



Niagara Gorge Corridor Project

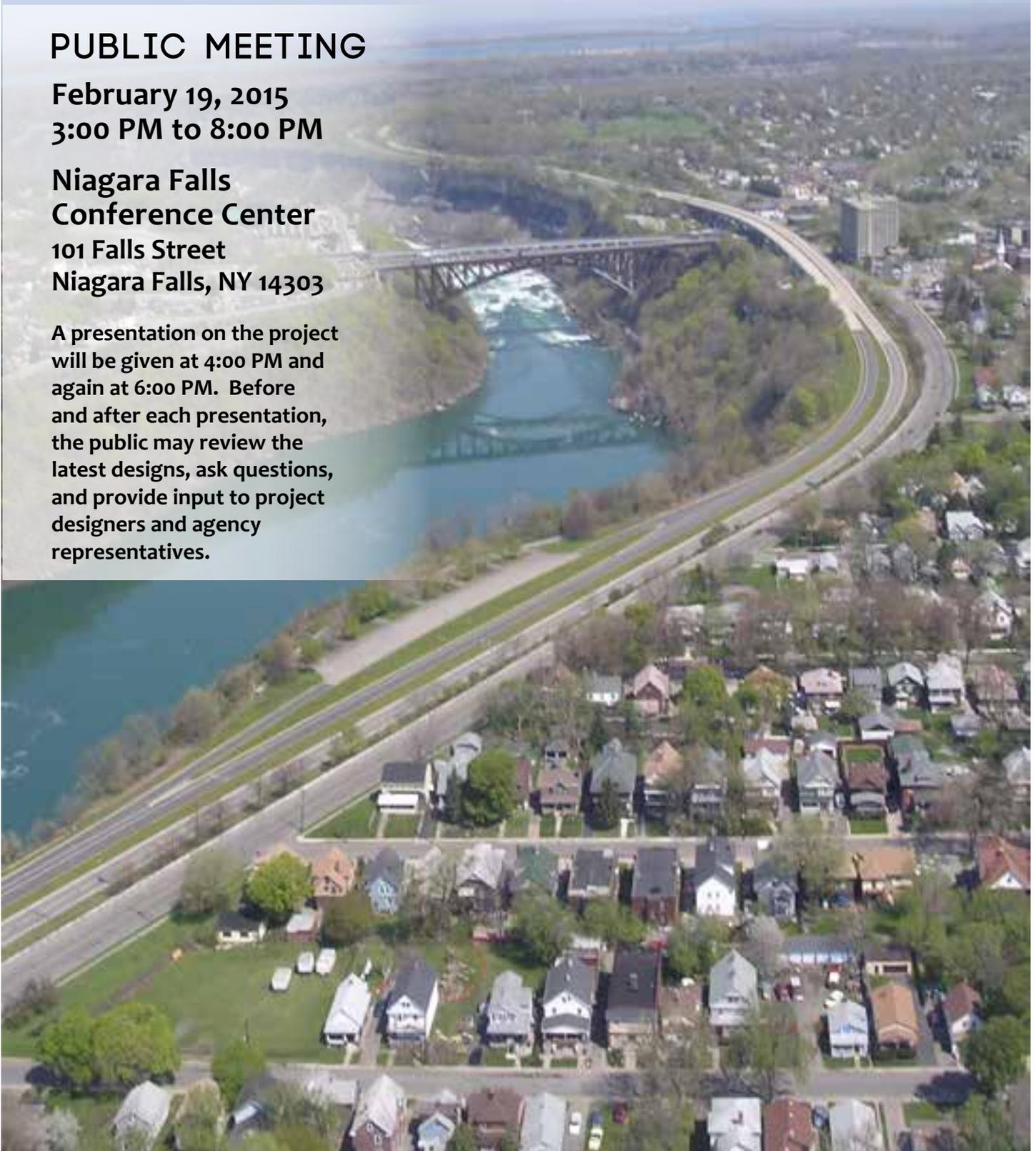
ROBERT MOSES PARKWAY - NORTH - PHASE I
Main Street to Findlay Drive

PUBLIC MEETING

February 19, 2015
3:00 PM to 8:00 PM

Niagara Falls
Conference Center
101 Falls Street
Niagara Falls, NY 14303

A presentation on the project will be given at 4:00 PM and again at 6:00 PM. Before and after each presentation, the public may review the latest designs, ask questions, and provide input to project designers and agency representatives.



PROJECT OBJECTIVES:

1. Improve Access and Transportation

- A. Remove barriers that impede access between the Niagara Gorge Corridor (NGC) and adjacent business / residential districts.
- B. Provide an attractive multimodal trail.
- C. Link parks, communities, and attractions adjoining the NGC.
- D. Remove miscellaneous temporary appurtenances (cones, barrels, etc.) on the current RMP along with any surplus pavement.

2. Promote and Conserve the Ecology and Environment of the NGC

- A. Reduce environmental impacts of transportation related activities.
- B. Utilize areas of pavement removal to help restore (expand) natural habitat.
- C. Promote eco-tourism and heritage-tourism.
- D. Provide additional areas for enjoyment of the NGC's natural and scenic beauty.
- E. Protect existing areas of natural habitat and restore new areas to a native plant based landscape.

3. Support Local Economic Vitality

- A. Encourage visitor migration into local business districts.
- B. Create an atmosphere that encourages visitors to remain in the NGC region longer.
- C. Reduce the current RMP's function as a bypass route while maintaining an attractive scenic link between communities.
- D. Link a multimodal trail with the adjacent communities.
- E. Provide effective wayfinding information.

