Metro Rail Expansion Meeting Summary

SCOPING MEETING

2.1.1 Overview

The Scoping Meeting for the NFTA Metro Rail Expansion project was held on Tuesday, February 12th from 5:00 to 7:00 PM at Sweet Home Middle School, 4150 Maple Road, Amherst, NY 14226. A presentation was held at 5:30 PM. American Sign Language, Chinese and Spanish-language interpretive services were made available. 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 a map rollout, filling out official comment cards, or speaking to a stenographer. Comment cards could also be mailed in after the meeting.

The Scoping Meeting was attended by over 80 members of the public. Attendees left nine comments on the rollout map, 21 completed comment cards and three comments with the stenographer. A list of attendees is included in Appendix A: Attendees. Meeting materials including poster board images and links to presentation content are included in Appendix B: Meeting Materials. Copies of written comments received are included in Appendix C: Comment Photographs of the meeting are included in Appendix D: Event Photographs.

2.1.1.1 Presentation

Scot Sibert (WSP) presented a brief overview of the project and the anticipated benefits of expanding the Metro Rail. Mr. Sibert provided an outline of the scoping process and overall environmental review timeline as well as the methods used to analyze a range of different impacts. The presentation concluded with an explanation of the next steps in the process and a review of methods for formally commenting during the scoping period. Links to presentation content are included in Appendix B: Meeting Materials.

2.1.1.2 Summary of Comment Themes

Comments received during the Scoping Meeting were logged in the project’s CommentSense® database and will be categorized with all other comments received during the Scoping Period from January 23rd through March 10th, 2019. Themes of written comments received during the meeting included concerns about impacts on traffic and neighborhood character, as well as thoughts on station locations, surface level versus underground service, and the overall rail alignment.
### 2.1.2 Appendix A: Attendees

<table>
<thead>
<tr>
<th>Attendee</th>
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<tbody>
<tr>
<td>Andrew Adams</td>
<td>Elizabeth Giles</td>
<td>Chelsea O'Hara</td>
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<td>Oli Ahr</td>
<td>Peter Grollison</td>
<td>Bob O'Keeffe</td>
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<td>Emma Balkin</td>
<td>Alan Gryfe</td>
<td>Gary Ranney</td>
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<td>Phil Basinski</td>
<td>Eileen Hassett</td>
<td>David Sampson</td>
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<td>Bruce Becken</td>
<td>Christina Heath</td>
<td>Steven Sanders</td>
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<td>Tom Brolle</td>
<td>Norm Hirschey</td>
<td>Marlene Saviola</td>
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<td>Keith Burkard</td>
<td>Charles Jefferys</td>
<td>Gary Schenk</td>
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<td>Adam Cady</td>
<td>Carl Jennings</td>
<td>Alvin Schuster</td>
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<tr>
<td>Ashley Cannon-Zelasko</td>
<td>Brendan Keany</td>
<td>Togzhan Seilkhanova</td>
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<td>Martin Cassteven</td>
<td>Dana Kelley</td>
<td>Jim Simion</td>
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<td>Dan Castle</td>
<td>David LaFalce</td>
<td>Joe Spino</td>
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<td>Mary Dailor-Comtois</td>
<td>Jessica LaFalce</td>
<td>Stephen Steinberg</td>
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<td>Annette DiDomizio</td>
<td>Arlene Leisang</td>
<td>Mark Storch</td>
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<td>Joseph DiDomizio</td>
<td>Mitch LeRoe</td>
<td>Patrick Suter</td>
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<td>William Ellsworth</td>
<td>Roy Lewis</td>
<td>Dane Trucsdoll</td>
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<td>John Elve</td>
<td>Jaime Maerten-Riven</td>
<td>D. Tucker</td>
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<td>Howard English</td>
<td>Dwight Mateer</td>
<td>Bob Warnily</td>
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<td>Dan English</td>
<td>Anne Meyer</td>
<td>Leigh Waterma</td>
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<td>Delia Ferguson</td>
<td>Jennifer Michniewicz</td>
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<td>Doug Funke</td>
<td>Carol O'Brien</td>
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<td>Caitlin Behm</td>
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<td>Mike Esford</td>
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<td>Darren Haag</td>
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<td>Rachel Maloney</td>
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<td>Kim Minkel</td>
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<td>Kevin Rogers</td>
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<td>Helen Tederous</td>
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<td>GBNRTC</td>
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<td>Hal Morse</td>
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<tr>
<td><strong>Project Team</strong></td>
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<tr>
<td>Christopher Dunne, Highland Planning</td>
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<td></td>
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<td>Frank Frandina, Mott McDonald</td>
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<td>Fred Frank, WSP</td>
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<td>Susan Hopkins, Highland Planning</td>
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<td>Rocky Navarro, WSP</td>
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<td>Scot Sibert, WSP</td>
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<td>Tanya Zwahlen, Highland Planning</td>
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2.1.3 Appendix B: Meeting Materials

