

2. Niagara Falls Boulevard Streetscape Project

Funding Request:
\$26,649,414

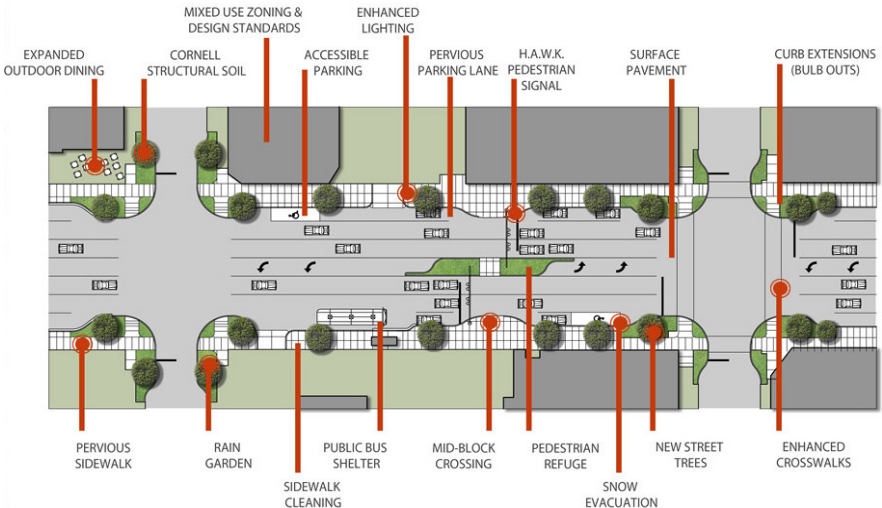
3. Niagara Falls Boulevard Intrastructure Improvements

Funding Request:
\$28,994,015

ROAD DIET AND STREETScape IMPROVEMENTS FROM EGGERT ROAD TO ELLICOTT CREEK ROAD

CORRIDOR DESIRES:

- Eliminate pedestrian and vehicle fatalities
- Lane Reductions from Eggert Road from 7 lanes to 5 lanes
- Curb Extensions at intersections & selected driveways
- Addition of on-street parking
- HAWK Signal
- Pavement Rehabilitation
- Granite Curbing
- New Sidewalks and Streetscaping
- Landscaping and Street Furniture
- Traffic Signal upgrades



ENHANCEMENTS AND REHABILITATION OF THE CORRIDOR'S AGED INFRASTRUCTURE SYSTEMS

UPGRADES INCLUDE:

Sanitary Sewer System

Amherst

- Replacement of sanitary sewer system on Niagara Falls Boulevard from Eggert Road to Ridge Lea Road. Includes Cast In Place Pipe (CIPP) relining of Reinforced Concrete Pipe (RCP) pipe on Ridge Lea Road
 - o Pipe replacement of 9,000 linear feet of Asbestos Concrete Pipe (ACP) pipe
 - o CIPP relining of 10,000 linear feet of RCP pipe including manhole rehabilitation
 - o Project will relocate system out of northbound driving lane
- CIPP lining of 8,300 linear feet of sanitary sewer from Ridge Lea to Ellicott Creek

Tonawanda

- CIPP lining and manhole rehabilitation of entire system from Eggert Road to Ellicott Creek