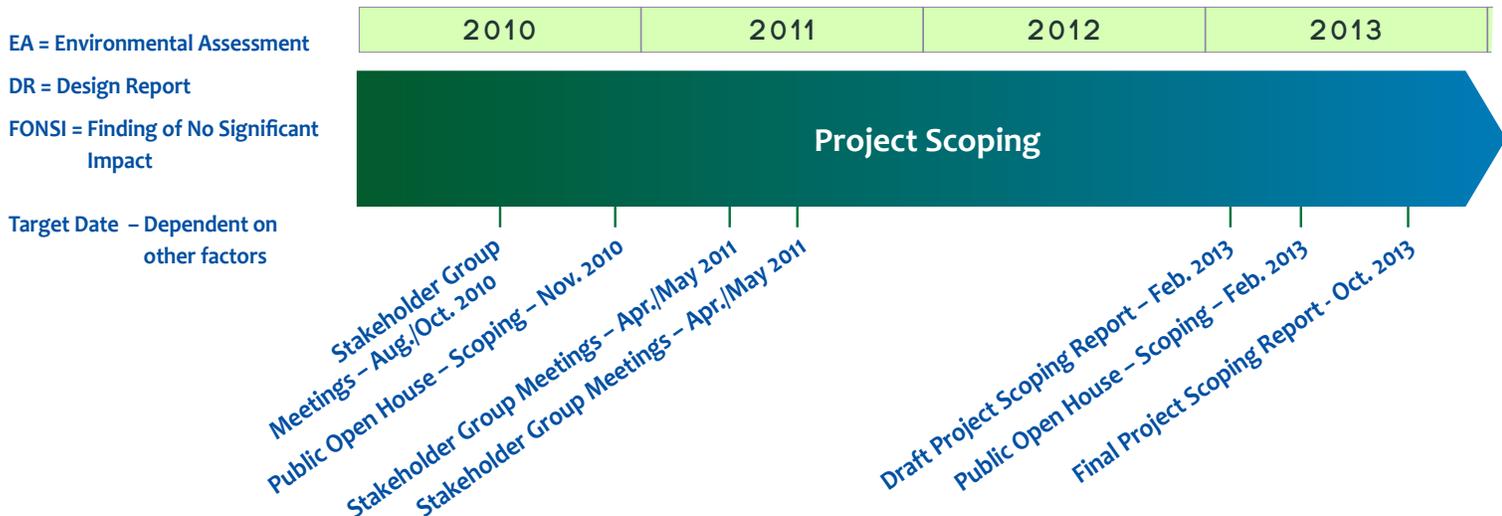
4. Minimize Impacts to Adjacent Neighborhoods

- A. Promote vehicle travel patterns that minimize traffic impacts in residential areas.
- B. Improve the fringe areas between the parkland and adjacent residential properties.

5. Support NR Greenway Plan

- A. Increase access to and connections between the Niagara River region's many resources.
- B. Celebrate and interpret our unique natural, cultural, recreational, scenic and heritage resources in the NGC area and provide access to and connections between these important resources while giving rise to economic opportunities for the region.

TIMELINE



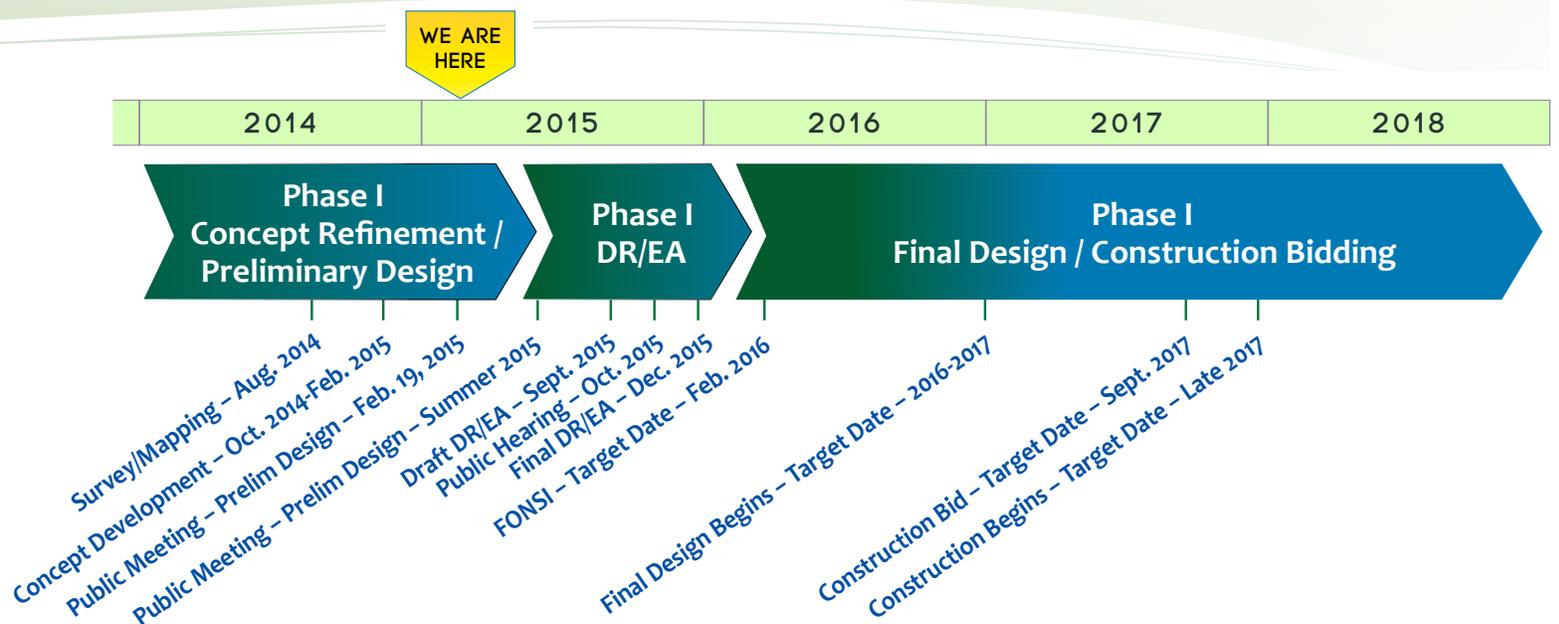
SCOPING RESULTS

1. Transportation, open space, cultural, recreation and municipal land uses were inventoried.
2. Public comment and input was received at stakeholder meetings both verbally (via transcripts) and written in the form of letters, emails, comment sheets and through standardized evaluation sheets.
3. Traffic models were developed, calibrated and utilized for analysis.
4. Past and current development plans by municipalities, state authorities, agencies and bridge commission were reviewed.
5. Six different design alternatives for the Corridor were created.
6. Based on the evaluation of each Alternative, three Alternatives were recognized for best meeting project purpose and need. Alternatives 3, 4, and 6 are recommended for further study in the design and agency review phase of the project.
7. Cost estimates for each design alternate were generated.
8. Based on analysis of the alternatives and information to date, Scoping suggests: Alternatives 1, 2 and 5 should be eliminated from further consideration. Alternatives 3, 4 and 6 should be retained for further analysis in the next phase of design and environmental review.
9. The MOU partners agreed to identify what is immediately doable.
10. There is sufficient justification in the data and reasonable consensus among the MOU partners to advance the project in phases. A Phase 1 segment from Main to Findlay may be expedited through preliminary

design/ final engineering while Alternatives for the balance of the corridor are further evaluated in an EIS process.

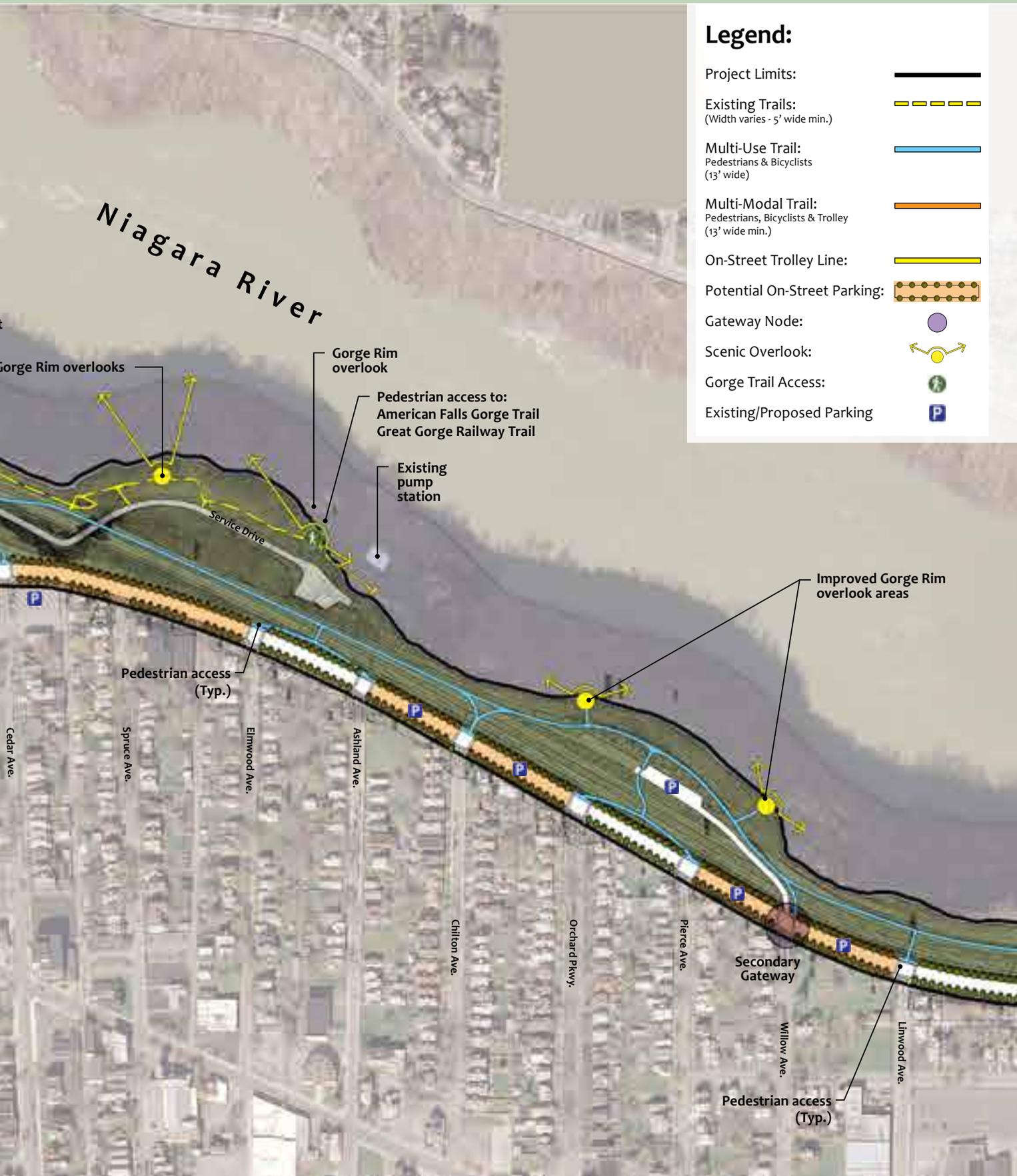
This conclusion is supported by the following:

- Alternatives 1, 2, and 5 were exceeded by the potential of the other Alternatives in meeting project objectives; and were ranked lowest in the comments and evaluation sheets received from stakeholders.
- Alternatives were broken into 5 geographic sections based on natural or man-made features along the Niagara Gorge Corridor. Each section could be either a stand-alone project or a separate phase in an overall project. The sections that could be addressed in a Phase 1 stand alone project are A and B. Sections C, D and E would be evaluated during Phase 2.
- With a common plan, purpose & geographic location for this project, the Main to Findlay section has independent utility, ends at logical termini and does not restrict consideration of other alternatives in Phase 2.
- As a Phase 1 project, the Main to Findlay section satisfies project goals and objectives and would be no less protective of the environment than a single project for the entire corridor.
- Phase 1 would not result in created impacts north of Findlay Drive beyond those included in the No-build alternative, or as resolved in any of the alternatives.
- The Phase 1 project is supported by the MOU partners, a majority of the stakeholders and the public and thus is most apt to be funded and advanced through preliminary design, regulatory review and ultimately final design/ construction in an expeditious manner.



