

EASTSIDE – AIRPORT METRO RAIL EXTENSION



With proposed stations; not to scale

LEGEND

P Park & Ride for reducing congestion

19,4 Connecting bus routes

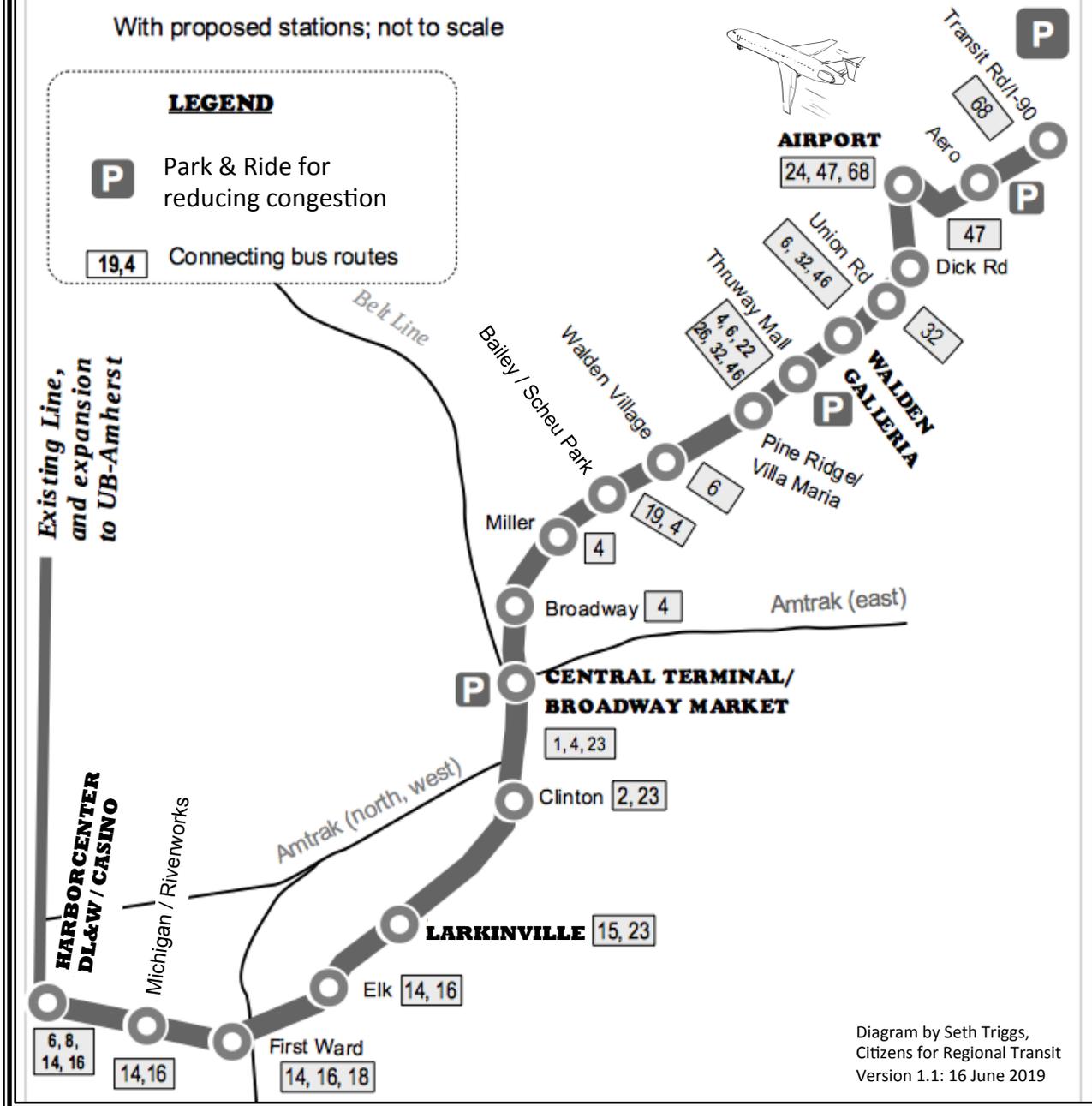


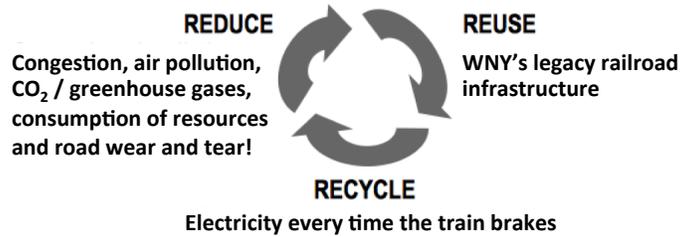
Diagram by Seth Triggs,
Citizens for Regional Transit
Version 1.1: 16 June 2019

Estimated Construction Costs*

	Canalside to Larkinville	Larkinville to Central Terminal	Central Terminal to Galleria	Galleria to Airport	Airport to Transit Road	TOTAL
Distance (miles)	2	2	5	2	2	13
Segment Cost	\$100M	\$100M	\$250M	\$100M	\$220M	
Cumulative Cost	\$100M	\$200M	\$450M	\$550M	\$770M	\$770M

* Transit Technologies Worksheet. Reconnecting America. 2009.
(Light rail construction costs range from \$20M per mile to \$60M per mile (\$50M/Mile used here))

THE EASTSIDE – AIRPORT METRO RAIL EXTENSION



Why is Eastside - Airport a priority?

- Provides a **fast, one-seat ride** between downtown Buffalo and the Buffalo Niagara International Airport, aboveground on disused railway we already own.
- Links WNY's **highest demand destinations** (per One Region Forward public outreach¹) including Larkinville, Central Terminal, Walden Galleria, and the airport.
- **Extends from the southern end of the existing Main Street line**, connecting all the new destinations above with Canalside, sports venues, Central Business District, Buffalo Niagara Medical Campus, Theater District (including Chippewa Street), Canisius College, and all UB campuses.
- **Highest development potential** corridor per NFTA 2010 study²; builds on \$726 million in Eastside investments³
