TRANSPORTATION PROJECTS
T1. Niagara Street/Great Lakes Seaway Trail Streetscape Project

PROJECT SPONSOR: City of Buffalo Department of Public Works

PROJECT LOCATION: Niagara Street from Niagara Square to Ontario Street

PROJECT DESCRIPTION: In the north half of the City’s waterfront, Niagara Street (a designated segment of the Great Lakes Seaway Trail National Scenic Byway) serves as the major waterfront transportation corridor connecting several waterfront parks, neighborhood centers and employment areas. The project builds upon investments at LaSalle Park, Hope VI housing, Porter Avenue, Broderick Park, Rich Products, and Underground Railroad and War of 1812 historic recognition efforts.

Currently, Niagara Street is a wide expanse of pavement, with large billboards, minimal right-of-way landscaping, few traffic calming measures and minimal bike and pedestrian facilities. Travel speeds regularly exceed the posted speed limit by 15 miles per hour or more, creating dangerous conditions that have resulted in numerous accidents, including one fatality in 2013.

The City of Buffalo is working with numerous stakeholders and partners to reinvent Niagara Street as the City’s principal waterfront corridor. A complete, green street project, the effort will include traffic calming measures, clear bicycle and pedestrian facilities, milling/asphalt overlay, street lighting, traffic signal replacements, improved transit stations, street furniture, landscaping and heritage interpretation, where appropriate. A proposed element of the Buffalo Sewer Authority Phase I Green Infrastructure Plan, this project aims to control stormwater runoff from up to 35 acres of impervious surfaces draining to the Buffalo Sewer Authority combined sewer system. The streetscape project also seeks to encourage redevelopment of the many vacant and underutilized buildings and lots located within the corridor, as described in the Tonawanda Street Corridor BOA project.

The Niagara Street project will complement the 2010 reconstruction of Fuhrmann Boulevard and the 2013 reconstruction of Ohio Street by the City of Buffalo and ECHDC to form a true local network of attractive, complete and green streets along the City’s waterfront. Buffalo waterfront travelers can either follow the Route 5 skyway or drive at grade through the Canalside, Cobblestone and grain elevator districts.

PROJECT GRAPHIC:
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<thead>
<tr>
<th>Project Component</th>
<th>Lead Agency</th>
<th>Location</th>
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T2. Scajaquada Expressway Boulevard Project

PROJECT SPONSOR: New York State Department of Transportation

PROJECT LOCATION: NYS 198 Expressway, from Kensington Expressway (NYS Rte 33) to Interstate 190

PROJECT DESCRIPTION: The purpose of this project is to convert Scajaquada Expressway into a principal urban arterial (non-expressway) and landscaped boulevard. The project will feature new at-grade intersections, enhanced pedestrian and bicyclist accommodations, improved aesthetics, and decorative lighting in an effort to reduce operating speeds, improve overall safety, and develop a community gateway.

The Scajaquada Expressway was constructed in the 1950’s through the middle of the historic, Olmsted-designed Delaware Park. Park features on the north side of the expressway, which include the Buffalo Zoological Gardens, Delaware Park Golf Course, Mirror Lake and the Buffalo Historical Museum, are separated from facilities on the south side of the expressway, including the Marcy Casino, Hoyt Lake and the nationally renowned Albright-Knox Art Gallery. Delaware Park, the educational and cultural institutions, and the residences and businesses that surround the Scajaquada corridor also generate numerous pedestrian and bicycle trips within the area. The expressway facility is at odds with the context of the surrounding culturally-rich community resources, acting as a barrier, dividing the park, and hindering the use of these resources by pedestrians and bicyclists.