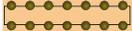
CONCEPT A

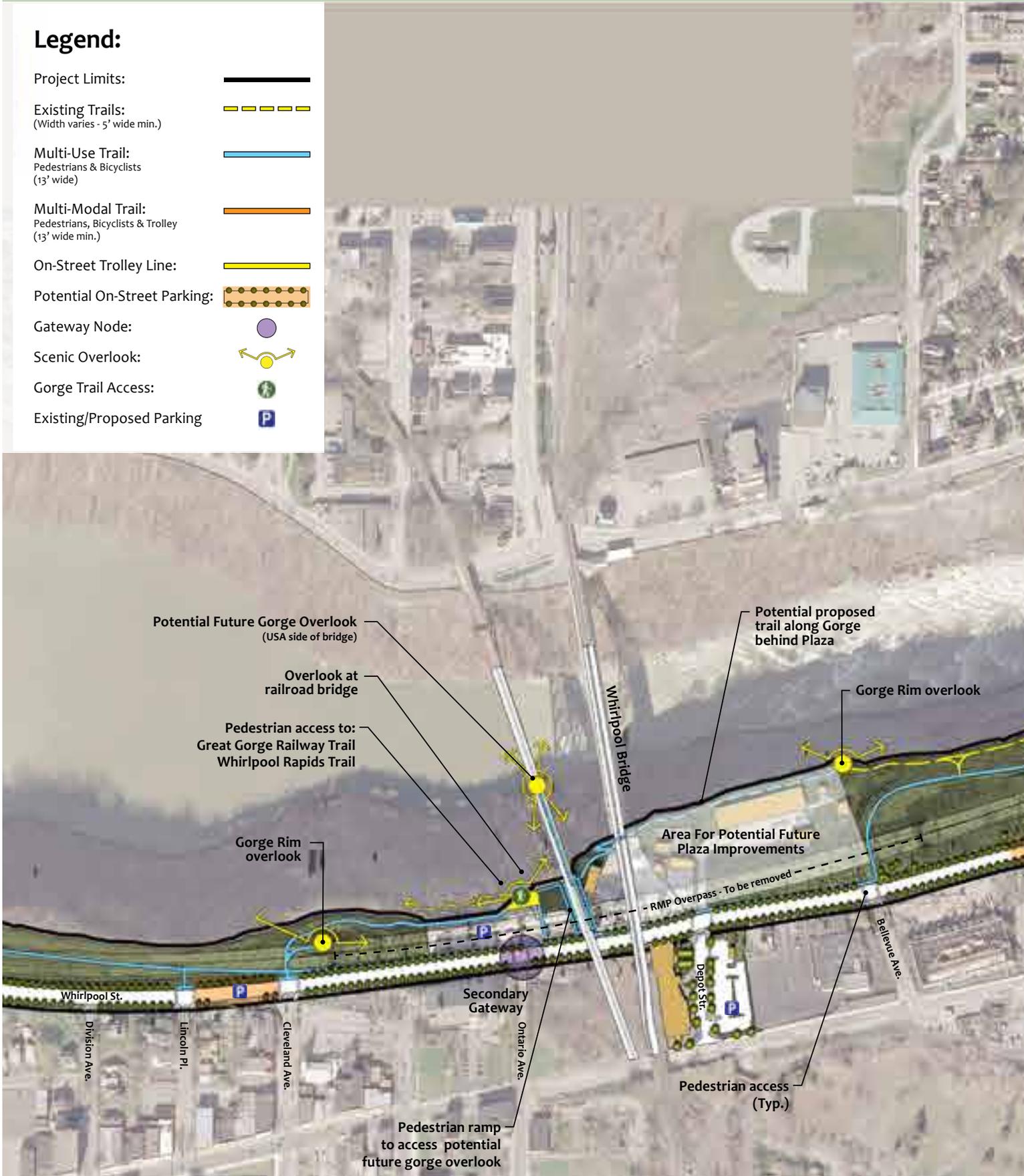


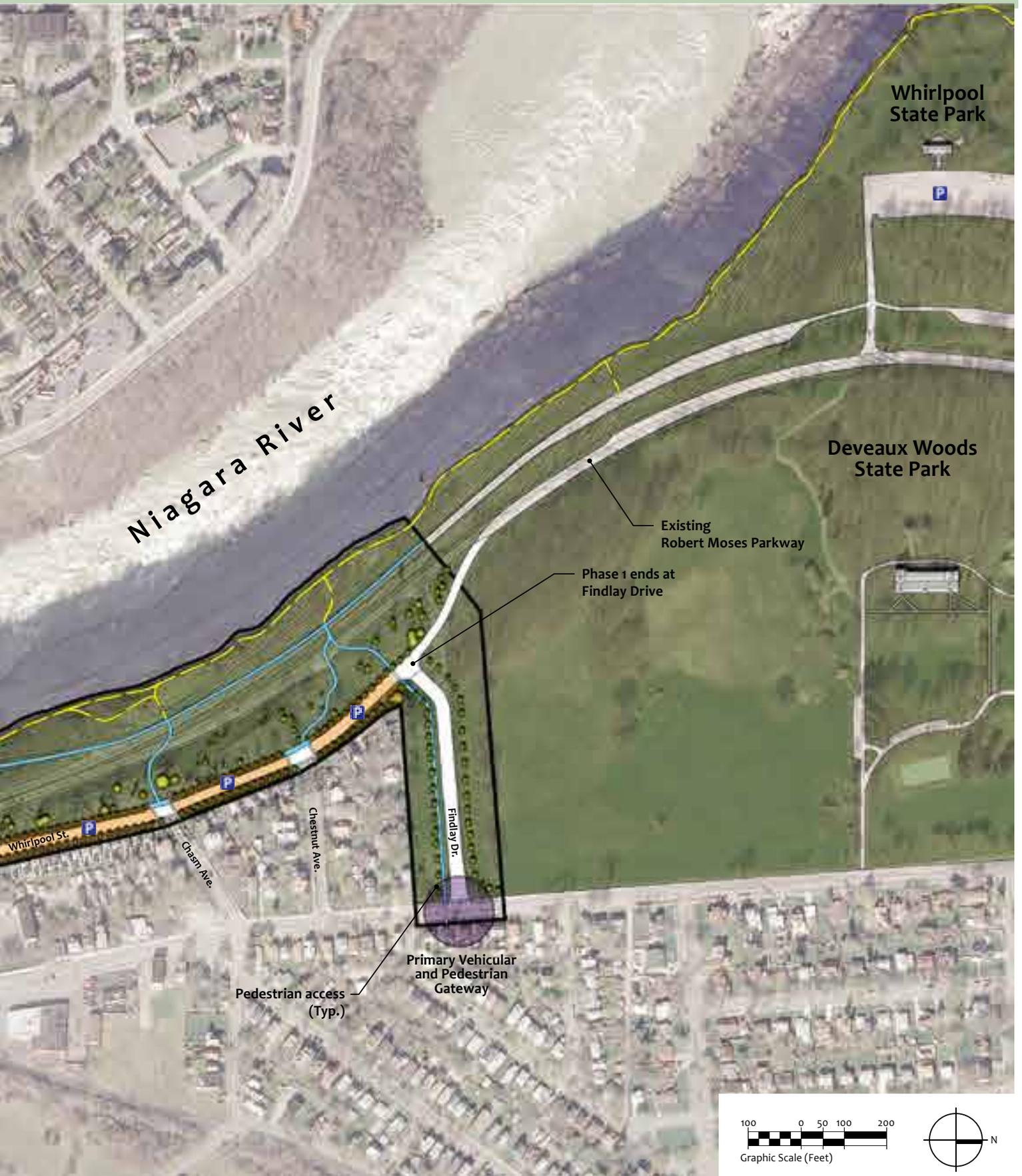


CONCEPT A (continued)

Legend:

