Eastside Development and Transit Access

CRT Quarterly Public Meeting
October 17, 2019

By Douglas Funke
President, Citizens for Regional Transit
Topics

• **Background**
• Regional Responses Nationwide
• Our Metro Rail Build Out Proposal
• Economic Benefits
• Local Demand for Transit Investments
What We Had and Lost

Shelton Square, Main Street, Buffalo, NY ~ 1932

1939 Streetcar network
But We Had a Different Dream in the 1950s and 1960s
That Dream Has Become a Nightmare

Greenland Glacier Melt, 2016

Muir Glacier, Alaska, NASA Climate 365

Hurricane Sandy
The Transportation Sector Is Key for Meeting State and County Commitments for Meeting Paris Climate Accord Goals

Figure 3. 2005 and 2014 Community GHG Emissions by Sector

2020 goals (17% reduction)

2025 goals (26-28% reduction)

5% additional reduction needed by 2020

16% additional reduction needed by 2025

= 2 MTCO₂
Buffalo’s Waterfront (Zoomed-Out): without transit, a congestion and parking magnet

Key
- HarborPlace (with parking)
- Parking ramp
- Surface parking

Courtesy of Mark Paradowski from the Preservation-Ready Sites
The Math Is Simple

What does it take to move 560 people?

1 train (Four cars)

8 buses

Anywhere from 140 to 560 cars* (270 shown here)

Every 10 minutes!
In each direction of service!

Adapted from: Transport Sydney Trains (http://www.sydneytrains.info/about/environment/)
The Math Is Simple

What does it take to move 560 people?

1 train (Four cars)

8 buses

Anywhere from 140 to 560 cars* (270 shown here)

Each bus carries 70 people (100 for articulated buses)

Adapted from: Transport Sydney Trains (http://www.sydneytrains.info/about/environment/)
The Math Is Simple

So with 10 minute headways:
- **Light rail** carries 3,360 people / hour
- **Buses (40-foot)** carry 420 people / hour
- **Articulated bus (60-foot)** carries 600 people / hour

As a comparison:
- **Niagara Falls Blvd** carries 1,370 people / hour (daytime, each direction, 90% SOVs)**
- **Kensington Exp.** carries 1,946 people / hour (each direction, assume 90% SOVs)**

Anything from 140 to 560 cars* (270 shown here)

Adapted from: Transport Sydney Trains ([http://www.sydneytrains.info/about/environment/](http://www.sydneytrains.info/about/environment/))


Successful Cities of the Future Will Be Well Served By Public Transit!

Millennials Not As Car-Focused

- 81% of Millennials and 77% of Baby Boomers prefer walkable, active communities
- 25% of people prefer housing near transit
- The young adult population (ages 20-34) in Buffalo-Niagara increased by 8.3% between 2010 and 2015 and will drive the demand for TOD

Goldmark, Alex. “Study Confirms Fewer Young People Getting Driver’s Licenses”. TransportationNation. 20 July 2012.

Businesses Looking for Cities that Are Well Connected by Transit!

Amazon gets 238 proposals for its second headquarters

Amazon HQ2 Core Preference:

“Access to mass transit – direct access to rail, train, subway/metro, bus routes”
Topics

• Background
• **Regional Responses Nationwide**
• Our Proposed Metro Rail Build Out
• Economic Benefits
• Local Demand for Transit Investments
What Cities Are Doing to Bring Transit Back...

Cleveland, OH

Minneapolis St. Paul. MN

San Diego, CA

Detroit!

Tempe, AZ

Salt Lake City, UT

And... Atlanta, Baltimore, Charlotte, Cincinnati, Dallas/Ft. Worth, Denver, Galveston, Houston, Kansas City, Kenosha, Little Rock, Los Angeles, Memphis, Miami, Milwaukee, Newark, New Orleans, Oklahoma City, Oakland, Philadelphia, Phoenix, Portland, Sacramento, Seattle, San Francisco, Tacoma, Tampa, Tucson, Honolulu, Washington DC, ...
# US Cities Are Building and Expanding Their Metro Rail Systems

## Rail to the Airport
- Atlanta, GA
- Baltimore-Washington, MD
- Boston, MA
- Chicago, IL (O’Hare)
- Cleveland, OH
- Dallas/Ft. Worth, TX
- Denver, CO
- Miami, FL
- Minneapolis-St. Paul, MN
- Newark, NJ
- New York City, NY (Kennedy)
- Oakland, CA
- Philadelphia, PA
- Phoenix, AZ
- Portland, OR
- Salt Lake City, UT
- San Francisco, CA
- Seattle-Tacoma, WA
- St. Louis, MO
- Washington, DC (Reagan)
- Washington, DC (Dulles) (in construction)

