BUFFALO
SEWER AUTHORITY

SPDES Permit No. NY0028410

Long Term Control Plan Semi-Annual Status Report
Reporting Period: *January through June 2016*

Amended Administrative Order
CWA-02-2014-3033
(Amends CWA-02-2012-3024)

September 2016

BUFFALO SEWER AUTHORITY

Long Term Control Plan Semi-Annual Status Report
Reporting Period: ***January through June 2016***

Table of Contents

1. INTRODUCTION
2. REQUIREMENTS DUE IN REPORTING PERIOD
3. WORK COMPLETED IN CURRENT AND PROJECTION OF WORK TO BE PERFORMED IN NEXT REPORTING PERIODS
4. IMPLEMENTATION ISSUES
5. CHANGES IN KEY PERSONNEL
6. PUBLIC MEETINGS
7. MODEL MODIFICATIONS
8. CERTIFICATION STATEMENT

ATTACHMENT:

A. Work Completed in Current Period/ Projection of Work to be Performed in Next Reporting Period
B. Certificates of Acceptance and Occupancy
C. Detailed Project Descriptions
D. Public Meeting Materials

1. INTRODUCTION

The Buffalo Sewer Authority (Authority) received approval of its Long Term Control Plan (LTCP) from the United States Environmental Protection Agency (USEPA) and New York State Department of Environmental Conservation (NYSDEC) on March 18, 2014. The Authority entered into an Amended Administrative Order on April 16, 2014 (herein after referred to as the AO), with the USEPA. This AO establishes a schedule for implementation of the Authority's LTCP, approved by the USEPA and NYSDEC.

The AO in part requires that the Authority submit written Semi-Annual Status Reports to the USEPA and NYSDEC by September 1st for current year January 1– June 30 reporting period, and March 1st for the previous calendar year July 1 – December 31 reporting period. The AO requires that the following be provided in each Semi-Annual Status Report:

- The project milestones, deadlines and other terms that the Authority is required to meet since the date of the last Semi-Annual Status Report, whether and to what extent the Authority has met those requirements, and the reason for any anticipated delays and/or noncompliance.
- A general description of the work completed during the reporting period and the applicability of the work to meet indicated design criteria, as well as the projection of work to be performed during the next reporting period and any anticipated delays for the upcoming work. Any changes in key personnel must also be noted.
- Enclosure of public meeting (if held) materials including: advertisements, handouts, formal meeting notes, and a summary of the meeting (see Attachment D).
- Copies (to USEPA only) of all monthly monitoring reports or other reports pertaining to combined sewer overflows (CSOs) and bypasses that Authority submitted to the NYSDEC during the reporting period. Please note DMRs are now submitted electronically directly to the USEPA and no dry weather overflows occurred during this period, so this item does not apply during this reporting period.

This report covers January through June 2016 which serves as Semi-Annual Report No. 5.

2. REQUIREMENTS DUE IN REPORTING PERIOD

Attachment A provides the current status of all projects listed in the Administrative Order. Issues with implementing these projects are detailed in Section 4 of this document.

This document serves as the September 1, 2016 semi-annual report.

Certificates of Acceptance and Occupancy for fully completed projects are included in Attachment B.

3. WORK COMPLETED IN CURRENT REPORTING PERIOD AND PROJECTION OF WORK TO BE PERFORMED NEXT REPORTING PERIOD

A general description of the work completed on LTCP projects during the reporting period (January 1 through June 30, 2016) and the work projected to be performed during the next reporting period (July 1 through December 31, 2016) is provided in Attachment A. Work to be completed after the current or next reporting period has been grayed out.

A more detailed description of each project including the location and the goal to be achieved through each project is provided in Attachment C.

4. IMPLEMENTATION ISSUES

4.1 Smith Street Storage

The Smith Street Storage project has undergone several conceptual level redesigns that have reduced capital and maintenance costs and negative impacts to the environment and residents, however these redesigns have also resulted in a prolonged engineering period. In order to expedite construction, the Smith Street storage project has been separated into an in-line storage project and a partial sewer separation project.
The engineering for the partial sewer separation project was completed just after the March 18, 2015 deadline set forth in the Administrative Order on April 6, 2015. The engineering for the Smith Street in-line storage project was completed on June 10, 2015 and a copy of the revised Basis of Design Report was submitted to NYSDEC at that time. Construction of the partial sewer separation project was completed on June 22, 2016.

NYSDEC approval of plans for the Smith Street in-line storage project was granted on February 25, 2016. The contract was awarded at the May 11, 2016 meeting of the Board of the Buffalo Sewer Authority and the Notice to Proceed will be issued upon final contract approval which is expected very early in the next reporting period. Due to the extended approval process of the Smith Street in-line storage project, completion of construction of the overall Smith Street storage project is expected to exceed the March 18, 2017 deadline set by the LTCP.

4.2 Hamburg Drain Optimizations

Preliminary design for the Hamburg Drain Optimizations was begun prior to January 1, 2014 however detailed design was delayed due to high water levels in Lake Erie. As a result of this delay the March 18, 2016 Notice to Proceed deadline was exceeded. Upon further review of the proposed locations for sewer separation and/or green infrastructure, it was determined that sufficient sewer separation had already been conducted and/or extensive private investment requiring storm water detention/retention is expected in the drainage basins where this work was proposed. As a result, of the six originally identified locations for these optimizations, engineering design is only proceeding in one. However, work is also progressing for a green infrastructure project for the Pratt-Willert neighborhood which is expected to also significantly reduce overflows through the Hamburg Drain.

4.3 WWTP Improvement Project Alternative C2

Design of this project has been delayed due to the need to remove extensive quantities of grit which have accumulated in the system and do not allow the WWTP to perform at its maximum capacity. Before further upgrades are considered, the existing issues must first be rectified to allow for accurate measurements of existing capacity to be conducted. The Authority has requested proposals from engineering firms for the WWTP Project Alternative C2, but has not awarded a contract due to the ongoing grit issues.

The Authority has utilized a specialty contractor to perform cleaning of influent channels on the B-side. On January 6, 2016 a certificate of acceptance and occupancy was issued for the cleaning of Digester #4 and the North Mix Tank. The cleaning of Aeration Basin 4 on the B-Side under the existing contract and Digester #5 under a separate contract have been completed during this reporting period. The cleaning of the A-side influent channels, Aeration Basin 3 and both the A-side and B-side effluent channels has been bid and the contract is being processed currently. The first notice to proceed for construction is not expected to be issued by March 18, 2017 as the cleaning of the system remains ongoing.

4.4 North Relief-Interceptor

Preliminary investigation of the North Relief-Interceptor concept has revealed concerns with the location of bedrock and the feasibility of the proposed tunnel, and as a result the project has been split into two projects. The first, an underflow sewer from the Bird Avenue overflow to the Northern Interceptor will enter a more in-depth preliminary engineering phase in the near future. The second, an abbreviated North Relief-Interceptor, will be revisited beginning in March 2019 in accordance with the LTCP.

4.5 Model Recalibration

In conjunction with the approved Post Construction Monitoring plan, a May 27, 2016 Notice to Proceed was issued for the model recalibration effort. Meters and rain gauges are in the process of being installed throughout the City.

5. CHANGES IN KEY PERSONNEL

No changes in key personnel occurred during this reporting period.

6. PUBLIC MEETINGS

Public meetings regarding the Niagara Street Now project which incorporates part of the Niagara Street green infrastructure project (see Attachment D).

7. MODEL MODIFICATIONS

The process of converting the hydraulic model from XP-SWMM to PC-SWMM has been postponed until the model is recalibrated. No new model modifications were made during this reporting period.

8. CERTIFICATION STATEMENT

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Oluwole A. McFoy, P.E., General Manager

3/30/14
Date

Attachment A to the Semi-Annual Status Report: September 2016

Work Completed in Current Period/ Projection of Work to be Performed in Next Reporting Period

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
Phase I Projects				
CSO 060 GI Project	---	---	Prior to 1/1/2014	Complete.
Bird/Lang RTC Projects	Construction Start	3/17/2014	2/24/2014	Complete
	Completion Date	9/2/2014	5/9/2016	Complete
	Operations/ Optimization (RTC)	9/3/2014 – 9/3/15		Started 11/1/2015
Bird RTC Project	Construction Start	3/17/2014	2/24/2014	Complete
	Completion Date	9/2/2014	5/6/2016	Complete
	Operations/ Optimization (RTC)	9/3/2014 – 9/3/15		Started 11/1/2015
Lang RTC Project	Construction Start	3/17/2014	2/24/2014	Complete
	Completion Date	9/2/2014	5/9/2016	Complete
	Operations/ Optimization (RTC)	9/3/2014 – 9/3/15		Started 11/1/2015

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
Foundation Projects				
Foundation 1 - Smith Street Storage	Engineering Start	3/18/2014	Prior to 1/1/2014	Complete
	Engineering Completion	3/18/2015	6/10/2015	Complete
	Notice to Proceed	3/18/2015		Projected to be Completed During Next Reporting Period; See 4.1
	Substantial Completion	3/18/2017		
CSO No. 026 Sewer Separation	Engineering Start	3/18/2014	Prior to 1/1/2014	Complete
	Engineering Completion	3/18/2015	4/3/2015	Complete
	Notice to Proceed	3/18/2015	7/8/2015	Complete
	Substantial Completion	3/18/2017	6/22/2016	Complete
CSO No. 026 RTC Structure	Engineering Start	3/18/2014	Prior to 1/1/2014	Complete
	Engineering Completion	3/18/2015	6/10/2015	Complete
	Notice to Proceed	3/18/2015		Projected to be Completed During Next Reporting Period; Project awarded 5/11/16; See 4.1
	Substantial Completion	3/18/2017		
Foundation 2 - SPP Optimization (20 projects)	Engineering Start	3/1/2014	Prior to 1/1/2014	Complete
	Engineering Completion	3/18/2015	4/20/2015	Complete
	Notice to Proceed	3/1/2014	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017		
SPP 180 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	4/20/2015	Complete
	Notice to Proceed	---	9/8/2015	Complete
	Substantial Completion	3/18/2017	12/16/2015	Complete
SPP 331 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	3/18/2015	4/20/2015	Complete
	Notice to Proceed	---	9/8/2015	Complete
	Substantial Completion	3/18/2017	12/16/2015	Complete

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
SPP 036 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	1/20/2014	Complete
	Notice to Proceed	---	5/30/2014	Complete
	Substantial Completion	3/18/2017	8/4/2014	Complete
SPP 217 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	4/3/2015	Complete
	Notice to Proceed	---	7/8/2015	Complete
	Substantial Completion	3/18/2017	12/21/2015	Complete
SPP 318 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	4/3/2015	Complete
	Notice to Proceed	---	7/8/2015	Complete
	Substantial Completion	3/18/2017	12/21/2015	Complete
SPP 097A Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	4/20/2015	Complete
	Notice to Proceed	---	9/8/2015	Complete
	Substantial Completion	3/18/2017	12/16/2015	Complete
SPP 122 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete
SPP 163 Optimization	Engineering Start	---	3/1/2014	Complete
	Engineering Completion	---	11/25/2014	Complete
	Notice to Proceed	---	3/1/2015	Complete
	Substantial Completion	3/18/2017	8/6/2015	Complete
SPP 165 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
SPP 165A Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	4/4/2014	Complete
	Notice to Proceed	---	7/25/2014	Complete
	Substantial Completion	3/18/2017	11/3/2014	Complete
SPP 178 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete
SPP 335B Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete
SPP 336A Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	4/20/2015	Complete
	Notice to Proceed	---	9/8/2015	Complete
	Substantial Completion	3/18/2017	12/16/2015	Complete
SPP 341A Optimization	Engineering Start	---	1/1/2014	Complete
	Engineering Completion	---		This project is on hold pending the results of post-construction monitoring.
	Notice to Proceed	---		
	Substantial Completion	3/18/2017		
SPP 342B Optimization	Engineering Start:	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete
SPP 001 Optimization	Engineering Start:	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	3/27/2014	Complete
	Notice to Proceed	---	6/16/2014	Complete
	Substantial Completion	3/18/2017	12/12/2014	Complete

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
SPP 183 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete
SPP 283 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete
SPP 211 Optimization	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2017	Prior to 1/1/2014	Complete
Foundation 3 - Remaining RTC (14 sites)	Engineering Start	3/18/2016		Projected to be Completed During Next Reporting Period
	Notice to Proceed	3/18/2017		
	Engineering Completion	3/18/2023		
	Substantial Completion	3/18/2024		
Hertel Northwest In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Hertel South In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Hertel Northeast In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
Bird East In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
East Ferry In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Colorado In-Line Storage	Engineering Start	---		Project is on hold due to site concerns.
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
North Bailey In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
South Bailey In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Roslyn In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Kay In-Line Storage	Engineering Start	---		Projected to be Completed During Next Reporting Period
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
Amherst Quarry Off-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Fillmore North In-Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Gibson CSO Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Montgomery CSO Line Storage	Engineering Start	---		
	Engineering Completion	---		
	Notice to Proceed	---		
	Substantial Completion	3/18/2024		
Foundation 4 - Hamburg Drain Optimizations	Engineering Start	3/18/2015	Prior to 1/1/2014	Complete
	Engineering Completion	3/18/2017		
	Notice to Proceed	3/18/2016		Delayed; See 4.2.
	Substantial Completion	3/18/2018		
Foundation 4 - Hamburg Drain Storage	Engineering Start	3/18/2028		
	Engineering Completion	3/18/2030		
	Notice to Proceed	3/18/2030		
	Substantial Completion	3/18/2032		
WWTP				
WWTP Improvement Project Alternative C2	Engineering Start	3/18/2015		On hold; See 4.3.
	Engineering Completion	3/18/2019		
	Notice to Proceed	3/18/2017		
	Substantial Completion	3/18/2022		

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
Green Infrastructure Projects				
Green 1 - Pilot Projects – 267-acres of GI control	Engineering Start	3/1/2014	Prior to 1/1/2014	Complete
	Engineering Completion	3/18/2016		
	Substantial Completion	3/18/2018		
2001-2013 Demolitions	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2018	See LTCP Appendix 12-3.	Complete
2014-2018 Demolitions	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---		
	Substantial Completion	3/18/2018		
PUSH Blue Projects	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---		
	Substantial Completion	3/18/2018		
Carlton Street Porous Asphalt	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2018	7/25/2014	Complete
Fillmore Avenue Porous Parking Lots and Green Lots	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2018	4/23/2015	Complete
Ohio Street	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2018	12/1/2014	Complete
Kenmore Avenue	Engineering Start	---	4/30/2014	Complete
	Engineering Completion		4/20/2015	Complete
	Substantial Completion	3/18/2018		
Allen Street	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---		
	Substantial Completion	3/18/2018		

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
Niagara Street	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---		
	Substantial Completion	3/18/2018		
Genesee Street	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	6/8/2015	Complete
	Substantial Completion	3/18/2018		
Green 2 – 410 acres of GI Control	Engineering Start:	3/18/2019		
	Engineering Completion:	3/18/2023		
	Substantial Completion:	3/18/2024		
Green 3 – 375 acres of GI Control	Engineering Start:	3/18/2023		
	Engineering Completion:	3/18/2028		
	Substantial Completion:	3/18/2029		
Green 4 – 263 acres of GI Control	Engineering Start:	3/18/2028		
	Engineering Completion:	3/18/2033		
	Substantial Completion:	3/18/2034		

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
Gray Projects				
CSOs 014/15 – Erie Basin In-line storage and optimization projects SEE DETAILS FOLLOWING FOR SPECIFIC PROJECTS	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	3/18/2014	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2015	12/29/2014	Complete
SPPs 206A&B	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	5/30/2014	Complete
	Substantial Completion	3/18/2015	12/29/2014	Complete
SPP 035	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	Prior to 1/1/2014	Complete
	Substantial Completion	3/18/2015	5/31/2014	Complete
SPP 036	Engineering Start	---	Prior to 1/1/2014	Complete
	Engineering Completion	---	Prior to 1/1/2014	Complete
	Notice to Proceed	---	5/30/2014	Complete
	Substantial Completion	3/18/2015	12/5/2014	Complete
CSO 013 – Satellite storage, conveyance, FM & PS	Engineering Start	3/18/2019		
	Engineering Completion	3/18/2020		
	Notice to Proceed	3/18/2020		
	Substantial Completion	3/18/2022		

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
North Relief – Interceptor	Engineering Start	3/18/2019	5/15/2015	Complete; See 4.4.
	Engineering Completion	3/18/2022		
	Notice to Proceed	3/18/2022		
	Substantial Completion	3/18/2026		
CSOs 010, 008/010, 061, 004 – Underflow capacity upsizing	Engineering Start	3/18/2021		
	Engineering Completion	3/18/2023		
	Notice to Proceed	3/18/2023		
	Substantial Completion	3/18/2024		
SPP 337 (CSO 053) – Satellite storage, conveyance, FM & PS	Engineering Start	3/18/2023		
	Engineering Completion	3/18/2025		
	Notice to Proceed	3/18/2025		
	Substantial Completion	3/18/2027		
SPP 336A&B (CSO 053) – Satellite storage, conveyance, FM & PS	Engineering Start	3/18/2024		
	Engineering Completion	3/18/2026		
	Notice to Proceed	3/18/2026		
	Substantial Completion	3/18/2029		
Jefferson Avenue & Florida Street (CSO 053) – Satellite storage, conveyance and FM	Engineering Start	3/18/2025		
	Engineering Completion	3/18/2027		
	Notice to Proceed	3/18/2027		
	Substantial Completion	3/18/2030		
CSO 055 – Satellite storage, conveyance, FM & PS	Engineering Start:	3/18/2027		
	Engineering Completion:	3/18/2030		
	Notice to Proceed:	3/18/2030		
	Substantial Completion:	3/18/2034		

Project Name	Project Milestone	AO Project Deadline	Actual Completion Dates	Project Status
CSOs 028/044/047 - Satellite storage, conveyance, FM & PS	Engineering Start:	3/18/2028		
	Engineering Completion:	3/18/2031		
	Notice to Proceed:	3/18/2031		
	Substantial Completion:	3/18/2034		
CSO 052 – Satellite storage, conveyance, FM & PS	Engineering Start:	3/18/2030		
	Engineering Completion:	3/18/2032		
	Notice to Proceed:	3/18/2032		
	Substantial Completion:	3/18/2034		
CSO 064 – Satellite storage, conveyance, FM & PS	Engineering Start:	3/18/2030		
	Engineering Completion:	3/18/2032		
	Notice to Proceed:	3/18/2032		
	Substantial Completion:	3/18/2034		

Attachment B to the Semi-Annual Status Report: September 2016

Certificates of Acceptance and Occupancy

ITEM NO. 16

CONTRACT NO. 81600001

CERTIFICATE OF ACCEPTANCE AND OCCUPANCY

WORK: SPP 97A, 180, 332, 336A Optimizations and Orlando Street Sewer Abandonment

BID: $299,745.00

CONTRACTOR: Nova Site Company, LLC
6 Lena Court
West Seneca, New York 14224

WHEREAS: The Principal Sanitary Engineer of the Buffalo Sewer Authority has certified that the Contractor completed the work in accordance with the plans and specifications on December 17, 2015.

NOW THEREFORE
BE IT RESOLVED: That the Board of the Buffalo Sewer Authority hereby finds and determines that:

a. The work to be performed under the terms of the Contract has been complete and is accepted;

b. The date of entrance and occupancy be fixed as of December 17, 2015;

c. The maintenance period commence on December 17, 2015;

d. Final payment is made to the Contractor in the amount of $11,203.81, making the final cost of the contract $224,076.18.

MOTION TO APPROVE

MADE BY MR. ROOSEVELT

2ND BY MR. KENNEDY

AYES 3 NOES 0

Board Meeting of February 17, 2016

ITEM NO. 8

CONTRACT NO. 81400001

CERTIFICATE OF ACCEPTANCE AND OCCUPANCY

WORK: Cleaning of Digester #4 & North Mix Tank

BID: $331,176.75

CONTRACTOR: National Vacuum, Inc.
408 7th Street
Niagara Falls, NY 14304

WHEREAS: The Administrator of Capital Improvements & Development and staff of the Buffalo Sewer Authority have certified that the Contractor completed the work in accordance with the plans and specifications on June 11, 2014.

THEREFORE
BE IT RESOLVED: That the Board of the Buffalo Sewer Authority hereby finds and determines that:

a. The work to be performed under the terms of the Contract has been complete and is accepted;

b. The date of entrance and occupancy be fixed as of June 11, 2014;

c. No maintenance period is applicable to this project;

d. The contract was modified for a net deduct of $76,123.17;

e. Final payment will be made to the Contractor in the amount of $12,752.68 making the final cost of the contract $255,053.58.

MOTION TO APPROVE

MADE BY MR. KENNEDY

2ND BY MR. ROOSEVELT

AYES 4 NOES 0

Board Meeting of January 6, 2016

Attachment C to the Semi-Annual Status Report: September 2016

Detailed Project Descriptions

Project Name	Project Description	Project Purpose*
Phase I Projects		
CSO 060 GI Project	This project consisted of the construction of 4768 CF of rain garden on Windsor, Parkdale and Elmwood Avenues between Bird and Forest Avenues and 39,600 SF of permeable pavement on Clarendon and Claremont Avenues between Bird and Forest Avenues, installation of a Stormceptor unit at Bird Avenue and Granger Place and a total of 6,125 LF of 12-30 inch sewer designed to carry street flow to the existing storm overflow sewer on Forest Avenue from the above mentioned street segments. Additionally, weirs were raised in SPPs 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, and 240.	This project was designed to treat 13,600 cf of stormwater runoff from the 0.9 inch water quality storm event and remove 49.5 cfs of peak flow from the combined sewer system. Thereby reducing overflows through SPPs 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, and 241 to CSO 060. Together with other LTCP projects, this project is projected reduce CSO 060 discharges to Scajaquada Creek based on the 1993 Modified Typical Year (TY) to negligible activations and flow.
Bird/Lang RTC Projects	These RTC projects utilize available capacity of large sewers to provide flow control measures during wet weather events through the use of gates which allow continuous dry weather underflow.	
Bird RTC Project	The Bird RTC Project is located on Bird Avenue between Parkdale Avenue and Hoyt Street.	The Bird RTC project is designed to provide 1.01 MG of storage volume, thereby reducing discharges through SPP 013 to CSO 004. Together with other LTCP projects, this project is projected reduce CSO 004 discharges to the Black Rock Canal based on the TY to 3 activations.
Lang RTC Project	The Lang RTC Project is located on Lang Avenue between Courtland Avenue and Hagen Street.	The Lang RTC project is designed to have a storage volume of 0.84 MG, thereby reducing discharges through SPP 340 to CSO 053. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the 1993 Modified Typical Year (TY) to 4 activations.

Project Name	Project Description	Project Purpose*
Foundation Projects		
Foundation 1 - Smith Street Storage	Originally envisioned as a single project, these two projects have been separated to realize cost advantages due to the different levels of skill required for the projects and to expedite the sewer separation component.	
CSO No. 026 Sewer Separation	This project consisted of the installation of collection sewers for street receiver flows on Leddy Street, South Park Avenue, Owahn Place, Prenatt Street, Bolton Place, St. Stephen's Place, and Buffalo River Place in order to discharge these storm flows downstream of regulators combined the Optimization projects for SPP 217 and SPP 318.	Together with the Smith Street in-line storage project, the Smith Street partial sewer separation project is designed to divert and detain the equivalent of a storage volume of 0.5 MG, thereby reducing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.
CSO No. 026 RTC Structure	The second contract consists of an in-line storage project which is designed to detain wet weather flows along the western side of Smith Street using a weir structure between the I-190 and the I-190 off ramp within the Smith Street Drain for discharge to the South Interceptor thereby diverting combined sewer flows from CSO 026.	Together with the Smith Street partial sewer separation project, the Smith Street in-line storage project is designed to divert and detain the equivalent of a storage volume of 0.5 MG, thereby reducing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.

Project Name	Project Description	Project Purpose*
Foundation 2 - SPP Optimization (20 projects)	Project consists of multiple smaller projects that will overlap in engineering and construction. SEE DETAILS FOLLOWING FOR SPECIFIC PROJECTS	In general, these projects will reduce discharges to the CSOs by detaining flows within the BSA's system through the modification of existing control structures.
SPP 180 Optimization	This project consisted of raising of the weir associated with SPP 180 by 2.0' along its entire length. SPP 180 is located on Delaware Avenue at the intersection with West Delavan. As part of the revised SPP 331 Optimization, this weir will be raised an additional 1.75' along its entire length.	The SPP 180 Optimization project was designed to increase the capacity of the CSS at SPP 180 thereby decreasing CSO 006 discharges. Together with other LTCP projects, this project is projected to reduce CSO 006 discharges to the Black Rock Canal based on the TY to 4 activations.
SPP 331 Optimization	SPP331 is located at the intersection of Elmwood Avenue and West Delavan Avenue. Preliminary plans were for the diversion of flows from this point through a new sewer to Bird Avenue along the centerline of Elmwood Avenue. This would have required major disruption of a very high traffic commercial area and was deemed impractical. Plans have been developed to instead divert the same flow that was to have been diverted through this project through a system of localized weir modifications rather than extensive pipe installation. These modifications include raising the weir at SPP 180 by 1.75' and the bench located in SPP 332 on the northeast quadrant of Gates Circle which currently directs dry weather flows into the interceptor will be removed and replaced with a 6.2' weir and restored sewer trough which will direct dry weather flows into the Bird Avenue trunk sewer.	The SPP 331 Optimization project is designed to increase the underflow capacity at SPP 331 thereby decreasing CSO 006 discharges. Together with other LTCP projects, this project is projected to reduce CSO 006 discharges to the Black Rock Canal based on the TY to 4 activations.

Project Name	Project Description	Project Purpose*
SPP 036 Optimization	This project consisted of the reconstruction of 35' of 30" sewer associated with SPP 036 to reverse the slope. It was located on Church Street between the off and on ramps of the Skyway (State Route 5).	The SPP 036 Optimization project was designed to increase the underflow capacity at SPP 036 thereby decreasing CSO 015 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 015 to 0 activations.
SPP 217 Optimization	In association with the Smith Street partial sewer separation project, this project consisted of the removal of two bottom orifice plates totaling 1.42' in height, increasing the orifice size and conveyance capacity of the Emslie Street Sewer. SPP 217 is located on Emslie Street at its intersection with Eagle Street.	The SPP 217 Optimization project is designed to increase the underflow capacity at SPP 217 thereby decreasing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.
SPP 318 Optimization	In association with the Smith Street partial sewer separation project, this project consisted of the removal of an orifice plate, increasing the orifice size and conveyance capacity of the Clinton Avenue Sewer. SPP 318 is located east of the intersection of Fillmore Avenue and Clinton Street.	The SPP 318 Optimization project is designed to increase the underflow capacity at SPP 318 thereby decreasing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.
SPP 097A Optimization	This project consisted of abandoning an inactive combined sewer, converting another to a storm sewer and abandoning the underflow connection. SPP 097A is located at the intersection of the extension of Prenatt and Orlando Streets.	The SPP 097A Optimization project is designed to eliminate SPP 097A thereby decreasing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.
SPP 122 Optimization	This project consisted of raising of the weir associated with SPP 122 by 0.5' along its entire length. SPP 122 is located on South Legion Drive just north of the intersection with Meriden Street.	The SPP 122 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 122 thereby decreasing CSO 037 discharges. Together with other LTCP projects, this project is projected to reduce CSO 037 discharges to the Buffalo River based on the TY to 3 activations.

Project Name	Project Description	Project Purpose*
SPP 163 Optimization	The SPP 163 Weir Optimization project consisted of replacing the existing weir with a new weir 0.75' higher. It is located to the East of the intersection of Fillmore Avenue and Northland on Northland Avenue.	The SPP 163 Optimization project is designed to increase the flow volume conveyed by the CSS at SPP 163 thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
SPP 165 Optimization	This project consisted of raising of the weir associated with SPP 165 by 0.5' along its entire length. SPP 165 is located on Fillmore Avenue just north of the intersection with East Delavan Street.	The SPP 165 Optimization project was designed to increase the capacity of the CSS at SPP 165 thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
SPP 165A Optimization	The weir associated with SPP 165A located at the intersections of Fillmore and Kensington Avenues.	The SPP 165A Optimization project was designed to increase the capacity of the CSS at SPP 165A by raising the weir by 0.75' and upsizing 675' of 15" pipe to 18” pipe to reduce CSOs in association with CSO 053. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
SPP 178 Optimization	This project consisted of raising of the weir associated with SPP 178 by 0.5' along its entire length. SPP 178 is located on Masten Avenue just north of the intersection with Northland Avenue.	The SPP 178 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 178 thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
SPP 335B Optimization	This project consisted of raising of the weir associated with SPP 335B by 1.0' along its entire length. SPP 335B is located on Hager Street just south of the intersection with Florida Street.	The SPP 335B Optimization project was designed to increase the flow volume conveyed by CSS at SPP 335B thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.

Project Name	Project Description	Project Purpose*
SPP 336A Optimization	This project has been constructed in association with the SPP 331 optimization. The project consist sof removing a sluice gate and orifice plate and modifying the existing structure by changing the existing side channel opening from 24" to 30". SPP 336A is located on Humboldt Parkway North of the Scajaquada Drain.	The SPP 336A Optimization project is designed to increase the underflow capacity of the CSS at SPP 336A thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
SPP 341A Optimization	SPP 341A is located on Genesee Street east of Kerns Avenue. This project is on hold pending the results of post-construction monitoring.	The SPP 341A Optimization project would increase the flow volume conveyed by the CSS at SPP 341A thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. Field conditions may require modification to this planned optimization.
SPP 342B Optimization	This project consisted of raising of the weir associated with SPP 342B by 1.0' along its entire length. SPP 342B is located on Sprenger Avenue adjacent to Schiller Park.	The SPP 342B Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 342B thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
SPP 001 Optimization	The weir associated with SPP 001 located at the discharge of Cornelius Creek into the Niagara River and tributary to CSO 055 has been raised 1.0' to reduce CSOs.	The SPP 001 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 001 thereby decreasing CSO 055 discharges. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations.
SPP 183 Optimization	This project consisted of raising of the weir associated with SPP 183 by 2.0' along its entire length. SPP 183 is located at the intersection of Bradley Avenue and Dewitt Street.	The SPP 183 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 183 thereby decreasing CSO 059 discharges. Together with other LTCP projects, this project is projected to reduce CSO 059 discharges to Scajaquada Creek based on the TY to 0 activations.

Project Name	Project Description	Project Purpose*
SPP 283 Optimization	SPP 283 is located in the median between the I-190 South ramp to Porter Avenue and a service road near the West Side Rowing Club. This project consisted of removing an orifice plate which restricted flows from entering the Swan Trunk and the installation of a new 1.0' tall weir to restrict flows from discharging through CSO 063.	The SPP 283 Optimization project was designed to increase the underflow capacity of the CSS at SPP 283 thereby decreasing CSO 063 discharges. Together with other LTCP projects, this project is projected to reduce CSO 063 discharges to the Niagara River based on the TY to 4 activations.
SPP 211 Optimization	This project consisted of constructing a weir to an elevation above the overflow raised pipe invert at SPP 211. SPP 211 is located at the South East corner of the intersection of Clinton and South Ogden Streets.	The SPP 211 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 211 thereby decreasing CSO 066 discharges. Together with other LTCP projects, this project is projected to reduce CSO 066 discharges to the Buffalo River based on the TY to 4 activations.

Project Name	Project Description	Project Purpose*
Foundation 3 - Remaining RTC (14 sites)	These RTC projects propose to utilize available capacity in the CSS to provide flow control measures during wet weather events through the use of active controls.	In general, these projects are designed to reduce discharges to the CSOs through the detention of flows within the BSA's CSS system.
Hertel Northwest In-Line Storage	This RTC project is proposed to utilize available capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is within the northern of the two large combined sewers which are located under Hertel Avenue.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations.
Hertel South In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is within the southern of the two large combined sewers which are located under Hertel Avenue.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations.
Hertel Northeast In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. This project will be located within the northern of the two large combined sewers which are located under Hertel Avenue.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations.

Project Name	Project Description	Project Purpose*
Bird East In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. This project will be located to the east of the above mentioned Bird RTC project along the same Bird Avenue sewer.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 004 discharges to the Black Rock Canal based on the TY to 3 activations.
East Ferry In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along the Ferry Street sewer upstream of its leaping weir overflow to the Scajaquada Drain north of Florida Street.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
Colorado In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along the Colorado Avenue sewer which runs underneath the manufacturing facility located at 1001 East Delavan Avenue.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
North Bailey In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along Bailey Avenue north of Scajaquada Street.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.

Project Name	Project Description	Project Purpose*
South Bailey In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along Bailey Avenue north of Scajaquada Street and south of the afore mentioned North Bailey In-Line Storage project.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
Roslyn In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is near Roslyn Street on Lang Avenue.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
Kay In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is on Hazelwood Avenue between East Delavan and Easton Avenues.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.
Amherst Quarry Off-Line Storage	This RTC project proposes to utilize available capacity in the CSS capacity within the inactive Amherst Quarry to provide flow control measures during wet weather events, once downstream capacity is available, flows will then be pumped back into the system. The Amherst Quarry is located in an area bounded by Parkridge Avenue, East Amherst Street, and Hewitt Avenue.	This RTC project is proposed to utilize available capacity of the quarry to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations.

Project Name	Project Description	Project Purpose*
Fillmore North In-Line Storage	This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. This project is proposed to be located on Fillmore Avenue, however pending the results of post-construction monitoring, it may be eliminated depending on the efficacy of the Smith Street Storage project.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.
Gibson CSO Line Storage	This project is proposed to utilize the available capacity of the CSO pipe downstream of the SPP, but before the discharge point or outfall. It would be designed to convey water to prevent surface flooding and overflows through upstream SPPs. Once the storm event has subsided, it would be designed to dewater back into the combined system. The dewatering rate would be controlled so that it would not cause overflows downstream from the control structure. The proposed project location is on Gibson Street, however pending the results of post-construction monitoring, it may be eliminated depending on the efficacy of the Smith Street Storage project.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.

Project Name	Project Description	Project Purpose*
Montgomery CSO Line Storage	This project is proposed to utilize the available capacity of the CSO pipe downstream of the SPP, but before the discharge point or outfall. It would be designed to convey water to prevent surface flooding and overflows through upstream SPPs. Once the storm event has subsided, it would be designed to dewater back into the combined system. The dewatering rate would be controlled so that it would not cause overflows downstream from the control structure. The proposed project location is along the railroad right-of-way near Montgomery Street, however pending the results of post-construction monitoring, it may be eliminated depending on the efficacy of the Smith Street Storage project.	This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations.
Foundation 4 - Hamburg Drain Optimizations	This project will entail several in-system optimizations, e.g. rerouting of flows, installation of weirs, partial sewer separations etc. and/or green infrastructure to reduce the overflow events at a number of upstream SPPs in order to control flows through CSOs 017, 022, and 064. These optimizations would be located within the Hamburg Basin.	These optimization projects are proposed to increase the flow volume conveyed by the CSS upstream of the SPPs and diverting stormwater flows out of the CSS thereby decreasing CSO 017, 022, and 064 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Buffalo River through CSO 017 to 4 activations, CSO 022 to 5 activations, and CSO 064 to 3 activations.
Foundation 4 - Hamburg Drain Storage	Together with the Hamburg Drain Optimizations, this project would be designed to provide the equivalent of 5 MG of offline storage. This facility would be located within the Hamburg Basin and may involve the installation of RTCs.	This storage project is proposed to provide off-line storage thereby decreasing CSO 017, 022, and 064 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Buffalo River through CSO 017 to 4 activations, CSO 022 to 5 activations, and CSO 064 to 3 activations.

Project Name	Project Description	Project Purpose*
Green Infrastructure Projects		
Green 1 - Pilot Projects – 267-acres of GI control SEE DETAILS FOLLOWING FOR SPECIFIC PROJECTS	Projects consist of multiple green infrastructure projects that will overlap in engineering and construction.	In general, this phase is designed to control stormwater flow from 267 acres of impervious area in the various sewer sheds within the targeted areas.
2001-2013 Demolitions	This project consists of the demolition of vacant houses thereby replacing impervious with pervious surface.	This project is designed to control stormwater flow from 354 total acres of impervious area.
2014-2018 Demolitions	This project consists of the demolition of vacant houses thereby replacing impervious with pervious surface. In addition, the BSA is piloting alterations to the City of Buffalo's demolition specifications to allow for the use of modified rain gardens to increase onsite infiltration.	This project is designed to control stormwater flow from 50 total acres of impervious area.
PUSH Blue Projects	PUSH-Buffalo will install rain gardens, porous pavement and a green roof and distribute rain barrels within the CSO 012 sewer shed.	This project is designed to control stormwater flow from 1 acre of impervious area.
Carlton Street Porous Asphalt	This project consisted of the installation of pervious pavement to retain stormwater from the area tributary to the Right-of-Way on Carlton Street between Michigan and Jefferson Avenues in the City of Buffalo as part of the City's streetscape project.	This project is designed to control stormwater flow from 5.9 acres of impervious area.

Project Name	Project Description	Project Purpose*
Fillmore Avenue Porous Parking Lots and Green Lots	This project consisted of the installation of porous pavement parking lots and modified rain gardens to retain stormwater from the area tributary to the Right-of-Way of Fillmore Avenue in the City of Buffalo as part of the City's streetscape project.	This project is designed to control stormwater flow from 0.4 total acres of impervious area.
Ohio Street	This project consisted of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way on Ohio Street in the City of Buffalo as part of the City's streetscape project.	This project is designed to control stormwater flow from 6.1 total acres of impervious area.
Kenmore Avenue	This project consists of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way on Kenmore Avenue in the City of Buffalo as part of the City's streetscape project.	This project is designed to control stormwater flow from 5.17 total acres of impervious area.
Genesee Gateway Project	This project consists of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way on Genesee Street in the City of Buffalo as part of the City's streetscape project.	This project is designed to control stormwater flow from 2.8 total acres of impervious area.
Allen Street	This project will consist of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way for the portion of Allen Street between Main Street and Elmwood Avenue in the City of Buffalo as part of the City's streetscape project.	This project is designed to control stormwater flow from 2.5 total acres of impervious area.
Niagara Street	This project consists of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way for the length of Niagara Street in the City of Buffalo as part of the City's streetscape project.	This project is designed to control stormwater flow from 50 total acres of impervious area.

Project Name	Project Description	Project Purpose*
Green 2 – 410 acres of GI Control	These projects will consist of multiple green infrastructure projects that will overlap in engineering and construction. Details will be provided in the Phase 2 Green Infrastructure Master Plan.	In general, these projects would be designed to retain stormwater flow from 410 acres of impervious area in the various sewer sheds in the targeted areas.
Green 3 – 375 acres of GI Control	These projects will consist of multiple green infrastructure projects that will overlap in engineering and construction. Details will be provided in the Phase 2 Green Infrastructure Master Plan.	In general, these projects would be designed to retain stormwater flow from 375 acres of impervious area in the various sewer sheds in the targeted areas.
Green 4 – 263 acres of GI Control	These projects will consist of multiple green infrastructure projects that will overlap in engineering and construction. Details will be provided in the Phase 2 Green Infrastructure Master Plan.	In general, these projects would be designed to retain stormwater flow from 263 acres of impervious area in the various sewer sheds in the targeted areas.
WWTP		
WWTP Improvement Project Alternative C2	The proposed project is expected to rehabilitate the existing primary clarifiers by adding high rate disenfection and provide additional secondary clarifiers at the Bird Island WWTP.	This project would be designed to provide treatment of wet weather flows and increased secondary treatment capacity.

Project Name	Project Description	Project Purpose*
Gray Projects		
CSOs 014/15 – Erie Basin In-line storage and optimization projects SEE DETAILS FOLLOWING FOR SPECIFIC PROJECTS		
SPPs 206A&B	A new 113,000 gallon in-line storage facility was constructed in association with SPPs 206A&B to reduce CSOs at CSO 014. This site is located at Trenton Road/ Village Court north east of Fourth Street.	This project was designed to provide in-line storage thereby decreasing CSO 014 discharges through SPPs 206A&B. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 014 to 2 activations.
SPP 035	A new 50,000 gallon in-line storage facility was constructed between the Genesee Trunk and Swan Trunk sewers to create additional storage capacity in association with SPP 035 (CSO 015). This project is located to the north west of the intersection of South Elmwood Avenue and West Genesee Street.	This project was designed to provide in-line storage thereby decreasing CSO 015 discharges through SPP 35. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 015 to 0 activations.
SPP 036	This project consisted of the reconstruction of 35' of 30" sewer associated with SPP 036 to reverse the slope. This site is located on Church Street between the off and on ramps of the Skyway bridge (State Route 5).	This sewer reconstruction project was designed to increase the underflow capacity of the CSS thereby decreasing CSO 015 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 015 to 0 activations.

Project Name	Project Description	Project Purpose*
CSO 013 – Satellite storage, conveyance, FM & PS	CSO 013 is located at the extension of Virginia Street into the Black Rock Canal, the structure is tentatively planned to be built between the last SPP structure and the Canal. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	This storage project would provide off-line storage thereby decreasing CSO 013 discharges. Preliminary design is for a 0.3 MG offline storage facility. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Black Rock Canal through CSO 013 to 4 activations.
North Relief – Interceptor	The original conception of this project was of a deep tunnel relief sewer to run in the vicinity of Niagara Street between Bird Avenue and Albany Street with an additional line connecting the tunnel to the WWTP influent siphon. Preliminary design is for 5,310' of 96"pipe and 571' of 120" pipe. Due to site constraints this project is being redesigned.	The purpose of this project is to reduce discharges through CSOs 004, 011, and 012, by creating a new relief sewer thereby creating offline storage capacity capacity in the CSS. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Black Rock Canal through CSO 004 to 3 activations, CSO 011 to 4 activation, and CSO 012 to 2 activations.
CSOs 010, 008/010, 061, 004 – Underflow capacity upsizing	This project will consist of upsizing of underflow piping to maximize flow to the interceptors. This project is tentatively proposed for between Breckenridge Street and Brace Street along the I-190 with an extension along Brace Street across Niagara Street.	This underflow capacity upsizing project would increase the capacity of the CSS thereby decreasing CSO 010, 008, 061 and 004 discharges. Together with other LTCP projects, this project is projected based on the 1993 Modified Typical Year to reduce discharges to the Black Rock Canal through CSO 004 to 3 activations, CSO 010 to 1 activations, CSO 008 to 0 activations, and CSO 061 to 4 activations.
SPP 337 (CSO 053) – Satellite storage, conveyance, FM & PS	SPP 337 is located at Colorado Street North of Scajaquada Street. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	The purpose of this project is to reduce discharges through CSO 53 to the Scajaquada Creek. Preliminary design is for a 0.7 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to Scajaquada Creek based on the TY to 4 activations.
SPP 336A&B (CSO 053) – Satellite storage, conveyance, FM & PS	SPP 336A&B are located on Humboldt Parkway on each side of the Scajaquada Drain. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	The purpose of this project is to reduce discharges through CSO 53 to the Scajaquada Creek. Preliminary design is for a 4.2 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to Scajaquada Creek based on the TY to 4 activations.

Project Name	Project Description	Project Purpose*
Jefferson Avenue & Florida Street (CSO 053) – Satellite storage, conveyance and FM	The proposed location for this facility is in the vicinity of the intersection of Jefferson Avenue and Florida Street. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	The purpose of this project is to reduce discharges through CSO 53 to the Scajaquada Creek. Preliminary design is for a 2.6 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to Scajaquada Creek based on the TY to 4 activations.
CSO 055 – Satellite storage, conveyance, FM & PS	For CSO 055, the proposed storage facility would be located upstream of the regulator, near Military Road. At this location, an offline facility would be constructed and flows above 26 MGD (instantaneous peak) would be diverted from the South Hertel Trunk sewer into the storage facility. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	The purpose of this project is to reduce discharges through CSO 55 to the Niagara River. Preliminary design is for a 7.5 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to the Niagara River through CSO 55 based on the TY to 9 activations.
CSOs 028/044/047 - Satellite storage, conveyance, FM & PS	The proposed location for this facility is underneath the Tops parking lot between South Park Avenue and the Buffalo River. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	The purpose of this project is to reduce discharges through CSO 28 to the Buffalo River and through CSOs 047 and 044 to Cazenovia Creek. Preliminary design is for a 2.3 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges based on the TY to 6 activations through CSO 028, 2 activations through CSO 044 and 3 activations through CSO 047.
CSO 052 – Satellite storage, conveyance, FM & PS	The proposed location for this facility is in the vicinity of South Ogden Street between Mineral Springs Road and Cazenovia Creek. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	The purpose of this project is to reduce discharges through CSO 52 to the Buffalo River. Preliminary design is for a 0.6 MG offline storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to the Buffalo River through CSO 052 based on the TY to 3 activations.

Project Name	Project Description	Project Purpose*
CSO 064 – Satellite storage, conveyance, FM & PS	The proposed location for this facility is in the vicinity of the confluence of Ohio, Louisiana and Saint Claire Streets. The proposed satellite storage facility would consist of a covered, concrete, underground tank.	The purpose of this project is to reduce discharges through CSO 064 to the Buffalo River. Preliminary design is for a 0.1 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to the Buffalo River through CSO 064 based on the TY to 3 activations.

***Note:** Black Rock Canal Performance Criterion is 4 Activations in the Typical Year
Buffalo River Performance Criterion is 6 Activations in the Typical Year
Cazenovia Creek - B Performance Criterion is 4 Activations in the Typical Year
Cazenovia Creek - C Performance Criterion is 6 Activations in the Typical Year
Erie Basin Performance Criterion is 2 Activations in the Typical Year
Niagara River Performance Criterion is 9 Activations in the Typical Year
Scajaquada Creek - Performance Criterion is 4 Activations in the Typical Year

Attachment D to the Semi-Annual Status Report: September 2016

Public Meeting Materials

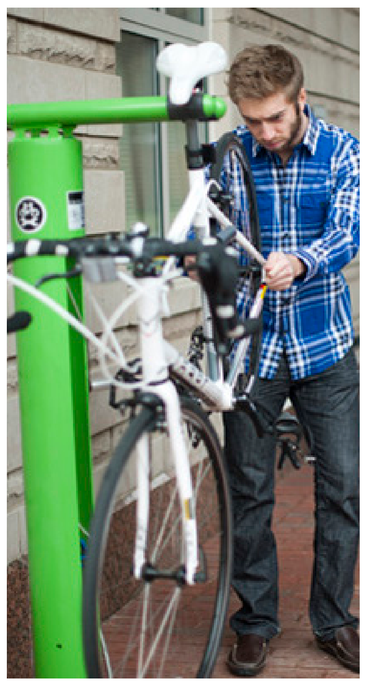
Design Choices

BICYCLING

What types of bicycle amenities could work for Niagara Street?

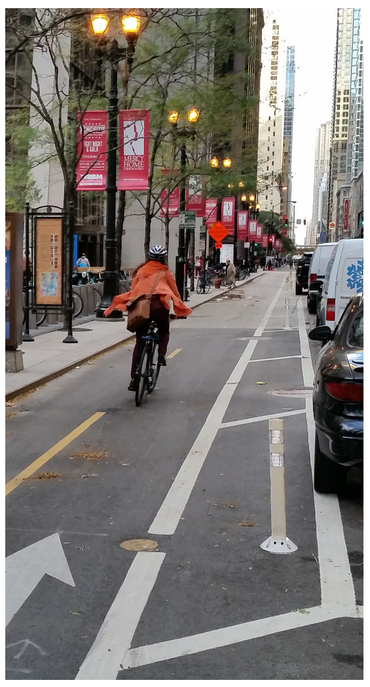
Use sticker dots to tell us what your preferences are for the design choices below.

Bike Lanes



Bike Maintenance

Bike Parking Pods



Separated Cycleways

Bike Racks

Bike Intersection Treatments

Refer to your Workshop Guidebook for design choice explanations and guidance on providing feedback.

Design Choices

DRIVING & PARKING

What can the streetscape project do to alleviate parking and traffic issues?

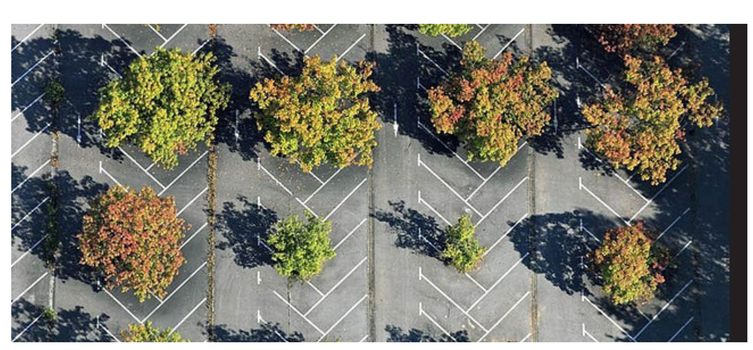
Use sticker dots to tell us what your preferences are for the design choices below.

Crosswalks

Bump-Outs

Street Parking

Traffic Calming



Vegetated Parking lots

Refer to your Workshop Guidebook for design choice explanations and guidance on providing feedback.

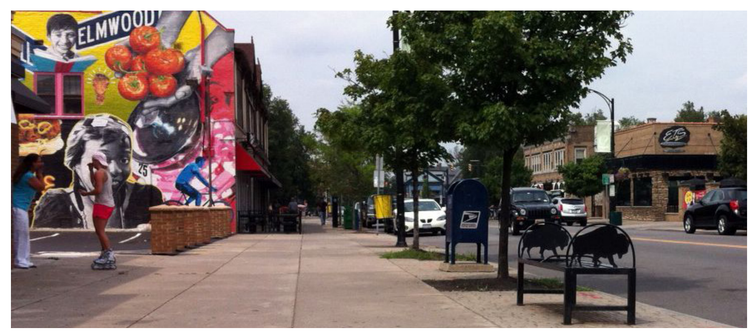
Design Choices

GREENING

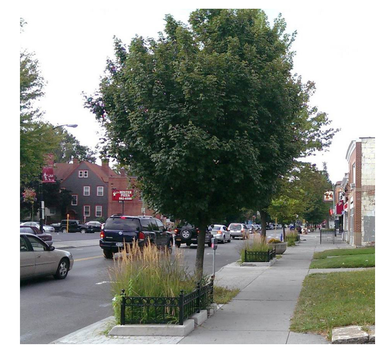
What types of greening features could work for Niagara Street?

Use sticker dots to tell us what your preferences are for the design choices below.

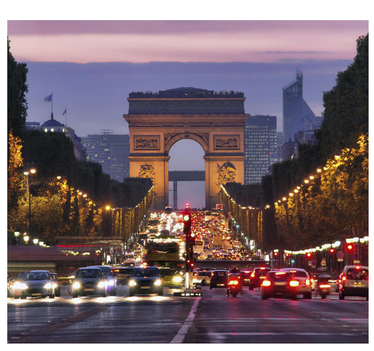
Water Features

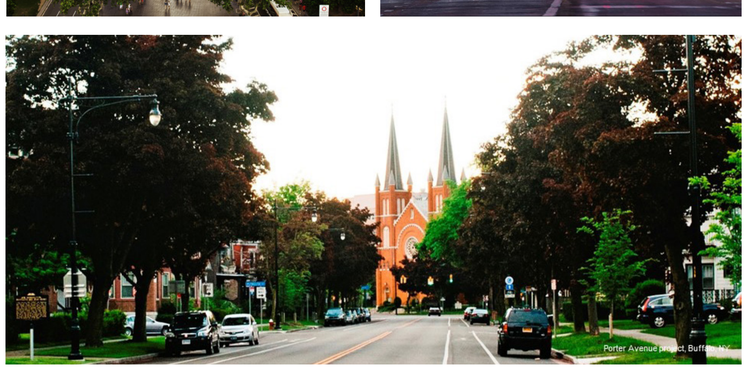


Street Trees

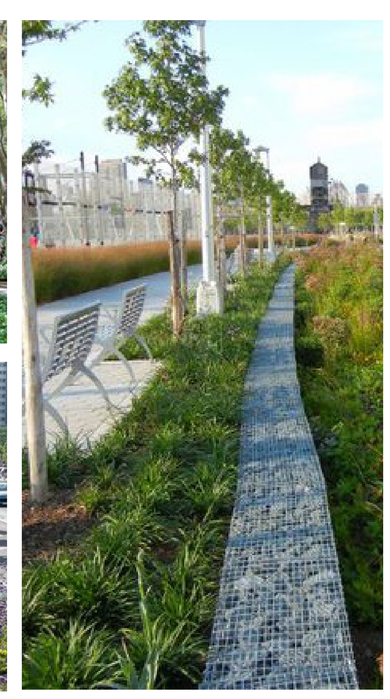


Rain Gardens and Swales

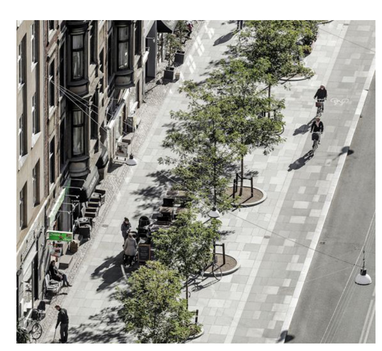


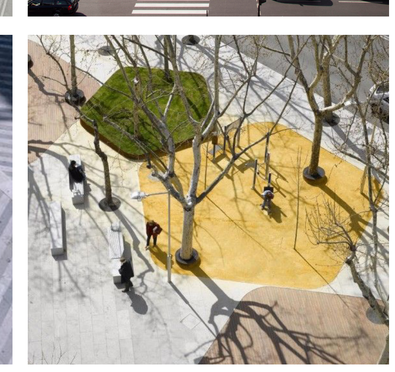


Historical/Formal Landscapes



Lush Planting





Hardscape Design

Refer to your Workshop Guidebook for design choice explanations and guidance on providing feedback.

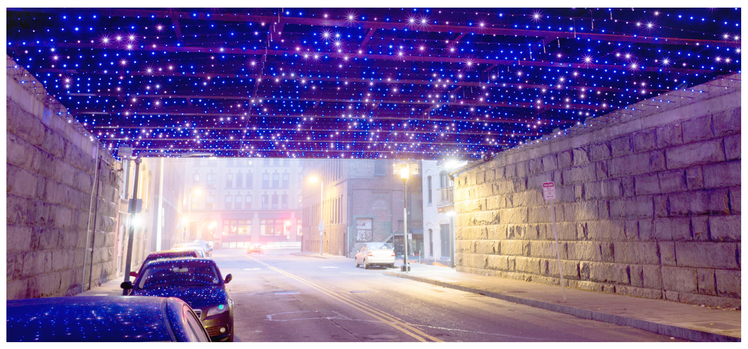
Design Choices

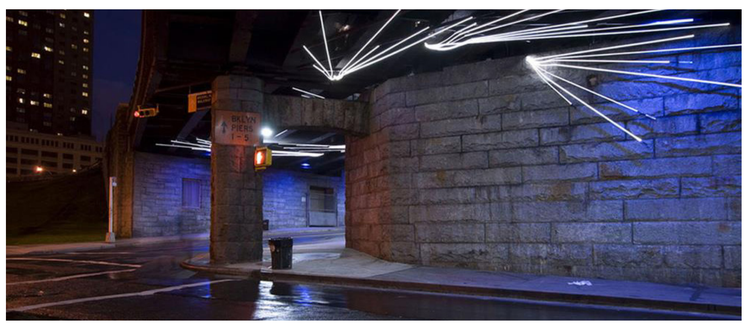
INTEGRATING ARTS, HISTORY AND CULTURE

How can the streetscape embrace local history, arts and culture?

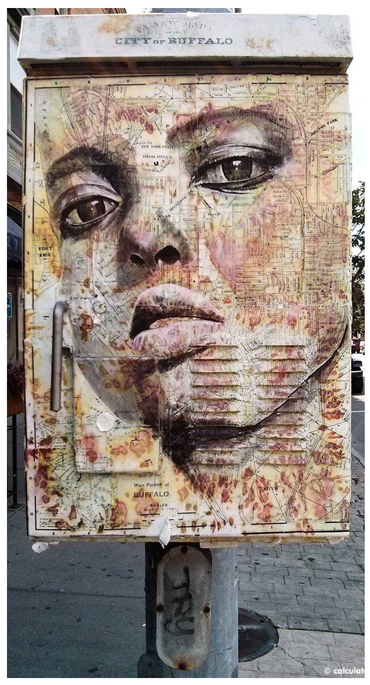
Use sticker dots to tell us what your preferences are for the design choices below.

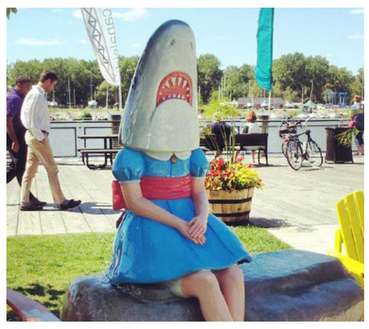
Historic Markers





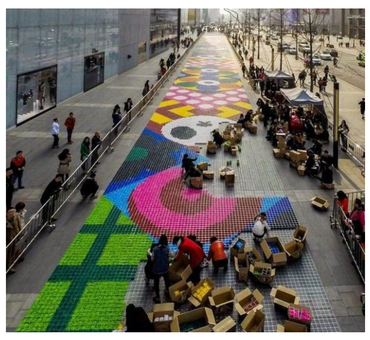
Lighting Features



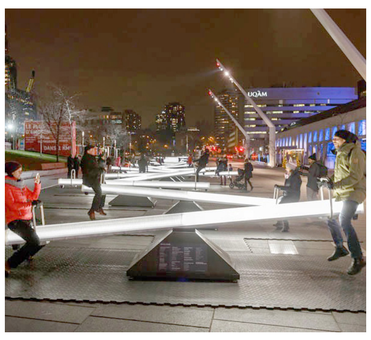


Public Arts

Existing Monuments



Events and Programming



Street Activities

Refer to your Workshop Guidebook for design choice explanations and guidance on providing feedback.

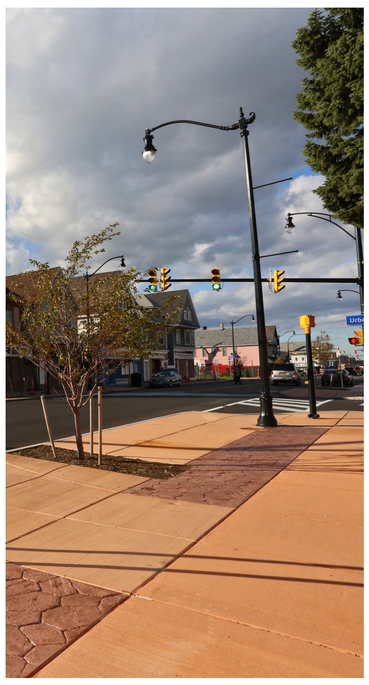
Design Choices

WALKING

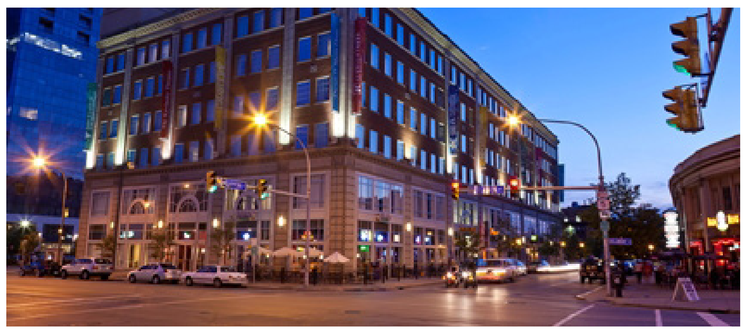
What types of pedestrian amenities could work for Niagara Street?

Use sticker dots to tell us what your preferences are for the design choices below.

Storefront Activity



Improved Sidewalks



Street Lighting

Signage

Seating

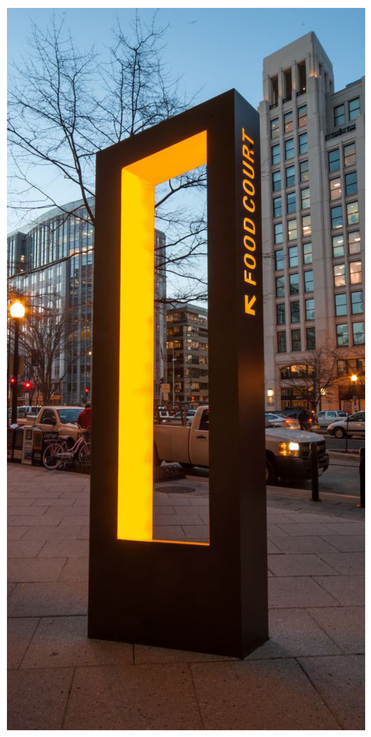
Refer to your Workshop Guidebook for design choice explanations and guidance on providing feedback.

Design Choices

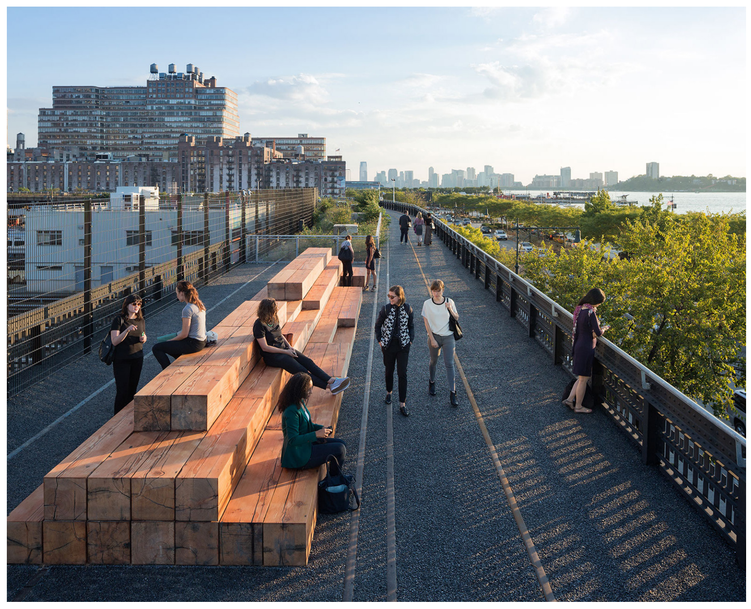
RELATIONSHIP TO THE WATER

How should wayfinding features and a relationship to water be expressed along Niagara Street?

Use sticker dots to tell us what your preferences are for the design choices below.



Markers and Gateways



Improved Views

Lighting as Wayfinding

Refer to your Workshop Guidebook for design choice explanations and guidance on providing feedback.

NIAGARA STREET NOW

June 20, 2016

Preliminary Design Update

6:00-7:30 PM, D'Youville College, Madonna Hall

With the public visioning phase complete, the Niagara Street Now team has been busy developing a preliminary design of the Niagara streetscape from Porter to Ontario. This meeting serves as a chance to see a "first pass" at what the corridor might look like when complete and get an update on the project budget and design elements. Community members are invited to provide comments and ask questions following the presentation.

Use this handout as a guide to the preliminary design concept plans displayed around the hall. The notes below describe the intent of the visuals. The Concept Plan Legend below defines the colors and symbols used on the plans.

The first phase of the Niagara Street Now project gathered public input from a variety of sources – web surveys, door-to-door meetings, and public workshops. From this process, 13 Design Priorities were identified. The preliminary plans show initial concepts and opportunities that reflect these Design Priorities, within the context of the corridor's existing features. The intent is to show some of the ideas that the design team are considering with enough detail to facilitate discussion. Some of the main elements being considered now are:

- Lane configurations
- Road narrowing opportunities and bump outs
- Areas where paved surfaces can be replaced with turf or landscaped areas
- Bicycle accommodations, including cycle track
- Relocated bus stops
- On-street parking opportunities
- Green infrastructure opportunity areas and paper streets

Based on continuing public input, this preliminary concept design will be refined and design details will be prepared.

All presented materials will be available for review and comment for one (1) week following this meeting on the NiagaraStreetNow.org website.

Design Priorities

#1 Make crossing the street easy and safe

#2 Reduce speed of cars and trucks

#3 Focus on the essentials - sidewalks and lighting

#4 Welcome biking with clear markings

#5 Emphasize natural elements like trees and plantings

#6 Improve views and connections to the water

#7 Support businesses looking to bring life to the street

#8 Make it easier for people to find and reach the water

#9 Support biking with amenities

#10 Leave room for parking

#11 Balance hardscape with green elements

#12 A diverse approach to placemaking, emphasizing old and new

#13 Program activities to bring people to the street

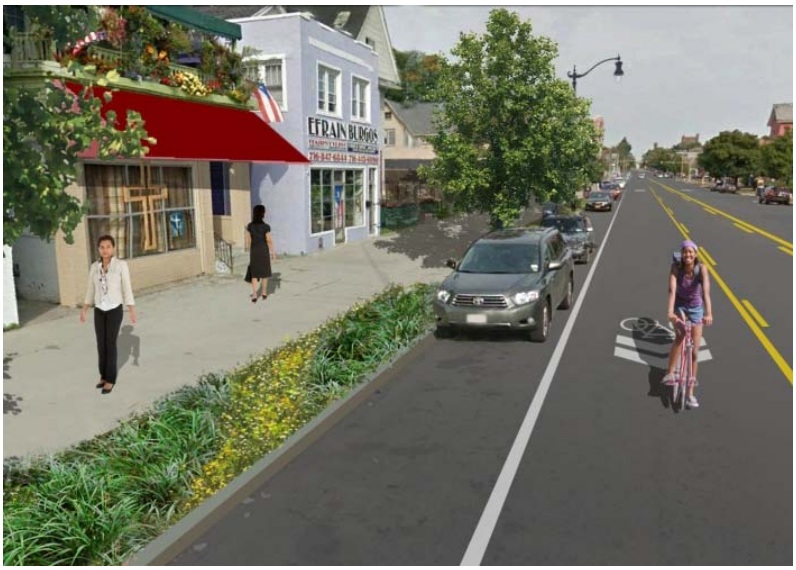
CONCEPT PLAN LEGEND

- BUILDING
- OFF-STREET PARKING
- ON-STREET PARKING OPPORTUNITY
- DRAINAGE BOUNDARY
- APPROXIMATE PARCEL BOUNDARY
- HIGHWAY BOUNDARY
- EXISTING SIDEWALKS OR HARDSCAPE
- EXISTING GRASS OR PLANTED AREA
- REDEVELOPMENT SITE
- 10' BUILDING FACE OFFSET
- EXISTING NO PARKING ZONE
- PROPOSED STRIPING
- PAPER STREETS
- ROAD NARROWING OPPORTUNITY
- BROWNFIELD
- PAVEMENT REMOVAL OPPORTUNITY
- PERMEABLE PAVEMENT OPPORTUNITY
- BUS SHELTER

NOTE: All driveways to be reviewed with respect to code width, number of drives into each parcel, and impact on adjacent street parking.

A cycle track provides a safe, dedicated travel area for bicycle traffic—a possibility from Busti Avenue to Hertel Avenue.

This rendering from exemplifies design elements that could be applied to the Niagara Street Now Project including: bump-outs, new lane configuration, landscaping, new street lighting.



This rendering exemplifies design elements that could be applied to the Niagara Street Now Project including: new lane configuration, landscaping, new street lighting.

The rehabilitation of Robert Rich Way is an opportunity to make it easier to find and reach the water. Design elements being considered here include: dedicated bicycle lanes, new sidewalks, new street lighting, and landscaping

DEPARTMENT OF PUBLIC WORKS
ENGINEERING
BUILDING
WATER
CITY OF BUFFALO

SEAL OF THE CITY OF BUFFALO

BUFFALO SEWER AUTHORITY

PRELIMINARY DESIGN UPDATE
NIAGARA STREET NOW

BICYCLING

Where can features be added to improve the street for bicyclists?

Due to its proximity to neighborhoods, downtown and the waterfront, many people bike Niagara Street to get to where they need to go and for recreation.

Yet as the survey shows, most do not think biking on Niagara Street is safe or easy. In fact, the more often you bike the more likely you are to say biking is unsafe and difficult.

So while overall support for new bike amenities on Niagara was strong, it was overwhelming for those who frequently bike on the street, as 95% of frequent bicyclists support new bike racks and 99% support new bike lanes.

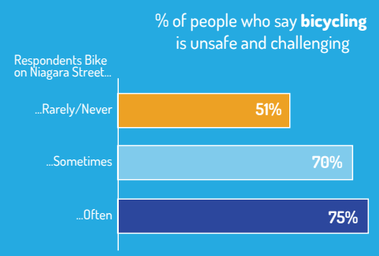
Provide your feedback!

Where would you like to see new bike racks, separated cycleways or bike lanes?

WHAT THE SURVEY TOLD US...

64% said it was **UNSAFE and CHALLENGING** to bike on Niagara Street

The more often people bike on Niagara Street, the more likely they are to say biking is unsafe and challenging.



Identify specific places on the map that you think are challenges and opportunities for bicycling on Niagara Street.

Voices from the Survey...

> Make it easier for people to ride bikes, but make sure it isn't dangerous.
>
> - Niagara St. business owner

> Protected bike lanes would make it much easier to get to work.
>
> - Employee who works on Niagara St.

> Need better signage to find the bike trails and a safe bike lane away from traffic.
>
> - Visitor who rides his bike on Niagara St. often

> We need to better connect the bike trails.
>
> - Niagara St. resident

> It would be nice to have a clear path to ride along the water and over the Peace Bridge into Canada.
>
> - Frequent user of the Niagara River

DRIVING AND PARKING

Where is traffic challenging and where is parking difficult?

Niagara Street is primarily used for driving, but taking steps to reduce and slow traffic can make it more inviting to everyone, especially those who walk or bike.

Most think that Niagara Street is easy for driving, but not for crossing the street. In fact, 85% of survey respondents wanted more crosswalks.

Many respondents said that traffic calming would improve the street, including 63% of those who drive often. Most said that parking is easy to find, with less than one in ten saying it is difficult to find a parking spot near where they live, work or visit.

Provide your feedback!

Where would you like to see new crosswalks, traffic calming measures, or street parking?

WHAT THE SURVEY TOLD US...

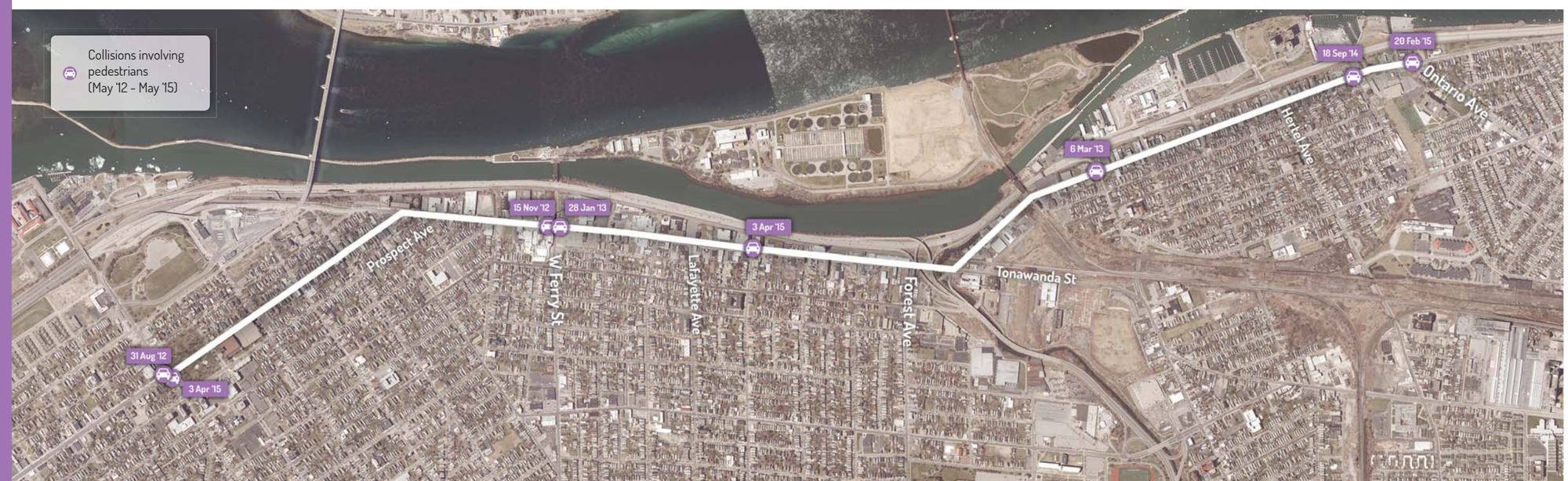
62% said slower/reduced traffic would improve the street

60% Nearly said it was NOT easy to cross the street

Only 9% said parking is rarely available

But, **those who work on Niagara Street are much more likely** to have trouble finding a parking spot **than those who identify as a resident or visitor.**

Identify specific places on the map that you think are challenges and opportunities for driving, parking, and crossing the street on Niagara Street.



Voices from the Survey...

"Speeding cars knock off sideview mirrors too often. That's the biggest parking problem."

- Worker at a Niagara St. business in Black Rock

"We need to slow down the traffic. Most drive 45 mph or higher."

- Niagara St. resident who lives near Riverside Park

"We are a huge supporter of the "lane bump outs" which keep cars from traveling up the right parking/bike lane to illegal right hand turns."

- Resident who lives near Bird Ave. and Niagara St.

"Calm traffic to a reasonable speed without irritating those who commute."

- Resident who lives near Niagara St. and Tonawanda St.

GREENING

Where can green infrastructure features be added to improve the natural environment of Niagara Street?

Adding plantings and green features can have two major benefits on Niagara Street. Greening can beautify the street by adding a natural landscape to the streetscape. It can also enhance sustainablity by performing key 'environmental services' like capturing and treating stormwater before it reaches the river.

Overall, 9 out of 10 survey respondents thought greening would improve their part of Niagara Street. Many also commented on how plantings, by beautifying the area, could attract more visitors and encourage new investment.

Provide your feedback!

Where would you like to see new trees, gardens or water features?

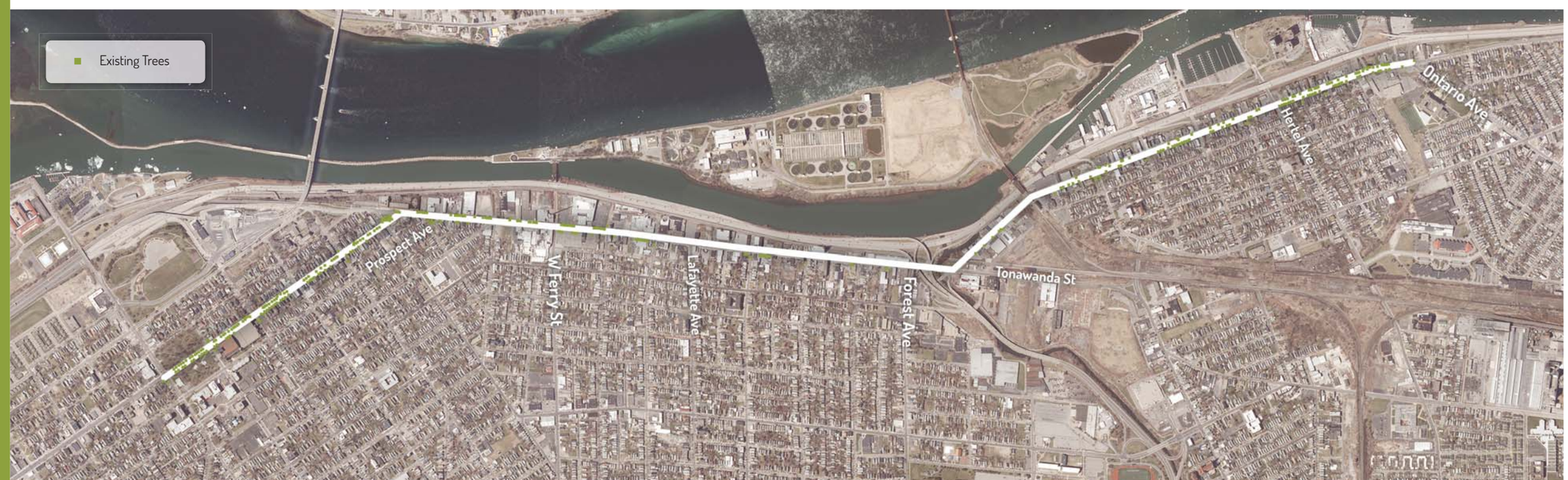
WHAT THE SURVEY TOLD US...

90% said that more plantings would improve Niagara Street.

56% of business/ property owners would like to see more plantings outside of their property.

Even **91%** of those who only use Niagara Street to drive where they need to go thought more plantings would make the street better

Identify specific places on the map that you think are challenges and opportunities for "greening" and enriching the landscape on Niagara Street.



Voices from the Survey...

"There are many very wide sidewalks where we could fit planters with small trees and flowers."

- Resident who lives near Auburn Ave. and Niagara St.

"Niagara needs trees and greening. Beautification is key."

- Resident of Black Rock neighborhood

"This street needs more rain gardens and pervious pavement."

- Resident of Prospect Hill neighborhood

"Niagara street needs green features, like more plantings, that will encourage more investment."

- Niagara St. Business owner

INTEGRATING ARTS, HISTORY AND CULTURE

Where can features be added to heighten local history, arts and culture of Niagara Street?

The long history, diverse culture and growing arts community of the Niagara Street corridor make it one of Buffalo's most prized cultural assets. Promoting this history, arts and culture with new features can attract more visitors and investment.

Nearly all survey respondents thought that Niagara Street should celebrate its history while promoting local arts and culture. 83% also said that adding public art would improve their part of the street.

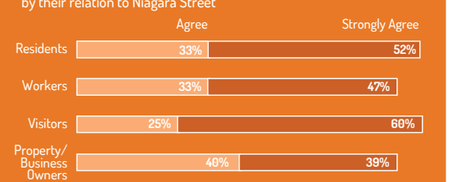
Provide your feedback!

Where would you like to see public arts, historic markers, or new events and activities?

WHAT THE SURVEY TOLD US...

94% of survey respondents agree that arts, culture and heritage should be a guiding principle for Niagara Street

% of people in favor of **adding public art** by their relation to Niagara Street



Identify specific places on the map that you think are challenges and opportunities for integrating arts, history and culture on Niagara Street.

Voices from the Survey...

"Integrated public art and artisitic lighting - more art, less signage."

- Resident who lives near Niagara St. and Breckenridge St.

"Please preserve the industrial feel of the area."

- Resident who lives near Niagara St. and Forest Ave.

"Show the waterfront history of Niagara St. during the War of 1812."

- Resident of Black Rock neighborhood

"Celebrate the mix of cultures, races and nationalities that make up Niagara St."

- Resident who lives on Niagara St.

"Public art should not be done willy-nilly. Less is more."

- Niagara St. property owner

"Honor and respect the heritage of the original Native American inhabitants of this area."

- Resident who lives near Niagara St. and Lafayette Ave.

WALKING

Where can features be added to improve the street for pedestrians?

Enhancing the pedestrian experience on Niagara Street can make the corridor more inviting for businesses, residents and visitors.

Overall, less than half of all survey respondents said Niagara Street is easy for walking.

A majority of survey respondents support adding pedestrian amenities. Nine out of ten people thought that improved sidewalks and new street lights would improve the street, while more than eight of ten supported adding more signs, crosswalks and benches.

Provide your feedback!

Where would you like to see new or enhanced pedestrian amenities - like street lights, benches and crosswalks?

WHAT THE SURVEY TOLD US...

97% of people who often walk on Niagara St. supported improving sidewalks

90% said adding street lights would improve Niagara Street.

Identify specific places on the map that you think are challenges and opportunities for walking on Niagara Street.

Voices from the Survey...

"Many families, students older people, and immigrants walk on Niagara St. Let's make it safe for all."

- Employee who works on Niagara St.

"Lack of crosswalks and crossing timers are really bad for people in wheelchairs."

- Resident who lives near Niagara St.

"Inconsistent lighting makes me feel unsafe when I walk alone there at night."

- Resident who works on Niagara St. and lives nearby

"Need better stop lights & crosswalks. Do not make the car the king of the block."

- Resident who lives near Lower Niagara St.

"The lighting needs to be closer to the street for pedestrians - add benches, art and plantings."

- Resident who lives near Niagara St. and Forest Ave.

RELATIONSHIP TO THE WATER

How can the streetscape embrace the water and enhance visibility of the Niagara River?

Niagara Street is just steps away from the Niagara River, but views of the water are hard to come by and waterfront access can be hard to find. Opening up views to the water and clearly marking access points along the street can attract more people to the waterfront and help revitalize the corridor.

About 80% of all survey respondents said they use Niagara Street to get to the water, most of whom are nearby residents. Nearly 8 out of 10 also said that adding views of the water would improve their part of Niagara Street.

Provide your feedback!

Where would you like to see signs pointing out access points to the waterfront, and improved views of the water?

WHAT THE SURVEY TOLD US...

96% said "Embracing the waterfront" should be a guiding principle for transforming Niagara Street.

8 out of **10** use Niagara Street to get to the waterfront.

84% said that better views of the water would improve Niagara Street

Identify specific places on the map that you think are challenges and opportunities for embracing the water on Niagara Street.

Voices from the Survey...

> Niagara Street's proximity to the water is an underutilized asset for attracting people and businesses.
>
> - Employee who works on Niagara St.

> More signs to show links to the water for the public.
>
> - Frequent user of the Shoreline Trail

> Make it easier to get to the water for viewing, fishing, and small waterfront activities.
>
> - Resident who lives near Connecticut St. and Niagara St.

