



### **Project Public Workshops – Comment Summaries**

**Wednesday, November 20, 2013 –University of Buffalo, Allen Hall, 3435 Main St., Buffalo NY  
5:00 PM – 8:30 PM**

#### *Buffalo Meeting Comment Forms/Sheets Summaries*

- Where are bicycle and pedestrian facilities included? Increase bike connectivity and more sidewalks (4)
- Please put protected bike lanes on Main Street
- Like LRT option to connect UB south and north (5)
- Like BRT system along Niagara Falls Blvd.
- Endorses more LRT (12)
- Add LRT to the Airport (4)
- Add LRT to Niagara Falls through Tonawanda(2)
- Prefer BRT (2)
- Enhance bus service for University Station along Main St to Williamsville
- Should consider vanpool service from university station to suburbs
- Re-activate “Beltline” (3) – tie to Harbor main line and eventually to Central Terminal to Military – tie to Amherst Station with underground transfer
- Consider a streetcar from Buffalo State to Canisius via Grant-Delavan
- NFTA should pressure NYSDOT to restore Humboldt Parkway through Delaware Park
- Would like LRT to UB North then enhanced bus or BRT to Crosspointe with better service to Lockport
- Short term solution would be to get UB to use NFTA for campus to campus; allow paying riders to hop on at park N ride locations near UB North UB retire its private bus fleet) (2)
- Why don't we coordinate with AMTRAK for a shuttle
- Priorities should serve large population pockets

- Priorities should be connecting major employment and education centers (Crosspoint, UB North, Larking, Downtown)
- Do not extend to Crosspoint – wasteful
- Need Theater District station
- Create designated bus lanes
- Need multi-modal exchanges at train stations and airport
- Re-use existing rights-of-way (2)
- Improve bus service that connects to Metro Rail (2)
- Need more frequent service on existing bus routes (2)
- Mode change (from Metro to another type) would be a big detriment
- Put a big transit hub in Amherst
- BRT or LRT should use existing commercial corridors like Niagara Falls Blvd.
- Should be able to add \$ to Metro Rail cards – not have to pay per day
- Need bus shelters for harsh weather
- Redevelop University Station as a multi-modal hub
- Please include east and west side connections in plans – this would serve less affluent neighborhoods; low income residents depend on transit to get to jobs, education, and amenities (8)
- Transit system needs to be seamless; reliable- be a high quality experience; it is not consistently that way now
- Electrified rail could take advantage of nearby hydro-power
- It does not make sense to spend money on a BRT system that will not fully do the job and inevitable be affected by the weather
- Rail is not currently safe as it could be – personal safety using the system
- Need late night service

Non-travel related:

- Thank you for putting this initiative forward! (2)
- Transit improvements are a regional priority and global imperative – Go big or Go home
- Creating an interconnected ‘knowledge corridor’ along Main and Millersport with public transit would be a regional game-changer and will induce demand necessary for future expansion
- I do not see any improvements here for people with disabilities
- Signage needs to be in more than one language
- Easel pad conflicting sentiments: do not see a need for LRT – expensive; roads are expensive to maintain and more costly in the long run; damages neighborhoods; connects neighborhoods

- Much more community engagement needs to happen
- NFTA should work better with UB
- Expand the study area – 37% of Buffalo do not own a car; why is the majority of the area in car-dependent Amherst
- UB Art Department volunteers to help spread the word (Alicia Marvan)
- Transit, Smart growth and TOD (non-auto-dependent) would be “awesome” for Buffalo’s rebirth
- Support improved transit (3)
- Purpose and Need lacks mention of environmental benefits
- Important to craft a service that does not promote sprawl
- Has NFTA thought of other ways to encourage people to use transit besides adding alternative ways to take transit) – such as free passes for Metro Rail and bus for the trip attraction centers?
- Important to work with local municipalities
- Are under-represented populations being asked what they think/would like? The demographics of people at this meeting does not resemble the demographics of those who need to ride the bus every day; regular riders deserve a say (3)
- NFTA fares are prohibitive now because the fare does not include transfers
- Underground service would have problems with bedrock drilling – cracked foundations nearby – and drainage
- Need Wi-Fi on transit
- For airport service – hire drivers who used to work for Stampede
- Greyfields could be redeveloped with TOD approach

**NOTE:** Map notes provided by attendees in separate pdf file

**Buffalo Meeting -Where Do You Live/Work/Go Boards Summary**

**Buffalo Meeting Board – Dot Locations**

<b>Location</b>	<b>Live</b>	<b>Work</b>	<b>Destinations</b>
Route 102/Maple Rd. north to the northern study limits	3	12	27
Between Wehrle Drive. and Route 102	16	14	20
Williamsville	1	0	7
Between Wehrle Drive and the southern study limits	21	29	47
Outside study area – west	11	3	14
Outside study area east	6	5	18
<b>Total</b>	<b>58</b>	<b>63</b>	<b>133</b>

Buffalo Where Do You Live/Work/Go Dot Board

