Metro Rail Expansion Project
Public Hearings
February 25, 2020 and
February 26, 2020
Alignment would begin at the existing Metro Rail terminus at University Station and travel along Kenmore Avenue, Niagara Falls Boulevard, Maple Road, and Sweet Home Road, through the UB North Campus to Audubon Parkway and I-990

- Ten stations
- Two park & ride facilities
- Overnight storage and light maintenance facility
The **purpose** of the Proposed Action is to provide a fast, reliable, safe, and convenient transit ride in the Metro Rail Expansion corridor, linking established and emerging activity centers along the existing Metro Rail line in Buffalo with existing and emerging activity centers in Amherst and Tonawanda.

The **need** for improved transit service has three main components:

- Serve increased demand
- Provide high-quality service to key activity centers
- Improve service for transit-dependent population
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

EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) to allow future federal funding
Public Engagement

- 3 public meetings
- 5 Technical Advisory Committee meetings
- 11 pop-ups and community events
- 2 neighborhood meetings
- 4 stakeholder coordination meetings
- Project website with over 23,000 pageviews
- Station and Employer/Employee surveys
- Over 700 attendees participated in the various outreach meetings
- Over 700 comments received since kickoff meeting
Positive Impacts

- Land Use and Community Character
- Socioeconomic
- Air Quality
- Environmental Justice
Neutral or No Impact with Mitigation

- Visual Resources
- Natural Resources
- Water Resources
- Construction
Requires Mitigation

- Transportation
- Property Acquisitions
- Noise
- Vibration
Multi-Modal Enhancements

Niagara Falls Boulevard North of Ford Avenue

Maple Road at Maple Station
Transportation

Niagara Falls Blvd at Longmeadow Road

- Added dedicated right turn lane
- Reduced delay at intersection
- Reduced queuing of vehicles at intersection
Transportation

Niagara Falls Blvd at Maple Road

- Shifted alignment through the corner of Boulevard Mall to avoid interacting with the intersection
- Improved level of service
- Reduced delay at intersection
- Reduced queuing of vehicles at intersection
Transportation

Maple Road at Sweet Home Road

- Shifted alignment to operate as a grade separated intersection
- Improved level of service
- Reduced construction impacts
- Reduced maintenance for Metro Rail operations
## Potential Property Acquisitions

<table>
<thead>
<tr>
<th>Type</th>
<th>Potential Number of Parcels</th>
<th>Potential Acquisition</th>
<th>Property Use</th>
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</thead>
<tbody>
<tr>
<td>Full</td>
<td>15</td>
<td>275,875 square feet (6.3 acres)</td>
<td>2 Residential, 10 Commercial, 1 Transportation/utility, 2 Vacant</td>
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<td></td>
<td>Parcels may be partial acquisitions based on further design and parking/zoning requirements</td>
<td></td>
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<tr>
<td>Partial</td>
<td>148</td>
<td>443,398 square feet (10.2 acres)</td>
<td>69 Residential, 68 Commercial, 3 Mixed-Use, 2 Institutional, 2 Transportation/utility, 4 Vacant</td>
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<td>Average potential partial acquisition is between 2 and 5 feet of frontage property</td>
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</table>
Corridor wide mitigation measures:
- Purchase new Metro Rail Vehicles
- Install Vehicle Skirts

Audubon area additional mitigation measures:
- Reduce operating speeds to 30mph
- Install gate and gate flashing signals (safety mechanism)
- Eliminate bells/whistles at at-grade crossings
- Install vegetation along Audubon Parkway
Current Audubon Pkwy = 53dBA
Proposed Audubon Pkwy = 58dBA
Current Niagara Falls Blvd = 70dBA
Proposed Niagara Falls Blvd = 71dBA
Vibration

- Conducted NEPA vibration analysis on the Proposed Action
- Identified corridor wide mitigation measures:
  - Purchase new Metro Rail Vehicles
  - Resilient track ties and fasteners
  - Enhanced Maintenance Plan
- Further analysis will be conducted during Phase 2
SEQRA Project Schedule

- Compile all public comments and develop responses that will be included in the Final Environmental Impact Statement

Through March 24, 2020

- Address any comments/revisions from the Draft Environmental Impact Statement to develop the Final Environmental Impact Statement

Final Environmental Impact Statement

- Release Final Environmental Impact Statement and makes Statement of Findings (SOF)

Statement of Findings (SOF)

Summer 2020
Next Steps
Phase 2 – Design and Project Development

- Project justification criteria
- Financial plan
  - 30% non-New Starts funding committed
- Approximately 30% design
  - Lock-in New Starts funding request
- Project management plans and sub-plans
How You Can Comment

Metro will consider all comments received on or by March 24, 2020

Responses to substantive comments will be included in the Final Environmental Impact Statement, which will be posted on the project website (https://www.nftametrorailexpansion.com)