A copy of the presentation slide deck is available at the following link:

Presentation Slide Deck

A transcript of the presentation as well as comments received by the stenographer is available at the following link:

Meeting Transcript

Figure 1 Meeting Flyer
Figure 2 Social Media Image
Figure 3 Welcome Display

**WELCOME**

Metro Rail Expansion Project Scoping Meeting

NFTA invites the public to comment on the draft scope for the preparation of an Environmental Impact Statement

**Comment during the scoping meeting:**
Record your comment with a stenographer and/or fill out a comment card

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

**Mail comments to:**
Metro Rail Expansion Project
Niagara Frontier Transportation Authority
181 Ettick Street
Buffalo, NY 14213

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Figure 4 Metro Rail History Display

**METRO RAIL HISTORY**

- **1985**
  - Metro Rail opens as a 6.4 mile light rail line from Downtown Buffalo to University Station

- **1960s**
  - NFTA proposes a 45-mile network of rapid transit rail lines, including a 14 mile line from Downtown Buffalo to Amherst

- **2010**
  - NFTA updates Strategic Assessment to identify 4 corridors for future investment Amherst ranks highest

- **2012**
  - NFTA initiates Transit Options Amherst: Buffalo Alternatives Analysis (AA) for Amherst corridor

- **2016**
  - CBNRTC initiates comprehensive Transit-Oriented Development (TOD) study to support AA

- **2017**
  - NFTA completes 3-tier screening evaluation to identify Locally Preferred Alternative (LPA) Light rail ranks highest

- **2018**
  - Locally Preferred Alternative is refined, based on stakeholder input

**Metro Rail Concepts**
**Strategic Assessment Update**
**Transit-Oriented Development Study**
**LPA Identified**
**LPA Refinement**

CBNRTC and NFTA hold stakeholder and community workshops to discuss TOD and smart growth opportunities along the proposed alignment.
Figure 5 Locally Preferred Alternative Display

**LOCALLY PREFERRED ALTERNATIVE**

The Locally Preferred Alternative (LPA):
- Reflects stakeholder feedback
- Extends 7 miles from University Station to I-990
- Includes 9 proposed stations and a storage/maintenance facility
- Serves key activity centers
- Connects UB’s three campuses
- Travels underground for 0.8 mile between University Station and Niagara Falls Boulevard
- 40-minute one seat ride from I-990 to Downtown Buffalo

Study area extends 1/4 mile around alignment and 1/2 mile around proposed stations

Figure 6 Purpose and Need Display

**PURPOSE AND NEED**

The *purpose* of the Metro Rail Expansion Project is to provide a fast, reliable, safe, and convenient transit ride in the Metro Rail Expansion corridor. This will link established and emerging activity centers along the existing Metro Rail Line in the City of Buffalo with activity centers in the towns of Amherst and Tonawanda.

