential for reduction in emissions from reduced vehicle traffic far outweighs any potential physical environmental impacts from this development.
Millersport Highway	Go down Millersport Ruin [sic] neighborhood Plan is for developers / corporate interests
Niagara Fall Blvd	Keep the rail underground along Niagara Falls Blvd up to Eggert Rd
Sheridan Dr and Niagara Falls Blvd	Add a stop @ Sheridan
Niagara Falls Boulevard and Maple Road north of Sheridan	Add bike lanes [Niagara Falls Boulevard and Maple Road north of Sheridan]
Niagara Falls Boulevard and Maple Road north of Sheridan	Add PROTECTED bike lanes [Niagara Falls Boulevard and Maple Road north of Sheridan]
UB North Campus near Lockwood Memorial Library	Combine [two stations on UB North Campus] to one stop here [near Lockwood Memorial Library]
North Forest Rd and John James Audubon Pkwy	Add a stop at North Forest [North Forest Rd and John James Audubon Pkwy]
N/A	[minus:] Impact on neighborhoods during construction.
Kenmore Ave	[Consider] pedestrian connection across Kenmore during construction
Niagara Falls Boulevard south of Decatur	[Niagara Falls Boulevard south of Decatur] This is not commercial property.
Niagara Falls Boulevard south of Decatur	[Niagara Falls Boulevard south of Decatur] Rezone commercial.
N/A	Residential impacts: [decrease in] home values
N/A	Vibration + noise impacts: from underground + above ground
Niagara Falls Blvd between Kenmore Ave and Eggert Rd	[Add] MORE stations between Kenmore + Eggert
Niagara Falls Boulevard to Eggert Rd	Place the rail underground up to Eggert Road!

Boulevard Mall	Need park & ride lots with EV charging infrastructure [near Boulevard Mall site]
Niagara Falls Blvd at Boulevard Mall	[At Boulevard Mall station] Inbound park & ride patrons won't cross NFB to get to the median boarding platform.
Niagara Falls Blvd & Maple Rd	This [corner of Niagara Falls Boulevard and Maple Road] right-angle turn will be a traffic "night" mare
Maple Road & Sweet Home Road	Traffic concerns [at Maple Road and Sweet Home Road intersection]
Maple Road Station	Move [Maple Road station] west to more commercial areas.
Millersport Highway	[Consider this alignment:] Straight run down Millersport w/ offshoot down Maple
UB North Campus	4 minute walk between these stops [UBNC1 station and UBNC2 station]
Governors Residence Hall at UB North Campus	Shift one stop to Governors Residence Hall [at UB]
N/A	I'm a home owner on Niagara Falls Boulevard, and a UB student, and generally I'm in favor of this project. I look forward to learning more.
Niagara 124	A great way to connect Buffalo with Ft Erie, Canada.
Bender Street	I would really love to see a transit connection to Ontario, Canada.
Union & Maryvale station	An airport extension should of been built first. Underground from S Campus out of the weather and less disruption above ground. (Besides there is NO route above ground possible except the old West Shore that has partly been use for another road. Underground, around Union & Maryvale 1st station from the airport to remove traffic from the Kensington (Rt 33).
Kensington S of Main St. extension to the Airport	What should of happened first, an extension to the airport from S Campus with a intermediate stop in the vicinity of Main & Kensington. One problem is parking and the NIMBY mentality of a residential neighborhood. This would serve S Amherst, N Cheektowaga and accessible from the 90 interchange.
Harlem & Kensington Ave extension to the airport	What should of happened first, an extension to the airport from the S Campus with and intermediate stop in the vicinity of Harlem & Kensington. The obvious problem is parking, or sever lack of and the NIMBY mentality of a residential neighborhood. Before those traffic circles were built, there was room if that super market and plaza was used. This would serve S Amherst & N Cheektowaga. The 2nd choice would be Cleveland & Harlem.
Thruway Blasdell interchange	From the LRRT terminal under S. Park Ave. (Rt 62) to the Blasdell interchange completely underground to avoid the weather and ease the congestion on the Skyway. South Buffalo, Lack., Hamburg & Orchard Park would be served especially in winter!
Underground; South Campus to Maple Rd only	<ol style="list-style-type: none"> 1. The original route in red makes more sense. That curve is too sharp and it backtracks west, instead of going north. 2. The idea of RAPID transit is that; speed. You can't have that when it on the surface in a densely populated area. What are you planing, this going down the center of NF Blvd?? 3. Weather; underground is free of weather, highways, intersections, vehicles and pedestrians. Less maintenance and no issue with trespassers and kids. 4. A station at the Northtown plaza and one at the north end of the Blvd mall, both of which are mostly ghost towns. Plenty of room for parking. 5. Stop there, there is little need to go further. Let the buses take the students to the Blvd Mall station, it's just a couple of miles on Maple Rd. Extending to to that North Campus wasteland isn't cost effective. A good portion of Amherst is served as is Tonawanda by those two stations.
West Ferry Street	I stand in agreement with those who demand an east-west urban train before we go out to the suburbs.
Genesee Street	Tracks to the east would benefit the suburbs and people who commute downtown daily, park and ride at the airport and ride into downtown would be greatly beneficial. Would reduce traffic and increase the substantially of the system. Add tracks to the airport or further, and as well as extend to Niagara Falls Blvd
Town of Tonawanda	Underground makes more sense through the suburbs to minimize the impact to people and their homes. Once in the heart of the business district near the Blvd Mall, it could come above ground. Or continue to keep the entire thing underground to stay away from the weather above in the winter.
Buffalo Niagara International Airport	assisting travelers by extending the rail to the airport and connecting with colleges would make sense since UB2020 plan and medical corridor are the economic heartbeat of our City

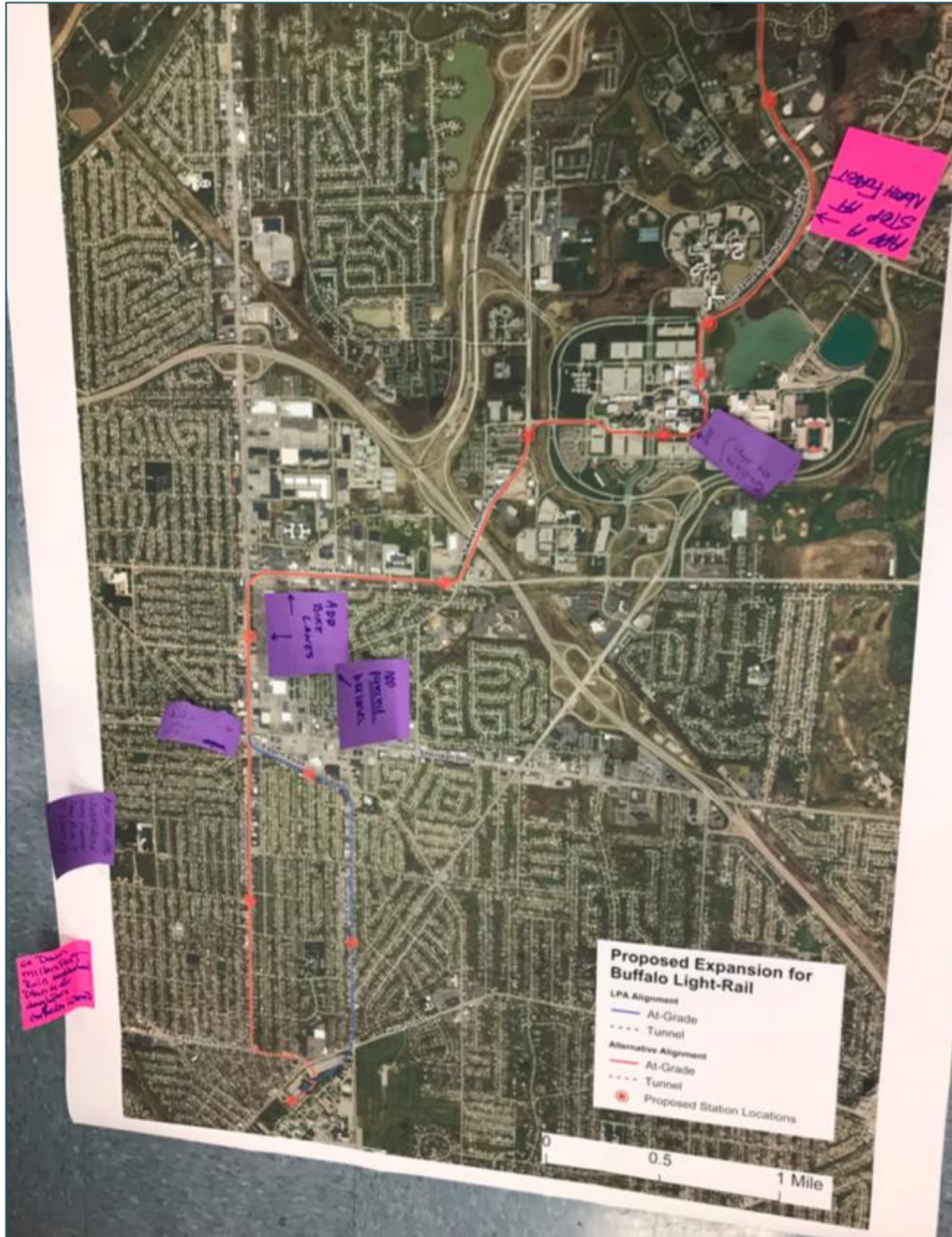
Niagara Falls Blvd & Maple Rd	This is the portal to hell. No sidewalks, no bike lanes, obnoxious drivers driving too fast. Keep going north on Niagara Falls Blvd all the way to Ridge Lea Drive. That way you give people an option of getting to Burlington Mall which is these days, a lot busier than Boulevard Mall. It's too congested over there, put a metro stop right in the middle of the parking lot like they would in DC and DC burbs. People are already going there, that will ensure that ridership stays strong plus you get the international college crowd that currently has to have a friend who has a drivers license to get around. They car pool to get anywhere because not all international students can get a car. Also take out two lanes in the middle of Niagara falls blvd and run the surface trolleys down the middle like they do in Toronto. Works well up there, with delayed lighting system for people to walk across the street and move the stop bars back further from the light for cars with no turn on red, narrow the lanes from 14 feet to 11 feet and slow them down. I drove pizzas on NFB for 2 years and people drive WAY TOO FAST! Not good for safety, not good for commerce. This line would be great turning and coming back south following Ridge Lea with a station above ground somewhere around Best Buy/Carrubas and hooking back up with the Bailey spur. Then head due east to get to UB campus on the Rensch Rd entrance. There is a TON of student housing around there and they would certainly love to have a warm connection to campus and the mall. Would see them walking along Sweet Home all the time to go to class. Not pleasant in the winter.
Sheridan Drive	A stop here because there is the international plaza with a starbucks, the whole foods and Walmart. A natural chokepoint, a lot of international college students go here, it would help out the businesses, there are also a lot of apartments around here.
Bailey Avenue	There isn't a lot of traffic on Eggert, there is a lot of traffic heading further north on Bailey though. A line that went up to Walmart and the Post Office and eventually to Burlington Plaza would alleviate car traffic on surface streets that are already over capacity during rush hour and peak shopping times.
Niagara Falls Boulevard	we do not this kind of increase of the rail system Blvd Mall will be closed by that time and the taking home owners land will create a hatred you don't want. Not to mention decreasing home values.
Niagara Falls Boulevard	This is a really bad spot to bring the train above ground! First off you have a fire dept right on Kenilworth and this would make it very difficult to get the trucks onto the Blvd to respond!, Second there is limited land to use unless you take away from the homeowners which I am opposed to. Keep the dam thing underground until Decator or Long Meadow.
Niagara Falls Blvd @ Kenilworth	This a very bad location to bring this train above ground! The traffic is bad enough and making it a limited lanes will cause more back up! Beside I do not want to see this in front of my home!! have a small enough lot as it is and this would put the street even closer to my house. Keep it all underground!
Main Street	Connect Buffalo to Niagara Falls to stimulate tourism
Buffalo Niagara International Airport	I do feel like this should have been prioritized over the Northtowns.
West Ferry Street	Would also love to see an east-west connection that helps our frontline communities access food, work, education, culture, and entertainment.
Niagara Falls Boulevard	This is an absurd idea, the projected ridership is a farce. It will devastate a neighborhood, there is no room on the residential section of the Boulevard for this. It will mean taking peoples property by eminent domain and place the properties mere feet from an already too busy, too fast traffic flow. NO to the NFTA plan to expand the rail. If it were to go anywhere it should be down Millersport Hwy
delavan	use the existing route on main and Amherst where they started and did not finish the tunnel
Airport	After expanding to the north, you need to prepare the design for the extension to the airport! You already own the right-of-way, and it's long overdue!
Maple Rd & Sweet Home Rd	This station serves the middle school and the theater as well as the local housing; it's a good location. It should be on Maple Road, closer to the middle school.
Putnam Way	This station should be further west, to minimize walking from the western buildings on campus, Kunz Stadium, and Hadley Village Apartments. People won't want to walk across Audubon Parkway and the river, so the Sweet Home Road station does not serve this function.
Lee Road	This station should be further south, directly west of the Arts Center, to minimize walking time from the easternmost buildings on campus.
Lee Road	This station should be on Audubon Parkway right next to the trail and the bridge over the lake -- shortest walk to the northern buildings, further from the next station west.
Boulevard Mall	The Boulevard Mall parking lot presents an opportunity to locate the train station off the street median, separate car traffic at the intersection from turning trains, and make the curve for trains more shallow. Hopefully the Mall will understand how much more business they will get from train passengers and will cooperate.
Niagara Falls Boulevard	The Niagara Falls Boulevard route is better than the Bailey route; it accesses more and is straighter. It should have more stops though.
Niagara Falls Blvd. between Kenmore Ave and Maple Rd	The pedestrian facilities on the west side of Niagara Falls Blvd need to be upgraded but the right of way needs to make them safe are too great. Taking more frontage from the property along the west side would negatively impact property values and redevelopment options. The project scope should include a realignment or restriping of the Boulevard to provide enough space for appropriate pedestrian facilities on the west side of Niagara Falls Boulevard.
Main Street	I think there needs to be more busses out this way. I travel quiet often out to East Aurora and the fact I can only go in to ea at 3 and leave at 6 am is a struggle.

Windermere Boulevard	Current Metro Rail tunnel should be more inclusive for bicyclists! This would be an incredible opportunity for to create an underground cycling path covered from all the snow and rain we have. Our weather is a problem and we must innovate!!!
Lasalle Street Station	I suggest utilizing the existing right of way from the Lasalle Street station north to the city of Tonawanda. Then follow the old New York Central Peanut Line right of way to UB north campus. The old rail right of way is still there and is wide enough to include the present bike path.
John James Audubon Parkway	Need an express rail option. This train is not worth it if it is longer than 30 minutes to get downtown. Might as well drive.
Main Street	University Station is about 1.5 miles from a proposed trolley system along Main Street in Williamsville, potentially closer depending on the route extension. It would be a boon to the region if the NFTA and the municipalities of Amherst and Williamsville could work together to integrate their respective projects.
Dick Road	Link the Amtrak system to the NFTA system!
Events station for Alumni Arena & CFA	Even though it's a short distance between stops. please consider an events only station for Alumni Arena, UB Stadium and the Center for the Arts
Main & Niagara Falls Blvd	If the curves are too tight at NF Blvd & Kenmore, why not back up the train to start directly at Main & NF Blvd? Not sure if you have the time clearance between trains to use existing track outbound, but it would cut out some of the tunneling and the near 90 degree turn.
Sweet Home Road	I live on Homecrest near Sweet Home. Wondering what the red dot and blue diamond signify? A metro stop and parking lot? Thank you.
Buffalo	Personally if you are going to go down NFL Blvd it needs to be underground due to the fact that the addition of light rail to an already congested area is only make it more congested and unsafe even if it make a right hand turn on maple. Cut and cover would need to be implemented due to the lower costs. And it would increase speed of the trains increasing appeal
Airpot	I suspect this map is only for soliciting comments about the currently proposed extension, but since others are doing so, I will echo their call for an Airport/Downtown line to be the next project.
University Station	Is there consideration for extending the platform of the existing University Station to allow boarding further south-west and running the tunnel along NF blvd directly from Main? This effectively reduces tunnel length, complexity, speed, and the rotation from 235 degree to 45 degrees. I understand if I am missing some aspects of the existing station footprint, but it seems like this proposal only illustrates addition and not renovation.
Parkhurst Boulevard	1.4 billion dollars. Not that I don't trust NFTA, but for this to be completed in 2030 is ambitious to say the least. I mean we still can't use credit cards on the train. Can't we focus 1.4 billion on something better than this for transportation? I mean it is not 1980's anymore!
North Bailey Ave & Oxford Ave	Less time underground will make the train slower and less attractive to users. We should prioritize speed between UB and Downtown, not try to incorporate a dead suburban boulevard
West Ferry Street	Would love an east to west connection from the train. Why spend a billion dollars connecting UB when they aren't even giving a dime to this project. They wanted to be in Amherst, so leave them out there. Using our tax payer money to support a school that makes millions per year
Maple Road	There are already traffic congestion issues here. A train in the middle of the street will make things worse.
Niagara Falls Boulevard	There are already traffic congestion issues here. A train in the middle of the street will make things worse.
N forest	A station at this intersection would be nice because it would give everyone east of North Forest a chance to walk to the subway. Still a long walk but better than walking on Audubon which currently has no sidewalks. North Forest has sidewalks on the eastern side at least.
North Bailey Avenue	a Big shopping mall include target, best buy, officemax and barn&nobal
Niagara Falls Boulevard	Please do not place a light rail vehicle in the middle of a busy street. I grew up in this area and now live in Boston. Light rail trolleys in Boston are constantly stuck in traffic and drivers make it very difficult for pedestrians to access trains while crossing the street. Place the light rail vehicle underground, or at a minimum, in a dedicated right of way. Although I have waited my whole life for this extension to happen, it will not be well utilized unless it is faster than driving.
Proposed tunnel under Kenmore Ave to surface on NFB	What is the advantage of digging a tunnel rather than constructing an elevated line?
Exchange St?	Restore the Belt Line for more impact
Dodge Road	This stop should be at Bryant Woods south or north where a park and ride could be added and the many employees on this road could get off. There is nothing at Dodge Rd besides a funeral home. There is a potential for walking through to the Weinberg campus from Bryant Woods also. This would be better than employees walking down NF.
Genesee Street - Airport	Airport to downtown, ideally passing through the central terminal and larkin district would ease access to downtown for travelers and spawn growth in the East Side/Larkin area. Interconnected neighborhoods with public transport is what cities should be built on.