> Celebrate the role water and the river has played in Niagara Street's history.
>
> - Niagara St. property owner

More improvements planned for Niagara Street

By MIKE DESMOND (/PEOPLE/MIKE-DESMOND) • DEC 16, 2015

Twitter (http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fnazjolz&text=More%20improvements%20planned%20for%20N

Those who use Niagara Street for travel can look forward to more construction once the current massive work between Downtown and Porter Avenue is finished.

Listen
1:09

(http://mediad.publicbroadcasting.net/p/wbfo/files/styles/x_large/public/201512/NS3.JPG)

Crews are currently working on the section of Niagara Street between Niagara Square and Porter Avenue.

CREDIT WWW.NIAGARASTREETNOW.ORG

City planners want to re-do the street between Porter and Ontario, with work in 2017 and some of 2018. They were looking for public comment last night in D'Youville College.

"It's fantastic," offered Bob Shibley, Dean of UB's School of Architecture and Planning.

"This project is one of those kind of glue projects that really starts to look at how we imagine a kind of storm water management, multi-way, bike, walk, bus and rapid bus kind of environment."

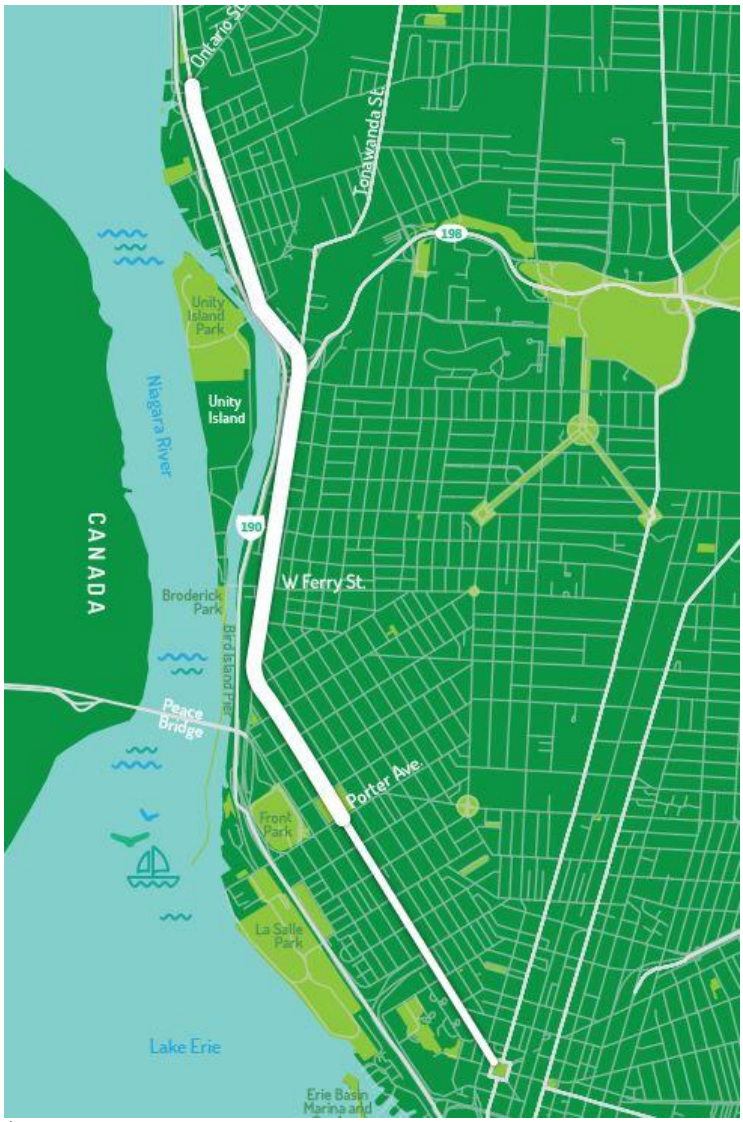
Shibley says when his department looked at the West Side near Niagara a quarter of a century ago, the big issue was safety, personal safety. Now, people in a changing ethnic neighborhood want improved traffic as well as ecological control of storm water.

TAGS: BOB SHIBLEY (/TERM/BOB-SHIBLEY)

NIAGARA STREET (/TERM/NIAGARA-STREET)

STORMWATER MANAGEMENT (/TERM/STORMWATER-MANAGEMENT)

D'YOUVILLE COLLEGE (/TERM/DYOUVILLE-COLLEGE)



(http://mediad.publicbroadcasting.net/p/wbfo/files/sty

The next phase of work along Niagara Street will run from Porter Avenue to Ontario Street.

CREDIT WWW.NIAGARASTREETNOW.ORG

0 Comments WBFO

Login

Recommend Share

Sort by Best

Start the discussion…

Be the first to comment.

Subscribe Add Disqus to your site Add Disqus Add Privacy

(http://wned.org/)

(http://www.npr.org/)

(http://www.bbc.com/)

(http://www.pri.org/)

(http://www.prx.org/)

(http://www.americanpublicmedia.org/)

(http://www.pbs.org/)

(http://www.cpb.org/)

(http://protectmypublicmedia.org/)

Contact Us (http://wned.org/component/k2/item/285-contact-us?highlight=WyJjb250YWN0IiwidXMiLCJjb250YWN0IHVzIl0=)

EEO Public File (http://www.wned.org/docs/EEOReports/WBFO/FCC_EEO/WNED_EEO_Public_File_Report.pdf)

The Public and Broadcasting (http://www.wned.org/docs/fccForm/2008/public_and_broadcasting.pdf)

Diversity & Inclusion Initiative (http://wned.org/docs/DiversityReports/Diversity_Initiative_Annual_Report.pdf)

Corporate Sponsor (http://www.wned.org/sponsorship)

© 2016 WBFO

June Meeting Email List

Email
aimee.buyea@gmail.com
micahwinship@hotmail.com
philipnicolai99@gmail.com
sbattel@city-buffalo.com
HRich@rich.com
dlettestad@hotmail.com
sselin@cjsarchitects.com
autocannibalism@gmail.com
bmcalonie@thinkoutsidethesquare.com
jlee30137@earthlink.net
wbreeser@gmail.com
williamson@visitbuffaloniagara.com
thestip@yahoo.com
smulligan@city-buffalo.com
NicoleLMatteson@gmail.com
jhonan@watts-ae.com
dpbgrine@gmail.com
jarrett.coppin@gmail.com
nsantiago@city-buffalo.com
ettestdj@buffalostate.edu
m.b.szeliga@gmail.com
jkellogg@watts-ae.com
guginom@yahoo.com
Dbrady84@gmail.com
nateattard@gmail.com
mattkenny@gmail.com
jrobins36@gmail.com
info@hocn.org
andrewgoldstein@verizon.net
TracyMarciano@nyu.edu
scgalbo@gmail.com
russgaiser@gmail.com
jwiniewicz@gmail.com
Joshuamgordon@gmail.com
henry@gobikebuffalo.org
elbee14@hotmail.com
eknhaj@live.com
cms1230@ymail.com
bwconley@buffalo.edu
gobills@roadrunner.com
darren_kempner@nfta.com
makedron@buffalo.edu
Justin@gobikebuffalo.org
cappas@aol.com
lisakenney0@gmail.com
David@vlakeindustries.com

June Meeting Email List

web@betterwire.com
Ultimate2151@gmail.com
Turnaroundskates@gmail.com
anthonyojames@gmail.com
susannahsage@gmail.com
Stewartd@dyc.edu
stads@mac.com
snodgrass@dyc.edu
schultz.samantha@gmail.com
Saquinne@gmail.com
rkraft@bnriverkeeper.org
rfranke@rfranke.com
Pmgfl@yahoo.com
Petedensing@yahoo.com
ninjarob3000@yahoo.com
natedrag@gmail.com
n.solly@gmail.com
Mu14207@yahoo.com
MKedron@ubns.com
miwyso@gmail.com
Memuesr@gmail.com
Kw22624@yahoo.com
Kevin@suncuisines.com
Jbws829@gmail.com
Blackrock716@me.com
Liquorsuit@aol.com
kleinhansca@gmail.com
Justin@greenoptionsbuffalo.org
jmulderig@gbnrtc.org
jkedron@wd-ae.com
Jeffpirrone@hotmail.com
hweaver@buffalo.edu
grace.baleno15@houghton.edu
cynnie@yawny.org
Cruzin5173@yahoo.com
cr@stoss.net
chuckle111@hotmail.com
briannagrine29@gmail.com
brian@bfloparks.org
attardnj@buffalostate.edu
agostom63@gmail.com
Newell@BuffaloRising.com
Kristineassue@gmai.com
J.wangelin@yahoo.com
ARN5226@gmail.com
agbuerger@gmail.com
vscore16@gmail.com

June Meeting Email List

RNUNEZ@NYAAA.COM
pennyc@innovativerealty.com
Moiramois@gmail.com
mlhill@gmx.com
marcusrebmann@gmail.com
K_Burmaster@yahoo.com
jessica.buscaglia@gmail.com
Jennifer.Kennedy6@yahoo.com
gr8pizzarizzo@gmail.com
diamondnieves@hotmail.com
Dave@practicalplay.org
brigidann.rauch@gmail.com
ArnoldoCedeno@msn.com
7fd20a5a@opayq.com
Robbyndrake@gmail.com
lilq1210@gmail.com
director@wscsbuffalo.org
ako_nsog@hotmail.com
tinamdillman@gmail.com
sleising@rich.com
peter@abaca-press.com
mvendura@pjscompany.com
markubi@hotmail.com
Jnichols@glpscorp.com
cdr3455@gmail.com
brrrnwood@gmail.com
michael.deluca.63@gmail.com
Jdip03@gmail.com
jeffbeyer@bcb1.com
Robinson472006@Gmail.com
Dynpotter@gmail.com
zxqw1865@gmail.com
Yemenii20@yahoo.com
yeiliz1979@gmail.com
wizarddcc@gmail.com
vpicone@mcguiredevelopment.com
ubgrad08@yahoo.com
tw@stoss.net
tstaszak@gmail.com
to.allisonewing@gmail.com
Tnichols@glpscorp.com
Tneedell@gmail.com
thomas.johnston@roswellpark.org
thewashproject@gmail.com
Thammond@volland.com
tduk@city-buffalo.com
tbatchelor@ch.ci.buffalo.ny.us

June Meeting Email List

tashton1147@hotmail.com
SUR2@ch.ci.buffalo.ny.us
Starcabinc@aol.com
Sportscitypizzapub@gmail.com
Shannon_Patch@schumer.senate.gov
sethamman@gmail.com
sebrown@buffaloschools.org
Schlager.Catherine@yahoo.com
sbuccilli@ch.ci.buffalo.ny.us
sboyle@wnyunited.org
Sarah.twardowski@gmail.com
Sales@hohl.com
RyanS@assembly.state.ny.us
royclay@verizon.net
Rorypusateri@gmail.com
Regislive@gmail.com
Rachel_Maloney@nfta.com
philgoff@altaplanning.com
pgalbo@watts-ae.com
Panepinto@nysenate.gov
painterboy14213@yahoo.com
number1musky@yahoo.com
nmglenister@aol.com
nmancuso@nataledevelopment.com
nikilipp@gmail.com
neud06@dyc.edu
mrivera@hhlarchitects.com
mqconnie@gmail.com
Mohamh01@dyc.edu
Misangel420@yahoo.com
Michelle@wedibuffalo.org
Lfuzak@aol.com
Keeuqs@gmail.com
Janaples123@gmail.com
Eaglemonmarket@gmail.com
Dwg193@verizon.net
Dsutton411@gmail.com
Candylanddaycarecenter@gmail.com
michmr12@gmail.com
michellehall0711@yahoo.com
Melisholden@gmail.com
mel_lupton@yahoo.com
Megan.Corbett@mail.house.gov
mdunning@campuswheelworks.com
mdeluca@archres.com
mcyak@roadrunner.com
mcdayspark@outlook.com

June Meeting Email List

martonn@dyc.edu
marshallbertram@gmail.com
marklegeza@gmail.com
marianiw@dyc.edu
manoregio@gmail.com
maggiegibbons@gmail.com
lutshyn@outlook.com
lpilarski@ellicottdevelopment.com
LMSchifferle@gmail.com
Lm.fitzgerald@gmail.com
lkchrono@gmail.com
lala62354@hotmail.com
kshk152@yahoo.com
Krmyszka@yahoo.com
Kkristich137@yahoo.com
Katiem.marshall@gmail.com
jwhite1022724@gmail.com
JWalczyk@lisc.org
Justjill555@yahoo.com
julietbice@gmail.com
jrusk3@yahoo.com
JRoss@watts-ae.com
jpoltorak@ch.ci.buffalo.ny.us
JoshuaDMoran@Yahoo.com
JONeill@sa.ci.buffalo.ny.us
john.straubinger@gmail.com
jfguillaume@roadrunner.com
jergollc@gmail.com
jen@bnscbuffalo.org
jbiondo210@yahoo.com
jbidell@ch.ci.buffalo.ny.us
Jardys1@roadrunner.com
jamdig@verizon.net
JAKE@SCHNEIDERDESIGN.COM
jackmanjohnson@aol.com
j.yuhnke@hocn.org
J.T.Rice@hotmail.com
Hueydona@live.com
htchestnut@gmail.com
hamish.dalley@gmail.com
goldkey74@hotmail.com
gbroad04@gmail.com
gandriette@nls.org
ftpecoraconsultbkr@outlook.com
frank.billittier@dot.ny.gov
Fourem@gmail.com
esachs5262@aol.com

June Meeting Email List

elizmgiles@yahoo.com
elisipos@gmail.com
eileenww@roadrunner.com
echo2094@yahoo.com
dlombardo@wsnhs.org
djohnson@cwm-ae.com
Distas@yahoo.com
director@grassrootsgardens.org
david@dvdhills.com
David.A.Schulenberg@usace.army.mil
daniel.mindaugas@gmail.com
danebostwick@icloud.com
craig.labadie@gmail.com
cornelia.dohsepeck1@gmail.com
cobusd25@msn.com
Clemunyan@gmail.com
cathriego@gmail.com
Caslisz126@aol.com
Burgse@gmail.com
buffcommacu@gmail.com
buffalo6542@outlook.com
bruceader@yahoo.com
broady.nr@verizon.net
bridge.rauch@gmail.com
Brendenmhaggerty@gmail.com
bmackenzie08@gmail.com
blackrockcanalpark@yahoo.com
berniceradle@gmail.com
barbara@abaca-press.com
aweymouth@gbnrtc.org
aw@stoss.net
arsander@buffalo.edu
anvdionne@gmail.com
Annietodd82@gmail.com
anne.anpra@gmail.com
Anna@btandcgallery.com
angelo@natalebuilders.com
771e16c3@opayq.com

Feb Workshops Email List

Email
philgoff@altaplanning.com
elizmgiles@yahoo.com
wizarddcc@gmail.com
n.solly@gmail.com
miwyso@gmail.com
goldkey74@hotmail.com
Saquinne@gmail.com
Turnaroundskates@gmail.com
sbuccilli@ch.ci.buffalo.ny.us
Liquorsuit@aol.com
info@hocn.org
tw@stoss.net
stads@mac.com
NicoleLMatteson@gmail.com
Mu14207@yahoo.com
Memuesr@gmail.com
michellehall0711@yahoo.com
jpoltorak@ch.ci.buffalo.ny.us
HRich@rich.com
david@dvdhills.com
attardnj@buffalostate.edu
arsander@buffalo.edu
David@vlakeindustries.com
Robinson472006@Gmail.com
web@betterwire.com
Ultimate2151@gmail.com
Tnichols@glpscorp.com
thestip@yahoo.com
susannahsage@gmail.com
Stewartd@dyc.edu
sethamman@gmail.com
Pmgfl@yahoo.com
pgalbo@watts-ae.com
Petedensing@yahoo.com
Panepinto@nysenate.gov
ninjarob3000@yahoo.com
neud06@dyc.edu
mrivera@hhlarchitects.com
Kevin@suncuisines.com
Jwanzy@gmail.com
Jbws829@gmail.com
Janaples123@gmail.com
Blackrock716@me.com
mcdayspark@outlook.com
martonn@dyc.edu
marshallbertram@gmail.com

Feb Workshops Email List

LMSchifferle@gmail.com
Lm.fitzgerald@gmail.com
lkchrono@gmail.com
Katiem.marshall@gmail.com
JWalczyk@lisc.org
Justin@greenoptionsbuffalo.org
JONeill@sa.ci.buffalo.ny.us
jmulderig@gbnrtc.org
jkedron@wd-ae.com
jhonan@watts-ae.com
jergollc@gmail.com
Jeffpirrone@hotmail.com
hweaver@buffalo.edu
grace.baleno15@houghton.edu
ftpecoraconsultbkr@outlook.com
Fourem@gmail.com
echo2094@yahoo.com
dpbgrine@gmail.com
dlombardo@wsnhs.org
daniel.mindaugas@gmail.com
cr@stoss.net
cornelia.dohsepeck1@gmail.com
Burgse@gmail.com
buffalo6542@outlook.com
briannagrine29@gmail.com
brian@bfloparks.org
barbara@abaca-press.com
Anna@btandcgallery.com
agostom63@gmail.com
lisakenney0@gmail.com
bmcalonie@thinkoutsidethesquare.com
Jdip03@gmail.com
jeffbeyer@bcb1.com
Dynpotter@gmail.com
zxqw1865@gmail.com
Yemenii20@yahoo.com
yeiliz1979@gmail.com
williamson@visitbuffaloniagara.com
vpicone@mcguiredevelopment.com
ubgrad08@yahoo.com
tstaszak@gmail.com
anthonyojames@gmail.com
to.allisonewing@gmail.com
Tneedell@gmail.com
thomas.johnston@roswellpark.org
thewashproject@gmail.com
Thammond@volland.com

tduk@city-buffalo.com
tbatchelor@ch.ci.buffalo.ny.us
tashton1147@hotmail.com
SUR2@ch.ci.buffalo.ny.us
Starcabinc@aol.com
Sportscitypizzapub@gmail.com
snodgrass@dyc.edu
smulligan@city-buffalo.com
Shannon_Patch@schumer.senate.gov
sebrown@buffaloschools.org
schultz.samantha@gmail.com
Schlager.Catherine@yahoo.com
sboyle@wnyunited.org
sbattel@city-buffalo.com
Sarah.twardowski@gmail.com
Sales@hohl.com
RyanS@assembly.state.ny.us
royclay@verizon.net
Rorypusateri@gmail.com
rkraft@bnriverkeeper.org
rfranke@rfranke.com
Regislive@gmail.com
Rachel_Maloney@nfta.com
painterboy14213@yahoo.com
number1musky@yahoo.com
nmglenister@aol.com
nmancuso@nataledevelopment.com
nikilipp@gmail.com
natedrag@gmail.com
nateattard@gmail.com
mqconnie@gmail.com
Mohamh01@dyc.edu
MKedron@ubns.com
Misangel420@yahoo.com
Michelle@wedibuffalo.org
Lfuzak@aol.com
Kw22624@yahoo.com
Keeuqs@gmail.com
Eaglemonmarket@gmail.com
Dwg193@verizon.net
Dsutton411@gmail.com
Candylanddaycarecenter@gmail.com
michmr12@gmail.com
Melisholden@gmail.com
mel_lupton@yahoo.com
Megan.Corbett@mail.house.gov
mdunning@campuswheelworks.com

mdeluca@archres.com
mcyak@roadrunner.com
mattkenny@gmail.com
marklegeza@gmail.com
mario.fanone@gmail.com
marianiw@dyc.edu
manoregio@gmail.com
maggiegibbons@gmail.com
lutshyn@outlook.com
lpilarski@ellicottdevelopment.com
lala62354@hotmail.com
kshk152@yahoo.com
Krmyszka@yahoo.com
kleinhansca@gmail.com
Kkristich137@yahoo.com
jwhite1022724@gmail.com
Justjill555@yahoo.com
julietbice@gmail.com
jrusk3@yahoo.com
JRoss@watts-ae.com
jrobins36@gmail.com
JoshuaDMoran@Yahoo.com
john.straubinger@gmail.com
jlee30137@earthlink.net
jfguillaume@roadrunner.com
jen@bnscbuffalo.org
jbiondo210@yahoo.com
jbidell@ch.ci.buffalo.ny.us
Jardys1@roadrunner.com
jamdig@verizon.net
JAKE@SCHNEIDERDESIGN.COM
jackmanjohnson@aol.com
j.yuhnke@hocn.org
J.T.Rice@hotmail.com
Hueydona@live.com
htchestnut@gmail.com
hamish.dalley@gmail.com
gbroad04@gmail.com
gandriette@nls.org
frank.billittier@dot.ny.gov
esachs5262@aol.com
erin.denig@gmail.com
elisipos@gmail.com
eileenww@roadrunner.com
djohnson@cwm-ae.com
Distas@yahoo.com
director@grassrootsgardens.org

Feb Workshops Email List

David.A.Schulenberg@usace.army.mil
danebostwick@icloud.com
cynnie@yawny.org
Cruzin5173@yahoo.com
craig.labadie@gmail.com
cobusd25@msn.com
Clemunyan@gmail.com
chuckle111@hotmail.com
cathriego@gmail.com
Caslisz126@aol.com
buffcommacu@gmail.com
bruceader@yahoo.com
broady.nr@verizon.net
bridge.rauch@gmail.com
Brendenmhaggerty@gmail.com
bmackenzie08@gmail.com
blackrockcanalpark@yahoo.com
berniceradle@gmail.com
aweymouth@gbnrtc.org
aw@stoss.net
autocannibalism@gmail.com
anvdionne@gmail.com
Annietodd82@gmail.com
anne.anpra@gmail.com
angelo@natalebuilders.com
andrewgoldstein@verizon.net
aimee.buyea@gmail.com
afelix1122@gmail.com
771e16c3@opayq.com

March Meeting Email List

Email
gobills@roadrunner.com
bmcalonie@thinkoutsidethesquare.com
m.b.szeliga@gmail.com
attardnj@buffalostate.edu
JONeill@sa.ci.buffalo.ny.us
thestip@yahoo.com
n.solly@gmail.com
Liquorsuit@aol.com
scgalbo@gmail.com
jamdig@verizon.net
Distas@yahoo.com
Dbrady84@gmail.com
tw@stoss.net
Tnichols@glpscorp.com
andrewgoldstein@verizon.net
russgaiser@gmail.com
Joshuamgordon@gmail.com
peter@abaca-press.com
Justin@gobikebuffalo.org
NicoleLMatteson@gmail.com
Justin@greenoptionsbuffalo.org
jkellogg@watts-ae.com
elbee14@hotmail.com
cms1230@ymail.com
sselin@cjsarchitects.com
web@betterwire.com
Ultimate2151@gmail.com
susannahsage@gmail.com
Stewartd@dyc.edu
stads@mac.com
Jardys1@roadrunner.com
aweymouth@gbnrtc.org
angelo@natalebuilders.com
aimee.buyea@gmail.com
jarrett.coppin@gmail.com
Newell@BuffaloRising.com
nsantiago@city-buffalo.com
ettestdj@buffalostate.edu
philipnicolai99@gmail.com
jwiniewicz@gmail.com
guginom@yahoo.com
bwconley@buffalo.edu
wbreeser@gmail.com
lilq1210@gmail.com
tinamdillman@gmail.com
mvendura@pjscompany.com

March Meeting Email List

makedron@buffalo.edu
David@vlakeindustries.com
williamson@visitbuffaloniagara.com
Turnaroundskates@gmail.com
Saquinne@gmail.com
Sales@hohl.com
rfranke@rfranke.com
Petedensing@yahoo.com
painterboy14213@yahoo.com
ninjarob3000@yahoo.com
MKedron@ubns.com
miwyso@gmail.com
Michelle@wedibuffalo.org
Memuesr@gmail.com
Kevin@suncuisines.com
Eaglemonmarket@gmail.com
Dsutton411@gmail.com
mel_lupton@yahoo.com
LMSchifferle@gmail.com
lkchrono@gmail.com
jpoltorak@ch.ci.buffalo.ny.us
jmulderig@gbnrtc.org
jergollc@gmail.com
Jeffpirrone@hotmail.com
info@hocn.org
hweaver@buffalo.edu
HRich@rich.com
grace.baleno15@houghton.edu
director@grassrootsgardens.org
danebostwick@icloud.com
craig.labadie@gmail.com
cr@stoss.net
Burgse@gmail.com
buffalo6542@outlook.com
broady.nr@verizon.net
brian@bfloparks.org
Brendenmhaggerty@gmail.com
aw@stoss.net
autocannibalism@gmail.com
arsander@buffalo.edu
agostom63@gmail.com
dlettestad@hotmail.com
stewartd@dyc.com
Kristineassue@gmai.com
J.wangelin@yahoo.com
ARN5226@gmail.com
agbuerger@gmail.com

March Meeting Email List

vscore16@gmail.com
TracyMarciano@nyu.edu
RNUNEZ@NYAAA.COM
pennyc@innovativerealty.com
Moiramois@gmail.com
mlhill@gmx.com
micahwinship@hotmail.com
marcusrebmann@gmail.com
K_Burmaster@yahoo.com
jessica.buscaglia@gmail.com
Jennifer.Kennedy6@yahoo.com
henry@gobikebuffalo.org
gr8pizzarizzo@gmail.com
eknhaj@live.com
diamondnieves@hotmail.com
Dave@practicalplay.org
buffalo@timewarnernews.com
brigidann.rauch@gmail.com
ArnoldoCedeno@msn.com
7fd20a5a@opayq.com
Robbyndrake@gmail.com
jgolombok@chi.ci.buffalo.ny.us
Jergollc@gmial.com
director@wscsbuffalo.org
darren_kempner@nfta.com
ako_nsog@hotmail.com
sleising@rich.com
markubi@hotmail.com
Jnichols@glpscorp.com
cdr3455@gmail.com
brrrnwood@gmail.com
michael.deluca.63@gmail.com
cappas@aol.com
lisakenney0@gmail.com
Jdip03@gmail.com
jeffbeyer@bcb1.com
Robinson472006@Gmail.com
Dynpotter@gmail.com
zxqw1865@gmail.com
Yemenii20@yahoo.com
yeiliz1979@gmail.com
wizarddcc@gmail.com
vpicone@mcguiredevelopment.com
ubgrad08@yahoo.com
tstaszak@gmail.com
anthonyojames@gmail.com
to.allisonewing@gmail.com

March Meeting Email List

Tneedell@gmail.com
thomas.johnston@roswellpark.org
thewashproject@gmail.com
Thammond@volland.com
tduk@city-buffalo.com
tbatchelor@ch.ci.buffalo.ny.us
tashton1147@hotmail.com
SUR2@ch.ci.buffalo.ny.us
Starcabinc@aol.com
Sportscitypizzapub@gmail.com
snodgrass@dyc.edu
smulligan@city-buffalo.com
Shannon_Patch@schumer.senate.gov
sethamman@gmail.com
sebrown@buffaloschools.org
schultz.samantha@gmail.com
Schlager.Catherine@yahoo.com
sbuccilli@ch.ci.buffalo.ny.us
sboyle@wnyunited.org
sbattel@city-buffalo.com
Sarah.twardowski@gmail.com
RyanS@assembly.state.ny.us
royclay@verizon.net
Rorypusateri@gmail.com
rkraft@bnriverkeeper.org
Regislive@gmail.com
Rachel_Maloney@nfta.com
Pmgfl@yahoo.com
philgoff@altaplanning.com
pgalbo@watts-ae.com
Panepinto@nysenate.gov
number1musky@yahoo.com
nmglenister@aol.com
nmancuso@nataledevelopment.com
nikilipp@gmail.com
neud06@dyc.edu
natedrag@gmail.com
nateattard@gmail.com
Mu14207@yahoo.com
mrivera@hhlarchitects.com
mqconnie@gmail.com
Mohamh01@dyc.edu
Misangel420@yahoo.com
Lfuzak@aol.com
Kw22624@yahoo.com
Keeuqs@gmail.com
Jbws829@gmail.com

March Meeting Email List

Janaples123@gmail.com
Dwg193@verizon.net
Candylanddaycarecenter@gmail.com
Blackrock716@me.com
michmr12@gmail.com
michellehall0711@yahoo.com
Melisholden@gmail.com
Megan.Corbett@mail.house.gov
mdunning@campuswheelworks.com
mdeluca@archres.com
mcyak@roadrunner.com
mcdayspark@outlook.com
mattkenny@gmail.com
martonn@dyc.edu
marshallbertram@gmail.com
marklegeza@gmail.com
marianiw@dyc.edu
manoregio@gmail.com
maggiegibbons@gmail.com
lutshyn@outlook.com
lpilarski@ellicottdevelopment.com
Lm.fitzgerald@gmail.com
lala62354@hotmail.com
kshk152@yahoo.com
Krmyszka@yahoo.com
kleinhansca@gmail.com
Kkristich137@yahoo.com
Katiem.marshall@gmail.com
jwhite1022724@gmail.com
JWalczyk@lisc.org
Justjill555@yahoo.com
julietbice@gmail.com
jrusk3@yahoo.com
JRoss@watts-ae.com
jrobins36@gmail.com
JoshuaDMoran@Yahoo.com
john.straubinger@gmail.com
jlee30137@earthlink.net
jkedron@wd-ae.com
jhonan@watts-ae.com
jfguillaume@roadrunner.com
jen@bnscbuffalo.org
jbiondo210@yahoo.com
jbidell@ch.ci.buffalo.ny.us
JAKE@SCHNEIDERDESIGN.COM
jackmanjohnson@aol.com
j.yuhnke@hocn.org

March Meeting Email List

J.T.Rice@hotmail.com
Hueydona@live.com
htchestnut@gmail.com
hamish.dalley@gmail.com
goldkey74@hotmail.com
gbroad04@gmail.com
gandriette@nls.org
ftpecoraconsultbkr@outlook.com
frank.billittier@dot.ny.gov
Fourem@gmail.com
esachs5262@aol.com
elizmgiles@yahoo.com
elisipos@gmail.com
eileenww@roadrunner.com
echo2094@yahoo.com
dpbgrine@gmail.com
dlombardo@wsnhs.org
djohnson@cwm-ae.com
david@dvdhills.com
David.A.Schulenberg@usace.army.mil
daniel.mindaugas@gmail.com
cynnie@yawny.org
Cruzin5173@yahoo.com
cornelia.dohsepeck1@gmail.com
cobusd25@msn.com
Clemunyan@gmail.com
chuckle111@hotmail.com
cathriego@gmail.com
Caslisz126@aol.com
buffcommacu@gmail.com
bruceader@yahoo.com
bridge.rauch@gmail.com
briannagrine29@gmail.com
bmackenzie08@gmail.com
blackrockcanalpark@yahoo.com
berniceradle@gmail.com
barbara@abaca-press.com
anvdionne@gmail.com
Annietodd82@gmail.com
anne.anpra@gmail.com
Anna@btandcgallery.com
771e16c3@opayq.com

Vision Update Meeting Summary

March 31, 2016 6:00pm – 8:00pm
D'Youville College, Madonna Hall
334 Porter Avenue, Buffalo NY 14201
(online feedback open from March 31 – April 8)

This Meeting

This session presented the draft Vision Document that summarized all the feedback generated through the Niagara Street Now community engagement process. This work yielded 13 priorities for translating community values into streetscape elements. Participants at the meeting (as well as those who reviewed material and weighed in online), were given the opportunity to rank each priority on a scale from 1 – 13.

Niagara Street Now

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. Niagara Street Now will cover Niagara Street from Porter Avenue up to Ontario Street.

Who Participated?

51 participants

31 participated in-person, 20 participated online
Representatives from 26 different organizations

Participated in-person: Clint Holcomb; Dale Madison, Joe Kedron (Wendel); Brian McAlonie (Thinking Outside the Square); David Stewart; Megan Szeliga; Seth Amman (Allentown Association, Vision Niagara); Bonnie Brenon; Aimee Buyea, Nick Gordon (Sugar City); Brian Conley (UBRI); Brian Dold (Buffalo Olmsted Parks Conservancy); Russ Gaiser Jr.; John Michael Mulderig (Greater Buffalo-Niagara Regional Transportation Council); Tim Nichols; Nick Solly, Evelyn Vossler, Jim Vossler (Rediscover Riverside, Black Rock-Riverside Alliance); Maryann Moriarity (Legislator Peter Savage); Michael Wysochanski; Martin Gugino (PUSH); Kevin Menal; Sharon Giardina; Nathan Attard; Molly Vendura (peter j smith & company); Ev Janish; Mark Kuisiniek (Grant-Amherst Business Association); Giles Kavanagh (Jergo LLC); Gorey Totaro

Participated online: Andy Rosevear; Charlie Wesley (Daemen College); Arethusa Venn; Jarrett C; Craig Labadie (Buffalo Alternative Therapies); Daniel Snyder, Russell Gullekson (D'Youville College); Brianna Grine (Days Park Block Club); Ruby Nunez (Christian Congregation of Jehovah's Witnesses), Bob Burshtynski (Bird-Herkimer Block Club); Dennis Pelczynski; Joe Winiewicz (Rich Products); Bryan Lohr (Burnwood Studios, Roycroft Realty, Papercraft Miracles, Ingersoll Painting & Construction); Kristin Roberts, Ana Hernandez (Buffalo Audubon Society), Jen Kaminsky (PUSH Buffalo), Dawn Wilson (PUSH Buffalo), David Ettestad

Priorities ranked

Provided below is a composite ranking of each of the thirteen priorities presented in the vision document. The order (from top to bottom) reflects the composit ranking of each priority, while the number on the graph reflects the average ranking each priority.

Additional Comments

Provided below are comments participants of priority data transcription of feedback provided by community members at the Vision Update Meeting held at D'Youville College, as well as on the Niagara Street Now website the week following the meeting.

Written Comments from meeting attendants:

- The NYS Thruway has not been in taking care of their landscape/properties between Hertel Ave and Ontario Street
- Coordinate with DOT's traffic calming of Scajaquada 198 Project. Work with City of Buffalo to open up West Ave to relieve traffic pressure on Niagara Street. Find other ways to relieve traffic volumes, i.e. look to make one way streets into two-ways- Prospect, Mass/Vermont and many others.
- Separated cycle track on West Side
- Green Infrastructure / Stormwater management
- Pedestrians
- Control traffic, all critical components of roadway design
- My first three priorities are the basics - they need to be addressed regardless. The Greening, access to the water, wayfinding and interpreting signage and biking access are the real priorities in my mind. It truly is about creating a Niagara Street experience that will draw people to it to make it a destination and place you want to visit and utilize. Essentially, it is all about the visitor experience whether you are on foot, a bike, a bus, or a car.
- Tie in Aqua Lane into bike lanes. Paint the skyway.
- Get the infrastructure right
- Soften the street and connect it to the neighborhoods and river
- Traffic movement is a lesser priority
- Some of the priorities were shades of grey. Hard to pick one or the other.
- Want to pitch bulbs at corners or improve transit services.
- Give buses signal priority/reception.
- I think these are all great priorities, but I am most interested in making Niagara St work for walking, biking, and driving. Connecting to waterfront is also very important to me.
- Avoid the typical 4' Grass planting (AKA the "hellstrip"). Use woody shrub plantings in between street trees. Also, direct street lights down to minimize light pollution.
- Careful focus on adequate growing room for trees to become mature and stay healthy.
- Niagara St has both residential and commercial sections and the priority should not be treated equally across those areas.
- Design: Fix the intersection at Tonawanda St. It disconnects the west side and riverside and it is pivotal to involving that community in Buffalo's Renaissance.

Written Comments submitted online:

- Protected bike lanes would help to promote biking and safety in the area. Traffic calming measures should also be adapted. Buffalo in general is still far too car-centric. If you make Niagara Street more accessible to walkers and bikers, businesses and residential units will thrive.

- The one thing I consistently notice in driving Buffalo streets vs. driving in other cities in the US is that the signage for streets is terrible. Often they are small signs way off on the side, making it so that people who are not familiar with the area miss their turn and then have to back track around (difficult to do when we have so many one-way streets and Buffalo is not laid out in a strict grid pattern). Other cities have cross street signage large and above the intersection. This may not be such a big deal for those drivers that have a GPS, but it's frustrating for those that don't. Maybe this helps in some sense in that lost people may get to discover new neighborhoods they wouldn't normally go into, but on the other hand - if you are trying to get somewhere on time it can make you late and possibly get you into a neighborhood you don't want to be in.
- Appreciate what you've done so far. Looking forward to seeing some designs.
- I would like to see the protected bike lane option explored on sections of Niagara Street that are wide enough for it (the section from Ontario St. to Forest Ave comes to mind). Parked cars can even go on the opposite side of the protected cycle track to provide a physical barrier between cyclists and traffic, and to keep cyclists from getting "doored" like in conventional unprotected lanes. This configuration also offers the opportunity for plantings and vegetation along the bike lane.
- I am a long term resident of Niagara St, over 30 years.
- In my opinion Niagara St. is not heavily transited by bikes, and there is a trail along Busti Ave by the bridge and the Niagara Seaway. Hence, bike paths along the street are not a priority for residents in this area. Also, please keep in mind that residents would like a balanced approach to adding new businesses as this may cause congestion. Finally, you may want to seriously look at the presence of the Hookah Bar at 901 Niagara St, which is frequented by bad element. Please check on the extremely high number of 911 calls from concerned residents. The noise levels on the weekend until 4am, the shady characters that often fight on the street. The lack of respect for parking rules, several arrests & recent shootings, have created a huge cause for concern among the residents here & does not fit into the projected Niagara St Now vision. This issue can be remedied quite easily, as you have sufficient police records to justify removing this business from our neighborhood. Please discuss this issue with the Niagara region council member & the police dept., as the issue is serious enough for many long term residents to consider selling their properties in this area which would be a shame. We have been committed to this area for many decades & it's sad to allow a low-class establishment to overrun these devoted citizens.
- You should be more worried about Niagara and Tonawanda streets and under the international bridges then worry about bikes that cause accidents.
- I have been driving this daily for more than 23 years including weekends as I have family on Ashland that I have been taking care of. I am impressed with the recent changes but more needs to be done. The area should feel welcoming and people should feel safe walking or biking. Encouraging small local business/retail shops and food with an international flair to set up here will bring the foot traffic. Perhaps mimicking the West-side bazaar. Add police presence on bike/foot. It is exciting to see what is happening to Buffalo and finally to the Niagara St. corridor.
- I feel that Unity Island and the new park designed for the mouth of the Scajaquada have the potential to be the centerpieces of this transformation. Easier, more attractive access to Unity Island is crucial, but not sure if building a new bridge is within the scope of this project. Personally, I would like to see the porn shop removed, but I'm not one to forcibly evict persons or businesses.
- I have not been able to make any of the meetings, but have made it a point to respond to surveys when asked. The information that has been sent out is clear, thorough, and professional--all of which is much appreciated. The priorities listed in the vision document pretty much mirror my own. I'm not concerned with parking on Niagara--however, if and when activity ramps up, I would be somewhat concerned about overflow onto side streets: in terms of parking, traffic, and other activity. As it is, my

home is on a block bordered on one side by Niagara. We do not have a driveway. It can be somewhat frustrating to share current on-street parking with patrons of the restaurant on the corner. I imagine parking will be, to some degree, less plentiful in the coming years. So, while parking is nowhere near my top priority, neither is it a nonissue. One issue I didn't see represented in the vision document was mass transit, i.e., bus stops and routes (though I may have simply missed it). Many of the bus stops along Niagara do not include shelters, and existing shelters are often poorly maintained. It can be frustrating to see a family at an uncovered bus stop in the middle of a Buffalo winter, having hiked through calf-deep snow, only to be blasted by wind coming off the frozen river while waiting for a bus. I wonder if the most underserved members of our community, including some of our refugee and immigrant neighbors, have been given ample voice here. It would seem that public transit would be high on the list were it so. I don't mean this is a criticism, only to say that I wonder whether--and hope that--everyone who lives, works, visits, and travels through our neighborhoods has had the opportunity to make their concerns known. I sincerely thank you for your efforts, and please do keep up the good work. It is exciting and heartening to see this level of community involvement, particularly in a city that has a history of ignoring the needs and desires of its residents.

- The results of this planning process so far are very exciting. I have spent a great deal of time on this street doing all sorts of things and I love its ethnic diversity. It makes me very happy to know that the City is serious about doing right by it. Thank you!
- I am very concerned about the impacts of these improvements on area home prices and rents. While I very much support and am excited by the improvements, we are already seeing displacement of lower income tenants from the neighborhood. An inclusionary zoning policy and a commitment to use publicly owned land for affordable housing should be adopted in conjunction with these improvements.

Community Workshop # 2 Summary

February 18, 2016 6:00pm – 8:00pm
Atrium @ Rich's
1 Robert Rich Way, Buffalo NY 14213

This Meeting

The second of two community workshops*, this session shared the results of the community survey and gave participants opportunities to provide detailed suggestions for street elements to be incorporated into the project. The feedback generated at this workshop will feed into a community vision document for Niagara Street Now that can guide the direction of the streetscape design transformation.

*a third workshop scheduled for D'Youville College was cancelled due to weather

Niagara Street Now

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. Niagara Street Now will cover Niagara Street from Porter Avenue up to Ontario Street.

Meeting Format

Workshops were organized around a set of interactive stations. At these stations, participants were given the opportunity to provide feedback on six distinct themes: driving and parking; walking; bicycling; greening; relationship to the water; and integration of arts, culture and heritage. Stations included large scale maps where participants could identify specific locations on Niagara Street that present challenges and/or opportunities for the given theme. Additionally, they included a series of design elements, or precedent streetscape interventions, presented for feedback. Participants were asked to express what they like (or don't like) using a set of stickers provided to them in their workshop guidebook. Finally, participants were asked to offer any general comments that do not fit on the interactive design element posters or the large scale map posters.

Who Participated?

44 in attendance

Representatives from 22 different organizations

Michael Deluca (Architectural Resources); Robert Burshtynski (Bird Herkimer Block Club); Brian Dold (Buffalo Olmsted Parks Conservancy); Mary Ann Kedron (BRRAlliance Inc); Bryan Lohr (Burnwood Studios); Scott Selin (CJS Architects); Seth Amman (Vision Niagara); Sean Mulligan (COB-Niagara District); Rebecca Stadler (Del Vecchio and Stadler LLP); David Stewart (D'Youville College); Justin Booth (Go Bike Buffalo); Mark Kubiniec (Grant Amherst Business Association); Megan Koscielniah (Great Lakes Pressed Steel); Tim Nichols (Great Lakes Pressed Steel); Jason Nichols (Great Lakes Pressed Steel); Cas Rodriguez (Hispanic Heritage Council); Molly Vendura (Peter J. Smith & Co.); Tina Dillman (Project Grant); Jenifer

Kaminsky (PUSH Buffalo); Steve Leising (Rich Products); Howard J Rich (Rich Products); Eli Sipos (Rich Products); Andy Czuba (Sugar City); Nathan Attard (SUNY Buffalo State); Peter Sowiski (Vision Niagara); Alan Obenst (Vision Niagara); Barbara Rowe (Vision Niagara); William Breeser (Vision Niagara); Sandra M. Sheppard (West Side Community Services); Gail Wells (Buffalo Arts Commission); Micah Winship (West Side Neighborhood Housing Services; West Side Business & Taxpayers Association); Joe Mack; James Wangolin; Michael Utzig; Mark Valle; Kristine Assue; Lillian Quintana; Barabara Shanahan; Giles Kavanaugh; Dan Brady; Adrian Harris; Moira Roberts; Dave Ettestad; Dale Madison.

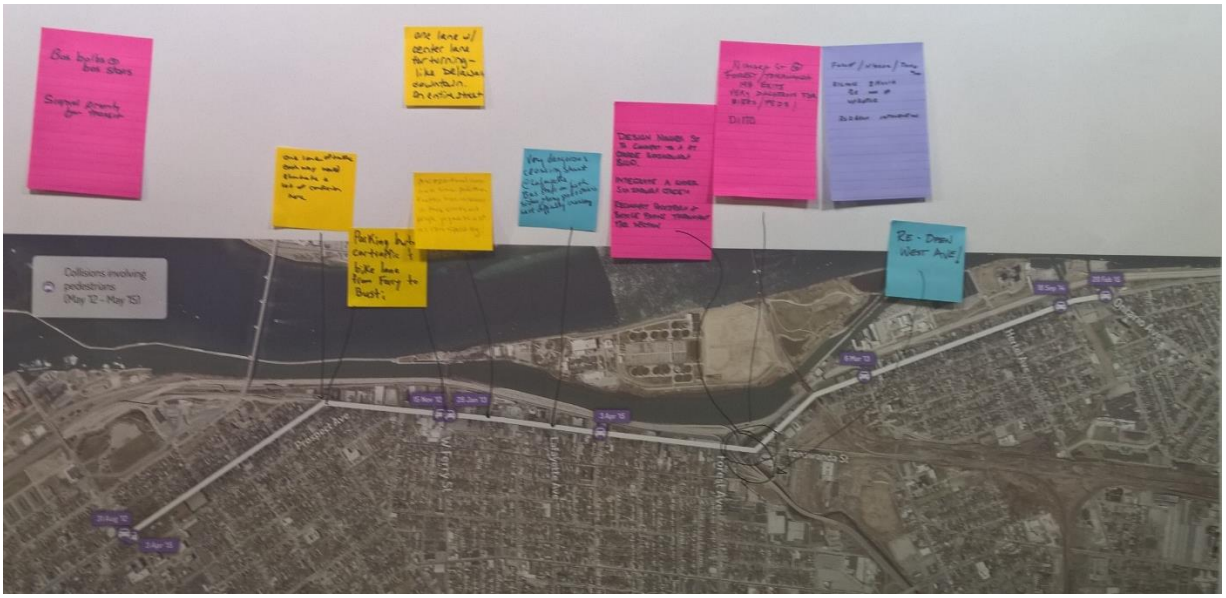
Feedback Expressed on the Posters

Provided below is the transcription of feedback provided by community members at the first workshop held at the Atrium @ Rich's.

DRIVING AND PARKING

Where is traffic challenging and where can parking be difficult?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

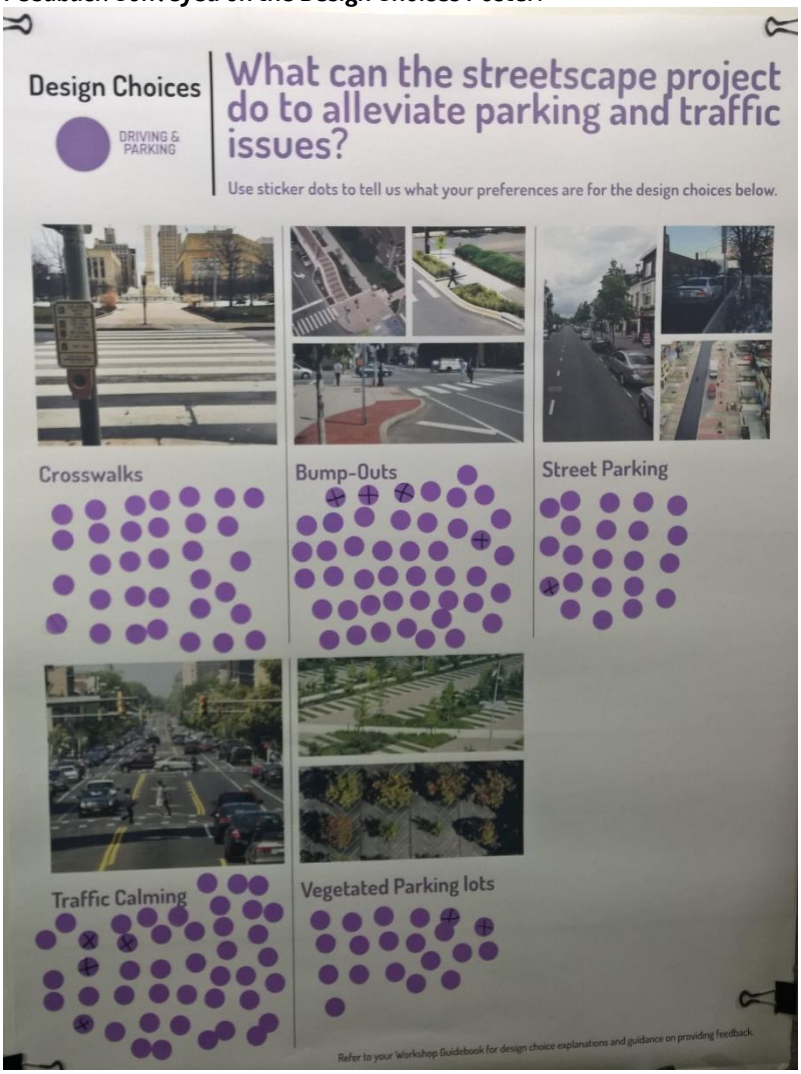
- One lane of the traffic each way would eliminate a lot of confusion here. (Niagara and Prospect)
- Put parking in between car traffic and bike lanes from Ferry to Busti. (Niagara and Prospect, Niagara and W Ferry)
- An additional cross walk since pedestrians' traffic has increased in these blocks and people jaywalk a lot as cars speed by. (Niagara and Breckenridge)
- Very dangerous Crossing Street at Lafayette. Bus stops on both sides, many pedestrians have difficulty crossing (Niagara and Lafayette)

- Design Niagara Street to connect to an at grade Scajaquada Blvd. Integrate a wider Scajaquada Creek. Reconnect pedestrians and bicycle paths throughout this section (Niagara, near Forest/Tonawanda: park)
- Niagara Street at Forest/ Tonawanda I-98 Exits very dangerous for bikes and pedestrians. (Niagara, near Forest/Tonawanda)
- Reopen West Avenue (Niagara and West)
- One lane with center lane for turning-like Delaware Avenue downtown (for entire street.)

DRIVING AND PARKING

What can the streetscape project do to alleviate parking and traffic issues?

Feedback Conveyed on the Design Choices Poster:



Allocation of dots

	Dots	"x" Dots
Crosswalks	33	0
Bump-outs	41	4
Street Parking	21	1
Traffic Calming	40	4
Vegetated Parking Lots	18	2

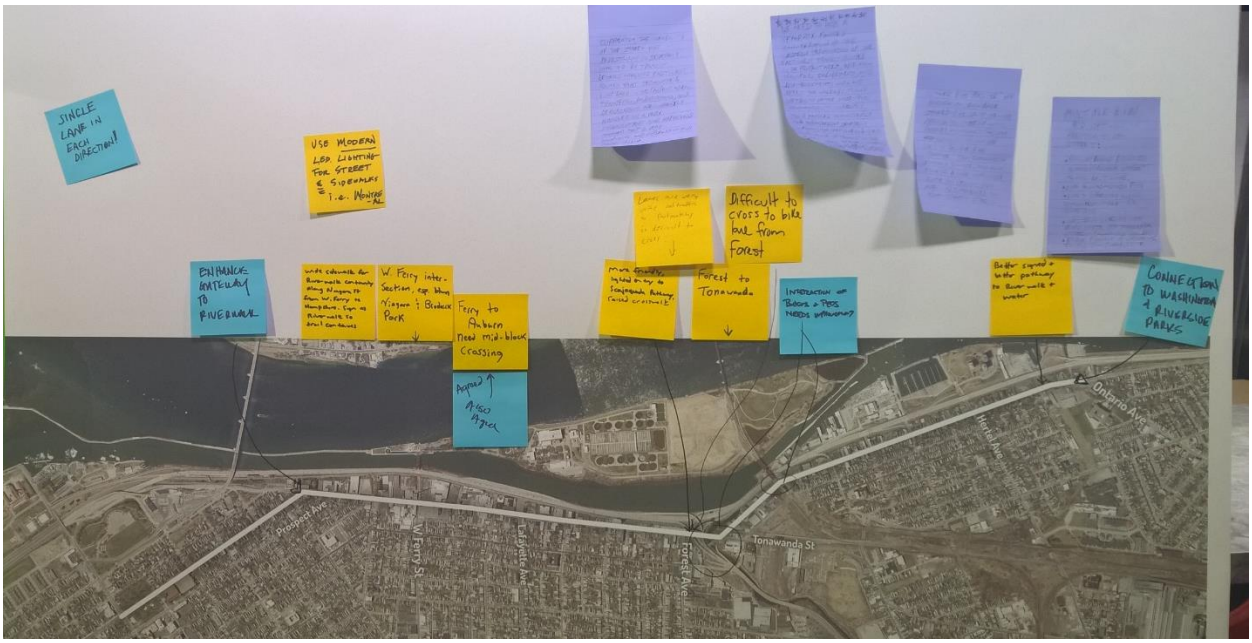
Other comments, ideas or suggestions...

- Bus bulbs at bus stops. Signal priority for transit
- Forest/ Niagara/ Tonawanda signals should be updated. Redesign intersection
- Vegetated parking is great but would not promote more parking.
- Soon the robots will drive us. Do not put too much into parking.
- Bump-outs are excellent way to protect pedestrians. They should be at every intersection.
- No bump-outs. In the winter, the plows will be hampered and will leave piles of snow in the middle of the street
- Raised cross walks. Speed tables. Reduce lane widths (10'-0")
- Pavements, light poles, treatments should be consistent from Niagara Square to Porter
- Single lanes, vegetation can be added, but not to a surface parking lot, which just looks like it gives cover to criminals. Add vegetation elsewhere.

WALKING

Where can features be added to improve the street for pedestrians?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Single lane in each direction (general)
- Ferry to Auburn needs mid-block crossing (Niagara and Ferry-Auburn)
- West Ferry Intersection, especially between Niagara and Broderick Park (Niagara and West Ferry)
- Wide sidewalk for Riverwalk continuity along Niagara Street from West Ferry to Hampshire. Sign as Riverwalk trail continues (Niagara Street, West Ferry - Hampshire)
- Use modern LED lighting for streets and sidewalks, i.e. Montreal (general)
- Lanes are very wide and traffic is fast, making it difficult to cross (general)
- Currently, the usability of the street for pedestrians is severely impacted by transit details involving east-west routes that terminate and loop back in the project area. Transfers, embarkment and disembarkments are currently handled in a very inconsistent and haphazard manner that is very confusing and unpleasant for pedestrians. (general)
- Consider identifying the potential for a pedestrian (perhaps cyclist, too) loop between Niagara Street corridor and Fort Erie, utilizing the sidewalk on the Peace Bridge to the south, and perhaps a cantilevered sidewalk on the international railroad bridge. Obviously not something that could be approved or built quickly, but could happen someday if proposed in plans. (general)
- Multiple Bike/Pedestrian options in addition to on-street (general)
    - Pathway behind buildings along Niagara Street along belt line
    - Link to Scajaquada path
    - Link to greenway along Tonawanda Street Corridor
    - Western Gateway into Buff State off Tonawanda Street (along old rail-spur)
    - Bridge from foot of Lafayette to old toll plaza site
- To take bike "pressure" off Niagara Street, encourage shared bike use of one-way north-south streets running parallel-similar to the way Ashland/Norwood are used to relieve bike "pressure" from Elmwood in Elmwood Village, and also provide a more comfortable route for cyclists who aren't as experienced on high-traffic streets (general)
- We need to have a separate, focused consideration of the western termination of the east-west transit routes in the project area, and how transfers, embarkments, and disembarkments work and affect the walkability and usability of the street for non-motorists. Currently, this is handled inconsistently and haphazardly, severely impacting the usefulness and user experience of transit in the project area. At minimum, a meeting or perhaps ad-hoc analysis by street project and NFTA project teams. (general)
- Enhance gateway to Riverwalk (Niagara and Prospect)
- More friendly lighted entry to Scajaquada Pathway, raised crosswalk Forest to Tonawanda (Niagara and Forest – Niagara)
- Difficult to cross to bike lane from Forest (Niagara and Forest)
- Interaction of bikes and pedestrians needs improvement (Niagara near Forest-Tonawanda: park)
- Better signed and better pathway to Riverwalk and water (Niagara and Arthur)
- Connection to Washington and Riverside Park (Niagara and Ontario – Vulcan)

WALKING

What types of pedestrian amenities are needed for Niagara Street?

Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	"x" Dots
Storefront Activity	38	1
Improved Sidewalks	40	0
Street Lighting	39	0
Signage	21	3
Seating	30	2

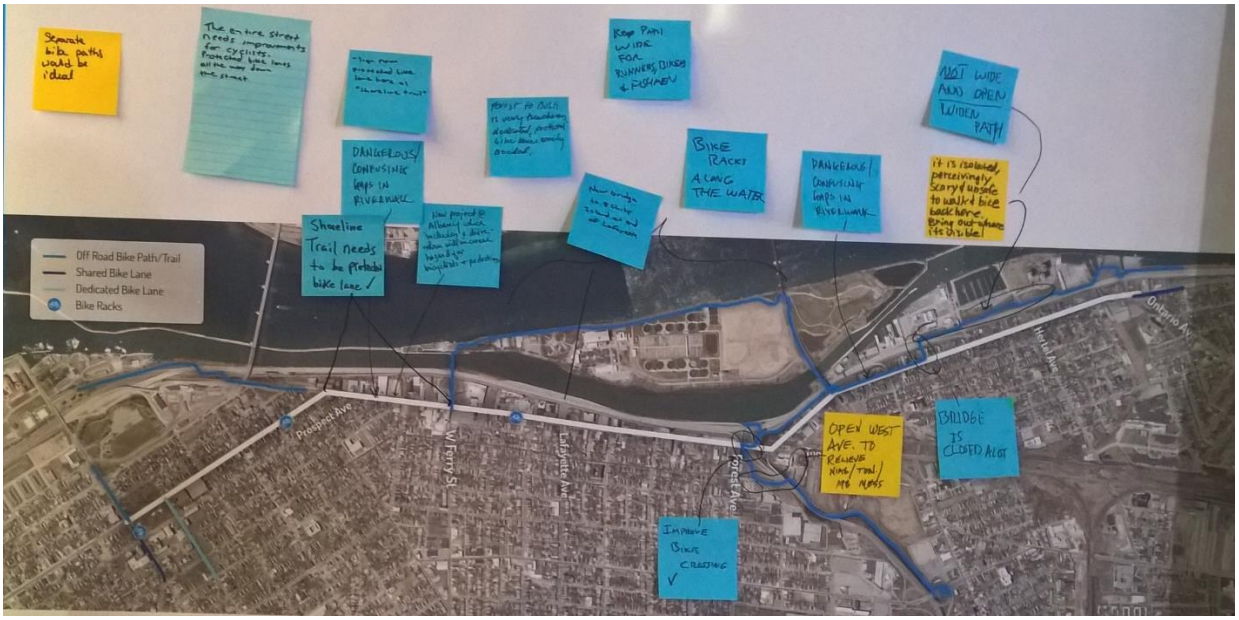
Other comments, ideas or suggestions...

- We need nicer light poles. Dark green poles to blend in with the environment.
- I would favor black poles to coordinate with the rest of North Buffalo. Black is actually less "visible."
- Lighting-night sky sensitive, warmer color temperature
- Single land traffic would make it less noisy, more enjoyable for pedestrians and people sitting outdoors.

BICYCLING

Where can features be added to improve the street for bicyclists?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Dangerous/ confusing gaps in river walk (Niagara and Fargo)
- Shoreline trail needs to be protected bike lane (Niagara and Prospect, West Ferry)
- New project at Albany which including a drive trough will increase hazard for bicyclists and pedestrians (Niagara and Albany)
- New bridge to Unity Island at end of Lafayette (Niagara and Lafayette)
- Bike racks along the water (on Unity Island's western shore)
- Dangerous/ confusing gaps in river walk (Niagara and Hamilton)
- It is isolated perceivingly scary and unsafe to walk and bike back here. Bring out where it is visible (Niagara and Austin-Hertel: Riverwalk Trail)
- Not wide and open – widen path (Niagara and Austin-Hertel: Riverwalk Trail)
- Improve bike crossing (Niagara, near Forest/Tonawanda: park)
- Open West Avenue to relieve Niagara Street/ Tonawanda/ Rt-198 Mess (Niagara and West)
- Bridge is closed a lot (Niagara, near Amherst: Army Core of Engineers)

BICYCLING

What types of bicycle amenities could work for Niagara Street?

Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	"x" Dots
Bike Lanes	39	10
Bike Maintenance	10	0
Bike Parking Pods	11	0
Separated Cycleways	58	1
Bike Racks	25	0
Bike Intersection Treatments	28	0

Other comments, ideas or suggestions...

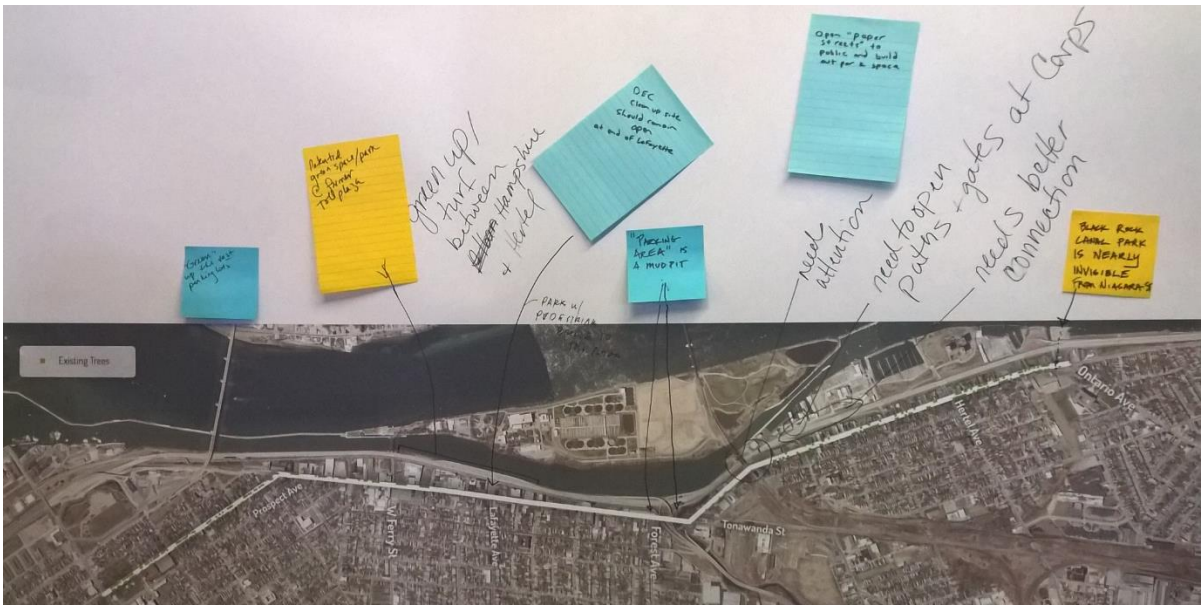
- I see a lot of people biking on sidewalk on wrong side of road, so bike awareness and safety is important
- Do not alter thousands of cars for a few bikers. No bike lanes if it means eliminating or narrowing existing vehicle lanes.
- Do not alter for the few that use bikes. Now, alter for the many that will use the lanes in future.
- Keep center turning lane from Porter Avenue to Hampshire Street.

- Lots and lots of bike lanes
- Bike lanes are critical
- Yes to bike lanes
- Keep two lanes in each direction from Hampshire to Ontario Street.
- Cars need to stop thinking the roads are just for them.
- Forest Busti Street is very treacherous. Dedicated protected bike lanes are sorely needed
- Keep paths wide for runners, bikers and fishermen
- Create and label new protected bike lane here as "shoreline trail"
- Separate bike paths would be ideal
- The entire street needs improvements for cyclists. Protected bike lanes all the way down the street.

GREENING

Where can green infrastructure features be added to improve the natural environment of Niagara Street?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

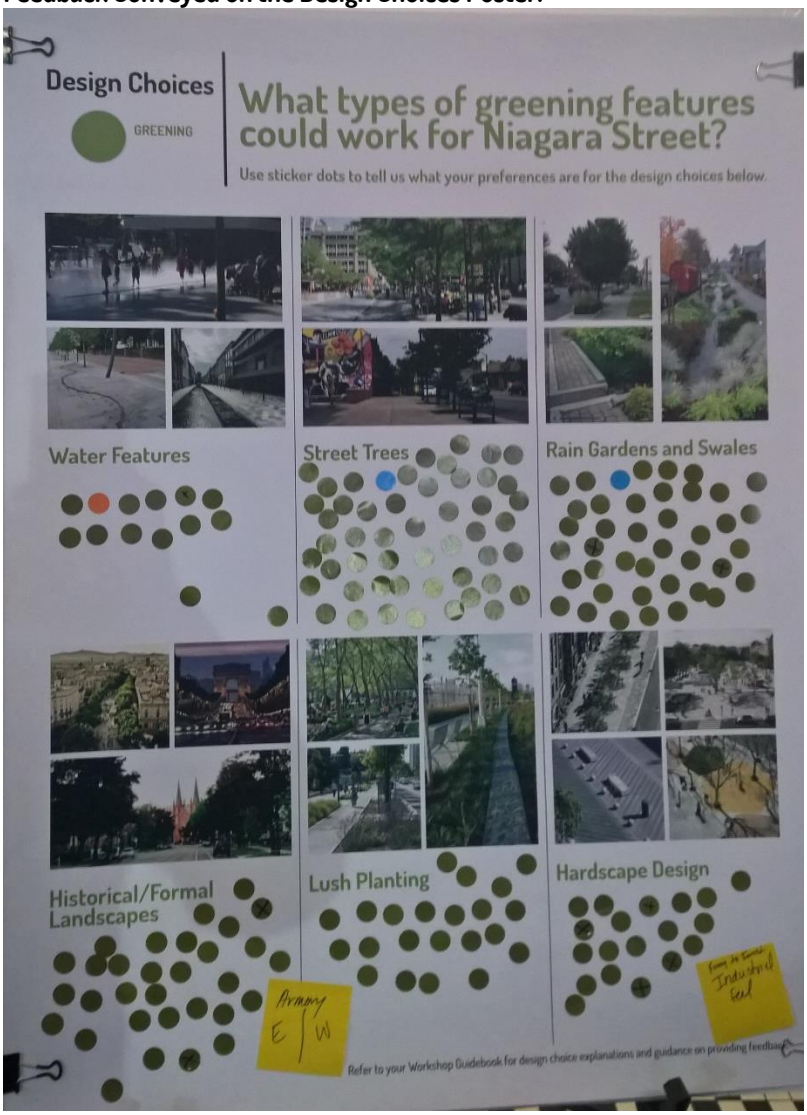
- Potential green space/park at Farmer toll plaza (Niagara and Farmer)
- DEC clean up site should remain open at end of Lafayette (Niagara and Lafayette)
- "Parking" area is a mudpit (Niagara, near Forest/Tonawanda: park)
- Open "paper streets" to public and build out park space (general)
- "Green" up the vast parking lots (general)

- Black Rock Canal park is nearly invisible from Niagara Street (Niagara, near Ontario)
- Green up/turf between Hampshire and Hertel (Niagara and Hampshire – Hertel)
- Park with pedestrian bridge to toll plaza (Niagara and Lafayette)
- Needs attention (Unity Island bridge)
- Need to open path and gates at Army Corps of Engineers (Niagara, near Amherst)
- Needs a better connection (locks adjacent to Niagara River, west of I-190)

GREENING

What types of greening features could work for Niagara Street?

Feedback Conveyed on the Design Choices Poster:



Allocation of dots

	Dots	"x" Dots
Water Features	13	1
Street Trees	52	0
Rain Gardens and Swales	40	2
Historical/Formal Landscapes	29	2
Lush Planting	22	0
Hardscape Design	15	4

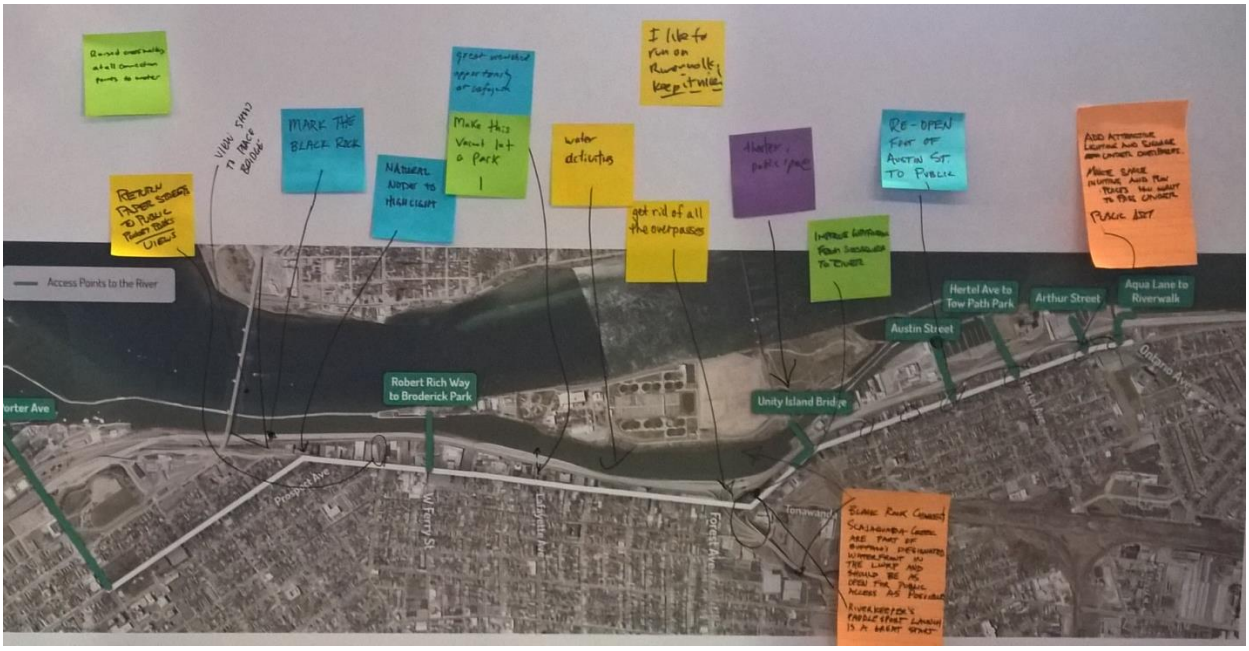
Other comments, ideas or suggestions...

- Clean out the dead end trash in Black Rock Channel
- Street trees must have enough space to grow
- Add as many as many street trees as possible. Use new technology in tree pits/ grids to ensure they thrive. To keep them from getting broken by kids or maintenance activities.
- Trees need more room less compaction.
- Plant bigger trees to start
- Protect trees from salt
- Hardscape design is ok only if it is based on our industrial heritage is not some foul addition. Otherwise, keep the hardscape stuff in old first ward where it is already past of our heritage
- Use every opportunity to find ways to bring ecological connectivity upland from the Niagara River corridor into neighborhoods and areas east of the river
- It is crucial that we find ways to provide ecological connectivity in the Niagara Street Corridor, even if it is not possible to do that on Niagara Street itself.

RELATIONSHIP TO THE WATER

How can the streetscape project embrace the water and enhance visibility of the Niagara River?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Black Rock Channel, Scajaquada Creek are part of buffalo's designated waterfront in the LWRP and should be as open for public access as possible. River keeper's paddle sport launch is a great start. (Niagara, near Forest/Tonawanda: park)
- Add attractive lighting and signal under over passes. Make space is inviting and fun. Places you want to pass under. Public art. (Niagara and Hertel – Arthur)
- Reopen foot of Austin Street to public. (Niagara and Austin)
- Improve wayfinding from Scajaquada to river (Niagara, near Forest/Tonawanda: park)
- Theater, public space (Unity Island)
- I like to run on Riverwalk. Keep it nice. (general)
- Natural node to highlight (Niagara and Prospect)
- Get rid of all the overpasses (Niagara, near Forest/Tonawanda: park)
- Water activities: (Black Rock canal, eastern shore of Unity Island)
- Return paper streets to public pocket parks/ views (Niagara and Prospect – West Ferry
- Great view shed opportunity at Lafayette (Niagara and Lafayette)
- Mark the Black Rock (Niagara and Albany)
- Viewshed to Peace Bridge (Bird Island Pier)

RELATIONSHIP TO THE WATER

How are wayfinding features and a relationship to water expressed along Niagara Street?

Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	"x" Dots
Markers and Gateways	20	5
Improved Views	52	1
Lighting as Wayfinding	28	0

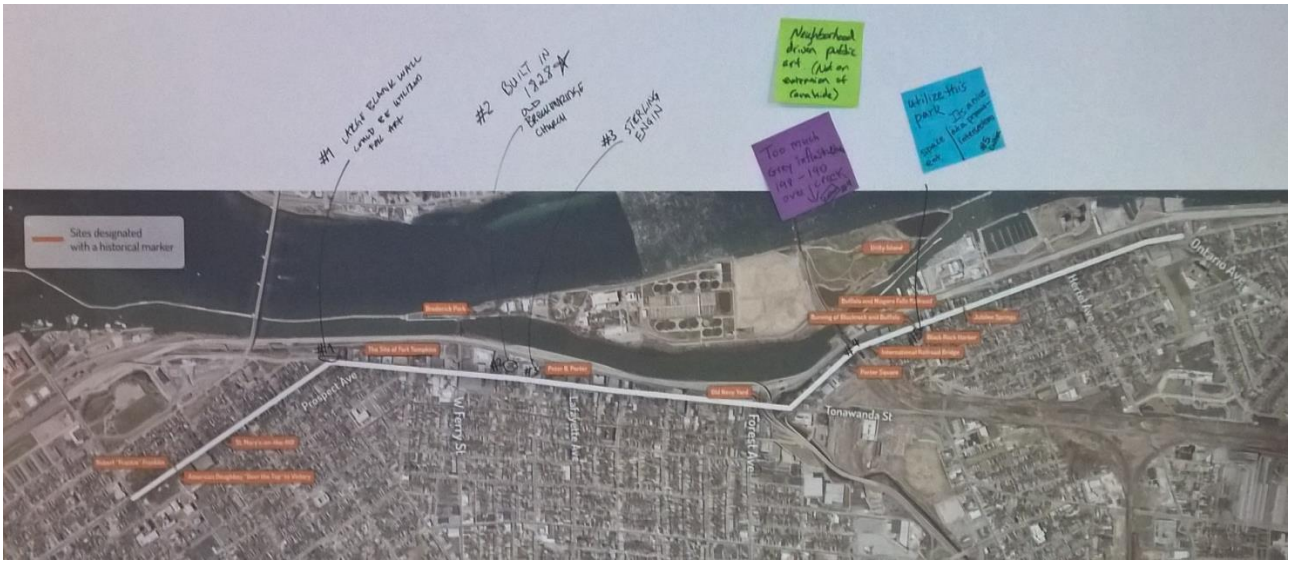
Other comments, ideas or suggestions…

- Access to Scajaquada creek. Reduce sewage issue. General focus on cleaning the water.
- In perhaps a few key areas, consider multi-lingual wayfinding, signal to reflect the diversity of the West Side and Niagara Street Corridor.
- Regarding marking and signage it would be important not to create clutter, or conflicts in signage. Keep it very clean below international bridge.

INTEGRATING ARTS, HISTORY AND CULTURE

Where can features be added to heighten local history, arts and culture of Niagara Street?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Neighborhood driven public art. (Not an extension of Canalside)
- Too much grey infrastructure: 198, I-190, over creek (Niagara, near Forest/Tonawanda: park)
- Utilize the park. It is at a nice, prominent, intersection. (Niagara and Amherst: Market Square)
- Sterling Engine (Niagara and Auburn)
- Old Breckenridge Church, built in 1828 (44 Breckenridge St, at Mason Alley)
- Large black wall could be utilized for art (Niagara and Prospect)

INTEGRATING ARTS, HISTORY AND CULTURE

How can the streetscape embrace local history, arts and culture?

Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	"x" Dots
Historic Markers	24	0
Lighting Features	32	0
Public Art	37	2
Existing Monuments	34	2
Events and Programming	31	0
Street Activities	19	0

Other comments, ideas or suggestions...

- Inclusionary zoning
- 1812 battlements along Niagara Street
- Artwork needs to reflect population that lives there.
- Public art is often not wonderful. Brick should not be painted, it should be tasteful.

- I think that through art, the project can highlight existing monuments (pay tribute to) it can also include lighting elements, be made into historic marks and of course incorporate street activities and especial events.
- Move affordable housing
- Remove Amherst Street/ Exit of 190. Replace with Art Space and Green Space
- Consider developing design guidelines (Especially in particularly historic areas) for infill buildings that match the footprint and scale of the buildings that were there originally. Then, encourage developers to include historic photos of the building s that were there before in their entries, etc. especially in an area like the original heart of Black Rock (Niagara Brecken Ridge Area)
- Ensure low income people are not displaced.
- Navy yard and Scajaquada bridge
- There are already a lot of monuments. Highlight them.

Community Workshop # 1 Summary

February 17, 2016 6:00pm – 8:00pm
Riverside Institute of Technology
51 Ontario Street, Buffalo NY 14207

This Meeting

The first of two community workshops*, this session shared the results of the community survey and gave participants opportunities to provide detailed suggestions for street elements to be incorporated into the project. The feedback generated at this workshop will feed into a community vision document for Niagara Street Now that can guide the direction of the streetscape design transformation.

*a third workshop scheduled to be held at D'Youville College was cancelled due to weather

Niagara Street Now

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. Niagara Street Now will cover Niagara Street from Porter Avenue up to Ontario Street.

Meeting Format

Workshops were organized around a set of interactive stations. At these stations, participants were given the opportunity to provide feedback on six distinct themes: driving and parking; walking; bicycling; greening; relationship to the water; and integration of arts, culture and heritage. Stations included large scale maps where participants could identify specific locations on Niagara Street that present challenges and/or opportunities for the given theme. Additionally, they included a series of design elements, or precedent streetscape interventions, presented for feedback. Participants were asked to express what they like (or don't like) using a set of stickers provided to them in their workshop guidebook. Finally, participants were asked to offer any general comments that do not fit on the interactive design element posters or the large scale map posters.

Who Participated?

25 in attendance

Representatives from 17 different organizations

Robbyn Drake (Fuller Street Community Association); Dave Granville (Buffalo Arts Commission); Francis Brobeil (Brobeil Marine); Joe Kedron (BRR Alliance); Mary Ann Kedron (BRR Alliance); Joseph Golombok (City of Buffalo Common Council); Brianna Grine (Days Park Block Club); Deborah Grine (Days Park Block Club); Nathan Marton (D'Youville College); Kelly Rogers (Medaille College); Darren Kempner (NFTA); Sebastian C. Galbo (Prudent Engineering, CCP); Martin Gugion (PUSH Buffalo); Marc Rebmaan (Slow Roll Buffalo); Brian McAlonie (Thinking Outside the Square); Emmaniah Holcomb (Time Warner News); Brian Conley (UBRI); Justin Kellogg (Watts AE); Deb Lombardo (West Side Black Rock Riverside NHS); Bonnie Brennon; Bridge Rauch; Jen Little; Calusa Drake; Russ Gaiser; Arnoldo Cedeno

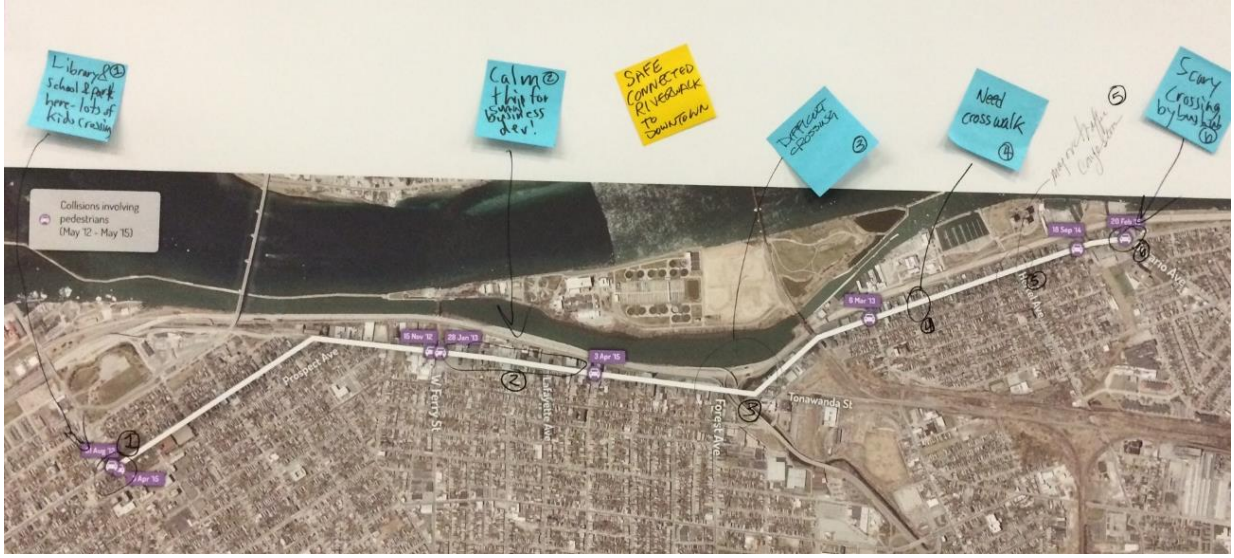
Feedback Expressed on the Posters

Provided below is the transcription of feedback provided by community members at the first workshop held at the Riverside Institute of Technology.

DRIVING AND PARKING

Where is traffic challenging and where can parking be difficult?