The *need* of the Metro Rail Expansion Project is to:
- Provide high-quality service to key activity centers
- Service increased transit demand
- Improve service for transit-dependent populations
Figure 7 SEQUA / NEPA Process

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

<table>
<thead>
<tr>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<tr>
<td>JANUARY</td>
<td>JANUARY / FEBRUARY</td>
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<td>MARCH</td>
<td>APRIL - AUGUST</td>
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<td>SEPTEMBER</td>
<td>OCTOBER</td>
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<td>OCTOBER</td>
<td>APRIL</td>
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Establish Lead Agency

We are here

PUBLIC INVOLVEMENT

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

Figure 8 Environmental Analysis Display

ENVIRONMENTAL ANALYSIS

NFTA will evaluate potential effects of the Locally Preferred Alternative and identify mitigation measures in the following subject areas:
- Land Use and Community Character
- Socioeconomic and Environmental Justice
- Transportation
- Air Quality, Noise, Vibration
- Historic, Cultural, Recreational Resources
- Visual Resources
- General Ecology and Endangered Species
- Surface Waters and Wetlands
- Construction
**TRANSPORTATION ANALYSIS**

Determine the effects of the Proposed Action on:

- Vehicular traffic including 19 intersections within the street network
  - Model future worst-case traffic condition with and without the project
- Transit
  - Existing Metro Rail and bus routes
  - Future ridership forecasts with FTA’s STOPS model
- Station access
- Safety for people walking, taking transit, biking, and driving

Consider complete street opportunities:

- Pedestrian facilities, such as sidewalks and signalized crosswalks
- Bicycle facilities, such as a trail, bike lanes, or bike rack/shelters

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**REALIZING THE BENEFITS**

- Campus Connections
  - 22 Minutes from I-990 to University Station

- One-Seat Ride
  - No transfers while riding the line

- Job Access
  - 143,218 jobs are forecast to be accessibility by Metro Rail, adding to the 8x3,023 jobs accessible today

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

- Increased Access for Residents
  - 10x3,915 residents are forecast to live in the corridor in 2050 (86,054 live along the Metro Rail corridor today)

- Regional Investment
  - $500 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
Figure 11 Noise and Vibration Analysis

NOISE AND VIBRATION ANALYSIS

- Analysis will follow Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment, September 2018
- Identify sensitive receptors (e.g., residences, schools, places of worship, historic buildings, and parks) and monitor locations
- Collect noise measurements
- Model future conditions during construction and operation of light rail expansion
- Outreach to determine vibration-sensitive activities or equipment in buildings close to the LPA

Figure 12 Potential Construction Mitigation Measures Display

POTENTIAL CONSTRUCTION MITIGATION MEASURES

- Air and noise monitoring to protect workers and the adjacent communities
- Adhere to City/Town noise codes
- Dust control measures
- Rodent and pest control
- Communication through an on-site community liaison, project office, website and social media
- Maintain travel through the work zone – bus routes, emergency service vehicles
- Maintain pedestrian connectivity throughout the corridor
- Maintain access to properties and parking
HOW CAN YOU COMMENT DURING SCOPING?

BETWEEN TODAY AND MARCH 10, 2019

Comment tonight during the scoping meeting:
Record your comment with a stenographer and/or fill out 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 1420

Draft Scoping Document is available on the project website
www.NFTAMetroRailExpansion.com

Comments received by March 10 will be considered and summarized in the Final Scoping Document, which will also be posted to the project website.