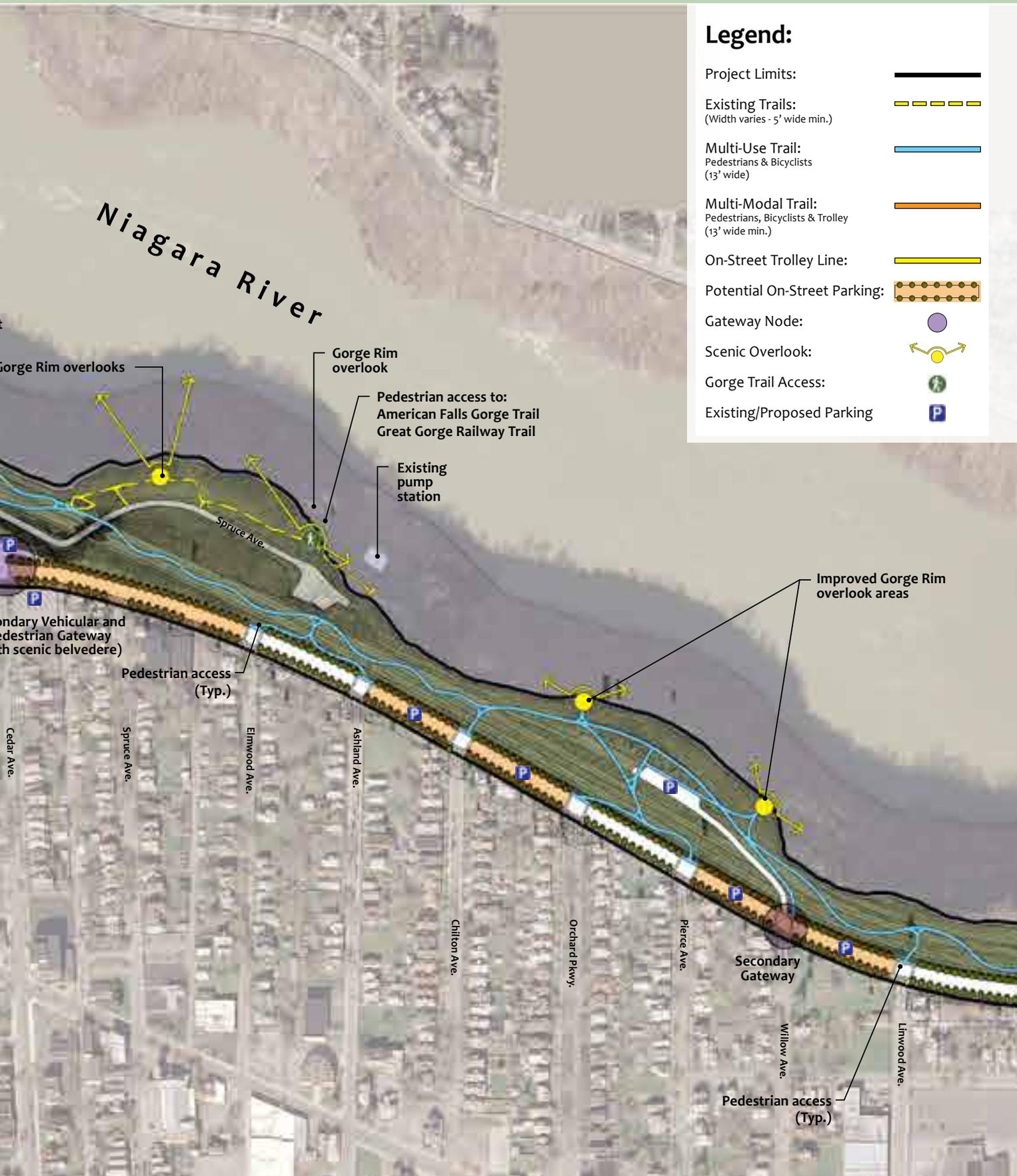
- Project Limits: 
- Existing Trails:  (Width varies - 5' wide min.)
- Multi-Use Trail:  Pedestrians & Bicyclists (13' wide)
- Multi-Modal Trail:  Pedestrians, Bicyclists & Trolley (13' wide min.)
- On-Street Trolley Line: 
- Potential On-Street Parking: 
- Gateway Node: 
- Scenic Overlook: 
- Gorge Trail Access: 
- Existing/Proposed Parking: 





CONCEPT B





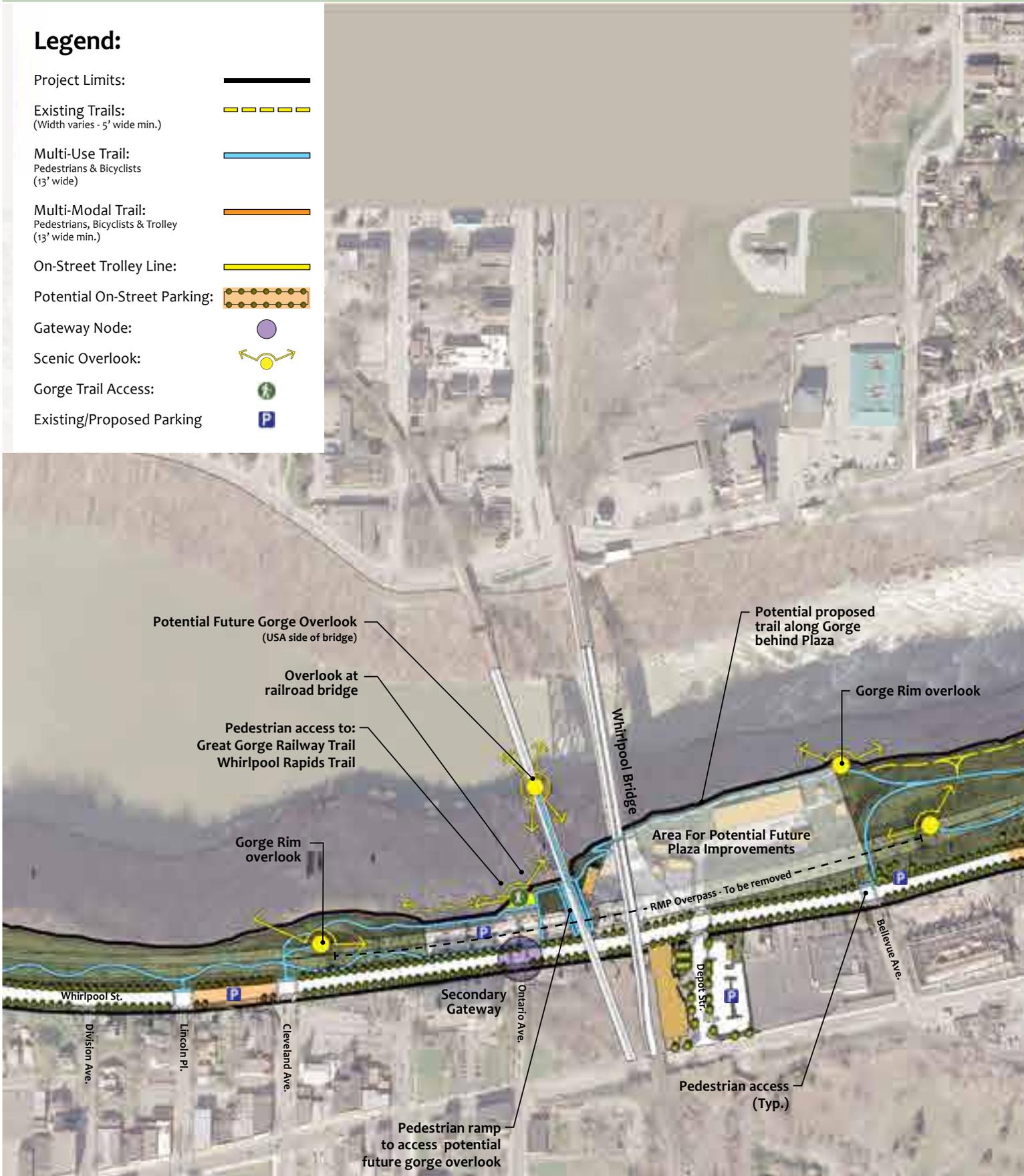
Legend:

