

**P.3 Public Information Meeting No. 2
(September 15, 2015)**



Niagara Gorge Corridor

Robert Moses Parkway Removal Project: Main Street to Findlay Drive

Public Information Meeting

September 15th 2015

Niagara Falls Conference Center

Summary of Events

This open house was the second public information meeting held during the preliminary engineering and environmental review phase to provide project information to the general public related to the current build alternative and environmental considerations for the Niagara Gorge Corridor - Robert Moses Parkway Removal Project - Main Street to Findlay Drive and to solicit comments from residents and stakeholders.

Announcements

A newspaper article announcing the upcoming meeting was prepared and published in the Niagara Gazette on Sept 6th and 13th 2015 and the Buffalo News on Sept 4, 2015.

A meeting announcement in post card format was also developed and mailed out. About 1,325 post cards were mailed out to people living within the project area and on the project mailing list.

Meeting announcement flyers and posters were delivered for posting at the following locations within the project study area:

- Niagara Falls Housing Authority (744 Tenth Street, Niagara Falls, NY)
- Wrobel Towers (800 Niagara Avenue, Niagara Falls, NY)
- Packard Court (4200 Pine Avenue, Niagara Falls, NY)
- Jordon Gardens (2910 Highland Avenue, Niagara Falls, NY)

- Mount St. Mary's Neighborhood Health Center (3001 Ninth Street, Suite 1, Niagara Falls, NY)
- Beloved Community (1710 Calumet Avenue, Niagara Falls, NY)
- Community Missions (1818 Main Street, Niagara Falls, NY)
- Family and Children's Services of Niagara (1522 Main Street)
- Niagara County Family Court (775 Third Street, Niagara Falls, NY)
- U.S. Post Office (615 Main Street #1, Niagara Falls, NY)
- Niagara Falls City Hall – Town Clerk's Office (745 Main Street, Niagara Falls, NY)
- Carolyn's House YMCA – Niagara (542 Sixth Street, Niagara Falls, NY)

Copies of the flyers and posters were also provided for distribution at two local libraries:

- Earl W. Brydges Branch (1425 Main Street, Niagara Falls, NY)
- LaSalle Branch (8728 Buffalo Avenue, Niagara Falls, NY)

A copy of the article published in the Niagara Gazette and the Buffalo News, the meeting announcement post card and the flyer/poster are included in **Attachment A**.

Preliminary Design Options / Environmental Considerations Presentation

A live 40 minute PowerPoint presentation was provided to help inform attendees about the current build alternative that was developed and environmental considerations; the updated project objectives; and how to provide comments. The presentation was given in the designated conference room at 6 PM. A hard copy of the slides is included in **Attachment B**.

Open House Handouts

Two meeting handouts were available at the Public Information Meeting and were distributed to attendees when they signed in.

The first handout described the meeting purpose, project objectives, explained the feasible build alternative, project phasing, showed the proposed concept rendering, ways to submit comments, and project contact information.

The second handout was an 11x17 rendering of the current build alternative in three sections.

A copy of these handouts is included in **Attachment C**.

Comment Sheet

A comment sheet was also provided with the Handout. Attendees had the option to complete the comment sheets at the open house and depositing them into a comment box that was available at the meeting or returned via mail to the provided mailing address. **A total of 7 comment sheets were completed by the public and turned in during the comment period.** Comments were accepted until **September 30, 2015 and beyond.**

A copy of the Comment Sheet is included in **Attachment D.**

Display Boards

A total of 22 display boards were available for public viewing. They included:

- Plan View – Proposed Build Alternative – 3 copies - 36" x 224"
- Simulations – Proposed Build Alternative – 1 copy - 36" x 108"
- Project Objectives - 1 copy - 24" x 36"
- Phasing Timeline - 1 copy - 48" x 20"
- Oblique Rendering – 2 copy – 30" x 42"
- Artist's Rendering – Whirlpool St near Spring St looking north – 1 copy – 30" x 42"
- Artist's Rendering – Whirlpool St near Chestnut Ave looking south – 1 copy – 30" x 42"
- Artist's Rendering – Whirlpool St looking north along sidewalk – 1 copy – 30" x 42"

The following display boards were part of the five environmental areas:

- Air Quality – 1 copy – 24" x 36"
- Cultural Resources – North & South – 2 copy – 24" x 36"
- Ecological Communities within Project Area – 1 copy – 24" x 36"
- Existing Traffic Noise Levels – 1 copy – 24" x 36"
- FHWA Noise Abatement Criteria – 1 copy – 24" x 36"
- Noise Receptors – North & South – 2 copy – 24" x 36"
- Census Base Map – 2 copy – 24" x 36"
- Race and Ethnicity Data for Study Area & Population Below Poverty Level Tables – 1 copy – 24" x 36"
- Minority Population in Study Area Table – 1 copy – 24" x 36"

Copies of the boards are included in **Attachment E.**

Traffic Video

Two traffic simulation videos were available for viewing.

One was an intersection view showing peak hour traffic under two stop sign options at the intersection of Whirlpool Street and Findlay Drive. The other was an overall corridor flythrough illustrating the peak hour traffic shown on an aerial photo background..