For more information, visit
www.NFTAMetroRailExpansion.com
### Appendix C: Comments

#### Figure 14 Comments received

<table>
<thead>
<tr>
<th>Map Location</th>
<th>Comment</th>
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<tr>
<td>N/A</td>
<td>Will the trains have dedicated lanes? Will there be signal priorities for trains? Will there be traffic calming adjustments for walkable stations Elevated platforms necessary? Will future extension beyond 990 be investigated?</td>
</tr>
<tr>
<td>N/A</td>
<td>This should NOT be above ground on the Blvrd/Maple/Sweet Home Rd!!! There are major traffic concerns right now even for emergency response vehicles. This will only cause more problems!</td>
</tr>
<tr>
<td>N/A</td>
<td>I am in favor of the proposal because...UB North and the surrounding area is hostile to pedestrians because it is enclosed by a busy roadway. The shopping centers to the west are inaccessible unless by car via Maple. It is unsafe to drive and walk. Housing around UB North is scarce and accessible by shuttle only (they are infrequent). Stampede buses are unreliable and contribute immensely to congestion during rush hour. Businesses along N.F. Blvd. are scarce and inaccessible on foot until the plazas past Maple. Buffalo needs to move towards a pedestrian friendly future because UB grads are moving away. Amherst is isolating and dangerous. Stubborn residents will be dead before the project is finished. End the love affair with cars.</td>
</tr>
<tr>
<td>N/A</td>
<td>1. Area needs to learn that you need a system not a line. Sure Amherst, how about OMU-Commuter to the BNA airport, East Aurora and Niagara Falls2. Street running? Low level stations and low floor LRVs possibly with off-wire capability like Detroit’s “Q” line.3. WNY Built and abandoned an entire rail system between 1890 and 1950, in 60 years. We should have accomplished so much more the last several decades than 6 miles of light rail on Main Street.</td>
</tr>
<tr>
<td>N/A</td>
<td>Noise + vibration of rail cars causing damage (structural) to homes on NFB. Tonawanda side - just one traffic lane? What about garbage collection, deliveries, services such as construction, snow removal, landscaping for home owners - how will these services be provided to residents? Just not enough room on the Blvd without encroaching on residential property.</td>
</tr>
<tr>
<td>N/A</td>
<td>Project should attempt to ensure access to as many residents currently underserved by transit.</td>
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<td>N/A</td>
<td>I would like the underground light rail system only on Bailey Ave and Fillmore Ave. The light rail train should continue on Main St to the Eastern Hills Mall. Underground only on Bailey Ave and Fillmore Ave.</td>
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<tr>
<td>N/A</td>
<td>My husband and I are a young couple who just invested our savings into making our house a forever home. We are very concerned about what this will do to our neighborhood. Our concerns include: air quality, noise + vibration, adding complexities + congestion to already busy + crowded streets [Blvd, Maple, Sweet Home, etc.], an increase in foot traffic around high traffic areas (dangers associated), increase in homeless people/transients in our suburban neighborhood. Also, maintenance such as snow removal and upkeeping the trains over time are a concern. The downtown trains tend to be very dirty + not well maintained. We do not want this! This community was not built around this type of transit. It was built for cars. People here [Amherst, Tonawanda] will likely still prefer the freedom + convenience of continuing to drive. This is not worth it.</td>
</tr>
<tr>
<td>N/A</td>
<td>Transit [Road] Eastern Hill Mall that area are going to developing [sic] busy business center. Metro should go underground to that area as final terminal. Since Dodge Road is nothing there [sic]. Also between campus north-south [sic] students should be free.</td>
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<tr>
<td>N/A</td>
<td>Looking forward to improving access to the businesses on the boulevard. I will use it!</td>
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<td>Map Location</td>
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<td>N/A</td>
<td>I am glad to see that the environmental impact is being examined. I do hope that the project is considering the decrease in car exhaust and gasoline on the environment. I am interested in using this route for work and think that it would be a great benefit to the community. My children would also benefit from such a project as they could take it to the mall and other activities in the area. I hope that you continue to pursue this project and moving forward, though I understand it is a long process.</td>
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<tr>
<td>N/A</td>
<td>As a young professional who recently moved to Buffalo a larger Metro system will help Buffalo reurbanize. If Buffalo wants to be a second tier city on par with Pittsburg a Metro system is needed. Will help retain UB students and link them to the city. Now college students are stuck in the suburbs as many do not own cars.</td>
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<tr>
<td>N/A</td>