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- Multi-Modal Trail: Pedestrians, Bicyclists & Trolley (13' wide min.)
- On-Street Trolley Line:
- Potential On-Street Parking:
- Gateway Node:
- Scenic Overlook:
- Gorge Trail Access:
- Existing/Proposed Parking

CONCEPT B (continued)

Legend:

- Project Limits: 
- Existing Trails: 
(Width varies - 5' wide min.)
- Multi-Use Trail: 
Pedestrians & Bicyclists
(13' wide)
- Multi-Modal Trail: 
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Potential Future Gorge Overlook
(USA side of bridge)

Overlook at
railroad bridge

Pedestrian access to:
Great Gorge Railway Trail
Whirlpool Rapids Trail

Gorge Rim
overlook

Whirlpool St.

Division Ave.

Lincoln Pl.

Cleveland Ave.

Secondary
Gateway

Ontario Ave.

Pedestrian ramp
to access potential
future gorge overlook

Whirlpool Bridge

Area For Potential Future
Plaza Improvements

- RMP Overpass - To be removed -

Depot St.

Bellevue Ave.

Potential proposed
trail along Gorge
behind Plaza

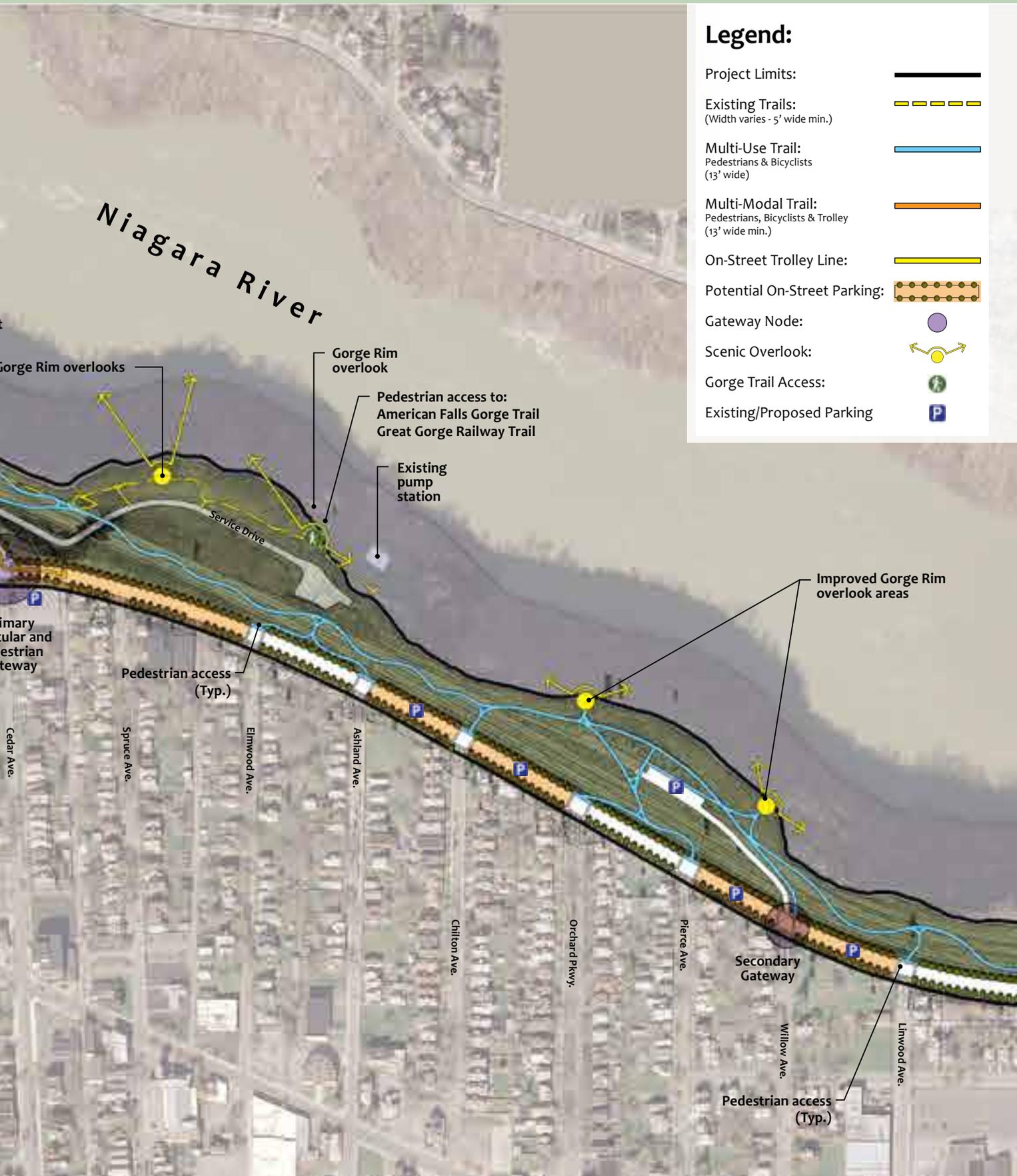
Gorge Rim overlook

Pedestrian access
(Typ.)