Water System

Amherst & Tonawanda

- Replacement of 8 & 12 inch Cast Iron Pipe (CIP) water line

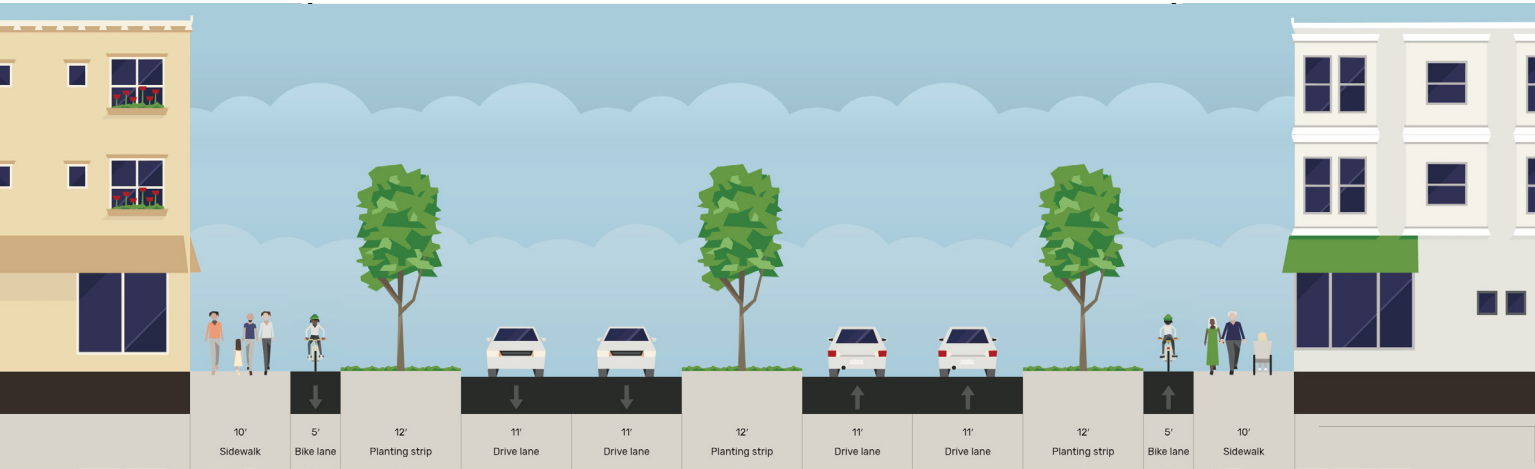
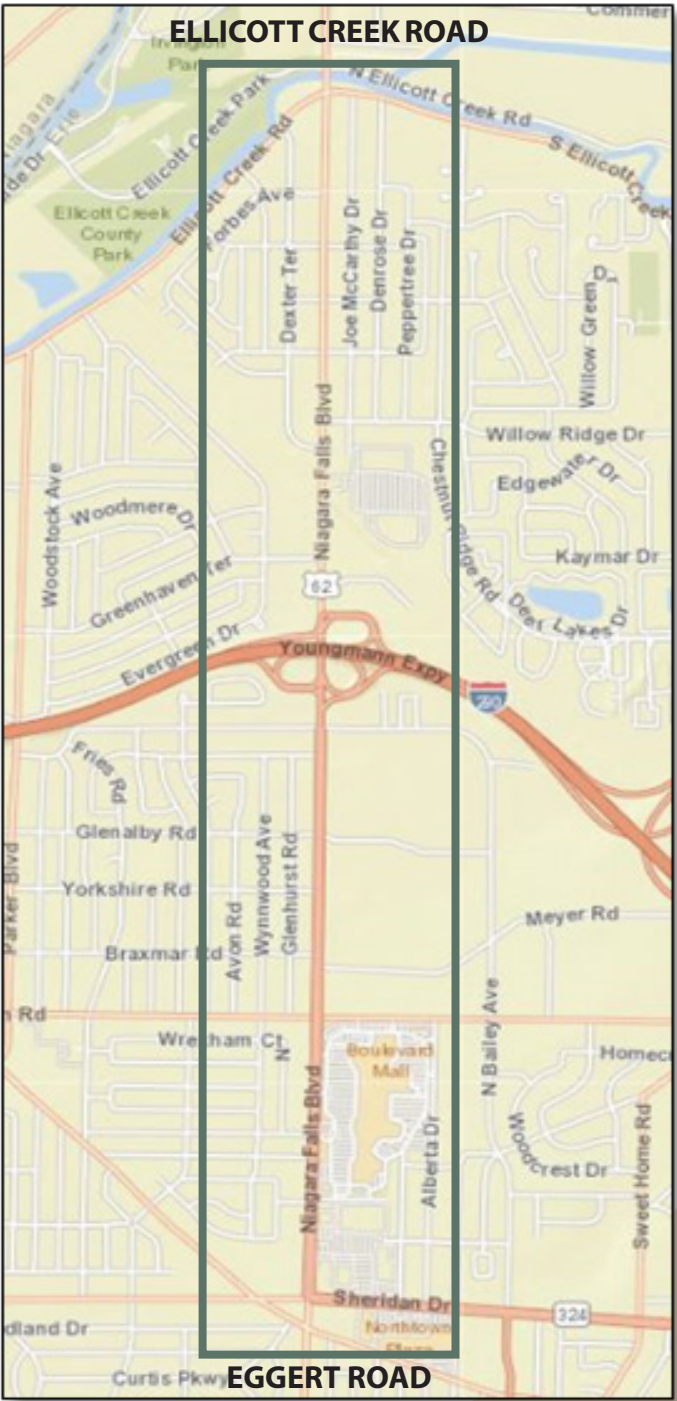
Storm System

Amherst

- Replacement of 7,300 linear feet of Corrugated Metal Pipe (CMP) pipe system along with catch basins, manholes and underdrain from Eggert Road to Ridge Lea Road

Tonawanda

- Replacement of 14,450 linear of CMP and Vitreous Tile Pipe (VTP) pipe system along with catch basins, manholes and underdrain from Eggert Road to Ridge Lea Road



Niagara Falls Boulevard, the border between Amherst and Tonawanda, is a major regional thoroughfare and contains a hub of commercial activity that serves residents from adjacent neighborhoods and draws visitors from the greater region. The corridor's status along with its current physical design, brings considerable amounts of traffic and noise which is daunting to both drivers and pedestrians. It has one of the highest traffic volumes in the region not only at peak hours but throughout the day. The five to seven lane high speed design favors vehicles and rarely takes into account safe and inviting pedestrian movements or amenities. Pedestrian circulation is hindered by disconnected sidewalks, an abundance of driveways, and congested crossing locations, all of which cause major safety issues as highlighted by New York's Pedestrian Safety Action Plan. The future of Niagara Falls Boulevard should include access management, enhanced streetscape and green infrastructure, improved pedestrian safety, and other pedestrian amenities. It should also include new and creative transportation options as identified in the GBNRTC's MTP 2050 Plan such as autonomous vehicles, customizable and on-demand mobility services, smartly enhanced multi-modal arterials (SEMA), traffic monitoring software, and alternative modes of public transportation.