<td>You had 200 citizens sufficiently interested in this project to come out and you provided them next to nothing and left them entirely pissed off. I hope you checked your “box.” Now some thoughts...1. An English economist studying the new Greek rail system concluded that for the same money, they could have purchased everyone a cab ride. I am more interested in financial justification for this project. 2. Shouldn’t business interests along the path be asked to provide financial support. 3. Commuters will ride it during rush hours but who will ride it in off hours? Toronto reportedly placed the science museum at a terminus to address this draught. 4. Work closely with UB to address vibration concerns and plans to build new buildings. 5. Make sure you consult auto transportation professionals to adequately understand where we might be in 30 years - electric cars, self-driving cars, no car ownership. I could go on but...</td>
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<tr>
<td>N/A</td>
<td>More QUIET rapid transit cars. Don’t they have ones better than our old ones? More stops on Niagara Falls Blvd. Well designed. At least one more between Kenmore &amp; Sheridan &amp; one more between Sheridan &amp; Maple. Couldn’t our future meetings have much more architectural renderings of the stations of the future? How about picture examples of new rapid transit cars available? The new stations downtown are much better than they used to be.</td>
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<td>N/A</td>
<td>As a transplant to Buffalo, resident of the city, cyclist, transit user, engineer, former resident of Munich, Germany and UB alum, I would like to state my support for this project. UB brings in a huge influx of new students every year and many of them never become part of the larger Buffalo Community. Linking Amherst and UB North with the City is surely one of the best ways to ensure our region sees in-migration and growth in the future.</td>
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<td>N/A</td>
<td>Seeing as there isn’t much room for a park &amp; ride - and no big attractions at NFB and Decatur - why not put that station at Sheridan, where a major east-west thoroughfare intersects with NFB &amp; Eggert? I heard talk of putting BRT on Sheridan some day - so wouldn’t it make sense to have a transfer station / point at NFB &amp; Sheridan?</td>
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<tr>
<td>N/A</td>
<td>I would like the light rail train to continue on Bailey Ave underground only main connects to Bailey Ave light rail train on Bailey Ave and Fillmore Ave. It would make the system a lot better for people.</td>
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<td>N/A</td>
<td>Very important to do a traffic study on Sweet Home + Maple Rd. I have lived on Homecrest for 55 years and in the last few years the rush hour time traffic on Sweet Home has increased. Just this morning, there was a backup of traffic in the northbound lane from Maple to Woodcrest during the times 7:00am - 9:30am. While I realize weather is a contributing factor, these backups seem to be occurring more frequently. I actually need to drive to the signal at Emerson + Sweet Home to exit the neighborhood on a timely basis. Trying to make a left from Homecrest onto Sweet Home is difficult during certain times. Thank you!</td>
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<tr>
<td>N/A</td>
<td>I would like to have less above ground in residential neighborhoods, specifically Niagara Falls Blvd. south of Sheridan Dr. Be sure to consult with local fire departments (Eggertsville, North Bailey, Ellicott Creek, Getzville) for issues affecting design.</td>
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<td>N/A</td>
<td>We already have empty buses to these places. This benefits no one but the cronies who will divvy up the public funds, [illegible] destroy existing infrastructure and devalue property for a project no one wants or needs.</td>
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<td>Map Location</td>
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<td>N/A</td>
<td>I would like to suggest that the NFTA consider expanding the rail to the Buffalo Niagara International Airport, a feature and value that most major cities have. Thereby servicing all the people in the metro Buffalo area. The Northtown spur simply would limit it's usefulness.</td>
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<td>N/A</td>
<td>Cycling transportation should be upgraded or installed along the entire expansion. The Sweet Home bike lane is a death trap. There seems to be too few stops along Niagara Falls Blvd. Maybe put one at Eggert / Sheridan. It would be great if the expansion continued to Crosspoint but if that is not feasible, consider adding infrastructure from the last stop to Crosspoint. Maybe provide shuttle services to business parks [illegible] N. French from the last station of the expansion.</td>
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<tr>
<td>Willow Ridge Dr, Amherst NY</td>
<td>This is a suburban area. Who are you to tell us to change it. You [illegible] your urban choo choo train [illegible]. Don’t build it. We bought homes. We sent our kids to good school districts. We invested in this suburban area because it’s NOT Buffalo urban. We don’t need to have better student access [illegible] buy up single family homes for rent to students. This is my house. Stay the hell away. [arrow].</td>