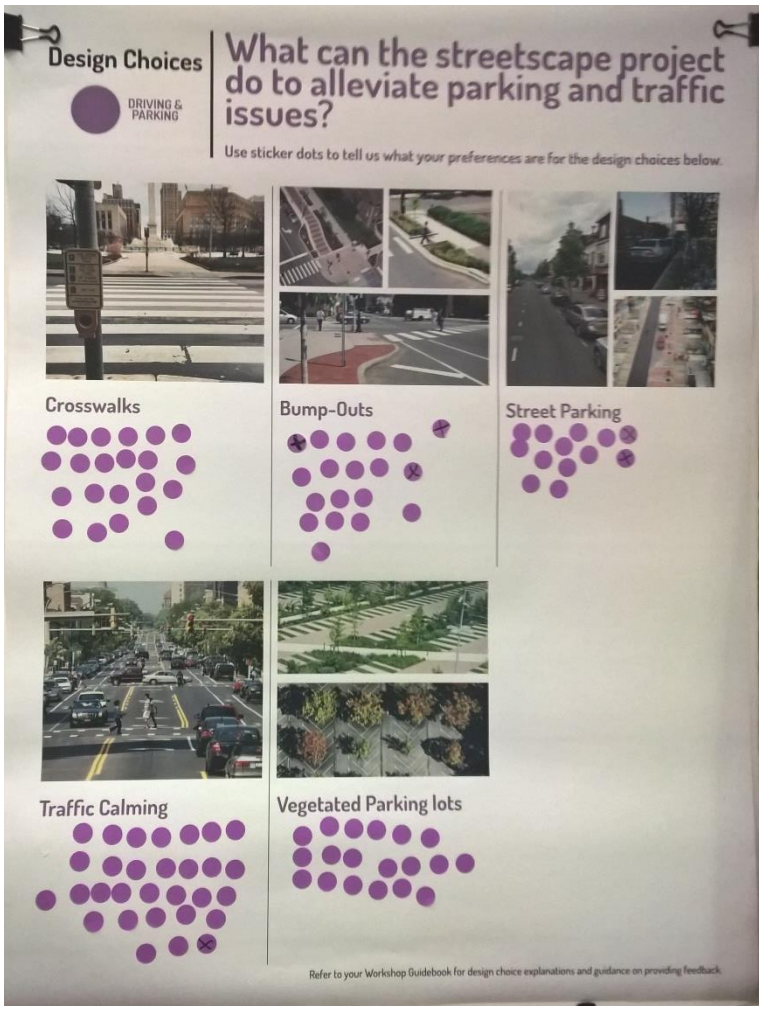
Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Library and School and park here – lots of kids crossing (Porter and Niagara)
- Calm this for survival of business development (W. Ferry – Delavan)
- Difficult crossing (between Forest and Tonawanda – at I-198 junction)
- Need crosswalk (Niagara and Hamilton)
- Major traffic congestion (Niagara and Hertel)
- Scary crossing by Bus Hub (Niagara and Ontario)

Feedback Conveyed on the Design Choices Poster:



Allocation of dots

	Dots	"x" Dots
Crosswalks	22	0
Bump-outs	16	3
Street Parking	11	2
Traffic Calming	29	1
Vegetated Parking Lots	19	0

Other comments, ideas or suggestions…

- Creative, artistic walkways please
- Safe connected Riverwalk to downtown
- Locate bike lanes to west side of street
- People (kids) are dying – let's move on this!

WALKING

Where can features be added to improve the street for pedestrians?

Feedback Conveyed on the Large Format Map Poster:

Transcription of Post-It Notes and Locations:

- More lighting (Niagara and Fargo)
- More lighting (Niagara and Bird)
- More business and store fronts (Niagara and Fargo)
- More business and store fronts (Niagara and Forest)
- Overlooked opportunities (Niagara and Lafayette)
- Difficult to cross street (Niagara and Parish)
- Sidewalk under bridge (Niagara near Parish, under railroad bridge)
- Better lighting (Porter to Busti)

WALKING

What types of pedestrian amenities are needed for Niagara Street?

Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	" x " Dots
Storefront Activity	24	1
Improved Sidewalks	29	0
Street Lighting	22	0
Signage	12	2
Seating	10	1

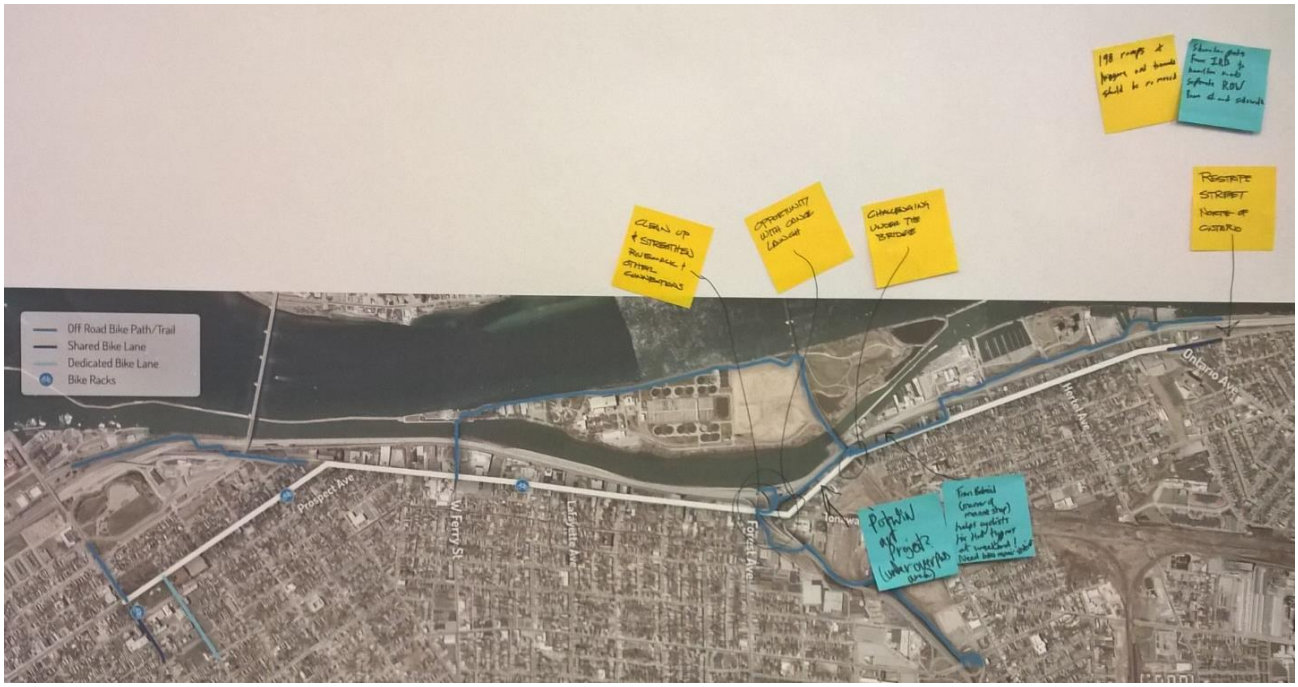
Other comments, ideas or suggestions...

- Don't be afraid of people sitting on Niagara! (design benches for long periods of time sitting, not to move people only)
- Garbage/ recycling?
- Pedestrian height lighting
- Better lighting needed from Porter to Busti
- All of Niagara is hard to walk in winter. Need municipal snow removal on sidewalk
- Need Better signs, not more signs
- Have more "wayfinding" signs and historic markers to help visitors navigate the neighborhood

BICYCLING

Where can features be added to improve the street for bicyclists?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Clean up and Strengthen Riverwalk and other connections (Niagara, near Forest)
- Opportunity with Canoe Launch (Niagara, near Tonawanda)
- Challenging under the Bridge (Niagara, near Tonawanda, under Scajaquada Expy ramps)
- Potential art project (Niagara, near Tonawanda, under Scajaquada Expy ramps)
- Restripe street north of Ontario (Niagara, north of Ontario)
- Fran Brobeil (owner of Brobeil Marine) helps cyclists inflate tires, especially at times of good weather/weekends. Need a bike maintenance station here. (1812 Niagara)

BICYCLING

What types of bicycle amenities could work for Niagara Street?

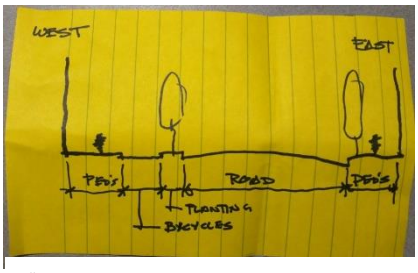
Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	"x" Dots
Bike Lanes	24	2
Bike Maintenance	9.5	1
Bike Parking Pods	3.5	1
Separated Cycleways	37	0
Bike Racks	15	0
Bike Intersection Treatments	13	4

Other comments, ideas or suggestions...

- 198 Ramps at Niagara and Tonawanda should be removed
- Shoreline path from IRB to Hamilton roads separate Right-of-way from street
- Increase amount of bike racks near retail and restaurants
- Open the Bike path through the Corp of engineers



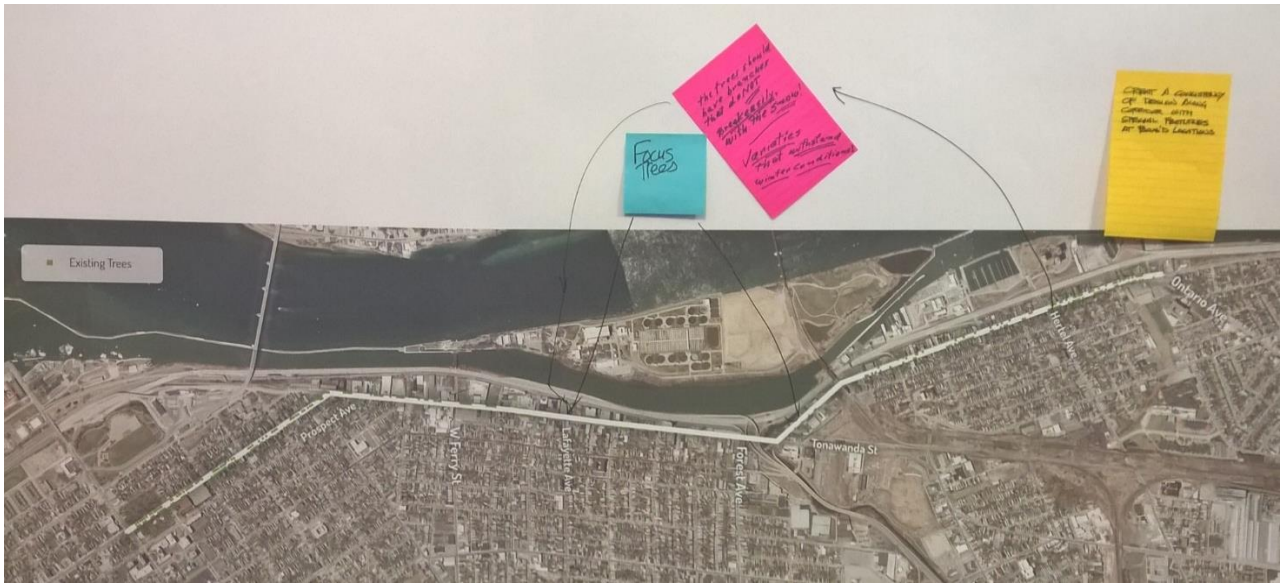
Illustrated comment provided by participant

- Use space to add bike lanes each way, Greater turning lane where there is room
- All of Niagara Street should be reduced to 1 car lane, each direction. Reduce width of lane from what they are now.
- Move Army Corp Parking off Niagara
- Build new bike path along 190 and Black Rock Canal from Forest St. to Porter.
- Army Corp Parking needs to be bike parking

GREENING

Where can green infrastructure features be added to improve the natural environment of Niagara Street?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Focus trees (near Lafayette and Niagara)
- Focus trees (Niagara and Tonawanda)
- The trees should have branches that do not break easily with the snow. Varieties that withstand winter conditions! (near Hertel and Niagara)

GREENING

What types of greening features could work for Niagara Street?

Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	"x" Dots
Water Features	6	5
Street Trees	25	0
Rain Gardens and Swales	22	0
Historical/Formal Landscapes	11	0
Lush Planting	25	0
Hardscape Design	7	3

Other comments, ideas or suggestions...

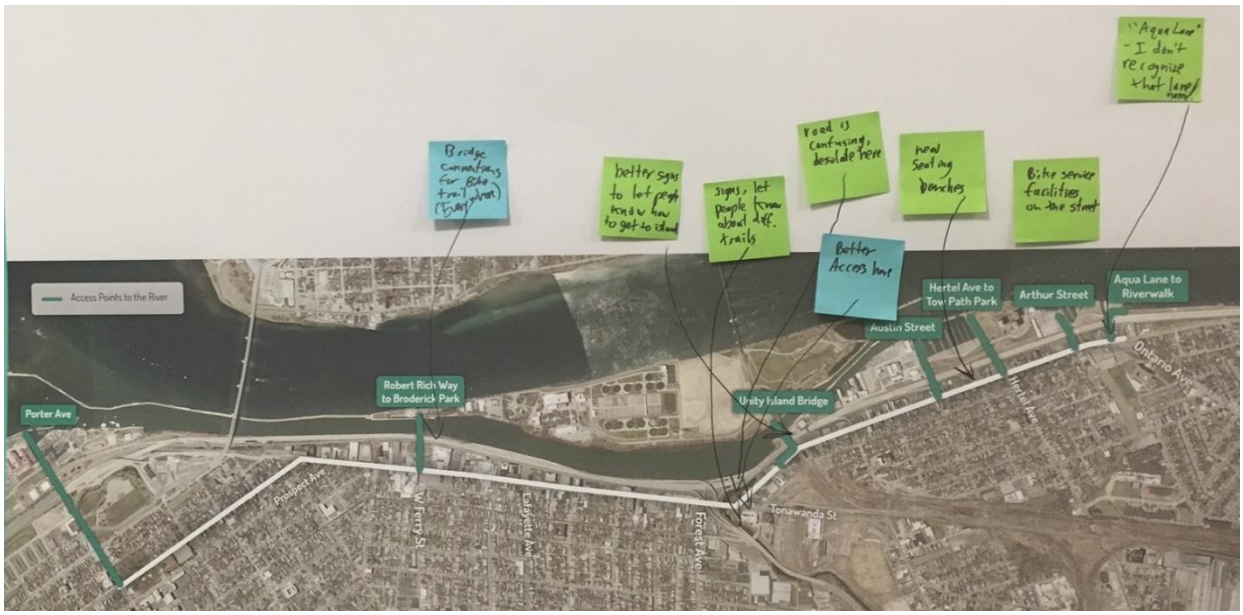
- How are you dealing with overhead trees? . . . they get butchered
- Green Space Park under rt. 198 at Niagara

- Focus first on environmental-ecological performance and <u>then</u> on aesthetics; Form<Function; Lush plantings>Hardscaping
- Plan for funding of Rain Garden/Swale Maintenance
- Create a Consistency of design along corridor with special features at Focused locations

RELATIONSHIP TO THE WATER

How can the streetscape project embrace the water and enhance visibility of the Niagara River?

Feedback Conveyed on the Large Format Map Poster:



Transcription of Post-It Notes and Locations:

- Bridge connections for bike trail (everywhere)
- Better signs to let people know how to get to [Unity] Island (Niagara near Unity Island and everywhere)
- Signs, let people know about different trails (Niagara, near Tonawanda: for Riverwalk Trail, Scajaquada Creek Trail)
- Road is confusing, desolate here (Niagara and Tonawanda)
- Better access here (park near Niagara and Forest/Tonawanda)
- Need seating benches (Niagara and Farmer)
- Bike service facilities on street (general)
- "Aqua Lane" – I don't recognize that lane name! (Niagara and Black Rock Harbor Rd: Black Rock Canal Park)

RELATIONSHIP TO THE WATER

How are wayfinding features and a relationship to water expressed along Niagara Street?

Feedback Conveyed on the Design Choices Poster:

Allocation of dots

	Dots	"x" Dots
Markers and Gateways	16	0
Improved Views	24	2
Lighting as Wayfinding	11	0

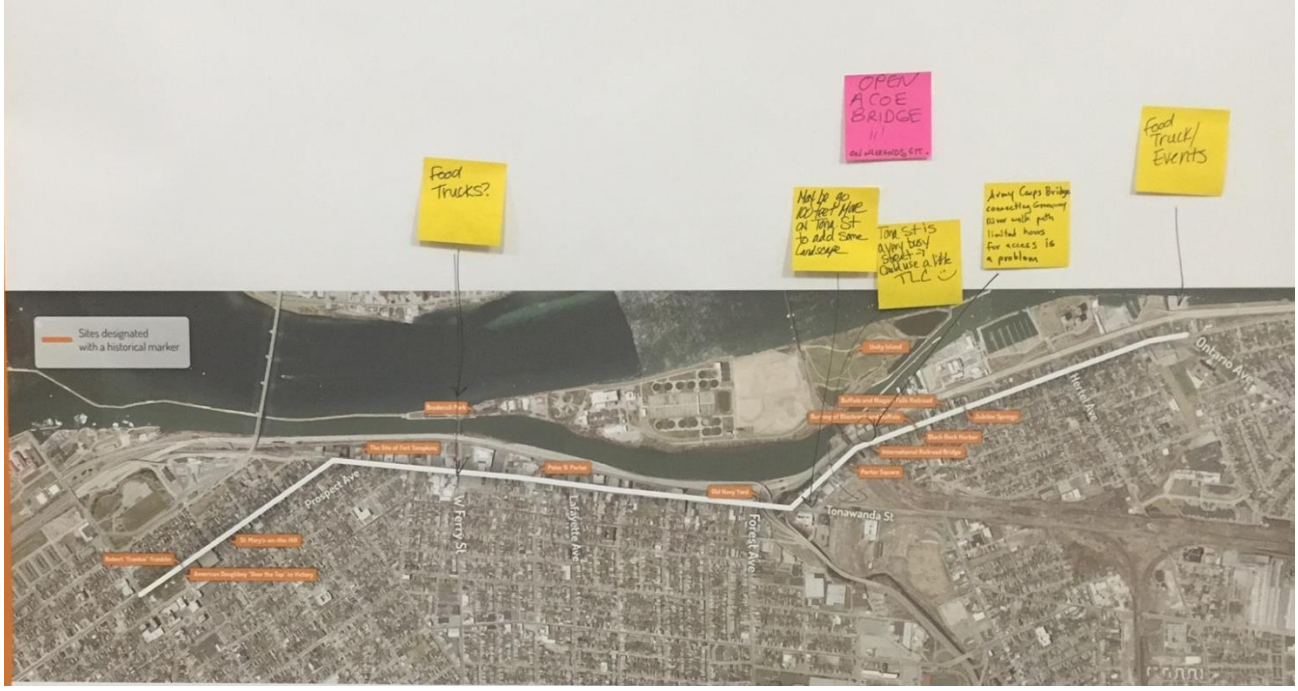
Other comments, ideas or suggestions…

- "waterfront" CITY → engage waterfront, use as means of navigation
- More lighting, especially on Riverwalk trail… currently, there are "Black spots"…

INTEGRATING ARTS, HISTORY AND CULTURE

Where can features be added to heighten local history, arts and culture of Niagara Street?

Feedback Conveyed on the Large Format Map Poster:



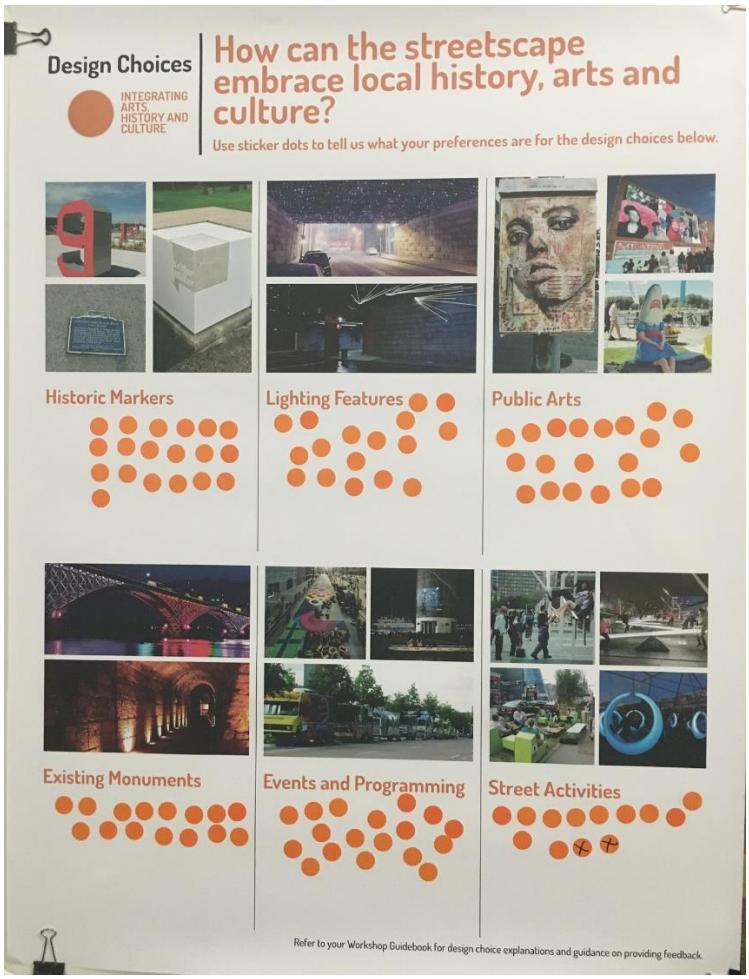
Transcription of Post-It Notes and Locations:

- Food trucks (Niagara and West Ferry)
- Maybe go 100 feet more on Tonawanda Street to add some landscape (Niagara and Tonawanda)
- Tonawanda Street is a very busy street and could use a little TLC (Tonawanda near Niagara)
- Open Army Corps of Engineers bridge (on weekends, etc.) (Niagara, near Parish)
- Food trucks and events (Niagara, near Ontario)

INTEGRATING ARTS, HISTORY AND CULTURE

How can the streetscape embrace local history, arts and culture?

Feedback Conveyed on the Design Choices Poster:



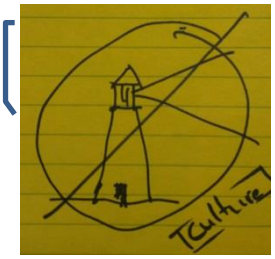
Allocation of dots

	Dots	"x" Dots
Historic Markers	19	0
Lighting Features	17	0
Public Art	20	0
Existing Monuments	15	0
Events and Programming	18	0
Street Activities	11	2

Other comments, ideas or suggestions...

- Arts commission needs to open up to community wants, and not obey arts commission wants/objectives
- Highlight bike paths
- Integrate history of corridor into public art installations. Draw connections between Native American heritage, and current cultural diversity of neighborhood (Hispanic)
- Having a "food truck night" would draw people to the neighborhood
- Events and programming will draw people to the area and if it goes well, they'll continue to return
- Artwork as highlighted wayfinding
- Remember to explore a full picture of our history

- When remembering history be sensitive that not all of Buffalo's history is sunny
- Interactive art!
- Open Army Corps of Engineer Bridge…. On weekends, etc.
- Focus art at key locations, historical significance, neighborhood identifiers.



Partipant created graphic about focusing art at key locations.

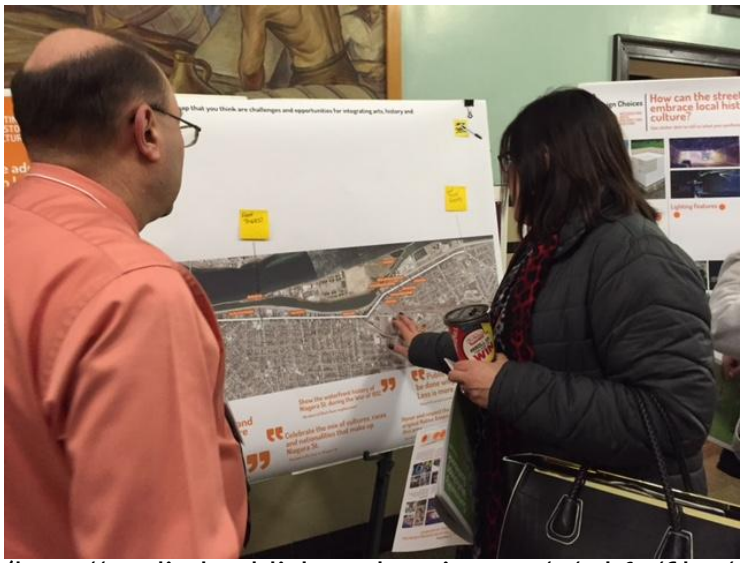
Niagara Street awaits major upgrades

By MIKE DESMOND (/PEOPLE/MIKE-DESMOND) • FEB 18, 2016

Twitter (http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fzuykz4q&text=Niagara%20Street%20awaits%20major%20upgr

The renovation of Niagara Street continues. Major work is coming for the section from Porter to Ontario.

Listen
1:06


(http://mediad.publicbroadcasting.net/p/wbfo/files/styles/x_large/public/201602/IMG_6177.JPG)

As anyone who travels Niagara knows, the street is in rough shape with construction last summer starting to turn that around.

Visitors at a meeting Wednesday night in Riverside High School were given an opportunity to look at some proposals for what to do in the Porter Avenue to Ontario Street segment. Two smaller projects in that section will start in the fall with major work next year.

Businessman Francis Brobeil says he likes plans to slow traffic.

The public had a chance to review plans for Niagara Street renovation on Wednesday night.

CREDIT MIKE DESMOND/WBFO NEWS

"This section of Niagara Street that I'm on is a speedway. The traffic is heavy, particularly when there is a blockage on the Thruway and it's dangerous for not only my business. There's a daycare center right next to me and I can't believe the number of people who blow by school buses," Brobeil said

Numerous people interviewed at the meeting called for speed controls, with one saying it would help businesses since slower drivers might see a store and want to stop and shop.

The project doesn't deal with the constant complaint that the Thruway has cut Riverside and Black Rock off from the Niagara River.

The public can review plans at a workshop Thursday night at the Atrium @ Rich's from 6 to 8 p.m.

TAGS: NIAGARA STREET (/TERM/NIAGARA-STREET) FRANCIS BROBEIL (/TERM/FRANCIS-BROBEIL)

RENOVATION (/TERM/RENOVATION)

0 Comments **WBFO** 1 **Login**

Recommend **Share** **Sort by Best**

Start the discussion…

Be the first to comment.

Subscribe **Add Disqus to your site Add Disqus Add** **Privacy**

(http://www.npr.org/)

(http://www.bbc.com/)

(http://www.pri.org/)

(http://www.prx.org/)

(http://www.americanpublicmedia.org/)

(http://www.pbs.org/)

(http://www.cpb.org/)

(http://protectmypublicmedia.org/)

Contact Us (http://wned.org/component/k2/item/285-contact-us?highlight=WyJjb250YWN0IiwidXMiLCJjb250YWN0IHVzIl0=)

EEO Public File (http://www.wned.org/docs/EEOReports/WBFO/FCC_EEO/WNED_EEO_Public_File_Report.pdf)

The Public and Broadcasting (http://www.wned.org/docs/fccForm/2008/public_and_broadcasting.pdf)

Diversity & Inclusion Initiative (http://wned.org/docs/DiversityReports/Diversity_Initiative_Annual_Report.pdf)

Corporate Sponsor (http://www.wned.org/sponsorship)

© 2016 WBFO

Community Vision Update

March 31st, 2016

NIAGARA STREET NOW

NIAGARA STREET NOW

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Niagara Street Now

Porter Avenue to Ontario St

#NiagaraStreetNow

NIAGARA STREET NOW

Process

COMMUNITY ENGAGEMENT

Ground the work in established principles
Dec. 2015

Survey residents, business owners, and stakeholders
Dec. 2015 – Jan. 2016

WHERE WE ARE NOW

Community Conversations to re-imagine the streetscape
Feb. 2016

Summarize Feedback for the designers and engineers
Mar. 2016

DESIGN PROCESS

Review & offer feedback on **Early Design –** Jun. 2016

Review **big design elements** and offer tweaks
Aug. 2016

Final design presented to the public
Nov. 2016

Ready for construction
Jan. 2017

Community values and vision for Niagara Street

30+ PLANS AS A STARTING POINT

Guiding Principles

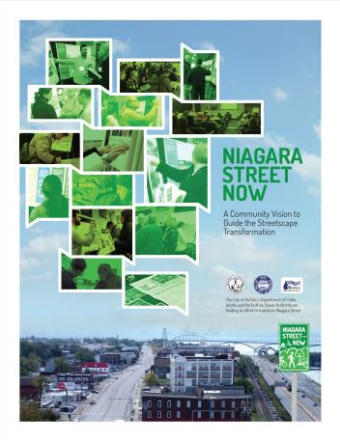
A COMMUNITY SURVEY TO UNDERSTAND WHAT'S IMPORTANT

Design Themes

COMMUNITY WORKSHOPS TO SET PRIORITIES

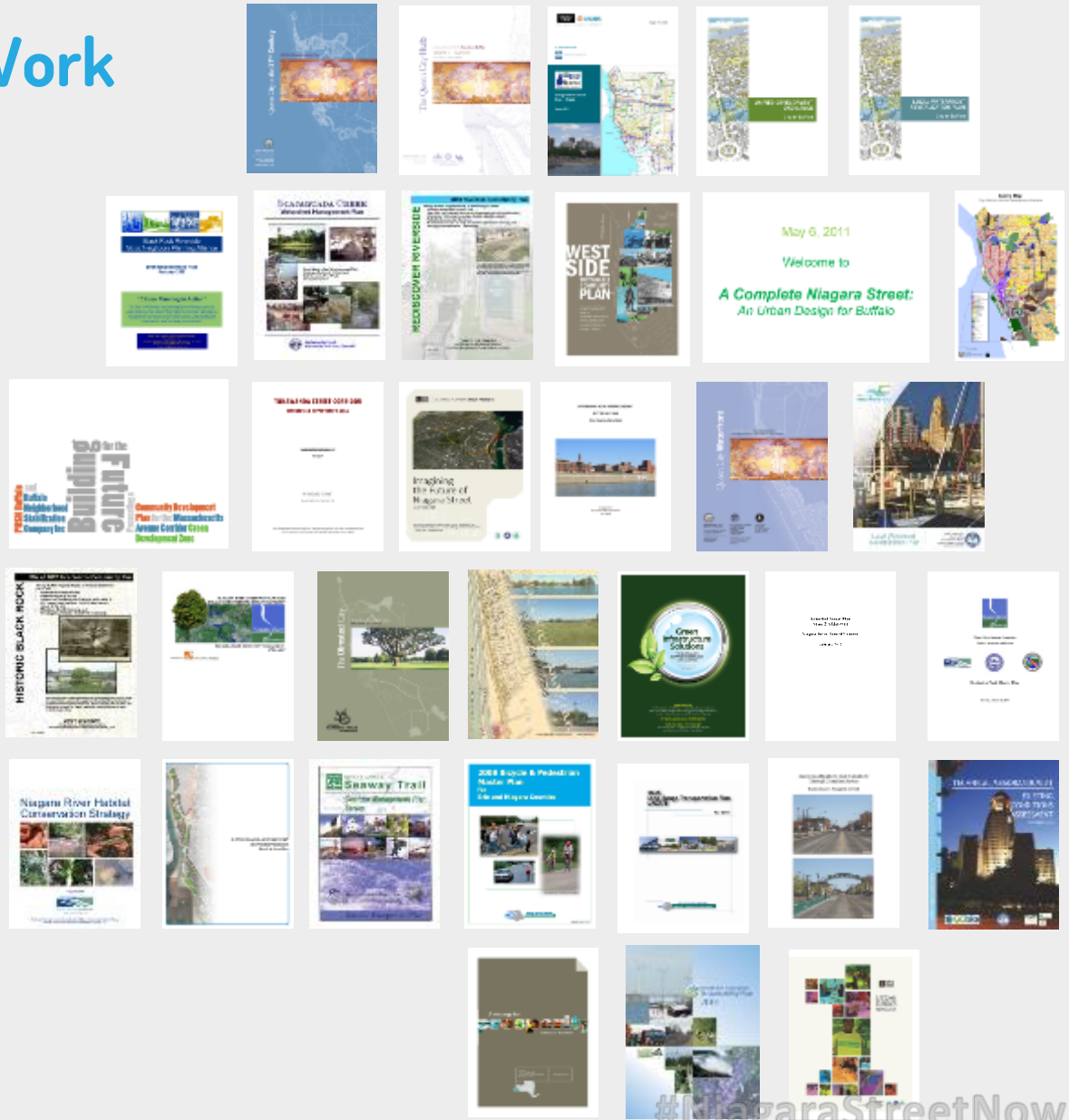
Preferred Design Solutions & Priorities

DOCUMENT TO TRANSLATE COMMUNITY VISION INTO DESIGN PRIORITIES FOR NIAGARA STREET'S TRANSFORMATION



#NiagaraStreetNow

Recent Planning Work



#NiagaraStreetNow

OVER 30 PLANS

What do the plans say about community values?

Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

Embrace the waterfront-build connections with the Niagara River and preserve it for future generations.

Celebrate the corridor's history and heritage while promoting local arts and culture.

Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

A COMMUNITY SURVEY
TO UNDERSTAND WHAT'S IMPORTANT

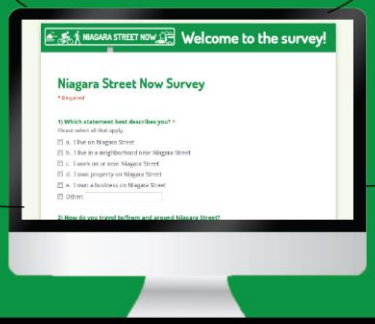
500+ responses

How safe is the street for pedestrians, bicyclists and motorists?

What challenges can be addressed by street redesign, and where do they exist?

How can the street be enhanced for residents, visitors and businesses?

What should be prioritized and where?



Design Themes

- DRIVING & PARKING
- WALKING
- BICYCLING
- GREENING
- EMBRACE THE WATER
- ARTS, HISTORY AND CULTURE

COMMUNITY WORKSHOPS
TO SET PRIORITIES

73 participants

CATEGORIES FOR ORGANIZING DESIGN THEMES

Workshops were organized around stations corresponding to specific design themes for the street.

Preferred Design Solutions & Priorities

Bringing Community Values to the Street:

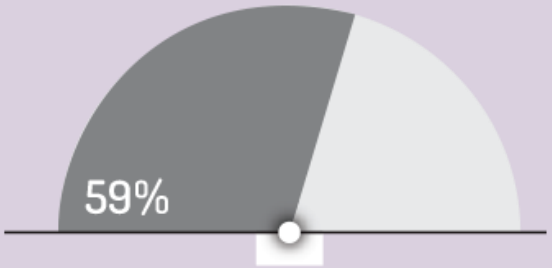
Organizing Design Themes for Feedback

Reduce the speed of vehicles to make Niagara Street more safe and walkable, but make sure cars, buses, and trucks can still drive and park easily on the street.

#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

Many feel crossing the street is challenging, but driving and finding a parking spot is relatively easy.



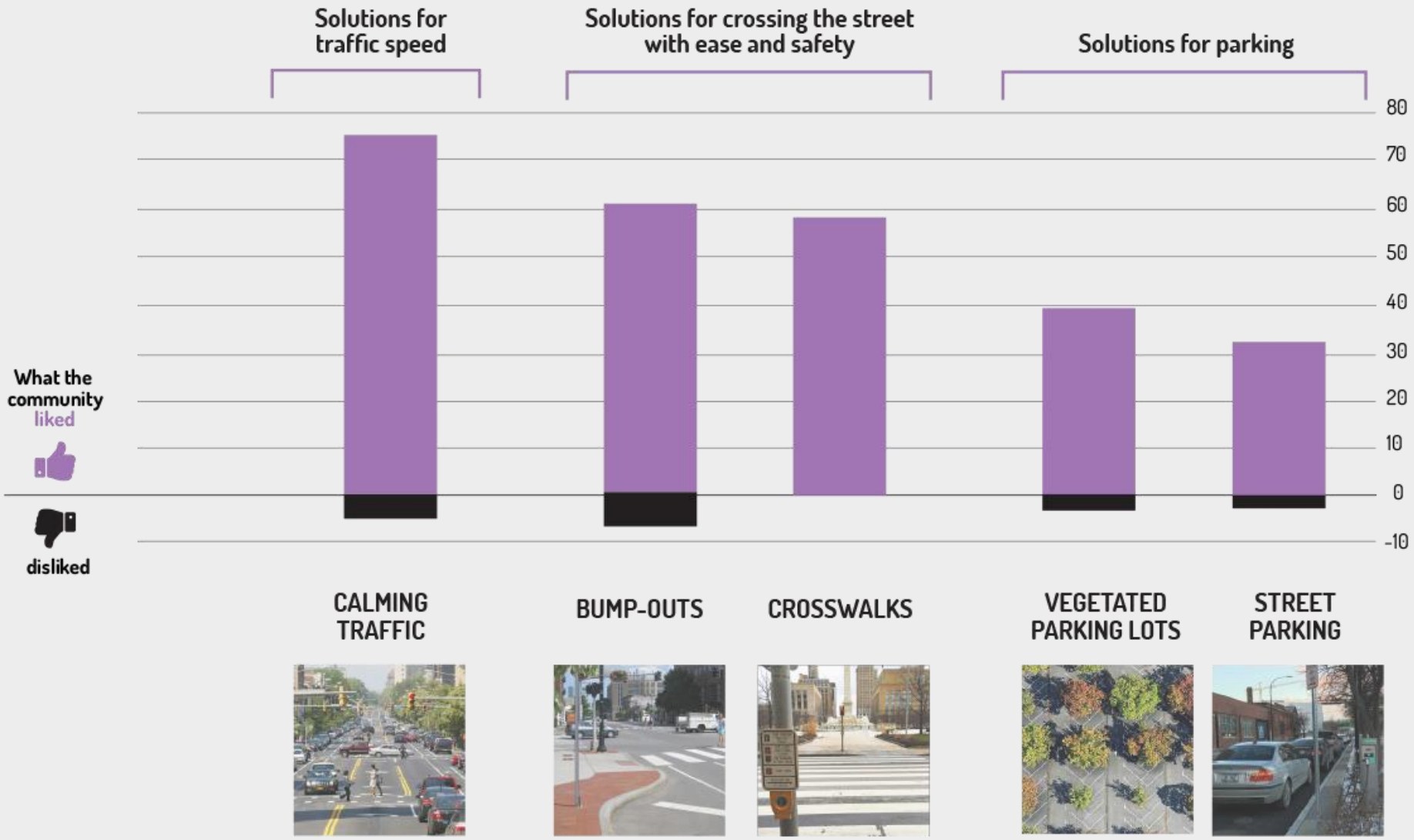
59% said **crossing the streets is not easy or safe.**

21% said **driving is challenging**.

9% said **parking is rarely available.**

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Driving and Parking

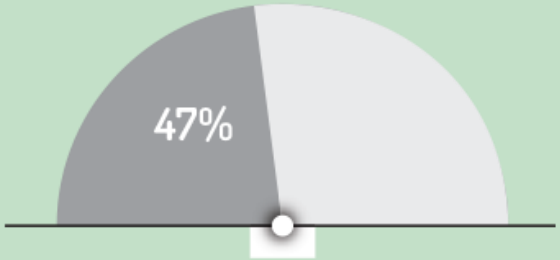
PRIORITY #1 — Reduce speed of cars and trucks.

PRIORITY #2 — Make crossing the street easy and safe.

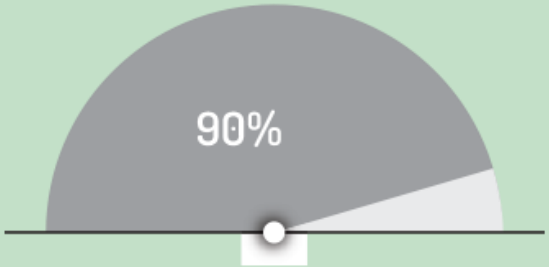
PRIORITY #3 — Leave room for parking.

Enhance the pedestrian experience on Niagara Street to make the corridor more safe and inviting for businesses, residents and visitors.

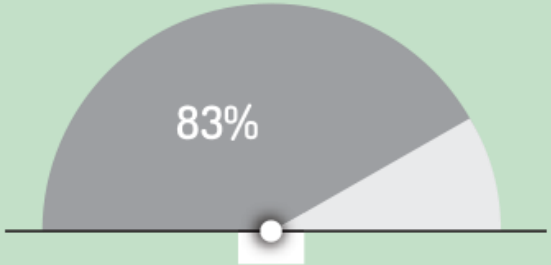
Many find the pedestrian environment unwelcoming and lacking amenities.



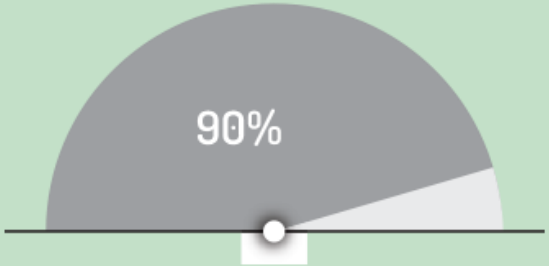
47% said **walking is not easy or safe.**



90% said they **want improved lighting.**

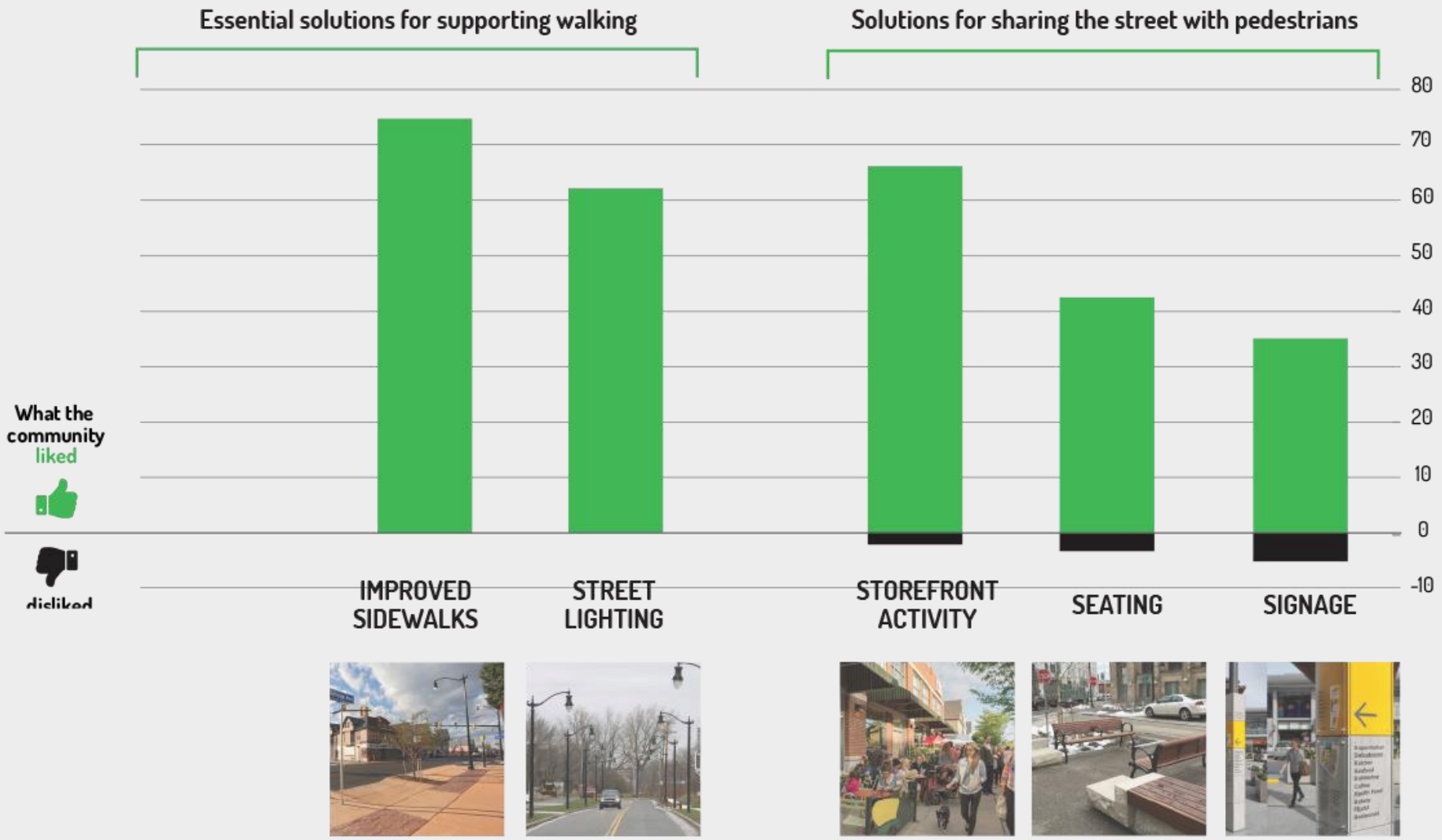


83% said they **want more benches.**



90% said they want **better sidewalks.**

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Walking

PRIORITY #1

Focus on the essentials.

PRIORITY #2

Support businesses that can bring life to the street.

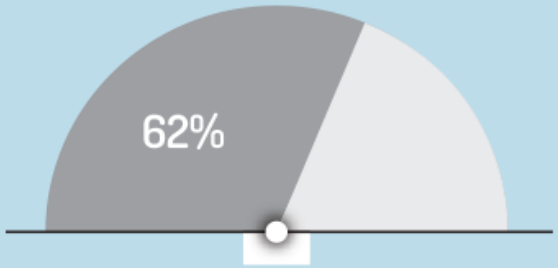
#NiagaraStreetNow

Make Niagara Street a safe and inviting bicycle connector for neighborhoods, downtown, the waterfront, and regional destinations.

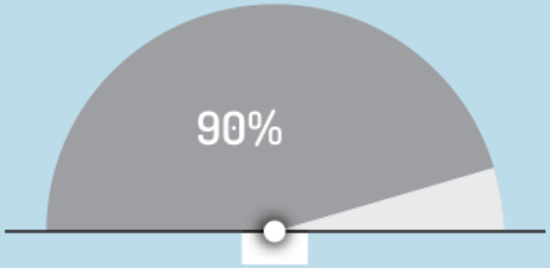
#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

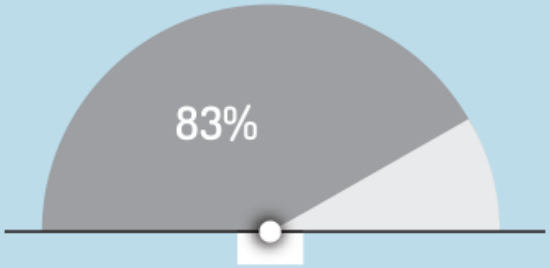
Niagara Street is not welcoming to bicyclists and lacks the amenities and facilities to promote it.



62% said **bicycling is unsafe and challenging.**



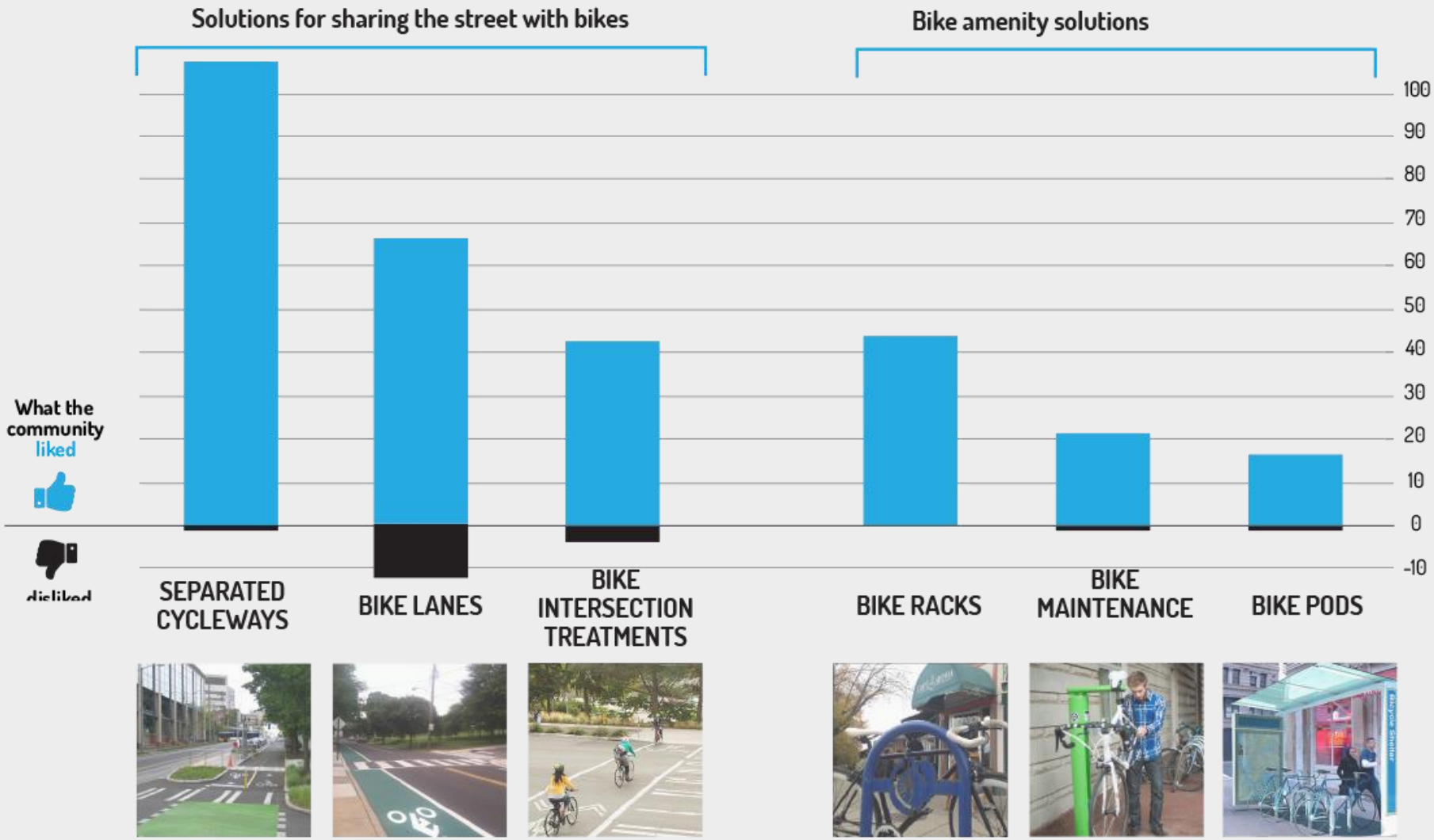
90% want **more bike lanes.**



83% want **more bike racks.**

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Bicycling

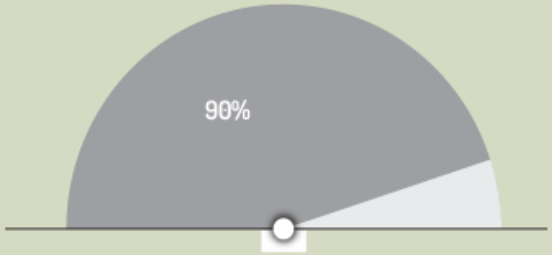
PRIORITY #1 Make room for biking with clear street markings.

PRIORITY #2 Support biking with amenities.

Add green features and landscape elements to beautify Niagara Street and enhance sustainability.

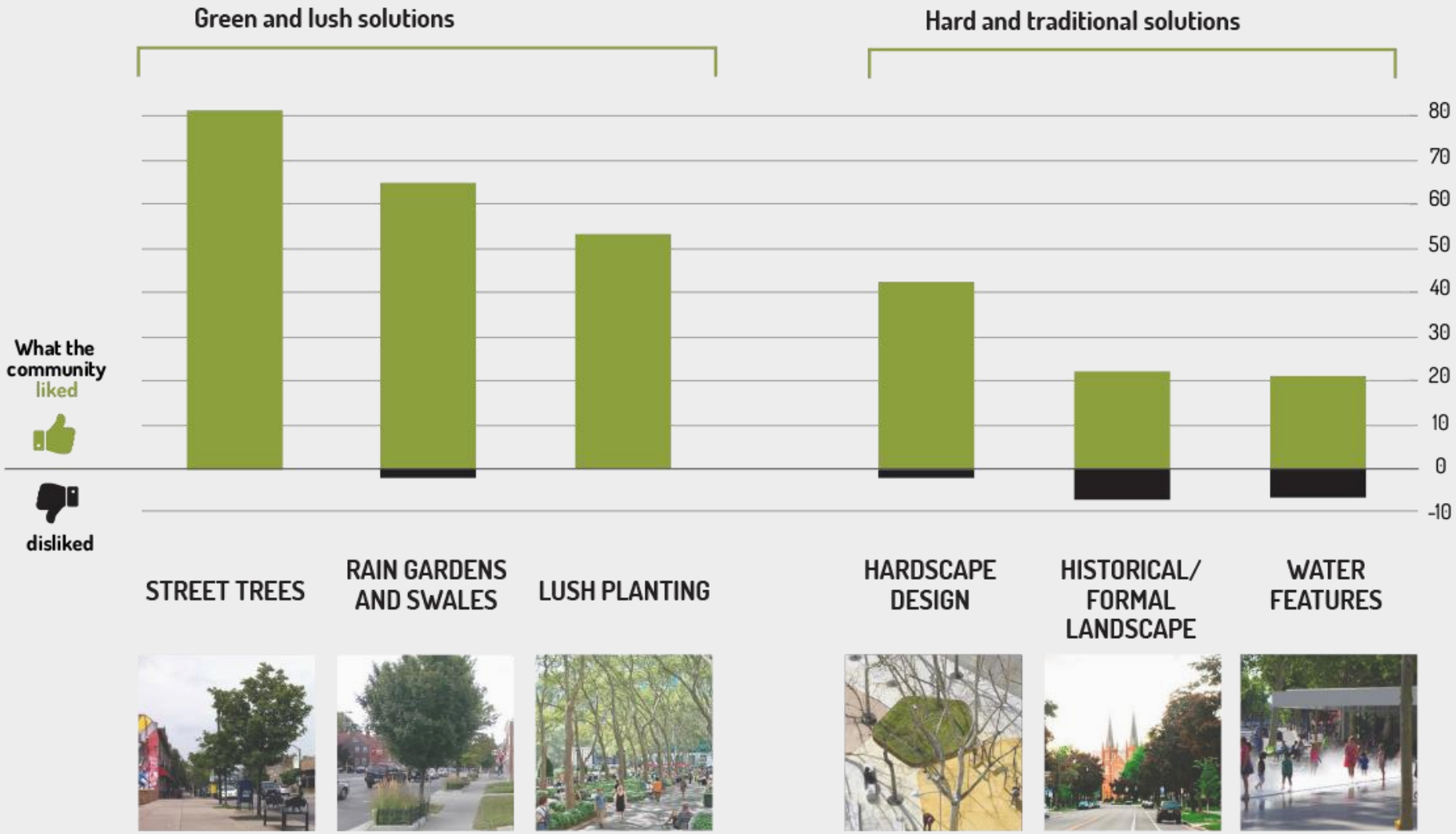
#NiagaraStreetNow

Niagara Street is very grey and lacks plantings or other natural landscape features.



90% want **more plantings.**

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Greening

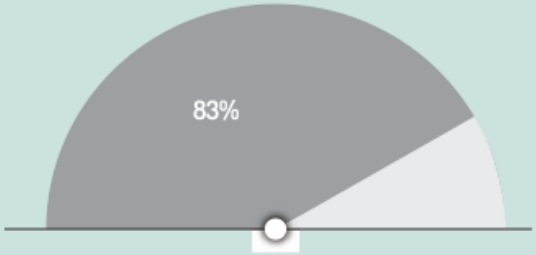
PRIORITY #1	Emphasize natural elements like trees and plantings
PRIORITY #2	Balance hardscape with green elements.

Embrace the water
by making it easier for people to access, view, and enjoy the Niagara River.

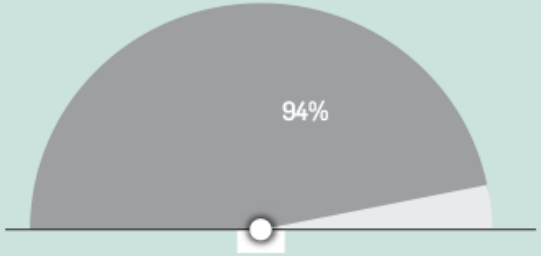
#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

Many want to see stronger connections to the water, including better views and awareness of existing access points.



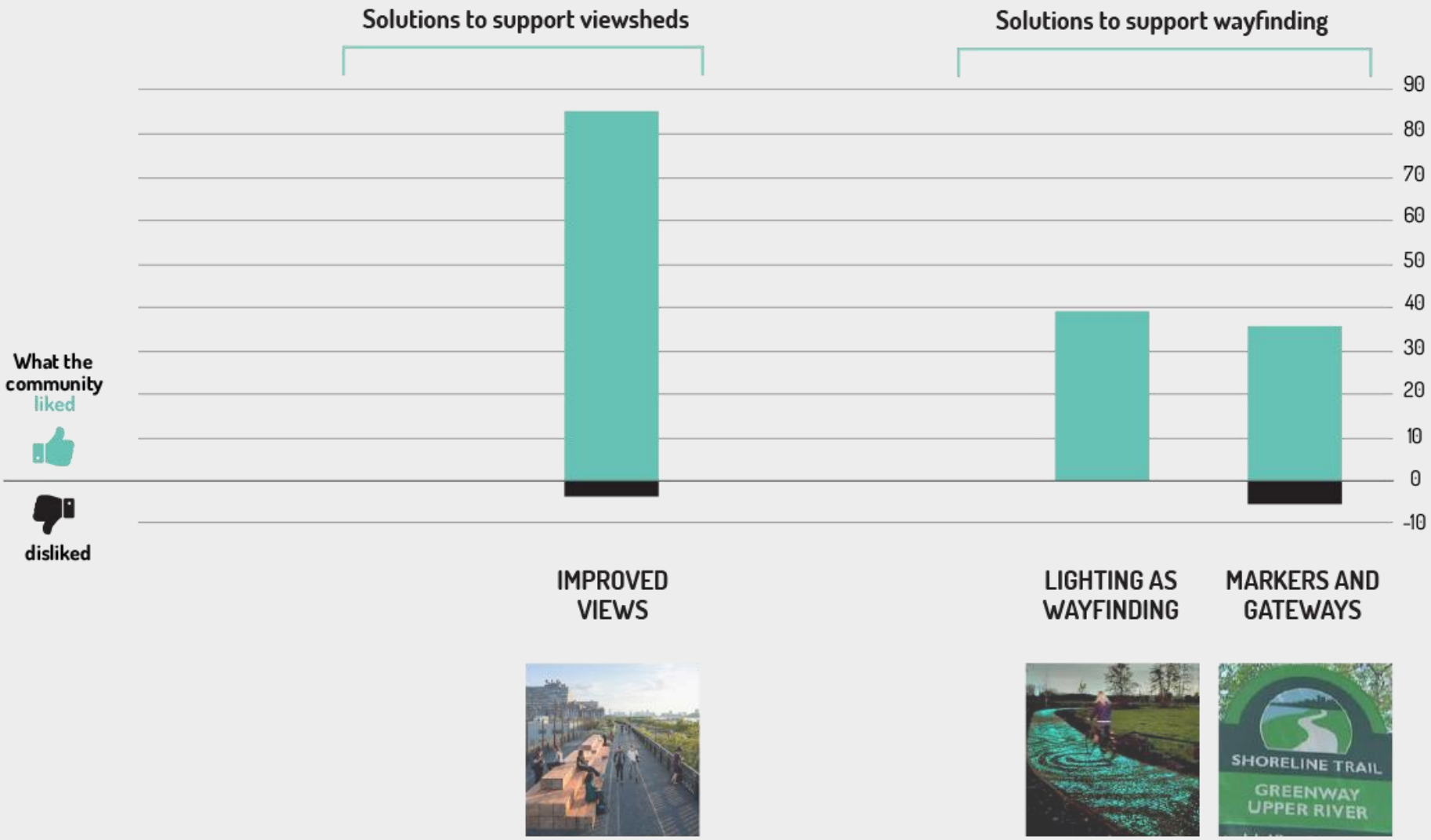
84% want **more views of the water.**



86% want **more signs for visitors.**

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Embracing the Water

PRIORITY #1

Improve views and connections to the water.

PRIORITY #2

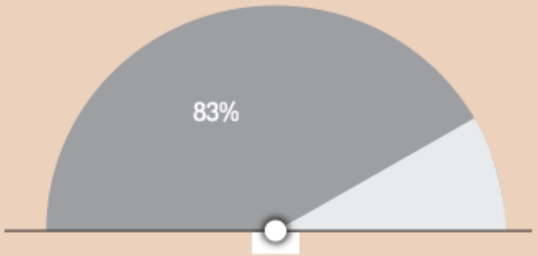
Make it easier for people find and reach the water

Bring Niagara Street's **diverse culture and history alive** through placemaking and public art.

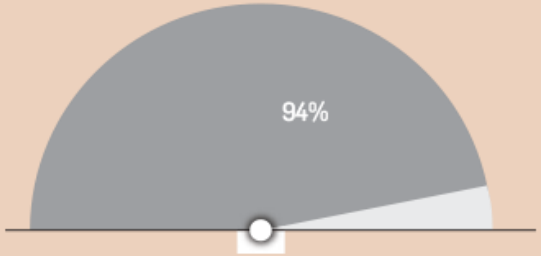
#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

Art, history and culture are important elements that the community wants to see in a transformed Niagara Street.



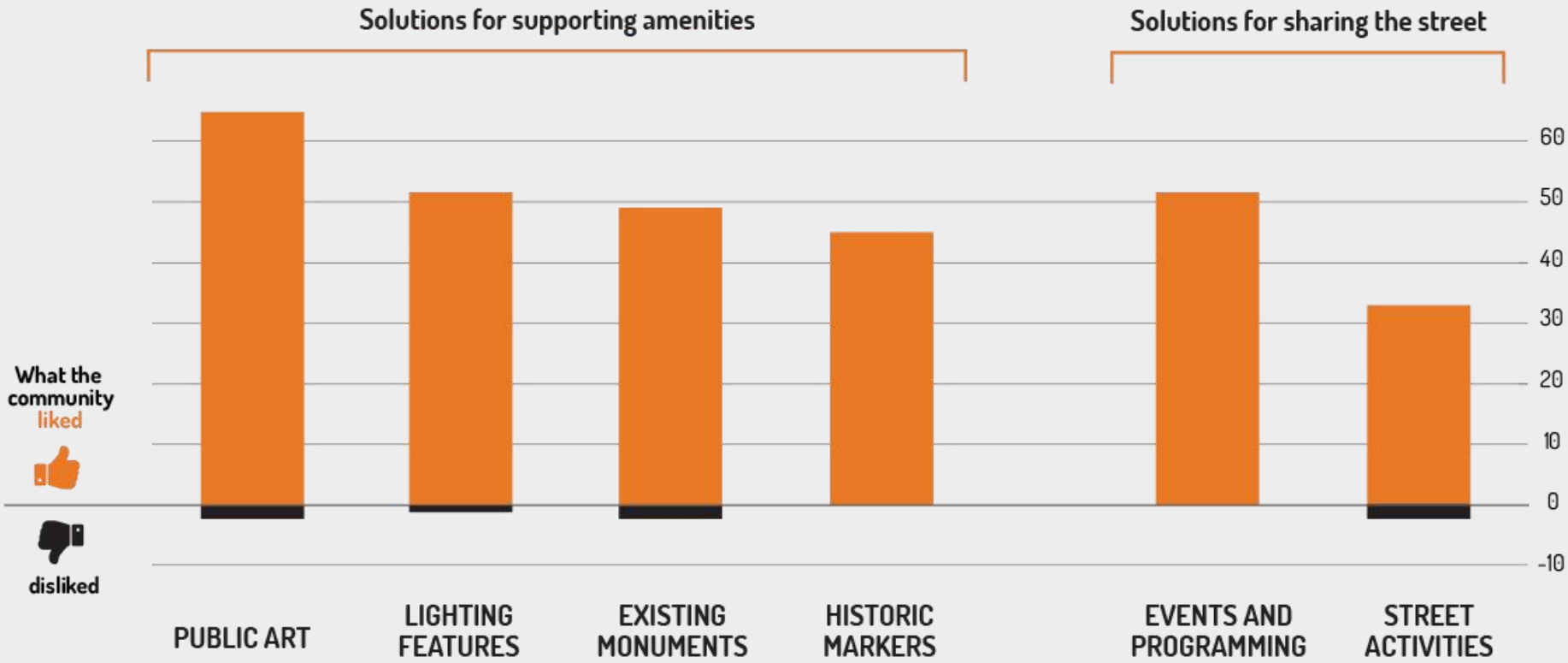
83% want **more public art .**



94% said **arts, culture and history** should be featured.

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Arts, Culture and Heritage

PRIORITY #1

A diverse approach to placemaking, emphasizing both old and new.

PRIORITY #2

Program activities to bring people to the street.

Community Priorities

	PRIORITY #1	PRIORITY #2	PRIORITY #3
DRIVING AND PARKING	REDUCE SPEED OF CARS AND TRUCKS	MAKE CROSSING THE STREET EASY + SAFE	LEAVE ROOM FOR PARKING
WALKING	FOCUS ON THE ESSENTIALS – LIGHTING + SIDEWALKS	SUPPORT BUSINESSES LOOKING TO BRING LIFE TO THE STREET	
BICYCLING	MAKE ROOM FOR BIKING WITH CLEAR STREET MARKINGS	SUPPORT BIKING WITH AMENITIES	
EMBRACING THE WATER	IMPROVE VIEWS AND CONNECTIONS TO THE WATER	MAKE IT EASIER FOR PEOPLE TO FIND AND REACH THE WATER	
GREENING	EMPHASIZE NATURAL ELEMENTS LIKE TREES AND PLANTINGS	BALANCE HARDSCAPE WITH GREEN ELEMENTS	
ARTS, HISTORY AND CULTURE	A DIVERSE APPROACH TO PLACEMAKING, EMPHASIZING OLD + NEW	PROGRAM ACTIVITIES TO BRING PEOPLE TO THE STREET	

NIAGARA STREET NOW

Which priority is most important to you? Weigh-in and offer comments on your feedback form.

NIAGARA STREET NOW

Questions, comments and discussion

What comments would you like to leave the design team?

Did we get it right?

Do you have questions about the survey?

What do you think is most important?

Do you have questions about next steps?

BUFFALO RISING

GRASSROOTS | TRANSPORTATION | WEST SIDE

Niagara Street Now Workshops

by queenseyes February 6, 2016, 12:34 pm 20

Buffalonians are chomping at the bit to see a newly redesigned and fully implemented Niagara Street, stretching from Niagara Square to Ontario Street. There are so many different components that make up the street, each with its own diversity, composition, and unique assets.

As much as you might assume that the plans for Niagara Street are set in stone, they are not (at least from Porter Avenue to Ontario Street). The community is being given an opportunity to engage the process, to transform the street in ways that will help to turn this final stretch into aesthetically pleasing and utilitarian blocks. We can create unique areas that are tied together in sensitive and smart manners – areas the take into consideration the street's proximity to the waterfront, and the historic neighborhoods that intersect along the way.

We also have a chance to create a place, where design accentuates the infrastructure, and the street's urban fabric takes into account bikes, pedestrians, trees, gardens, seating, art and lighting. The community is invited to participate in planning exercises that will determine the future landscape of the street.

At this time, the Department of Public Works and the Buffalo Sewer Authority have embarked upon the construction of Niagara Street from Niagara Square to Porter Avenue. We're hoping of the best on that section. I'm not sure why we never embarked upon similar exercises for that part of Niagara Street?

Moving forward, the organization Niagara Street Now will be leading the effort to engage the community to participate in a series of workshops that will help to mold the stretch between Porter Avenue to Ontario Street. The workshops will also take into account the intersection of Ferry and Niagara, extending to Robert Rich Way (Foot of Ferry), and its relationship with the Broderick Park, the Shoreline Trail, and the International Railroad Bridge.

There's also the critical intersection at Niagara and Tonawanda that must be taken into account. The intersection is in close proximity to Deyowenoguhdoh Island (or Unity Island). Tonawanda Street also connects Niagara Street to Amherst Street. Not to mention Riverkeeper's new waterfront park which is underway close by. Just think of all of the significant properties that have changed hands on Niagara Street, and the new developments that are underway – it's certainly an exciting time re-envision Niagara Street as another viable commercial street in Buffalo, not simply as a thoroughfare for cars.

Now it's our turn to get creative, and give our input. According to Niagara Street Now:

Workshops are scheduled for deeper discussion on how Niagara St should look in the future. These will be Open House style, so feel free to stop by for a quick visit or stay longer for discussion. You can register for

the workshops here.

Workshops are scheduled for:

Tuesday, February 16th, 6pm – 8pm, Room 111 at D'Youville College's College Center (329 Porter Ave.)

Wednesday, February 17th, 6pm – 8pm, Riverside Institute of Technology (51 Ontario St.)

Thursday, February 18th, 6pm – 8pm, Rich Products (1 Robert Rich Way – at W. Ferry and Niagara St.)

Tagged with: development Niagara Street Niagara Street Now Planning West Side

7971 **Written by queenseyes**

Newell Nussbaumer is 'queenseyes' - Eyes of the Queen City and Founder of Buffalo Rising. Co-founder Elmwood Avenue Festival of the Arts. Co-founder Powder Keg Festival that built the world's largest ice maze (Guinness Book of World Records). Instigator behind Emerald Beach at the Erie Basin Marina. Co-created Flurrious! winter festival. Co-creator of Rusty Chain Beer. Instigator behind Saturday Artisan Market (SAM) at Canalside. Founder of The Peddler retro and vintage market. Instigator behind Liberty Hound @ Canalside. Throws The Witches Ball at The Hotel @ The Lafayette, and the Madd Tiki Winter Luau. Other projects: Navigetter.

Contact Newell Nussbaumer | Newell@BuffaloRising.com

20 comments

Sign in

10 people listening

+ Follow Share **Post comment as...**

Newest | Oldest | Top Comments

Eve Navarre from Facebook Feb 7, 2016

good to know....

Like Reply

Sarah Di Thomas from Facebook Feb 7, 2016

There already IS a business and residential district there

Like Reply

Black Rock Lifer Feb 7, 2016

The Niagara St corridor is arguably the most historic in the city and contains many interesting old buildings. This long overdue effort should dovetail nicely with the investments already underway and hopefully spur further interest.

The area of Niagara and West Ferry was once the center of the old Village of Upper Black Rock and the intersection of Niagara and Amherst was the heart of the old Village of Lower Black Rock. I would like to see these key intersections given extra attention to reflect the historic nature and of the area .

1Like Reply

Nickel_City Feb 6, 2016

Living right of niagara on connecticut, its nice Seeing the community playing a paRt in what changes will be made. The streets need a lot of work and it needs to be more pedEstrian frIendly. The BUILDINGS are sprucing up very nicely though

1Like Reply

Carrotflower Feb 6, 2016

Funnily enough, the walk from my house to the West Side Bazaar that I just got back from took me up Niagara Street as far as Hampshire, and I was just pondering how it should look when the redesign is done. I'd love to see one lane of traffic in each direction, a center island with trees, and a bike lane on each side. More than anything else, what that stretch of Niagara is in dire need of is traffic calming measures. It's nothing to see cars going down it at 45, 50 miles an hour.

1Like Reply

OldFirstWard Feb 7, 2016

@Carrotflower

Funny, I was thinking that people who support bars staying open until 4:30 am should not be looking to restrict traffic to one lane. What did they call it, FREEDOM! Cars and their drivers like to enjoy the road and to be happy too.

Like Reply

Carrotflower Feb 7, 2016

Those who want a multilane highway with a high speed limit can take the 190, which runs along the same basic trajectory.

Like Reply

Andy Grace Rosevear from Facebook Feb 6, 2016

We'd have to rip out the highway too, which I'd be all for.

Like Reply

A-BuffaLover Feb 6, 2016

This is awesome. I love that buffalo is doing all of the street scapiNg. Niagara st, chIpewwa, allen....

But it would be nice if they put some money in elmwood. Its been years since they did anything. The sidewalks and curbs are crumbling, the lights are from the 80's. We literally have no street scaping. Everything that we do have was fundEd by the EVA.

Yes, we need to fix up parts of the city, but a large percent of the tax base comes from around Elmwood/delaware. Shouldn't we get something back.

Again, i love That other neighborhoods are getting attention, but don't forget about Us.

4Like Reply

OldFirstWard Feb 7, 2016

@A-BuffaLover

Well lets see...

How about the bridge replacement over the 198.

All that development on various buildings and parcels up and down Elmwood.

Elmwood is doing just fine. Other streets have more pressing needs.

Like Reply

A-BuffaLover Feb 7, 2016

The bridge is Required, not street scaping.

Everything else you mention is private development. My point is that the city has not doNe anything to street scape elmwood.

Like Reply

joeyd Feb 7, 2016

@A-BuffaLover Typical, self righteous ...EV dweller...its all about themselves...Every time I pick up a newspapar...there's something going on Elmwood Ave.....development, restaurant openings , multiple use & commercial conversions. Look around...

Like Reply

A-BuffaLover Feb 7, 2016

No need to attack. I wasnt attacking anyonE.

I am not self rIghteous.

My point is that All the development you mention is prIvate delevelopment. ThE City has all of these projects, but they dont put any money into eLmwood, eVen though we make up a larGe percent Of the tax base.

Like Reply

No_Illusions Feb 6, 2016

Now if only they can cap the 190 and reactivate the section of the belt line.

Alternatively, Commuter Rail service from the Falls with a few stops along Niagara also would work.

Like Reply

BeardedBuffalonian Feb 7, 2016

@No_Illusions

Did you take that one out of the Matt Razzi handbook?

Like Reply

No_Illusions Feb 8, 2016

Nah, just other cities.

I would say remove it altogether, but as long as there is truck traffic from the Peace Bridge, this is impossible.

Like Reply

Eve Navarre from Facebook Feb 6, 2016

Would be interested, but hey -- how about knocking out SOME of the dismal buildings so we can see the lake? And if any residential or business district happens there, how will our safety be looked after? A whole LOT of back lots and blight, man.

Like Reply

RaChaCha Feb 6, 2016

Great pic of this section of Niagara Street currently on display at CEPA member's exhibit:

1Like Reply

jvgriffis Feb 6, 2016

Champing. Horses don't chomp on their bits.

Another really industrial slice of Buffalo slowly coming around, it's such an attractive street from a geography perspective.

2Like Reply

RaChaCha Feb 6, 2016

@jvgriffis Good catch, champ.

2Like Reply

Niagara Street Now Stakeholder Meeting

December 15th, 2015

NIAGARA STREET NOW

Welcome & Introduction

Michael J. Finn, P.E.

City Engineer

#NiagaraStreetNow

NIAGARA STREET NOW

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Niagara Street Now

Porter Avenue to Ontario St

#NiagaraStreetNow

Green Infrastructure

Julie Barrett O'Neill

General Counsel
Buffalo Sewer Authority

BUFFALO
SEWER AUTHORITY

#NiagaraStreetNow

NIAGARA STREET NOW

Design and Inspection Services, Niagara Street Phases 3 and 4, Porter Avenue to Ontario Street

DEPARTMENT OF PUBLIC WORKS – ENGINEERING – BUILDING – WATER – CITY OF BUFFALO

SEAL OF THE CITY OF BUFFALO

BUFFALO SEWER AUTHORITY

WATTS ARCHITECTURE & ENGINEERING

- STOSS Landscape Urbanism
- UB Regional Institute
- Alta Planning + Design
- Frandina Engineering and Land Surveying
- Thinking Outside the Square

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Ohio Street

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Fillmore Avenue

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Porter Avenue

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Ohio Street

#NiagaraStreetNow

SLOSS

- City Deck, Green Bay

#NiagaraStreetNow

SLOSS

- Harvard Plaza, Cambridge, MA

#NiagaraStreetNow

- Broadway Street, Seattle

- North Street, Lincoln, NE

alta PLANNING + DESIGN

#NiagaraStreetNow

NIAGARA STREET NOW

Design and Inspection Services, Niagara Street Phases 3 and 4, Porter Avenue to Ontario Street

DEPARTMENT OF PUBLIC WORKS – ENGINEERING – BUILDING – WATER – CITY OF BUFFALO

SEAL OF THE CITY OF BUFFALO

BUFFALO SEWER AUTHORITY

WATTS ARCHITECTURE & ENGINEERING

- STOSS Landscape Urbanism
- UB Regional Institute
- Alta Planning + Design
- Frandina Engineering and Land Surveying
- Thinking Outside the Square

#NiagaraStreetNow

NIAGARA STREET NOW

Process

COMMUNITY ENGAGEMENT

Ground the work in established principles
Dec. 2015

Survey residents, business owners, and stakeholders
Dec. 2015 – Jan. 2016

Community Conversations to re-imagine the streetscape
Feb. 2016

Summarize Feedback for the designers and engineers
Mar. 2016

DESIGN PROCESS

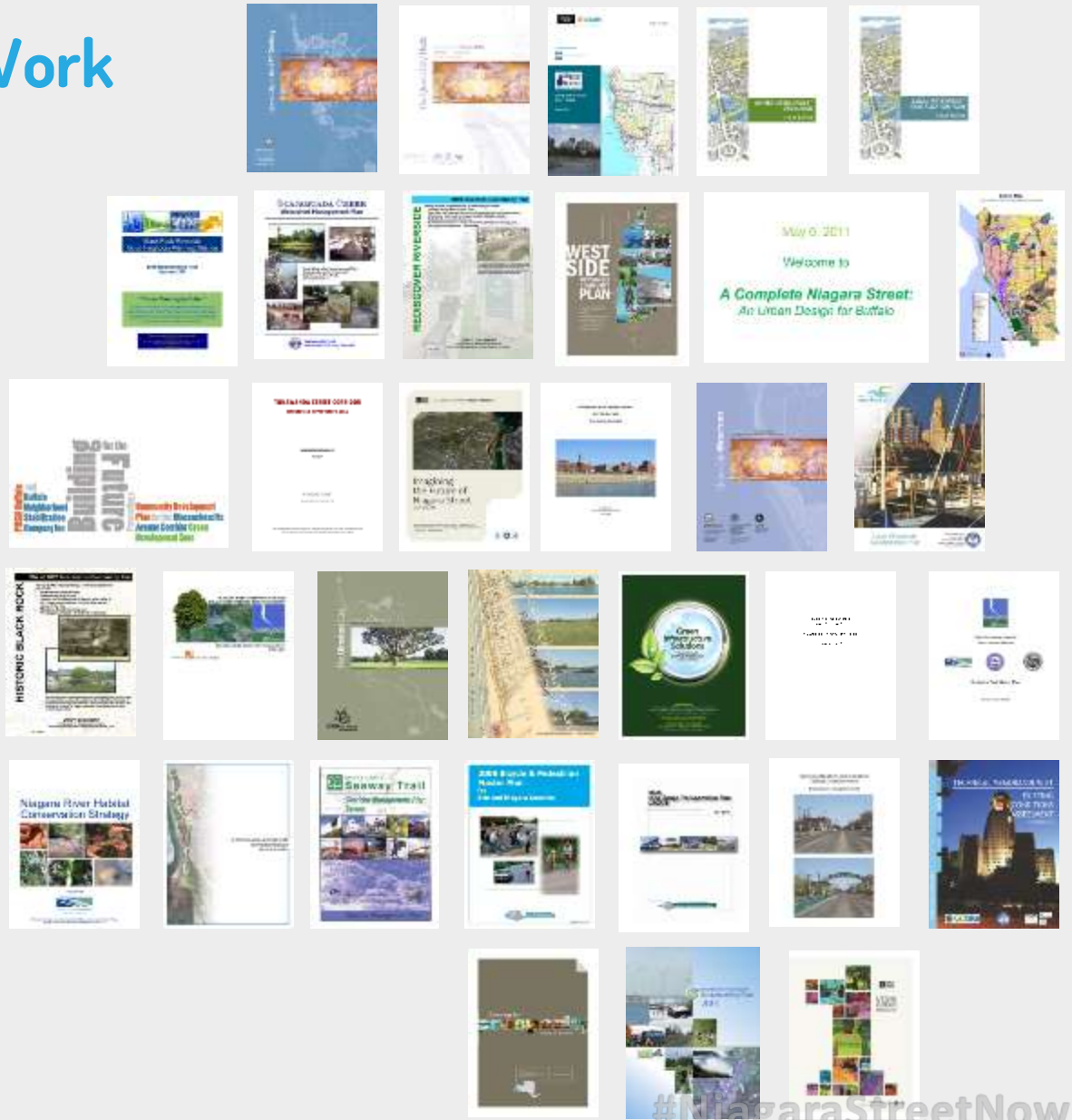
Review & offer feedback on **Early Design –** Jun. 2016

Review **big design elements** and offer tweaks
Aug. 2016

Final design presented to the public
Nov. 2016

Ready for bid
Jan. 2017

Recent Planning Work



#NiagaraStreetNow

Recent Planning Work

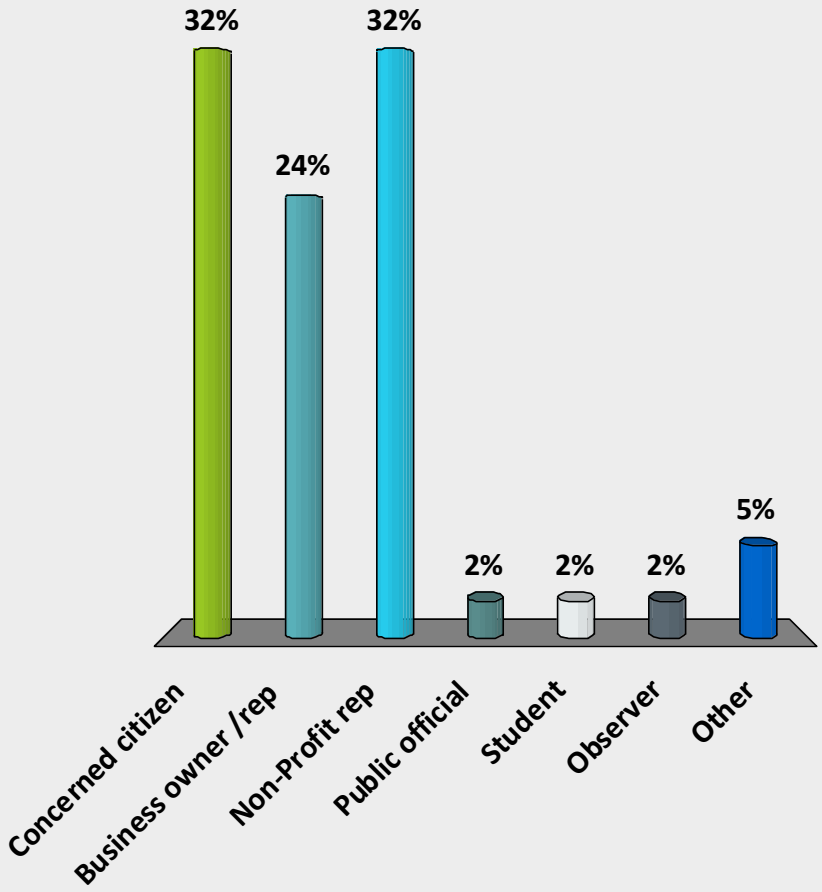
What do the plans say about community values?