## Trolleys
- Arlington, VA (in const.)
- Astoria, OR
- Atlanta, GA (in const.)
- Charlotte, NC (in Const.)
- Cincinnati, OH
- Dallas, TX (in const.)
- Detroit, MI (funded)
- Galveston, TX
- Kansas City (planned)
- Kenosha, WI
- Little Rock, AK
- Lowell, MA
- Los Angeles (planned)
- Memphis, TN
- Milwaukee (planned)
- Minneapolis (planned)
- New Orleans, LA
- Oklahoma City (funded)
- Philadelphia, PA
- Portland, OR
- Sacramento (planned)
- Salt Lake City (in const.)
- San Francisco, CA
- San Diego, CA
- San Pedro, CA
- Savannah, GA
- Seattle, WA
- Tacoma, WA
- Tempe, AZ (planned)
- Tampa, FL
- Tucson, AZ (in const.)
- Washington, DC (in const.)


**Source 3:** SLCgov.com (Salt Lake City Council)


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Some Examples: Tempe, AZ

- Positively transformed neighborhoods
- Provided $4B boost to the economy
- Trolley circulator under consideration based on LRT success

“I’m a Republican, and I didn’t vote for Proposition 400. The light rail was a very expensive form of transportation. But the fact that it cleared up a blighted area and brought immense economic development is something that made me very interested... The light rail exceeded what it set out to do. There is value in these systems beyond just transporting people.”

- Onnie Shekerjan, Tempe Councilwoman and Committee on Technology Chairperson

Some Examples: Cleveland, OH

• Cleveland
  – Euclid Corridor Transportation BRT
    • $220M BRT investment
    • 6.8 miles dedicated ROW
    • Transformed communities along the route (attracted $5.8B investment)

Topics

• Background
• Regional Responses Nationwide
• **Our Proposed Metro Rail Build Out**
• Economic Benefits
• Local Demand for Transit Investments
## The Amherst Extension Needs to Be Part of a Comprehensive Plan

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<thead>
<tr>
<th>Task</th>
<th>V-ROM Cost ($M)</th>
<th>Funding Organization</th>
<th>Funding Status</th>
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<td>13 Construction (includes stations, controls, vehicles, and soft costs)(4,6,7,11,12)</td>
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<td>Southtowns (Hamburg: 13 miles; Orchard Park: 12 miles)</td>
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</tbody>
</table>
The Vision Is for a Connected Region!
Eventually Including Connections with Toronto

Contiguous Urbanized Area
CRT
Proposed
Airport
Route
Why is Eastside a Priority?

- Provides **fast, one-seat ride** between BNIA and downtown on aboveground disused railway
- Links **highest demand destinations** per 1 Region Forward
- **Highest development potential** per NFTA 2010 study
- Serves visitors, city and suburban commuters, cyclists and those without cars.
- Provides **intermodal connectivity** (air, Amtrak, transit)
- **Park-&-Rides** collect further out commuters
Why Rail and not Just More Buses?

• Runs on clean, renewable hydroelectricity
• Builds on Buffalo’s existing light rail investment
• Leverages existing railway assets
• Offers shortest time between destinations carrying more people with less energy
• Attracts choice riders to reduce congestion and pollution
## Airport Metro Rail Extension
### Construction Cost and Benefits

<table>
<thead>
<tr>
<th>Distance (miles)</th>
<th>Canalside to Larkinville</th>
<th>Larkinville to Central Terminal</th>
<th>Central Terminal to Galleria</th>
<th>Galleria to Airport</th>
<th>Airport to Transit Road</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment Cost</td>
<td>$150M</td>
<td>$150M</td>
<td>$375M</td>
<td>$150M</td>
<td>$150M</td>
<td>$75M</td>
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<tr>
<td>Cumulative Cost</td>
<td>$150M</td>
<td>$300M</td>
<td>$675M</td>
<td>$825M</td>
<td>$975M</td>
<td>$975M</td>
</tr>
</tbody>
</table>

* Light rail construction costs are from selected comparable systems, which range from $64M to $94M per mile. $75M/mile used here.
An Opportunity for Grand Connections
Topics

• Background
• Other Regional Responses
• Our Proposed Metro Rail Build Out
• Economic Benefits
• Local Demand for Transit Investments
Property Near Transit Has Higher Appreciation (2012-2016)

Will These Growth Expectations Hold in Buffalo?

Amherst Metro Rail Extension Expectations:

- **Population growth**: 5.8% (vs. 1.3% for the region)
- **Employment growth**: 13.3% (vs. 12.5% for the region)
- **Commercial and residential growth**: 8.4 million square feet space throughout the corridor
- **Assessed valuation growth**: $1.7 billion.
- **Adaptive reuse growth**: $310 million increased assessed valuation.
- **Property tax revenue increase**: $61 million (32% increase for Amherst vs. no extension)
- **Better access to jobs**: (9,950 existing jobs connected)

Recommended for Study by 2010 NFTA Strategic Analysis

“... at least three NFTA pairs (five corridors) scored well in all categories and are good candidates for further study for major transit investment.”

- Amherst via either Boulevard or Millersport
- Airport via combination of abandoned right-of-way and /or Broadway
- Delaware or Elmwood (due to proximity)

<table>
<thead>
<tr>
<th>Corridors</th>
<th>Market Intensity (per line mile)</th>
<th>Development Potential</th>
<th>Travel Patterns</th>
<th>Ridership (per line mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amherst-Boulevard (Alt A)</td>
<td>7.573</td>
<td>Moderate</td>
<td>Primary Pattern</td>
<td>2,156</td>
</tr>
<tr>
<td>Amherst-Millersport (Alt B)</td>
<td>6.147</td>
<td>Moderate</td>
<td>Primary Pattern</td>
<td>2,450</td>
</tr>
<tr>
<td>Airport (study jointly with Broadway)</td>
<td>8.165</td>
<td>High</td>
<td>Primary Pattern</td>
<td>997</td>
</tr>
<tr>
<td>Broadway (study jointly with Airport)</td>
<td>10.453</td>
<td>High</td>
<td>Primary Pattern</td>
<td>543</td>
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<tr>
<td>Elmwood</td>
<td>13.556</td>
<td>Moderate</td>
<td>Primary Pattern</td>
<td>933</td>
</tr>
<tr>
<td>Delaware</td>
<td>13.450</td>
<td>Moderate</td>
<td>Primary Pattern</td>
<td>597</td>
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<tr>
<td>Southtowns</td>
<td>2.771</td>
<td>Low, except adjacent to downtown</td>
<td>Primary Pattern (inner)</td>
<td>122</td>
</tr>
<tr>
<td>Tonawanda-Niagara (Alt A)</td>
<td>2.363</td>
<td>Low</td>
<td>Secondary Pattern</td>
<td>32</td>
</tr>
<tr>
<td>Tonawanda (Alt B)</td>
<td>4.256</td>
<td>Low</td>
<td>Secondary Pattern</td>
<td>54</td>
</tr>
<tr>
<td>Bailey</td>
<td>4.749</td>
<td>Low</td>
<td>Secondary Pattern</td>
<td>350</td>
</tr>
<tr>
<td>Fillmore-Hertel</td>
<td>4.080</td>
<td>Low</td>
<td>Secondary Pattern</td>
<td>391</td>
</tr>
<tr>
<td>Seneca</td>
<td>10.017</td>
<td>Low, except adjacent to downtown</td>
<td>Primary Pattern</td>
<td>382</td>
</tr>
</tbody>
</table>

But What About Gentrification?

Kristen Capps, CITYLAB. July 14, 2019
Topics

• Background
• Other Regional Responses
• Our Proposed Metro Rail Build Out
• Economic Benefits
• **Local Demand for Transit Investments**
Petition Demanding a TRANSIT REVOLUTION!

Provide comprehensive, sustainable public transportation service

- Extend Metro Rail along highest demand corridors
- Provide inter-modal connectivity
- Establish long-term sustainable transit funding
Community Leaders Who Have Joined with Us to Demand a Transit Revolution!

1. Extend Metro Rail along highest demand corridors
2. Provide inter-modal connectivity
3. Establish long-term sustainable transit funding

City of Niagara Falls
(Aug 2016)
- Mayor Paul Dyster
- NF City Council

City of Tonawanda
- Mayor Rick Davis
(Mar 2015)

Erie County
- Executive Mark Poloncarz (July 2018)

City of Buffalo
- The Buffalo Common Council
(Dec 2015)

City of Lackawanna
- Lackawanna City Council (Sep 2018)

Village of Hamburg
– Mayor Tom Moses
(Feb 2018)
-- Village Council (Nov 2015)

City of North Tonawanda
- Mayor Arthur Pappas
(Dec 2015)

Town of Tonawanda
- Supervisor Joseph Emminger (Feb 2019)
- Town Board (Feb 2019)

Town of Cheektowaga
- Town Council
(Oct 2015)

Town of Lancaster
- Town Council (Dec 2016)

Village of East Aurora
- Mayor Alan Kasprzak (Oct 2015)

Village of Orchard Park
- Mayor Jo Ann Litwin
Clinton (Oct 2015)
Organizations That Have Signed