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<tr>
<td>Dodge Road, Amherst, NY</td>
<td>Park &amp; ride up here off the 990 crucial</td>
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<td>Convergence of Sheridan, Eggert &amp; NFB</td>
<td>Convergence of Sheridan, Eggert &amp; NFB. More important for a station than Decatur.</td>
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<td>Proposed Kenmore/NFB underground section of alignment</td>
<td>Will this be cut &amp; cover project?</td>
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<td>Bailey Avenue</td>
<td>Continue along Bailey - 7 years (underground)</td>
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<tr>
<td>Harlem Road and Main Street</td>
<td>Main Street 15 years Eastern Hills Mall (underground only)</td>
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<tr>
<td>N/A</td>
<td>I’m Gary Ranney. I live on the boulevard. 674 Niagara Falls Boulevard at Longmeadow in the Town of Tonawanda. We don’t live in Amherst. Traffic, that’s a joke. I say this, it’s a joke. Who is going to ride this thing? Any how, this is supposed to give the students rides back and forth from campus to campus. That’s what they’re telling me. Many a day, many a day, I have sat at Burger King at Main and Bailey watching out the window, morning, noon, afternoon, evening, day by day. These big blue U.B. shuttle buses are going back and forth, hour after hour, with nobody on them. What are these kids needing this railroad for? There is nobody riding the shuttle buses now. Why do you need this rail? There is nobody riding the buses now and traffic is going to be a joke. Supposedly, that center turn lane is still going to be there. Then I’m told that the railroad is going to run next to that. Then you’re going to have the driving lane along the curb. You’re going to take all of that traffic and run it down one lane of traffic on that boulevard. When the garbage truck stops and the school buses stop, where is the traffic going to go? This leaves one driving lane. Where is all this traffic going to go? It’s 35 miles an hour. Yes, that’s a joke too. And who is going to maintain this thing? Who is going to do all the plowing and the rest of that, et cetera, et cetera, et cetera. I think it’s a joke. There is two lanes now and a center turn lane. They’re going to take one of the driving lanes to make the railroad. That leaves one traffic lane along the curb. On top of that now they’re going to go down to the corner, where Sheridan Drive and the boulevard and Eggert and Niagara Falls Boulevard and Sheridan Drive and Eggert and they’re going to make roundy-rounds down there on all those three of them corners. Yeah, I can just see the traffic going around that and you’re going to run a train down through there and have that all go around those roundy-rounds? Right, okay. You don’t know about those roundy-rounds? I just see the traffic and nobody rides the buses. They aren’t riding on the shuttle buses now. What are they going to do with this train? Like that rat hole they built in Buffalo, been on that thing. It ain’t what they said it was going to be. It was going to revitalize downtown Buffalo, going to bring all the businesses back. Yes, okay. They just put all new sewers in when they widened the boulevard. What are you going to do, tear that all out and all of the plumbing that’s underneath that street? Yeah, right. When it crosses the boulevard there is a monster, a monster cable system underneath my driveway and across the boulevard and down Longmeadow. What are you going to do with that thing? I mean, I don’t know who it belongs to but there is a monster cable system.</td>
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<td>Map Location</td>
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</tr>
<tr>
<td>N/A</td>
<td>I’m Stephen Steinberg. I’m opposed to the light rail. I think it’s going to change the character of our district. The first thing I’m concerned about is that we have an urban thing coming out to the suburbs. We didn’t buy our homes in the suburbs to invest in this community, to invest in this school district to make it more urban. You can take your urban choo choo and pull the plug on it as far as I’m concerned. The second thing I’m concerned about is the access of students into the neighborhood from outside the Amherst area. We have a problem with absentee landlords buying big single family homes and renting to students. If we see one more of those coming out of here I’m coming after Nadine and let her know that we have a problem and it’s spreading. The main thing is we have a real problem and making more access for U.B.’s benefit is going to create a social problem in our neighborhood where we’re paying to invest in the neighborhood. We don’t need U.B. to tell us what to do. We don’t need the NFTA telling us what to do. We decided what to do by buying our homes in a suburban area. I think that’s about enough. Thank you. I appreciate it.</td>
</tr>
<tr>
<td>N/A</td>
<td>My name is David Kowal. K-o-w-a-l. If you reduce the number of lanes on Niagara Falls Boulevard and you push traffic onto north Bailey, which is also too crowded, are you studying the traffic on north Bailey as part of the scope of this project and if not, why not? That’s it, I’m done.</td>
</tr>
</tbody>
</table>
Your feedback is important!