Lee Road	Lee Road should have one combined station. The existing two stations (one to the North and one to the South of this comment) are too close in proximity. A combined station at the geographic place of this comment would be less than a five-minute walk from the Student Union and the Ellicott Complex.
Beyond North Campus	Avoid extending the Metro Rail beyond North Campus. The density of human population isn't there to support such an expense. Additionally, the Metro Rail should be oriented toward supporting redevelopment of existing sites, not inducing sprawl in a limited-growth region.
Niagara Falls Blvd & Sheridan Dr	Needs more stops on the boulevard. At the very minimum, one on Sheridan and then one by the mall.
Niagara Falls Blvd (south of Eggert)	This is a better route than Bailey as it is a wider, underutilized street that can better handle the construction and new/revived development.
University at Buffalo	With this expansion it is likely that UB will be served by several stations. Because of this, it may be a good idea to consider what a future express or limited-stop service between these stations would require. Design decisions, like track layout and electronic signaling, should be analyzed for their impact on the feasibility of such future service patterns.
Coventry Loop & Alumni Arena	UB's Coventry Loop is the main entrance for venues that host public events: the Center for the Arts, Alumni Arena, and the Slee/Lippes Concert Hall. The ease of access to these venues should be considered in the location and design of any nearby stations (e.g. UB's 2020 plan considers extending the "Founders Promenade" walkway from the middle of the campus, eastward, to these event venues).
Buffalo Niagara International Airport	Airport to Peace Bridge should be the next consideration.
Niagara Falls Boulevard	there is a plethora of retail in this area and always heavy traffic, transportation connections to this area would be beneficial maybe a express bus that runs between E. Robinson road and the maple connection with key stops at the various shopping centers.
I-990 to GEICO campus	Run the tracks on the grass median straight down the middle of the 990 and have a station at every exit crossing bridge with a park and ride lot. By doing this there would be the ability to extend it to the crossroads/GEICO complex and would give a large park and ride area for Clarence/E. Amherst and Lockport residents that work Downtown. Most riders past UB campus are most likely park and riders anyways and with a few bridges at cross streets and some fill to level out the median there would be minimal infrastructure changes needed.
CrossPoint	CrossPoint has one of the largest concentrations of professional jobs in the region, an expansion must build on it. It also has plenty of space for a park and ride to get downtown.
Maple Rd & North Bailey Ave	Medical offices, Wegmans, Tops and Aldi would make great reasons to consider a stop at Maple & North Bailey. Students at UB would benefit from this stop as well as possible city riders looking for a choice in shopping. It is also within walking distance of the east side of the Boulevard Mall.
Niagara Falls Boulevard	Perhaps consider routing the line through the Boulevard Mall location, assuming a comprehensive redevelopment of that site is proposed.
Buffalo Airport	A link to the airport and city would achieve two missions: economic development of neighborhood and increasing attractiveness of new airlines/routes to the airport
North French Road	Good spot for a park and ride lot.
Buffalo state college	Hook up all the colleges and the airport in Cheektowaga
Dick Road	Any considerations to link to the airport?
John James Audubon Parkway	A station at this intersection would be nice because it would give everyone east of North Forest a chance to walk to the subway. Still a long walk but better than walking on Audubon which currently has no sidewalks. North Forest has sidewalks on the eastern side at least.
Main Street	Instead of a big curve can't the system just have a different set of cars running on the new line. I have to believe that an above ground connection hub at UB Main St. And going straight up NFB has to be cheaper than tunneling underground and a big curve.
Niagara Falls Blvd & Sheridan Dr	The plan needs more stops to make it functional to the general public. If I need to walk a long distance to use the system I might as well just drive.
Niagara Falls Boulevard	This new option makes tremendous sense to make shopping much more accessible to the wider population and hopefully make Niagara Falls Blvd more mixed Transportation and Pedestrian friendly thereby improving safety