CONCEPT C

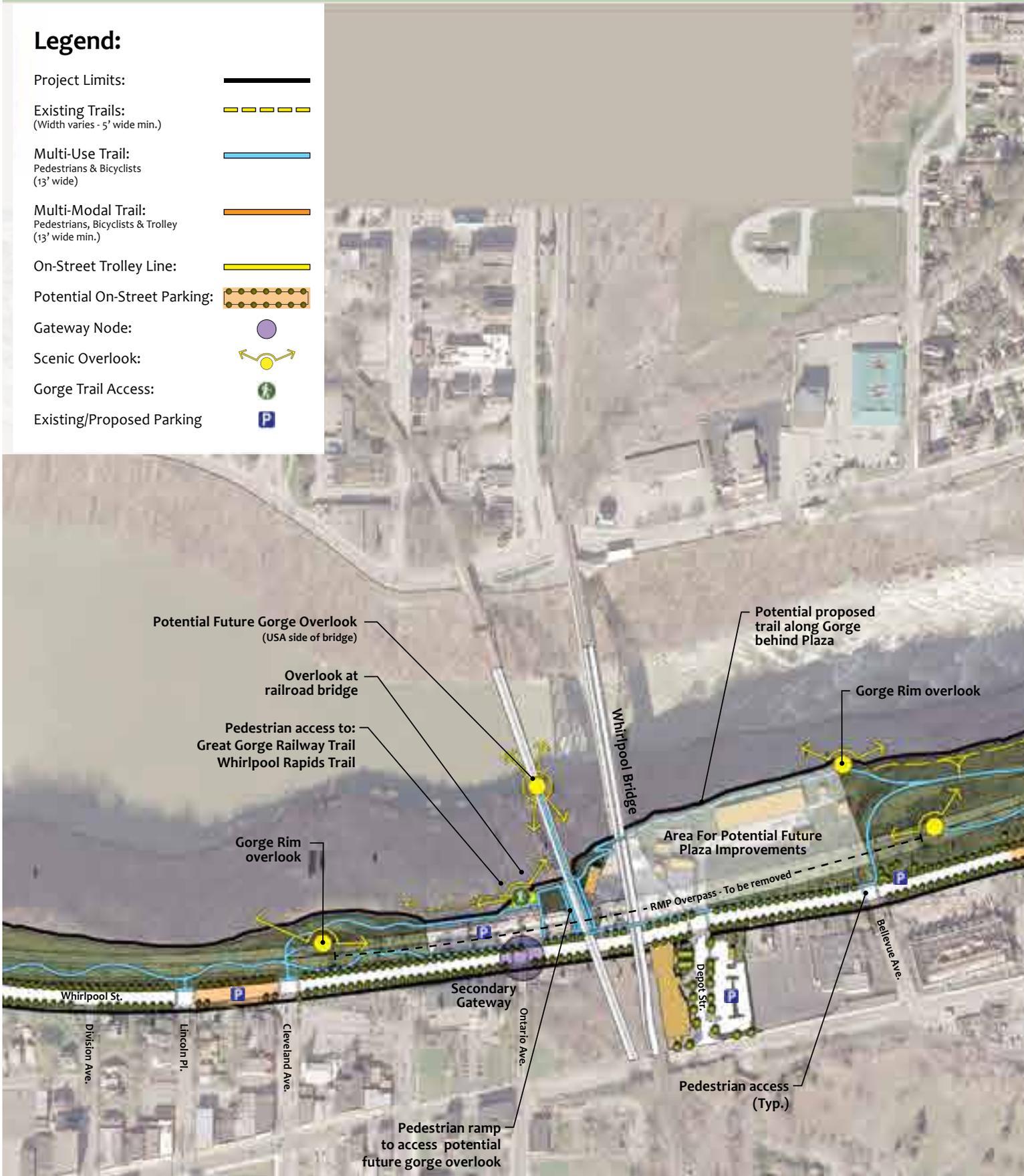




CONCEPT C (continued)

Legend:

- Project Limits: 
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- Multi-Use Trail:  Pedestrians & Bicyclists (13' wide)
- Multi-Modal Trail:  Pedestrians, Bicyclists & Trolley (13' wide min.)
- On-Street Trolley Line: 
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- Existing/Proposed Parking: 





Niagara River

Whirlpool State Park

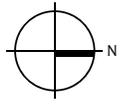
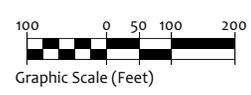
Deveaux Woods State Park

Existing Robert Moses Parkway

Phase 1 ends at Findlay Drive

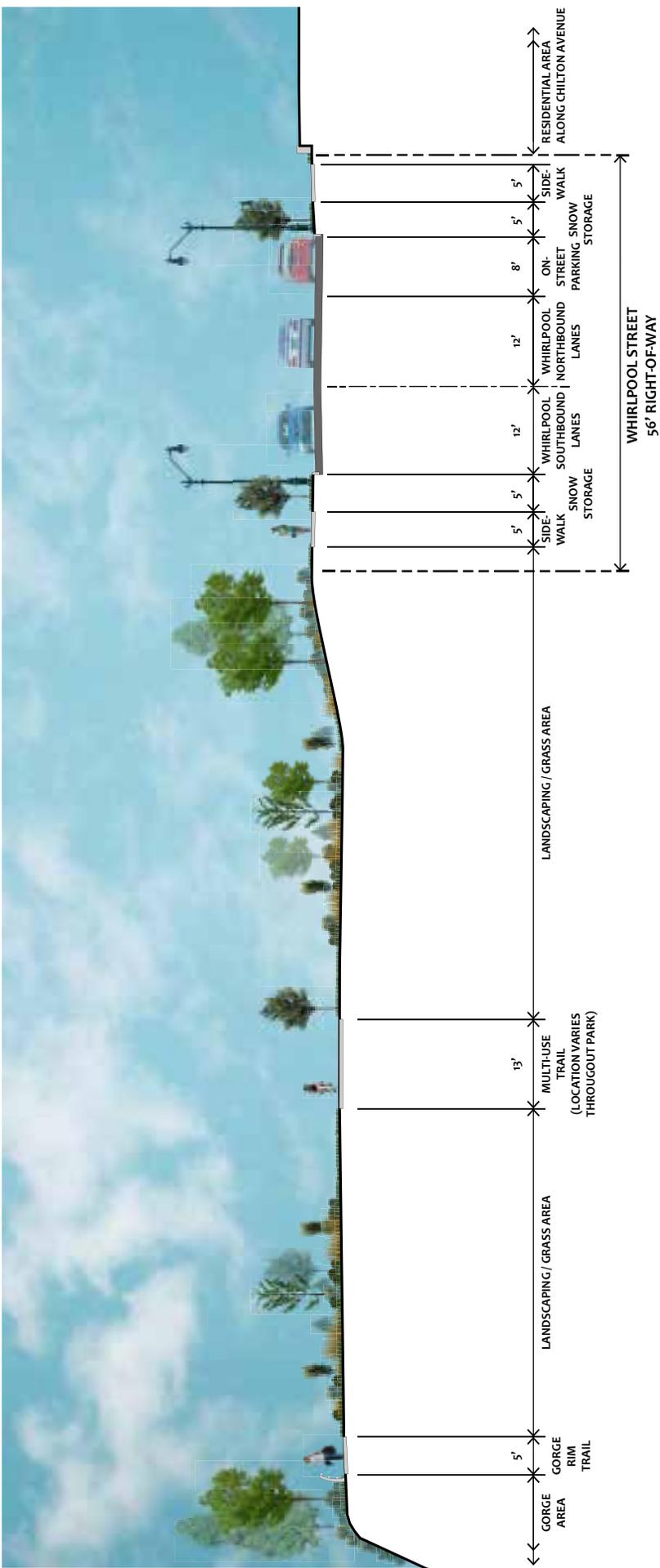
Primary Vehicular and Pedestrian Gateway