Use this comment card to provide input on what environmental impacts from the proposed Metro Rail Expansion should be addressed.

Please feel free to fill out the card here and leave it with us or mail it in by March 10, 2019.
Scoping
At this point in the project, we want to identify potential environmental impacts to address. These include effects on visual resources, socio-economic conditions, noise, air quality, traffic, and other areas. What potential impacts do you want addressed?

I would like the Underground Light Rail System only on Bailey Ave and Fillmore Ave. The Light Rail Train should continue on Main St to the Eastern Hills Mall. Underground only on Bailey Ave and Fillmore Ave.

We want to hear from you
Please use the space on the left to respond to the prompt and provide your thoughts. Then leave us your contact information below.

Have more to say? Email us at railx@nfta.com or visit our website for more information:
NFTA-MetroRailExpansion.com
Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socio-economic conditions, noise, air quality, traffic and other areas. What potential impacts do you want addressed?

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Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socio-economic conditions, noise, air quality, traffic and other areas.
What potential impacts do you want addressed?

1. Area needs to learn that you need a system, not a line.
   Sure, Amherst, how about ORMC Commuter to the ORMC airport, East Aurora and Niagara Falls.

2. Street crossing? How local stations and how Shaker CRVs possibly with 24-hour capability like Detroit’s “Q” line.
   Why build and abandon an existing rail system between 1890 and 2030 for 60 years.
   We should have accomplished so much more the last several decades than 6 miles of light rail on main street.

I am in favor of the proposal because...

Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socio-economic conditions, noise, air quality, traffic and other areas.
What potential impacts do you want addressed?

1. UB North and the surrounding area is hostile to pedestrians because it is enlivened by a busy roadway. The shopping center to the south is an inconvenience, not by car, via wagon. It is unsafe to drive and walk. Housing around UB North is scarce and accessible by shuttle only (they are infrequent). Shoppers have no sidewalks and contribute to congestion during Rush hour. Businesses along NFT Blvd are scarce and interspersed as fast until the plazas past Maple Rd. I need to move toward a pedestrian friendly future because UB goods are moving away. chủest it is isolating and dangerous.
   Shattuck residents will be dead before the project is finished.

End the love affair with cars.
Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socioeconomic conditions, noise, air quality, traffic and other areas.
What potential impacts do you want addressed?

Transit deficient Hill mall that area are going to develop into busy business center. A Metro should go underground to that area as final terminal since Dredge Road is nothing there.
also between campus north/south students should be free.

