WELCOME

Metro Rail Expansion Project
Public Open House Meeting

Comment during the meeting:
Record your comment on a comment card

Submit comments online or by email:
www.NFTAMetroRailExpansion.com
railx@nfta.com

Mail comments to:
Metro Rail Expansion Project
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, NY 14203
Metro Rail opens as a 6.4 mile light rail line from Downtown Buffalo to University Station

1985

NFTA proposes a 43 mile network of rapid transit rail lines, including a 14 mile line from Downtown Buffalo to Amherst

1960s

NFTA updates Strategic Assessment to identify 4 corridors for future investment Amherst ranks highest

2010

NFTA initiates Transit Options Amherst-Buffalo Alternatives Analysis (AA) for Amherst corridor

2012

NFTA completes 3-tier screening evaluation to identify Locally Preferred Alternative (LPA) Light rail ranks highest

2017

Locally Preferred Alternative is refined, based on stakeholder input

2018

Metro Rail Concept

Strategic Assessment Update

Transit-Oriented Development Study

LPA Identified

LPA Refinement

GBNRTC initiates comprehensive Transit-Oriented Development (TOD) study to support AA

2016

GBNRTC and NFTA hold stakeholder and community workshops to discuss TOD and smart growth opportunities along the proposed alignment

2017
**SEQRA / NEPA PROCESS**

- An Environmental Impact Statement is being prepared in accordance with the State Environmental Quality Review Act (SEQRA)
- Niagara Frontier Metro System, Inc is the lead agency for SEQRA review
- EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) to allow future federal funding

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<td>APRIL - DECEMBER</td>
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<td>Establish Lead Agency</td>
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**PUBLIC INVOLVEMENT**

**ACRONYMS**

- **DEIS**  Draft Environmental Impact Statement
- **FEIS**  Final Environmental Impact Statement
- **NEPA**  National Environmental Policy Act
- **SEQRA** New York State Environmental Quality Review Act
SCHEDULE

Locally Preferred Alternative
- Alternative Analysis (2013)
- Transit Oriented Development Study (2017)
- LPA Refinement (2018)

Environmental Review
- Scoping
- Draft Environmental Impact Statement
- Final Environmental Impact Statement
- Statement of Findings
- Conceptual Engineering

Conceptual Engineering
- Right-of-way
- Station site plans
- Cost estimates
- Utilities
- Traffic

FTA Capital Investment Grants Program
- Project Development
- 30% Engineering Design
- Final design
- Full funding grant agreement
- Construction

Final Design and Construction
(dependent on funding)

2018 2019 2020 2021 (dependent on funding) 2025 (dependent on funding) 2030
The Proposed Action extends the existing Metro Rail from University Station to I-990 and includes ten stations, two with park & ride facilities, and a storage/light maintenance facility.

**POTENTIAL BENEFITS**

**Campus Connection:** Extends 7 miles in 22 minutes from I-990 to University Station (additional 22 minutes from Erie Canal Harbor Station to University Station)

**Job Access:** 143,288 jobs are forecast to be accessibly by Metro Rail, adding to the 84,133 jobs accessible today

**Regional Investment:** $600 million of federal investment in our community

**More Space to Live, Work, and Play:** 8.4 million square feet of residential, retail office, and institutional offerings are projected along the corridor

**A Growing Future:** Billions of direct, indirect, and induced economic impact

**Transit Access for Residents:** 104,925 residents are forecast to live in the corridor in 2040 (68,084 live along the Metro Rail corridor today)

**Sustainability and Reliability:** Zero on-site air emissions, and is safer and more reliable than cars or buses, especially in the winter

**One Seat Ride:** No transfers while riding the line
NFTA administered a survey on station design and connections throughout the summer and received 457 responses. These responses have informed the station design.

Survey respondents noted a preference for center or side platform stations for reasons including user-friendliness, pedestrian access and safety, as well as cost.
NATIONAL HISTORIC PRESERVATION ACT
SECTION 106 PROCESS

Step 1: Initiate the Process
- Define undertaking
- Initiate Section 106
- Identify consulting parties
- Involve the public

Does the undertaking have the potential to cause effects?

NO

Step 2: Identify Historic Properties
- Define project impact area
- Identify known historic properties and archaeological sites

Are historic properties present and affected?

NO

Step 3: Assess Adverse Effects
- Assess effects on historic resources
- Apply criteria of adverse effect

Are historic properties adversely affected?

NO

Step 4: Resolve Adverse Effects
- Avoid, minimize, and mitigate adverse effects
- Notify ACHP of adverse effects
- Create resolution document (MOA/PA)

Agreement (MOA/PA) or council comment

PROCESS COMPLETE
An analysis of twenty intersections was conducted to determine the effects that the Proposed Action would have on traffic operations within the corridor. Level of service (LOS) is reported based on the average vehicle delay experienced at an intersection.

LOS A through D represent what is generally considered to be acceptable motorist delays. LOS E and F reflect congested to extremely congested traffic conditions. The results of traffic analysis for the PM peak period are shown here.