The goal is to achieve greater harmony with the surrounding community character and natural environment, and coordinate motor vehicle, bicycle, and pedestrian transportation. Furthermore, there is a need to address documented transportation deficiencies including:

- geometric features that do not meet current expressway standards;
- traffic congestion that occurs at one or more locations during peak travel periods;
- vehicular operating speeds that exceed the posted limit and design speed;
- higher than expected accident rates, accident severity, and identifiable accident patterns; and
- deteriorating drainage systems that no longer function as designed and release untreated stormwater into Scajaquada Creek.
## PROJECT GRAPHIC:

**Scajaquada Image Before**

![Scajaquada Image Before](image1.png)

**Scajaquada Image After**

![Scajaquada Image After](image2.png)

## PROJECT ELEMENTS:

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T3. Niagara St./Virginia/Carolina I-190 Interchange Gateway Project

PROJECT SPONSOR: New York State Department of Transportation

PROJECT LOCATION: I-190 Interstate Niagara Street On/Off Ramp at Virginia St./Carolina St.

PROJECT DESCRIPTION: Reconstruction of the I-190 interchange at Niagara Street, which includes Virginia and Carolina Streets. The original construction of this interchange impacted the historic urban fabric of the neighborhood; due to heavy traffic flow, it continues to impact the area physically and visually. This project involves removal of the on-ramp from Virginia Street to recapture the land for public use; reconfiguration of the intersection of Niagara, Virginia and Carolina Streets, including the possible use of a round-about to guide traffic onto the I-190; installation of safe pedestrian crossings; and construction of new connections between the neighborhood and the waterfront via Virginia and Carolina Streets.

PROJECT GRAPHIC:

Sketch concept alternative

Earlier concept showing grand boulevard connecting Niagara Street to new waterfront parkway and LaSalle Park
T4. Erie Street Waterfront Connection

PROJECT SPONSOR: City of Buffalo Department of Public Works

PROJECT LOCATION: Erie Street, from Main to Lakeside Boulevard

PROJECT DESCRIPTION: This project involves the realignment of Erie Street to reopen the connection between Main Street and the waterfront. This effort would re-establish the vista of the waterfront from downtown, recreate the historic Ellicott radial street pattern, improve pedestrian access and safety, and provide new urban development sites to help move the City to the waterfront. This project also provides opportunities to transform bridge underpasses from barriers to gateways through the use of lighting, artwork, signage and wayfinding.

PROJECT GRAPHIC:
T5. Cars on Main Waterfront Connection

PROJECT SPONSOR: City of Buffalo Department of Public Works

PROJECT LOCATION: Main Street from Exchange to Scott

PROJECT DESCRIPTION: Automobile traffic was removed from Main Street in 1982 when the Metro Rail system, including the pedestrian-transit mall freefare zone on Main Street was built. The Metro Rail system opened in 1984 and has benefited Downtown and our region. However, the pedestrian transit mall, completed two years later, limited access to Main Street and contributed to diminished occupancy and development, especially for first floor store fronts.

The primary objective of the project is to reopen Main Street to two-way vehicular traffic to stimulate economic development in downtown Buffalo, increase multi-modal access options and transit ridership, and improve the quality of life through higher visibility for retail shops, loading zones for shops and residential areas, and parking availability to allow easier access to buildings on Main Street.

PROJECT GRAPHIC:
T6. Perry Street/Cobblestone Connector

PROJECT SPONSOR: Cobblestone District Connector Initiative – A consortium of private stakeholders including Savarino Companies, Buffalo Sabres, Seneca Gaming Corporation, Buffalo Creek Community Development Fund Advisory Committee and HSBC Bank

PROJECT LOCATION: Perry Street, from Main to Michigan Avenue

PROJECT DESCRIPTION: $3 million Streetscape improvement project along Perry Street to:

- Better connect Seneca Casino, numerous buildings that have been preserved and re-used in the Cobblestone District, HSBC Atrium, First Niagara Center, Webster Block, Canalside;
- Enhance the visual quality and user safety on this heavily-used streetscape;
- Improve the impression made on hundreds of thousands of visitors to Buffalo, as the corridor is the most utilized gateway to Canalside and First Niagara Center; and
- Utilize unique and exciting streetscape elements including pavement treatments, plantings, street furniture, and artistic lighting with active maintenance involvement from proven private entities.

PROJECT GRAPHIC: