Buffalo-Niagara Priority Transit Investments

NY for TCI Teach In
1 December 2021

By Douglas Funke
President, Citizens for Regional Transit
1. CLCPA Reductions Needed by 2030

2. CLCPA Reductions Needed by 2050

Light duty vehicles

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

Picture courtesy of Mark Paradowski from the Preservation-Ready Sites

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

Pictures by: Doug Funke, CRT President
CRT Mission: Connect Buffalo-Niagara with an Integrated Transit System
Robust Bus & Bike Networks
Interconnected with **Fast** Metro Rail Spine

Light Rail Rapid Transit\(^1,^2\)
- 600 – 700 passengers per 4-car train
- Approx. 4,000 per hour
- 50 mph between stops
- Dedicated ROW
- 5.2 million passengers / year (23%)

Bus\(^1\)
- 50 passengers per bus
- 300 per hour per route
- 1,800 per hour across 6 routes
- 35 mph between stops
- Shares with traffic
- 17.5 million passengers / year (77%)

Note: Kensington Expressway carries over 60,000 cars per day peak load just under 8,000 per hour\(^3\)

1. NFTA. Service Guidelines & Deliver Standards. 2021 Revision
2. RAILFAN GUIDES of the U.S”> Todd’s Railfan Guide to the Buffalo, NY NFTA Light Rail System.
The Math Is Simple

1 train (Four cars)

14 buses

Anywhere from 140 to 700 cars* (270 shown here)

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

* From NFTA Service Design Guide – 2021 Update

Every 10 minutes! In each direction of service!
Switching to Electric Cars Alone Won’t Solve the Problem!

- Every ton of cement generates 1 ton of CO$_2$*
- 50% of cars (by volume) are plastic*
- An estimated 4 billion tires are already in landfills and stockpiles**
- Tire wearing generates micro-plastic particles that pollute soil, streams and waterways***

* Gates, Bill. How to Avoid a Climate Disaster. 2021
Conclusion

• The Solution Must:
  – Reduce VMT!
  – By providing **attractive** high-capacity transit

• Our Proposal:
  – Statewide: Provide ongoing transit operations and maintenance funding to make transit as effective and attractive as driving
  – Buffalo-Niagara:
    • Support local share for extending Buffalo Metro
    • Provide operational funding to support 10-minute headways on bus routes
  – Fix the federal transit local discrepancy
PROGRAMS: Turnkey & High Impact

Community Energy

Electrification Solutions

Grid Efficiency

Zero Waste
Bee-Line on Demand

Westchester County’s Bee-Line is 2nd largest bus system in NYS
Via leader in micro transit and electric public mobility
City of Peekskill Pilot community
Sustainable Westchester

On Demand electric micro transit to complement/support existing transit plus EV charging infrastructure
QUEST FOR ELECTRIC SCHOOL BUSES IN BEDFORD

- Research
- Determine Goal
- Petition & PR
- Communication with School districts
The Yonkers Greenway

Repurposing the abandoned Getty Square Spur of the Putnam RR into a 2.2-mile biking and walking trail through the heart of southwest Yonkers.

Timeline:
- 2013 – Funding for feasibility study secured.
- 2016-2018 – City Council approves project. Funding secured from the City ($1M) and the State ($3.3M)
- 2019 – Phase 1 – Smith, O’Hara, Levine Park opens to the public.
- 2022 – Projected implementation.

Funding Sources:
- NYS Department of Transportation
- City of Yonkers
- NYS Office of Parks, Recreation and Historic Preservation
- EPA
- Westchester Community Foundation
- Bank of America
- Ronald McDonald House Charities
- Impact100 Westchester
Greenways for NYC
A healthy, green, connected city

Safe Open Space
Equity
Jobs
Climate friendly

#Greenways4NYC
Greenways touch all the key 21st Century bases:

- COVID recovery/jobs
- Extend green space into every neighborhood
- Safe for all ages & abilities
- Resilient, sustainable infrastructure
- Support today’s bike boom & other clean transportation

#Greenways4NYC
Completing & upgrading the Network:

• The City has issued many plans for an interconnected greenway network during the past 30 years

• Progress has been slow and mostly confined to a few areas

• In addition to new links & rights of way, work is needed on many existing greenway segments
How we get there:

• The Federal government is working on a new transportation bill with focus on climate change and new priorities for American infrastructure

• It’s a generational chance to build a healthy, connected New York City

• The City of New York can prepare for these resources by creating a mechanism for regular progress in right of way planning, detailed design and greenway construction

#Greenways4NYC
## NYC’s greenway needs (project list in development)