- Efficiently **serves visitors, city and suburban commuters, cyclists, and those without cars** – a valuable green amenity for everyone. Also satisfies tourism and convention business demands.
- **Provides intermodal connectivity** between the airport and Amtrak (Exchange Street Station) with potential to connect to a future Amtrak / transportation hub at Central Terminal.
- **Park-&-Rides** collect commuters from Clarence, Cheektowaga, Depew, Lancaster, and others arriving by the I-90, relieving parking pressures downtown and on city neighborhood streets.

Why Rail and not just more buses?

- Runs on clean, renewable hydroelectricity from Niagara Falls. Brakes recover electricity, “recycling” power to propel trains.
- Builds on Buffalo’s existing light rail investment (now valued at \$2 billion) while adaptively re-using our legacy railroad assets for 21st century needs.
- Offers shortest travel time between destinations, carrying more people with less energy and emissions than any other mode.

**Each train (4-cars)
carries 560 people**⁴

Capacity of 8 buses⁵



Can replace anywhere from 140 to 560 cars every 10 minutes (270 shown here)



¹ One Region Forward Final Plan. 2015. http://bap-home.net/solarize/wp-content/uploads/sites/28/2017/05/1RF_A-New-Way-To-Plan-For-Buffalo-Niagara_FinalPlan_reduced.pdf

² NFTA Erie County Transit Service Restructuring and Fare Study – Strategic Assessment. August, 2010.

³ Article, Business First, Fall 2018 Build WNY magazine)

⁴ RAILFAN GUIDES of the U.S.⁷> Todd's Railfan Guide to the Buffalo, NY NFTA Light Rail System (<http://www.railfanguides.us/ny/buffalo/lightrail/index.htm>)

⁵ Transit capacity and Quality of Service manual, 3rd Edition, 2013.