Meeting Attendance and General Data

The public open house began at 4 PM on Tuesday, September 15, 2015 and closed at about 8:00 PM. **Attendance during the 4 hour open house totaled 75 people.** Many of the attendees asked questions and discussed the current build alternative with Parks and Project Staff.

A copy of the Sign-in Sheet is included in **Attachment F**.

Refreshments

Coffee, tea, hot chocolate, bottled water and assorted cookies were available to the public while attending the Public Information Meeting.

Photographs

Several photographs were taken during the Public Information Meeting.

A copy of a few of these photos is included in **Attachment G**.

ATTACHMENT A

**PUBLIC NOTICE OF PUBLIC INFORMATION MEETING FOR NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project: Main Street to Findlay Drive Niagara Falls, NY**

Please join the New York State (NYS) Office of Parks, Recreation and Historic Preservation and USA Niagara Development Corporation for a Public Information Meeting regarding the proposed Robert Moses Parkway Removal Project (the "Project"). The New York State (NYS) Office of Parks, Recreation and Historic Preservation, USA Niagara Development Corporation, NYS Department of Transportation, New York Power Authority, and the City of Niagara Falls are coordinating on a Project to remove the Robert Moses Parkway between Main Street and Findlay Drive in the City of Niagara Falls, NY and reconstruct Whirlpool Street to improve vehicular, bicycle, and pedestrian access in this area.

A Design Report/Environmental Assessment (the "Report") is being prepared in accordance with the National Environmental Policy Act (NEPA) as administered by the Federal Highway Administration (FHWA). The Report is also intended to meet state agency review requirements under the State Environmental Quality Review Act (SEQRA). The "build alternative" will be used as the basis for all assessments of the potential social, economic, and environmental effects of the Project in accordance with these laws/regulations.

The meeting will take place on **September 15, 2015, from 4:00 PM to 8:00 PM at the Conference & Event Center Niagara Falls located at 101 Old Falls Street in Niagara Falls, NY.** A presentation on the project will be given at 6:00 PM with a question and answer session to follow. Before and after the presentation, the public may review the latest designs, ask questions, and provide input to project designers and agency representatives.

Section 106 of the National Historic Preservation Act of 1966 (NHPA; 36 CFR § 800) requires Federal agencies to consider the effects of their actions on historic properties that are listed or meet the eligibility criteria for listing in the National Register of Historic Places. This Public Notice is part of the Section 106 public involvement component for the Robert Moses Parkway Removal Project, which includes providing the public with information about the project and its effects on historic properties, seeking public comment and input, and a consultation process.

Section 106 of NHPA requires that FHWA, in cooperation with the New York State Historic Preservation Officer (NYSHPO), identify parties to participate in the Section 106 process ("Consulting Parties"). Consulting Parties may include local governments, federally recognized Native American tribes, and individuals and organizations with a demonstrated interest in the project who may participate due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties.

If you are interested in becoming a Consulting Party, please submit a written request by October 15, 2015, stating the nature of your interest in the project or its potential effects on historic properties, to:

Name	Mr. Thomas Donohue
Agency	Parsons
Address	40 LaRiviere Drive – Suite 350
City, New York, Zip Code	Buffalo, NY 14202
Email address	Thomas.Donohue@parsons.com

Please provide your current mailing address and an e-mail address, if available. If you are approved as a Consulting Party, you will receive information and have the opportunity to share your views concerning the effects of the Project on historic and cultural/archaeological resources, including participation in Consulting Party meetings during the course of the Project.

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

Friday September 04, 2015
[The Buffalo News.com \(/\)](http://www.buffalonews.com/)

City & Region

Details on Robert Moses Parkway changes to be unveiled

Updated: September 4, 2015, 12:03 PM Published: September 4, 2015, 12:03 PM

NIAGARA FALLS – Further details on plans to remove a section of the Robert Moses Parkway – aimed at opening up 2 miles along the Niagara Gorge – will be unveiled at an upcoming public information meeting later this month.

Officials from a variety of state agencies will unveil the “currently preferred design” for the project, which would remove the parkway between Main Street and Findlay Drive and replace it with greenspaces, trails and scenic overlooks.

The session will be held from 4 to 8 p.m. Sept. 15 in the Conference & Events Center Niagara Falls, 101 Old Falls St. The format will be that of an open house, with staff from various agencies available for questions. A formal presentation will be held at 6 p.m.

In February, officials [unveiled a variety of concepts \(http://www.buffalonews.com/city-region/niagara-falls/as-section-of-robert-moses-parkway-is-removed-redesign-concepts-emerge-20150219\)](http://www.buffalonews.com/city-region/niagara-falls/as-section-of-robert-moses-parkway-is-removed-redesign-concepts-emerge-20150219) for the project, and are currently moving through the environmental review process. A public hearing will be held once the draft environmental assessment is completed. Officials are hoping to get design approval from the Federal Highway Administration, which would finalize the project plans, in the first quarter of next year.