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Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socioeconomic conditions, noise, air quality, traffic and other areas.
What potential impacts do you want addressed?

More quiet rapid transit cars, better than Q&Q old cars?
More stops on Niagara Falls Blvd.
Well designed, at least one more between Kenmore & Sheridan & one more between Sheridan & Maple.
Couldn’t our future meetings have much more graphic architectural renderings of the stations of the future? How about picture examples of new rapid transit cars available? The new stations downtown are much better than they used to be.

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Metro Rail Expansion Project DEIS

Metro Rail Expansion Meeting Summary

Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socio-economic conditions, noise, air quality, traffic and other areas. What potential impacts do you want addressed?

You had 200 citizens sufficiently interested in this project to come out and you provided them next to nothing and left them entirely pissed off. I hope you checked your box.

Now some thoughts...

1. An English economist studying the new green rail system concluded that for the same money, they could have purchased everyone a cab ride. I am more interested in the financial justification for this project: should business interests align the path be asked to provide financial support? will riders be asked to support financially? Will riders ride it during rush hour, how long will riders ride during hours? Toronto reportedly placed the average hours at a turnaround to address this drought.

2. Work closely with us to address vibration concerns and plan to build new buildings.

3. Make sure you consult auto transportation professionals to adequately understand where we need to be in 20 years. The only constraints on our buildings.

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NFTAMetroRailExpansion.com
Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socio-economic conditions, noise, air quality, traffic and other areas. What potential impacts do you want addressed?

Looking forward to improving access to the businesses on the boulevard. I will use it!

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Scoping
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Mary Brown: I am a young couple who just invested our savings into making our house a forever home. We are very concerned about what this will do to our neighborhood. Our concerns include:
- Noise: We are already bothered by loud noise from trains and the high traffic on Highwood Road. We would like to see reduced noise levels.
- Traffic: We are concerned about increased traffic on Highwood Road. We would like to see a reduction in traffic.
- Aesthetics: We are concerned about the impact on the visual quality of our neighborhood. We would like to see improvements to the aesthetics of the area.

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Scoping
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This could not be above ground.

on the hard people Sweet Home Rd!!
there are major traffic issues Right Now Easy
for Emergency Response Vehicles! This will only make more problems!
Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socio-economic conditions, noise, air quality, traffic and other areas. What potential impacts do you want addressed?

As a resident of Buffalo, a parent of a UB student, a transit user, and a resident of Amherst, I would like to hear my support for this project. UB brings in a huge influx of new students every year and many of them never become part of the larger Buffalo community. A Rail Linking Amherst and UB would bring the city closer. One of the best ways to ensure our region sees transportation and growth in the future.

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Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socioeconomic conditions, noise, air quality, traffic and other areas. What potential impacts do you want addressed?

I would like the Light Rail Train to continue on Bailey Ave underground only. Main connects to Bailey Ave. Light Rail Train on Bailey Ave and Fillmore Ave. It would make the system a lot better for people.

We want to hear from you
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Scoping
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Very important to do a traffic study on Sweet Home & Maple Rd. I have lived in Homecrest for 35 years and in the last few years the rush hour traffic on Sweet Home has increased. Just this morning, there was a backup of traffic in the northwest lane from Maple to Homecrest during the times 7:00 AM - 9:30 AM. While I realize weather is a contributing factor, these backups seem to be occurring more frequently. I actually need to drive to the gym at Emerson & Sweet Home to exit the neighborhood on a timely basis. Trying to make a left from Homecrest onto Sweet Home is difficult during peak times.

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Thank you!
Scoping
At this point in the project, we want to identify potential environmental impacts to address including effects on visual resources, socioeconomic conditions, noise, air quality, traffic and other areas. What potential impacts do you want addressed?

We already have empty buses to these places. This happens no one but the crews with own carry up the public funds.

We already have existing infrastructure and previously expend for a project we are waiting on funds.

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Appendix D: Event Photographs