2.1.5 Appendix D: Comment Images

Figure 14 Rollouts with comments



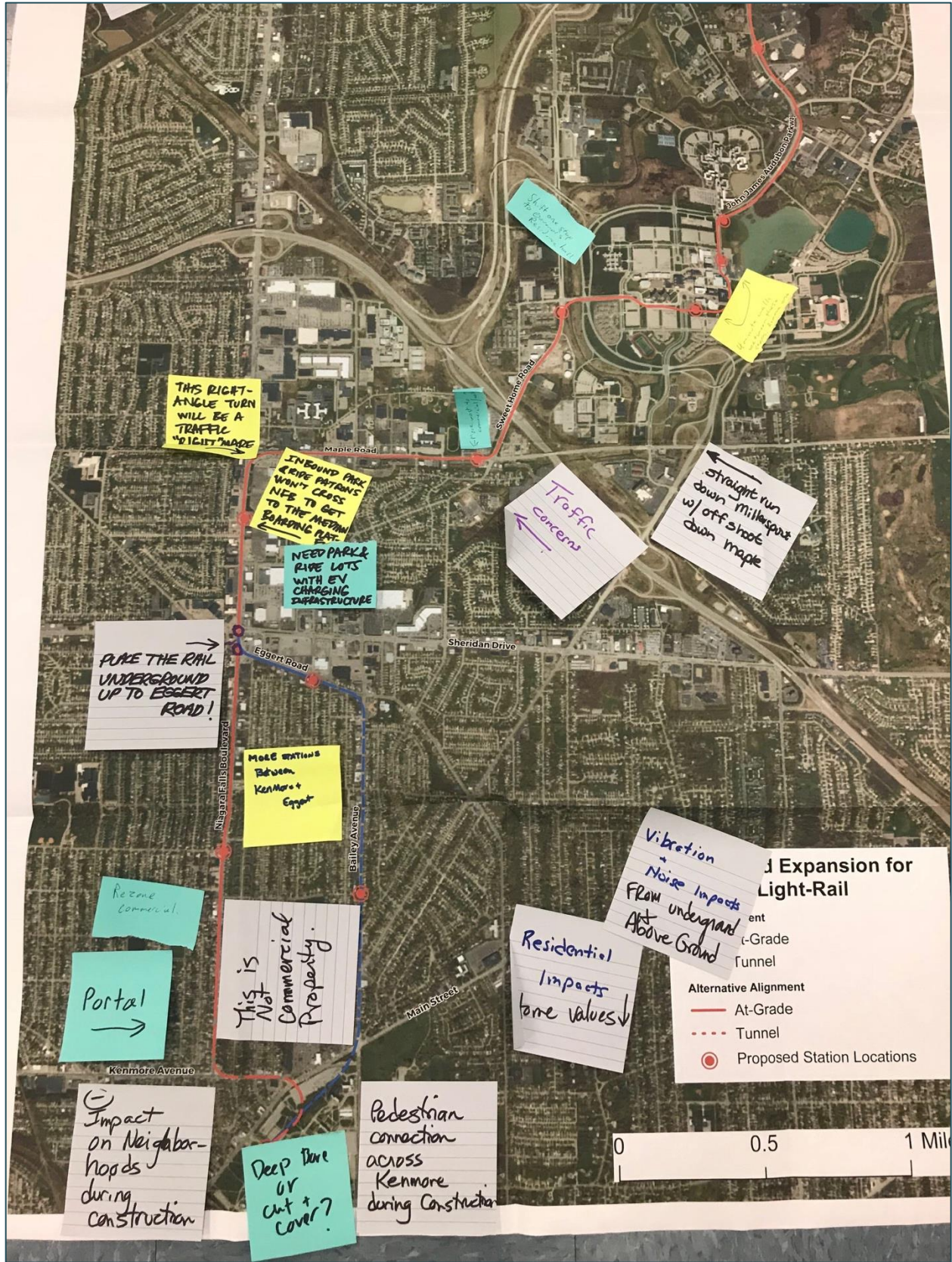


Figure 15 Comment Cards



Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

The rail expansion is a positive step in the right direction. I like that the new system includes access for people with disabilities. The design incorporates the present width of the street. This will improve access and employment opportunities for non-drivers. I am thrilled! Keeps going.

Environment

What specific environmental concerns do you have about this project?

Please think through how bike riders can safely transport their bikes on the train.

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name: [Redacted]
Address: [Redacted]
Email: [Redacted]
Phone: [Redacted]

Have more to say? Email us at railx@nfta.com or visit our website for more information:

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Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

THREE DEALBREAKERS:
1. THE RIGHT ANGLE TURN FROM NFB TO MAPLE (NEEDS TO RUN THROUGH (FORMER, BY THEN) MALL PROPERTY.
2. BY RUNNING THROUGH MALL PROPERTY, ALLEVIATES PARK & RIDE PATRONS (INBOUND) FROM HAVING TO CROSS NFB TO MEDIAN.
3. NO SUPPORT FOR ELECTRIC VEHICLE CHARGING IN PARK & RIDE LOTS. . . .

Environment

What specific environmental concerns do you have about this project?

CUT & COVER ... DEPENDING ON ROUTE, HOW CAN THAT BE EXPEDITED?

Thanks

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name: [Redacted]
Address: [Redacted]
Email: [Redacted]
Phone: [Redacted]

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Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

I think that this is a good start. I can see this expansion as the spine of a larger system that includes other light rail lines, street cars, and other transit systems. I think of the BART system in the Bay Area as an example of this.

Environment

What specific environmental concerns do you have about this project?

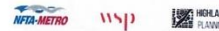
Pedestrian crossings at on NFB. Crossing the Blvd at the moment seems impossible so taking great care in review this aspect.

We want to hear from you

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 Phone: [Redacted]

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Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

Moving forward, please hold public meetings at different times, locations and in transit accessible areas.

The extension will be an excellent way to promote sustainability in the region. By allowing more connections between UB North and South campuses, the student community will be able to explore more of the region & overcome its isolation on the north campus.

Environment

What specific environmental concerns do you have about this project?

Not doing it.