Pedestrian access (Typ.)





Cross Section of Proposed Whirlpool Street





Cross Section of Existing Whirlpool Street

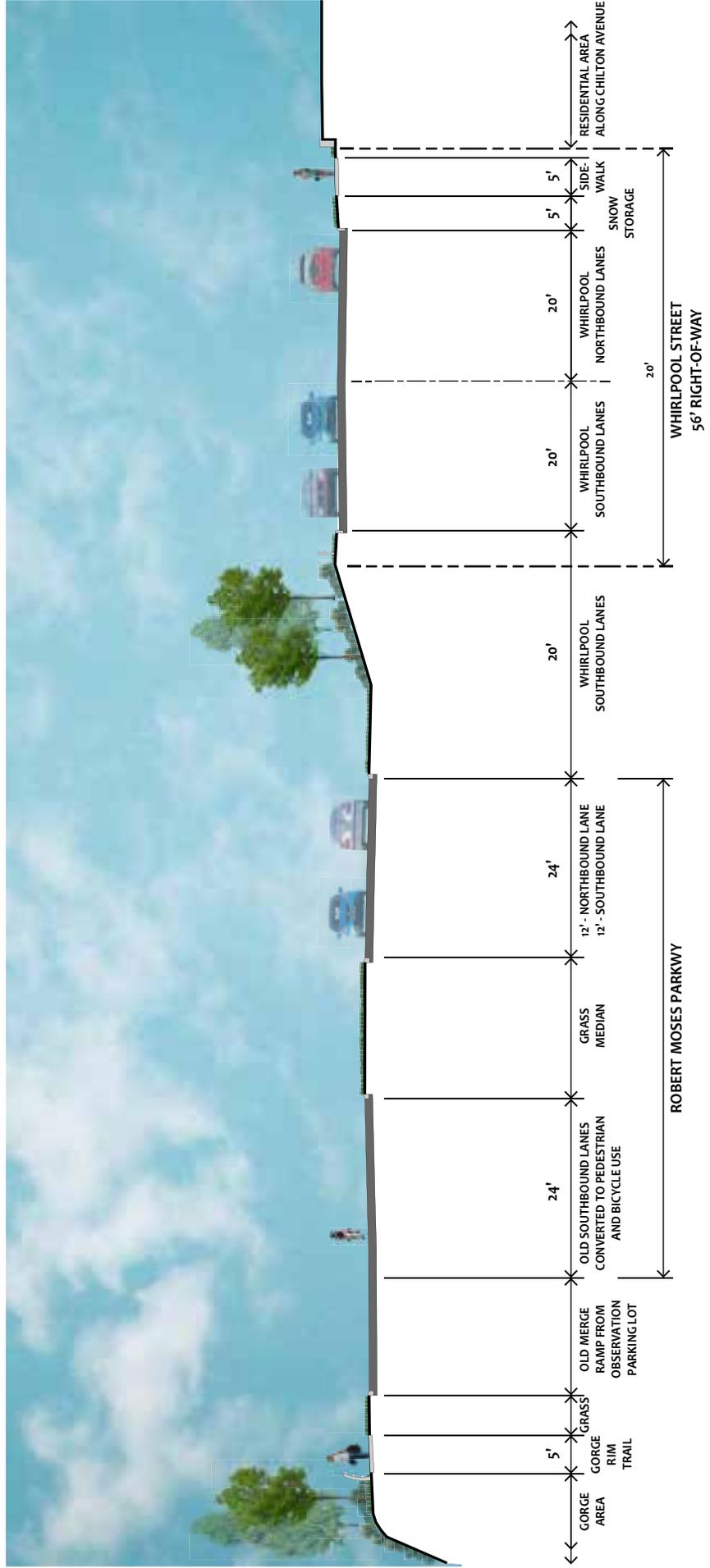




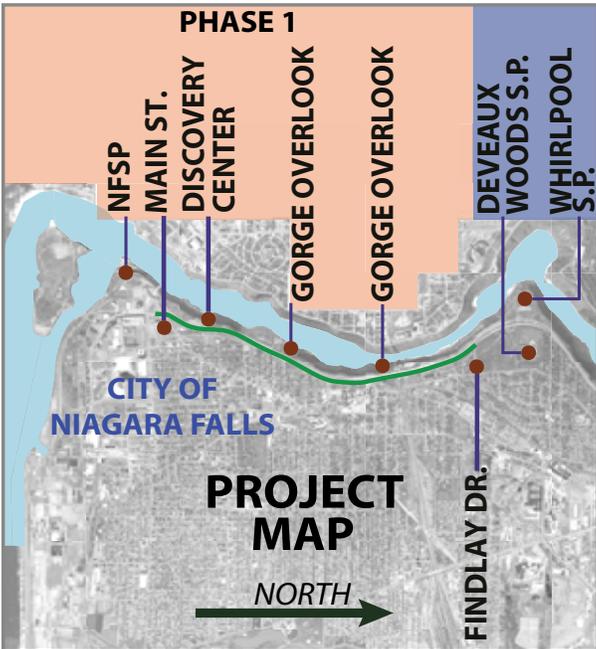
Photo of Existing Discovery Center and Ramp





Rendering of Proposed Discovery Center and Ramp – Concept A





CONTACT US

Comments on this project will be accepted through
March 31, 2015.

Mail comments to:

Niagara Gorge Corridor Project
 c/o Parsons Transportation Group
 40 LaRiviere Drive – Suite 350
 Buffalo, NY 14202

Email comments to: thomas.donohue@parsons.com

For more information, please call Paul Tronolone, Senior Project Manager for the USA Niagara Development Corporation at 716-284-2556