<table>
<thead>
<tr>
<th>Project</th>
<th>Neighborhood and/or District</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx River Greenway</td>
<td>Woodlawn / CB12</td>
<td>Connect Greenway across 233rd Street</td>
<td>Planned, waiting for design</td>
</tr>
<tr>
<td>Soundview Park connector</td>
<td>Soundview / BK CB6</td>
<td>Greenway connection via Bruckner Blvd to Soundview Park</td>
<td>Planned but waiting on other projects</td>
</tr>
<tr>
<td>Bronx River Greenway</td>
<td>West Farms / BK CB6</td>
<td>Connecting greenway in Sleepy Hollow Park to West Farms Rapids Park</td>
<td>None</td>
</tr>
<tr>
<td>Hutchinson River Greenway</td>
<td>Pelham Parkway / CB11</td>
<td>Greenway connections across Pelham Parkway - 4 crossings</td>
<td>None</td>
</tr>
<tr>
<td>-Project</td>
<td>Mt. Vernon/BK CB1</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Harlem River Greenway</td>
<td>Highbridge/BK CB4</td>
<td>Access to Harlem River Greenway, linkage &amp; access</td>
<td>None</td>
</tr>
<tr>
<td>Harlem River Greenway</td>
<td>Morris Heights/ BK CB5</td>
<td>Roberto Clemente State Park northern connections</td>
<td>None</td>
</tr>
<tr>
<td>Harlem River Greenway</td>
<td>BX CB8</td>
<td>Tibbetts Brook &amp; Putnam Connector to Harlem River Greenway</td>
<td>Needs ROW purchase</td>
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<tr>
<td>Mosholu Greenway</td>
<td>Alerton</td>
<td>Expand sidewalk on bridge over Bronx River</td>
<td>None</td>
</tr>
<tr>
<td>Hudson River Greenway</td>
<td>Entire Bronx HUD River waterfront</td>
<td>Continue HUD Greenway from Harlem River to Yonkers</td>
<td>Planning done, needs engineering</td>
</tr>
<tr>
<td>Brooklyn Waterfront Greenway</td>
<td>Red Hook / BK CB6</td>
<td>Atlantic Basin to Erie Basin, Erie Basin to Gowanus Canal</td>
<td>Needs design/engineering</td>
</tr>
<tr>
<td>Brooklyn Waterfront Greenway</td>
<td>Sunset Park / BK CB7</td>
<td>26th to 49th Streets</td>
<td>Needs final design + build.</td>
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<tr>
<td>Brooklyn Waterfront Greenway</td>
<td>South Brooklyn / BK CB 13 - 15</td>
<td>Coney Island Creek to Plum Beach</td>
<td>Needs planning / design</td>
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<tr>
<td>Brooklyn Waterfront Greenway</td>
<td>Modular Hill / BK CB2</td>
<td>Navy Yard to Liberty Street</td>
<td>None</td>
</tr>
<tr>
<td>Brooklyn Waterfront Greenway</td>
<td>Greenpoint / BK CB1</td>
<td>Commercial Street to Pulaski Bridge connector</td>
<td>None</td>
</tr>
<tr>
<td>Jamaica Bay Greenway</td>
<td>BK CB 18</td>
<td>Flatbush Avenue at Floyd Bennett Field</td>
<td>None</td>
</tr>
<tr>
<td>Jamaica Bay Greenway</td>
<td>BK CB 18</td>
<td>Flatbush Avenue at Marine Park Golf Course</td>
<td>None</td>
</tr>
<tr>
<td>Sunset Park Upland Connectors</td>
<td>Sunset Park</td>
<td>East-West greenway connectors to the waterfront from upland areas</td>
<td>None</td>
</tr>
<tr>
<td>Harlem River Greenway</td>
<td>East Harlem</td>
<td>Connect park at 145th St to Johnson playground &amp; Harlem Speedway</td>
<td>Partial construction 2021</td>
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<tr>
<td>Harlem River Greenway</td>
<td>Washington Heights</td>
<td>Pedestrian/bike access to waterfront from High Bridge Park</td>
<td>Needs design</td>
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<tr>
<td>Hell Gate Connector</td>
<td>Randall’s Island Park</td>
<td>Bike link between Hell Gate Path, Randalls Island and Kingsbridge Park</td>
<td>Needs engineering</td>
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<tr>
<td>Sunken Garden Connector</td>
<td>Randall’s Island Park</td>
<td>Bike path linking Woodhaven Bridge to Randalls Island</td>
<td>Needs funding but not ready to go</td>
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<tr>
<td>Urban Farm and Playground Connectors</td>
<td>Randall’s Island Park</td>
<td>Wide sidewalks connecting shoreline pathways to Urban Farm</td>
<td>Needs engineering</td>
</tr>
<tr>
<td>Jamaica Bay Greenway</td>
<td>Addabbo Bridge</td>
<td>Separated bike and walking paths</td>
<td>Needs design and engineering</td>
</tr>
<tr>
<td>North Shore Greenway</td>
<td>North Shore / CB1</td>
<td>North Shore path connecting St. George and Marine’s Harbor</td>
<td>Needs engineering</td>
</tr>
<tr>
<td>Hudson River Greenway Inwood shoreline missing link</td>
<td>Inwood Hudson waterfront</td>
<td>Water level path linking area under GWB to Inwood shoreline stub</td>
<td>Deferred by Parks Dept to unknown time frame</td>
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<tr>
<td>The Queens Way</td>
<td>Forest Park, Rego Park, Woodhaven, Richmond Hill, Corona Park</td>
<td>Abandoned rail line owned by the city</td>
<td>Needs city decision to begin planning</td>
</tr>
<tr>
<td>Long Island Greenway</td>
<td>Many</td>
<td>Connections to parks in E Queens &amp; Vanderbilt Motor Parkway</td>
<td>Feasibility study done, needs engineering</td>
</tr>
</tbody>
</table>

### NYC Greenways Status of specific segments

- **Built greenways in good or decent condition**
- **Built greenways in need of overhaul or significant maintenance**
- **Unbuilt segment, some planning/design work underway**
- **Unbuilt, no action yet taken**