#NiagaraStreetNow

Before we get started...

What best describes your role?

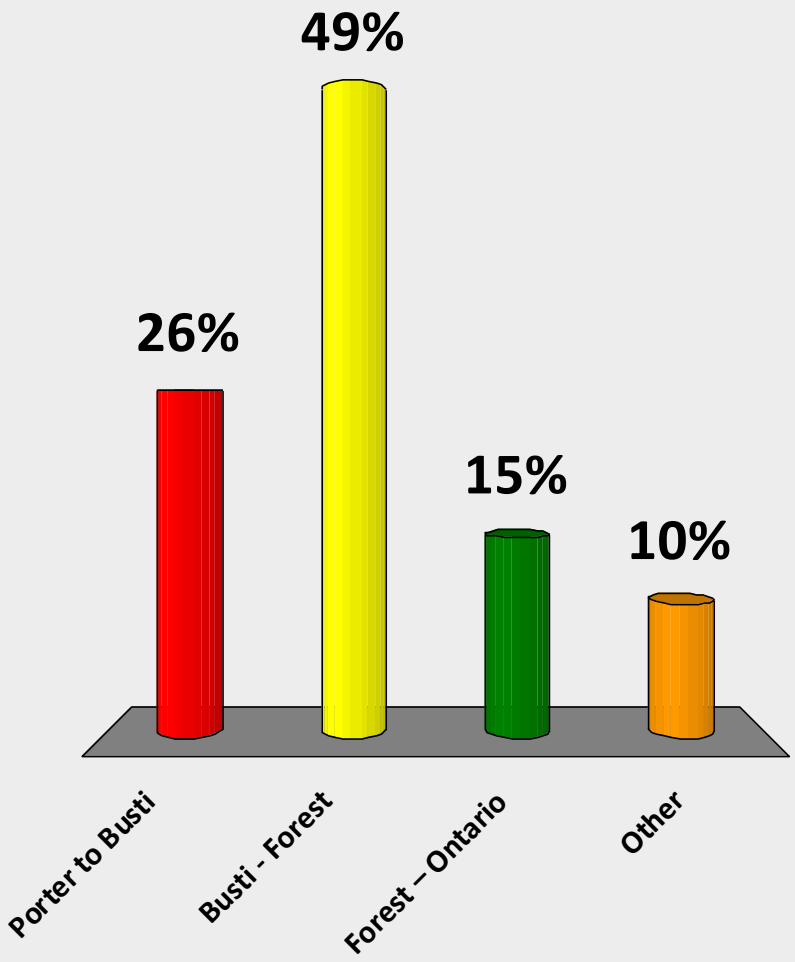
1. Concerned citizen
2. Business owner /rep
3. Non-Profit rep
4. Public official
5. Student
6. Observer
7. Other



Before we get started...

What part of Niagara Street do you affiliate with?

1. Porter to Busti
2. Busti - Forest
3. Forest – Ontario
4. Other



Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

Promote Niagara Street as a distinct international waterfront gateway into the city with branding and signage.

Integrate the streetscape with local culture, public parks, and multi-use trails.

Improve urban design, re-develop land, and rehabilitate existing structures.

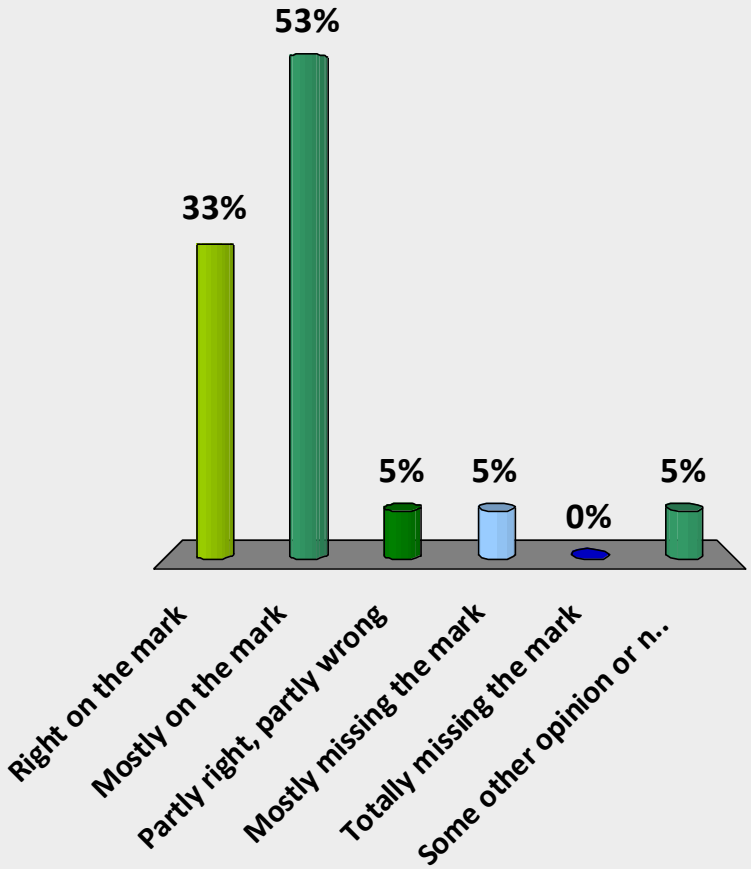
Re-establish scenic views of the Niagara River along Niagara Street.

Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Embrace the waterfront- build connections with the Niagara River and preserve it for future generations.

Establish strong visual and physical connections between neighborhoods, parks, and the Niagara River

Connect to bike routes and multi-use trails along the waterfront

Improve waterfront recreation opportunities

Add signage and dedicated walking tours to honor the history of the waterfront

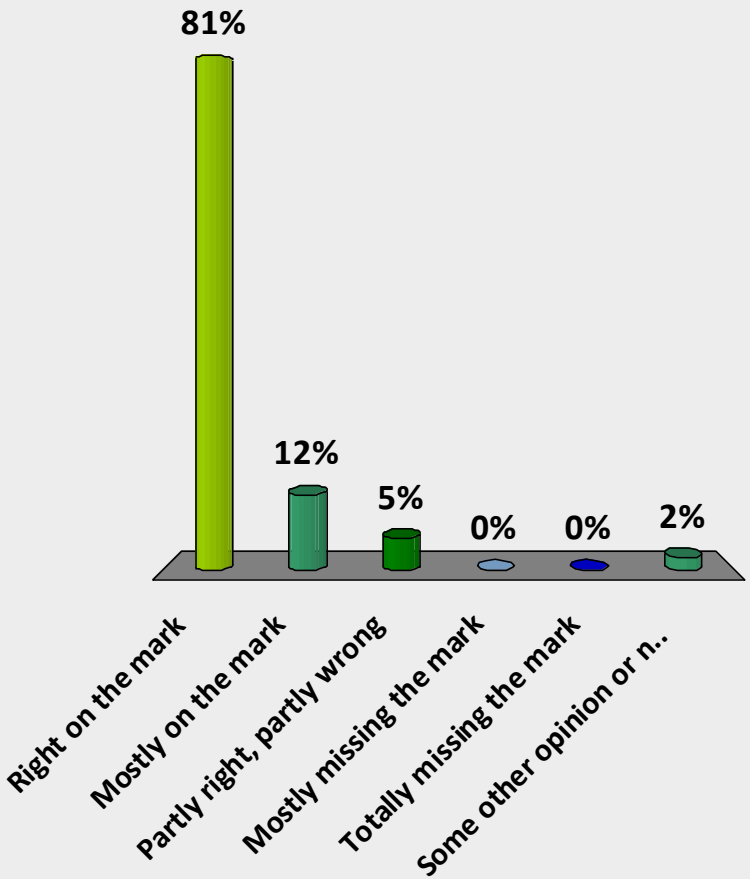
Connect Niagara to water underneath highway overpasses

Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Celebrate history and heritage while promoting local arts and culture.

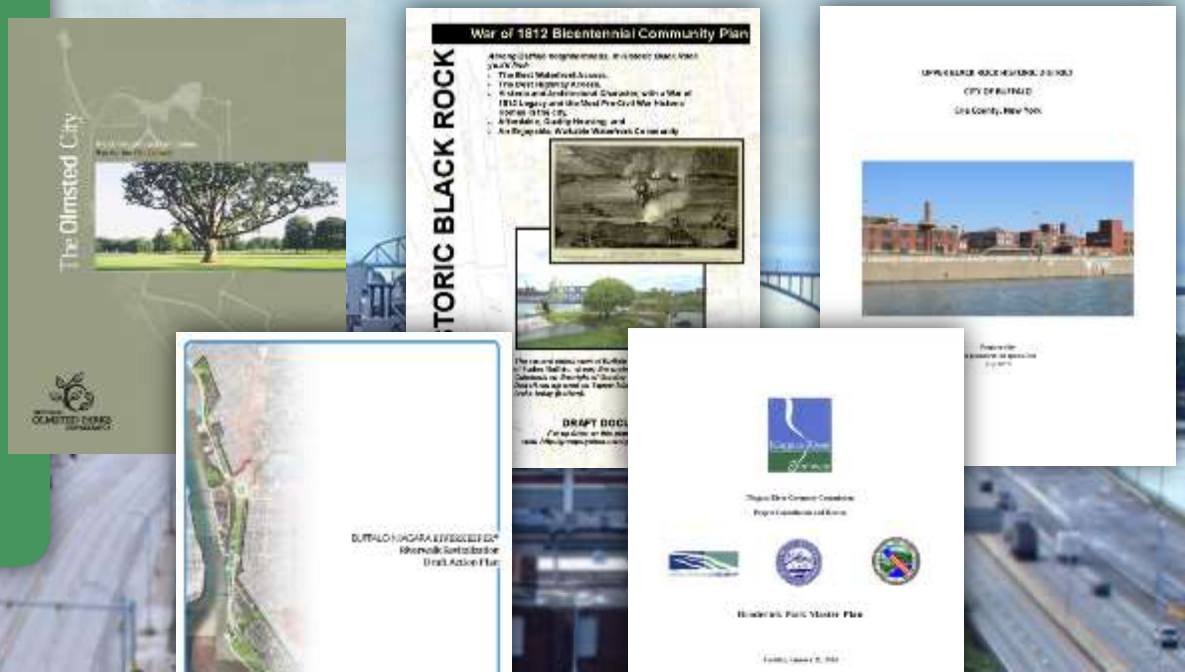
Embrace the street's contribution to Native American history, the War of 1812, industrial development, and the Underground Railroad

Embrace the multi-cultural identity of connecting neighborhoods

Promote notable historic elements through interpretive signage, and education

Set up dedicated tours, like the "Freedom Walk" in the renovated Broderick Park to commemorate the area's importance to the Underground Railroad

Preserve the unique architectural character of the corridor and spark revitalization and renewal of nearby neighborhoods

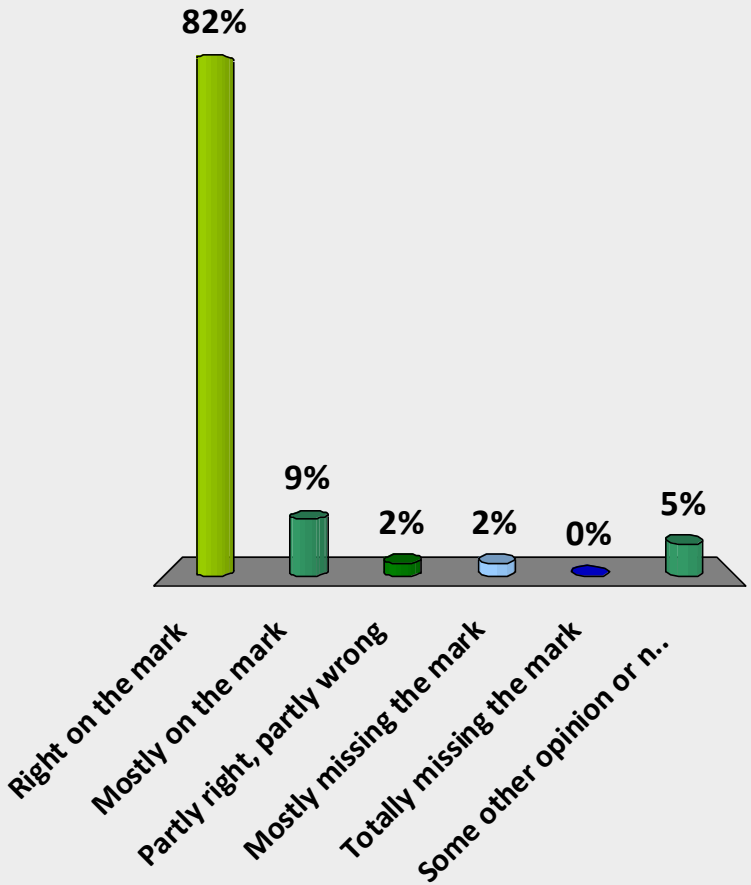


Celebrate history and heritage while promoting local arts and culture.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

Increase walkability by adding amenities and businesses near existing assets and design a pedestrian-friendly streetscape

Convert vacant or under-utilized sites to active, sustainable uses

Develop safe connections to adjacent neighborhoods and parks

Preserve the distinct, diverse, mixed-use character

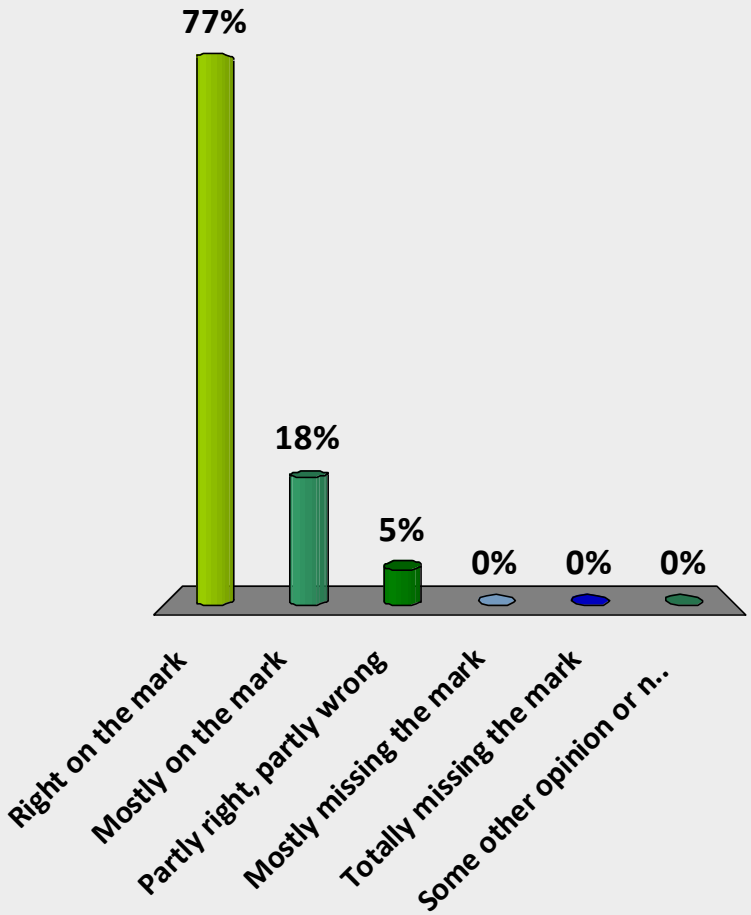
Prioritize reinvestment in employment centers and commercial corridors

Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

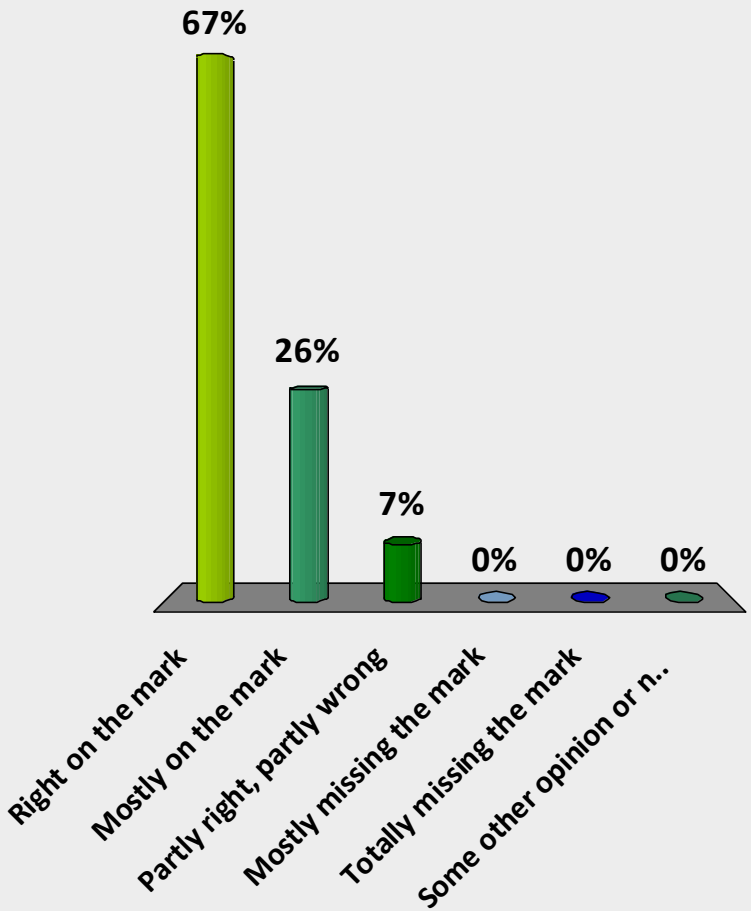
- Protect shoreline habitat and guard against stream bank erosion
- Use water smart landscaping to protect water quality and quantity
- Restore and protect ecological resources
- Clean and redevelop Brownfield sites
- Conserve energy
- Enhance visual quality of scenic resources

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

Redevelop as a "complete street" that accommodates all modes of transport – especially pedestrians and cyclists

Make formal modifications to include bikes into the road, including lane markers, striping, and links to multi-use trails

Make transit more accessible and convenient by improving bus shelters and prioritizing new development in areas closer to transit stops

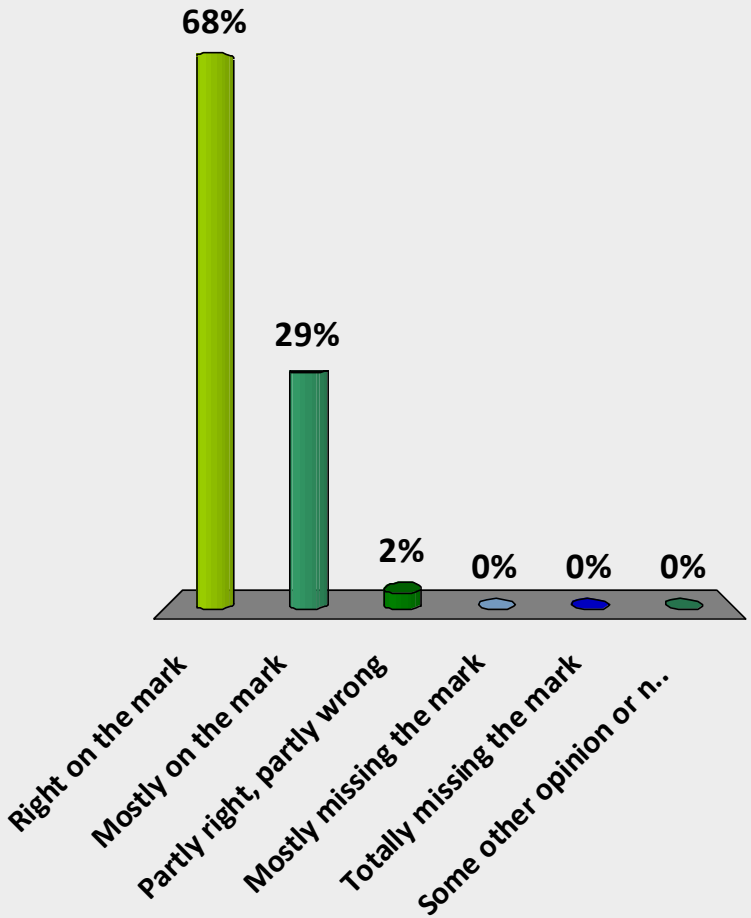
Accommodate the needs of businesses – provide sufficient parking, and allow for the safe and efficient shipping of goods via large trucks

Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

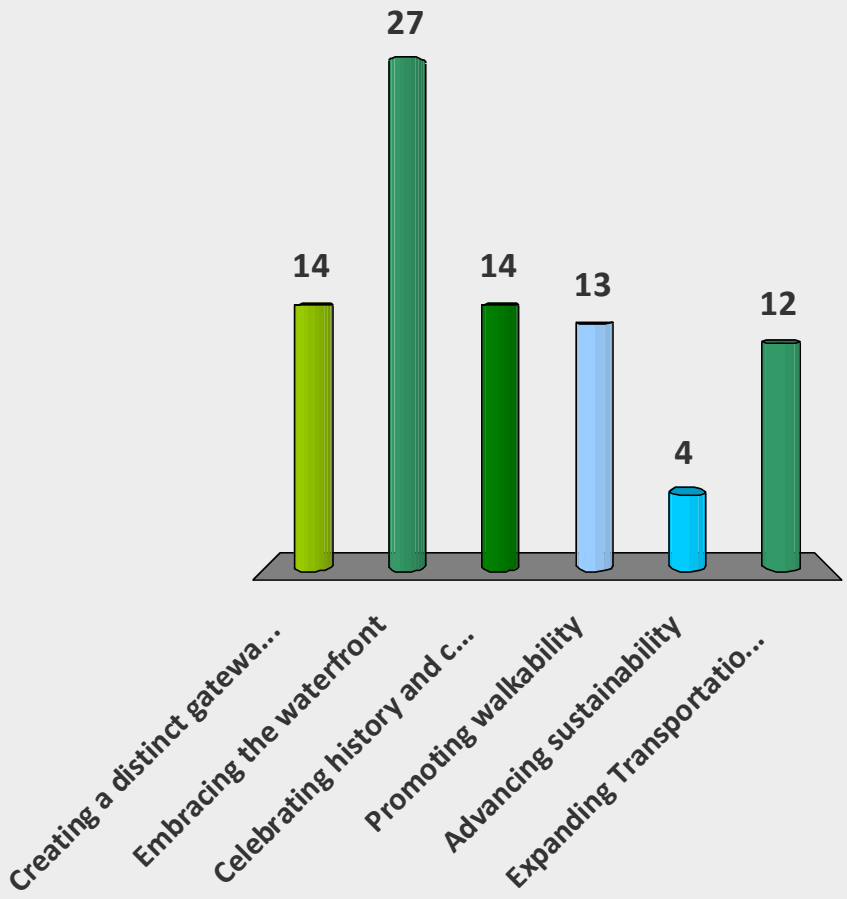
6. Some other opinion or not sure



Which of the themes are most important?

[pick two]

1. Creating a distinct gateway for the City and Region
2. Embracing the waterfront
3. Celebrating history and culture
4. Promoting walkability
5. Advancing sustainability
6. Expanding Transportation Choice



Get Involved

NiagaraStreetNow.org/GetInvolved

Take the survey

Take the survey to share your perspectives and ideas.

Survey closes
January 31, 2015

Attend a Meeting

Join us in February for a series of Community Conversations.

Get others involved

Find sample tweets, email messages, and other "canned" communication materials on our website to make it easy for you!

The **City of Buffalo's Department of Public Works** and the **Buffalo Sewer Authority** are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. The first step is currently under construction and involves work on the lower part of Niagara Street, from Niagara Square to Porter.

Niagara Street Now represents the next step of this effort and will tackle the remaining stretch of Niagara Street, from Porter Avenue up to Ontario Street. Further, it will involve upgrades to Robert Rich Way (formerly known as the "Foot of Ferry") in accordance with the **Broderick Park Master Plan**, and make enhancements to the Shoreline Trail from Broderick Park to the International Railroad Bridge.

TAKE THE SURVEY AND JOIN THE CONVERSATION

great streets

Champs-Élysées, Paris, France

Champs-Élysées, Paris, France

Las Rambla, Barcelona, Spain

Broadway, New York City

Michigan Avenue, Chicago

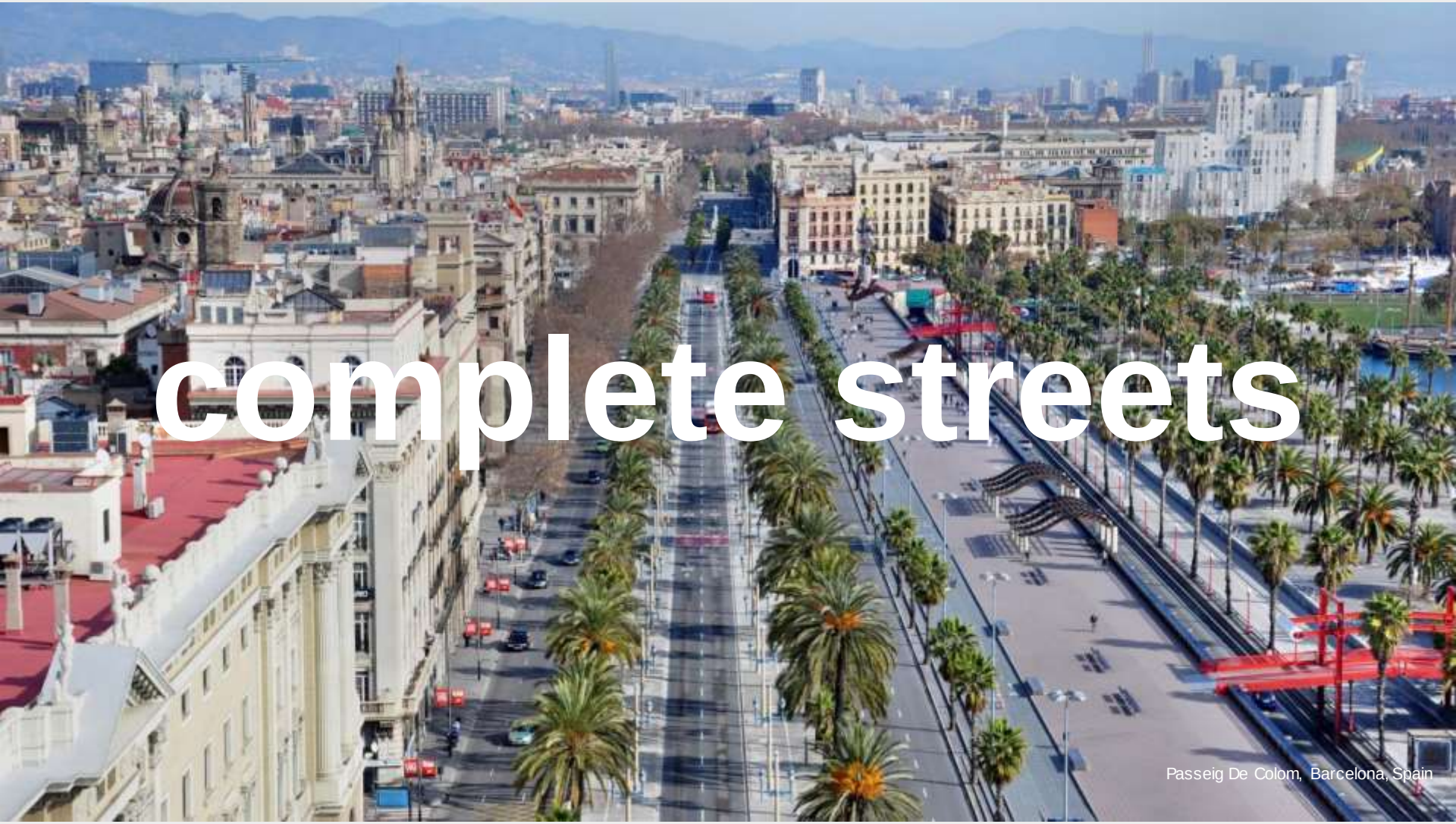
Rue Sainte-Catherine, Pink Balls, Montreal, Canada

Bidwell Parkway, 1911, Buffalo, New York

Lincoln Parkway, 1911, Buffalo, New York

Lincoln Parkway, Buffalo, New York

complete streets

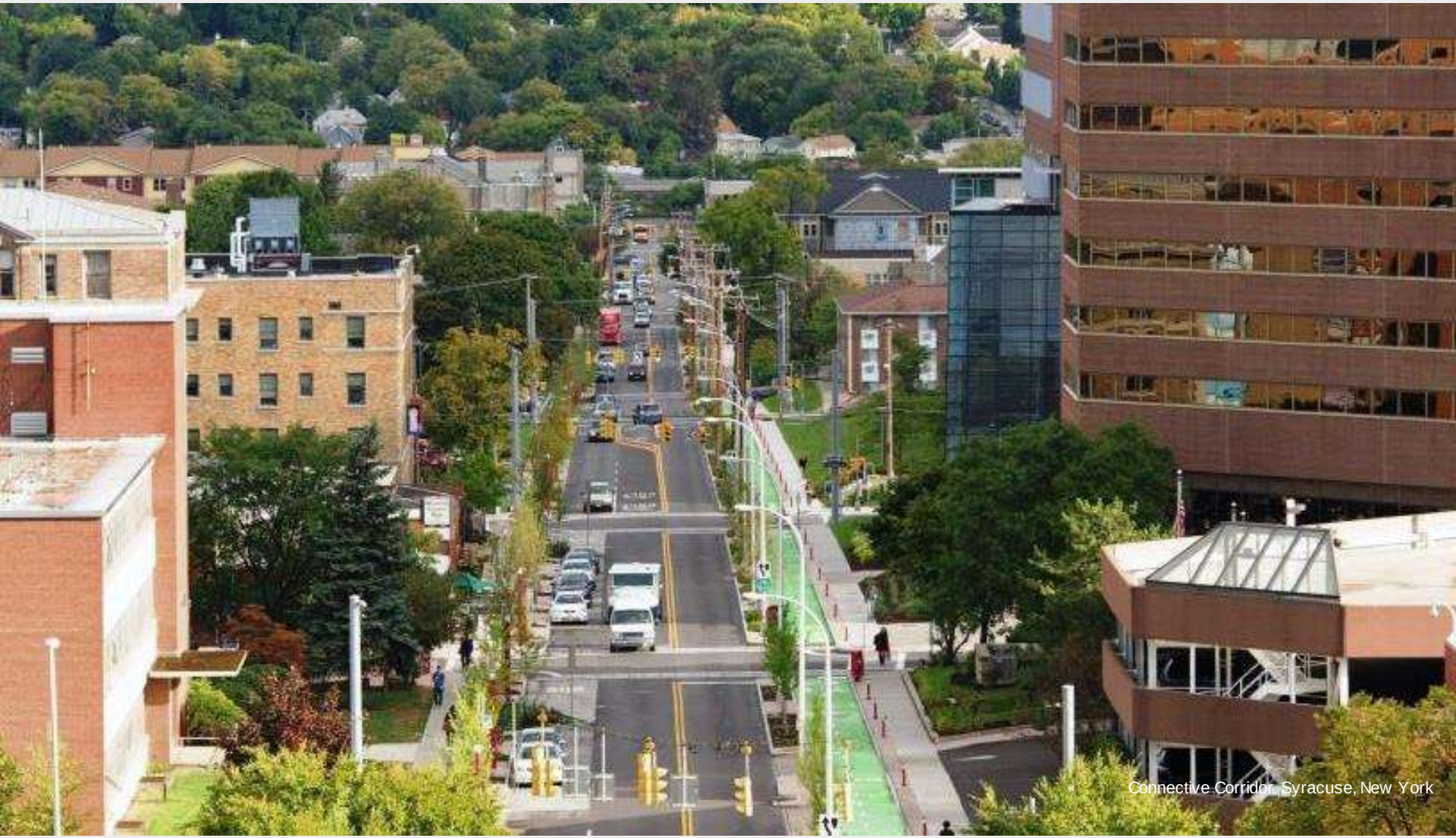


Passeig De Colom, Barcelona, Spain

DISTRICT LOFTS
APPAREL
WAIT HERE
Go

Portland Mall Revitalization, Portland, Oregon

Queens Plaza, New York

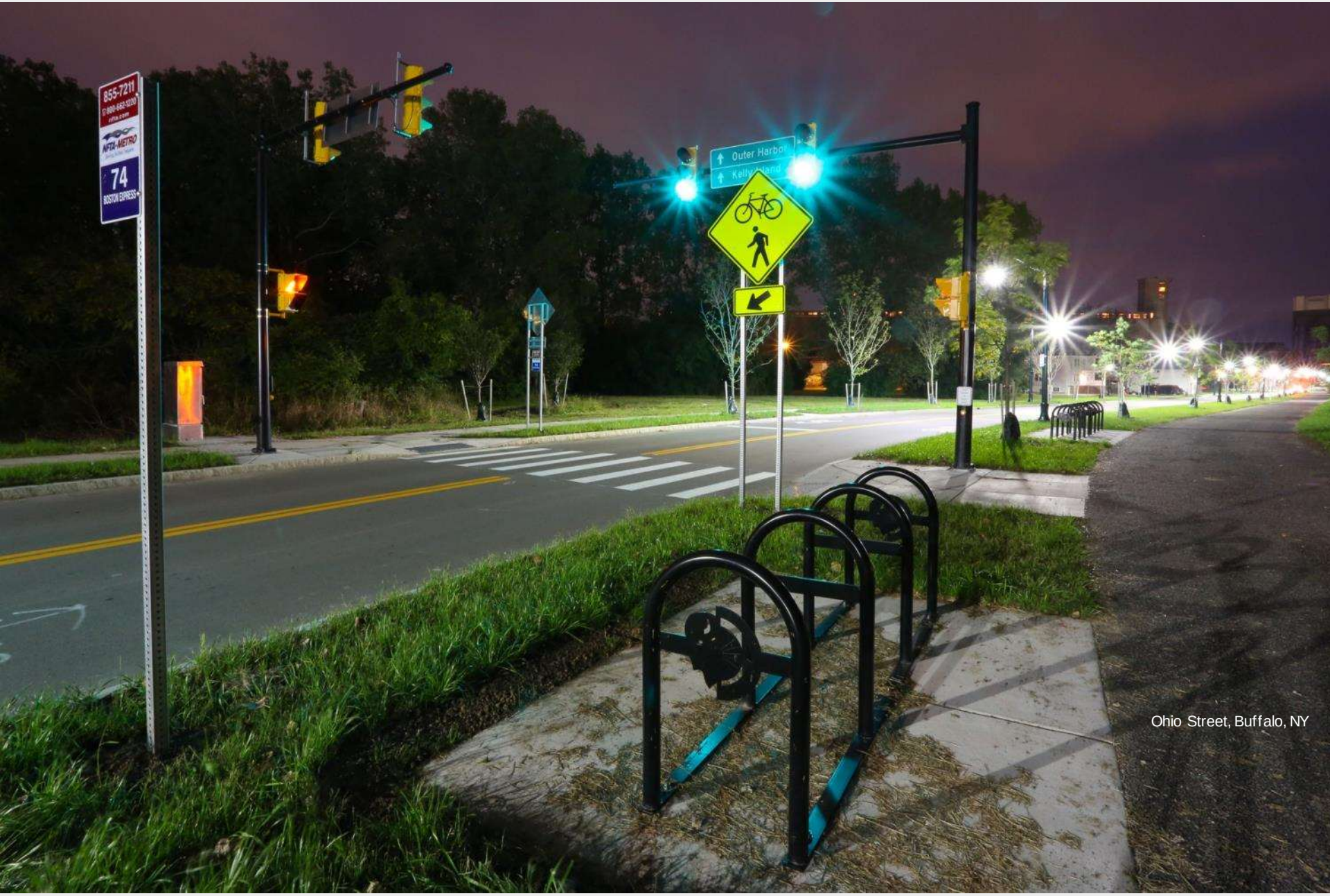


Connective Corridor, Syracuse, New York

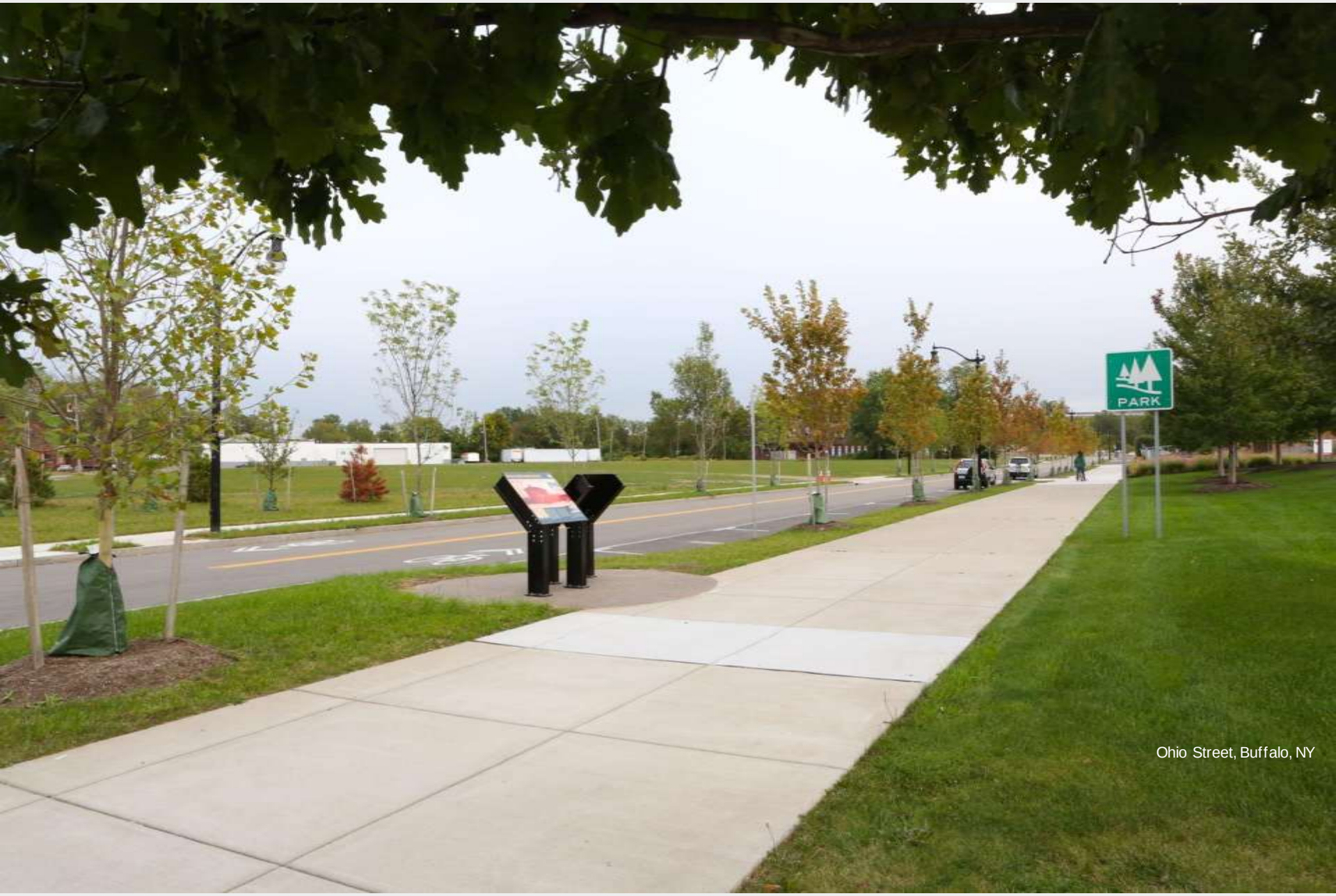
Vassar St. , MIT, Cambridge

Lonsdale Street, Dandenong, Australia

Porter Avenue project, Buffalo, NY



Ohio Street, Buffalo, NY



Ohio Street, Buffalo, NY

Fillmore Avenue, Buffalo, NY

green infrastructure

Isabella Stuart Gardner Museum, Boston, MA.

Rain Garden / Green Infrastructure, Portland, Oregon

Rain Garden / Green Infrastructure, Portland, Oregon

Rain Garden / Green Infrastructure, Portland, Oregon

Isabella Stuart Gardner Museum. Boston, MA.

The hill, Tilburg, City Stage, Buro Sant en Co

The hill, Tilburg, City Stage, Buro Sant en Co

Fillmore Avenue, Buffalo, NY.

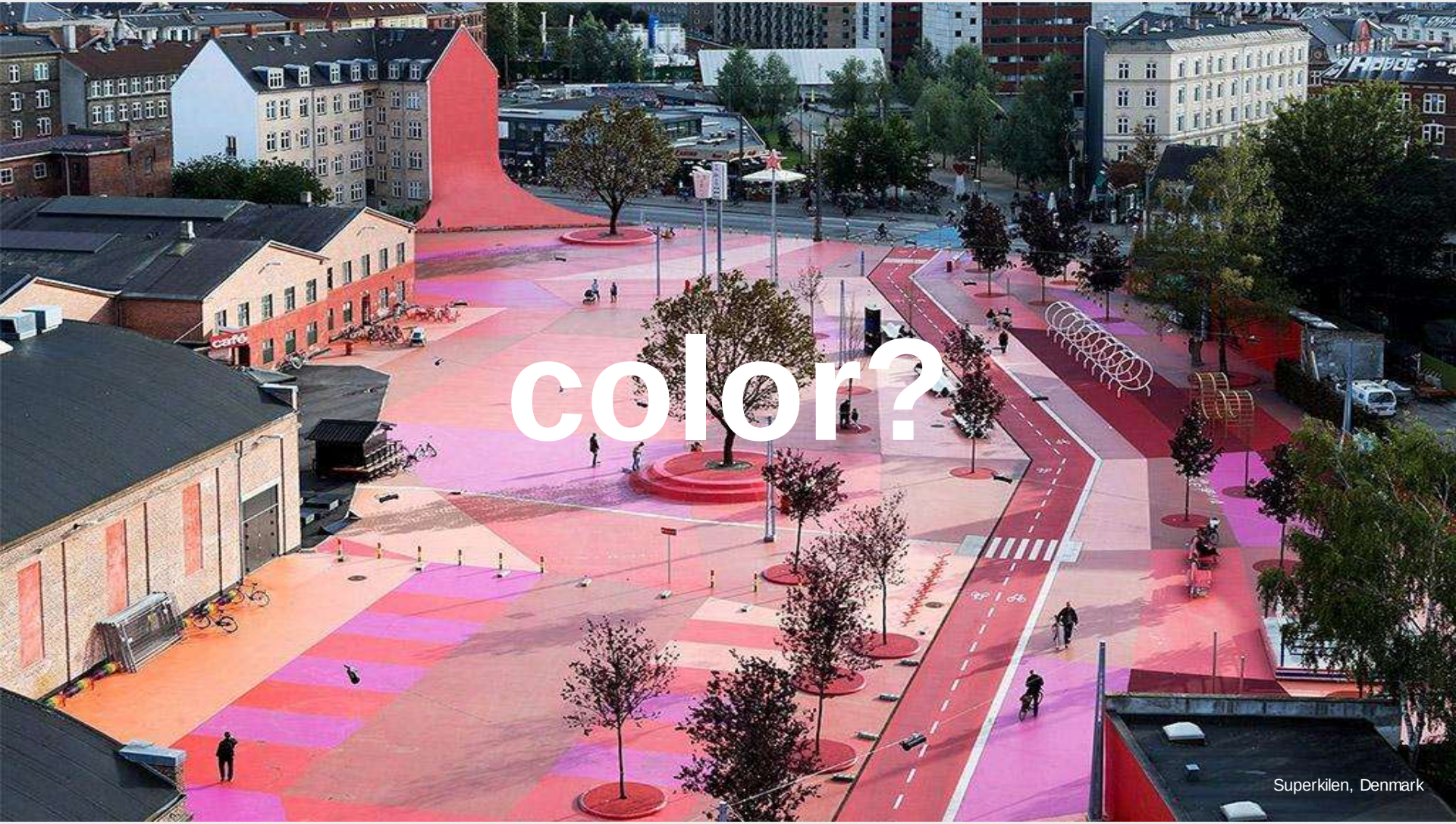
Main Street, Buffalo, NY.

Erie Street Plaza. Milwaukee, WI.

Harvard Plaza, Cambridge, MA

The City Deck. Green Bay, WI.

what now for niagara?


color?
Superkilen, Denmark

People St — Pop Up Urbanism, Los Angeles, CA

Chengdu, China

Cold Front, Cleveland, OH

Trumbull Street underpass, Detroit

Tillettt Lighting Design, Under the Brooklyn Bridge

Tillettt Lighting Design, Under the Brooklyn Bridge

Public light art, Santa Monica

Trumbull Street underpass, Detroit

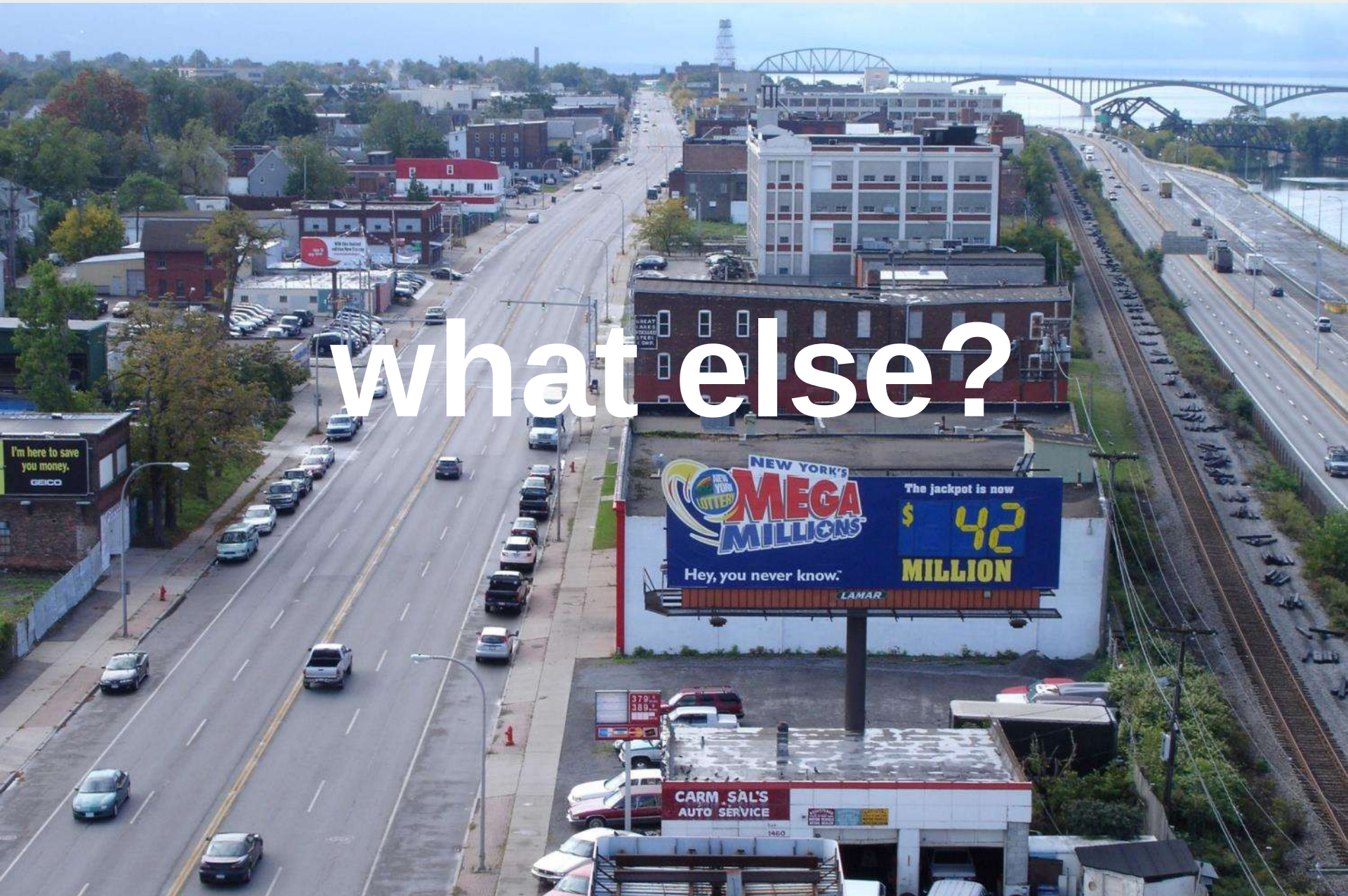
Erie Canal, Buffalo, NY

Infrastructure Project, Connecticut

Infrastructure Project, Connecticut

Podium isles, Amsterdam

UCI Contemporary Arts Center


I'm here to save you money.
GEICO
NEW YORK'S
MEGA MILLIONS
The jackpot is now
$ 42
MILLION
Hey, you never know.
LAMAR
CARM SAL'S
AUTO SERVICE

what else?

NIAGARA STREET NOW

Questions, comments and discussion

Thursday, August 25, 2016

Follow us:

'Niagara Street Now' Seeks Community Input on Improvement Project

By TWC News Staff
Thursday, February 18, 2016 at 08:27 AM EST

0 0

Share Like Tweet +1 Email

BUFFALO, N.Y. -- Part of Niagara Street in Buffalo is getting a bit of a face lift. Community members have another chance to give input on changes they want to see.

The city's department of public works and sewer authority is revamping Niagara Street between Niagara Square and Porter Avenue. The group Niagara Street Now is collecting feedback for improvements from Porter all the way up to Ontario Street. The group is hosting its second open-house style meeting on the topic from 6 to 8 p.m. at Rich Products.

More than 100 people took part in a survey at Wednesday night's meeting. Many asked for more lighting, benches and more views of the waterfront. The group is also looking at

WATCH TIME WARNER CABLE NEWS LI

Now you can view more of our on-demand vide
with no login required.
Learn more | Get TWC service for full acce

72°
Overcast

10AM	1PM	4PM	7PM	10PM
77°	81°	82°	80°	76°

Today - 7-Day - Interactive Radar - Forecast Video - Doppler - Temps - Traffic

SEVERE WEATH
TEXT AND E-MAIL ALERTS NOW AVA
TIME WARNER CABLE NEWS
CLICK TO SIG

driving, walking, biking and integrating history into the remodel.

"It makes it a more desirable place to live. It would increase housing values. I think that it would bring more police protection as you get more businesses into the neighborhood. I think it's a win-win," said Joseph Golombek Jr., North District Common Council member.

The department of public works aims to start with a bid in January.

Login Or Guest

Write a comment

0 Comments

Subscribe RSS

TWC News Buffalo

Tweets by @TWCNewsBuffalo

EXPLORE NY | Features | Quizzes | Guide

Follow Us: Facebook Twitter Google+

Search the Buffalo archives

Search: SearchNews Web

Connect With Us

- Contact Us
- Send News Tip
- Send Press Release
- Submit Feedback
- Website Feedback
- Video Request
- Advertise With Us

In The Community

- Connect A Million Minds
- Calendar

About Us

- About TWC News
- Our Team
- Jobs
- Terms of Use
- Privacy Policy

Quick Links

- Mobile App
- Video Help
- Calendar
- Submit a Calendar Event

Company Links

- TWC.com
- TWCTV.com
- TWCC.com
- TWCSportsNet.com
- TWCDeportes.com
- TWCSportsChannel.com

Reproduction in whole or in part without permission is prohibited.
© 1999-2016 Time Warner Cable Enterprises LLC. All Rights Reserved.

BUFFALO RISING

GRASSROOTS | TRANSPORTATION | WEST SIDE

Niagara Street Now Workshops

by queenseyes February 6, 2016, 12:34 pm 20

Buffalonians are chomping at the bit to see a newly redesigned and fully implemented Niagara Street, stretching from Niagara Square to Ontario Street. There are so many different components that make up the street, each with its own diversity, composition, and unique assets.

As much as you might assume that the plans for Niagara Street are set in stone, they are not (at least from Porter Avenue to Ontario Street). The community is being given an opportunity to engage the process, to transform the street in ways that will help to turn this final stretch into aesthetically pleasing and utilitarian blocks. We can create unique areas that are tied together in sensitive and smart manners – areas the take into consideration the street's proximity to the waterfront, and the historic neighborhoods that intersect along the way.

We also have a chance to create a place, where design accentuates the infrastructure, and the street's urban fabric takes into account bikes, pedestrians, trees, gardens, seating, art and lighting. The community is invited to participate in planning exercises that will determine the future landscape of the street.

At this time, the Department of Public Works and the Buffalo Sewer Authority have embarked upon the construction of Niagara Street from Niagara Square to Porter Avenue. We're hoping of the best on that section. I'm not sure why we never embarked upon similar exercises for that part of Niagara Street?

Moving forward, the organization Niagara Street Now will be leading the effort to engage the community to participate in a series of workshops that will help to mold the stretch between Porter Avenue to Ontario Street. The workshops will also take into account the intersection of Ferry and Niagara, extending to Robert Rich Way (Foot of Ferry), and its relationship with the Broderick Park, the Shoreline Trail, and the International Railroad Bridge.

There's also the critical intersection at Niagara and Tonawanda that must be taken into account. The intersection is in close proximity to Deyowenoguhdoh Island (or Unity Island). Tonawanda Street also connects Niagara Street to Amherst Street. Not to mention Riverkeeper's new waterfront park which is underway close by. Just think of all of the significant properties that have changed hands on Niagara Street, and the new developments that are underway – it's certainly an exciting time re-envision Niagara Street as another viable commercial street in Buffalo, not simply as a thoroughfare for cars.

Now it's our turn to get creative, and give our input. According to Niagara Street Now:

Workshops are scheduled for deeper discussion on how Niagara St should look in the future. These will be Open House style, so feel free to stop by for a quick visit or stay longer for discussion. You can register for

the workshops here.

Workshops are scheduled for:

Tuesday, February 16th, 6pm – 8pm, Room 111 at D'Youville College's College Center (329 Porter Ave.)

Wednesday, February 17th, 6pm – 8pm, Riverside Institute of Technology (51 Ontario St.)

Thursday, February 18th, 6pm – 8pm, Rich Products (1 Robert Rich Way – at W. Ferry and Niagara St.)

Tagged with: development Niagara Street Niagara Street Now Planning West Side

7971 **Written by queenseyes**

Newell Nussbaumer is 'queenseyes' - Eyes of the Queen City and Founder of Buffalo Rising. Co-founder Elmwood Avenue Festival of the Arts. Co-founder Powder Keg Festival that built the world's largest ice maze (Guinness Book of World Records). Instigator behind Emerald Beach at the Erie Basin Marina. Co-created Flurrious! winter festival. Co-creator of Rusty Chain Beer. Instigator behind Saturday Artisan Market (SAM) at Canalside. Founder of The Peddler retro and vintage market. Instigator behind Liberty Hound @ Canalside. Throws The Witches Ball at The Hotel @ The Lafayette, and the Madd Tiki Winter Luau. Other projects: Navigetter.

Contact Newell Nussbaumer | Newell@BuffaloRising.com

20 comments

Sign in

10 people listening

+ Follow Share **Post comment as...**

Newest | Oldest | Top Comments

Eve Navarre from Facebook Feb 7, 2016

good to know....

Like Reply

Sarah Di Thomas from Facebook Feb 7, 2016

There already IS a business and residential district there

Like Reply

Black Rock Lifer Feb 7, 2016

The Niagara St corridor is arguably the most historic in the city and contains many interesting old buildings. This long overdue effort should dovetail nicely with the investments already underway and hopefully spur further interest.

The area of Niagara and West Ferry was once the center of the old Village of Upper Black Rock and the intersection of Niagara and Amherst was the heart of the old Village of Lower Black Rock. I would like to see these key intersections given extra attention to reflect the historic nature and of the area .

1Like Reply

Nickel_City Feb 6, 2016

Living right of niagara on connecticut, its nice Seeing the community playing a paRt in what changes will be made. The streets need a lot of work and it needs to be more pedEstrian frIendly. The BUILDINGS are sprucing up very nicely though

1Like Reply

Carrotflower Feb 6, 2016

Funnily enough, the walk from my house to the West Side Bazaar that I just got back from took me up Niagara Street as far as Hampshire, and I was just pondering how it should look when the redesign is done. I'd love to see one lane of traffic in each direction, a center island with trees, and a bike lane on each side. More than anything else, what that stretch of Niagara is in dire need of is traffic calming measures. It's nothing to see cars going down it at 45, 50 miles an hour.

1Like Reply

OldFirstWard Feb 7, 2016

@Carrotflower

Funny, I was thinking that people who support bars staying open until 4:30 am should not be looking to restrict traffic to one lane. What did they call it, FREEDOM! Cars and their drivers like to enjoy the road and to be happy too.

Like Reply

Carrotflower Feb 7, 2016

Those who want a multilane highway with a high speed limit can take the 190, which runs along the same basic trajectory.

Like Reply

Andy Grace Rosevear from Facebook Feb 6, 2016

We'd have to rip out the highway too, which I'd be all for.

Like Reply

A-BuffaLover Feb 6, 2016

This is awesome. I love that buffalo is doing all of the street scapiNg. Niagara st, chIpewwa, allen....

But it would be nice if they put some money in elmwood. Its been years since they did anything. The sidewalks and curbs are crumbling, the lights are from the 80's. We literally have no street scaping. Everything that we do have was fundEd by the EVA.

Yes, we need to fix up parts of the city, but a large percent of the tax base comes from around Elmwood/delaware. Shouldn't we get something back.

Again, i love That other neighborhoods are getting attention, but don't forget about Us.

4Like Reply

OldFirstWard Feb 7, 2016

@A-BuffaLover

Well lets see...

How about the bridge replacement over the 198.

All that development on various buildings and parcels up and down Elmwood.

Elmwood is doing just fine. Other streets have more pressing needs.

Like Reply

A-BuffaLover Feb 7, 2016

The bridge is Required, not street scaping.

Everything else you mention is private development. My point is that the city has not doNe anything to street scape elmwood.

Like Reply

joeyd Feb 7, 2016

@A-BuffaLover Typical, self righteous ...EV dweller...its all about themselves...Every time I pick up a newspapar...there's something going on Elmwood Ave.....development, restaurant openings , multiple use & commercial conversions. Look around...

Like Reply

A-BuffaLover Feb 7, 2016

No need to attack. I wasnt attacking anyonE.

I am not self rIghteous.

My point is that All the development you mention is prIvate delevelopment. ThE City has all of these projects, but they dont put any money into eLmwood, eVen though we make up a larGe percent Of the tax base.

Like Reply

No_Illusions Feb 6, 2016

Now if only they can cap the 190 and reactivate the section of the belt line.

Alternatively, Commuter Rail service from the Falls with a few stops along Niagara also would work.

Like Reply

BeardedBuffalonian Feb 7, 2016

@No_Illusions

Did you take that one out of the Matt Razzi handbook?

Like Reply

No_Illusions Feb 8, 2016

Nah, just other cities.

I would say remove it altogether, but as long as there is truck traffic from the Peace Bridge, this is impossible.

Like Reply

Eve Navarre from Facebook Feb 6, 2016

Would be interested, but hey -- how about knocking out SOME of the dismal buildings so we can see the lake? And if any residential or business district happens there, how will our safety be looked after? A whole LOT of back lots and blight, man.

Like Reply

RaChaCha Feb 6, 2016

Great pic of this section of Niagara Street currently on display at CEPA member's exhibit:

1Like Reply

jvgriffis Feb 6, 2016

Champing. Horses don't chomp on their bits.

Another really industrial slice of Buffalo slowly coming around, it's such an attractive street from a geography perspective.

2Like Reply

RaChaCha Feb 6, 2016

@jvgriffis Good catch, champ.

2Like Reply

December Stakeholder Meeting Summary

December 15, 6:30pm – 8:30pm
D'Youville College, Madonna Hall

This Meeting

This initial meeting served as an official launch to Niagara Street Now. Stakeholders actively involved in efforts along Niagara and its nearby communities were invited to learn about the project scope, meet the project team contracted to oversee the design work, and offer early thoughts on the project.

Niagara Street Now

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. Niagara Street Now will cover Niagara Street from Porter Avenue up to Ontario Street.

Meeting Overview

Welcomes, Introductions and Project Overview

Michael Finn, City Engineer from the Department of Public Works, Parks & Streets (DPW), kicked off the meeting, welcomed the stakeholders, and introduced the project team from DPW. Julie Barrett O'Neill, General Counsel for the Buffalo Sewer Authority (BSA) followed with remarks on the BSA's role in the project and the important role green infrastructure will play in the project. Phillip Galbo, the project lead for the Watts Consultant Team, closed out the introductions by speaking about the team it has assembled to implement this project for the City of Buffalo.

Community Engagement Process and Planning Principles

Bart Roberts of the UB Regional Institute discussed the overall engagement process and presented a series of planning principles culled from an analysis of existing plans. Stakeholders gave feedback using electronic polling devices and offered comments on each of the six principles.

Great Streets: Imagining Possibilities

Chris Reed of Stoss delivered a presentation on great streets from around the world and close to home; various types of "complete streets"; and examples of the forms and types of green infrastructure that can complement public spaces and streetscapes.

A Conversation with our Stakeholders

Bob Shibley of the UB School of Architecture and Planning closed out the meeting by facilitating a discussion with attendees about the material presented, as well as further thoughts on the project.

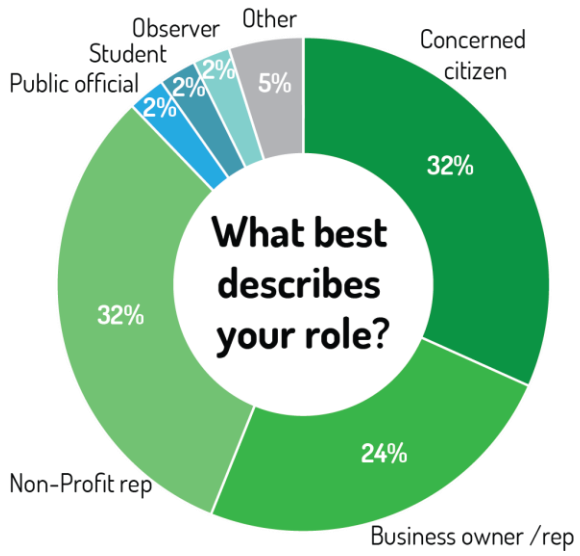
Who Participated?

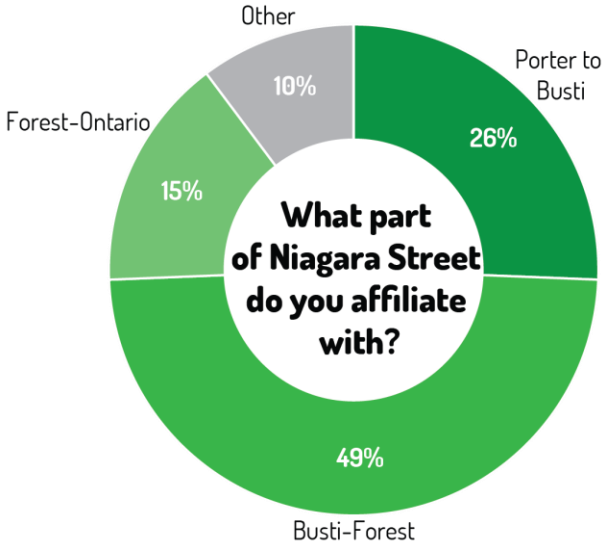
49 in attendance

Representatives from 27 different organizations

Bruce Ader, *Neighbor*; Seth Amman, *Vision Niagara*; Tim Ashton, *Project Slumlord*; Nathan Attard, *Buffalo State, Center for Health and Social Research*; Justin Booth, *GObike Buffalo*; Sue Boyle, WNY United
William Breeser, *Vision Niagara*; Tom Chestnut, *Buffalo Arts Commission*; Andrew Czuba, *Sugar City*; Cornelia Dohse-Peck, *Will Peck Construction/Art Studio Dohse-Peck*; Andres Garcia, *Hispanic Heritage Council*; Maggie Gibbons, *BRRAlliance Inc*; Elizabeth Giles, *Citizens for Regional Transit*; Norman Glenister, *Cottage St. Block Club*; Andy Goldstein, *Fargo Estate*; Nick Gordon, *Sugar City*; Sage Green, *PUSH member*; Deborah Grine, *Days Park Block Club;* Peter Grine, *Days Park Block Club;* Michael Herbold, *Neighbor;* Sara Jablonski, *Neighbor;* Anthony James, *Vision Niagara;* Giles Kavanagh, *Vision Niagara;* Joe Kedron, *BRRAlliance Inc;* Mary Ann Kedron, *BRRAlliance Inc;* Matthew Kenny, *Neighbor;* Renata Kraft, *Vision Niagara, Buff Niag Riverkeeper;* Craig Labadie, *Buffalo Alternative Therapies;* JohnMichael Mulderig, *GBNRTC;* Sean Mulligan, *Niagara District Council Office;* Angelo Natale, *Natale Builders;* Will Peck, *Will Peck Construction/Art Studio Dohse-Peck;* Vito Picone, *McGuire Development;* Bernice Radle, *Buffalove Development ;* Howard R. Rich, *Rich Products;* Broady Richardson, *Project Slumlord;* Michael Rizzo, *Vison Niagara/ Sports City Pizza Pub;* Barbara Rowe, *Vision Niagara;* Austin Sanders, *Niagara Street Design Committee;* Atley Sanders, *Neighbor;* Joseph Snodgrass, *D'Youville College;* Peter Sowiski, *Vision Niagara;* David Stewart, *D'Youville College;* Evelyn Vossler, *BRRGNPA, BRRAlliance, Inc.;* Jeff Ware, *Resurgence Brewing Company;* Erin Ware, *Resurgence Brewing Company;* Amy Weymouth, *GBNRTC;* Dionne Williamson, *Visit Buffalo Niagara;* Michael J Wysochanski, *Adam Sokol Architecture Practice.*

Participants were asked to identify the role they represent as stakeholders in this process, as well as what part of Niagara Street they affiliate with most closely. Below is a breakdown of how they responded.



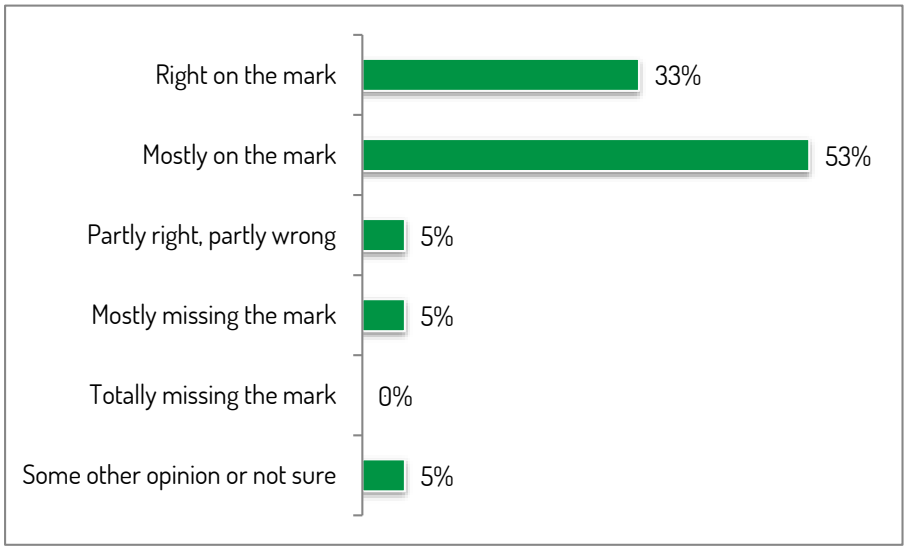


Feedback and Discussion from Stakeholders

The audience was presented a series of "planning principles" culled from an analysis of 33 plans that mentioned specific community values and expressions about Niagara Street. Spanning the last decade and more, documents reviewed and summarized included neighborhood-based plans, citywide plans, environmental plans, waterfront plans, transportation plans, and regional plans.

The six statements, along with supporting information about each were presented to the audience. To gauge whether or not each statement reflects the group's priorities and values for the street, each participant was provided an electronic device that allowed her/him to evaluate the six statements.

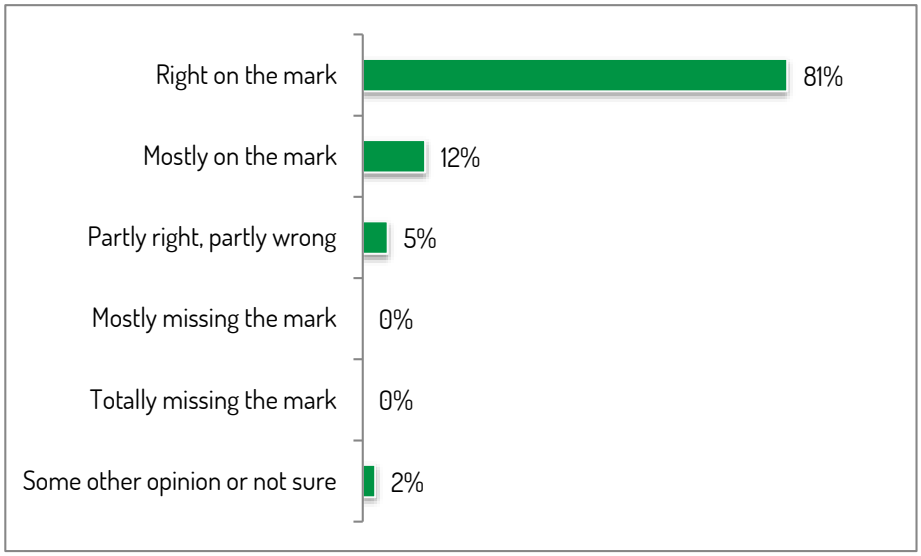
This is what the Stakeholders told us:



Discussion/Feedback from Audience:

- Functions as a way out of the city, as well as a way in
- Funnels people out of neighborhoods to downtown, Canada and elsewhere
- Canalside is more of the "Front Door", may not be the best role for Niagara St.
- *Citizens for Regional Transit* has recommended that Buffalo can become the "World's Greatest Waterfront", of which Niagara Street would be a critical part
- Concerned about adding more trucks on the road, need to limit air pollution and noise of traffic which are currently a significant problem
- Not just a gateway for trucks and cars, can eventually become a multimodal gateway

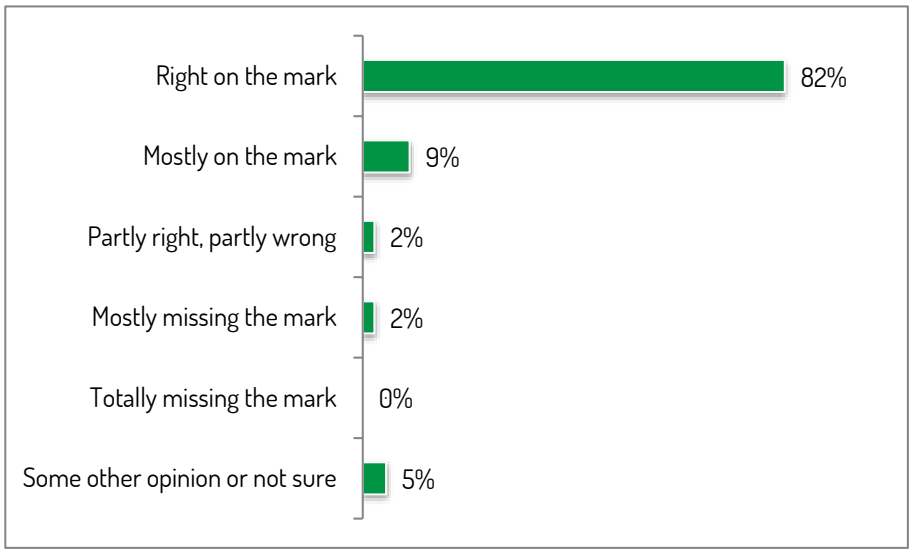
Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.



Discussion/Feedback from Audience:

- Focus on the intersection of Scajaquada Creek and Niagara Street
- A waterfront landmark with the most potential on the corridor that is unfortunately now buried under concrete
- Should be the strongest area on the corridor
- In need of traffic calming measures
- This is a great concept, but the sewage plant makes the environment undesirable
- Perhaps changing the schedule of the wastewater treatment plant or other measures would prevent odors and noise during daytime hours when visi-tors would want to spend time enjoying the environment
- Need to find balance – embracing the waterfront to a certain extent may end up over-developing the site, and could make it too "touristy"

Celebrate history and heritage while promoting local arts and culture.

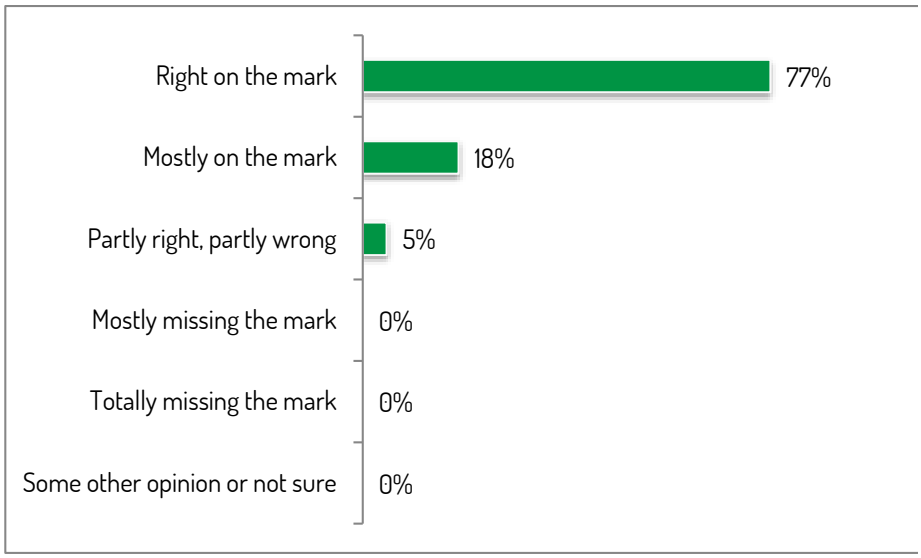


Discussion/Feedback from Audience:

- This is important, but delicate
- So many histories to tell, need to be comprehensive and sure that none are neglected
- The stakeholder group gathered here is not entirely representative of the community, so expanded outreach is needed
- Also need to integrate the culture of current residents of the corridor so they are not neglected or displaced

---

Anchor a vibrant, walkable and safe community that serves residents, visitors, and local businesses.

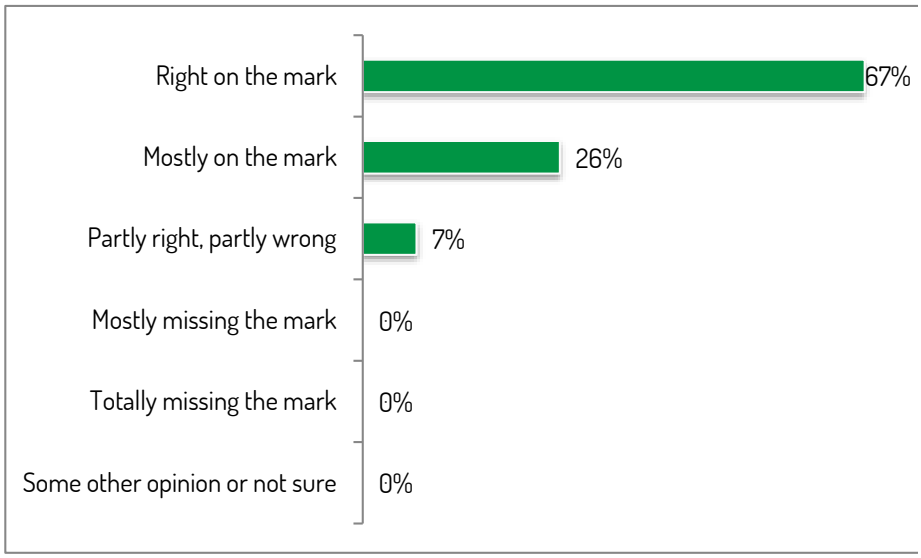


Discussion/Feedback from Audience:

- There may be a conflict between walkability and the fact that the street serves as a main "artery" of the city
- But if people actually drove the speed limit (30 mph) this woulod not be a problem
- It is a long segment and cannot all be walkable, so it's important to focus on key nodes that can be made more walkable
- Drivers have their way with the road on weekends and early mornings – the car racing needs to stop
- Street redesign, will help, but greater enforcement is still needed
- Reducing the number of lanes would help curb reckless driving

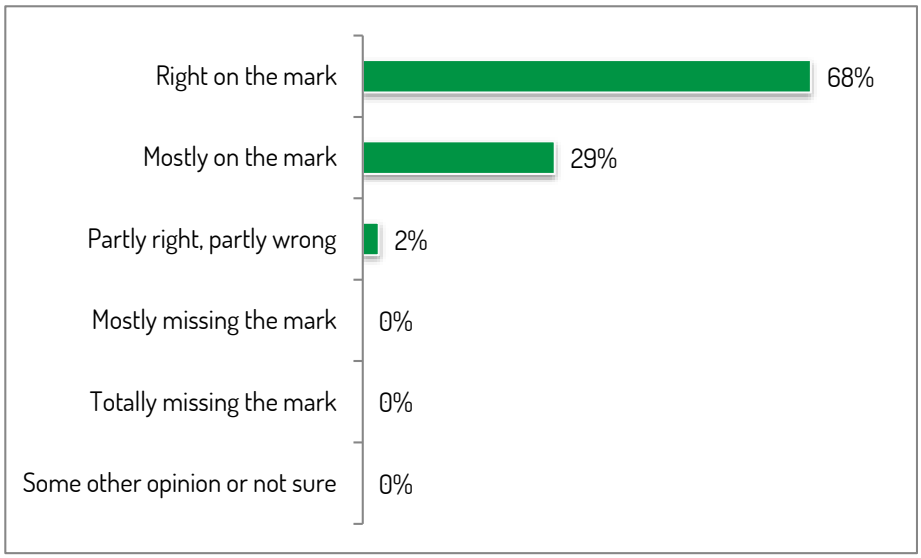
---

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.



Discussion/Feedback from Audience:

- Redevelop brownfields as parks and open space, not new buildings
- High asthma rates on west side need to be considered
- Reducing air pollution needs to be more of a focus



Discussion/Feedback from Audience:

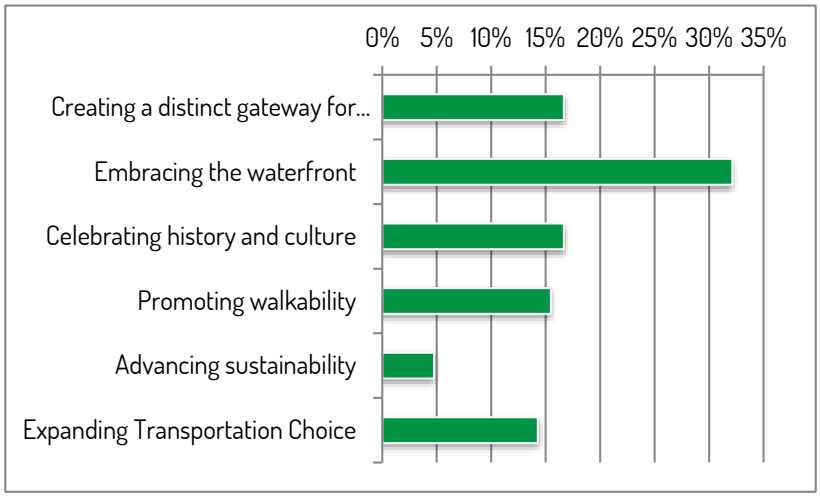
- Also needs to function for cars
- Leave open the opportunity to connect the street to adjacent railways (former belt line) in the future
- Pollution is the biggest problem in the neighborhood
- Trucks are killing the neighborhood
- But trucks are also what makes the local businesses function, so need to eval-uate alternative access routes to find the right balance between the trans-portation needs of pedestrians and major businesses.

Prioritizing the Principles…

Following discussion of each of the six principles, participants were invited to select the two principles they believe are most important. Below is a summary of the answers and comments of the discussion that followed..

This is what the Stakeholders told us:

Which of the themes are most important?



Other Thoughts and Comments

Stakeholders participated in an open discussion with the project team following the presentation of "Great Streets: Imagining Possibilities." Below is a summary of those comments.