1. Amalgamated Transit Union (ATU) 1342
2. Alpha Kappa Chi
3. Buffalo-Niagara Gardening.com
4. BBN Homes LLC
5. Bijou Grill
7. Buffalo Development Corporation
8. Buffalo First, Inc.
9. Buffalo Transportation Pierce Arrow Museum
10. Buffalo Urban League
11. Buffalo and Erie County Botanical Gardens
12. Buffalo Transit Central
13. Campaign for Greater Buffalo
14. Catholic Charities
15. Carmina Wood Morris
16. Cazenovia Community Resource Center
17. Central Terminal Restoration Corporation
18. Challenger Community News
19. Ciminelli Real Estate Corporation
20. Citizens 4 the Beautification of Lovejoy
21. Coalition for Economic Justice (CEJ)
22. Communications Workers of America (CWA 1133)
23. Concerned Ecumenical Ministry
24. Courtland Avenue Block Club
25. Daemon College Center for Sustainable Communications and Civic Engagement
26. Douglas Development Corporation
27. Eco_LoCity Studio, Architecture & Engineering, PLLC
28. Earth Spirit Educational Services Inc.
29. Environmental Services Group
30. Fillmore Corridor Neighborhood Coalition
31. Fillmore Forward
32. Friends of Times Beach
33. The Fruitbelt Coalition
34. Go Buffalo Niagara
35. Geo Operative
36. Global Villages Coalition
37. GoBike Buffalo
38. Greater Eastside – Field of Dreams Block Club
39. Hostel Buffalo-Niagara
40. Housing Opportunities Made Equal
41. Human First Ergonomics
42. Interfaith Peace Network of WNY
43. iT Garden
44. Journey’s End Refuge Service
45. Kaleida Health
46. Ken-Ton Chamber of Commerce
47. The Knoer Group, PLLC
48. Latin American Cultural Association
49. League of Women Voters (Buffalo Niagara)
50. Lincoln Memorial Church (UMC)
51. Masten Block Club Coalition
52. The Merry-Wood Block Club Association
53. NAACP Buffalo Branch
54. Network of Religious Communities
55. Partners for a Livable Western NY
56. Partnership for the Public Good (PPG)
57. Prisoners Are People Too
58. PUSH Buffalo (People United for Sustainable Housing
59. Re-Energize Buffalo
60. Restore Our Community Coalition (ROCC)
61. Riverside Salem UCC / DOC
62. Roebling Avenue Block Club
63. Sail Buffalo
64. Sierra Club (Niagara Group)
65. South Fillmore Block Club
66. University District Community Development Association
67. University Park Historic Block Club
68. VOICE Buffalo
69. Wellness Institute of Greater Buffalo
70. Westside Stories
71. WNY Law Center
72. WNY Peace Center
73. Young and Wright Architectural
74. 21st Century Park on the Outer Harbor

Signers by Category

18 Business leaders
56 Community organizations
And Broad Community Support for Transit Reflected in One Region Forward Outreach

How should we move forward?
- “106 out of 115 (92%) maps said increase ways to get around without a car is a guiding principle”
- “On average participants added 59 miles of metro rail

How do our choices play out?
- “A larger percentage of jobs and homes would be served by transit”
- “We would depend less on cars for our daily trips, conserve more energy, and emit less carbon”

What could we do differently?
- “Connect land use to transportation, especially public transit”
- “The region should make transit funding and system improvement a top priority for advocacy and action”

Question #3: To improve our transportation system, our top priority should be making it easier to...

A. Drive  B. Take Transit  C. Bike  D. Walk  E. Other

A large majority of citizens (74%) responded that making it easier to take transit was key to improving our region’s transportation system.

To improve our transportation system, we should make it easier to...

- Drive: 74%
- Take Transit: 5%
- Bike: 11%
- Walk: 5%
- Other: 5%

n=240
CRT Plank Included in 2019 Partnership for the Public Good (PPG) Agenda

Local government should take steps to achieve the Paris Climate Accord goals, and improve equality and environmental and economic sustainability in Buffalo-Niagara by supporting public transit

- Erie County should designate $1M of its $9M budget surplus to initiate a study of high quality zero-carbon transit to serve East Side neighborhoods, Larkinville, and the airport, including extension of Metro Rail as a major focus, along with other modes.
- Erie County should designate an additional ¼ % (for a total of 3/8 %) of the county sales tax to NFTA operations in exchange for an NFTA commitment to increase bus frequency and make other service improvements, including purchase of electric buses.
CRT Petition Drives

• **Dedicate ½ Penny of county sales tax to public transit**
  – 1995-99. Over 10,000 signatures

• **Extend light rail to airport and Park & Ride at Transit Rd**
  – 2003-04. Over 10,000 signatures
  – 2014. Over 1,000 signatures

• **Use $1M of Erie County (EC) Surplus to evaluate high capacity transit to Larkinville / Eastside / Airport and increase EC sales tax percentage dedicated to transit**
  – 2018. Larkinville/Airport study and ¼ percent sales tax increase. Over 500 signatures
  – 2019. Eastside/Airport study and 3/8 percent sales tax increase. 450 so far
Questions, Discussion ...