



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

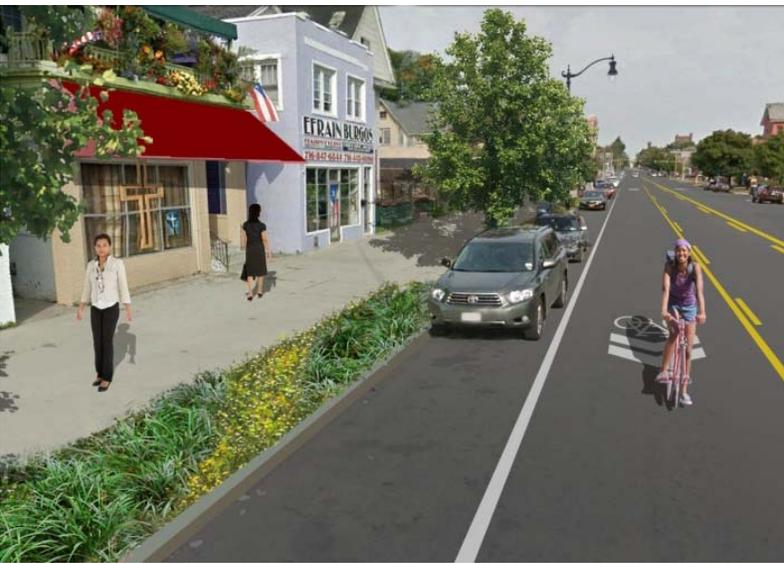
NOTE: All driveways to be reviewed with respect to code width, number of drives into each parcel, and impact on adjacent street parking.



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