Discussion/Feedback from Audience:

- Need to provide a clearer scope of what Niagara St. is defined as
    - Include the railroad, water and I-190, which is what the neighborhood sees
- Right now, Western New York generally views Niagara River from the thruway
- Use water as a design element that comes into and out of the neighborhood
- Use water and light together – Toronto passive waterways are good example
- Hopefully we can narrow the street to improve walkability and connections
- Hudson St. pedestrian bridge is important –waterfront of LaSalle Park is disconnected at present – this would be a huge way to reconnect people to water
- Focus on east-west connections, increase crossings to waterfront
    - Right now, it's only possible at the foot of Ferry street (Robert Rich Way)
    - Explore opportunities along rail lines
- Numerous War of 1812 sites should be promoted, not neglected
- Maybe we can take advantage of how wide the street is by adding a dedicated bus lane to provide rapid transit service
    - A large number of residents do not own a car
- Niagara street is now the "dreariest" street in the city
    - Using paint could help, but this may not be financially feasible or sustainable
- As we make decisions, need to think about affordability, sustainability, and the climate

- Sustainability is still a priority, just not a strong, specific action-oriented word.
- Sustainability is an integral part of all the themes that were presented
- Focus on building upon infrastructure that we already have, like the Olmsted Parks
- Apply "High road economic development"
    - by hiring local workers for road economic development
    - do not displace residents
    - Green job training for local residents
    - Julie Barrett O'Neil: The BSA is so proud to be committed to this – already have partnered in innovative ways to do inclusive job training and employ a workforce that's more representative of local neighborhoods.
    - Julie Barrett O'Neil: The BSA is also working with local groups to document how the hiring is impacting the local workforce to see how much more we all benefit by hiring those in greater need
- Use streetscape design to enhance both the function and look of the street
    - Look beyond streetscape and also improve businesses, etc…
- Tourists of Buffalo and Niagara Falls most often visit both destinations
    - Visitors without cars must go up and down Niagara Street (via bus route) which makes it even more important to make Niagara St. beautiful
- War of 1812 history is important, but so is the area's significant history in regards to immigration. Plus, the West Side is still a gateway for immigrants – need to affirm cultural, immigrant history as well as military history.
- The north side of Unity Island is a hidden gem, and risking – make it safer and more accessible
- Designers, professionals and decision makers should feel emboldened to "choose beauty over "niceness". Some other destinations which have strived to become "World class" end up being too eclectic and miss their goal by trying to please everyone who provides input
- Put a fund (either private, public or both) in place to do renovations and new builds along Niagara Street that abide by set urban design standards
- Think about what will be there 100 years from now - sustainability
- Treat cars as 2nd or 3rd class citizens – do not concede parking ("the bane of good cities")
- Certain spots on the street provide great views when the thruway is blocked from view. Even if views are not grand streetscape work could open up the world for a lot of people.
- Many cyclists ask how to get from Buffalo to Niagara Falls - recreational tourism is a huge asset for city and state, and needs to be considered as a key aspiration of this project.
- Need to improve wayfinding and signage, especially for bicyclists
- It's better to plan things that are not maintenance intensive
    - Amenities and features that will work throughout all four seasons
- Remember safety - for guests, visitors, residents, workers and business clients that spreads beyond the Niagara Street corridor
- Challenge the design team to think a little differently from beginning to end of corridor
- Bring people to the center of the street, where cultural destinations and assets exist

December Stakeholder Meeting Summary

December 15, 6:30pm – 8:30pm
D'Youville College, Madonna Hall

This Meeting

This initial meeting served as an official launch to Niagara Street Now. Stakeholders actively involved in efforts along Niagara and its nearby communities were invited to learn about the project scope, meet the project team contracted to oversee the design work, and offer early thoughts on the project.

Niagara Street Now

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. Niagara Street Now will cover Niagara Street from Porter Avenue up to Ontario Street.

Meeting Overview

Welcomes, Introductions and Project Overview

Michael Finn, City Engineer from the Department of Public Works, Parks & Streets (DPW), kicked off the meeting, welcomed the stakeholders, and introduced the project team from DPW. Julie Barrett O'Neill, General Counsel for the Buffalo Sewer Authority (BSA) followed with remarks on the BSA's role in the project and the important role green infrastructure will play in the project. Phillip Galbo, the project lead for the Watts Consultant Team, closed out the introductions by speaking about the team it has assembled to implement this project for the City of Buffalo.

Community Engagement Process and Planning Principles

Bart Roberts of the UB Regional Institute discussed the overall engagement process and presented a series of planning principles culled from an analysis of existing plans. Stakeholders gave feedback using electronic polling devices and offered comments on each of the six principles.

Great Streets: Imagining Possibilities

Chris Reed of Stoss delivered a presentation on great streets from around the world and close to home; various types of "complete streets"; and examples of the forms and types of green infrastructure that can complement public spaces and streetscapes.

A Conversation with our Stakeholders

Bob Shibley of the UB School of Architecture and Planning closed out the meeting by facilitating a discussion with attendees about the material presented, as well as further thoughts on the project.

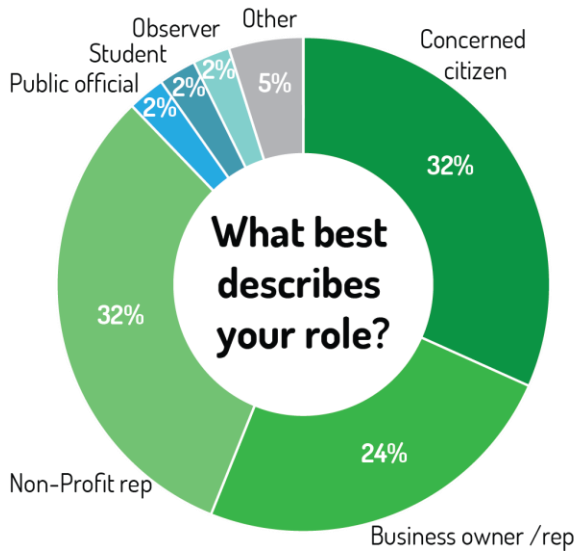
Who Participated?

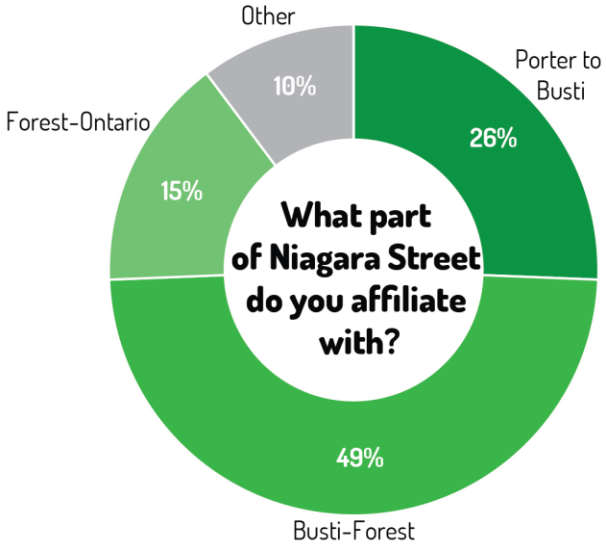
49 in attendance

Representatives from 27 different organizations

Bruce Ader, *Neighbor*; Seth Amman, *Vision Niagara*; Tim Ashton, *Project Slumlord*; Nathan Attard, *Buffalo State, Center for Health and Social Research*; Justin Booth, *GObike Buffalo*; Sue Boyle, WNY United
William Breeser, *Vision Niagara*; Tom Chestnut, *Buffalo Arts Commission*; Andrew Czuba, *Sugar City*; Cornelia Dohse-Peck, *Will Peck Construction/Art Studio Dohse-Peck*; Andres Garcia, *Hispanic Heritage Council*; Maggie Gibbons, *BRRAlliance Inc*; Elizabeth Giles, *Citizens for Regional Transit*; Norman Glenister, *Cottage St. Block Club*; Andy Goldstein, *Fargo Estate*; Nick Gordon, *Sugar City*; Sage Green, *PUSH member*; Deborah Grine, *Days Park Block Club;* Peter Grine, *Days Park Block Club;* Michael Herbold, *Neighbor;* Sara Jablonski, *Neighbor;* Anthony James, *Vision Niagara;* Giles Kavanagh, *Vision Niagara;* Joe Kedron, *BRRAlliance Inc;* Mary Ann Kedron, *BRRAlliance Inc;* Matthew Kenny, *Neighbor;* Renata Kraft, *Vision Niagara, Buff Niag Riverkeeper;* Craig Labadie, *Buffalo Alternative Therapies;* JohnMichael Mulderig, *GBNRTC;* Sean Mulligan, *Niagara District Council Office;* Angelo Natale, *Natale Builders;* Will Peck, *Will Peck Construction/Art Studio Dohse-Peck;* Vito Picone, *McGuire Development;* Bernice Radle, *Buffalove Development ;* Howard R. Rich, *Rich Products;* Broady Richardson, *Project Slumlord;* Michael Rizzo, *Vison Niagara/ Sports City Pizza Pub;* Barbara Rowe, *Vision Niagara;* Austin Sanders, *Niagara Street Design Committee;* Atley Sanders, *Neighbor;* Joseph Snodgrass, *D'Youville College;* Peter Sowiski, *Vision Niagara;* David Stewart, *D'Youville College;* Evelyn Vossler, *BRRGNPA, BRRAlliance, Inc.;* Jeff Ware, *Resurgence Brewing Company;* Erin Ware, *Resurgence Brewing Company;* Amy Weymouth, *GBNRTC;* Dionne Williamson, *Visit Buffalo Niagara;* Michael J Wysochanski, *Adam Sokol Architecture Practice.*

Participants were asked to identify the role they represent as stakeholders in this process, as well as what part of Niagara Street they affiliate with most closely. Below is a breakdown of how they responded.



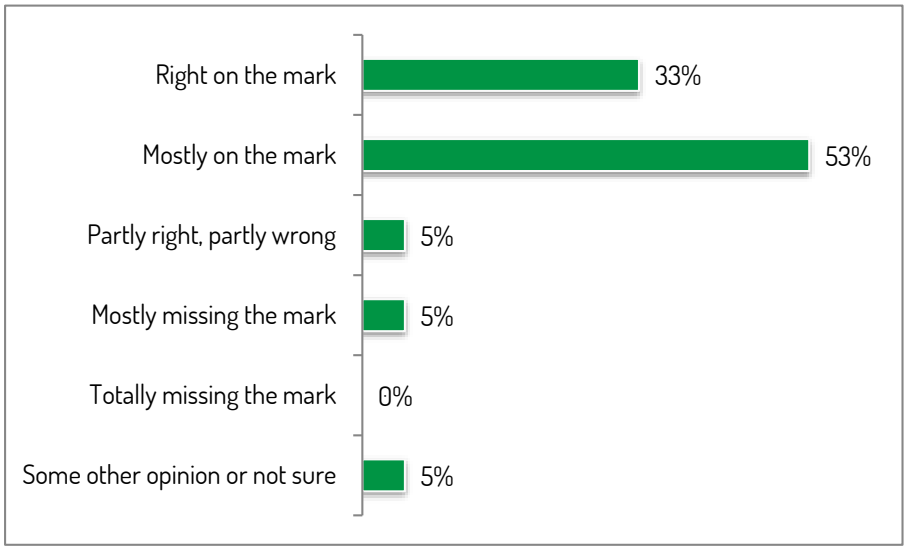


Feedback and Discussion from Stakeholders

The audience was presented a series of "planning principles" culled from an analysis of 33 plans that mentioned specific community values and expressions about Niagara Street. Spanning the last decade and more, documents reviewed and summarized included neighborhood-based plans, citywide plans, environmental plans, waterfront plans, transportation plans, and regional plans.

The six statements, along with supporting information about each were presented to the audience. To gauge whether or not each statement reflects the group's priorities and values for the street, each participant was provided an electronic device that allowed her/him to evaluate the six statements.

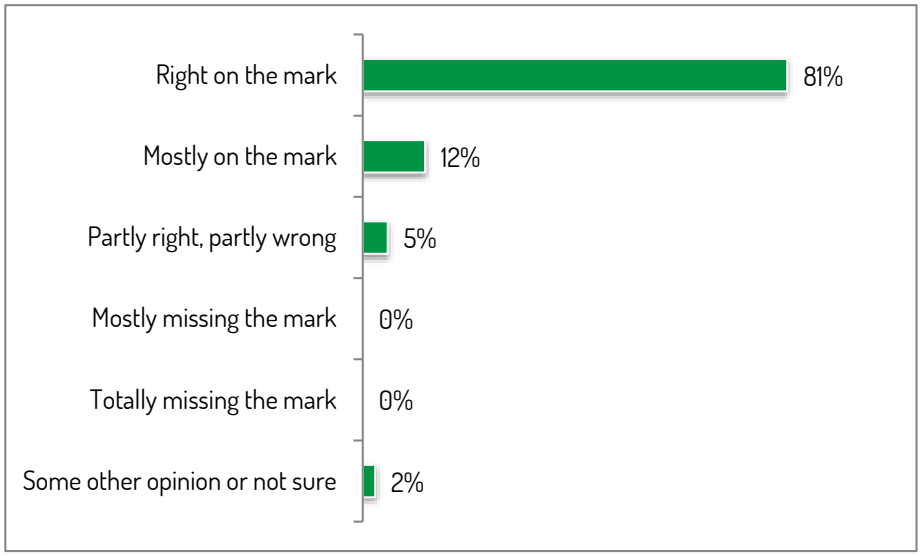
This is what the Stakeholders told us:



Discussion/Feedback from Audience:

- Functions as a way out of the city, as well as a way in
- Funnels people out of neighborhoods to downtown, Canada and elsewhere
- Canalside is more of the "Front Door", may not be the best role for Niagara St.
- *Citizens for Regional Transit* has recommended that Buffalo can become the "World's Greatest Waterfront", of which Niagara Street would be a critical part
- Concerned about adding more trucks on the road, need to limit air pollution and noise of traffic which are currently a significant problem
- Not just a gateway for trucks and cars, can eventually become a multimodal gateway

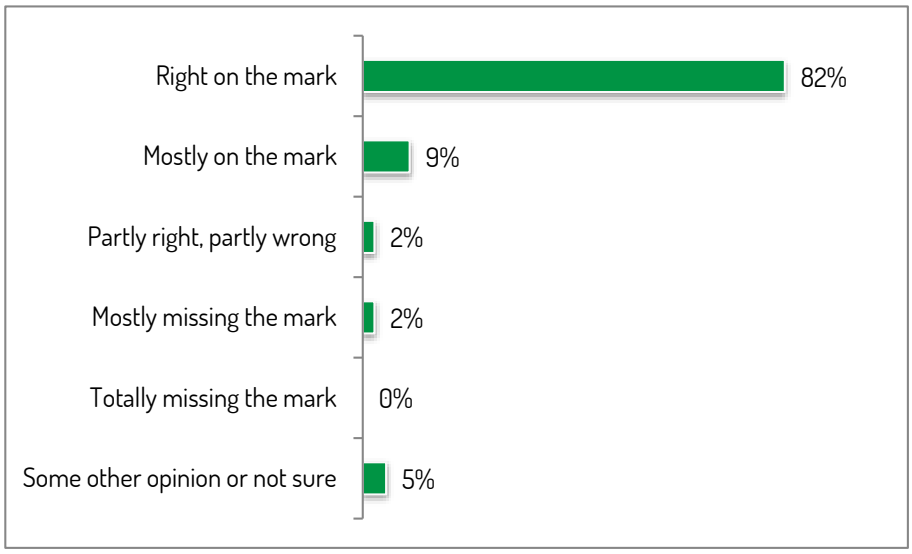
Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.



Discussion/Feedback from Audience:

- Focus on the intersection of Scajaquada Creek and Niagara Street
- A waterfront landmark with the most potential on the corridor that is unfortunately now buried under concrete
- Should be the strongest area on the corridor
- In need of traffic calming measures
- This is a great concept, but the sewage plant makes the environment undesirable
- Perhaps changing the schedule of the wastewater treatment plant or other measures would prevent odors and noise during daytime hours when visi-tors would want to spend time enjoying the environment
- Need to find balance – embracing the waterfront to a certain extent may end up over-developing the site, and could make it too "touristy"

Celebrate history and heritage while promoting local arts and culture.

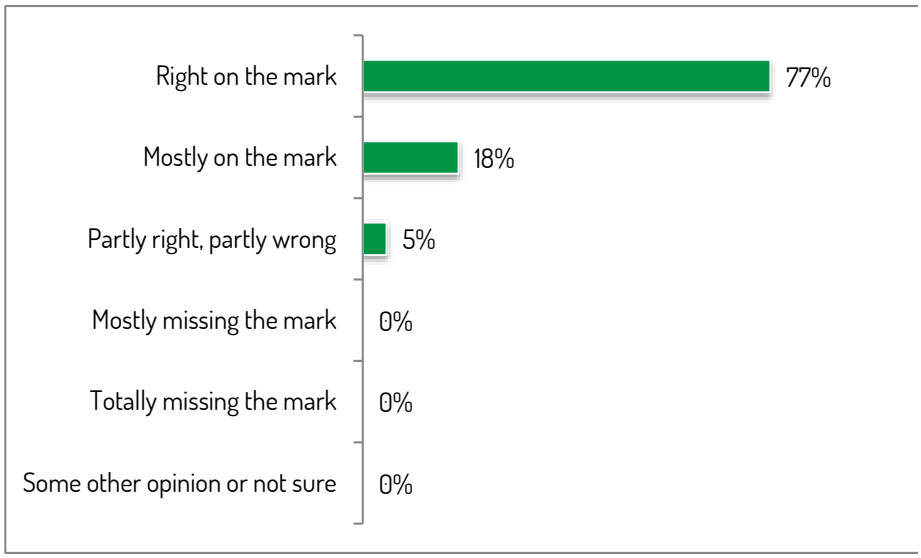


Discussion/Feedback from Audience:

- This is important, but delicate
- So many histories to tell, need to be comprehensive and sure that none are neglected
- The stakeholder group gathered here is not entirely representative of the community, so expanded outreach is needed
- Also need to integrate the culture of current residents of the corridor so they are not neglected or displaced

---

Anchor a vibrant, walkable and safe community that serves residents, visitors, and local businesses.

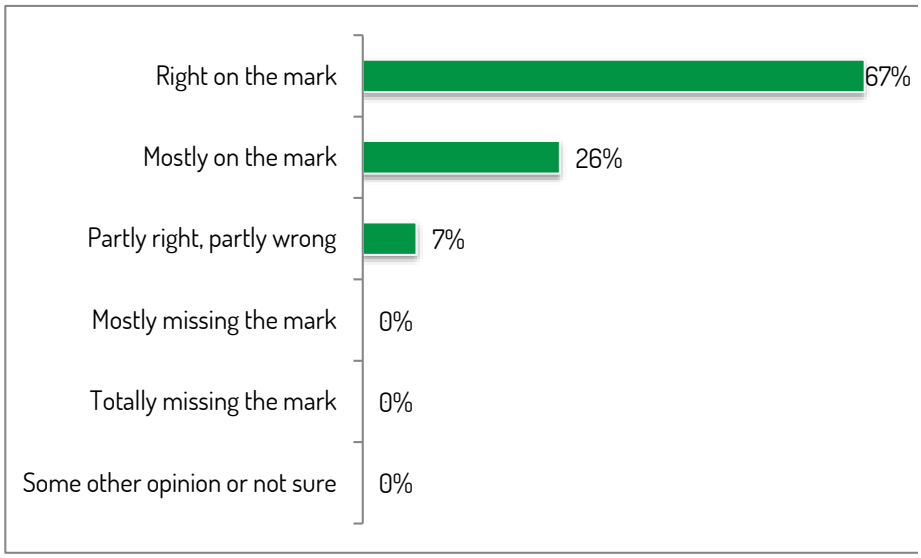


Discussion/Feedback from Audience:

- There may be a conflict between walkability and the fact that the street serves as a main "artery" of the city
- But if people actually drove the speed limit (30 mph) this woulod not be a problem
- It is a long segment and cannot all be walkable, so it's important to focus on key nodes that can be made more walkable
- Drivers have their way with the road on weekends and early mornings – the car racing needs to stop
- Street redesign, will help, but greater enforcement is still needed
- Reducing the number of lanes would help curb reckless driving

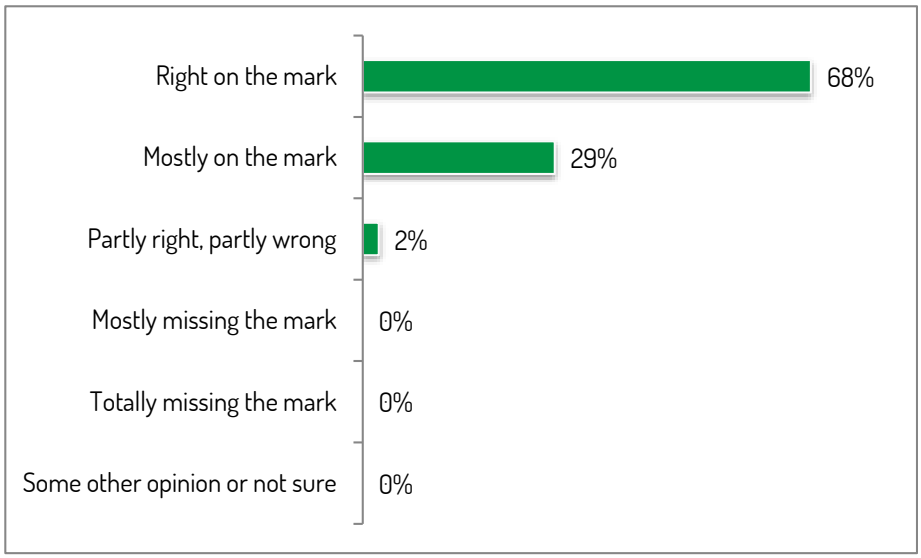
---

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.



Discussion/Feedback from Audience:

- Redevelop brownfields as parks and open space, not new buildings
- High asthma rates on west side need to be considered
- Reducing air pollution needs to be more of a focus



Discussion/Feedback from Audience:

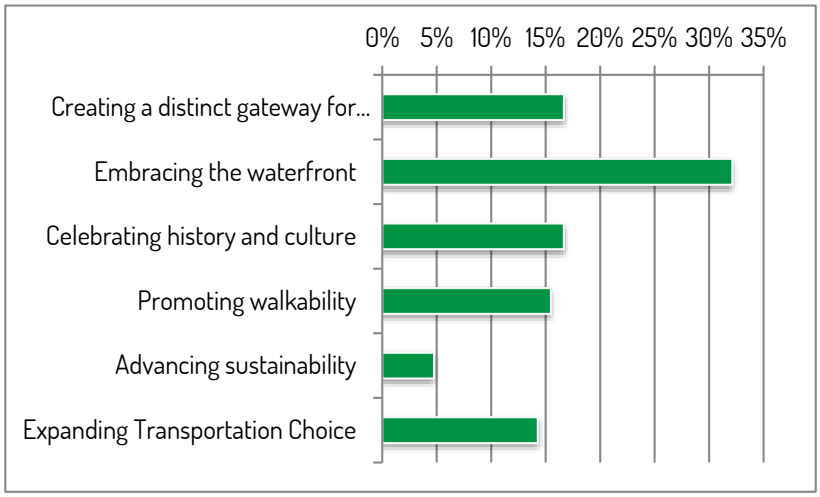
- Also needs to function for cars
- Leave open the opportunity to connect the street to adjacent railways (former belt line) in the future
- Pollution is the biggest problem in the neighborhood
- Trucks are killing the neighborhood
- But trucks are also what makes the local businesses function, so need to eval-uate alternative access routes to find the right balance between the trans-portation needs of pedestrians and major businesses.

Prioritizing the Principles…

Following discussion of each of the six principles, participants were invited to select the two principles they believe are most important. Below is a summary of the answers and comments of the discussion that followed..

This is what the Stakeholders told us:

Which of the themes are most important?



Other Thoughts and Comments

Stakeholders participated in an open discussion with the project team following the presentation of "Great Streets: Imagining Possibilities." Below is a summary of those comments.

Discussion/Feedback from Audience:

- Need to provide a clearer scope of what Niagara St. is defined as
    - Include the railroad, water and I-190, which is what the neighborhood sees
- Right now, Western New York generally views Niagara River from the thruway
- Use water as a design element that comes into and out of the neighborhood
- Use water and light together – Toronto passive waterways are good example
- Hopefully we can narrow the street to improve walkability and connections
- Hudson St. pedestrian bridge is important –waterfront of LaSalle Park is disconnected at present – this would be a huge way to reconnect people to water
- Focus on east-west connections, increase crossings to waterfront
    - Right now, it's only possible at the foot of Ferry street (Robert Rich Way)
    - Explore opportunities along rail lines
- Numerous War of 1812 sites should be promoted, not neglected
- Maybe we can take advantage of how wide the street is by adding a dedicated bus lane to provide rapid transit service
    - A large number of residents do not own a car
- Niagara street is now the "dreariest" street in the city
    - Using paint could help, but this may not be financially feasible or sustainable
- As we make decisions, need to think about affordability, sustainability, and the climate

- Sustainability is still a priority, just not a strong, specific action-oriented word.
- Sustainability is an integral part of all the themes that were presented
- Focus on building upon infrastructure that we already have, like the Olmsted Parks
- Apply "High road economic development"
    - by hiring local workers for road economic development
    - do not displace residents
    - Green job training for local residents
    - Julie Barrett O'Neil: The BSA is so proud to be committed to this – already have partnered in innovative ways to do inclusive job training and employ a workforce that's more representative of local neighborhoods.
    - Julie Barrett O'Neil: The BSA is also working with local groups to document how the hiring is impacting the local workforce to see how much more we all benefit by hiring those in greater need
- Use streetscape design to enhance both the function and look of the street
    - Look beyond streetscape and also improve businesses, etc…
- Tourists of Buffalo and Niagara Falls most often visit both destinations
    - Visitors without cars must go up and down Niagara Street (via bus route) which makes it even more important to make Niagara St. beautiful
- War of 1812 history is important, but so is the area's significant history in regards to immigration. Plus, the West Side is still a gateway for immigrants – need to affirm cultural, immigrant history as well as military history.
- The north side of Unity Island is a hidden gem, and risking – make it safer and more accessible
- Designers, professionals and decision makers should feel emboldened to "choose beauty over "niceness". Some other destinations which have strived to become "World class" end up being too eclectic and miss their goal by trying to please everyone who provides input
- Put a fund (either private, public or both) in place to do renovations and new builds along Niagara Street that abide by set urban design standards
- Think about what will be there 100 years from now - sustainability
- Treat cars as 2nd or 3rd class citizens – do not concede parking ("the bane of good cities")
- Certain spots on the street provide great views when the thruway is blocked from view. Even if views are not grand streetscape work could open up the world for a lot of people.
- Many cyclists ask how to get from Buffalo to Niagara Falls - recreational tourism is a huge asset for city and state, and needs to be considered as a key aspiration of this project.
- Need to improve wayfinding and signage, especially for bicyclists
- It's better to plan things that are not maintenance intensive
    - Amenities and features that will work throughout all four seasons
- Remember safety - for guests, visitors, residents, workers and business clients that spreads beyond the Niagara Street corridor
- Challenge the design team to think a little differently from beginning to end of corridor
- Bring people to the center of the street, where cultural destinations and assets exist

Preliminary Design Meeting Summary

June 20, 2016 6:00pm – 7:30pm
D'Youville College, Madonna Hall
334 Porter Avenue, Buffalo NY 14201
(online feedback open from June 20 – June 27)

This Meeting

With the public visioning phase complete, the Niagara Street Now team has been busy developing a preliminary design of the Niagara streetscape from Porter to Ontario.

During the June 20th meeting at D'Youville College's Madonna Hall, the design team presented a "first pass" at what the corridor might look like when complete. In addition to viewing a presentation from members of the design team, participants were encouraged to offer feedback both verbally and in the form of written notes and comments on large-format street design maps posted in the room.

Niagara Street Now

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. Niagara Street Now will cover Niagara Street from Porter Avenue up to Ontario Street.

Who Participated?

30 participants

30 participated in-person, 0 participated online

Participated in-person: Clint Holcomb; Cornelia Dohse-Peck; Dave Ettestad; Elizabeth Ettestad; Deborah Grine; Joe Kedron; Mary Ann Kedron; Lisa Kenney; Bryan Lohr; Lillian Quintana; Howard Rich; Barbara Rowe; Nick Solly; Amy Weymouth; Michael Rizzo (Sports City Pizza Pub); Aimee Buyea, Andy Czuba (Sugar City); John Schmidt; Justin Booth (GO Bike Buffalo); Peter Sowiski (Vision Niagara); Nathan Marton (D'Youville College); John Luiz (Buffalo Niagara Partnership); Anthony James (Vision Niagara); William Peck; Renata Kraft (Buffalo Niagara Riverkeeper); Michael Wysochanski; Kevin Meindl; Brian Dold (Buffalo Olmsted Parks Conservancy); Evelyn Vossler, Jim Vossler (Rediscover Riverside, Black Rock-Riverside Alliance)

Participated online: None

Additional Comments

Provided below are comments participants offered both at the meeting as well as online via the project website.

Written Comments from meeting attendants:

Location	Comments
PORTER TO TONAWANDA	• Put in as many street trees as possible! • I am against removing the Niagara St section from Porter to Busti. If improvements are being made from the beginning of Niagara Phases 1&2, it doesn't make sense to skip a whole section and then continue improvements after Busti
ROBERT RICH WAY	• Move bus stop to south side of Robert Rich Way intersection
SCHOOOL AND PROSPECT ST	• Prospect Ave is in bicycle master plan and provides a great alternative connecting to cycle track on Niagara. There should be accomodation connecting prospect to Niagara here.
BRECKENRIDGE	• 1225 Niagara St renovation to begin 2016
AUBURN AVE	• Sugar City arts space at better wire products
LAYFAYETTE AVE.	• 1315 Niagara is Buffalo aternative therapy • Need signal at corner • Crossing needed at Layfayette
DELEVAN AVE.	• 1407 is Sports City and Pizza Pub
1502 NIAGARA	• Crescendo Apts & mix use
TONOWANDA ST	• Roundabout crossover for pedestrians?! • How does this work with the bulge?
CYCLE TRACK TYPICAL SECTION	• Is a curb necessary at sidewalk?
BUFFALO NIAGARA OPPORTUNITIES	• Buffalo Niagara Riverland Trust and BN Riverkeeper paddlesport launch locations - fewer curb cuts ask Julie
WAYNE STREET	• Needs a crosswalk here
RR BRIDGE AND BRIDGE ST	• No turning lane under RR bridge
BRIDGE STREET	• Needs a crosswalk
HAMILTON ST.	• Bumpouts at Hamilton?
HERTEL AVE.	• Why not something like West Ferry St at Hertel Ave? • Dark entrance

- Consider entranced intersection treatments when transitioning from 2-way cycle track to bike facilities on either side of street
- Turning lanes? Need signage to show bike
- Puize restaurant (now open) NE corner

Written Comments submitted online:

- None

Vision Update Meeting Summary

March 31, 2016 6:00pm – 8:00pm
D'Youville College, Madonna Hall
334 Porter Avenue, Buffalo NY 14201
(online feedback open from March 31 – April 8)

This Meeting

This session presented the draft Vision Document that summarized all the feedback generated through the Niagara Street Now community engagement process. This work yielded 13 priorities for translating community values into streetscape elements. Participants at the meeting (as well as those who reviewed material and weighed in online), were given the opportunity to rank each priority on a scale from 1 – 13.

Niagara Street Now

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. Niagara Street Now will cover Niagara Street from Porter Avenue up to Ontario Street.

Who Participated?

51 participants

31 participated in-person, 20 participated online
Representatives from 26 different organizations

Participated in-person: Clint Holcomb; Dale Madison, Joe Kedron (Wendel); Brian McAlonie (Thinking Outside the Square); David Stewart; Megan Szeliga; Seth Amman (Allentown Association, Vision Niagara); Bonnie Brenon; Aimee Buyea, Nick Gordon (Sugar City); Brian Conley (UBRI); Brian Dold (Buffalo Olmsted Parks Conservancy); Russ Gaiser Jr.; John Michael Mulderig (Greater Buffalo-Niagara Regional Transportation Council); Tim Nichols; Nick Solly, Evelyn Vossler, Jim Vossler (Rediscover Riverside, Black Rock-Riverside Alliance); Maryann Moriarity (Legislator Peter Savage); Michael Wysochanski; Martin Gugino (PUSH); Kevin Menal; Sharon Giardina; Nathan Attard; Molly Vendura (peter j smith & company); Ev Janish; Mark Kuisiniek (Grant-Amherst Business Association); Giles Kavanagh (Jergo LLC); Gorey Totaro

Participated online: Andy Rosevear; Charlie Wesley (Daemen College); Arethusa Venn; Jarrett C; Craig Labadie (Buffalo Alternative Therapies); Daniel Snyder, Russell Gullekson (D'Youville College); Brianna Grine (Days Park Block Club); Ruby Nunez (Christian Congregation of Jehovah's Witnesses), Bob Burshtynski (Bird-Herkimer Block Club); Dennis Pelczynski; Joe Winiewicz (Rich Products); Bryan Lohr (Burnwood Studios, Roycroft Realty, Papercraft Miracles, Ingersoll Painting & Construction); Kristin Roberts, Ana Hernandez (Buffalo Audubon Society), Jen Kaminsky (PUSH Buffalo), Dawn Wilson (PUSH Buffalo), David Ettestad

Priorities ranked

Provided below is a composite ranking of each of the thirteen priorities presented in the vision document. The order (from top to bottom) reflects the composit ranking of each priority, while the number on the graph reflects the average ranking each priority.

Additional Comments

Provided below are comments participants of priority data transcription of feedback provided by community members at the Vision Update Meeting held at D'Youville College, as well as on the Niagara Street Now website the week following the meeting.

Written Comments from meeting attendants:

- The NYS Thruway has not been in taking care of their landscape/properties between Hertel Ave and Ontario Street
- Coordinate with DOT's traffic calming of Scajaquada 198 Project. Work with City of Buffalo to open up West Ave to relieve traffic pressure on Niagara Street. Find other ways to relieve traffic volumes, i.e. look to make one way streets into two-ways- Prospect, Mass/Vermont and many others.
- Separated cycle track on West Side
- Green Infrastructure / Stormwater management
- Pedestrians
- Control traffic, all critical components of roadway design
- My first three priorities are the basics - they need to be addressed regardless. The Greening, access to the water, wayfinding and interpreting signage and biking access are the real priorities in my mind. It truly is about creating a Niagara Street experience that will draw people to it to make it a destination and place you want to visit and utilize. Essentially, it is all about the visitor experience whether you are on foot, a bike, a bus, or a car.
- Tie in Aqua Lane into bike lanes. Paint the skyway.
- Get the infrastructure right
- Soften the street and connect it to the neighborhoods and river
- Traffic movement is a lesser priority
- Some of the priorities were shades of grey. Hard to pick one or the other.
- Want to pitch bulbs at corners or improve transit services.
- Give buses signal priority/reception.
- I think these are all great priorities, but I am most interested in making Niagara St work for walking, biking, and driving. Connecting to waterfront is also very important to me.
- Avoid the typical 4' Grass planting (AKA the "hellstrip"). Use woody shrub plantings in between street trees. Also, direct street lights down to minimize light pollution.
- Careful focus on adequate growing room for trees to become mature and stay healthy.
- Niagara St has both residential and commercial sections and the priority should not be treated equally across those areas.
- Design: Fix the intersection at Tonawanda St. It disconnects the west side and riverside and it is pivotal to involving that community in Buffalo's Renaissance.

Written Comments submitted online:

- Protected bike lanes would help to promote biking and safety in the area. Traffic calming measures should also be adapted. Buffalo in general is still far too car-centric. If you make Niagara Street more accessible to walkers and bikers, businesses and residential units will thrive.

- The one thing I consistently notice in driving Buffalo streets vs. driving in other cities in the US is that the signage for streets is terrible. Often they are small signs way off on the side, making it so that people who are not familiar with the area miss their turn and then have to back track around (difficult to do when we have so many one-way streets and Buffalo is not laid out in a strict grid pattern). Other cities have cross street signage large and above the intersection. This may not be such a big deal for those drivers that have a GPS, but it's frustrating for those that don't. Maybe this helps in some sense in that lost people may get to discover new neighborhoods they wouldn't normally go into, but on the other hand - if you are trying to get somewhere on time it can make you late and possibly get you into a neighborhood you don't want to be in.
- Appreciate what you've done so far. Looking forward to seeing some designs.
- I would like to see the protected bike lane option explored on sections of Niagara Street that are wide enough for it (the section from Ontario St. to Forest Ave comes to mind). Parked cars can even go on the opposite side of the protected cycle track to provide a physical barrier between cyclists and traffic, and to keep cyclists from getting "doored" like in conventional unprotected lanes. This configuration also offers the opportunity for plantings and vegetation along the bike lane.
- I am a long term resident of Niagara St, over 30 years.
- In my opinion Niagara St. is not heavily transited by bikes, and there is a trail along Busti Ave by the bridge and the Niagara Seaway. Hence, bike paths along the street are not a priority for residents in this area. Also, please keep in mind that residents would like a balanced approach to adding new businesses as this may cause congestion. Finally, you may want to seriously look at the presence of the Hookah Bar at 901 Niagara St, which is frequented by bad element. Please check on the extremely high number of 911 calls from concerned residents. The noise levels on the weekend until 4am, the shady characters that often fight on the street. The lack of respect for parking rules, several arrests & recent shootings, have created a huge cause for concern among the residents here & does not fit into the projected Niagara St Now vision. This issue can be remedied quite easily, as you have sufficient police records to justify removing this business from our neighborhood. Please discuss this issue with the Niagara region council member & the police dept., as the issue is serious enough for many long term residents to consider selling their properties in this area which would be a shame. We have been committed to this area for many decades & it's sad to allow a low-class establishment to overrun these devoted citizens.
- You should be more worried about Niagara and Tonawanda streets and under the international bridges then worry about bikes that cause accidents.
- I have been driving this daily for more than 23 years including weekends as I have family on Ashland that I have been taking care of. I am impressed with the recent changes but more needs to be done. The area should feel welcoming and people should feel safe walking or biking. Encouraging small local business/retail shops and food with an international flair to set up here will bring the foot traffic. Perhaps mimicking the West-side bazaar. Add police presence on bike/foot. It is exciting to see what is happening to Buffalo and finally to the Niagara St. corridor.
- I feel that Unity Island and the new park designed for the mouth of the Scajaquada have the potential to be the centerpieces of this transformation. Easier, more attractive access to Unity Island is crucial, but not sure if building a new bridge is within the scope of this project. Personally, I would like to see the porn shop removed, but I'm not one to forcibly evict persons or businesses.
- I have not been able to make any of the meetings, but have made it a point to respond to surveys when asked. The information that has been sent out is clear, thorough, and professional--all of which is much appreciated. The priorities listed in the vision document pretty much mirror my own. I'm not concerned with parking on Niagara--however, if and when activity ramps up, I would be somewhat concerned about overflow onto side streets: in terms of parking, traffic, and other activity. As it is, my

home is on a block bordered on one side by Niagara. We do not have a driveway. It can be somewhat frustrating to share current on-street parking with patrons of the restaurant on the corner. I imagine parking will be, to some degree, less plentiful in the coming years. So, while parking is nowhere near my top priority, neither is it a nonissue. One issue I didn't see represented in the vision document was mass transit, i.e., bus stops and routes (though I may have simply missed it). Many of the bus stops along Niagara do not include shelters, and existing shelters are often poorly maintained. It can be frustrating to see a family at an uncovered bus stop in the middle of a Buffalo winter, having hiked through calf-deep snow, only to be blasted by wind coming off the frozen river while waiting for a bus. I wonder if the most underserved members of our community, including some of our refugee and immigrant neighbors, have been given ample voice here. It would seem that public transit would be high on the list were it so. I don't mean this is a criticism, only to say that I wonder whether--and hope that--everyone who lives, works, visits, and travels through our neighborhoods has had the opportunity to make their concerns known. I sincerely thank you for your efforts, and please do keep up the good work. It is exciting and heartening to see this level of community involvement, particularly in a city that has a history of ignoring the needs and desires of its residents.

- The results of this planning process so far are very exciting. I have spent a great deal of time on this street doing all sorts of things and I love its ethnic diversity. It makes me very happy to know that the City is serious about doing right by it. Thank you!
- I am very concerned about the impacts of these improvements on area home prices and rents. While I very much support and am excited by the improvements, we are already seeing displacement of lower income tenants from the neighborhood. An inclusionary zoning policy and a commitment to use publicly owned land for affordable housing should be adopted in conjunction with these improvements.

Community Vision Update

March 31st, 2016

NIAGARA STREET NOW

NIAGARA STREET NOW

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Niagara Street Now

Porter Avenue to Ontario St

#NiagaraStreetNow

NIAGARA STREET NOW

Process

COMMUNITY ENGAGEMENT

Ground the work in established principles
Dec. 2015

Survey residents, business owners, and stakeholders
Dec. 2015 – Jan. 2016

WHERE WE ARE NOW

Community Workshops to drill down and test design solutions
Feb. 2016

Summarize Feedback for the designers and engineers
Mar. 2016

DESIGN PROCESS

Review & offer feedback on **Early Design –** May 2016

Review **big design elements** and offer tweaks
Aug. 2016

Final design presented to the public
Nov. 2016

Ready for bid
Jan. 2017

Community values and vision for Niagara Street

30+ PLANS AS A STARTING POINT

→ **Guiding Principles**

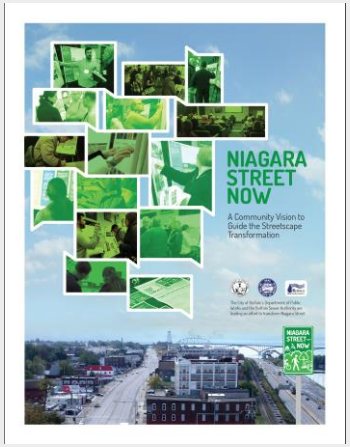
A COMMUNITY SURVEY TO UNDERSTAND WHAT'S IMPORTANT

→ **Design Themes**

COMMUNITY WORKSHOPS TO SET PRIORITIES

→ **Preferred Design Solutions & Priorities**

DOCUMENT TO TRANSLATE COMMUNITY VISION INTO DESIGN PRIORITIES FOR NIAGARA STREET'S TRANSFORMATION

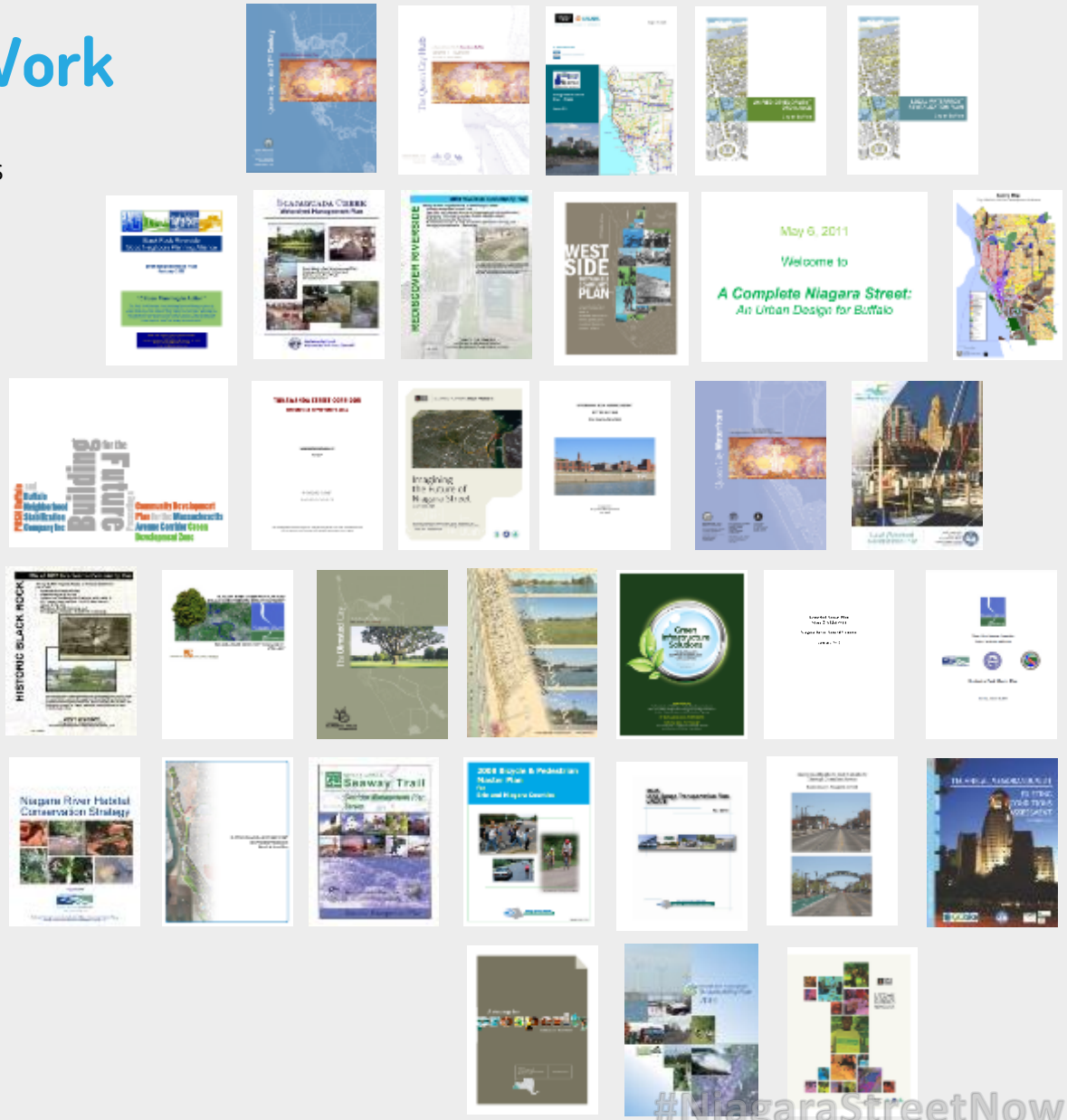


Read it at www.niagarastreetnow.org/vision

#NiagaraStreetNow

Recent Planning Work

See the 33 plans analyzed at
www.NiagaraStreetNow.org/resources



#NiagaraStreetNow

OVER 30 PLANS

What do the plans say about community values?

- Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.
- Embrace the waterfront-build connections with the Niagara River and preserve it for future generations.
- Celebrate the corridor's history and heritage while promoting local arts and culture.
- Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.
- Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.
- Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

A COMMUNITY SURVEY
TO UNDERSTAND WHAT'S IMPORTANT

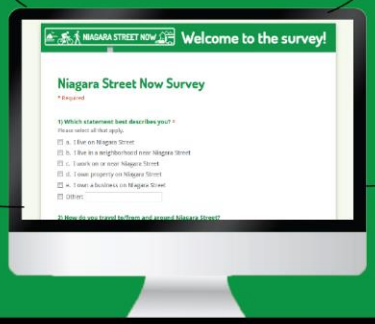
500+ responses

How safe is the street for pedestrians, bicyclists and motorists?

What challenges can be addressed by street redesign, and where do they exist?

How can the street be enhanced for residents, visitors and businesses?

What should be prioritized and where?



Design Themes

- DRIVING & PARKING
- WALKING
- BICYCLING
- GREENING
- EMBRACE THE WATER
- ARTS, HISTORY AND CULTURE

COMMUNITY WORKSHOPS
TO SET PRIORITIES

73 participants

CATEGORIES FOR ORGANIZING DESIGN THEMES

Workshops were organized around stations corresponding to specific design themes for the street.

Preferred Design Solutions & Priorities

Bringing Community Values to the Street:

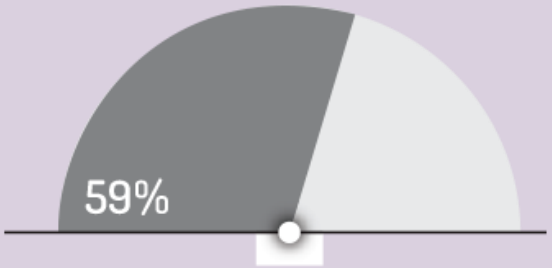
Organizing Design Themes for Feedback

Reduce the speed of vehicles to make Niagara Street more safe and walkable, but make sure cars, buses, and trucks can still drive and park easily on the street.

#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

Many feel crossing the street is challenging, but driving and finding a parking spot is relatively easy.



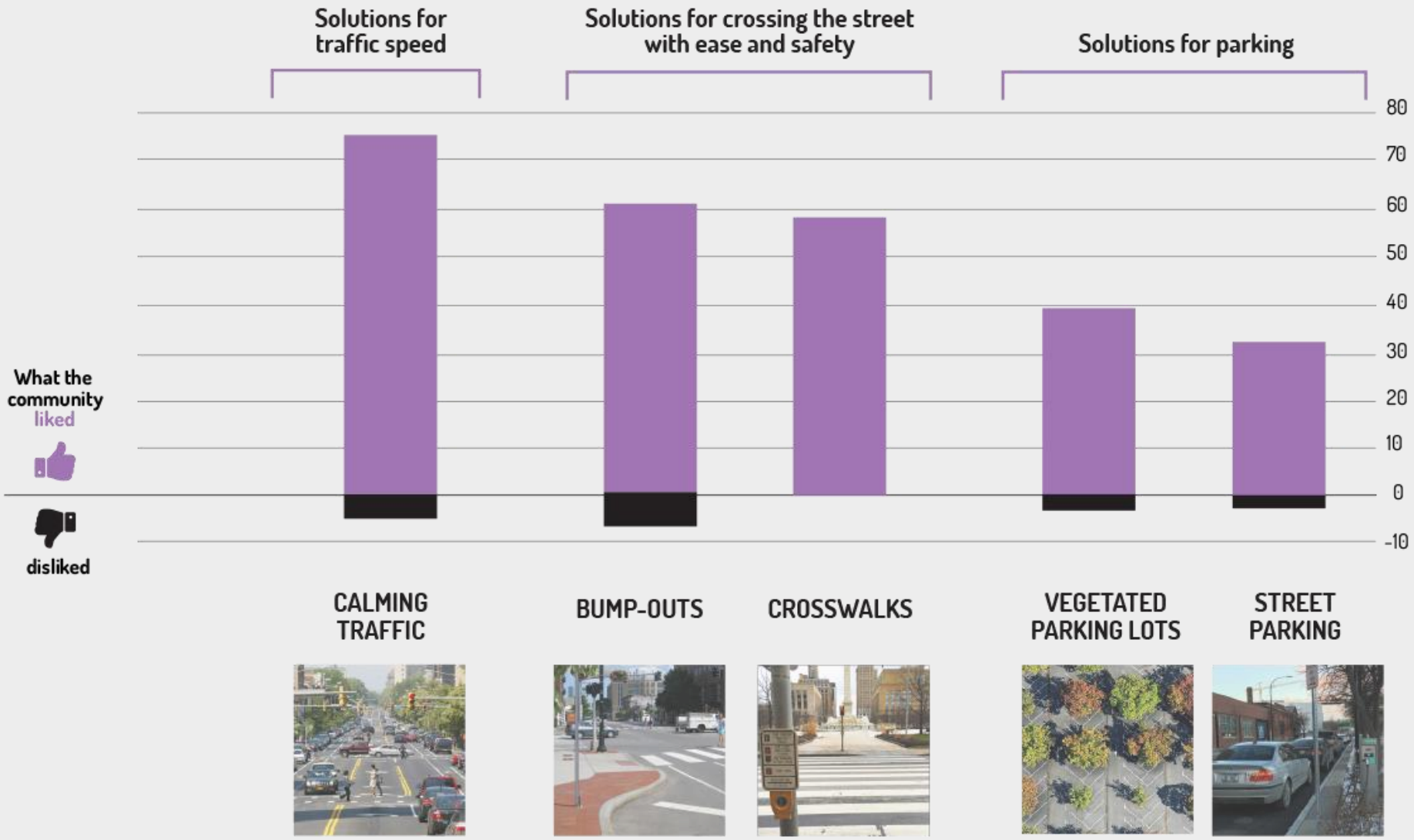
59% said **crossing the streets is not easy or safe.**

21% said **driving is challenging**.

9% said **parking is rarely available.**

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Driving and Parking

PRIORITY #1 — Reduce speed of cars and trucks.

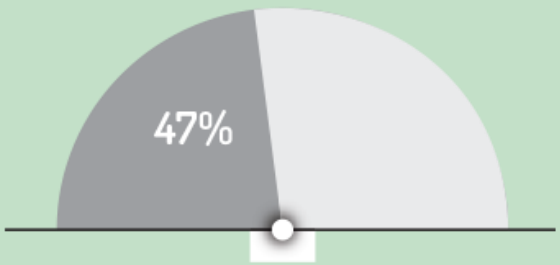
PRIORITY #2 — Make crossing the street easy and safe.

PRIORITY #3 — Leave room for parking.

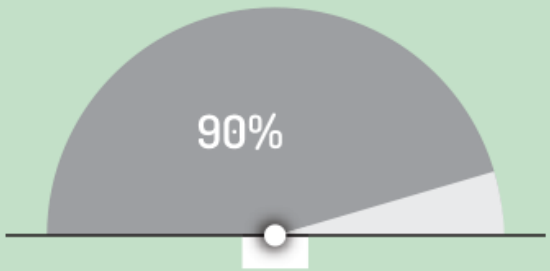
Enhance the pedestrian experience on Niagara Street to make the corridor safer and more inviting for businesses, residents and visitors.

#NiagaraStreetNow

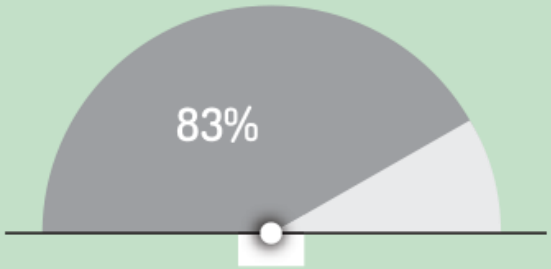
Many find the pedestrian environment unwelcoming and lacking amenities.



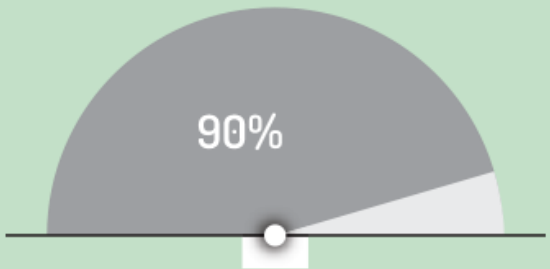
47% said **walking is not easy or safe.**



90% said they **want improved lighting.**



83% said they **want more benches.**



90% said they want **better sidewalks.**

Community **Solutions from the Workshops**

#NiagaraStreetNow

Priorities for Walking

PRIORITY #1

Focus on the essentials.

PRIORITY #2

Support businesses that can bring life to the street.

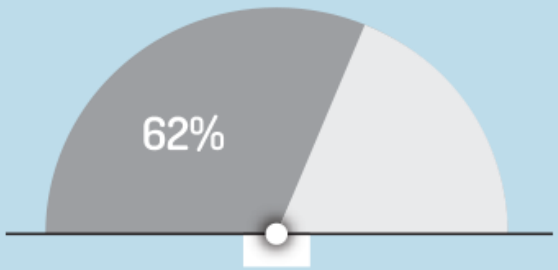
#NiagaraStreetNow

Make Niagara Street a safe and inviting bicycle connector for neighborhoods, downtown, the waterfront, and regional destinations.

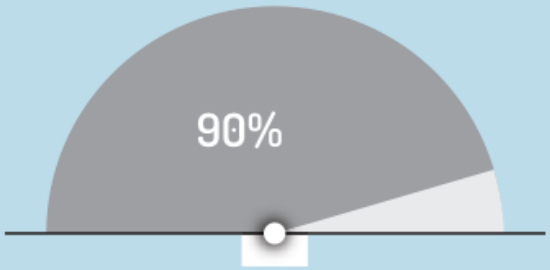
#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

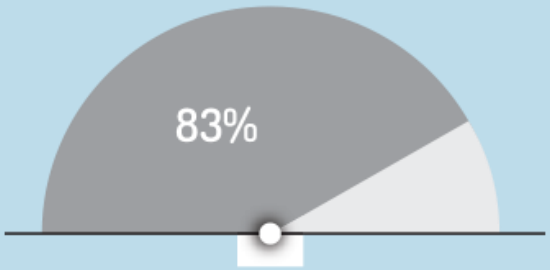
Niagara Street is not welcoming to bicyclists and lacks the amenities and facilities to promote it.



62% said **bicycling is unsafe and challenging.**



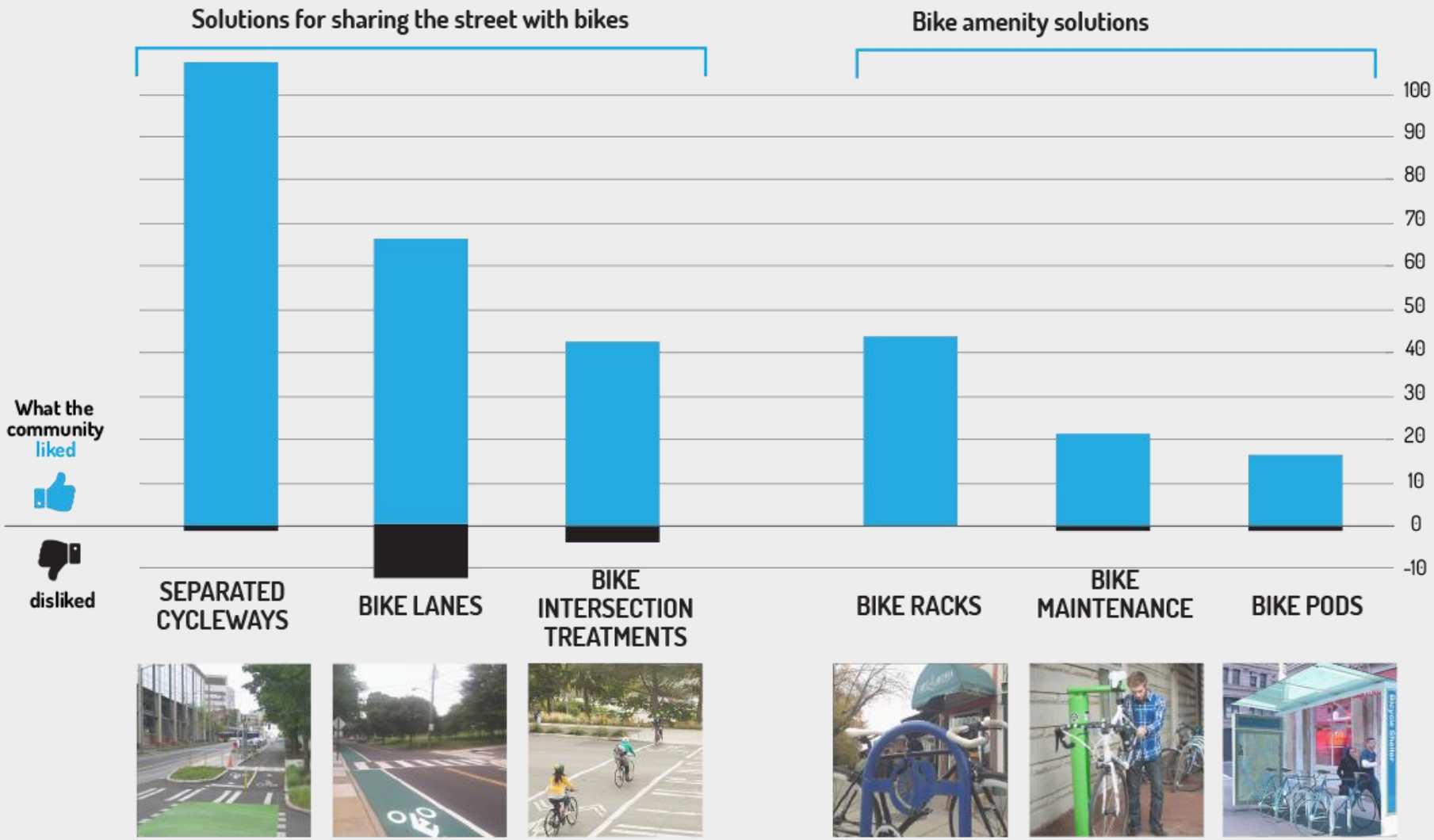
90% want **more bike lanes.**



83% want **more bike racks.**

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Bicycling

PRIORITY #1 Make room for biking with clear street markings.

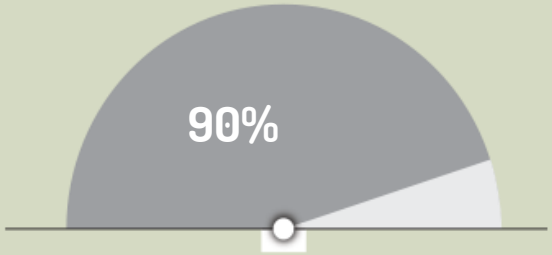
PRIORITY #2 Support biking with amenities.

Add green features and landscape elements to beautify Niagara Street and enhance sustainability.

#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

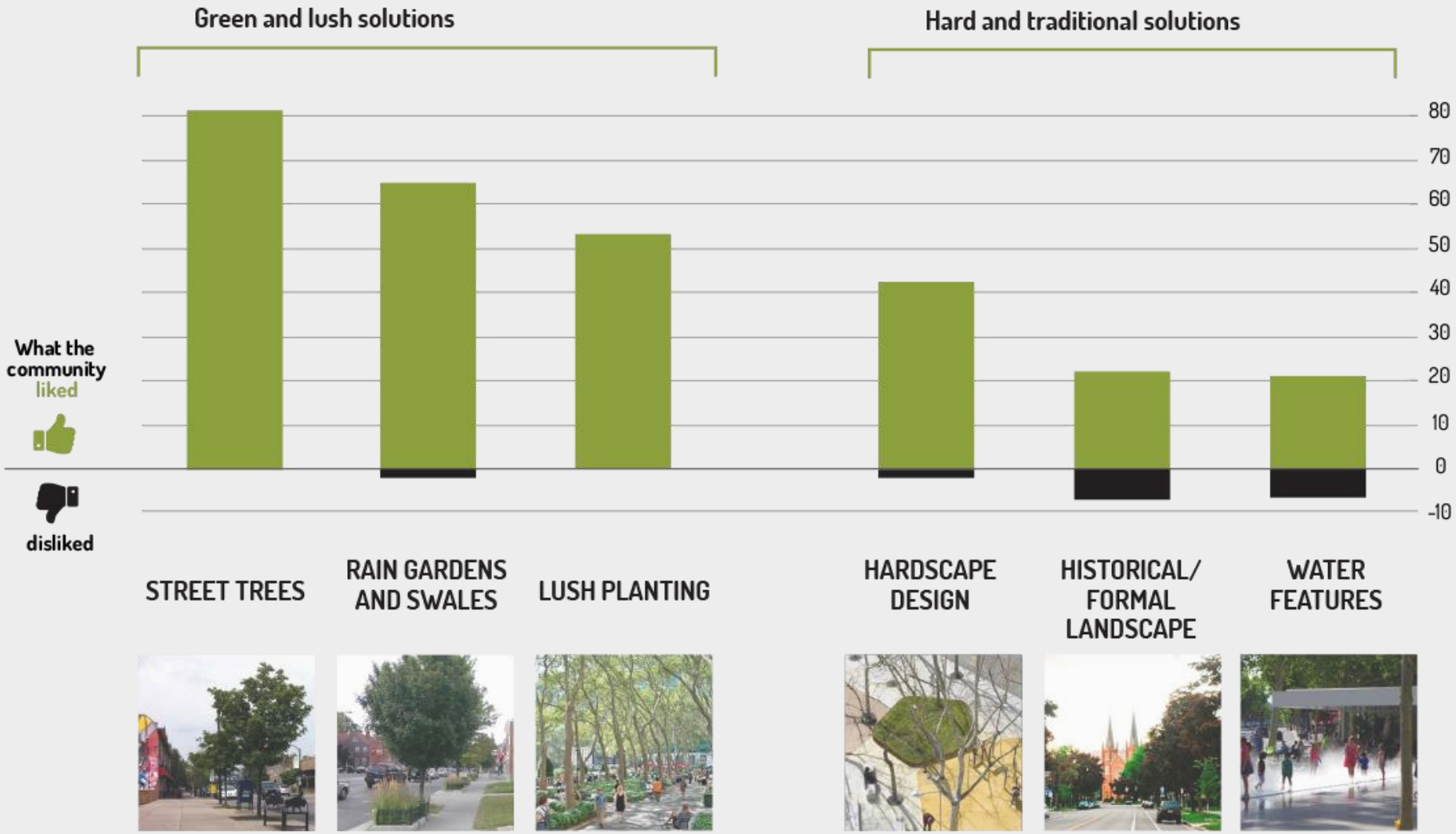
Niagara Street is very grey and lacks plantings or other natural landscape features.



90% want **more plantings.**

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

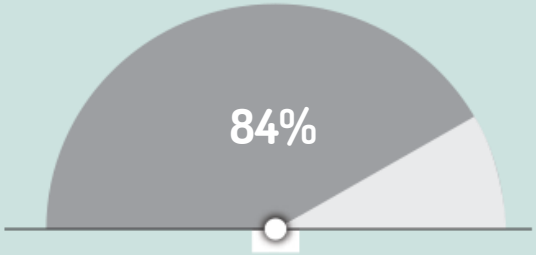
Priorities for Greening

PRIORITY #1	Emphasize natural elements like trees and plantings.
PRIORITY #2	Balance hardscape with green elements.

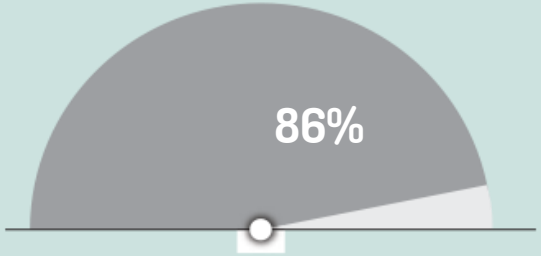
Embrace the water
by making it easier for people to access, view, and enjoy the Niagara River.

FROM THE COMMUNITY SURVEY

Many want to see stronger connections to the water, including better views and awareness of existing access points.



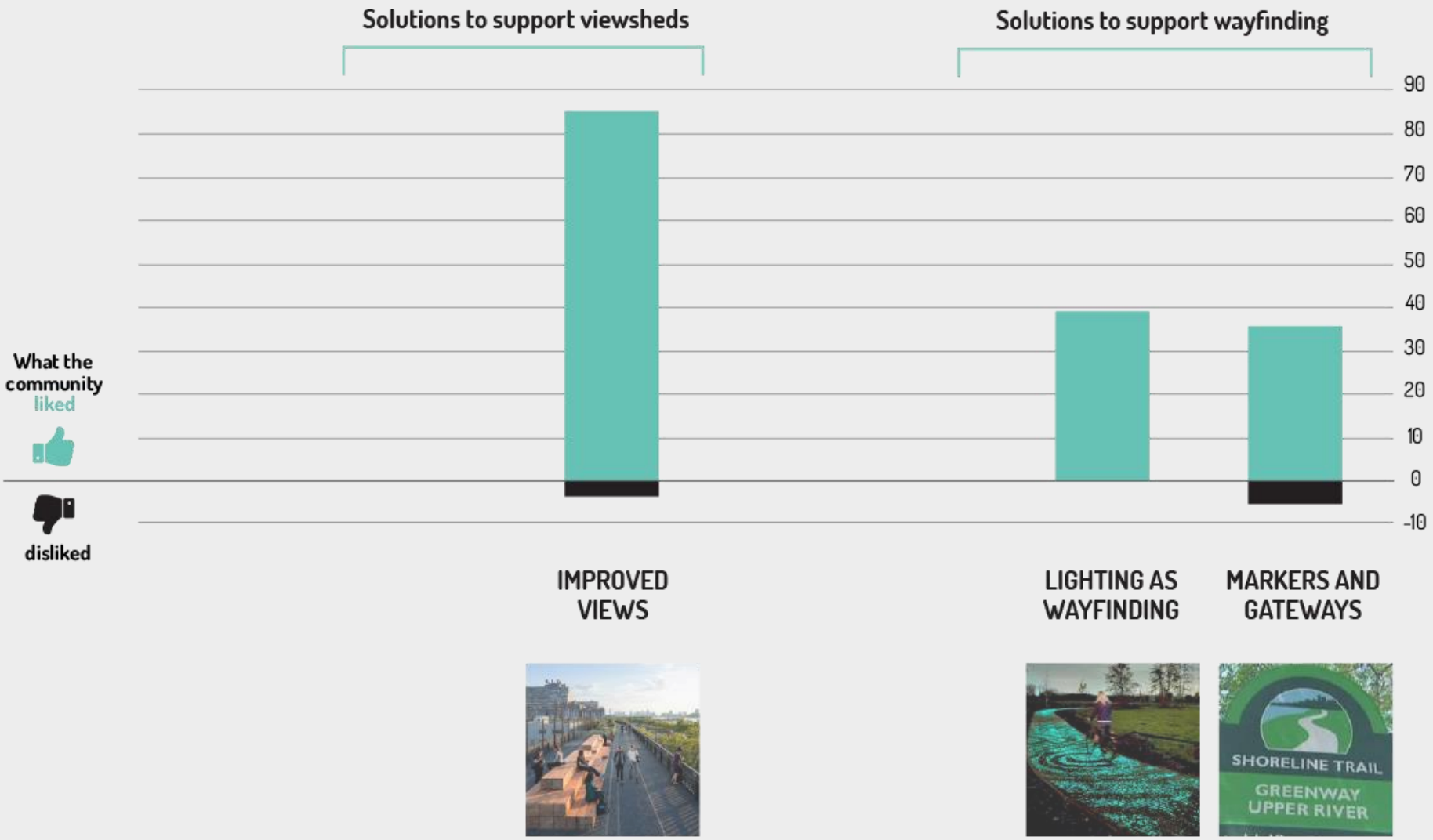
84% want **more views of the water.**



86% want **more signs for visitors.**

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Embracing the Water

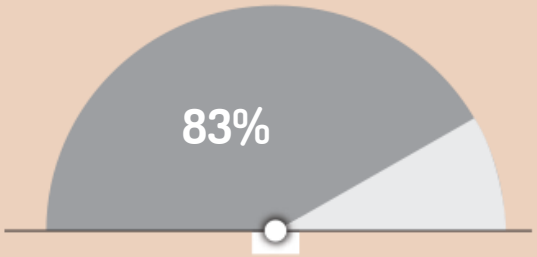
PRIORITY #1	Improve views and connections to the water.
PRIORITY #2	Make it easier for people find and reach the water

Bring Niagara Street's **diverse culture and history alive** through placemaking and public art.

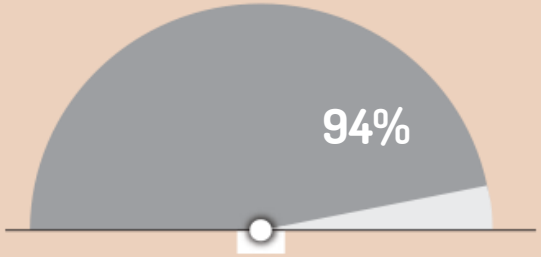
#NiagaraStreetNow

FROM THE COMMUNITY SURVEY

Art, history and culture are important elements that the community wants to see in a transformed Niagara Street.



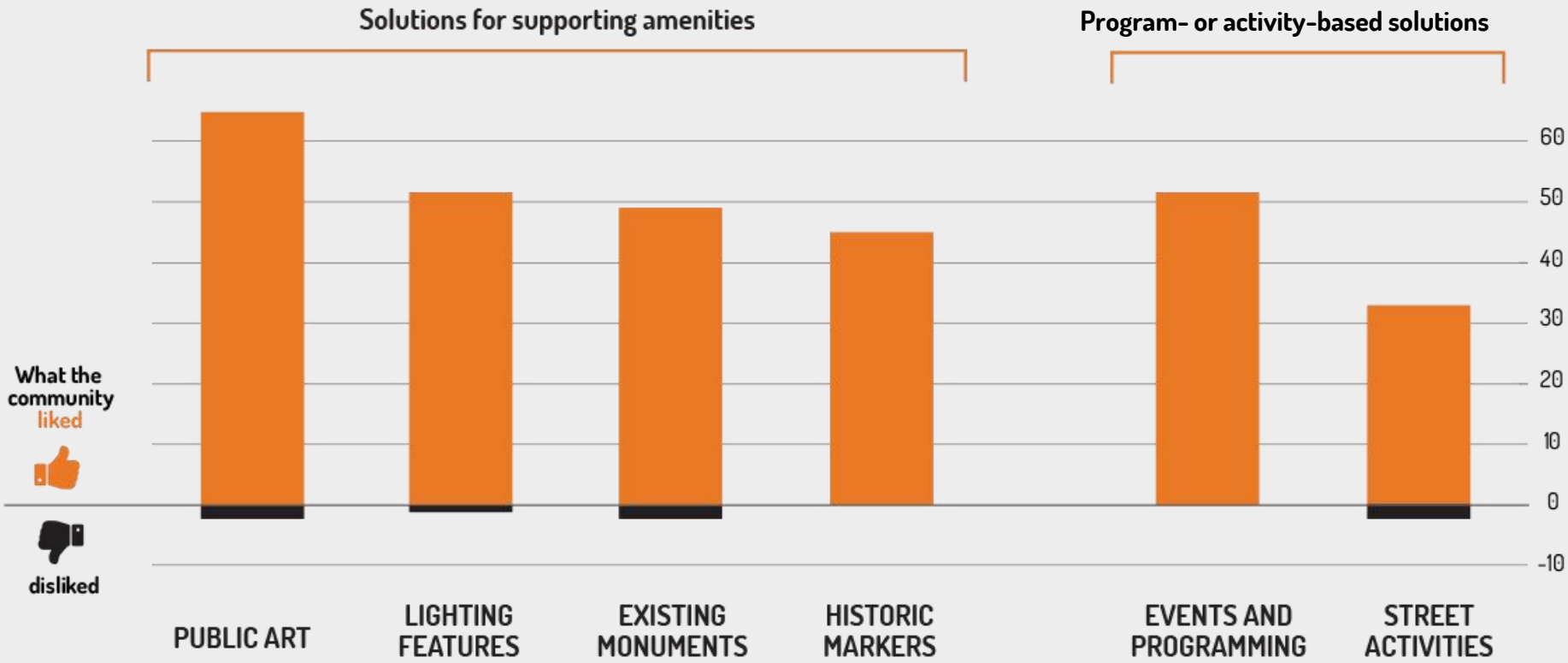
83% want **more public art** .



94% said **arts, culture and history** should be featured.

#NiagaraStreetNow

Community **Solutions from the Workshops**



#NiagaraStreetNow

Priorities for Arts, Culture and Heritage

PRIORITY #1

A diverse approach to placemaking, emphasizing both old and new.

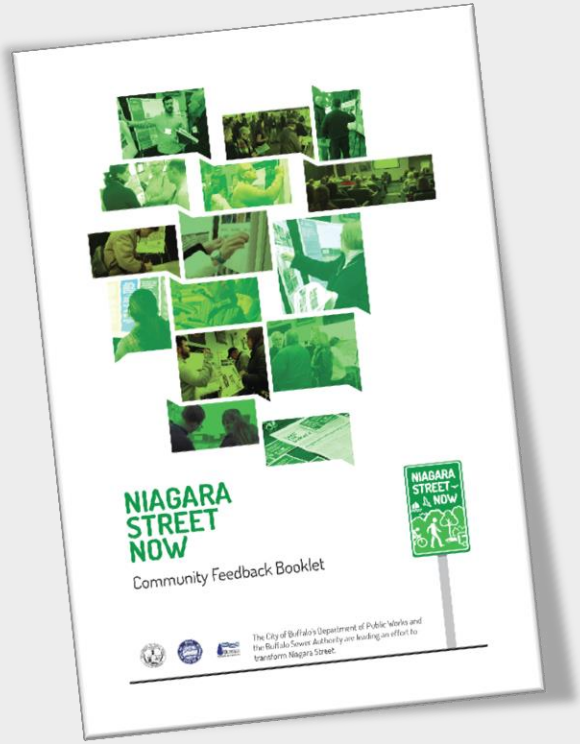
PRIORITY #2

Program activities to bring people to the street.

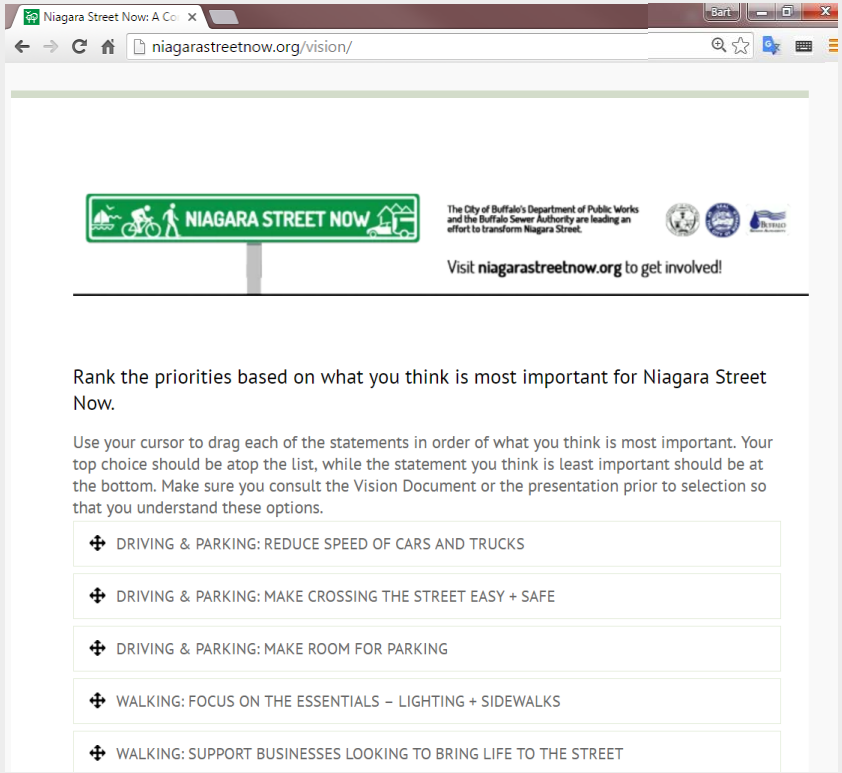
Community Priorities

	PRIORITY #1	PRIORITY #2	PRIORITY #3
DRIVING AND PARKING	REDUCE SPEED OF CARS AND TRUCKS	MAKE CROSSING THE STREET EASY + SAFE	MAKE ROOM FOR PARKING
WALKING	FOCUS ON THE ESSENTIALS – LIGHTING + SIDEWALKS	SUPPORT BUSINESSES LOOKING TO BRING LIFE TO THE STREET	
BICYCLING	MAKE ROOM FOR BIKING WITH CLEAR STREET MARKINGS	SUPPORT BIKING WITH AMENITIES	
EMBRACING THE WATER	IMPROVE VIEWS AND CONNECTIONS TO THE WATER	MAKE IT EASIER FOR PEOPLE TO FIND AND REACH THE WATER	
GREENING	EMPHASIZE NATURAL ELEMENTS LIKE TREES AND PLANTINGS	BALANCE HARDSCAPE WITH GREEN ELEMENTS	
ARTS, HISTORY AND CULTURE	A DIVERSE APPROACH TO PLACEMAKING, EMPHASIZING OLD + NEW	PROGRAM ACTIVITIES TO BRING PEOPLE TO THE STREET	

NIAGARA STREET NOW



Which priorities are most important to you? Weigh-in and offer comments on your feedback form.



Did your friends and family members miss out tonight? Encourage them to weigh-in online between now and April 8th:

www.NiagaraStreetNow.org/vision

NIAGARA STREET NOW

Next Steps

Review & offer feedback on
Early Design

May 12, 2016

6:00 PM

D'Youville College

NIAGARA STREET NOW

Process

COMMUNITY ENGAGEMENT

Ground the work in established principles
Dec. 2015

Survey residents, business owners, and stakeholders
Dec. 2015 – Jan. 2016

WHERE WE ARE NOW

Community Workshops to drill down and test design solutions
Feb. 2016

Summarize Feedback for the designers and engineers
Mar. 2016

DESIGN PROCESS

Review & offer feedback on **Early Design –** May 2016

Review **big design elements** and offer tweaks
Aug. 2016

Final design presented to the public
Nov. 2016

Ready for bid
Jan. 2017

NIAGARA STREET NOW

Questions, comments and discussion

What comments would you like to leave the design team?

Did we get it right?

Do you have questions about the survey?

What do you think is most important?

Do you have questions about next steps?

Niagara Street Now Stakeholder Meeting

December 15th, 2015

NIAGARA STREET NOW

Welcome & Introduction

Michael J. Finn, P.E.

City Engineer

#NiagaraStreetNow

NIAGARA STREET NOW

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Niagara Street Now

Porter Avenue to Ontario St

#NiagaraStreetNow

Green Infrastructure

Julie Barrett O'Neill

General Counsel
Buffalo Sewer Authority

BUFFALO
SEWER AUTHORITY

#NiagaraStreetNow

NIAGARA STREET NOW

Design and Inspection Services, Niagara Street Phases 3 and 4, Porter Avenue to Ontario Street

DEPARTMENT OF PUBLIC WORKS – ENGINEERING – BUILDING – WATER – CITY OF BUFFALO

SEAL OF THE CITY OF BUFFALO

BUFFALO SEWER AUTHORITY

WATTS ARCHITECTURE & ENGINEERING

- STOSS Landscape Urbanism
- UB Regional Institute
- Alta Planning + Design
- Frandina Engineering and Land Surveying
- Thinking Outside the Square

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Ohio Street

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Fillmore Avenue

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Porter Avenue

#NiagaraStreetNow

WATTS ARCHITECTURE & ENGINEERING

- Ohio Street

#NiagaraStreetNow

SLOSS

- City Deck, Green Bay

#NiagaraStreetNow

SLOSS

- Harvard Plaza, Cambridge, MA

#NiagaraStreetNow

- Broadway Street, Seattle

- North Street, Lincoln, NE

alta PLANNING + DESIGN

#NiagaraStreetNow

NIAGARA STREET NOW

Design and Inspection Services, Niagara Street Phases 3 and 4, Porter Avenue to Ontario Street

DEPARTMENT OF PUBLIC WORKS – ENGINEERING – BUILDING – WATER – CITY OF BUFFALO

SEAL OF THE CITY OF BUFFALO

BUFFALO SEWER AUTHORITY

WATTS ARCHITECTURE & ENGINEERING

- STOSS Landscape Urbanism
- UB Regional Institute
- Alta Planning + Design
- Frandina Engineering and Land Surveying
- Thinking Outside the Square

#NiagaraStreetNow

NIAGARA STREET NOW

Process

COMMUNITY ENGAGEMENT

Ground the work in established principles
Dec. 2015

Survey residents, business owners, and stakeholders
Dec. 2015 – Jan. 2016

Community Conversations to re-imagine the streetscape
Feb. 2016

Summarize Feedback for the designers and engineers
Mar. 2016

DESIGN PROCESS

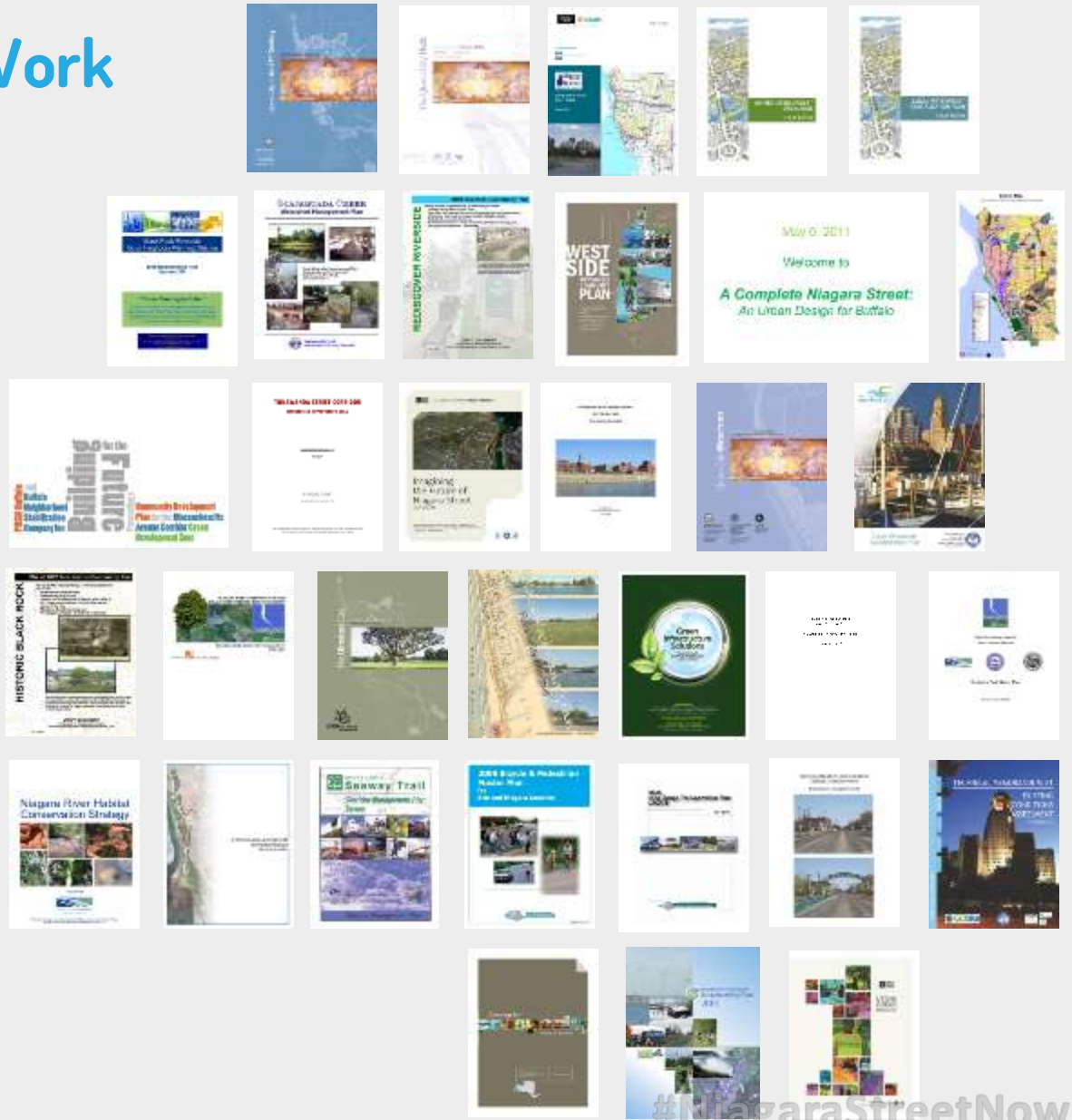
Review & offer feedback on **Early Design –** Jun. 2016

Review **big design elements** and offer tweaks
Aug. 2016

Final design presented to the public
Nov. 2016

Ready for bid
Jan. 2017

Recent Planning Work



#NiagaraStreetNow

Recent Planning Work

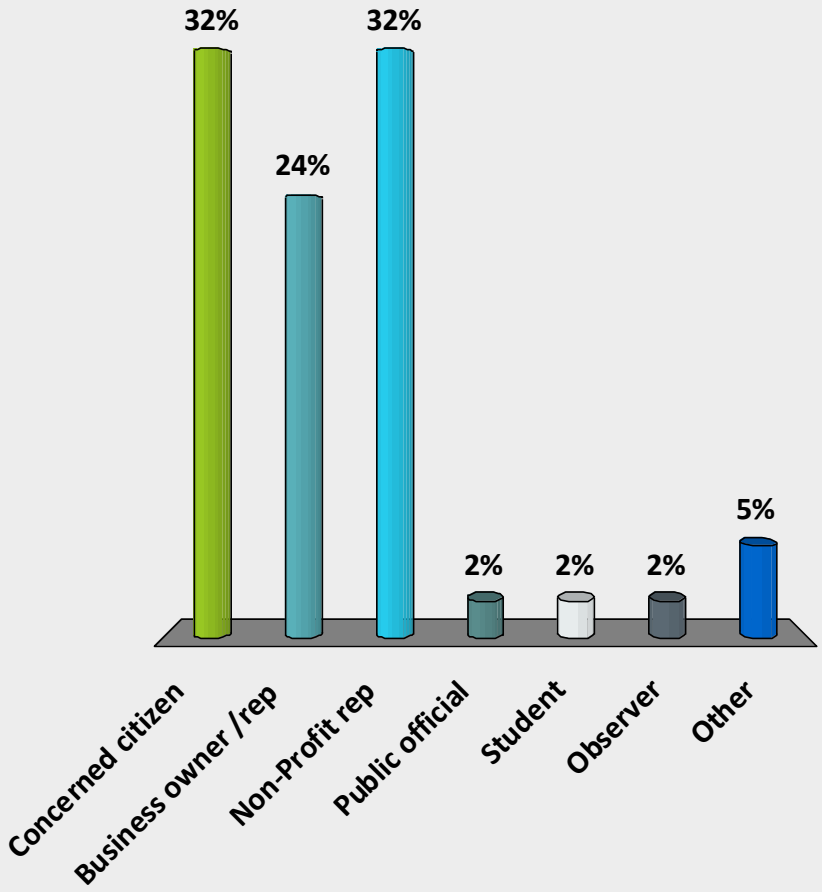
What do the plans say about community values?

#NiagaraStreetNow

Before we get started...

What best describes your role?

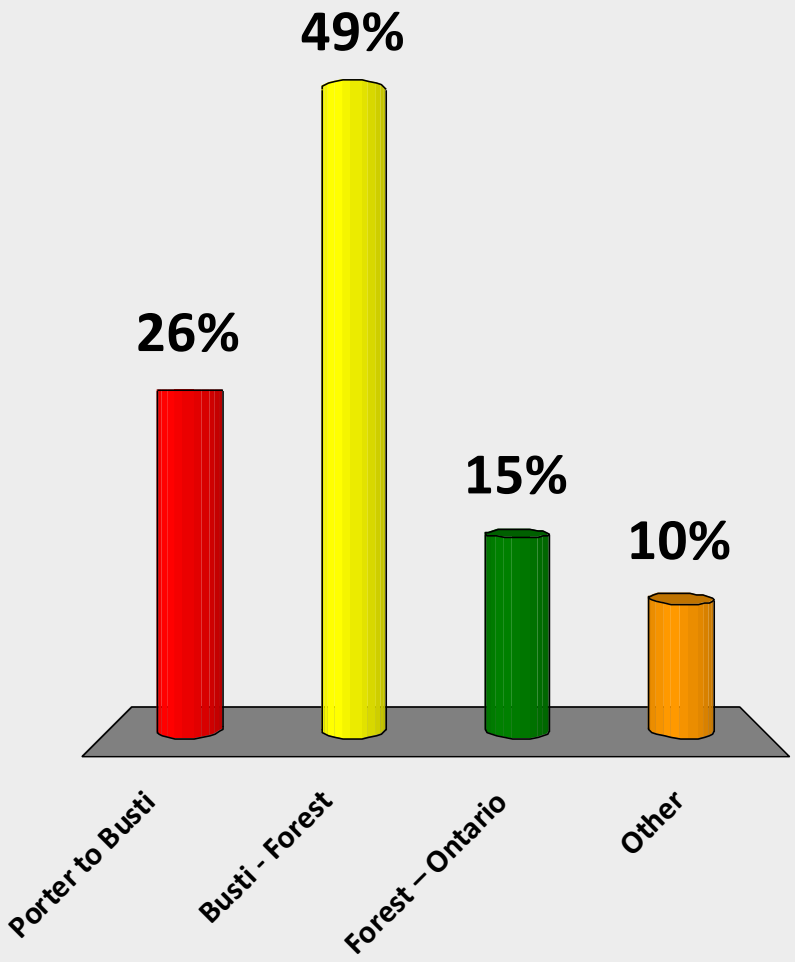
1. Concerned citizen
2. Business owner /rep
3. Non-Profit rep
4. Public official
5. Student
6. Observer
7. Other



Before we get started...

What part of Niagara Street do you affiliate with?

1. Porter to Busti
2. Busti - Forest
3. Forest – Ontario
4. Other



Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

Promote Niagara Street as a distinct international waterfront gateway into the city with branding and signage.

Integrate the streetscape with local culture, public parks, and multi-use trails.

Improve urban design, re-develop land, and rehabilitate existing structures.

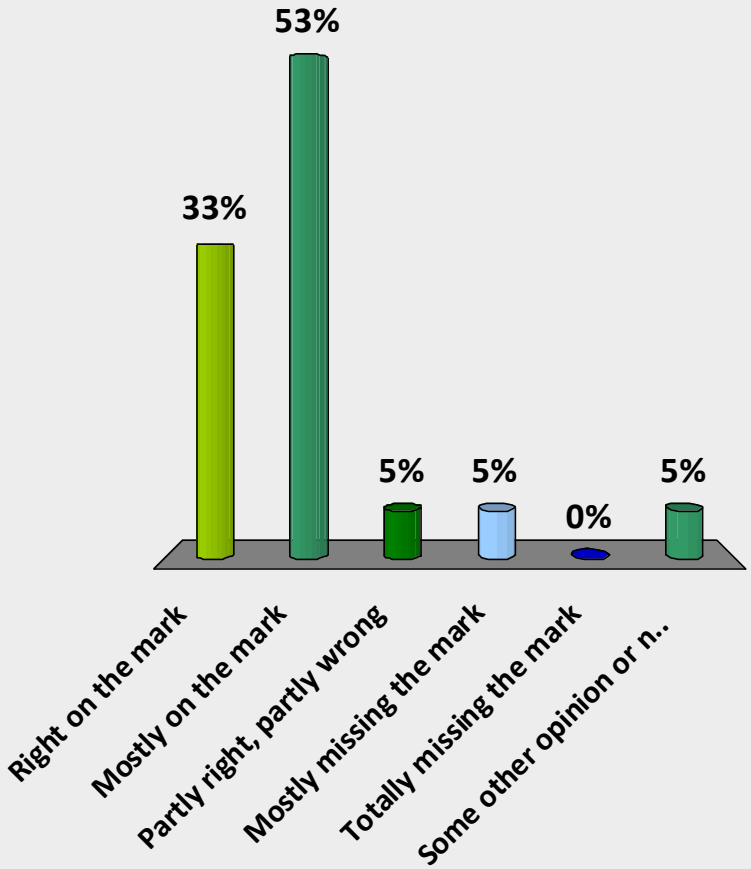
Re-establish scenic views of the Niagara River along Niagara Street.

Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Embrace the waterfront- build connections with the Niagara River and preserve it for future generations.

Establish strong visual and physical connections between neighborhoods, parks, and the Niagara River

Connect to bike routes and multi-use trails along the waterfront

Improve waterfront recreation opportunities

Add signage and dedicated walking tours to honor the history of the waterfront

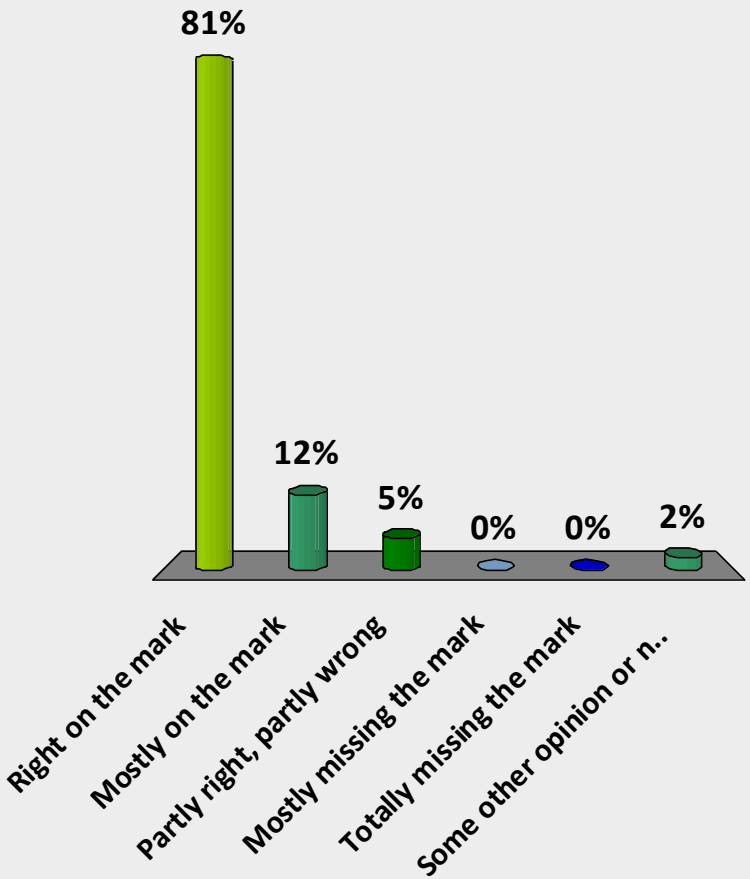
Connect Niagara to water underneath highway overpasses

Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Celebrate history and heritage while promoting local arts and culture.

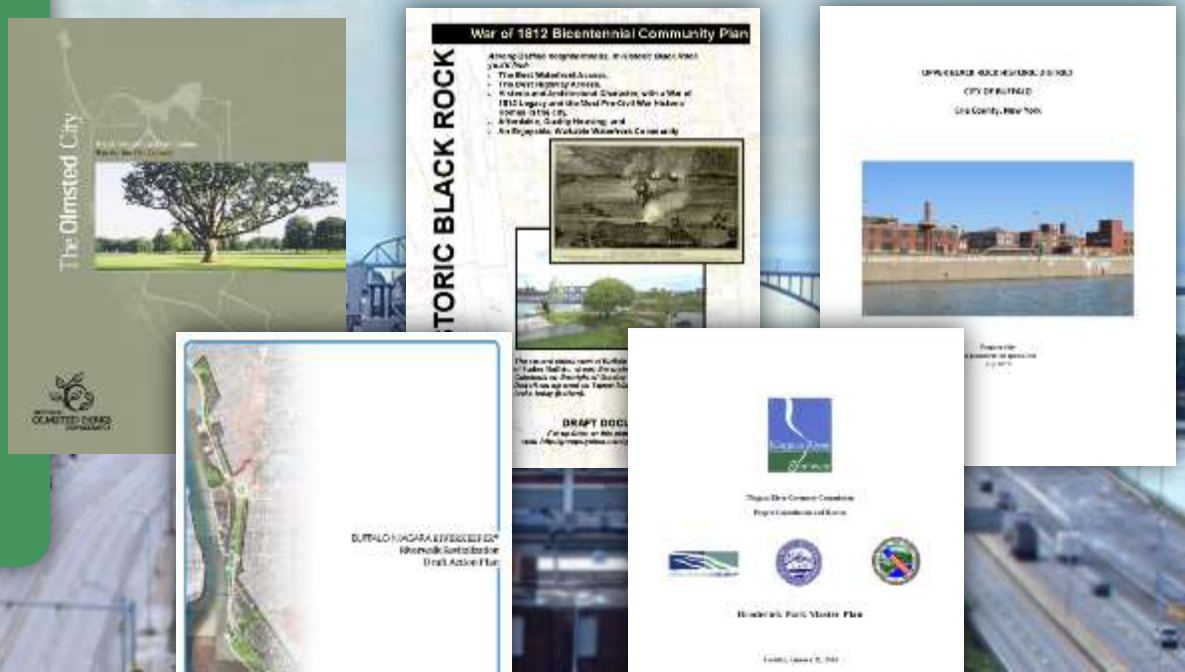
Embrace the street's contribution to Native American history, the War of 1812, industrial development, and the Underground Railroad

Embrace the multi-cultural identity of connecting neighborhoods

Promote notable historic elements through interpretive signage, and education

Set up dedicated tours, like the "Freedom Walk" in the renovated Broderick Park to commemorate the area's importance to the Underground Railroad

Preserve the unique architectural character of the corridor and spark revitalization and renewal of nearby neighborhoods

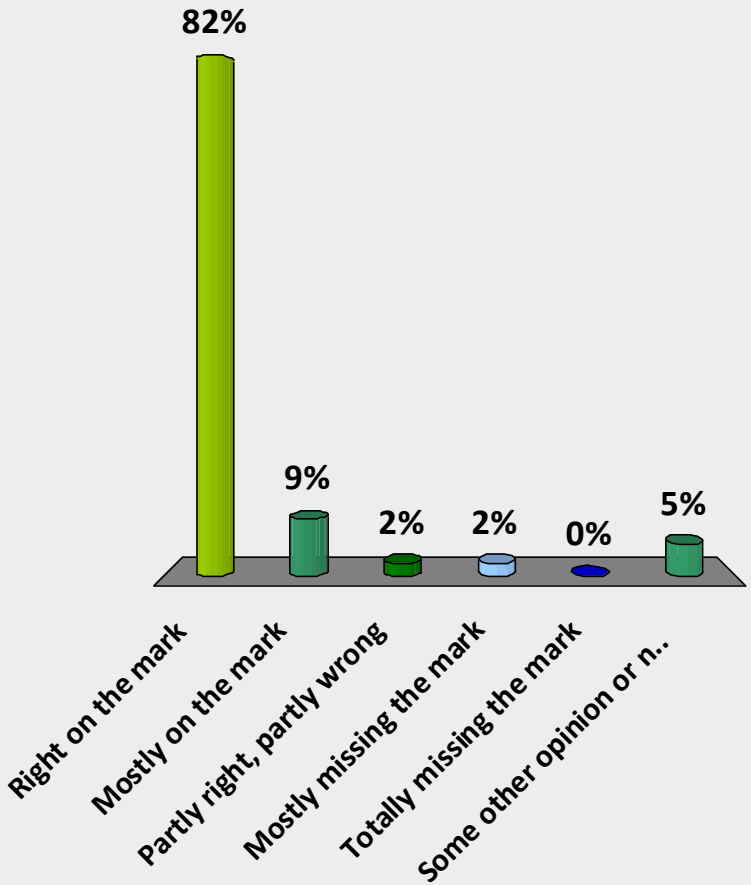


Celebrate history and heritage while promoting local arts and culture.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

Increase walkability by adding amenities and businesses near existing assets and design a pedestrian-friendly streetscape

Convert vacant or under-utilized sites to active, sustainable uses

Develop safe connections to adjacent neighborhoods and parks

Preserve the distinct, diverse, mixed-use character

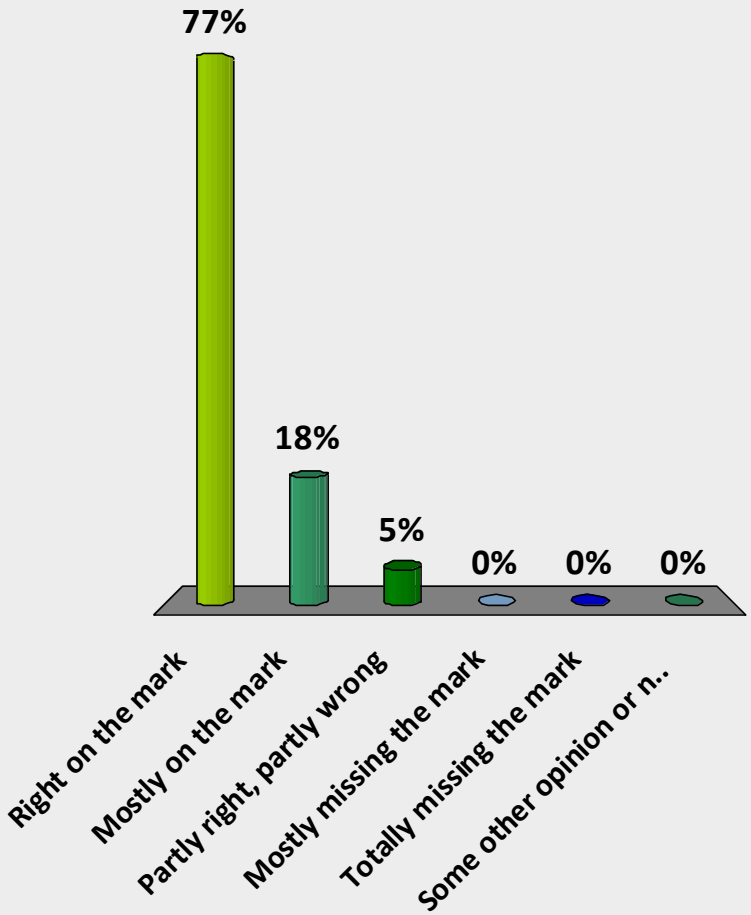
Prioritize reinvestment in employment centers and commercial corridors

Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

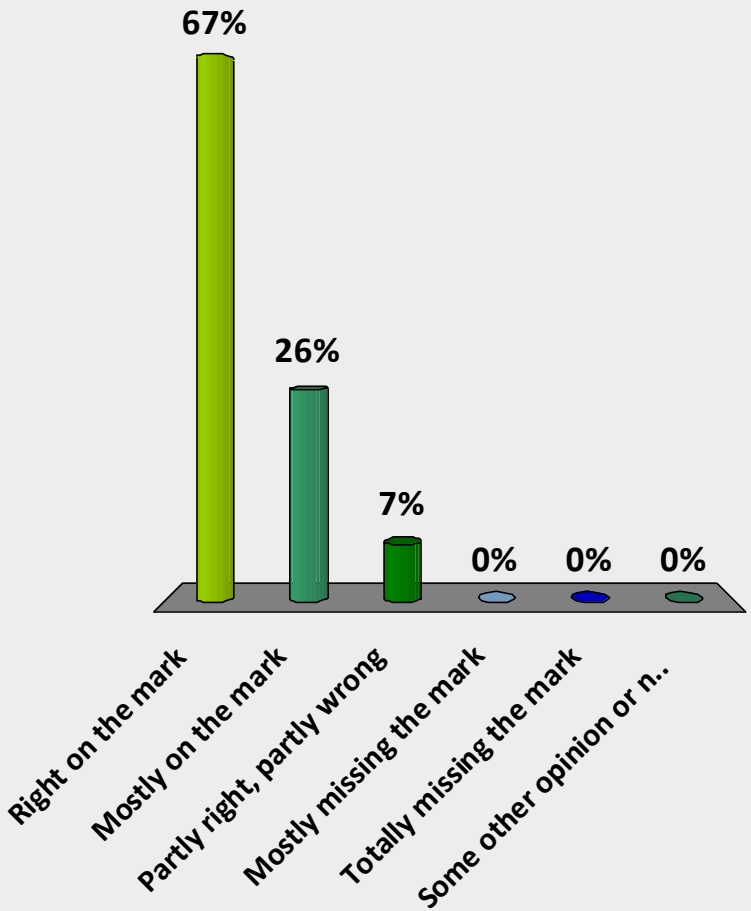
- Protect shoreline habitat and guard against stream bank erosion
- Use water smart landscaping to protect water quality and quantity
- Restore and protect ecological resources
- Clean and redevelop Brownfield sites
- Conserve energy
- Enhance visual quality of scenic resources

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

6. Some other opinion or not sure



Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

Redevelop as a "complete street" that accommodates all modes of transport – especially pedestrians and cyclists

Make formal modifications to include bikes into the road, including lane markers, striping, and links to multi-use trails

Make transit more accessible and convenient by improving bus shelters and prioritizing new development in areas closer to transit stops

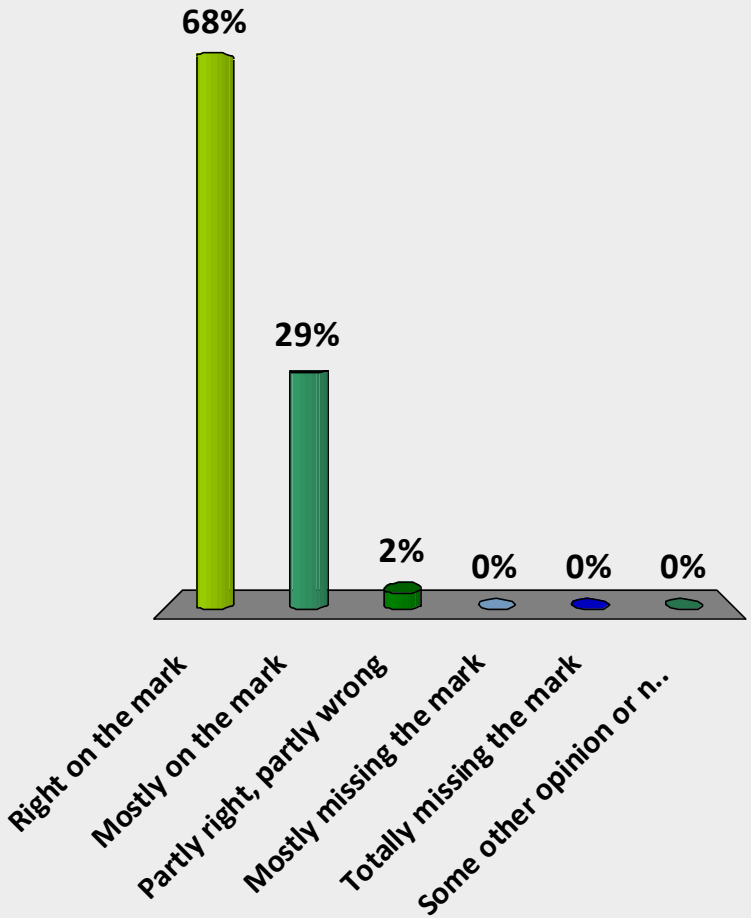
Accommodate the needs of businesses – provide sufficient parking, and allow for the safe and efficient shipping of goods via large trucks

Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

1. Right on the mark
2. Mostly on the mark
3. Partly right, partly wrong
4. Mostly missing the mark
5. Totally missing the mark

---

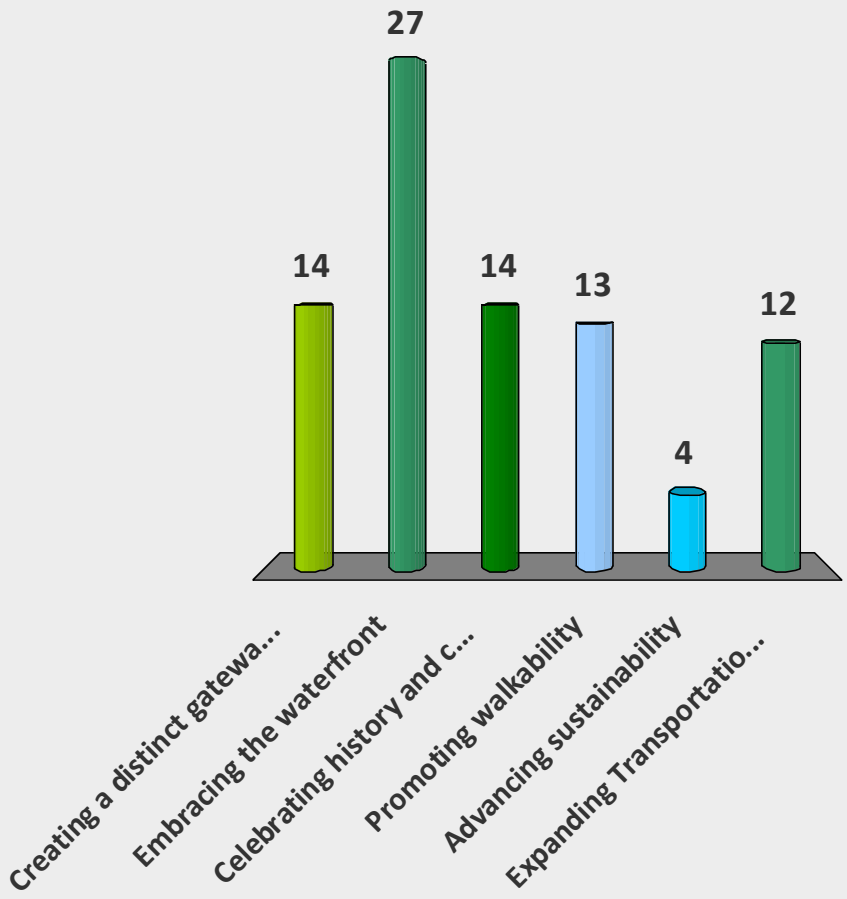
6. Some other opinion or not sure



Which of the themes are most important?

[pick two]

1. Creating a distinct gateway for the City and Region
2. Embracing the waterfront
3. Celebrating history and culture
4. Promoting walkability
5. Advancing sustainability
6. Expanding Transportation Choice



Get Involved

NiagaraStreetNow.org/GetInvolved

Take the survey

Take the survey to share your perspectives and ideas.

Survey closes
January 31, 2015

Attend a Meeting

Join us in February for a series of Community Conversations.

Get others involved

Find sample tweets, email messages, and other "canned" communication materials on our website to make it easy for you!

The **City of Buffalo's Department of Public Works** and the **Buffalo Sewer Authority** are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. The first step is currently under construction and involves work on the lower part of Niagara Street, from Niagara Square to Porter.

Niagara Street Now represents the next step of this effort and will tackle the remaining stretch of Niagara Street, from Porter Avenue up to Ontario Street. Further, it will involve upgrades to Robert Rich Way (formerly known as the "Foot of Ferry") in accordance with the **Broderick Park Master Plan**, and make enhancements to the Shoreline Trail from Broderick Park to the International Railroad Bridge.

TAKE THE SURVEY AND JOIN THE CONVERSATION

great streets

Champs-Élysées, Paris, France

Champs-Élysées, Paris, France

Las Rambla, Barcelona, Spain

Broadway, New York City

Michigan Avenue, Chicago

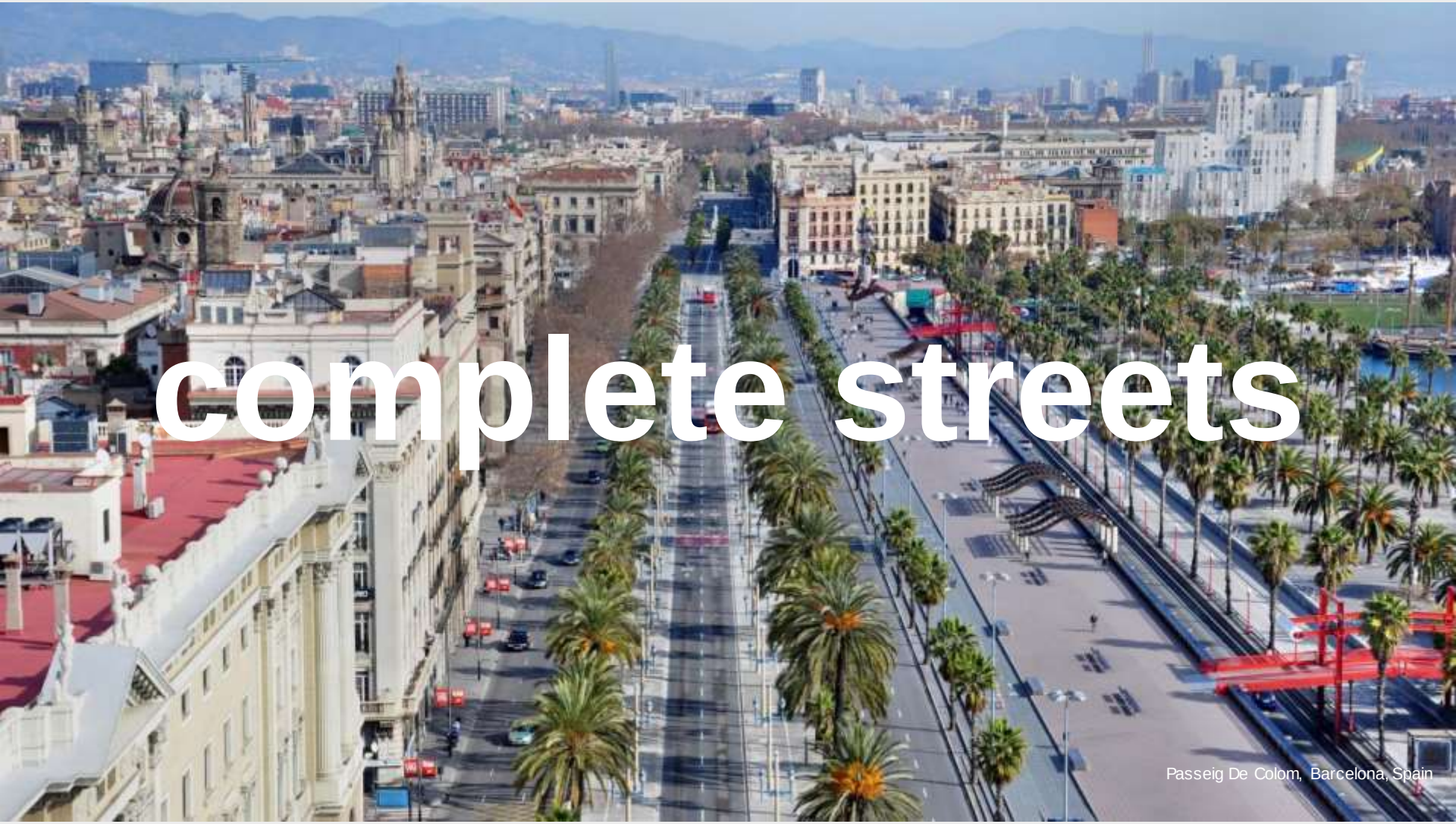
Rue Sainte-Catherine, Pink Balls, Montreal, Canada

Bidwell Parkway, 1911, Buffalo, New York

Lincoln Parkway, 1911, Buffalo, New York

Lincoln Parkway, Buffalo, New York

complete streets

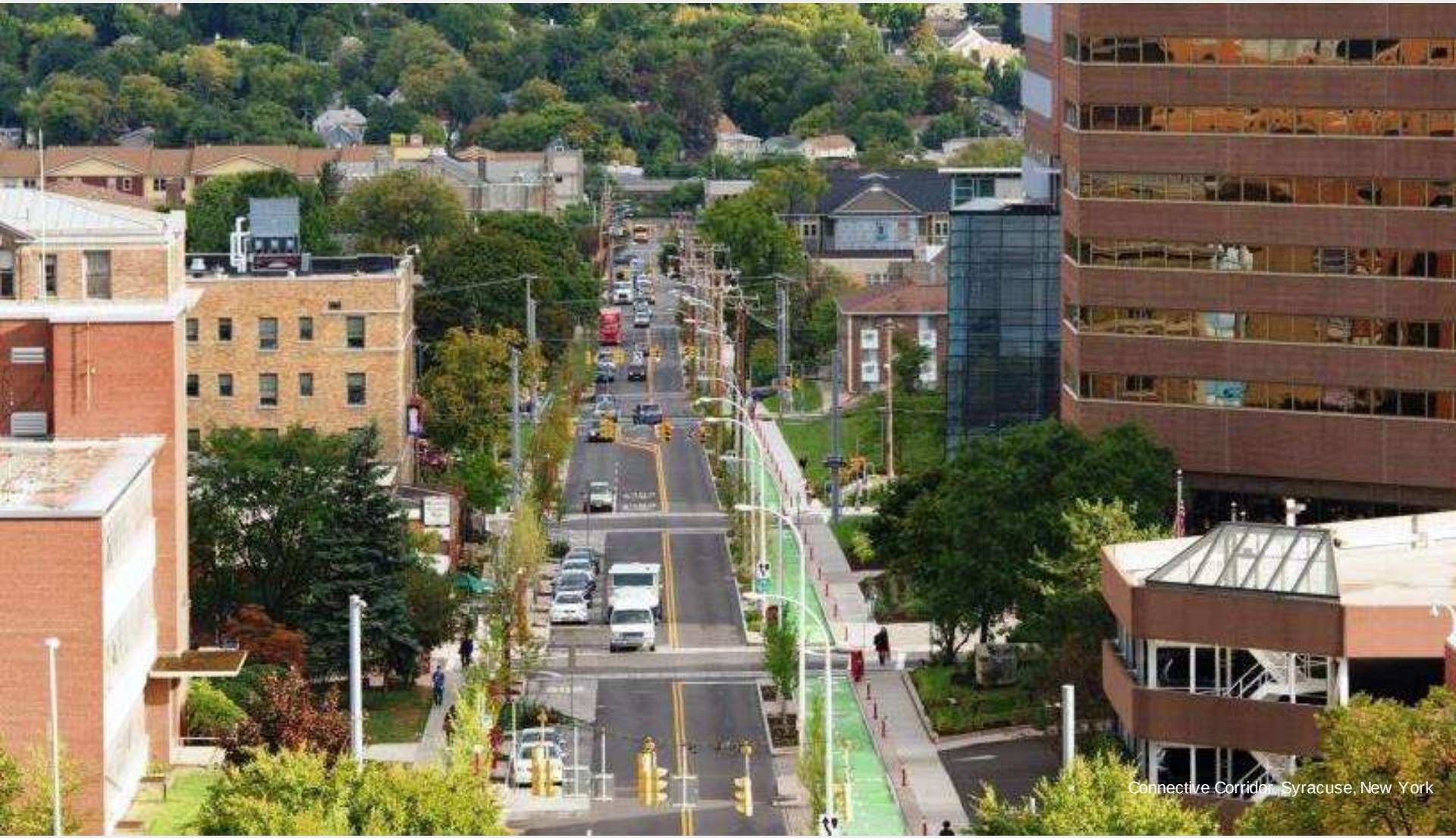


Passeig De Colom, Barcelona, Spain

DISTRICT LOFTS
APPAREL
WAIT HERE
Go

Portland Mall Revitalization, Portland, Oregon

Queens Plaza, New York

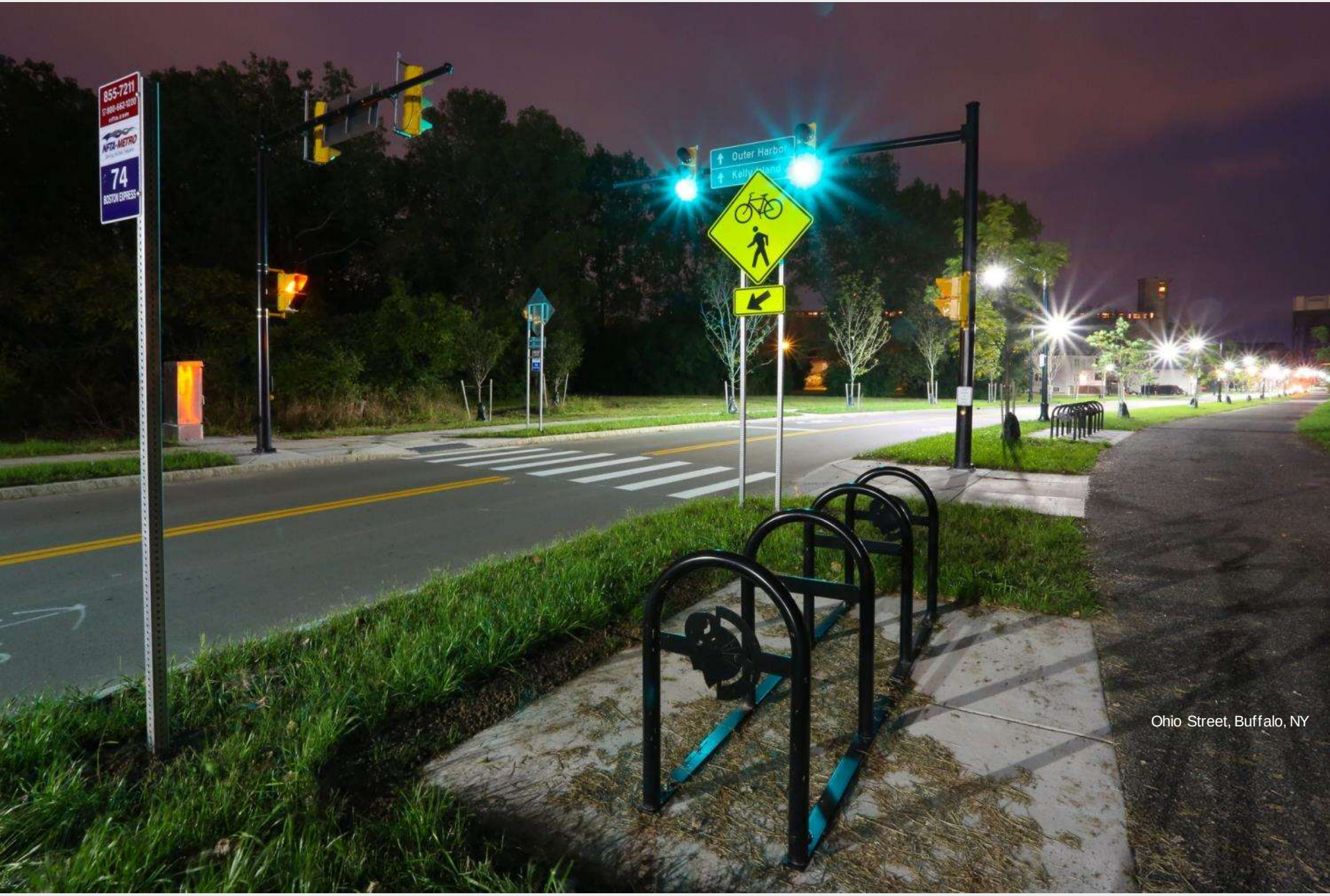


Connective Corridor, Syracuse, New York

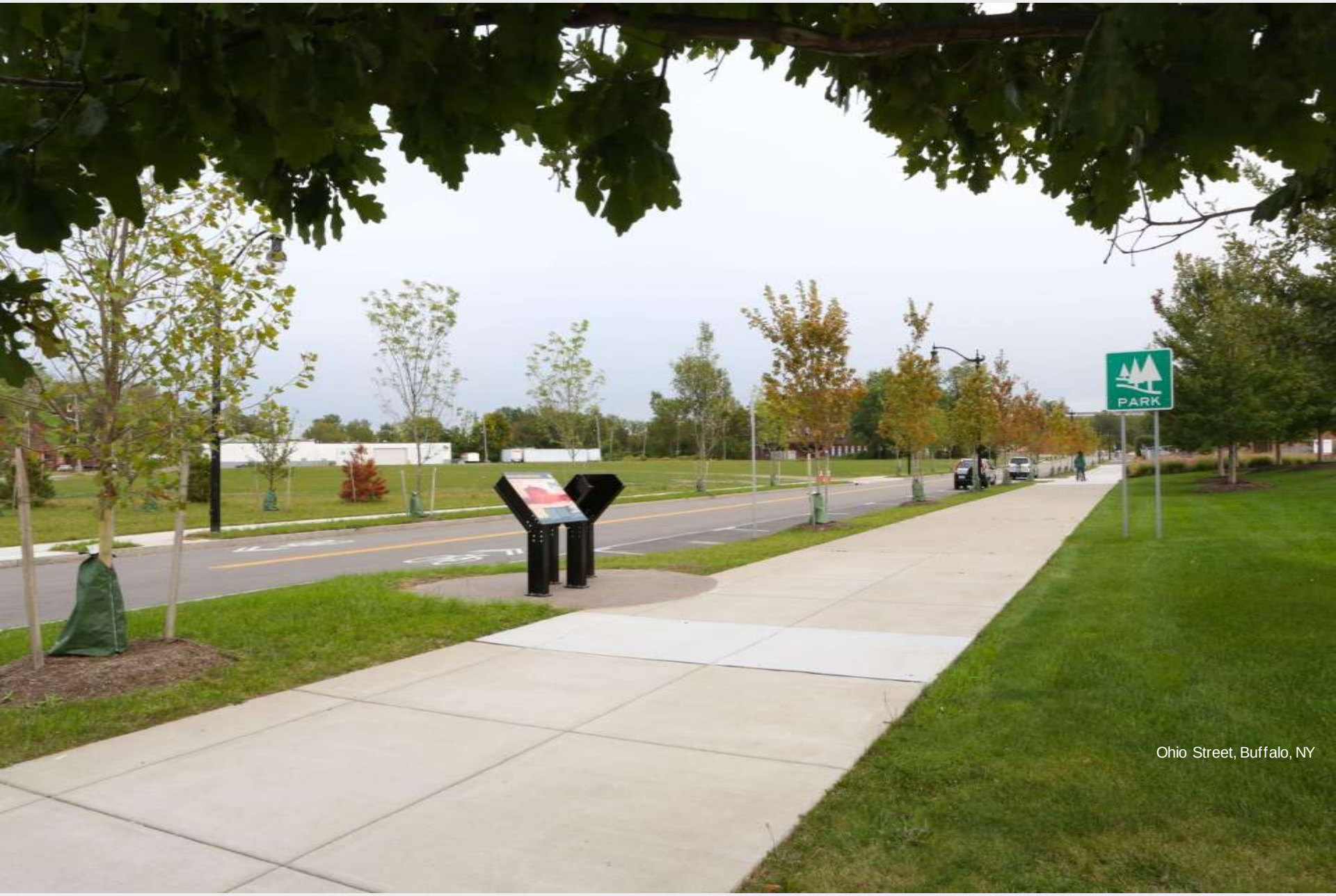
Vassar St. , MIT, Cambridge

Lonsdale Street, Dandenong, Australia

Porter Avenue project, Buffalo, NY



Ohio Street, Buffalo, NY



Ohio Street, Buffalo, NY

Fillmore Avenue, Buffalo, NY

green infrastructure

Isabella Stuart Gardner Museum, Boston, MA.

Rain Garden / Green Infrastructure, Portland, Oregon

Rain Garden / Green Infrastructure, Portland, Oregon

Rain Garden / Green Infrastructure, Portland, Oregon

Isabella Stuart Gardner Museum. Boston, MA.

The hill, Tilburg, City Stage, Buro Sant en Co

The hill, Tilburg, City Stage, Buro Sant en Co

Fillmore Avenue, Buffalo, NY.

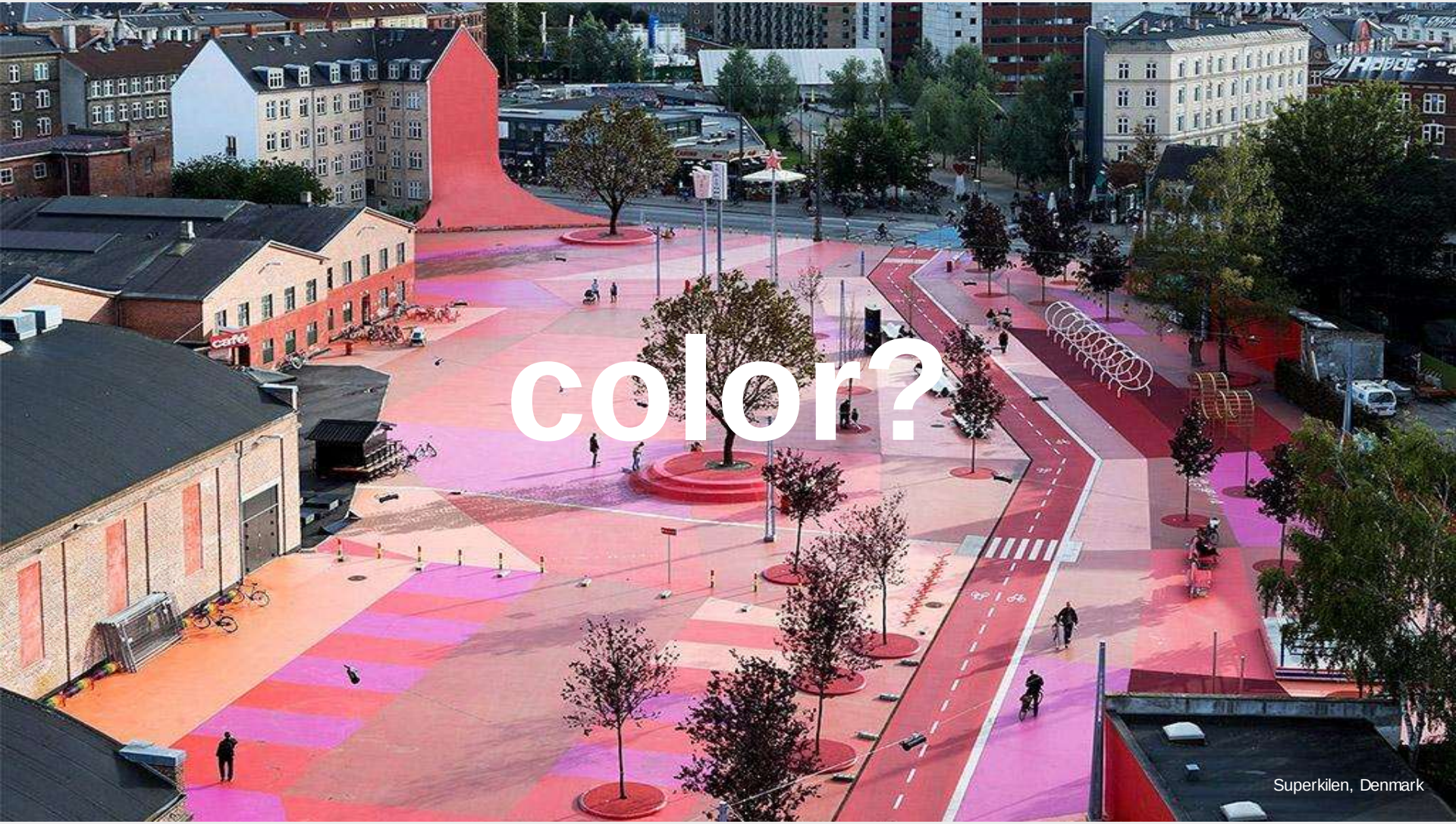
Main Street, Buffalo, NY.

Erie Street Plaza. Milwaukee, WI.

Harvard Plaza, Cambridge, MA

The City Deck. Green Bay, WI.

what now for niagara?


color?
Superkilen, Denmark

People St — Pop Up Urbanism, Los Angeles, CA

Chengdu, China

Cold Front, Cleveland, OH

Trumbull Street underpass, Detroit

Tillettt Lighting Design, Under the Brooklyn Bridge

Tillettt Lighting Design, Under the Brooklyn Bridge

Public light art, Santa Monica

Trumbull Street underpass, Detroit

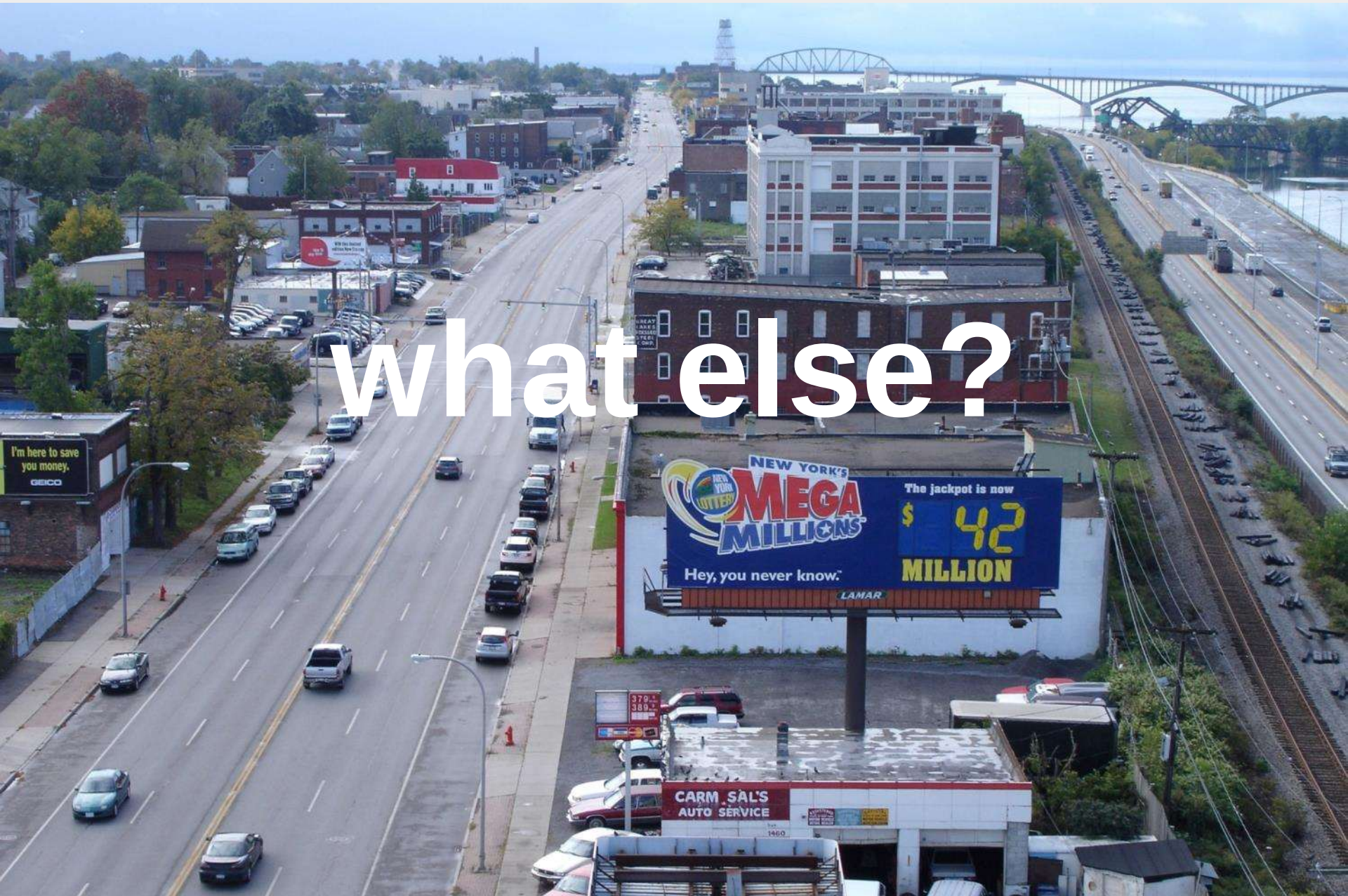
Erie Canal, Buffalo, NY

Infrastructure Project, Connecticut

Infrastructure Project, Connecticut

Podium isles, Amsterdam

UCI Contemporary Arts Center


I'm here to save you money.
GEICO
NEW YORK'S
MEGA MILLIONS
The jackpot is now
$ 42
MILLION
Hey, you never know.
LAMAR
CARM SAL'S
AUTO SERVICE

what else?

NIAGARA STREET NOW

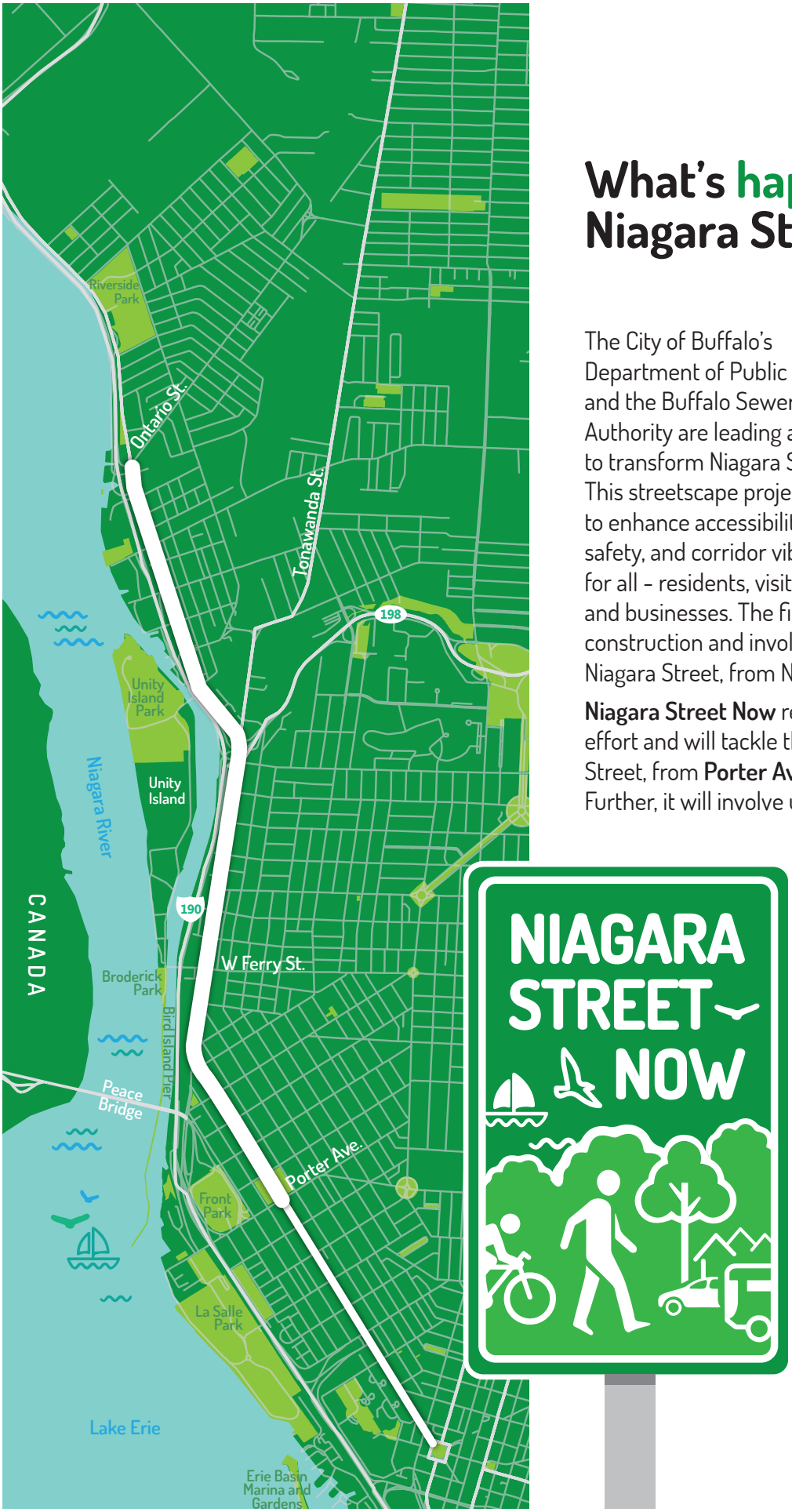
Questions, comments and discussion

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Stakeholder Meeting

December 15, 2015

NIAGARA STREET NOW



What's happening on Niagara Street Now?

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. The first step is currently under construction and involves work on the lower part of Niagara Street, from Niagara Square to Porter Avenue.

Niagara Street Now represents the next step of this effort and will tackle the remaining stretch of Niagara Street, from **Porter Avenue up to Ontario Street**. Further, it will involve upgrades to Robert Rich Way (formerly known as the "Foot of Ferry") in accordance with the Broderick Park Master Plan, and make enhancements to the Shoreline Trail from Broderick Park to the International Railroad Bridge.

The Work Timeline

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are committed to ensuring the design and implementation of Niagara Street Now is grounded in community ideas and values. To that end, it has retained a team of engineers, landscape architects, planners, and researchers to guide a process that bridges meaningful community input to a design that can help Niagara Street realize the vision set forth by passionate citizens and neighborhood groups for many years.

Meet the Niagara Street Now Team:

Niagara Street Now is led by **Watts Architecture & Engineering**, with support from **Stoss** for landscape architecture, the **UB Regional Institute** for community engagement, **Alta Planning + Design** for bicycle infrastructure design, **Frandina Engineering and Land Surveying** for mapping, and **Thinking Outside the Square** for signage and wayfinding.

Learn more about the team at:
www.NiagaraStreetNow.org/about

City of Buffalo, Department of Public Works, Parks & Streets

City of Buffalo

Buffalo Sewer Authority

Mayor Byron W. Brown

December 2015

Stakeholder Meeting

Stakeholders are invited to weigh in on ideas and principles to guide the future of Niagara Street.

December 2015 through January 2016

Community Survey

Community members weigh in and share their ideas. A door-to-door survey captures feedback from those who live and work on Niagara Street.

February 2016

Community Conversations

Stakeholders and citizens are invited to review survey results and provide detailed suggestions for street elements to be incorporated into the project.

March 2016

Review of Community Feedback

Review results of what the community has to say and provide additional feedback before the engineering and design team get started.

June 2016

Preliminary Design

Review an early design of the streetscape proposed by the engineering and design team, and offer feedback.

August 2016

50% Design

Review the "big design elements" determined based on engagement process and feedback from the early design report.

November 2016

90% Design

Review the final design that will be placed out to bid for construction companies.

January 2017

Ready for Bid

By January of 2017, the team plans to have the design process complete and ready for the work to be bid.

March 2017

Expected Construction Start

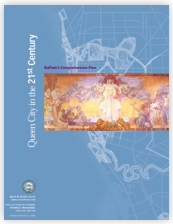
What planning work has been done and how can it guide Niagara Street Now?

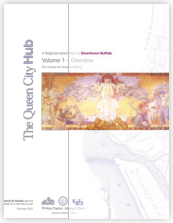
A total of 33 plans spanning the last decade and more were reviewed and summarized. These plans cover a wide range of planning activities from watershed management to transportation planning, and each offers useful insights for Niagara Street Now. Though every plan touches on many topics, they generally fit into certain categories. These types of plans, and what they can tell us about Niagara Street Now, are briefly described below.

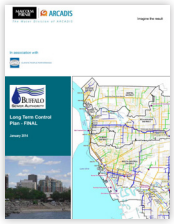
City Plans

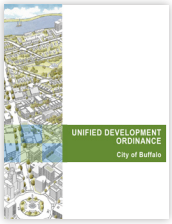
Often informed by stakeholder input, city plans create a broad, guiding vision for all communities of Buffalo. These include comprehensive plans that collectively address the many issues that impact a city, and others that focus on specific concerns, such as zoning, Each citywide plan has a unique focus, but all aim to establish Niagara Street as a vital gateway into Buffalo by revitalizing the corridor and its surrounding neighborhoods, expanding transportation options, adding greenspace, and enhancing public access to the waterfront.

Queen City for the 21st Century: Buffalo's Comprehensive Plan, 2006
Queen City Hub: A Strategic Regional Action Plan for Downtown Buffalo, 2007
BSA CSO Long Term Control Plan/Green Infrastructure Master Plan, 2014
Buffalo Green Code: Land Use Plan and Unified Development Ordinance, 2015





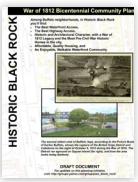


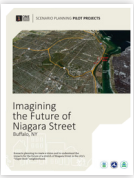


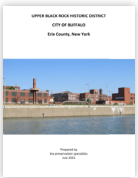
Neighborhood Plans

Commonly developed by community groups or neighborhood planning associations, these plans provide broad visions for specific neighborhoods and suggest strategies that reflect community values. Though Niagara Street crosses many engaged neighborhoods, they all recognize its importance as a critical corridor for economic revitalization, historical preservation and environmental restoration.

Building a Neighborhood of Choice: A Neighborhood Plan for the Riverside Planning Community, 2007
Historic Black Rock: War of 1812 Bicentennial Community Plan, 2008
Rediscover Riverside: 2010 Riverside Community Plan, 2010
West Side Sustainable Community Plan, 2010
Conceptual Design for Re-imagining Niagara Street as a Complete Street, 2011
PUSH Buffalo-BNSC: Building for the Future: Community Development Plan for the Massachusetts Avenue Corridor Green Development Zone, 2012
Tonawanda Street Corridor: Brownfield Opportunity Area, 2014
Imagining the Future of Niagara Street, 2015
Upper Rock Local Historic Preservation District Plan, 2015







Waterfront Plans

These plans focus on revitalizing our waterfronts. They recommend that the Niagara Street corridor becomes a distinct gateway into the city by improving public waterfront access, restoring shoreline ecology, and celebrating history along the Niagara River.

Queen City Waterfront: Buffalo Waterfront Corridor Initiative: A Strategic Plan for Transportation Improvements, 2007

Buffalo Waterfront Plan: Local Waterfront Revitalization Plan, 2015

Environmental/Parks Plans

These plans lay out strategies for restoring parks and nature. Though they vary in scale, these plans commonly suggest that the Niagara Street corridor should serve as a significant environmental destination; one that is in need of ecological restoration, protection from pollution, and enhanced access to public open spaces that embrace the waterfront and its history.

Scajaquada Creek Initiative: Watershed Master Plan, 2002

Great Lakes Seaway Trail National Scenic Byway Corridor Management Plan, 2005

Niagara River Greenway Plan and Final Environmental Impact Statement, 2007

The Olmsted City: The Buffalo Olmsted Park System: Plan for the 21st Century, 2007

Black Rock Canal Park Feasibility Analysis, 2010

Green Infrastructure Solutions to Buffalo's Sewer Overflow Challenge: Draft Feasibility Study, 2011

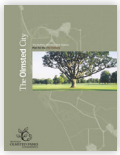
Remedial Action Plan Stage 2 Addendum: Niagara River Area of Concern, 2012

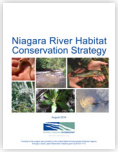
Broderick Park Master Plan, 2014

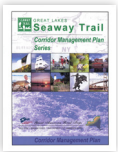
Niagara River Habitat Conservation Strategy, 2014

Riverwalk Revitalization Draft Action Plan, 2014

Buffalo MicroParks, 2015







Transportation Plans

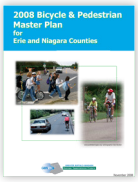
By studying local trends and preferences, these plans aim to accommodate the transportation needs of cities or regions. Even those with a broad, regional focus recommend that formal accomodations be made to integrate bikes, pedestrians and public transit in our roadways, especially key routes like Niagara Street.

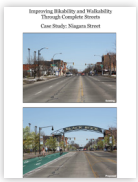
2008 Bicycle & Pedestrian Master Plan for Erie and Niagara Counties, 2008

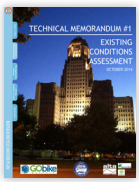
2035 Long-Range Transportation Plan, 2010

Improving Bikability and Walkability through Complete Streets: Case Study: Niagara Street, 2014

Buffalo Bicycle Master Plan: Technical Memorandum #1: Existing Conditions Assessment, 2014







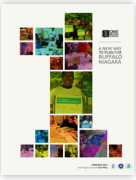
Regional Plans

These plans bring communities together to develop a broad vision to help shape the future of the entire region. Regional plans support strategic investments near waterfronts and existing commercial corridors, like Niagara Street, in order to promote sustainability and revitalize the regional economy.

A Strategy for Prosperity in Western New York: WNY Economic Development Strategic Plan, 2011

Western New York Regional Sustainability Plan, 2013

One Region Forward: A New Way to Plan for Buffalo Niagara, 2015



What do the plans say about community values?

Many different plans confirmed similar community values. Plans often recommended specific strategies that show how these values could be put into action, some are highlighted below. These values can serve as guiding principles for the transformation of Niagara Street.

www.niagarastreetnow.org/resources

Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

Promote Niagara Street as a distinct international waterfront gateway into the city with branding and signage

Integrate the streetscape with local culture, public parks, and multi-use trails

Improve urban design, re-develop land, and rehabilitate existing structures

Re-establish scenic views of the Niagara River along Niagara Street

Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.

Establish strong visual and physical connections between neighborhoods, parks and the Niagara River

Connect to bike routes and multi-use trails along the waterfront

Improve waterfront recreation opportunities

Add signage and dedicated walking tours to honor the history of the waterfront

Connect Niagara Street to water underneath highway overpasses

Celebrate its history and heritage while promoting local arts and culture.

Embrace the street's contribution to Native American history, the War of 1812, industrial development, and the Underground Railroad

Embrace the multi-cultural identity of connecting neighborhoods

Promote notable historic elements through interpretive signage, and education

Set up dedicated tours, like the "Freedom Walk" in the renovated Broderick Park to commemorate the area's importance to the Underground Railroad

Preserve the unique architectural character of the corridor and spark revitalization and renewal of nearby neighborhoods

These community values are a good starting point for the conversation.

We'll discuss how relevant these values are today and how much they should inform the work on Niagara Street or if anything is missing from the values.

Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

Increase walkability by adding amenities and businesses near existing assets and design a pedestrian-friendly streetscape

Convert vacant or under-utilized sites to active, sustainable uses

Develop safe connections to adjacent neighborhoods and parks

Preserve the distinct, diverse, mixed-use character

Prioritize reinvestment in employment centers and commercial corridors

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

Protect shoreline habitat and guard against stream bank erosion

Use water smart landscaping to protect water quality and quantity

Restore and protect ecological resources

Clean and redevelop Brownfield sites

Conserve energy

Enhance visual quality of scenic resources

Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

Redevelop as a "complete street" that accommodates all modes of transport – especially pedestrians and cyclists

Make formal modifications to include bikes into the street, including lane markers, striping, and links to multi-use trails

Make transit more accessible and convenient by improving bus shelters and prioritizing new development in areas closer to transit stops

Accommodate the needs of businesses – provide sufficient parking, and allow for the safe and efficient shipping of goods via large trucks

What's next?

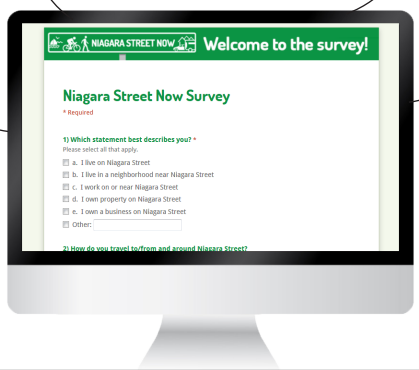
How safe is the street for pedestrians, bicyclists and motorists?

What challenges can be addressed by street redesign, and where do they exist?

How can the street be enhanced for residents, visitors and businesses?

What should be prioritized and where?

Take the survey



The City of Buffalo needs to know what's important to you as it transforms Niagara Street Now. Take a short, 5 minute survey to share your perspectives and ideas.
The survey closes on JANUARY, 31, 2016.
Results of the survey will be posted to the website in February and will be presented at the next community meeting.

www.niagarastreetnow.org/survey

We need you to get your neighbors, community partners, constituents, and members involved in Niagara Street Now by weighing in on the survey and participating in upcoming meetings. You can find sample tweets, email messages, and other "canned" communication materials on our website to make it easy for you!

www.niagarastreetnow.org/getinvolved

Ask others to participate and get informed.

Join us in February 2016 for a series of Community Conversations where community members and the project team will look at the results of the survey and discuss ways the streetscape can be reimagined to address community concerns, priorities and values.

For details, check the website in early 2016 at www.niagarastreetnow.org/getinvolved

Attend our Community Conversations in February 2016

City of Buffalo, Department of Public Works, Parks & Streets

City of Buffalo

Buffalo Sewer Authority

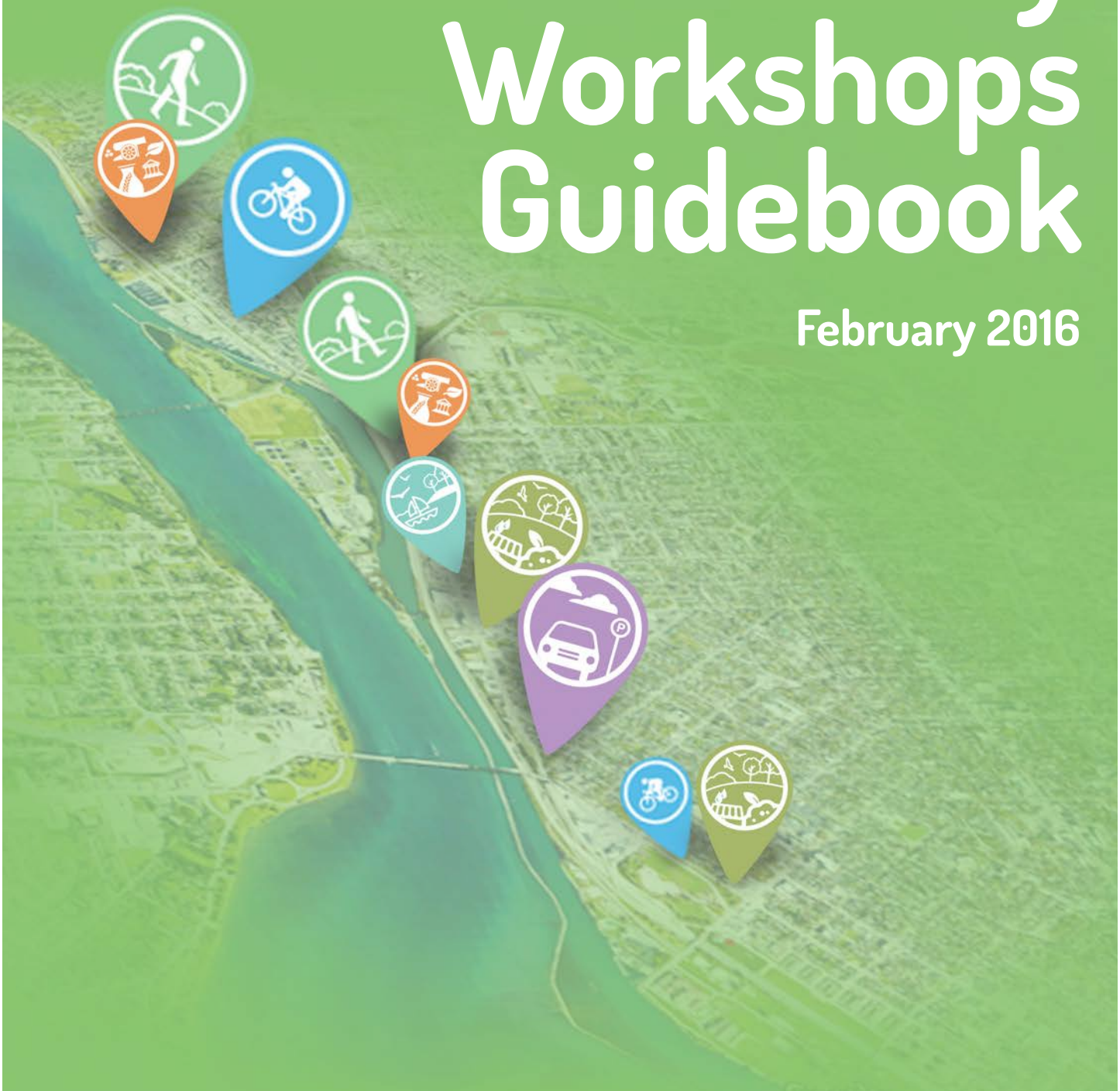
Mayor Byron W. Brown

www.niagarastreetnow.org

NIAGARA STREET NOW

Community Workshops Guidebook

February 2016



NIAGARA STREET NOW

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

What's happening on Niagara Street Now?

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street. This streetscape project seeks to enhance accessibility, safety, and corridor vibrancy for all – residents, visitors, and businesses. The first step is currently under construction and involves work on the lower part of Niagara Street, from Niagara Square to Porter Avenue.

Niagara Street Now represents the next step of this effort and will tackle the remaining stretch of Niagara Street, from **Porter Avenue up to Ontario Street**. Further, it will involve upgrades to Robert Rich Way (formerly known as the "Foot of Ferry") in accordance with the Broderick Park Master Plan, and make enhancements to the Shoreline Trail from Broderick Park to the International Railroad Bridge.

The Work Timeline

2016

March	**Review of Community Feedback**
June	**Preliminary Design**
August	**50% Design**
November	**90% Design**

2017

January	**Ready for Bid**
Spring	**Expected Construction Start**

niagarastreetnow.org

Guiding Principles for transforming Niagara Street

Looking back at past and ongoing planning efforts for Niagara Street tells us a lot about what the community values and wants for Niagara Street. The principles below were generated from a synthesis of 30+ plans, ranging from the neighborhood to the regional scale. To learn more about the plans and how they help shape Niagara Street Now, visit www.niagarastreetnow.org/resources.

- **Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.**
- **Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.**
- **Celebrate its history and heritage while promoting local arts and culture.**
- **Anchor a vibrant, walkable and safe community that serves residents, visitors, and local businesses.**
- **Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.**
- **Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.**

Building off the community survey

Over a six week period, Niagara Street Now surveyed **more than 500 residents, business owners and neighborhood stakeholders** on what they think is most important for the project.

To ensure broad and representative input, the engagement team **knocked on every door in the project area** and offered businesses and residents the opportunity to take the survey on an electronic tablet.

The survey was made available online and shared widely by stakeholders and community groups. Taking into account the diverse culture around the corridor, the survey was translated into the seven most spoken languages on the West Side of Buffalo. Finally, surveyors canvassed visitors and workers at both the Niagara Library Branch and the West Side Bazaar.

The results of the survey are a key building block toward shaping a community vision for Niagara Street Now. They give us a first cut at what the community thinks is important. **Your feedback today will add to this body of work and help the design team** develop solutions that make Niagara Street accessible, safe, and vibrant for all.

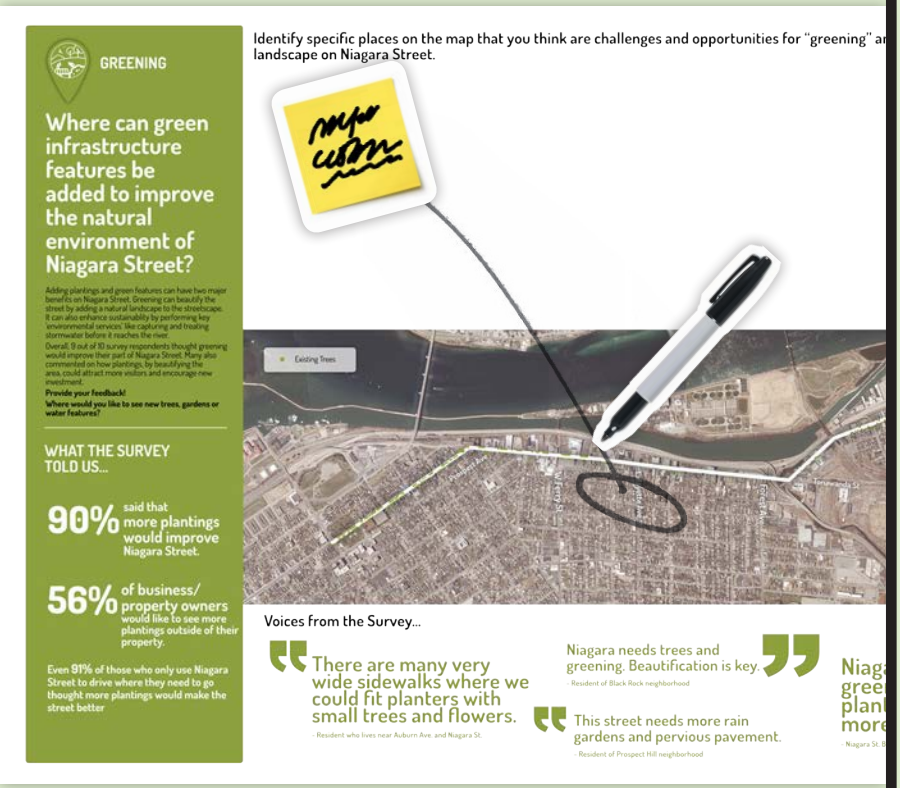
514 RESPONSES
from residents, business owners and stakeholders

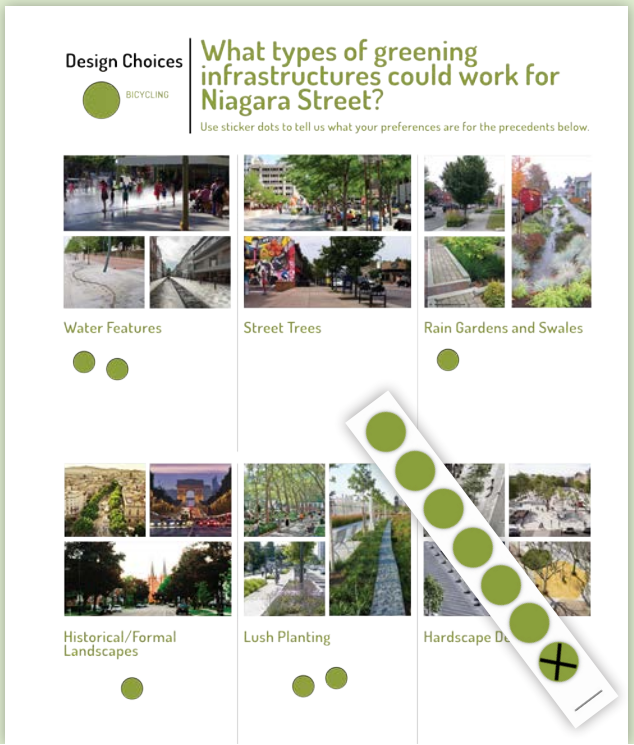
ONLINE

DOOR TO DOOR

Let's get started.

Visit each station to provide your feedback on maps and design choices.





STEP 1
MAP

Use **post-it notes and markers** to identify **specific places that you think are challenges or opportunities** for the question posed at each station.

STEP 2
DESIGN CHOICES

Use your **stickers** at each station after you've reviewed the design choices.

You can place **all of your stickers on one choice** to emphasize a strong preference **OR distribute them across choices** to convey multiple preferences.

Use the **dot with the X only if you strongly disagree** with any of the design choices.

DRIVING AND PARKING

Where is traffic challenging and where can parking be difficult?

Visit the station and use post-it notes and markers to provide your **feedback**

Niagara Street is primarily used for driving, but taking steps to reduce and slow traffic can make it more inviting to everyone, especially those who walk or bike.

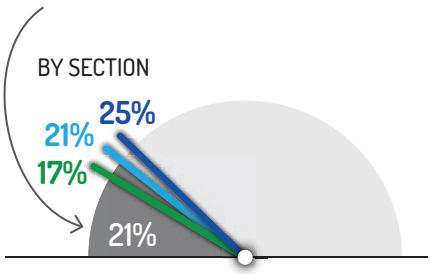
Most think that Niagara Street is easy and safe for driving, but not for crossing the street. In fact, 85% of survey respondents wanted more crosswalks. Many also said that traffic calming would improve the street, including 63% of those who drive often. Most said that parking is easy to find, with less than one in ten saying it is difficult to find a parking spot near where they live, work or visit.

The dials below show where people thought driving, parking and crossing the street were more or less convenient, according to the survey.

WHAT THE SURVEY TOLD US

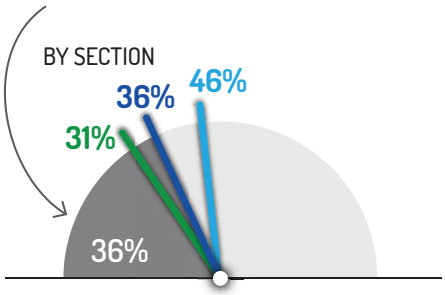
Is **driving** challenging on Niagara Street?

Overall, **21%** of responses say **driving is challenging.**



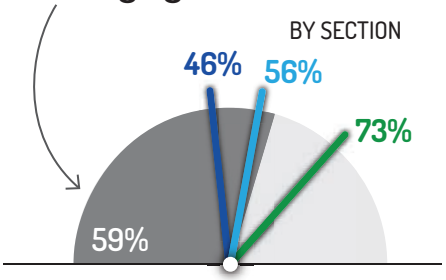
Is **parking** difficult to find on Niagara Street?

Overall, **36%** of responses say **parking is difficult to find.**



Is **crossing the street** challenging on Niagara Street?

Overall, **59%** of responses say **crossing the street is challenging.**



DRIVING AND PARKING

Design Choices

What can the streetscape project do to alleviate parking and traffic issues?

Crosswalks

Striped crosswalks with clear, well-lit crosswalk signals and countdowns. This increases overall safety and comfort for pedestrians.

Bump-Outs

Bump-outs widen the sidewalks at key intersections to slow automobile traffic and make crossing the street shorter and safer.

Street Parking

Allowing for ample on-street parking can serve businesses, residents and visitors. It can also assist in slowing traffic and increasing awareness of drivers.

Traffic Calming

Traffic calming efforts can slow automobile traffic and make it easier for pedestrians and bicyclists. Measures can include adding a flexible middle turning lane, introducing bicycle lanes, and maximizing on-street parking.

Vegetated Parking lots

These parking lots dedicate a significant portion of their surface to permeable ground, planted trees, shrubs and grasses. They help provide shade, screen undesireable views, slowly release surface water runoff back into the ground water and improve air quality.

Use these stickers at the Driving and Parking station Design Choices board.

WALKING

Where can features be added to improve the street for pedestrians?

Visit the station
and use post-it notes and markers to provide your **feedback**

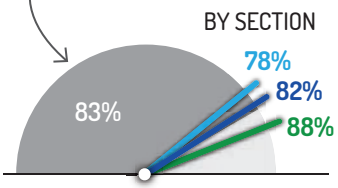
Enhancing safety and the pedestrian experience on Niagara Street can make the corridor more inviting for businesses, residents and visitors.

The vast majority of survey respondents support new pedestrian amenities on Niagara Street. Nine out of ten people thought that improved sidewalks and new street lights would improve the street, while more than eight out of ten supported adding more signs, crosswalks and benches.

WHAT THE SURVEY TOLD US

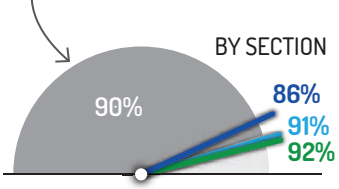
Should Niagara Street have more **benches**?

Overall, **83%** of responses say Niagara Street should have **more benches.**



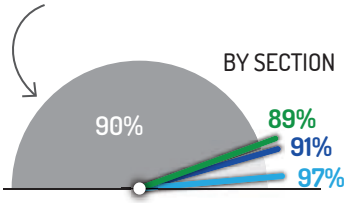
Should Niagara Street have more **street lights**?

Overall, **90%** of responses say Niagara Street should have **more street lights.**



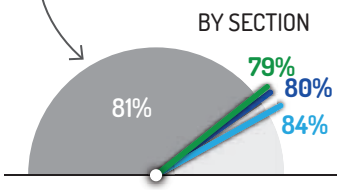
Should Niagara Street have **improved sidewalks**?

Overall, **90%** of responses say Niagara Street should have **more improved sidewalks.**



Should Niagara Street have more **signs for visitors**?

Overall, **81%** of responses say Niagara Street should have **more signs.**



WALKING

Design Choices

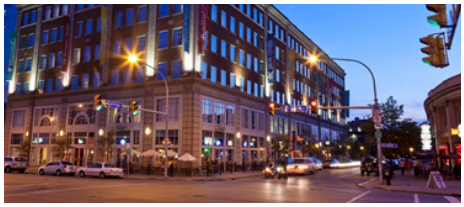
What types of pedestrian amenities are needed for Niagara Street?

Storefront Activity

Increasing width of sidewalks in select areas can encourage more retail shopping and outdoor experiences, such as bistro tables and chairs, seasonal pop-up shops, farmer's markets, and more.

Improved Sidewalks

Widened and more attractive sidewalks can create more vibrant, welcoming streets for pedestrians of all ages and abilities.



Street Lighting

Street lighting improves visibility on city streets and invites increased nighttime pedestrian activity.

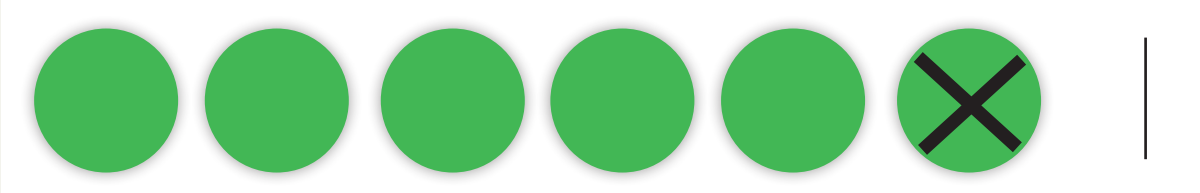
Signage

Wayfinding signage, educational signs and historic markers help direct people to sites and features of significance in the urban landscape and help visitors navigate neighborhoods and parks.

Seating

Playful, iconic benches and seating elements in the streetscape can encourage a welcoming public atmosphere. They reinforce street activities, aid in identity and offer resting points for senior citizens.

Use these stickers at the Driving and Parking station Design Choices board.



BICYCLING

Where can features be added to improve the street for bicyclists?

Visit the station
and use post-it notes and markers to provide your **feedback**

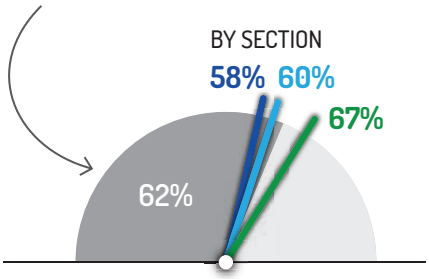
Due to its proximity to neighborhoods, downtown and the waterfront, many people bike Niagara Street to get to where they need to go and for recreation.

Yet as the survey shows, most do not think biking on Niagara Street is safe or easy. This perspective is even more pronounced for survey respondents who indicate they ride a bike on Niagara Street often. Of these respondents, 95% support new bike racks and 99% support new bike lanes.

WHAT THE SURVEY TOLD US

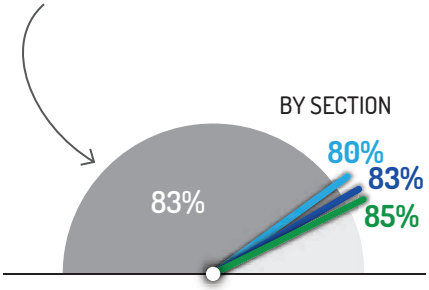
Is **bicycling** unsafe and challenging on Niagara Street?

Overall, 62% of responses say **bicycling is unsafe and challenging.**



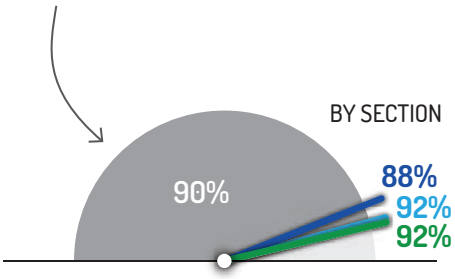
Should Niagara Street have more **bike racks**?

Overall, **83%** of responses say Niagara Street should have **more bike racks.**



Should Niagara Street have more **bike lanes**?

Overall, **90%** of responses say Niagara Street should have **more bike lanes.**



BICYCLING

Design Choices

What types of bicycle amenities could work for Niagara Street?

Bike Lanes

Addition of bike lanes in both directions of traffic along Niagara Street can make it safer and inviting to bike. It also reminds motorists of the need to share the road with other forms of transportation.

Bike Maintenance

These stations are a free public amenity, and allow cyclists to air-up tires, check tire pressure and make minor adjustments and repairs to their bicycles.

Bike Parking Pods

These bicycle structures help shelter bicycles from the harsh winter climate of Buffalo, and communicate a commitment on part of the city to encouraging and facilitating bicycle commuting.

Separated Cycleways

While similar to bike lanes, these separated cycle ways create an added level of safety from the risks of riding immediately adjacent to both moving and parked automobiles. The separation also helps improve safety between cyclists and pedestrian traffic and even overall travel efficiency.

Bike Racks

Standard bicycle racks provided by the City of Buffalo could facilitate bicycle usage throughout the entire corridor of Niagara Street.

Bike Intersection Treatments

Explicit marking of the bicycle lanes through traffic intersections ensure cyclist safety and generate greater awareness of bicycle right-of-ways in relationship to automobile traffic.

Use these stickers at the Driving and Parking station Design Choices board.

GREENING

Where can green infrastructure features be added to improve the natural environment of Niagara Street?

Visit the station
and use post-it notes and markers to provide your **feedback**

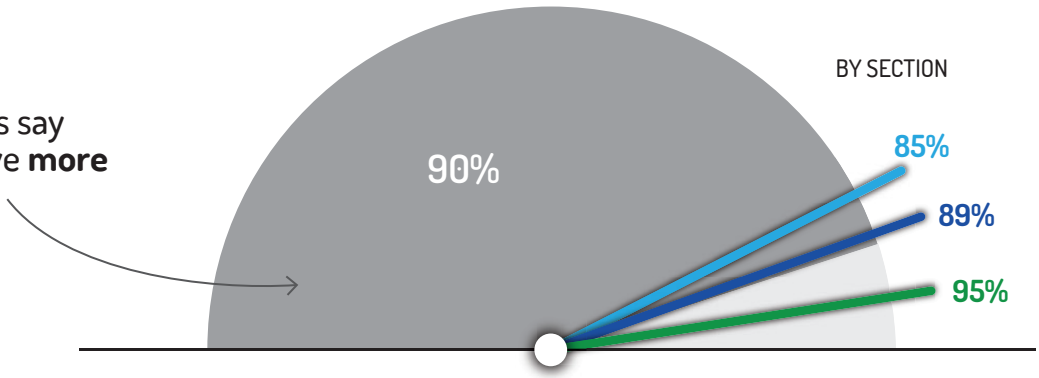
Adding plantings and green features can have two major benefits on Niagara Street. Greening can beautify the street by adding a natural landscape to the streetscape. It can also enhance sustainablity by performing key 'environmental services' like capturing and treating stormwater before it reaches the river.

Overall, 9 out of 10 survey respondents thought greening would improve their part of Niagara Street. Many also commented on how plantings, by beautifying the area, could attract more visitors and encourage new investment.

WHAT THE SURVEY TOLD US

Should Niagara Street have more **plantings**?

Overall, **90%** of responses say Niagara Street should have **more plantings.**



GREENING

Design Choices

What types of greening features could work for Niagara Street?

Water Features

Small water features such as a runnel, fountain, or mist can help bring the feeling of water to Niagara Street, despite being dislocated from the actual river front. The sounds and visual effects can enhance the streetscape experience.

Street Trees

Trees bring numerous benefits to cities, including beautification, improving shade-cover and air-quality, and assisting urban water management.

Rain Gardens and Swales

Made up of well-maintained water-tolerant grasses, shrubs, and trees, green infrastructure elements improve storm water and snow-melt management. They can also beautify, improve air-quality, provide shade and cool the air when it is hot.

Historical/Formal Landscapes

The landscape character of Niagara Street could take a variety of themes and styles. One possibility would be a historic reference to Frederick Law Olmsted's legacy in designing Buffalo's parks system, as well as a more formal European aesthetic.

Lush Planting

Lush green plantings integrated into the streetscape. This design theme works well with green infrastructure initiatives to manage storm water and snowmelt in an aesthetically-pleasing way.

Hardscape Design

Portions of the street could have a character that uses stone or concrete paving, with select areas of turf and garden beds. Hardscape designs work well to host public events, markets and gatherings, and often feel open and airy.

Use these stickers at the Driving and Parking station **Design Choices** board.

RELATIONSHIP TO THE WATER

How can the streetscape project embrace the water and enhance visibility of the Niagara River?

Visit the station
and use post-it notes and markers to provide your **feedback**

Where would you like to see signs pointing out access to the waterfront and improved views of the water?

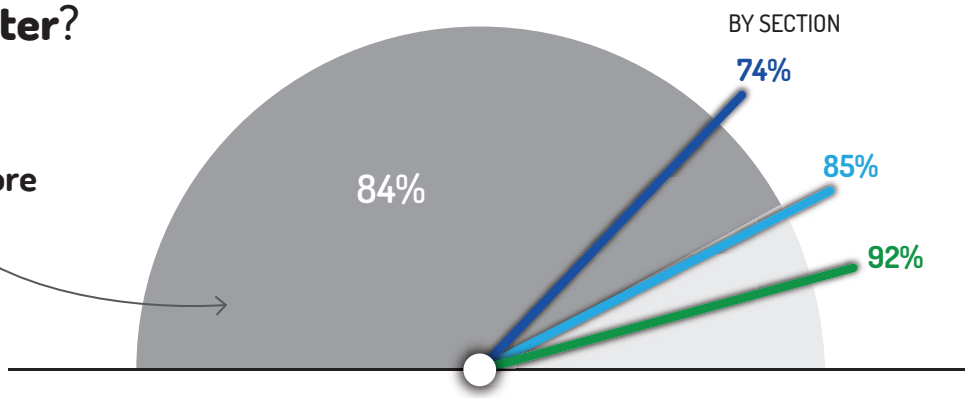
Niagara Street is just steps away from the Niagara River, but views of the water are hard to come by and waterfront access can be hard to find. Opening up views to the water and clearly marking access points along the street can attract more people to the waterfront and help revitalize the corridor.

About 80% of all survey respondents said they use Niagara Street to get to the water, most of whom are nearby residents. Nearly 8 out of 10 also said that adding views of the water would improve their part of Niagara Street.

WHAT THE SURVEY TOLD US

Should Niagara Street have better **views to the water**?

Overall, **84%** of responses say Niagara Street should have **more views to the water.**



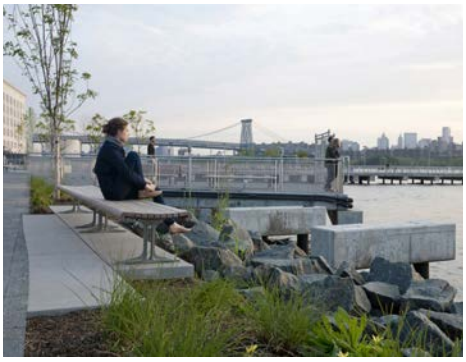
RELATIONSHIP TO THE WATER

Design Choices

How are wayfinding features and a relationship to water expressed along Niagara Street?

Markers and Gateways

A system of signs and markers just off the sidewalk or throughout the urban landscape that delineate routes to the waterfront, routes to certain neighborhoods, downtown, or other desirable districts in Buffalo. One example would be to illuminate or signify key gateways into a waterfront, retail district, downtown, etc.



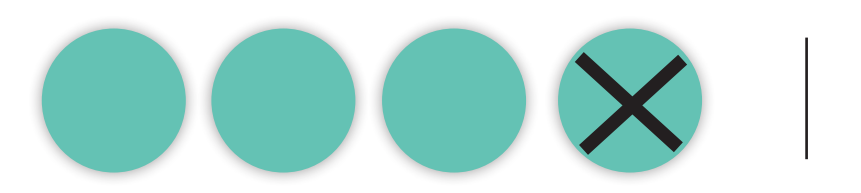
Improved Views

Finding opportunities within the urban fabric to open up views toward the shoreline of the Niagara River. This could involve elevating the viewer onto simple viewing 'platforms' or clearing out vegetation to make the water more visible.

Lighting as Wayfinding

Enhancing the visibility and memorability of markers and gateways at nighttime through color and distinctive lighting scheme. A lighting scheme used to enhance the wayfinding signage also improves visibility of walkways at night, and helps increase landmark branding through a complimentary nighttime appearance.

Use these stickers at the Driving and Parking station Design Choices board.



INTEGRATING ARTS, HISTORY AND CULTURE

Where can features be added to heighten local history, arts and culture of Niagara Street?

Visit the station
and use post-it notes and markers to provide your **feedback**

Where would you like to see public arts, historic markers, or new events and activities?

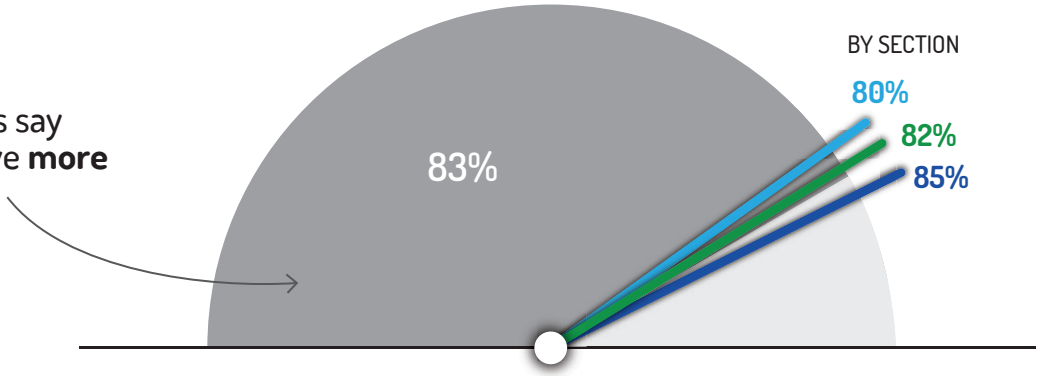
The long history, diverse culture and growing arts community of the Niagara Street corridor make it one of Buffalo's most prized cultural assets. Promoting this history, arts and culture with new features can attract visitors and investment.

Nearly all survey respondents thought that Niagara Street should celebrate its history while promoting local arts and culture. 83% also said that adding public art would improve their part of the street.

WHAT THE SURVEY TOLD US

Should Niagara Street have more **public art**?

Overall, **83%** of responses say Niagara Street should have **more public art.**



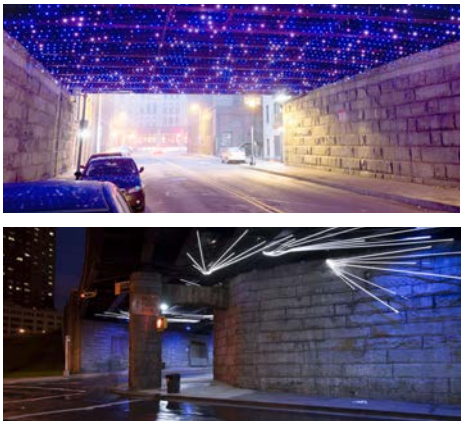
INTEGRATING ARTS, HISTORY AND CULTURE

Design Choices

How can the streetscape embrace local history, arts and culture?

Historic Markers

Signs and/or systems indicating historic landmarks and other sites.



Lighting Features

Lighting elements that create a certain mood or energy. Meant to enrich the public experience and provide a playful sense of place, and safety at night. Could be designed with local artists and illuminate historic sites or important places.

Public Arts

Murals, sculptures, or light installations in public space created by artists to help enhance landmarks, or make better use of large blank walls in highly visible areas.

Existing Monuments

Celebration through lighting or public art installations to highlight both traditional and non-traditional monuments. They might include old factories, bridges, or historic infrastructures, as well as more traditional monuments in Buffalo.

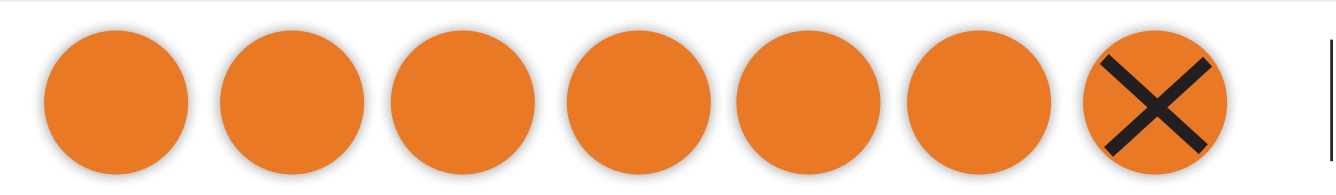
Events and Programming

Increasing the amount and diversity of large public events such as parades, public concerts, outdoor movies, or similar events. This could mean creating more public open spaces that could double as flexible event spaces.

Street Activities

Inviting more active and vibrant street life such as farmers markets, seasonal holiday markets, food truck areas, into Niagara Street. This could mean widening sidewalks, or dedicating certain lots or vacant land for use by temporary pop-up events.

Use these stickers at the Driving and Parking station Design Choices board.



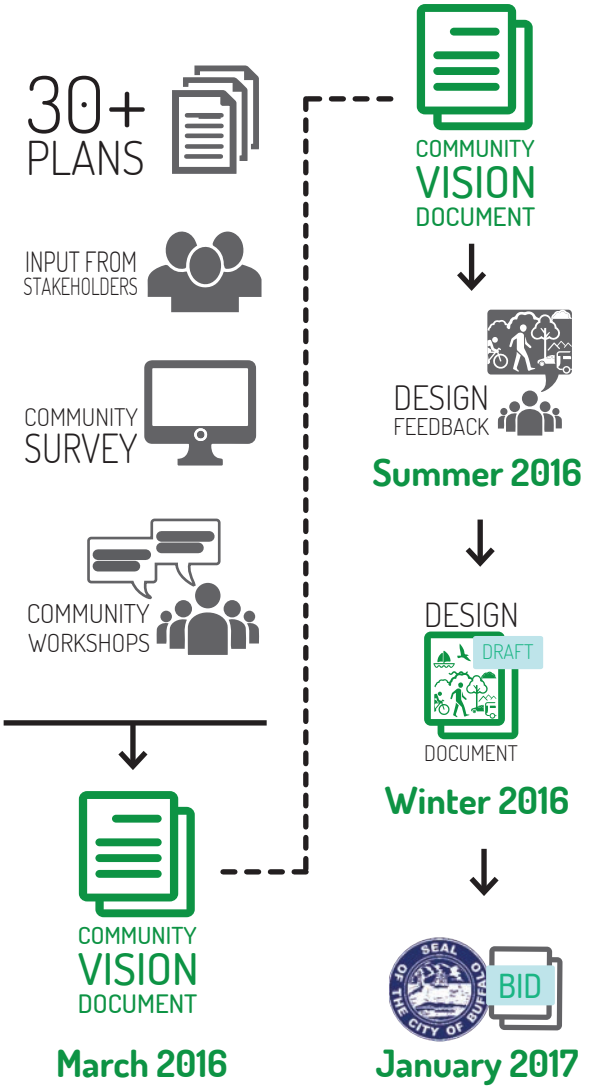
What's next?

Wrapping up community visioning

All the **feedback** generated to date – through the analysis of past and ongoing planning efforts, input from stakeholders along the street, the community survey, and the input generated through the community workshops – will be summarized in a **vision document** to be released in draft form next month.

This **report** will **guide the City of Buffalo and its team of landscape architects and engineers** to create a street design grounded in community values.

In late March, Niagara Street Now will hold a community meeting to share that draft with the public before it is forwarded to the design team.



Translating community vision into design for Niagara

Taking direction from the community engagement process, the project team will get to work and start formulating **design solutions for the street**.

Over the summer, a **design draft will be shared** with the public for their thoughts and feedback. The project team will use this input to further shape the project, and come back with a **final draft design in late 2016**.

With the design process complete by the end of 2016, the City of Buffalo will place the work out to bid in January with an expected **construction start in the spring of 2017**.

City of Buffalo, Department of Public Works, Parks & Streets

City of Buffalo

Buffalo Sewer Authority

Mayor Byron W. Brown

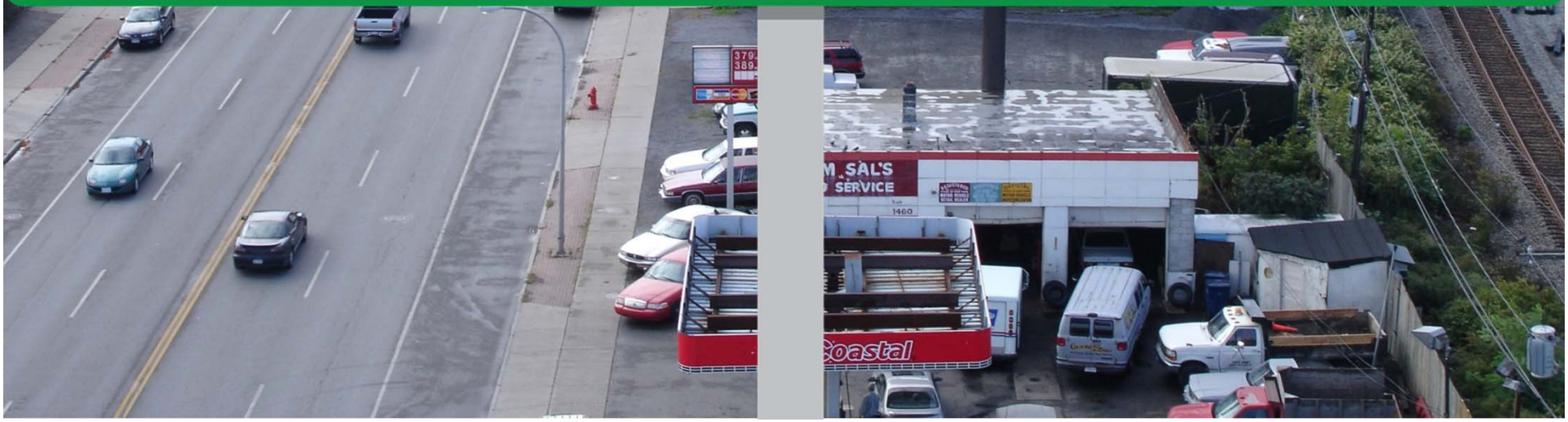
www.niagarastreetnow.org

NIAGARA STREET NOW

PRELIMINARY DESIGN UPDATE

June 20, 2016

NIAGARA STREET NOW



Welcome & Introduction

Michael J. Finn, P.E.

City Engineer

Green Infrastructure

Julie Barrett O'Neill

General Counsel

Buffalo Sewer Authority

Public Art

Shoreline Trail

- Open House
  May 5, 2016
- Submission Deadline
  May 23, 2016
- Final Selection
  Ongoing

Niagara Gateway Ph 4

- Open House
  May 6, 2016
- Submission Deadline
  June 6, 2016
- Final Selection
  Ongoing

Summary of Public Outreach to Date

- **Ground the work** in established principles
  December 2015
- **Survey** residents, business owners, and stakeholders
  December 2015 – January 2016
- **Community Workshops** to re-imagine the streetscape
  February 2016
- **Summarize Feedback** for the designers, engineers and community in a Vision Document
  March 2016
- **Identify Priorities**
  April 2016

Design Priorities

#1 Make crossing the street easy and safe

#2 Reduce speed of cars and trucks

#3 Focus on the essentials – sidewalks and lighting

#4 Welcome biking with clear markings

#5 Emphasize natural elements like trees and plantings

#6 Improve views and connections to the water

#7 Support businesses looking to bring life to the street

#8 Make it easier for people to find and reach the water

#9 Support biking with amenities

#10 Leave room for parking

#11 Balance hardscape with green elements

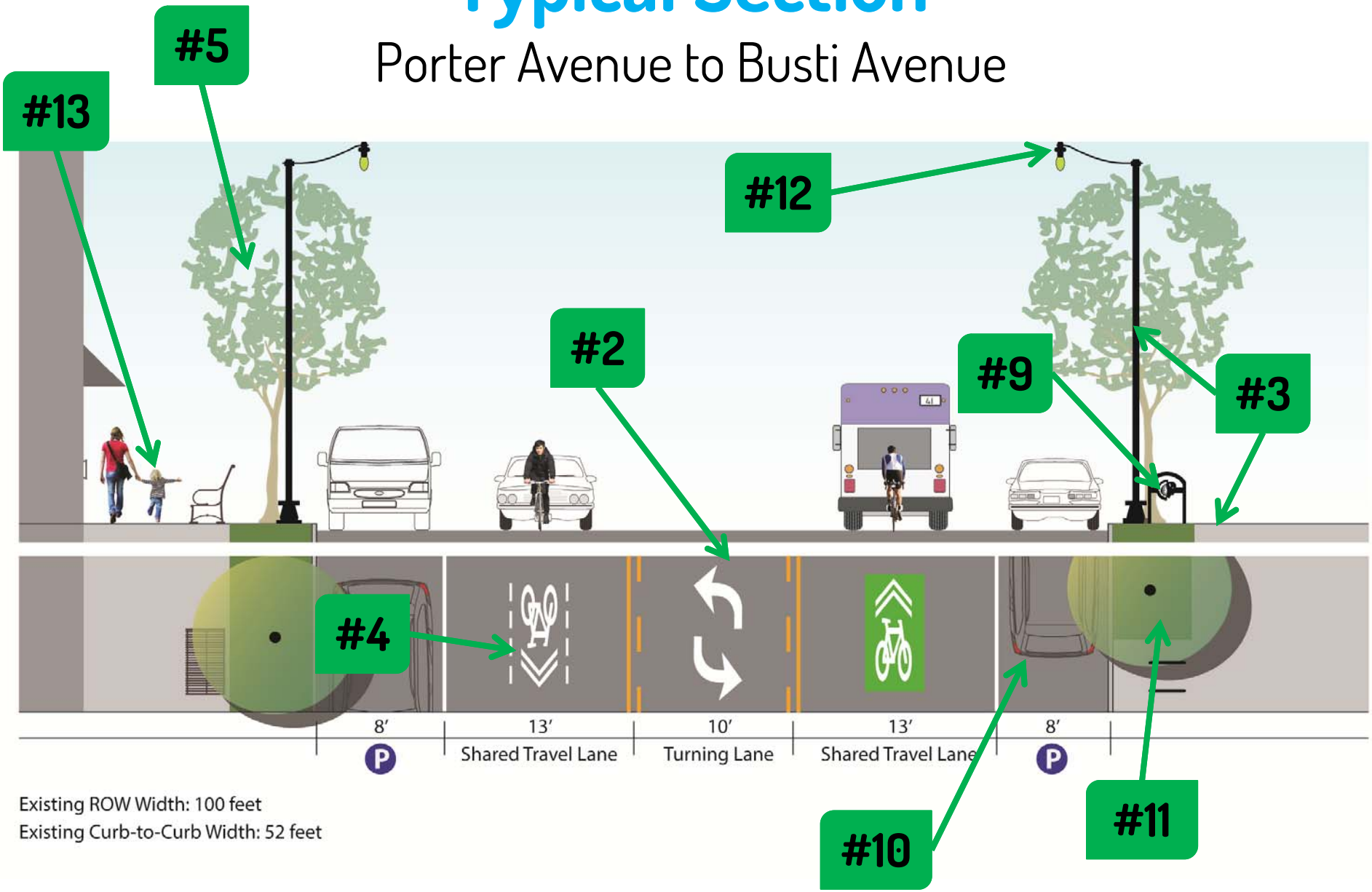
#12 A diverse approach to placemaking, emphasizing old and new

#13 Program activities to bring people to the street

NIAGARA STREET NOW

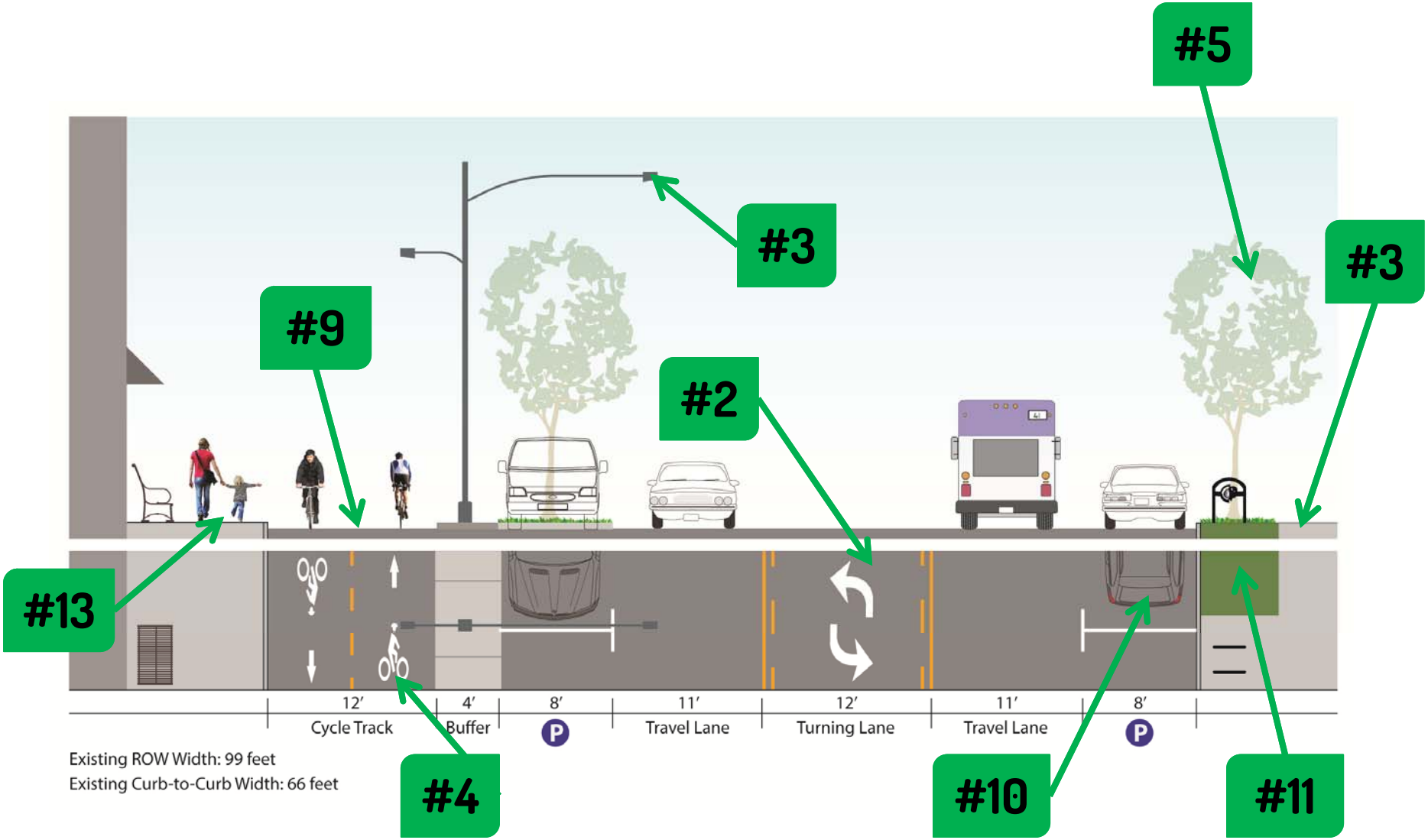
Typical Section

Porter Avenue to Busti Avenue



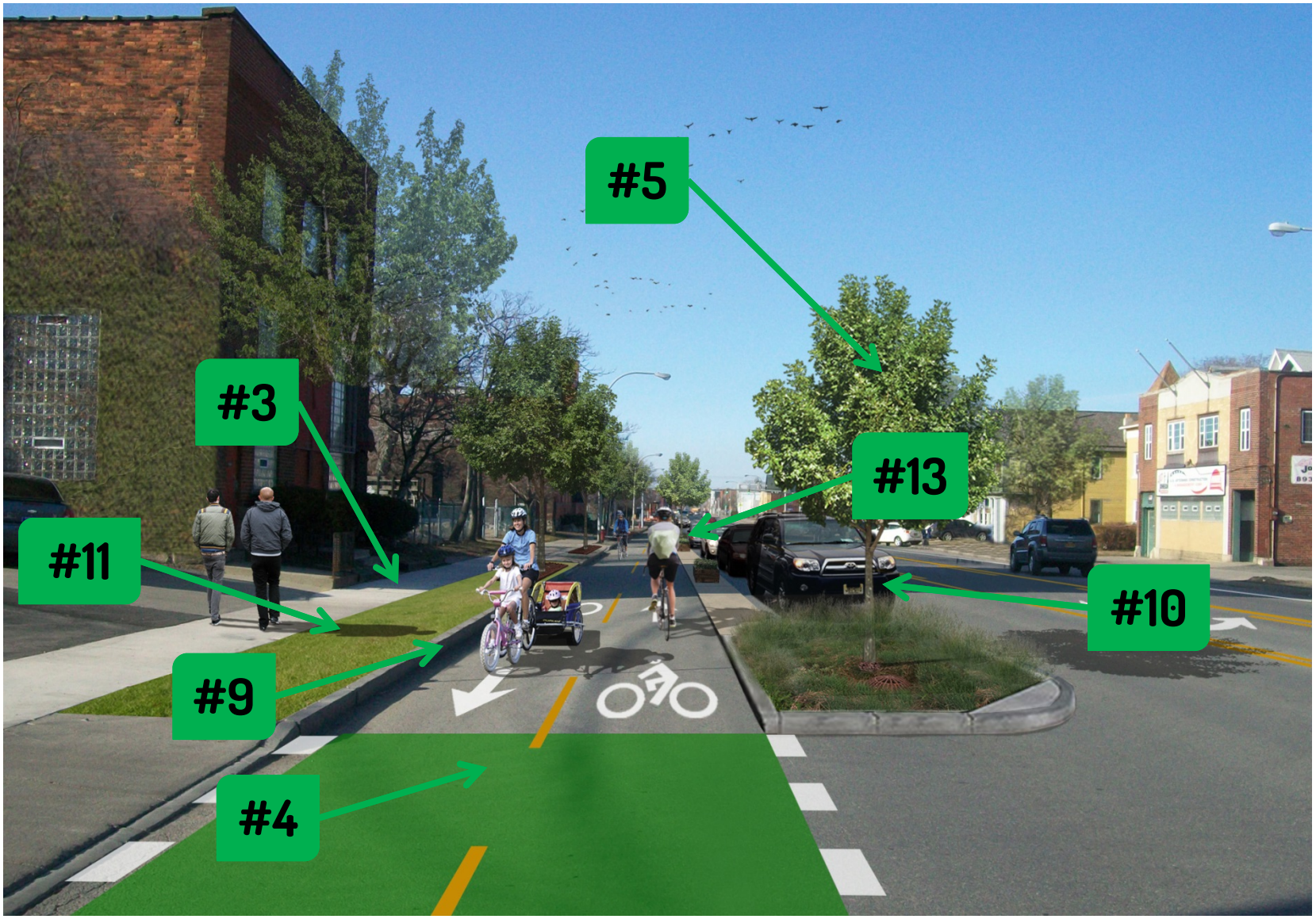
Typical Section

Busti Avenue to Hertel Avenue



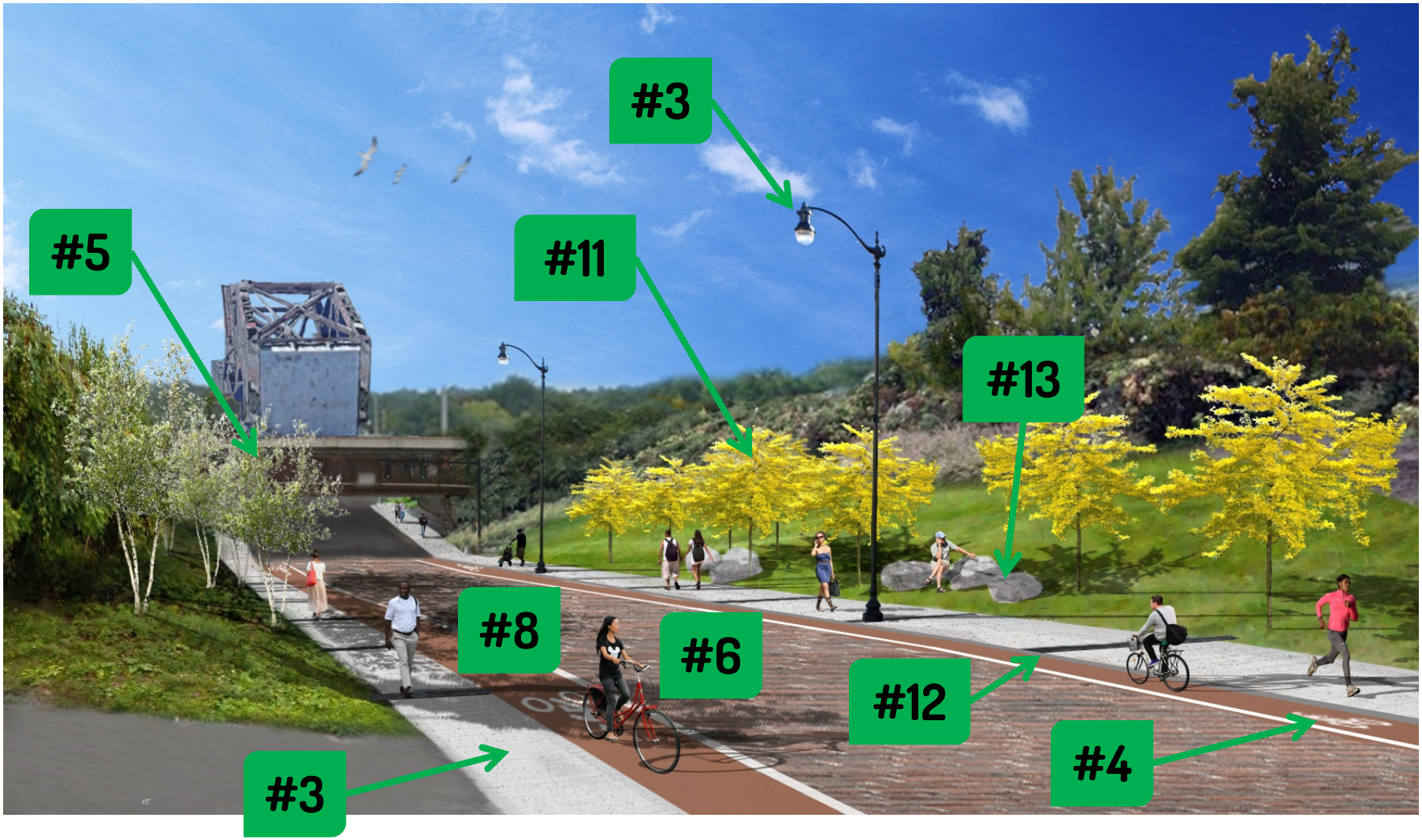
Cycle Track

Busti Avenue to Hertel Avenue



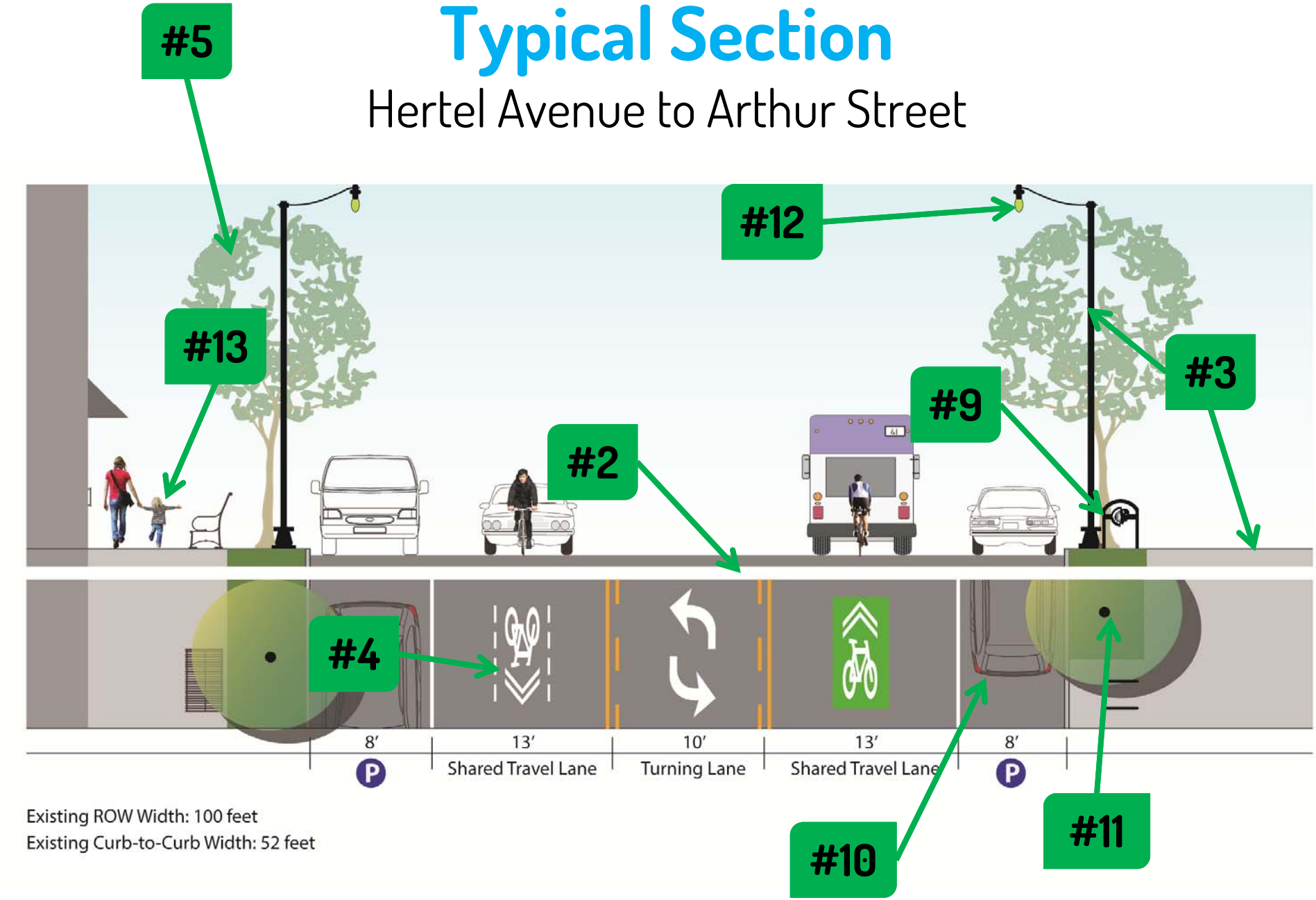
Typical Section

Robert Rich Way



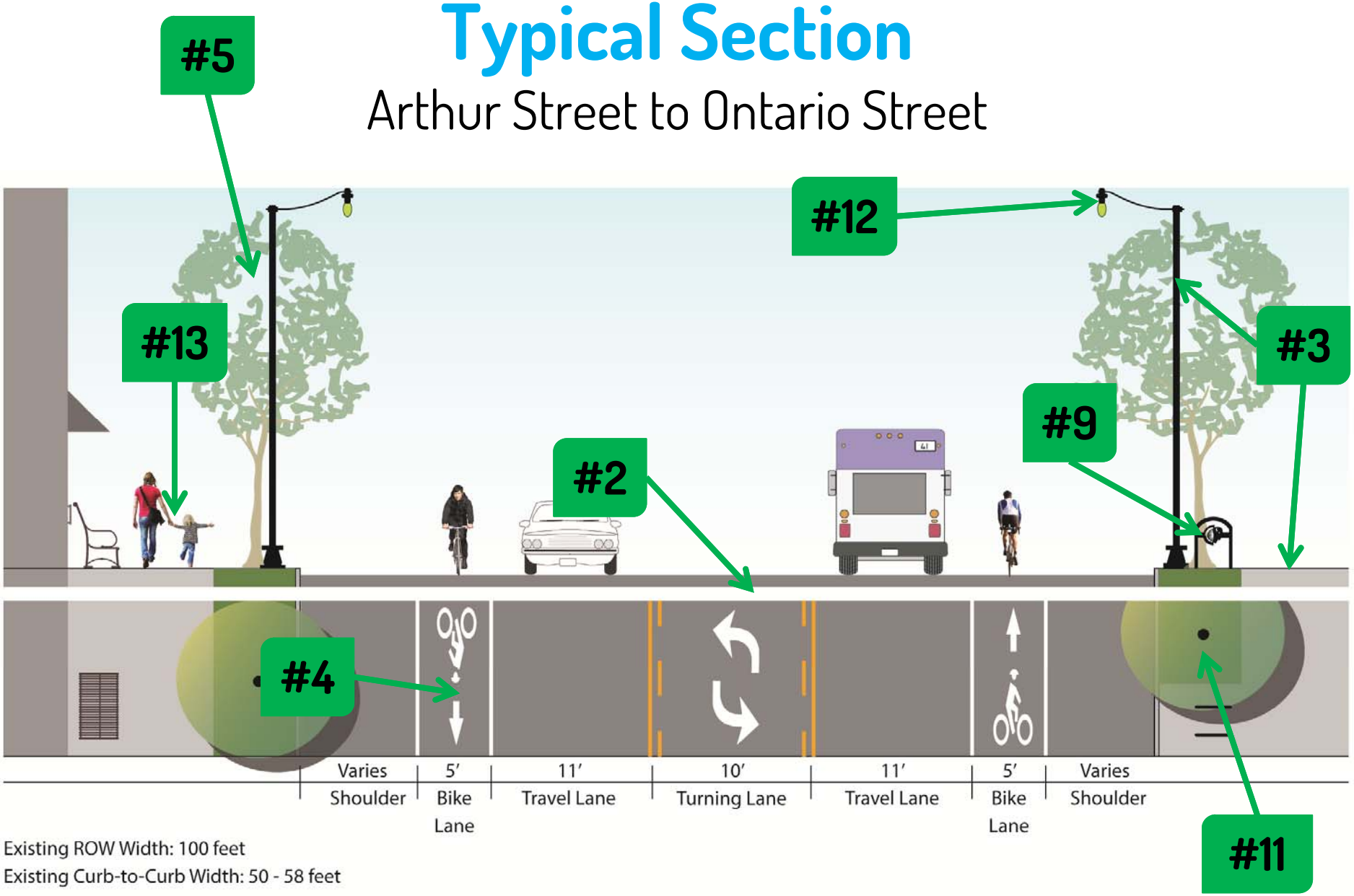
Typical Section

Hertel Avenue to Arthur Street



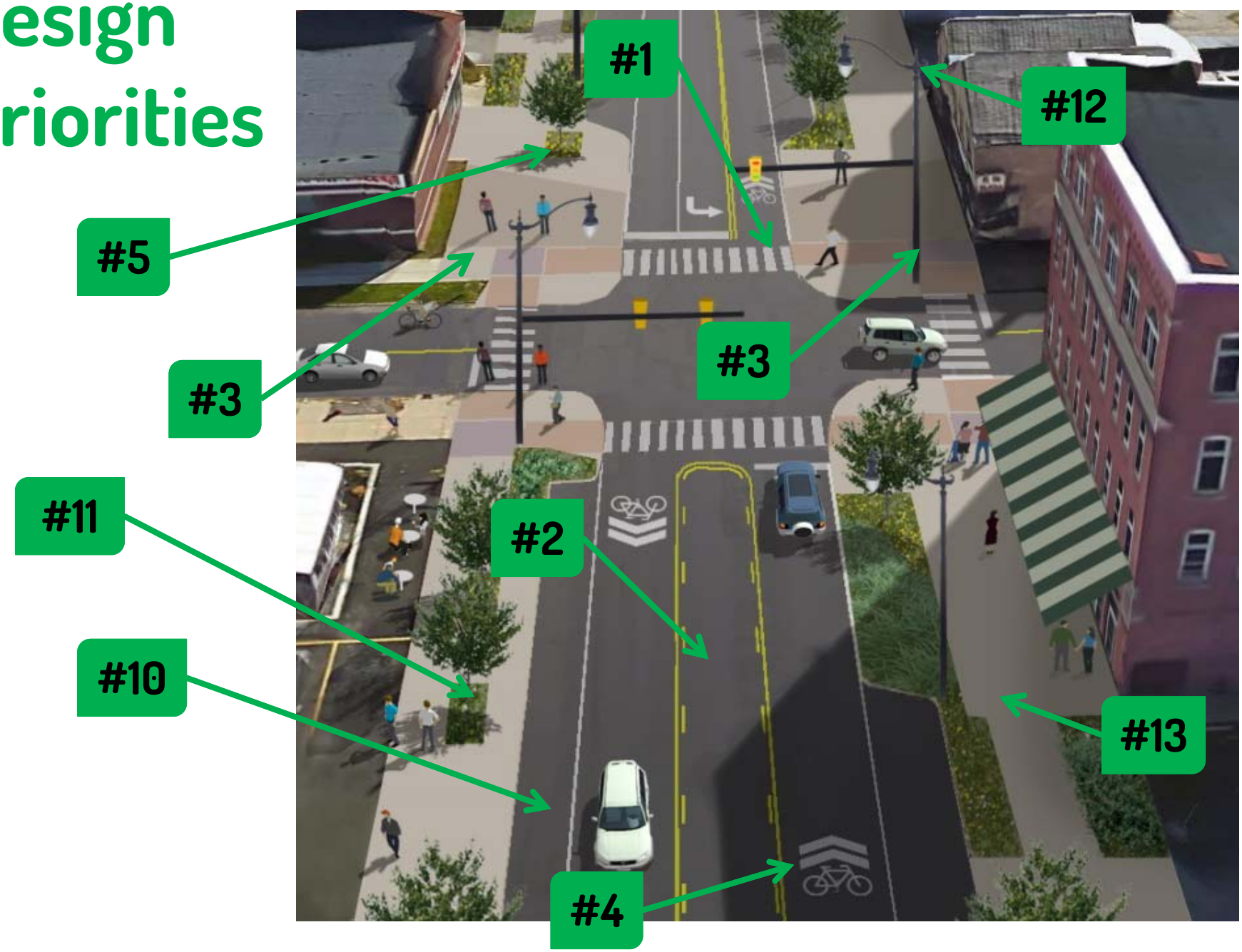
Typical Section

Arthur Street to Ontario Street



Existing ROW Width: 100 feet
Existing Curb-to-Curb Width: 50 - 58 feet

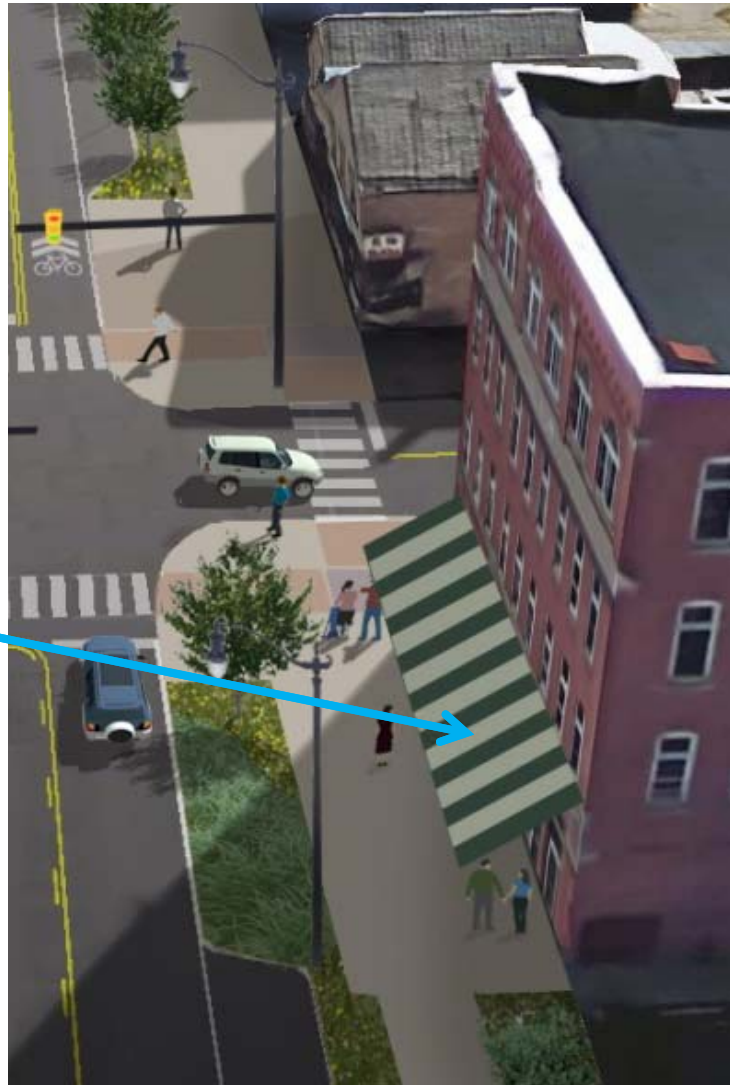
Design Priorities



Design Priorities

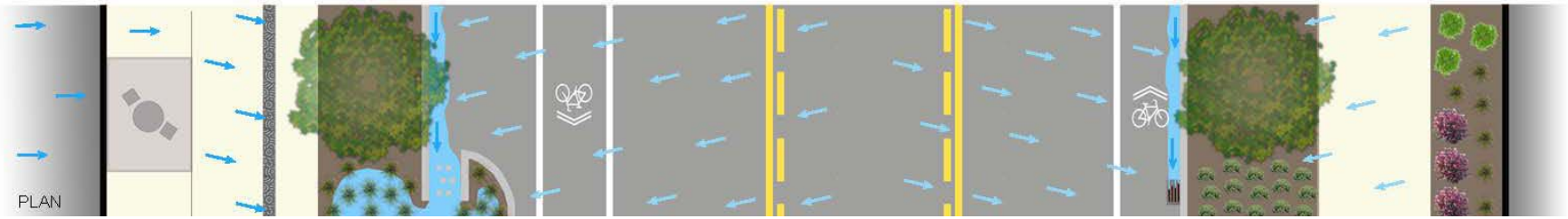
#7 Support businesses looking to bring life to the street

- ✓ Infrastructure improvements that employ complete streets methods support urban development
- ✓ Canopies, encroachments and other amenities may be installed by property owners at any time with permission of the City
- ✓ Consult the Office of Strategic Planning (OSP) for grant opportunities

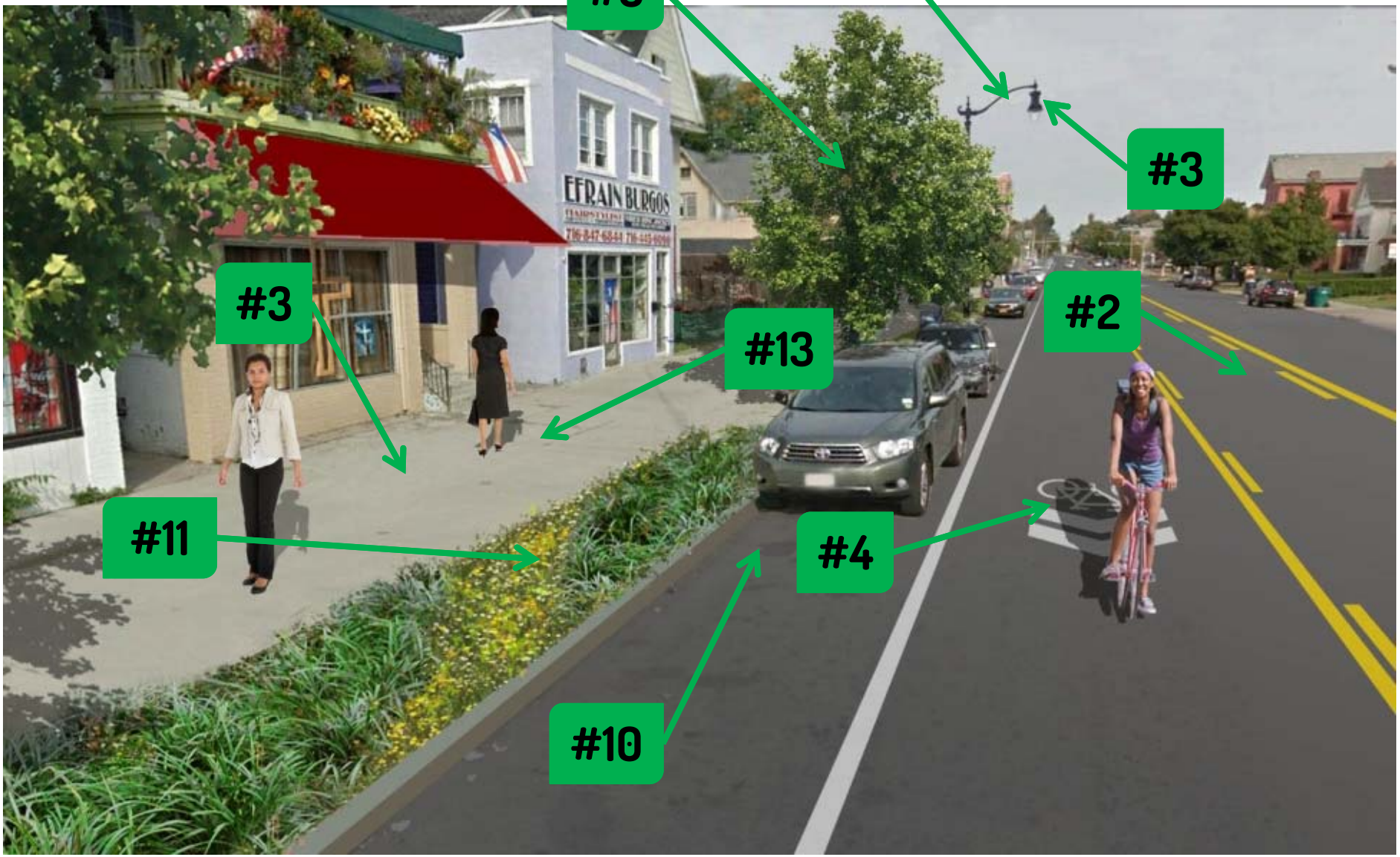


Design Priorities

Green Infrastructure



Design Priorities



Project Costs

Construction Item	Cost
Paving	$1,700,000
Sidewalks	$1,700,000
Bump Outs	$600,000
Signals	$1,600,000
Drainage Structures	$1,100,000
Green Infrastructure Stormwater Controls	$2,000,000
Landscaping	$1,000,000
Public Art	$65,000
Amenities (wayfinding signage, street furniture, charging stations, etc.)	$750,000
Signs, Striping, & Other Essential Work	$750,000
Lighting	$2,900,000
Cycle Track	$2,500,000
Survey	$200,000
Work Zone Traffic Control (WZTC)	$500,000
Field Change	$700,000
Mobilization	$500,000
Soft Cost	$2,500,000
Total	$21,065,000

Available Funding

Source	Amount
Federal	$ 5,860,000
City of Buffalo	$ 1,460,000
DASNY	$ 2,400,000
Buffalo Sewer Authority General Fund	$ 1,100,000
NYSERDA	$ 1,500,000
Buffalo Sewer Authority Green Infrastructure	$ 3,062,500
WQIP	$ 937,500
EPA	$ 400,000
SUM	**$ 16,720,000**

Project Costs vs. Available Funding

Totals

Project Costs	$ 21,065,000
Available Funding	$ 16,720,000
DIFFERENCE	**$ 4,345,000**

Possible Elements to Hold for Future Funding

Cycle Track	$ 2,500,000
Lighting	$ 2,900,000
Porter Avenue to Busti Avenue	$ 3,000,000
Paving Busti Avenue to Forest Avenue	$400,000

Project Schedule

Review & offer feedback on **Early Design**
June 2016

Review **big design elements** and offer tweaks
August 2016

Final design presented to the public
November 2016

Ready for Bid
January 2017

Next Steps

Review & offer feedback on **Early Design**

- Discuss visuals on display and have questions answered with the design team following this presentation
- Give feedback on the NiagaraStreetNow.org website over the next week.

NIAGARA STREET NOW

NIAGARA STREET NOW

Community Feedback Booklet

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Rank these priorities on a scale from 1 to 13.

Tell us what your priorities are for Niagara Street Now

Now that you have seen the draft community vision document presentation, please rank each of the priorities on a scale of 1 - 13 (1 for your biggest priority, 13 for your smallest). The feedback provided by you and your fellow community members will be incorporated into the final vision document and will guide the design team as it seeks to incorporate community values into the street re-design.

RANK	PRIORITIES
_____	Reduce speed of cars
_____	Make crosing the street easy and safe
_____	Leave room for parking
_____	Focus on the basics - sidewalks and lighting
_____	Support businesses looking to bring life to the street
_____	Welcome biking with clear markings
_____	Support biking with amenities
_____	Emphasize natural elements like trees and plantings
_____	Balance hardscape with green elements
_____	Improve views sheds and connections to the water
_____	Make it easier for people to get to the water
_____	A balance of approaches, using new and exiting materials
_____	Program activities to bring people to the streetplanting and greening

Anything else you want to tell us?

If you have other ideas or comments you would like to share, write it here!

Tell us about you

What is your relationship to Niagara Street?
Select all that apply.

- ☐ I live on Niagara St.
- ☐ I live in a neighborhood near Niagara St.
- ☐ I work on or near Niagara St.
- ☐ I own property on Niagara St.
- ☐ I own a business on Niagara St.
- ☐ Other: _____

Organization/Affiliation : _____

If you affiliate with a business, nonprofit community organization or any other group, tell us about it.

Next Steps?

Translating community vision into design for Niagara

Taking direction from the community engagement process, the project team will ramp up work formulating **design solutions for the street**.

Over the summer, **design progress will be shared** with the public for their thoughts and feedback. The project team will use this input to further shape the project, and come back with a **final draft design in late 2016**.

With the design process complete by the end of 2016, the City of Buffalo will place the work out to bid in January with an expected **construction start in the spring of 2017**.

COMMUNITY VISION DOCUMENT

↓

DESIGN FEEDBACK

Summer 2016

↓

DESIGN DRAFT PLANS

Winter 2016

↓

BID

January 2017

JOIN US FOR OUR NEXT MEETING ON MAY 12th, 2016

D'Youville College
from 6:00PM to 8:30PM

Learn about the design solutions from the project team and share your thoughts and feedback

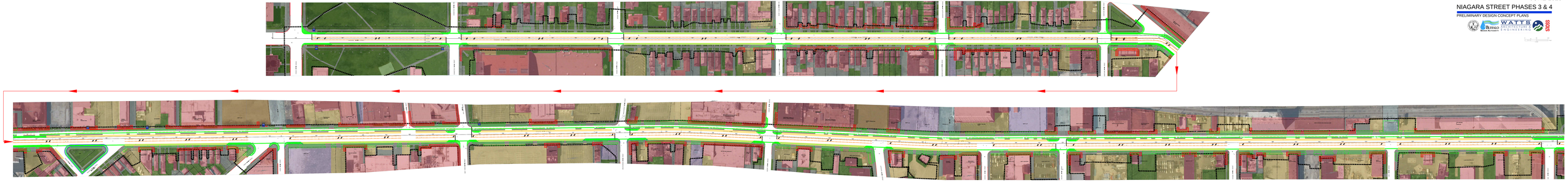
www.niagarastreetnow.org

NIAGARA STREET NOW

JUNE 2016

NIAGARA STREET PHASES 3 & 4

PRELIMINARY DESIGN CONCEPT PLANS



JUNE 2016

NIAGARA STREET PHASES 3 & 4

PRELIMINARY DESIGN CONCEPT PLANS

NIAGARA STREET NOW

Building Off the Community Survey

Over a **six week period**, Niagara Street Now surveyed **more than 500 residents, business owners, and neighborhood stakeholders** on what they think is most important for the project.

To ensure broad and representative input, the engagement team **knocked on every door in the project area** and offered businesses and residents the opportunity to take the survey on an electronic tablet.

The survey was made available online and shared widely by stakeholders and community groups. Taking into account the diverse culture around the corridor, the survey was translated into the seven most spoken languages on the West Side of Buffalo. Finally, surveyors canvassed visitors and workers at both the Niagara Library Branch and the West Side Bazaar.

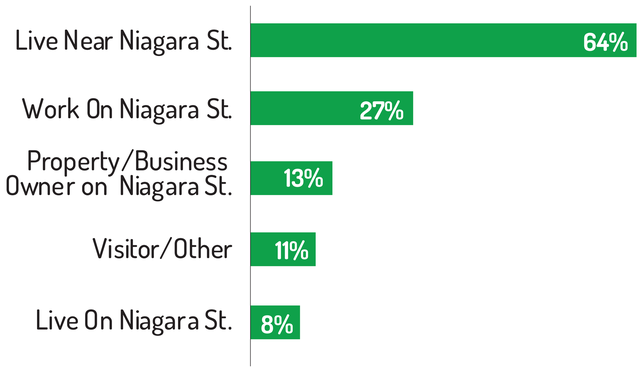
The results of the survey are a key building block toward shaping a community vision for Niagara Street Now. They give us a first cut at what the community thinks is important. **Your feedback today will add to this body of work and help the design team** develop solutions that make Niagara Street accessible, safe, and vibrant for all.

514 RESPONSES
from residents, business owners, and stakeholders

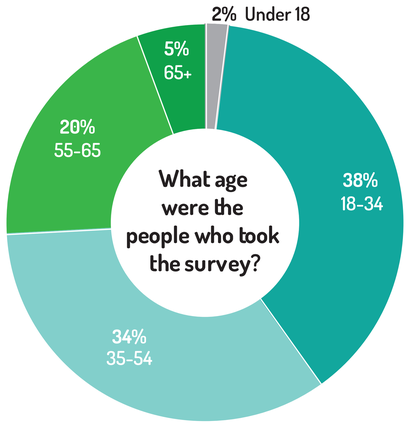
ONLINE

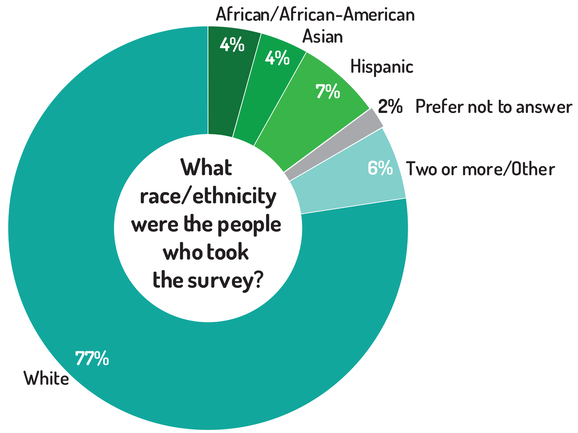
DOOR TO DOOR

Who Took The Survey?



Demographics





Out of **514** survey participants...

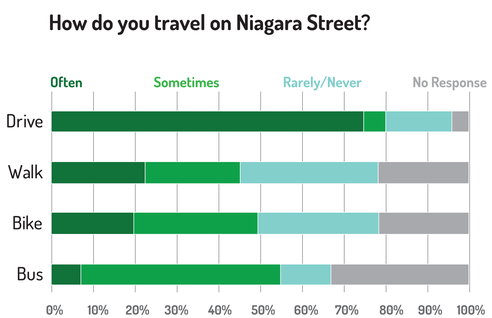
120 responded from or about **PORTER TO PROSPECT**

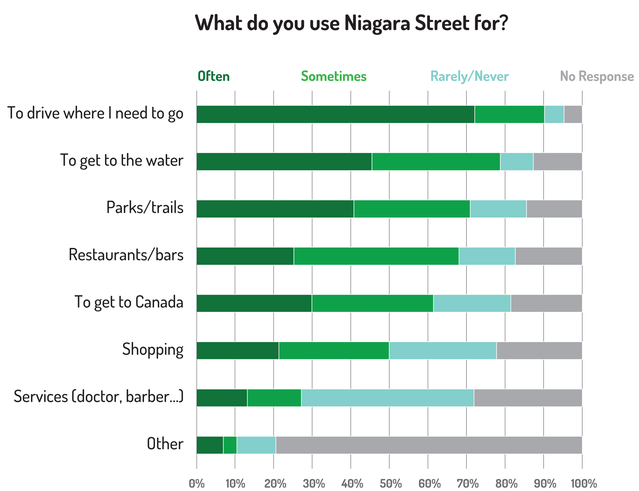
132 responded from or about **PROSPECT TO FOREST**

87 responded from or about **FOREST TO ONTARIO**

175 responded from or about NO SPECIFIC SECTION

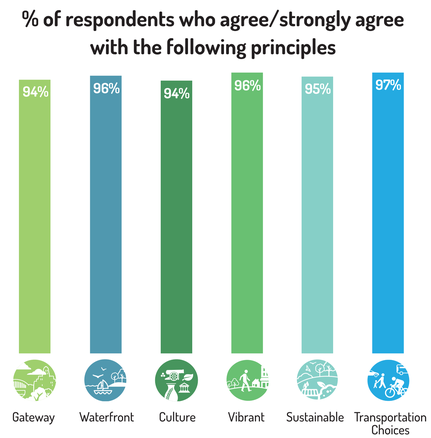
How do Survey Respondents Use Niagra Street?





Do Survey Respondents Agree with the Guiding Principles?

Nearly all survey respondents agree with the six guiding principles of Niagara Street Now



Not Starting from Scratch: Planning Principles to Guide Niagara Street Now

As a starting point, **Niagara Street Now researched and analyzed over thirty plans** that speak to community values and visions for Niagara Street. **These documents include citywide plans, neighborhood plans, waterfront plans, etc.**

Looking at what each of these plans say about Niagara Street, a series "planning principles" were generated to serve as a foundation for the project. Neighborhood and corridor stakeholders provided feedback on these principles at an introductory meeting in December and residents, business owners, and community stakeholders weighed in on these principles in the community survey.

NIAGARA STREET NOW

For more information on the planning principles and the plans that fed into them, visit
www.niagarastreetnow.org/resources

Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

Promote Niagara Street as a distinct international waterfront gateway into the city with branding and signage

Integrate the streetscape with local culture, public parks, and multi-use trails

Improve urban design, re-develop land, and rehabilitate existing structures

Re-establish scenic views of the Niagara River along Niagara Street

Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.

Establish strong visual and physical connections between neighborhoods, parks and the Niagara River

Connect to bike routes and multi-use trails along the waterfront

Improve waterfront recreation opportunities

Add signage and dedicated walking tours to honor the history of the waterfront

Connect Niagara Street to water underneath highway overpasses

Celebrate its history and heritage while promoting local arts and culture.

Embrace the street's contribution to Native American history, the War of 1812, industrial development, and the Underground Railroad

Embrace the multi-cultural identity of connecting neighborhoods

Promote notable historic elements through interpretive signage, and education

Set up dedicated tours, like the "Freedom Walk" in the renovated Broderick Park to commemorate the area's importance to the Underground Railroad

Preserve the unique architectural character of the corridor and spark revitalization and renewal of nearby neighborhoods

Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

Increase walkability by adding amenities and businesses near existing assets and design a pedestrian-friendly streetscape

Convert vacant or under-utilized sites to active, sustainable uses

Develop safe connections to adjacent neighborhoods and parks

Preserve the distinct, diverse, mixed-use character

Prioritize reinvestment in employment centers and commercial corridors

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

Protect shoreline habitat and guard against stream bank erosion

Use water smart landscaping to protect water quality and quantity

Restore and protect ecological resources

Clean and redevelop Brownfield sites

Conserve energy

Enhance visual quality of scenic resources

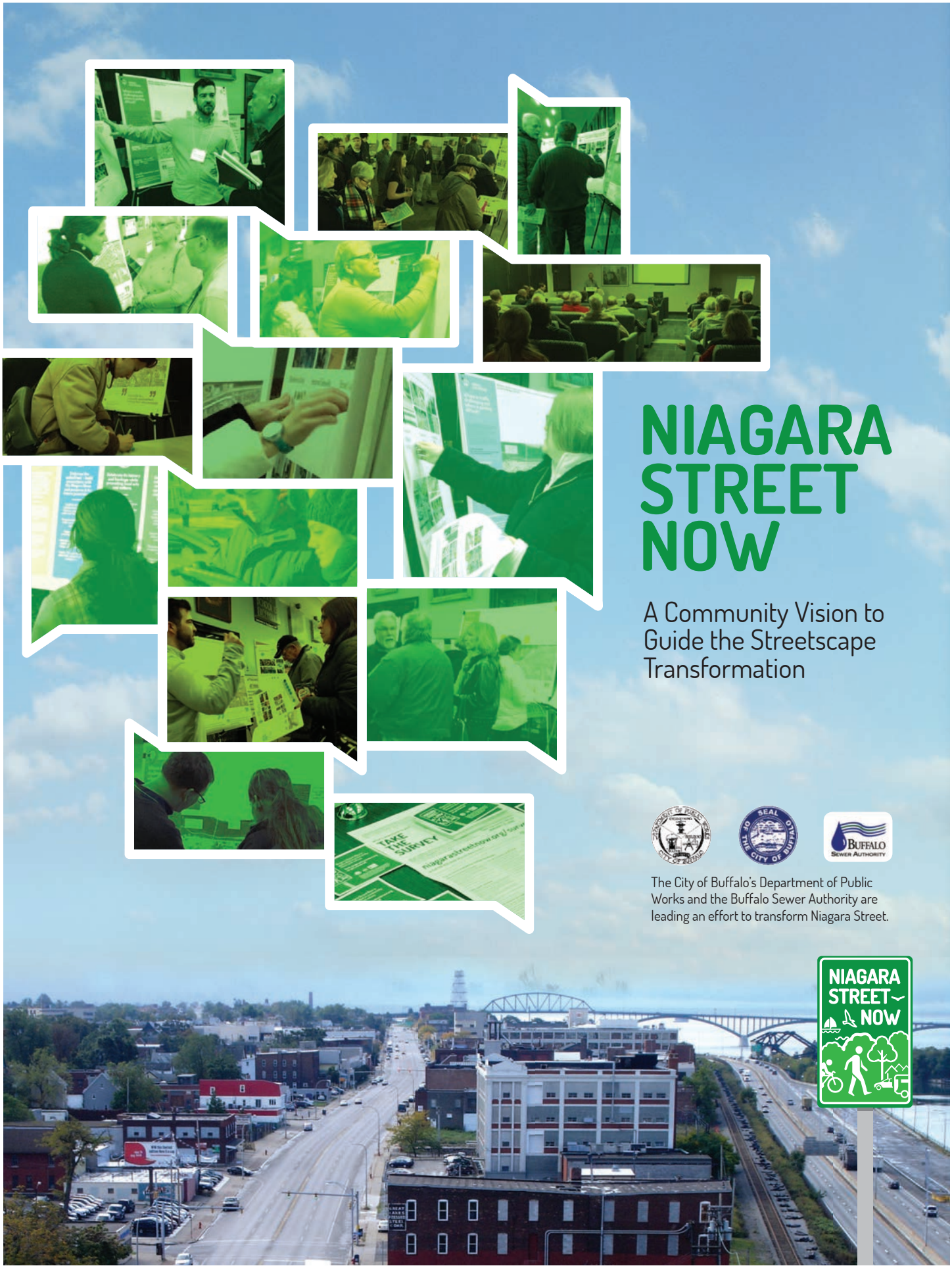
Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

Redevelop as a "complete street" that accommodates all modes of transport – especially pedestrians and cyclists

Make formal modifications to include bikes into the street, including lane markers, striping, and links to multi-use trails

Make transit more accessible and convenient by improving bus shelters and prioritizing new development in areas closer to transit stops

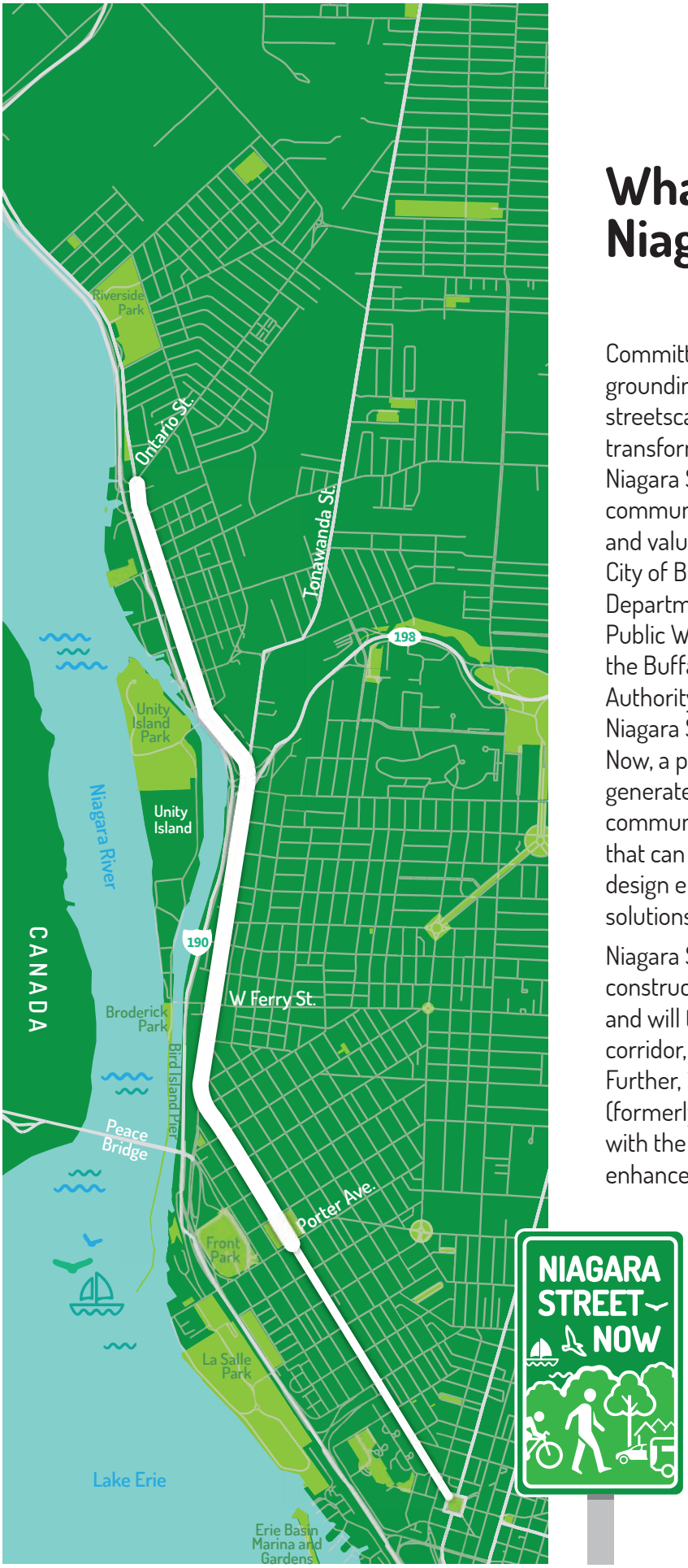
Accommodate the needs of businesses – provide sufficient parking, and allow for the safe and efficient shipping of goods via large trucks



NIAGARA STREET NOW

A Community Vision to Guide the Streetscape Transformation

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.