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name: _____
 Address: _____
 Email: _____
 Phone: _____

Have more to say? Email us at railx@nfta.com or visit our website for more information: NFTAMetroRailExpansion.com



Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

I THINK THIS IS A LONG OVERDUE NEED FOR US NORTH AND AMHERST. WHEN THIS IS BUILT I ALSO HOPE TO SEE BIKE/PED IMPROVEMENTS ALONG THE ROUTE AND DEVELOPMENT OF THE BLVD. MALL SITE. HOPEFULLY THIS PROJECT IS FOLLOWED BY ADDITIONAL TRANSIT INVESTMENT IN WNY WHICH WOULD MAKE THIS A BETTER PLACE TO LIVE

Environment

What specific environmental concerns do you have about this project?

I HOPE THE FOREST JUST NORTH OF THE FINAL 990 STOP CAN BE KEPT UNCHANGED AS MUCH AS POSSIBLE

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name: [Redacted]
Address: [Redacted]
Email: [Redacted]
Phone: [Redacted]

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Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

This is very exciting. It would be useful for many people, and could be the foundation for broader rail expansion. This area will eventually become more populated, and this is smart forethought.

Environment

What specific environmental concerns do you have about this project?

Not sure - it could be a positive environmental effect because people would use ~~less~~ fewer cars.

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name: [Redacted]
Address: [Redacted]
Email: [Redacted]
Phone: [Redacted]

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Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

I THINK THIS IS A
 GREAT IDEA - IT
 WOULD FUEL GROWTH BETWEEN CAMPUSES
 AND PROVIDE BETTER ACCESS TO DOWNTOWN.
 IT WOULD REDUCE DOWNTOWN PARKING
 CONCERNS.

Environment

What specific environmental concerns do you have about this project?

THERE WOULD BE -
 LESS POLLUTION - LESS CARS
 NO CONCERNS -

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name: [Redacted]
 Address: [Redacted]
 Email: [Redacted]
 Phone: [Redacted]

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Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

CONCERN ABOUT ROCK ON PART BY KENWOOD
 AND THERE IS NO COMMERCIAL BUSINESSES
 FROM KENWOOD TO PAST LONGMEADOW OF ANY
 SIZE ON NIAGARA FALLS BOVD. SIZE OF RIGHT OF
 WAY IN MIDDLE DOES NOT STATE THAT STATIONS
 ARE NEEDED IN THE MIDDLE BY THE TRAINS

Environment

What specific environmental concerns do you have about this project?

[Blank lines for environmental concerns]

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name: _____
 Address: _____
 Email: _____
 Phone: _____

Have more to say? Email us at railx@nfta.com or visit our website for more information: NFTAMetroRailExpansion.com



Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

Agree strongly with moving route down N-F Blvd. - more potential for ^{transit oriented} development along NF Blvd vs Bailey Ave.

Could you consider an events-only stop on north campus near Center for Arts/Arena/US Stadium?

Environment

What specific environmental concerns do you have about this project?

Pedestrian crossings - once you remove the median in High retail - high traffic area of NF Blvd, you won't have enough time to cross safely.

We want to hear from you

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Name
Address
Email
Phone



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NFTAMetroRailExpansion.com



Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

More stops Between Sheildan + Kenmore Ave. Try to go directly into/or on Blue Mall property. The mall owners should welcome New traffic into mall if they become a "mini-station."

Get it planned, get it built - Don't cater to negative people.

Environment

What specific environmental concerns do you have about this project?

Make the area cleaner, sleeker & more futuristic.

Enhance current neighborhood & expose them to new people via rideship.

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name
Address
Email
Phone



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NFTAMetroRailExpansion.com



Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

Really excited about this. Buffalo needs this

Hope to extend to Transit one day

Environment

What specific environmental concerns do you have about this project?

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name:

Address:

Email:

Phone:

Have more to say? Email us at railx@nfta.com or visit our website for more information:

NFTAMetroRailExpansion.com



Overview

What are your initial thoughts and comments about the Metro Rail Expansion?

This is an excellent idea that has been far too long in coming. If any thing more development ~~the~~ to high-population density areas, like up Delaware ~~the~~ to the Tonawandas, would be even more valuable.

Environment

What specific environmental concerns do you have about this project?

I have zero environmental concerns. The potential for reduction in emissions from reduced vehicle traffic far outweighs any potential physical environmental impacts from this development.

We want to hear from you

Please use the space on the left to respond to the prompts and provide your thoughts. Then leave us your contact information below.

Name:

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Email:

Phone:

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2.1.6 Appendix E: Event Photographs

