Alternative A Summary

Alternative A extends Metro Rail service around the foot of Main Street east along South Park Avenue to serve a new station platform located along South Park Avenue on the north side of the existing NFTA Yard and Shop Facility.

A pair of new mainline tracks will turn off from the existing mainline tracks located on Main Street to extend Metro Rail service along South Park Avenue to a new station located along the north side of the NFTA Yard and Shop Facility. The mainline track turnoff at the foot of Main Street allows the new mainline tracks to be separated from the Yard and Shop tracks and will also maintain two vehicular travel lanes along South Park Avenue. One of the mainline tracks would upgrade an existing Yard & Shop Facility track located along South Park Avenue that currently sits inside the security fence that provides access to the Operations & Maintenance Building, the other track would be a new track located within the South Park Avenue right-of-way. South Park Avenue would need to be reconstructed to narrow the section to two 10 or 11-foot lanes and would require removal of the existing bike lanes (South Park could incorporate a Shared Lane Marking "Sharrow") and shifting of the sidewalks.

A new 300-foot long by 22-foot wide station platform would be located along South Park Avenue, alongside the existing DL&W Terminal Building. The new station platform would consist of vertical circulation (stairs and elevator) to access the 2nd level of the DL&W Terminal and stairs/ ramps at the station platform ends to provide access to street level. The new station would allow for direct access to the First Niagara Center Parking Ramp as well as First Niagara Center via a new pedestrian bridge spanning South Park Avenue.

Mainline tracks would be extended east beyond the new station platform and tie into the existing loop track that exists at the east end of the NFTA Yard and Shop facility. This will allow NFTA to load trains to the new mainline track from the east rather than pulling trains out of the western end of the Yard and Shop Facility and backing them into the new station platform. Future extensions to the east can lead into the existing NFTA owned right-of-way east of Michigan Avenue or can continue along South Park Avenue.
Alternative A – Concept Plan

New Station
New Mainline Track
Alternative A – Concept Rendering (Looking East Down South Park Avenue)
Alternative B Summary

Alternative B extends Metro Rail service through the foot of Main Street towards the Buffalo River, then parallel to the Buffalo River into the DL&W Terminal Building to serve a new station platform located on the ground level of the DL&W Terminal.

A pair of new mainline tracks are extended from the existing mainline tracks located on Main Street to extend Metro Rail service south towards the Buffalo River. Existing tracks within the NFTA Yard & Shop Facility and security fencing would need to be relocated to keep new mainline service separate from these Yard & Shop tracks. New mainline tracks are extended east, parallel to the Buffalo River, into the ground level of the DL&W Terminal.

A new 300-foot long by 22-foot wide station platform would be located on the ground floor of DL&W Terminal. The new station platform would consist of vertical circulation (stairs and elevator) to access the 2nd level of the DL&W Terminal and stairs/ ramps at the station platform ends to provide access to the Riverwalk. Under this alternative, the southern side of the DL&W Terminal is opened up to the Buffalo River and integrated with the Riverwalk. Security fencing or wall would need to be constructed within the DL&W Terminal to separate the new station from on-going operations and maintenance activities within the Yard & Shop Facility. Vertical access to the 2nd level of DL&W Terminal would require immediate improvements to the 2nd level to provide an access corridor in order to access South Park Avenue. Similar to Alternative A, the new station would allow for direct access to the First Niagara Center Parking Ramp as well as First Niagara Center via a new pedestrian bridge spanning South Park Avenue.

Mainline tracks would be extended east beyond the new station platform and tie into the existing loop track that exists at the east end of the NFTA Yard and Shop facility. This will allow NFTA to load trains to the new mainline track from the east. Future extensions to the east can lead into the existing NFTA owned right-of-way east of Michigan Avenue. Extension along South Park Avenue is more difficult under this alternative.
Alternative B - Concept Plan
Alternative B - Cross-Section (Looking East)
Alternative B - Concept Rendering (Looking Southwest from DL&W Terminal)
Alternative B - Concept Rendering (Looking West along Buffalo River)
Alternative B - Concept Rendering (Looking East Down South Park Avenue)