What's happening on Niagara Street Now?

Committed to grounding the streetscape transformation of Niagara Street in community ideas and values, the City of Buffalo's Department of Public Works and the Buffalo Sewer Authority launched Niagara Street Now, a process to generate meaningful community input that can guide design elements and solutions.

Niagara Street Now builds off the work currently under construction, from Niagara Square to Porter Avenue, and will tackle a significant remaining stretch of the corridor, from **Porter Avenue up to Ontario Street**. Further, it will involve upgrades to Robert Rich Way (formerly known as the "Foot of Ferry") in accordance with the Broderick Park Master Plan, and make enhancements to the Shoreline Trail from Broderick Park to the International Railroad Bridge.

This report outlines the major community values and priorities identified through the Niagara Street Now process. It integrates the voices of more than 600 residents, business owners, and stakeholders passionate about Niagara Street and its future.

While this document's primary purpose is to inform the streetscape re-design for Niagara Street, it is a public document that can inform other planning and investment decisions.

As a product of the community, the community is welcome to use the report and its findings as it pursues projects, initiatives, or planning efforts to advance community goals for the corridor and nearby neighborhoods.

Meet the Niagara Street Now Team:

Niagara Street Now is led by **Watts Architecture & Engineering**, with support from **Stoss** for landscape architecture, the **UB Regional Institute** for community engagement, **Alta Planning + Design** for bicycle infrastructure design, **Frandina Engineering and Land Surveying** for mapping, and **Thinking Outside the Square** for signage and wayfinding.

Learn more about the team at:
www.NiagaraStreetNow.org/about

City of Buffalo, Department of Public Works, Parks & Streets

City of Buffalo

Buffalo Sewer Authority

Mayor Byron W. Brown

Recommended Citation: University at Buffalo Regional Institute, State University of New York at Buffalo, School of Architecture and Planning. 2016. "Niagara Street Now: A Community Vision to Guide the Streetscape Transformation." Commissioned by the City of Buffalo.

Table of Contents

Community values and vision for Niagara Street 4
Overview of how the community engagement process drove this report and its findings.

What the plans say about community values? 6
Planning principles, grounded in past and ongoing planning initiatives that ground Niagara Street Now in the planning work already done.

How the community informed the process 8
Detailed overview of the community survey and community workshops and how they helped shape design solutions and priorities for the project.

Taking community values to the street 10
Overview of design themes and guiding statements for how to ground streetscape elements in community values.

Community feedback by design theme 12
Overview of community feedback by each of the six design themes and descriptions of design solutions and priorities.

Community priorities 24
Summary of the thirteen community-driven design priorities for Niagara Street Now.

Referential Material

What planning work has been done and how can it guide Niagara Street Now? 26
List and overview of the 33 planning documents that shaped the planning principles.

Glossary of Design Choices 28
Visual and written descriptions of the design choices presented at community workshops and serve as a basis for identifying priorities and design preferences

Community values and vision for Niagara Street

From the start, Niagara Street Now has been focused on generating meaningful community input that can guide design solutions for the street. Below is an overview of the process used to understand the community values and vision for Niagara Street.

30+ PLANS AS A STARTING POINT

A total of 33 plans revealed community values to guide Niagara Street Now.

Community values in the plans translate to → **Guiding Principles**

A COMMUNITY SURVEY TO UNDERSTAND WHAT'S IMPORTANT

500+ responses from the community survey told us what's important to them.

Perspectives from the community created themes for design solutions → **Design Themes**

WHY START HERE?

As a starting point, Niagara Street Now researched and analyzed over thirty plans that speak to community values and visions for Niagara Street. These documents include citywide plans, neighborhood plans and waterfront plans.

Looking at what each of these plans say about Niagara Street, a series of "planning principles" were generated to serve as a foundation for the project. Feedback on these statements were provided by neighborhood and corridor stakeholders at an introductory meeting in December 2015 and through the community survey taken by residents, business owners, and community stakeholders.

These community-based principles for Niagara Street, shaped by the input of thousands of Buffalonians over the years, ground Niagara Street Now in the planning work that has already been done.

View a full list of plans analyzed on page 26.

WHAT'S IMPORTANT TO THE COMMUNITY NOW?

Building off the planning principles, a comprehensive community survey was launched to better understand the challenges along Niagara Street and gauge what the community wants out of the streetscape project. Implemented over a six week period, the survey captured the voices of more than 500 residents, business owners, and neighborhood stakeholders.

The results of the survey are a key building block toward shaping a community vision for Niagara Street Now. They give an indication on how people use the street, what and where current challenges exist, and the type of amenities they think would enhance Niagara Street for the betterment of residents, businesses, and visitors. Further, they helped shape a set of "design themes," or organizing feedback categories, for the community to drill down deeper at community workshops.

TWO COMMUNITY WORKSHOPS TO SET PRIORITIES

Preferred Design Solutions & Priorities

TRANSLATING COMMUNITY VISION INTO DESIGN FOR NIAGARA STREET'S TRANSFORMATION

This document and the community values within will guide the City of Buffalo and its team of engineers and landscape architects leading the Niagara streetscape transformation.

WHAT SOLUTIONS DOES THE COMMUNITY PREFER?

The community was invited to share in detail what they want for the Niagara streetscape at two community workshops held in February of 2016. Working with large scale maps of the corridor, participants were asked to identify specific locations of concern or detailed suggestions on where attention is needed. Further, they were given the opportunity to evaluate a series of potential design interventions that can contribute to the accessibility, safety, and vibrancy of Niagara Street, and provide their preference on what they like (and don't like).

Workshop results, taken together with feedback and comments offered in the survey and stakeholder meeting, shape a set of priorities that ground the transformation of the Niagara streetscape in community values.

HOW WILL THE VISION CONTINUE TO GUIDE DECISIONS?

Taken together, the results and "data" from these engagement activities help translate a citizen-driven vision many years in the making into actionable street design elements.

As draft design material is produced, the community will be invited to review and offer general feedback again in the summer of 2016. The project team will use this input to further shape the project, and come back with a final draft design in late 2016.

With the design process complete by the end of 2016, the City of Buffalo intends to place the work out to bid in January 2017 with a targeted construction start in the spring of 2017.

What do the plans say about community values?

GUIDING PRINCIPLES
GROUNDED IN COMMUNITY VALUES

A total of 33 plans spanning the last decade and more were reviewed and summarized. Many different plans confirmed similar community values. Plans often recommended specific strategies that show how these values could be put into action, some are highlighted below.

Guiding Principles

Become a distinct and inviting gateway into the city – Buffalo's "Front Door" for residents and visitors.

Promote Niagara Street as a distinct international waterfront gateway into the city with branding and signage

Integrate the streetscape with local culture, public parks, and multi-use trails

Improve urban design, re-develop land, and rehabilitate existing structures

Re-establish scenic views of the Niagara River along Niagara Street

Embrace the waterfront – build connections with the Niagara River and preserve it for future generations.

Establish strong visual and physical connections between neighborhoods, parks and the Niagara River

Connect to bike routes and multi-use trails along the waterfront

Improve waterfront recreation opportunities

Add signage and dedicated walking tours to honor the history of the waterfront

Connect Niagara Street to water underneath highway overpasses

Celebrate its history and heritage while promoting local arts and culture.

Embrace the street's contribution to Native American history, the War of 1812, industrial development, and the Underground Railroad

Embrace the multi-cultural identity of connecting neighborhoods

Promote notable historic elements through interpretive signage, and education

Set up dedicated tours, like the "Freedom Walk" in the renovated Broderick Park to commemorate the area's importance to the Underground Railroad

Preserve the unique architectural character of the corridor and spark revitalization and renewal of nearby neighborhoods

These community values are a good starting point for design decisions.

While the streetscape project cannot tackle all of these values head on, they serve as guiding principles to be considered in design decisions.

Anchor a vibrant, walkable and safe community that serves, residents, visitors, and local businesses.

Increase walkability by adding amenities and businesses near existing assets and design a pedestrian-friendly streetscape

Convert vacant or under-utilized sites to active, sustainable uses

Develop safe connections to adjacent neighborhoods and parks

Preserve the distinct, diverse, mixed-use character

Prioritize reinvestment in employment centers and commercial corridors

Promote sustainability by reinforcing the natural environment, adding greenspace and curbing energy use.

Protect shoreline habitat and guard against stream bank erosion

Use water smart landscaping to protect water quality and conserve quantity

Restore and protect ecological resources

Clean and redevelop Brownfield sites

Conserve energy

Enhance visual quality of scenic resources

Provide transportation choice – work safely and efficiently for pedestrians, cyclists, buses and trucks.

Redevelop as a "complete street" that accommodates all modes of transport – especially pedestrians and cyclists

Make formal modifications to include bikes into the street, including lane markers, striping, and links to multi-use trails

Make transit more accessible and convenient by improving bus shelters and prioritizing new development in areas closer to transit stops

Accommodate the needs of businesses – provide sufficient parking, and allow for the safe and efficient shipping of goods via large trucks

How the community informed the process

A COMMUNITY SURVEY TO UNDERSTAND WHAT'S IMPORTANT

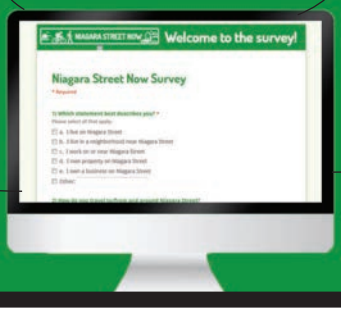
500+ responses

How do you travel along Niagara Street and where do you visit?

What challenges can be addressed by the streetscape transformation?

How can the street be enhanced for residents, visitors and businesses?

What should be prioritized and where?



ONLINE, DOOR-TO-DOOR, AND ON-SITE IN THE COMMUNITY

Over a six week period, Niagara Street Now surveyed **more than 500 residents, business owners and neighborhood stakeholders** on what they think is most important for the project.

To ensure broad and representative input, the engagement team **knocked on every door in the project area** and offered businesses and residents the opportunity to take the survey on an electronic tablet.

The survey was made available online and shared widely by stakeholders and community groups. Taking into account the diverse culture around the corridor, the survey was translated into the seven most spoken languages on the West Side of Buffalo. Finally, surveyors canvassed visitors and workers at both the Niagara Library Branch and the West Side Bazaar.

WHAT DID THE SURVEY TELL US?

The results of the survey are a key building block toward shaping a community vision for Niagara Street Now. They give us a first cut at what the community thinks is important.

→ **Design Themes**

- DRIVING & PARKING
- WALKING
- BICYCLING
- GREENING
- EMBRACE THE WATER
- ARTS, HISTORY AND CULTURE

COMMUNITY WORKSHOPS TO SET PRIORITIES

73 participants

CATEGORIES FOR ORGANIZING DESIGN THEMES

Workshops were organized around stations corresponding to specific **design themes** for the street.

MAPPING ACTIVITY AND DESIGN SOLUTION BOARDS

On large scale maps of the corridor, the community was asked to mark **specific places that are challenges or opportunities** for a series of topics. The comments and annotations were analyzed, along with the feedback in the survey to help understand geographic-specific desires for Niagara Street.

Design solution boards presented a series of potential design interventions that can address community concerns and values expressed in the survey and planning principles. Equipped with sticker dots, participants were able to show support (or dislike) for **design options that can transform the street**.

WHAT DID THE WORKSHOPS TELL US?

The results of the workshops told us what the community preferred in terms of streetscape elements for Niagara Street Now. This information helps shape a set of priorities that can guide the design of the street.

→ **Preferred Design Solutions & Priorities**

Turning Community Values into Design Themes

CATEGORIES FOR ORGANIZING DESIGN THEMES

Inspired by the planning principles and the challenges identified in the survey, a series of design themes were generated to organize how values play out in the streetscape. The community workshops were organized around these categories as are the design priorities of this vision document.

The statements that accompany each of the design themes below are broad community values that describe the general direction the community wants to see for the streetscape, as well as the reason why it values that direction.

DRIVING AND PARKING	Reduce the speed of vehicles to make Niagara Street more safe and walkable, but make sure cars, buses, and trucks can still drive and park safely on the street.
WALKING	Enhance the pedestrian experience on Niagara Street to make the corridor safer and more inviting for businesses, residents and visitors.
BICYCLING	Make Niagara Street a safe and inviting bicycle connector for neighborhoods, downtown, the waterfront, and regional destinations.
GREENING	Add green features and landscape elements to beautify Niagara Street and enhance sustainability.
EMBRACING THE WATER	Embrace the water by making it easier for people to access, view, and enjoy the Niagara River.
ARTS, HISTORY AND CULTURE	Bring Niagara Street's diverse culture and history alive through placemaking and public art.

VOICES FROM THE SURVEY

Calm traffic to a reasonable speed without irritating those who commute.

- Resident who lives near Niagara St. and Tonawanda St.

We are a huge supporter of the "lane bump outs" which keep cars from traveling up the right parking/bike lane to illegal right hand turns.

- Resident who lives near Bird Ave. and Niagara St.

Need better signage to find the bike trails and a safe bike lane away from traffic.

- Visitor who rides his bike on Niagara St. often

The lighting needs to be closer to the street for pedestrians - add benches, art and plantings.

- Resident who lives near Niagara St. and Forest Ave.

Protected bike lanes would make it much easier to get to work.

- Employee who works on Niagara St.

Need better stop lights & crosswalks. Do not make the car the king of the block.

- Resident who lives near Lower Niagara St.

Public art should not be done willy-willy. Less is more.

- Niagara St. property owner

Niagara Street needs features, like more plantings, that will encourage more investment.

- Niagara St. business owner

Niagara Street needs trees and greening. Beautiful is key.

- Resident of Black Rock neighborhood

Please preserve the industrial feel of the area.

- Resident who lives near Niagara St. and Forest Ave.

Celebrate the mix cultures, races and nationalities that make up Niagara St.

- Resident who lives in Niagara St.

Niagara Steet's proximity to the water is an underutilized asset for attracting people and businesses.

-Employee who works on Niagara Street

More signs to show links to the water for the public.

- Frequent user of the Shoreline Trail

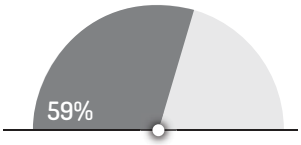
Reduce the speed of vehicles to make Niagara Street more safe and walkable, but make sure cars, buses, and trucks can still drive and park safely on the street.

FROM THE COMMUNITY SURVEY

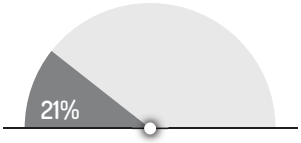
Crossing the street can be challenging.

While only 1 in 5 survey respondents said driving is difficult on Niagara Street, 3 in 5 said it is difficult to cross the street. Most survey respondents said that efforts to reduce speeds (67%) and expand crosswalks (85%) would enhance Niagara Street.

59% said **crossing the street is challenging.**



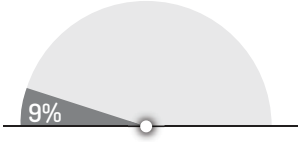
21% said **driving is challenging**



Parking is not difficult to find.

Less than 1 in 10 survey respondents said parking is rarely available on Niagara Street. Those who work on Niagara Street or own a business there are more likely to have trouble finding parking than those who identify as a resident or visitor.

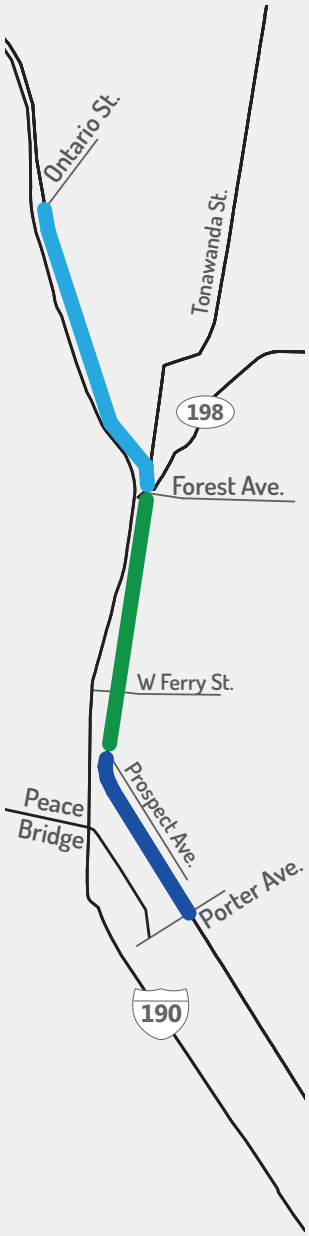
9% said **parking is rarely available.**



Community **Feedback**

Through the survey and at the workshops, community members pointed out specific places where opportunities and challenges could be addressed by the street redesign project.

A closer look across all these targeted comments reveals distinct community preferences on how changes to driving and parking could improve different parts of the street.



From Forest to Ontario

Survey results suggest that street parking is slightly harder to find in this section. Many had concerns about the area intersecting NY Route 198, as it can be unsafe for all transportation modes, and needs traffic calming and better signage to direct drivers.

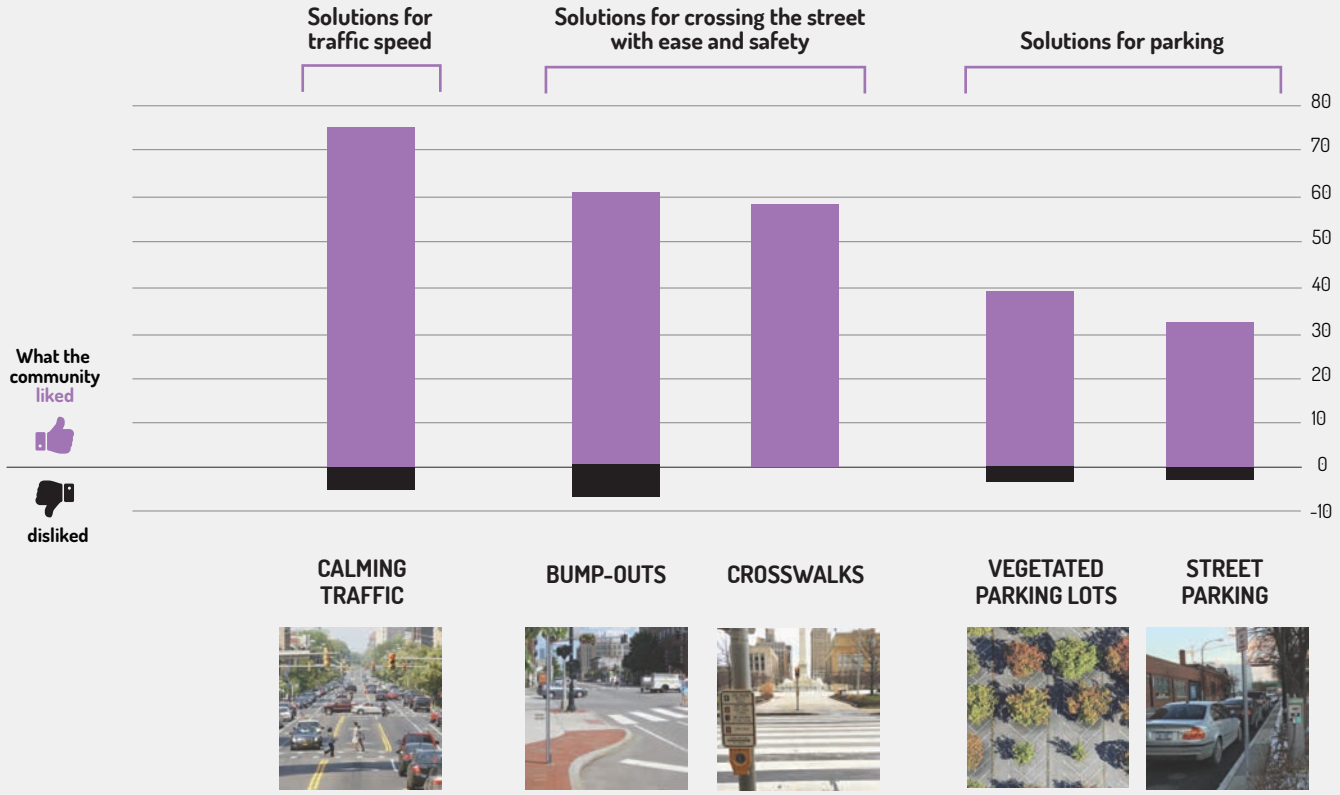
From Prospect to Forest

Most find driving and parking relatively easy in this section. However, crossing the street can be more challenging here. With many businesses, bus stops and emerging street activity, community members showed a strong desire for new crosswalks and crossing signals here.

From Porter to Prospect

Survey respondents suggested that crossing the street here is somewhat easier than in other parts of Niagara Street, but driving and parking can still present a challenge. Many preferred lane reductions and traffic calming measures to accommodate the many pedestrians going to and from nearby parks and schools, but still wanted to provide parking and ease traffic congestion.

Community **Solutions & Priorities from the Workshops**



PRIORITY #1 REDUCE SPEED OF CARS

Across all engagement methods (the survey, stakeholder meetings, and community workshops), concerns about the speed cars travel along Niagara Street were voiced loudly. Community members suggested traffic speeds are a significant threat to street safety and make Niagara Street uninviting for businesses, residents and visitors. Traffic calming as a concept emerged as the most important driving and parking design intervention presented at the community workshops.

PRIORITY #2 MAKE CROSSING THE STREET EASY AND SAFE

While the community views Niagara Street as an easy thoroughfare for driving, the same cannot be said for crossing the street. Support for crosswalks was expressed broadly in the survey and community workshops. Bump-outs also received significant support, as many citizens felt these would shorten the distance of intersection crossing. However, unlike crosswalks, support for bump-outs was not as unanimous. Some feel they will negatively impact the flow of traffic and collect large piles of snow in the winter.

PRIORITY #3 LEAVE ROOM FOR PARKING

Because parking is viewed as readily available on much of Niagara Street, it emerged as less of a priority for the Niagara Street community. When presented with design solutions, street parking and vegetated parking lots on side lots were met with less enthusiasm than solutions that address traffic speed and pedestrian safety.

Community members did point to some places where parking is an issue and suggested that current levels be maintained, especially with Niagara Street's emerging popularity as a residential and commercial attraction.

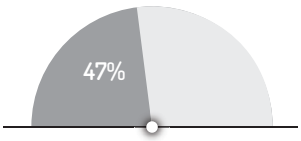
Enhance the pedestrian experience on Niagara Street to make the corridor more safer and more inviting for businesses, residents and visitors.

FROM THE COMMUNITY SURVEY

Niagara Street is not welcoming to pedestrians

Fewer than half of all survey respondents find Niagara Street to be a welcoming environment for pedestrians, and only 8 percent find it to be very welcoming.

47% said walking is **not easy or safe.**



Walking amenities are lacking.

Amenities that can support a safe and welcoming pedestrian environment are lacking on Niagara Street. Survey respondents pointed to adequate lighting, sidewalks, benches, and beautifying elements like art and landscaping as elements sorely lacking on Niagara Street.

90% want **better sidewalks.**

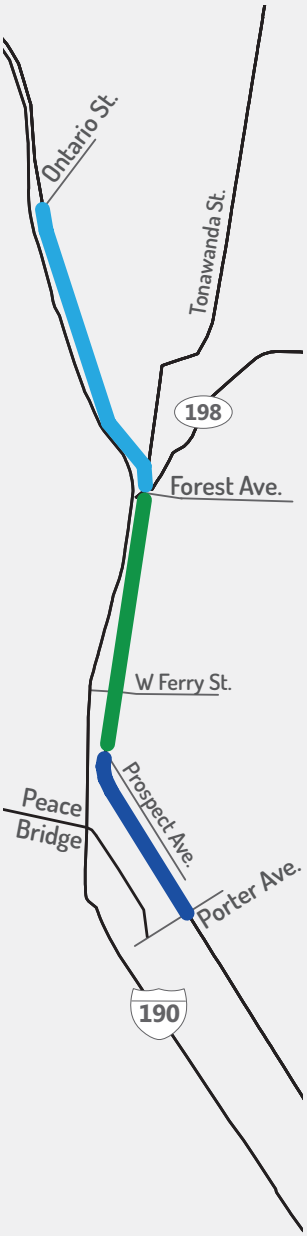
83% want **improved lighting.**

83% want **more benches.**

Community **Feedback**

Through the survey and at the workshops, community members pointed out specific places with opportunities and challenges that could be addressed by the street redesign project.

A closer look across all these targeted comments reveals distinct community preferences on how the pedestrian experience could be improved at different parts of the street.



From Forest to Ontario

This section is generally easy and safe to walk with wide sidewalks at a safe distance from moving vehicles. Still, community members here wanted sidewalks improved, storefronts revitalized, and pedestrian access to the waterfront and Riverside Park enhanced. The area between Forest Ave and Tonawanda St. was singled out as a place in need of better lighting, signage and crosswalks to make it safer for pedestrians.

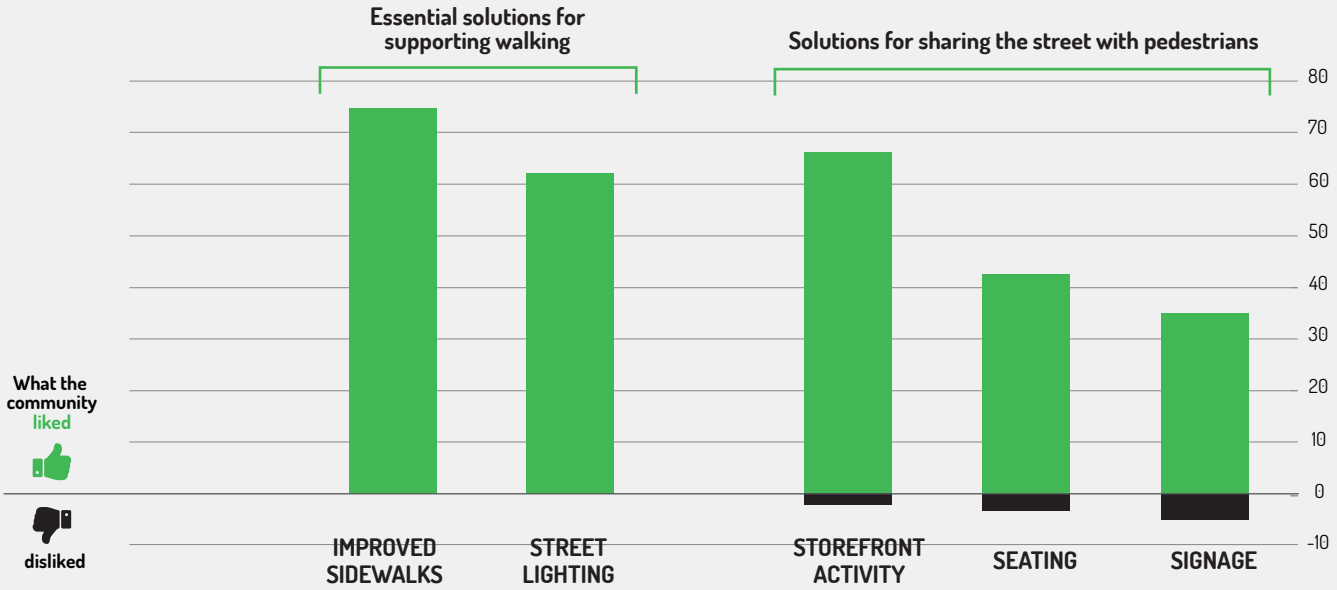
From Prospect to Forest

Prominent businesses and street activity have primed this area for new pedestrian amenities which many feel are now lacking. This section had the most support for new crosswalks, benches and street lights, especially near Ferry Street so pedestrians can easily and safely get to Broderick Park and the Riverwalk.

From Porter to Prospect

With parks and schools nearby, pedestrian amenities are already relatively abundant here, but many think they could be better connected with one other and the street itself. Many community members called for adding crosswalks, crossing signals, and making clearer connections to existing assets, like the parks, with new signage, and enhanced views.

Community **Solutions & Priorities from the Workshops**



PRIORITY #1

FOCUS ON THE ESSENTIALS

Given options of amenities to enhance the pedestrian experience, participants favored "improved sidewalks" and "lighting" over less basic elements like benches or street signage. This may suggest that the community sees basic infrastructure enhancements as the greatest priority for enhancing the pedestrian experience.

These preferences were echoed in the community survey, as nine out of ten respondents supported better lighting and improved sidewalks. Further, when given the opportunity to talk about the greatest needs, survey respondents often raised safety concerns when walking on Niagara Street at night and pointed to lighting as a possible solution, along with more police security cameras.

PRIORITY #2

SUPPORT BUSINESSES LOOKING TO BRING LIFE TO THE STREET

For participants at the community workshops, activating the street with commercial activity (i.e. outdoor cafe seating or restaurant patios) was seen almost as critical as sidewalks and lighting. This suggests the community wants to see expanded opportunities for commercial entities to contribute to the vibrancy of the street.

Public benches and sidewalk-level signage are important, as four out of five survey respondents supported both of these design solutions. But in terms of priorities, they are less favored than basic infrastructure enhancements or actions that directly support outdoor activities for commercial establishments.

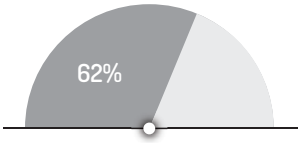
Make Niagara Street a safe and inviting bicycle connector for neighborhoods, downtown, the waterfront, and regional destinations.

FROM THE COMMUNITY SURVEY

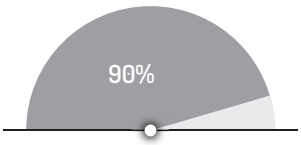
Bicycling is currently unsafe and challenging.

A majority of survey respondents said biking on Niagara Street is unsafe and challenging. Nine out of ten said dedicated bike lanes are needed to address this. For those who currently ride their bikes often on Niagara Street, almost all (99%) said dedicated bike lanes are needed.

62% said **bicycling is unsafe and challenging.**



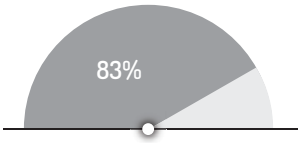
90% want **more bike lanes.**



Bicycling amenities are lacking.

Four out of five survey respondents said they'd like to see more bike racks to serve bicyclists coming to Niagara Street for work, shopping, recreating, eating, and drinking.

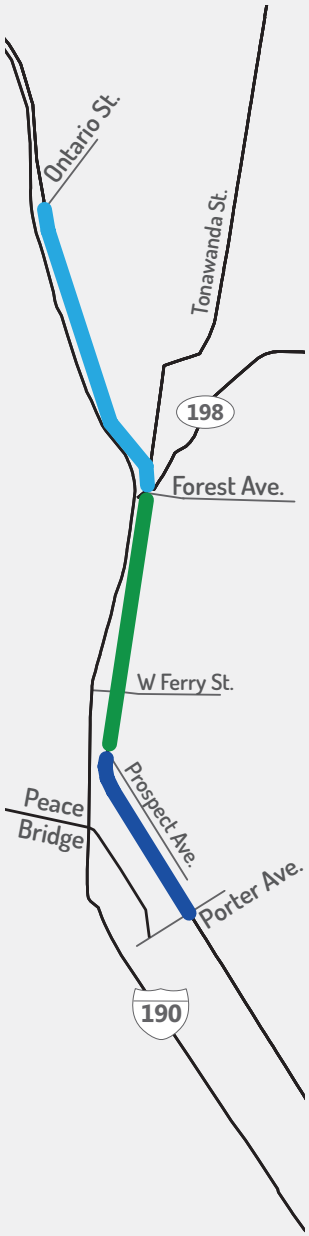
83% want **more bike racks.**



Community **Feedback**

Through the survey and at the workshops, community members pointed out specific places where opportunities and challenges could be addressed by the street redesign project.

A closer look across all these targeted comments reveals distinct community preferences on how bicycling can be improved at different parts of the street.



From Forest to Ontario

Due to high traffic volumes, bicyclists here find it easier to travel on the sidewalk than on the street. Not surprisingly, separated cycleways were preferred over bike lanes. Many suggested that NY Route 198 intersection could become a distinct node connecting new bike lanes, which could improve the street experience for everyone in this section.

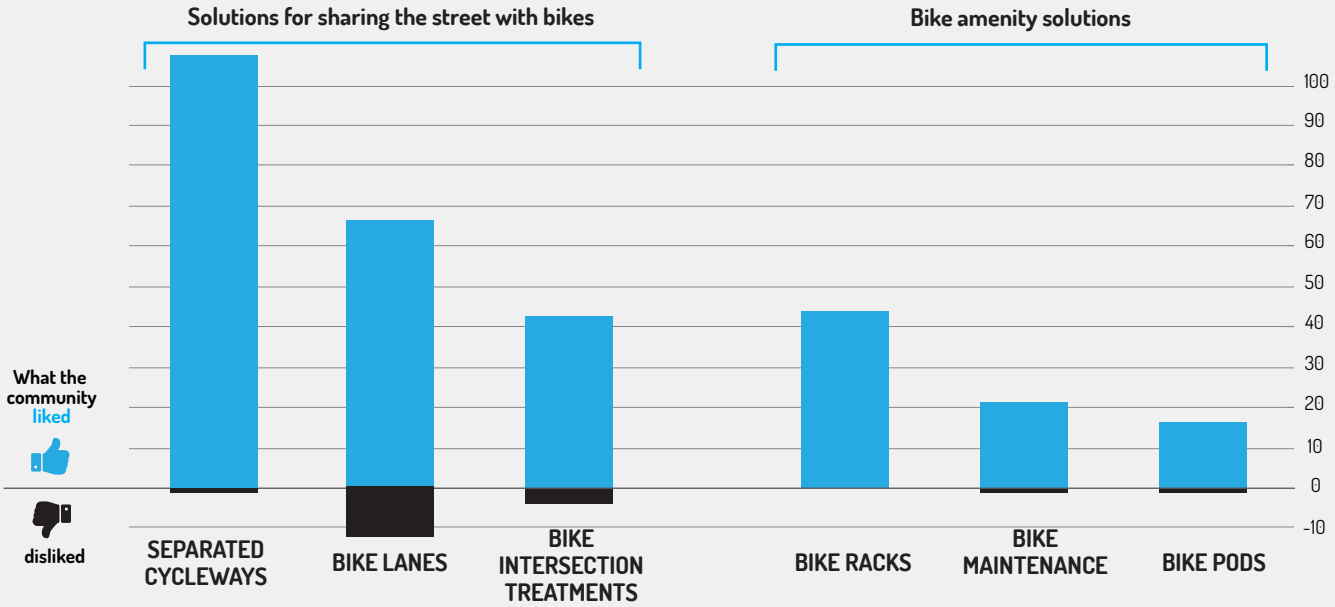
From Prospect to Forest

This section of the street was deemed the most unsafe and challenging for bicycling by survey respondents. Fittingly, users strongly supported separated cycleways and more bike amenities throughout this section. Bicyclists pointed to a need for clear, safe connections from this part of the street to the Riverwalk and the broader Niagara River Greenway system.

From Porter to Prospect

Though survey respondents scored this section more favorably in terms of the overall safety and convenience of biking, it remains a vital connector of neighborhoods, downtown and the waterfront. As such, bicyclists would like this area to have clearer connections to existing bike trails, and more bike amenities (like bike racks near retail). Here too, most preferred separated cycleways over bike lanes.

Community **Solutions & Priorities from the Workshops**



PRIORITY #1

MAKE ROOM FOR BIKING WITH CLEAR STREET MARKINGS

When presented with options for improving the street for bicyclists, workshop participants strongly favored street treatments that clearly demark that bicyclists are welcome on the street. Separated cycleways, or tracks parallel to the street that are dedicated to bicycling only, were by far the most favored bicycle amenity presented, and was even the second most popular design option across all workshop categories. This support was mirrored in the survey; where many write-in comments suggested a desire to see a cycleway on Niagara Street.

Bike lanes and intersection treatments were met with support as well, but not to the same degree as the cycleway.

PRIORITY #2

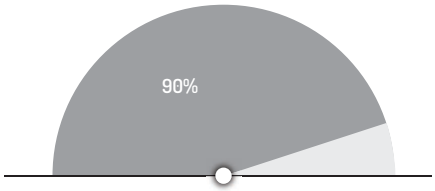
SUPPORT BIKING WITH AMENITIES

While less popular than street demarkations, amenities that can support the use of biking received some support as well. Workshop participants showed the most support for traditional bike racks over more eclectic support amenities such as maintenance stations or pods with clusters of bike racks. This appears to echo the survey where 83 percent of respondents said Niagara Street would benefit from more bike racks.

Add green features and landscape elements to beautify Niagara Street and enhance sustainability.

FROM THE COMMUNITY SURVEY

90% want **more plantings.**



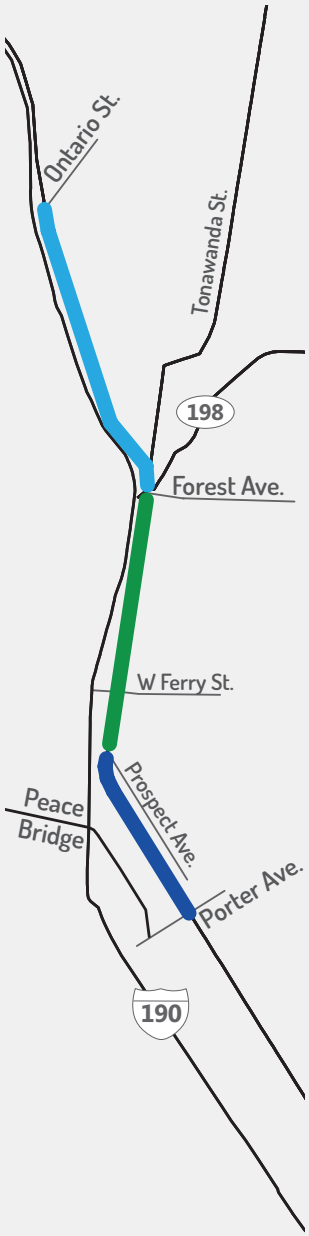
Plantings are currently lacking on Niagara Street.

Nine out of 10 survey respondents said more plantings would improve their part of Niagara Street. Many also commented on how plantings, by beautifying the area, could attract more visitors and encourage new investment.

Community **Feedback**

Through the survey and at the workshops, community members pointed out specific places with opportunities and challenges that could be addressed by the street redesign project.

A closer look across all these targeted comments reveals distinct community preferences on how greening could improve different parts of the street.



From Forest to Ontario

The community expressed a desire to add more street trees in this area, especially from Forest Avenue to Amherst Street. The intersection with NY Route 198 was called out as a place where greening is needed to beautify the street and mitigate negative impacts on the environment.

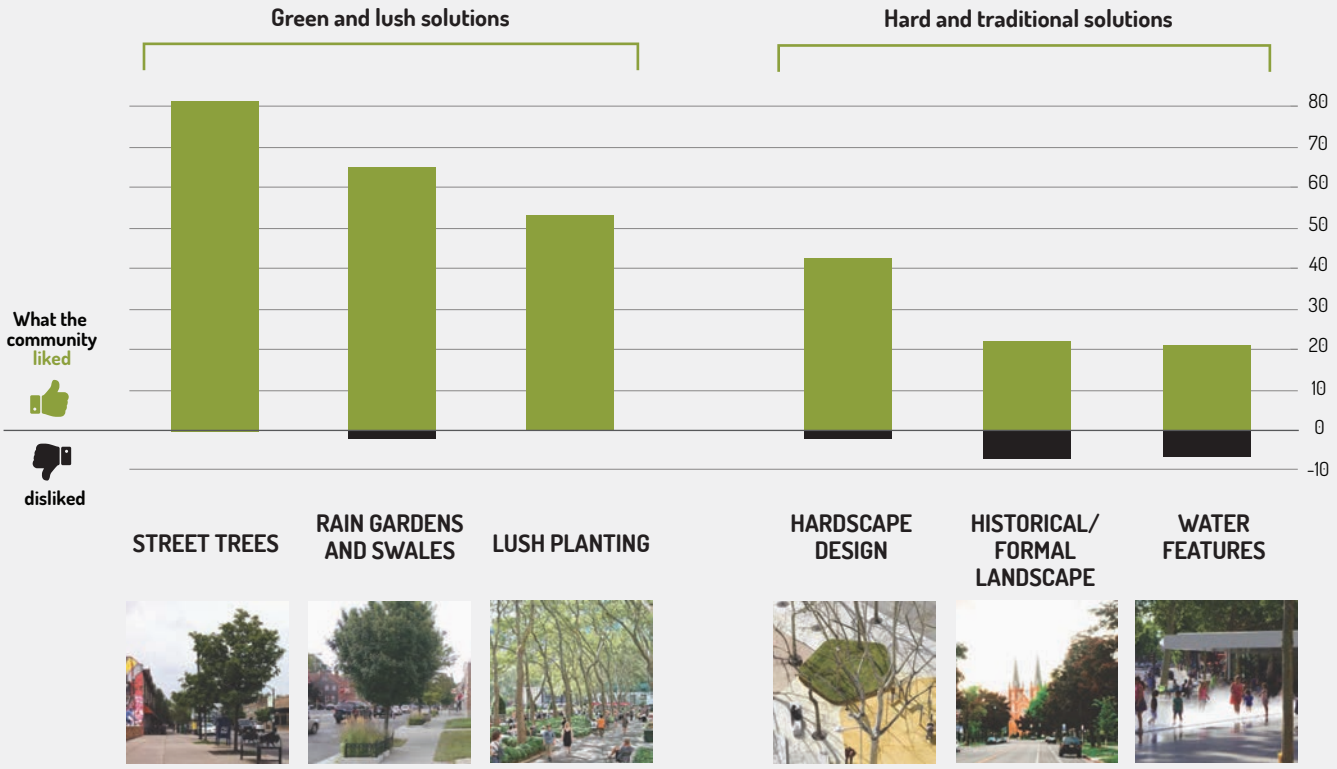
From Prospect to Forest

Communnity members in this area showed the strongest desire for greening. Some suggested integrating nature into the streetscape at key intersections and vacant lots where natural landscapes might be restored, perhaps at Lafayette or Auburn, to beautify the street.

From Porter to Prospect

With parks lining much of this section of the street, the community felt that the focus here should be to simply enhance these existing landscape elements and integrate them into the streetscape. Some wanted the street redesign to extend the natural features of Columbus and Prospect Parks to the Niagara streetscape in order to create a formal historical landscape.

Community **Solutions & Priorities from the Workshops**



PRIORITY #1

EMPHASIZE NATURAL ELEMENTS LIKE TREES AND PLANTINGS

Green and natural elements overall received more support than harder elements. Green installations were suggested to soften the landscape of the street while also supporting ecological connectivity along the corridor. Street trees gained the most support and the community made several comments recommending that they need room and support to grow and thrive. Rain gardens and swales received a lot of support as well, but community members suggested the maintenance and ongoing care of these need to be considered.

PRIORITY #2

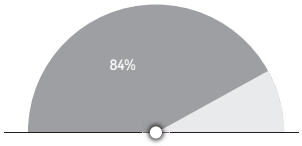
BALANCE HARDSCAPE WITH GREEN ELEMENTS

While significant support was expressed for hardscape, it appears that the community sees this as something that needs to be balanced with natural and green features that soften hardscape elements. A landscape that focuses on historical or traditional design was not as attractive as more progressive features. Water elements, like fountains or "runnels" received the least amount of support across options.

Embrace the water by making it easier for people to access, view, and enjoy the Niagara River.

FROM THE COMMUNITY SURVEY

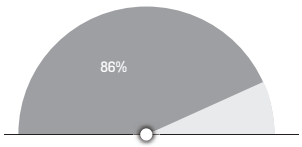
84% want **more views of the water.**



Views of the water are hard to come by.

More than four out of five survey respondents said more views of the water would enhance their section of Niagara Street. This was especially true for respondents connected to the middle section of the street - from Prospect to Forest.

86% want **more signs for visitors.**



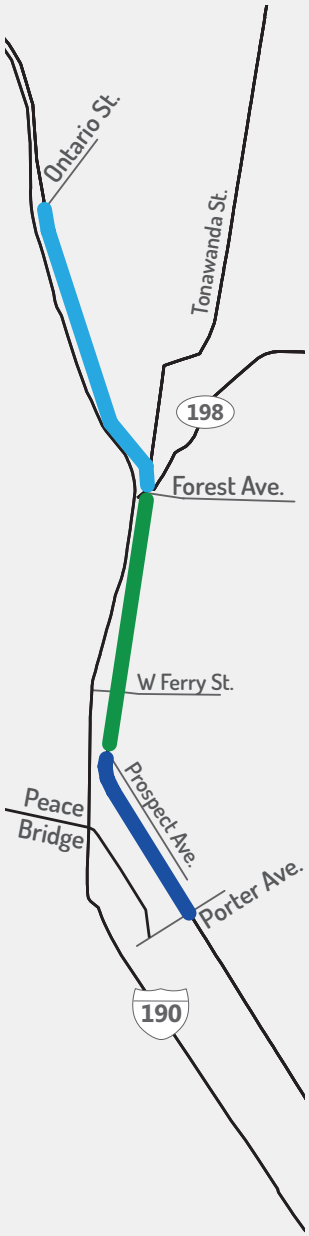
Wayfinding to attractions is lacking.

A great majority of survey respondents said signs for visitors would enhance Niagara Street. Comments suggested existing trails and waterfront access points are not widely known and awareness of their presence could be enhanced through wayfinding signage.

Community **Feedback**

Through the survey and at the workshops, community members pointed out specific places with opportunities and challenges that could be addressed by the street redesign project.

A closer look across all these targeted comments reveals distinct community preferences on how embracing the water could improve different parts of the street.



From Forest to Ontario

This section currently has the most access points to the Niagara River, but getting to the waterfront can still be difficult and confusing. Many here wanted more gateways and wayfinding for clearer public access to the waterfront and Riverwalk. Many suggested the area around the 198 intersection could be transformed to enhance connections to the waterfront.

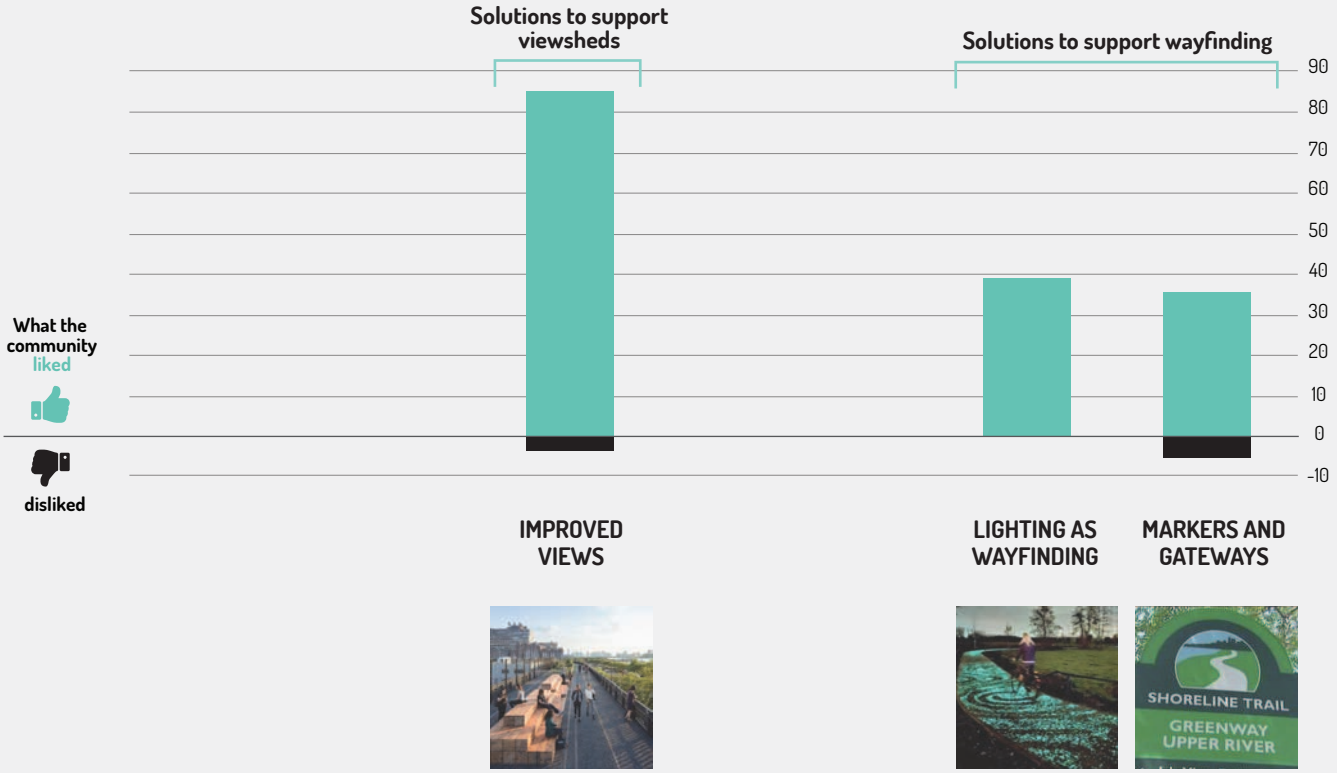
From Prospect to Forest

Survey respondents to this area supported creating better views of the water more than any other section. Clearly marking the access point to Broderick Park and integrating it into the streetscape, was a high priority for many users.

From Porter to Prospect

This section lies a bit further from the Niagara River, but the community's desire to embrace the water here is obvious. New signage and wayfinding could help connect people here with waterfront access points to the north and south. Many wanted the streetscape to build aesthetic connections to the river. Some suggested opening up potential views to the Peace Bridge, like where Niagara Street meets Busti Avenue.

Community **Solutions & Priorities from the Workshops**



PRIORITY #1

IMPROVE VIEWS AND CONNECTIONS TO THE WATER

Across all design elements presented at the community workshops, improved views received the greatest level of support. This reflects the important role the water plays in the corridor, its neighborhoods, as well as the city and greater region.

Four out of five survey respondents said they use Niagara Street to get to the water and that the street would benefit from better views of the river. At the same time, as was expressed often by residents and business owners mentioned during the survey, re-connecting to the water is challenged by the physical isolation posed by the NYS Thruway.

The challenge for Niagara Street Now will be to find creative ways to make the streetscape project support existing access points, or when possible, open new opportunities to view the water.

PRIORITY #2

MAKE IT EASIER FOR PEOPLE TO FIND AND REACH THE WATER

While not prioritized as strongly as improved viewsheds, signage and other wayfinding that can bring people to the water is a clear priority for the community. Almost all of the comments from the workshop at the water-themed station were focused on places to enhance signage and the clarity of connections between trails and water access points.

Lighting was given slight preference over more traditional forms of wayfinding. This could be a reflection of the community's desire to see more unique ways of bringing people to the water, as well as the overall theme that the street needs better lighting for safety and emphasizing opportunities along Niagara Street.

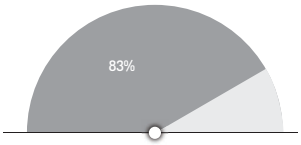
Bring Niagara Street's diverse culture and history alive through placemaking and public art.

Art and culture should be featured more.

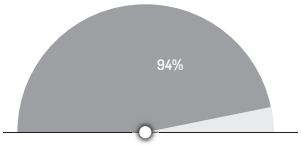
Support for integrating arts, culture and history in the Niagara Street transformation was strong in past plans, the survey, and in the feedback generated at workshops. Four out of five survey respondents said public art would improve their part of Niagara Street, and an even higher level of support was offered for the planning principle around arts, culture and history.

FROM THE COMMUNITY SURVEY

83% want **more public art.**



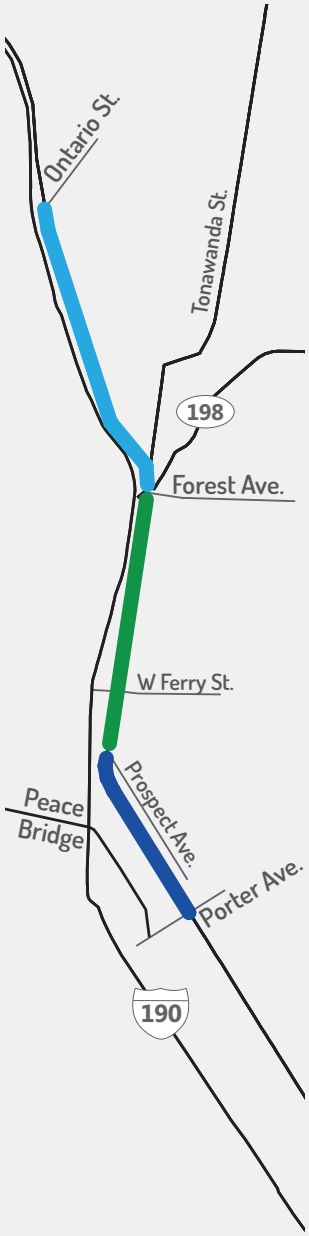
94% said **arts, culture and history should be featured**



Community **Feedback**

Through the survey and at the workshops, community members pointed out specific places with opportunities and challenges that could be addressed by the street redesign project.

A closer look across all these targeted comments reveals distinct community preferences on how celebrating local, history, culture and arts could improve different parts of the street.



From Forest to Ontario

This section has a number of historical sites that are already marked, but could be made more prominent by the street redesign. Some pointed to this section as a possibile venue for hosting public events and street activities.

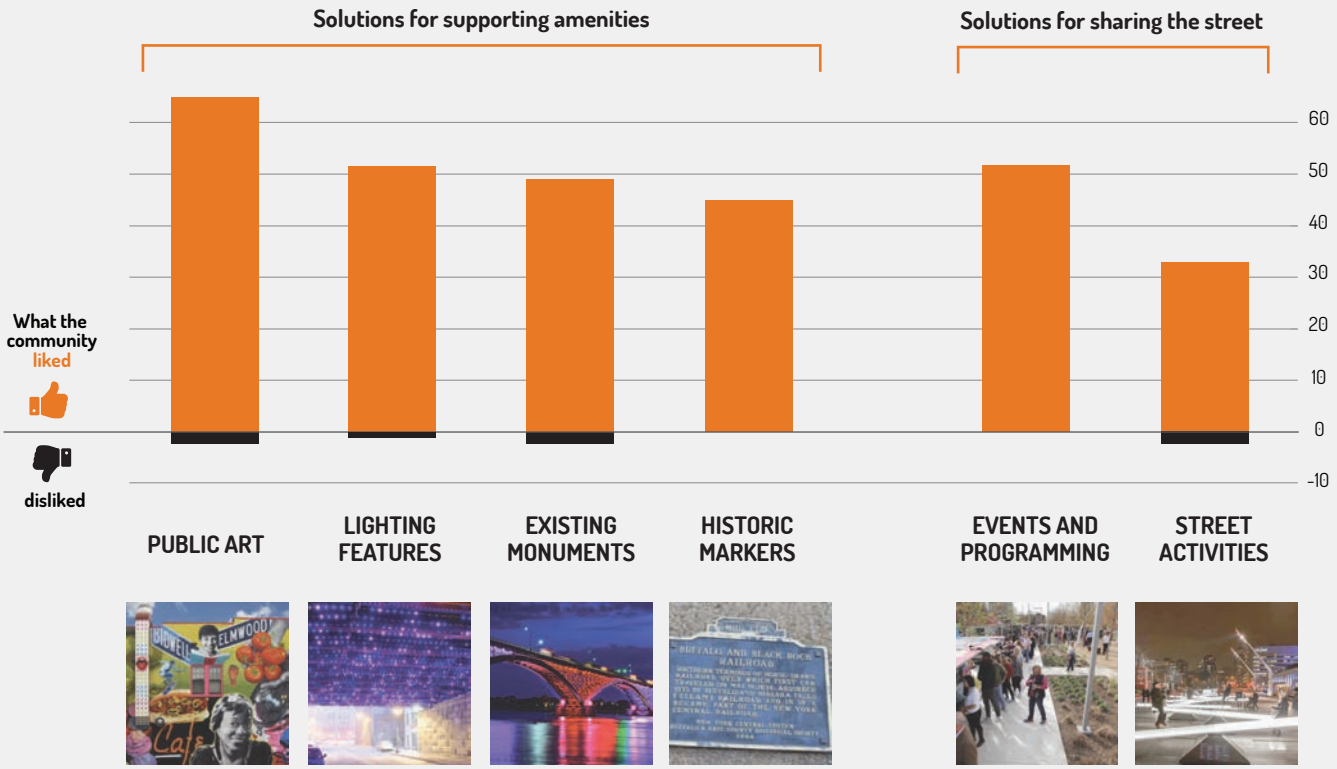
From Prospect to Forest

This section is home to rich history and an emergent arts community. Community members wanted the industrial heritage of this area to be preserved, while honoring its diverse history more prominently at certain sites. There is also great potential and support for public art displays in this section.

From Porter to Prospect

This area lies near a number of high profile monuments that many would like to be more visible from the street - like the Peace Bridge and the Connecticut Street Armory. Some suggested that the sides of some large buildings here (at the corner of Busti Avenue for instance) could be used for murals or other public art installations.

Community **Solutions & Priorities from the Workshops**



PRIORITY #1

A DIVERSE APPROACH TO PLACEMAKING, EMPHASIZING BOTH OLD AND NEW

Across the engagement, support for embracing arts, culture, and heritage into Niagara Street's sense of place has been very strong. Yet, perhaps reflecting the richness and diversity of cultures connected to the street, the community sees a varied and balanced approach to how this gets accomplished. A range of comments call for emphasizing the evolving diversity of people connected to the street - embracing the role of longstanding ethnic groups connected to Niagara Street (such as Italian Americans and Hispanics), as well as the wide range of ethnicities and nationalities of newer West Side and Black Rock residents. Emphasis on diversity extends to how the community wants history and heritage embedded into the street. Community members called for highlighting important structures or sites that tell the unique story of Niagara Street. Others have suggested that while embracing heritage is important, elements that can highlight the changing nature of Niagara Street should not be forgotten.

PRIORITY #2

PROGRAM ACTIVITIES TO BRING PEOPLE TO THE STREET

Events and programs that bring people to the street were also popular, although organized events (i.e. festivals or food truck nights) were seen more favorably than playful works of art or other activities installed into the street.

Community Priorities

Following a review of this draft vision document, community members were invited to rank each of the 13 priorities. Feedback was provided in March 2016 at a community meeting and online via the project website. The aggregate ranking of that feedback is provided below:

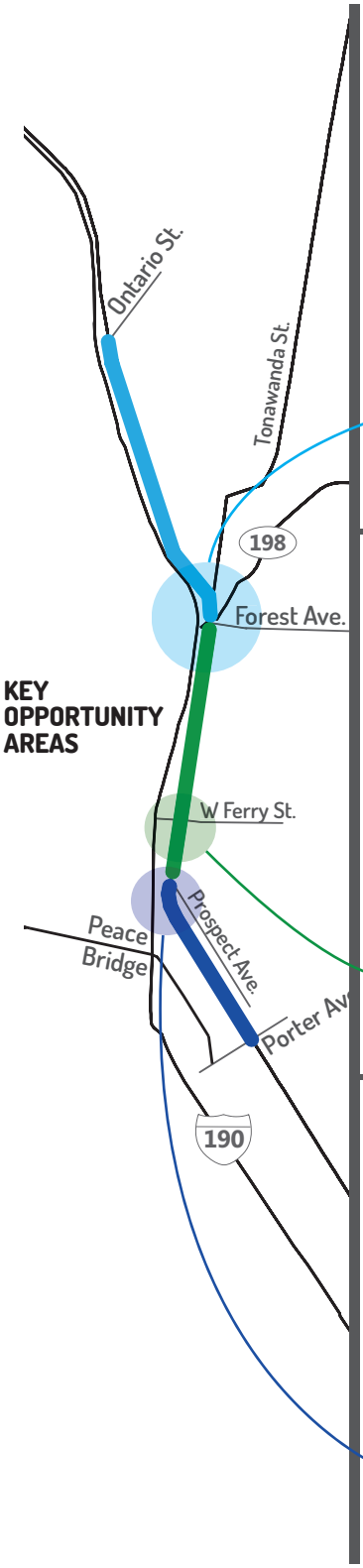
How the priorities rank

How important was it to the community?

73 community members scored these priorities through a ranking exercise. The graphic depicts each priority's average score in relation to each other.

SUMMARY OF COMMUNITY FEEDBACK BY SECTION

Along with general feedback, the community had many specific suggestions for certain parts of the street. A closer look across all the targeted comments, including those heard in the survey and at the community workshops, reveals distinct community preferences for different parts of the street. These ideas are summarized below along with **key opportunity areas** where the community made a number of related suggestions for transforming the streetscape.



FROM FOREST TO ONTARIO

Make it easier for bikes and pedestrians to access the waterfront with clear signs and gateways.
Revitalize street activity with more active storefronts and improved sidewalks.
Add more green features (especially in the section between Forest and Amherst).
Explore the possibility of hosting public events, or street activities.
Provide street parking for local businesses and visitors.

Transform the intersection of 198/Forest Ave/ Tonawanda Street

Clearer directional signage for drivers, bicyclists and pedestrians
More crosswalks, crossing signals
Better lighting
Traffic calming (including 198 on/off ramps)
A node for bike lanes (preferably separated) with clear wayfinding
More greenery and improved views
Enhanced visual and physical connections with the water

FROM PROSPECT TO FOREST

Add crossing signals and crosswalks to create a safe pedestrian environment, especially near retail.
Celebrate history by preserving the industrial feel of the district and adding historical markers.
Incorporate public art that represents local culture and the growing arts community.
Support emergent street activity with more pedestrian amenities.
Integrate natural landscapes at key locations to beautify the area.

Transform the intersection of Ferry Street and access point to Broderick Park

Crosswalks and crossing signals here and on streets nearby
Formal markers and gateways to the street to point access to Broderick Park, the Riverwalk and the broader Niagara River Greenway system
Natural features to create visual connections from the street to Broderick Park and the waterfront
Bike amenities to welcome bicyclists riding the Riverwalk to the street

FROM PORTER TO PROSPECT

Leverage existing assets, monuments, and destinations to revitalize the street.
Take advantage of view sheds and surfaces that could be used for new public art installations.
Enhance existing natural features and parks and integrate them into the streetscape.
Create clearer, safer connections to bike trails, and waterfront access points.
Add more crosswalks, crossing signals and traffic calming measures.

Transform the intersection of Busti Avenue

Crosswalks, crossing signals and benches to make it pedestrian-friendly
A primary node connecting cars, bikes and pedestrians to downtown
Bike lanes, intersection treatments and wayfinding for bicyclists
Enhanced views of the waterfront and Peace Bridge
Green features and natural elements to beautify the area

What planning work has been done and how can it guide Niagara Street Now?

A total of 33 plans spanning the last decade and more were reviewed and summarized. These plans cover a wide range of planning activities from watershed management to transportation planning, and each offers useful insights for Niagara Street Now. Though every plan touches on many topics, they generally fit into certain categories. These types of plans, and what they can tell us about Niagara Street Now, are briefly described below.

City Plans

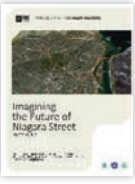
Often informed by stakeholder input, city plans create a broad, guiding vision for all communities of Buffalo. These include comprehensive plans that collectively address the many issues that impact a city, and others that focus on specific concerns, such as zoning, Each citywide plan has a unique focus, but all aim to establish Niagara Street as a vital gateway into Buffalo by revitalizing the corridor and its surrounding neighborhoods, expanding transportation options, adding greenspace, and enhancing public access to the waterfront.

Queen City for the 21st Century: Buffalo's Comprehensive Plan, 2006
Queen City Hub: A Strategic Regional Action Plan for Downtown Buffalo, 2007
BSA CSO Long Term Control Plan/Green Infrastructure Master Plan, 2014
Buffalo Green Code: Land Use Plan and Unified Development Ordinance, 2015

Neighborhood Plans

Commonly developed by community groups or neighborhood planning associations, these plans provide broad visions for specific neighborhoods and suggest strategies that reflect community values. Though Niagara Street crosses many engaged neighborhoods, they all recognize its importance as a critical corridor for economic revitalization, historical preservation and environmental restoration.

Building a Neighborhood of Choice: A Neighborhood Plan for the Riverside Planning Community, 2007
Historic Black Rock: War of 1812 Bicentennial Community Plan, 2008
Rediscover Riverside: 2010 Riverside Community Plan, 2010
West Side Sustainable Community Plan, 2010
Conceptual Design for Re-imagining Niagara Street as a Complete Street, 2011
PUSH Buffalo-BNSC: Building for the Future: Community Development Plan for the Massachusetts Avenue Corridor Green Development Zone, 2012
Tonawanda Street Corridor: Brownfield Opportunity Area, 2014
Imagining the Future of Niagara Street, 2015
Upper Rock Local Historic Preservation District Plan, 2015



Waterfront Plans

These plans focus on revitalizing our waterfronts. They recommend that the Niagara Street corridor becomes a distinct gateway into the city by improving public waterfront access, restoring shoreline ecology, and celebrating history along the Niagara River.

Queen City Waterfront: Buffalo Waterfront Corridor Initiative: A Strategic Plan for Transportation Improvements, 2007

Buffalo Waterfront Plan: Local Waterfront Revitalization Plan, 2015

Environmental/Parks Plans

These plans lay out strategies for restoring parks and nature. Though they vary in scale, these plans commonly suggest that the Niagara Street corridor should serve as a significant environmental destination; one that is in need of ecological restoration, protection from pollution, and enhanced access to public open spaces that embrace the waterfront and its history.

Scajaquada Creek Initiative: Watershed Master Plan, 2002

Great Lakes Seaway Trail National Scenic Byway Corridor Management Plan, 2005

Niagara River Greenway Plan and Final Environmental Impact Statement, 2007

The Olmsted City: The Buffalo Olmsted Park System: Plan for the 21st Century, 2007

Black Rock Canal Park Feasibility Analysis, 2010

Green Infrastructure Solutions to Buffalo's Sewer Overflow Challenge: Draft Feasibility Study, 2011

Remedial Action Plan Stage 2 Addendum: Niagara River Area of Concern, 2012

Broderick Park Master Plan, 2014

Niagara River Habitat Conservation Strategy, 2014

Riverwalk Revitalization Draft Action Plan, 2014

Buffalo MicroParks, 2015

Transportation Plans

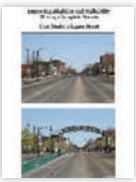
By studying local trends and preferences, these plans aim to accommodate the transportation needs of cities or regions. Even those with a broad, regional focus recommend that formal accomodations be made to integrate bikes, pedestrians and public transit in our roadways, especially key routes like Niagara Street.

2008 Bicycle & Pedestrian Master Plan for Erie and Niagara Counties, 2008

2035 Long-Range Transportation Plan, 2010

Improving Bikability and Walkability through Complete Streets: Case Study: Niagara Street, 2014

Buffalo Bicycle Master Plan: Technical Memorandum #1: Existing Conditions Assessment, 2014



Regional Plans

These plans bring communities together to develop a broad vision to help shape the future of the entire region. Regional plans support strategic investments near waterfronts and existing commercial corridors, like Niagara Street, in order to promote sustainability and revitalize the regional economy.

A Strategy for Prosperity in Western New York: WNY Economic Development Strategic Plan, 2011

Western New York Regional Sustainability Plan, 2013

One Region Forward: A New Way to Plan for Buffalo Niagara, 2015

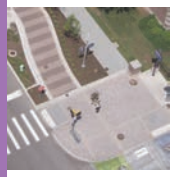
Glossary of Design Choices

A range of design choices that can contribute to the accessibility, safety, and vibrancy of Niagara Street were presented at community workshops as a basis for identifying priorities and design preferences. The definitions and imagery below explain what these design choices are and what they may look like if implemented.

DRIVING AND PARKING

Crosswalks

Striped crosswalks with clear, well-lit crosswalk signals and countdowns. This increases overall safety and comfort for pedestrians.



Bump-Outs

Bump-outs widen the sidewalks at key intersections to slow automobile traffic and make crossing the street shorter and safer.

Street Parking

Allowing for ample on-street parking can serve businesses, residents and visitors. It can also assist in slowing traffic and increasing awareness of drivers.

Traffic Calming

Traffic calming efforts can slow automobile traffic and make it easier for pedestrians and bicyclists. Measures can include adding a flexible middle turning lane, introducing bicycle lanes, and maximizing on-street parking.

Vegetated Parking lots

These parking lots dedicate a significant portion of their surface to permeable ground, planted trees, shrubs and grasses. They help provide shade, screen undesireable views, slowly release surface water runoff back into the ground water and improve air quality.

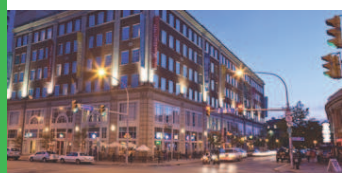
WALKING

Storefront Activity

Increasing width of sidewalks in select areas can encourage more retail shopping and outdoor experiences, such as bistro tables and chairs, seasonal pop-up shops, farmer's markets, and more.

Improved Sidewalks

Widened and more attractive sidewalks can create more vibrant, welcoming streets for pedestrians of all ages and abilities.



Street Lighting

Street lighting improves visibility on city streets and invites increased nighttime pedestrian activity.

WALKING

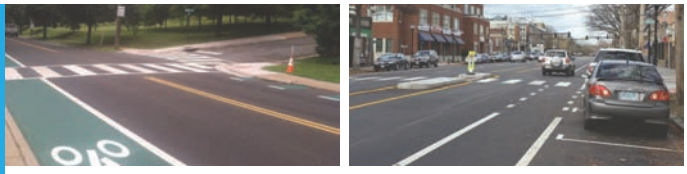
Signage

Wayfinding signage, educational signs and historic markers help direct people to sites and features of significance in the urban landscape and help visitors navigate neighborhoods and parks.

Seating

Playful, iconic benches and seating elements in the streetscape can encourage a welcoming public atmosphere. They reinforce street activities, aid in identity and offer resting points for senior citizens.

BICYCLING



Bike Lanes

Addition of bike lanes in both directions of traffic along Niagara Street can make it safer and inviting to bike. It also reminds motorists of the need to share the road with other forms of transportation.

Bike Maintenance

These stations are a free public amenity, and allow cyclists to air-up tires, check tire pressure and make minor adjustments and repairs to their bicycles.

Bike Parking Pods

These bicycle structures help shelter bicycles from the harsh winter climate of Buffalo, and communicate a commitment on part of the city to encourage and facilitate bicycle commuting.

Separated Cycleways

While similar to bike lanes, these separated cycleways create an added level of safety from the risks of riding adjacent to both moving and parked automobiles. The separation also helps improve safety between cyclists and pedestrian traffic and even overall travel efficiency.

Bike Racks

Standard bicycle racks provided by the City of Buffalo could facilitate bicycle usage throughout the entire corridor of Niagara Street.

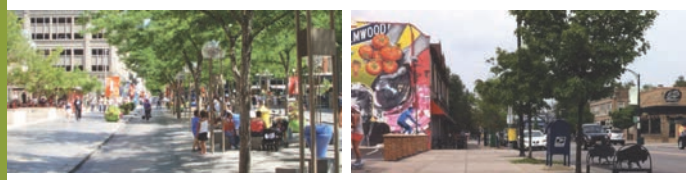
Bike Intersection Treatments

Explicit marking of the bicycle lanes through traffic intersections ensure cyclist safety and generate greater awareness of bicycle right-of-ways in relationship to automobile traffic.

GREENING

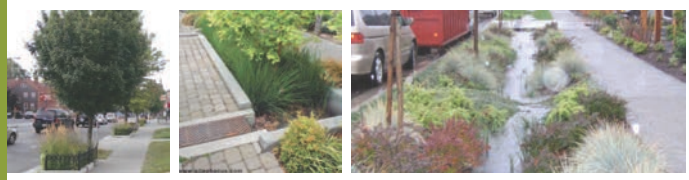
Water Features

Small water features such as a runnel, fountain, or mist can help bring the feeling of water to Niagara Street, despite being dislocated from the actual river front. The sounds and visual effects can enhance the streetscape experience.



Street Trees

Trees bring numerous benefits to cities, including beautification, improving shade-cover and air-quality, and assisting urban water management.



Rain Gardens and Swales

Made up of well-maintained water-tolerant grasses, shrubs, and trees, green infrastructure elements improve storm water and snow-melt management. They can also beautify, improve air-quality, provide shade and cool the air when it is hot.

Historical/Formal Landscapes

The landscape character of Niagara Street could take a variety of themes and styles. One possibility would be a historic reference to Frederick Law Olmsted's legacy in designing Buffalo's parks system, as well as a more formal European aesthetic.

Lush Planting

Lush green plantings integrated into the streetscape. This design theme works well with green infrastructure initiatives to manage storm water and snowmelt in an aesthetically-pleasing way.

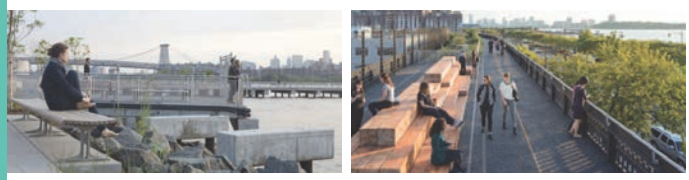
Hardscape Design

Portions of the street could have a character that uses stone or concrete paving, with select areas of turf and garden beds. Hardscape designs work well to host public events, markets and gatherings, and often feel open and airy.

EMBRACING THE WATER

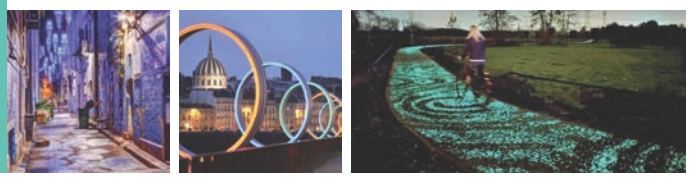
Markers and Gateways

A system of signs and markers just off the sidewalk or throughout the urban landscape that delineate routes to the waterfront, routes to certain neighborhoods, downtown, or other desirable districts in Buffalo.



Improved Views

Finding opportunities within the urban fabric to open up views toward the shoreline of the Niagara River. This could involve elevating the viewer onto simple viewing 'platforms' or clearing out vegetation to make the water more visible.

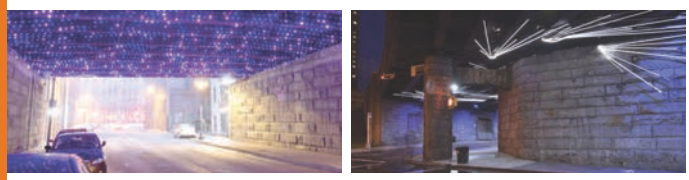


Lighting as Wayfinding

Enhancing the visibility and memorability of markers and gateways at nighttime through color and distinctive lighting scheme. A lighting scheme used to enhance the wayfinding signage also improves visibility of walkways at night, and helps increase landmark branding through a complimentary nighttime appearance.

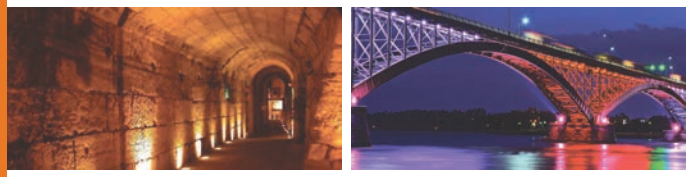
INTEGRATING ARTS, HISTORY AND CULTURE

Historic Markers
Signs and/or systems indicating historic landmarks and other sites.



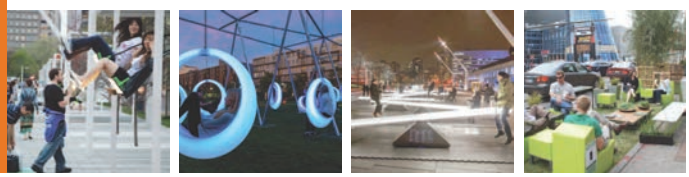
Lighting Features
Lighting elements that create a certain mood or energy. Meant to enrich the public experience and provide a playful sense of place, and safety at night. Could be designed with local artists and illuminate historic sites or important places.

Public Arts
Murals, sculptures, or light installations in public space created by artists to help enhance landmarks, or make better use of large blank walls in highly visible areas.



Existing Monuments
Celebration through lighting or public art installations to highlight both traditional and non-traditional monuments. They might include old factories, bridges, or historic infrastructures, as well as more traditional monuments in Buffalo.

Events and Programming
Increasing the amount and diversity of large public events such as parades, public concerts, outdoor movies, or similar events. This could mean creating more public open spaces that could double as flexible event spaces.



Street Activities
Inviting more active and vibrant street life such as farmers markets, seasonal holiday markets, food truck areas, into Niagara Street. This could mean widening sidewalks, or dedicating certain lots or vacant land for use by temporary pop-up events.

The City of Buffalo and its partners guiding Niagara Street Now would like to **thank each and every member of the community who participated** in a survey, attended a workshop, or offered comments at meetings.

From the start, **Niagara Street Now** has been focused on **generating meaningful community input that can shape design solutions for the street.** This document and the community values within would not be possible without the **contribution of 600+ voices** that shaped it – **residents, business owners, and community stakeholders.**

The City of Buffalo's Department of Public Works, Parks & Streets and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Mayor Byron W. Brown

Preliminary Design Update

JUNE 20th, 2016

Come see how community priorities are being incorporated into preliminary design.

REGISTER TODAY!

Community Vision Update

MARCH 31st, 2016

Learn what the community said and how the vision will guide the streetscape transformation of Niagara Street.

REGISTER TODAY!

NIAGARA STREET NOW

You're invited to learn about the next phase of Niagara Street's reconstruction effort.

December 15th, 6:30-8:30pm
The Atrium @ Rich's

1 Robert Rich Way, Buffalo, NY 14213

JOIN US

Provide your feedback through hands-on activities and check out the results of the community survey.

REGISTER TODAY!

Comunity Workshops

FEB 16, 17, 18

NIAGARA STREET NOW

NIAGARA STREET NOW

JOIN US

Community Workshops FEB 16, 17, 18

Provide your feedback through hands-on activities and check out the results of the community survey.

niagarastreetnow.org

REGISTER TODAY!

The City of Buffalo's Department of Public Works and the Buffalo Sewer Authority are leading an effort to transform Niagara Street.

Visit **niagarastreetnow.org** to find other ways to get involved!