- **Level of service (A-C)**
- **Level of service (D)**
- **Level of service (E-F)**
NOISE AND VIBRATION ANALYSIS

Analysis following Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment*, September 2018

- Identified sensitive receptors (e.g., residences, schools, places of worship, historic buildings, and parks)
- Collected noise measurements
- Conducted outreach to determine vibration-sensitive activities or equipment

**In-Progress**

- Model future conditions during construction and operation of light rail expansion
- Determine potential mitigation measures

![Noise and vibration levels diagram](image-url)
The preliminary noise analysis has identified an area of potential impacts related to Metro Rail operations. NFTA is reviewing potential mitigation measures to reduce the area of potential impacts. Potential mitigation measures include the following:

- Noise barriers
- Vehicle skirts
- Eliminating at grade crossings
- Strict maintenance of vehicles and track
- New vehicles
- Adjustments to Metro Rail operations (e.g., fewer trains, reduced speeds, safety measures)
PUBLIC INVOLVEMENT

Feb 2019
Scoping Meeting
Opportunity for the public to provide comments on the draft scope of work for the environmental impact statement
Over 80 people attended and 33 comments were received
An additional station was added on Niagara Falls Boulevard based on public input

Dec 2018
Open House Meeting
Kick off meeting to present the results of the Locally Preferred Alternative re-evaluation

Stakeholder Group Meetings
- Audubon HOA
- Buffalo Niagara Partnership
- Hartford Estates / North Bailey HOA
- Kenmore Rotary
- Ken-Ton Chamber of Commerce
- Tonawanda Neighborhood Watch
- Willow Ridge Civic Association

Pop Up Events
- Allen Medical Campus Station
- LaSalle Station
- University Station
- Metro Bus Route #34
- University at Buffalo and community libraries

Engaged over 700 people through meetings, pop-up events, and an interactive project website
JOHN JAMES AUDUBON PARKWAY CROSS SECTION

Existing Section at John James Audubon - Walton Woods
- 113' (existing ROW)
- 6' shoulder
- 37' median
- 12' SB Lane
- 12' SB Lane
- 12' NB Lane
- 12' NB Lane
- 8' shoulder
- 6' clear
- 6' clear
- 4' grass
- 10' path
- 15' track CL to track CL
- 3' clear

Proposed Section at John James Audubon - Walton Woods
- 120' (proposed ROW)
- 113' (existing ROW)
- 6' shoulder
- 37' median
- 12' SB Lane
- 12' SB Lane
- 12' NB Lane
- 12' NB Lane
- 8' shoulder
- 6' clear
- 6' clear
- 4' grass
- 10' path
- 15' track CL to track CL
- 3' clear
MAPLE ROAD CROSS SECTION

Existing Section at Maple Road - Hillcrest Drive

- 96'
- Parking lot
- 13' grass
- 4' sidewalk
- 7' grass
- 2' gutter
- 10' right TL
- 11' WB Lane
- 11' WB Lane
- 12' Center TL
- 11' EB Lane
- 11' EB Lane
- 2' gutter
- 20' grass
- 6' sidewalk
- 40' landscaping

Proposed Section at Maple Road - Hillcrest Drive

- 120' (proposed ROW)
- 96' (existing ROW)
- Parking lot
- 9' grass
- 5' sidewalk
- 5' bike lane
- 12' WB Lane
- 12' WB Lane
- 13' 1' clear 5' platform
- 1' clear
- 5' clear
- 14' track CL
- 1' clear
- 5' clear
- 13' platform
- 12' EB Lane
- 12' EB Lane
- 5' bike lane
- 5' grass
- 5' sidewalk
- 27' landscaping

NFTA-METRO
NIAGARA FALLS BOULEVARD
CROSS SECTION

Existing Section NFB - North of Longmeadow Rd

79'

5' sidewalk
3' grass
13' SB Lane
12' SB Lane
12' Center TL
12' NB Lane
12' NB Lane
5' grass
5' sidewalk

Proposed Section NFB - North of Longmeadow Rd

81' (proposed ROW)

79' (existing ROW)

5' sidewalk
3' grass
9' shoulder
11' SB Lane
6' clear
14' track CL to track CL
6' clear
11' NB Lane
9' shoulder
3' grass
4' sidewalk
NIAGARA FALLS BOULEVARD
CROSS SECTION

Existing Section NFB - Treadwell Side Platform

13' SB Lane
6' sidewalk
12' SB Lane
13' SB Lane
12' SB Left TL
4' median
11' NB Lane
12' NB Lane
12' NB Lane
7' sidewalk
2' grass

Proposed Section NFB - Treadwell Side Platform

Parking lot
5' sidewalk
5' grass
5' bike lane
11' SB Lane
11' SB lane
2' clear
13' Platform
14' track CL to track CL
5' clear
13' Platform
5' clear
13' platform
2' clear
11' NB lane
11' NB lane
5' bike lane
5' grass
6' sidewalk
Parking lot

102' (existing ROW)
129' (proposed ROW)
Existing Section Sweet Home North of I-90 Overpass

- 5' sidewalk
- 6' grass
- 5' bike lane
- 11' SB lane
- 11' SB lane
- 15' Center TL
- 11' SB lane
- 11' SB lane
- 6' bike lane
- 5' grass
- 5' sidewalk

91' (existing ROW)

Proposed Section Sweet Home North of I-90 Overpass

- 5' sidewalk
- 6' bike lane
- 11' SB lane
- 11' SB lane
- 11' NB lane
- 11' NB lane
- 7' clear
- 3' grass
- 5' sidewalk

95' (proposed ROW)

91' (existing ROW)