



**TRANSIT OPTIONS AMHERST-BUFFALO – PUBLIC OPEN HOUSE  
ALLEN HALL, UB SOUTH CAMPUS, 3435 MAIN STREET, BUFFALO, NY  
TUESDAY, SEPTEMBER 30, 2014  
Summary of Outcomes**

Meeting Findings/Responses from Attendees:

General:

- A large number of folks had attended the first workshop – were return visitors; a good sign of reaching folks well
- The turnout (82 people) was a solid one for a planning study. This compares with about the same number as the first workshop with about 30 people in Amherst and about 60 in Buffalo
- The biggest turn-out was between 4 and 6 PM; may not need as lengthy a session next time or could split it into two sessions with an hour downtime in between.
- Attendees included:
  - 4 from ECO – community organization
  - 2 from Tonawanda and 1 from Williamsville
  - 8 clearly from Amherst – including town officials
  - 25 from UB, either students or staff
- Overall the boards were well received; that said, folks did not seem to spend as much time at the informational boards (such as “What is BRT?”) and spent the most time on the findings of the Tier 1 analysis.
- The “Transit Routes” interactive board was too difficult to read, even at its large size; once folks oriented to the downtown, they had an easier time using it. It was also confusing in that, if someone used several routes or one of the longer routes, they did not understand where to put the dots.
- The use of the table in the middle of the room worked well; many folks took advantage of it.

Comments/Responses:

- Public had a positive impression of the project

- Need to redefine LRT closely associated with Metro Rail; most people did not know the Metro Rail is a light rail transit (LRT)
- Keep the two modes (BRT and LRT) clearly defined for education purposes
- Public seemed satisfied with the process for getting to the shorter list of alternatives
- There was a mix of pro-BRT or pro-LRT feedback; Grover Cleveland or Bailey residents were against LRT with potential negative impact to their homes while a preference for LRT was heard from UB and many of general public
- Students noted they would like to use transit for access to commercial destinations; international students are 17% of enrollment and did not have good access to this study and information about it
- Many people understand the land use connection – endorsed putting transit to serve high activity destinations and concentrating development in walkable nodes; had a locational preference for alignments along higher density corridors on Niagara Falls Blvd. vs. Millersport.
- At the interactive maps soliciting input on new transit stops, there was a lot of interest in BRT; and a suggestion to label stations as to whether BRT, LRT, etc.
- The positive response to BRT service included highest interest in overlaying BRT on existing services
  - Many attendees noted they are concerned about connections among modes or connections from BRT or LRT to the local bus system; it will be important to show how the proposed alternative creates a wide network of connections as well as the primary north-south transit enhancements
  - Someone questioned why we were considering adding to transit service if the main purpose was to connect the UB campuses; we explained that this was not the driving purpose for the study
  - One person suggested that spending all this money in the Buffalo to Amherst core was short-sighted; the focus should be on regional connectivity and building those networks

#### Recommended future outreach actions:

- There were requests for a black and white copy of the boards as a handout for attendees to take home; one visually impaired attendee said the boards were not accessible to him
- A presentation would be helpful to get an idea of what the boards are saying
- Suggestion was made to use the buses to advertise the meeting and use student accounts as well
- Attending municipal officials noted that NFTA should work with Town Planners to continue momentum of a positive study effort
- A need was noted to update the website to add the boards

- There were several questions about the timeline; there is a need to develop a clear timeline tying alternatives to how long they will take to implement.

Responses from Comment Cards – Summary; THEMES in feedback:

- LRT would be too costly
- Use of Grover Cleveland not desirable
- One-seat ride between downtown and UB should be possible
- BRT or enhanced or preferential bus seems much more viable
- Concern about interface with UB Transit
- Connectivity east and west will be important

Summary of individual comments:

- Prefer LRT, if it is chosen, to be underground
- Very supportive of LRT or BRT
- University students should have affordable transit passes, so they will be encouraged to use the system
- Need to connect students more to downtown Buffalo and core of Amherst – they could infuse the area economically, in terms of diversity, and culturally
- One attendee was visually impaired and found the boards difficult to read – would like to see black and white or large print copies available (felt the meeting was not ADA compliant)
- Noted how important connectivity among modes will be for the system to be effective
- Would like routes from Tonawanda and the campuses
- Would like connections among campuses with the least number of transfers
- Would like a connection from lower Bailey Avenue to outer areas of Buffalo
- PDF format on the website is hard to read and cannot be viewed in larger format
- Consider Bailey Avenue subway
- How about BRT from Niagara Falls Blvd to Niagara Falls airport
- Extension of LRT would be too expensive and disruptive
- Use of Bailey Ave. and Grover Cleveland needs to respect existing neighborhood and maintain a quiet, peaceful, clean environment
- East west connections need to be considered including to the airport
- Connections among the 3 campuses is crucial
- Connections to the mall would be very advantageous
- Service beyond/north of UB north is not warranted; extend LRT to north campus for one consistent mode to/from downtown
- A one-seat ride on rail is preferred
- Suggest 2 stations between UB south and UB north; Boulevard Mall and Northtown Plaza
- Neighbors on Grover Cleveland do not currently like the bus stops and UB busses; do not like students locking their bikes to signs there
- For Preferential Bus – connect Niagara Falls Blvd via Maple to Millersport
- For LRT prefer Niagara Falls Blvd with Bailey Ave second preference
- Eliminate redundancy in UB transit system; consider carbon footprint of redundant buses

- Do not send transit/LRT to Cross Pointe– this rewards sprawl
- Prefer least costly one-seat LRT ride
- Do not want any changes along Grover Cleveland
- What about parking lots along the routes?
- Concern about station and stop maintenance – working escalators and such
- Will Amherst contribute to the cost of building the system?
- BRT along Niagara Falls Blvd makes the most sense

Where do you Live/Work Interactive Board Summary:

Location	Live	Work
Route 102/Maple Road north to the northern study limits	10	12
Between Wehrle Drive and Route 102	12	3
Williamsville	0	6
Between Wehrle Drive and southern study limits	20	30
Outside study area west	10	1
Outside study area east	0	1
Outside study area south	2	2
<b>Total</b>	<b>54</b>	<b>55</b>

**Where do you live?**



**• Where do you work?**