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You will have an opportunity to submit
written comments on the project.

Written comments will be accepted until Sept 30, 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

PARSONS
40 LaRiviere Drive - Suite 350
Buffalo, NY 14202

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NIAGARA GORGE CORRIDOR

Robert Moses Parkway Removal

Main Street to Findlay Drive

Niagara Falls, NY

Public Information Meeting

Tuesday, September 15, 2015, from 4:00 PM to 8:00 PM

Conference & Event Center Niagara Falls, 101 Old Falls Street

Please join us to learn about and provide input on the proposed build alternative for the removal of the Robert Moses Parkway and reconstruction of Whirlpool Street between Main Street and Findlay Drive in Niagara Falls, NY.

A presentation will be given at 6:00 PM with a question and answer session to follow. The public may review the latest designs, ask questions, and provide input to project designers.

PROJECT PARTNERS:

NYS Office of Parks Recreation and Historic Preservation

USA Niagara Development Corporation

Federal Highway Administration

NYS Department of Transportation

New York Power Authority

City of Niagara Falls



You are invited to attend a

PUBLIC INFORMATION MEETING

NIAGARA GORGE CORRIDOR

**Robert Moses Parkway Removal
Main Street to Findlay Drive
Niagara Falls, NY**

Tuesday, September 15, 2015

Begins at 4:00 PM and ends at 8:00 PM

Presentation at 6:00 PM - Q/A Session to follow

Conference & Events Center Niagara Falls

101 Old Falls Street

Niagara Falls, NY 14303

Please join us to learn about the proposed build alternative for the removal of the Robert Moses Parkway and reconstruction of Whirlpool Street between Main Street and Findlay Drive in Niagara Falls, NY.

PROJECT PARTNERS:

NYS Office of Parks Recreation and Historic Preservation

USA Niagara Development Corporation

Federal Highway Administration

NYS Department of Transportation

New York Power Authority

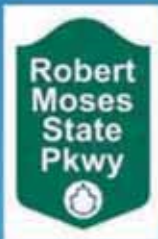
City of Niagara Falls

ATTACHMENT B

Niagara Gorge Corridor

Robert Moses Parkway Removal Project:
Main Street to Findlay Drive
Niagara Falls, NY

Public Information Meeting
September 15, 2015



Welcome

Welcome

- Purpose of the Meeting – Your input on:
 - Aspects of preliminary design components
 - Environmental considerations
- Partner Agencies
 - NYS Office of Parks, Recreation, and Historic Preservation (State Parks)
 - USA Niagara Development Corporation (USA Niagara)
Subsidiary of Empire State Development
 - NYS Department of Transportation (DOT)
 - City of Niagara Falls
 - New York Power Authority

Agenda

- Welcome/Background
- Overview of comments heard from last meeting
- Overview of current design
- Traffic Simulations
- Anticipated cost and schedule
- Open session – review of displays
 - Make suggestions and comments
 - Tell us about aspects we should consider moving forward

What is Preliminary Engineering & Environmental Review?

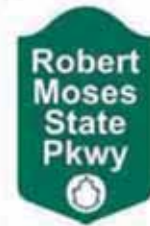
- Develop more detail beyond “concept” (Public Scoping) but prior to detailed (final) design/bid documents
- Enough detail to make broad decisions:
 - Road alignment(s) & cross-sections
 - Land necessary to build - acquisitions, if any (no major anticipated)
 - Overall concepts for final design (e.g., landscaping, lighting)
- Evaluate social, economic, and environmental effects
- Design Report/Environmental Assessment (DR/EA)
 - If no major issues = Finding of No Significant Impact (FONSI)

What is Preliminary Engineering & Environmental Review?

- Federal Laws/Regulations
 - National Environmental Policy Act (NEPA)
Federal Highway Administration NEPA Regulations (23 CFR 771)
 - Section 4(f) of the Department of Transportation Act
(Use of Parkland, Wildlife Reserve, Historic Resources)
 - Section 106 of the National Historic Preservation Act
 - Coastal Zone Management Act
 - Section 7 of Threatened/Endangered Species Act
 - Other Environmental Laws/Executive Orders
(Migratory Bird Act, Env. Justice, Wetlands/Floodplains, etc.)
- State Laws/Regulations
 - State Environmental Quality Review Act (SEQRA)

RMP Background/History

- Completed in 1961/62 - Part of NYS Parkway System – Limited Access Expressway for Automobiles (and some busses)
- RMP itself owned by State Parks
- Sits on Land owned by NYPA and State Parks
- Maintained under Agreement by DOT
- Sections of RMP are part of the National Highway System



RMP Background/History

- 2006 Memorandum of Understanding (State Parks, NYSDOT, USAN/ESD, & City of Niagara Falls)
Jointly solicit funding/plan for two segments:
 - Southern Segment – “Riverway” – Under Construction
 - Northern Segment – Niagara Gorge Corridor – Niagara Falls to Lewiston
 - Public Scoping (2013)
 - Preliminary Engineering/Env. Review for Phase I: Main Street to Findlay Drive (2014-16)

Public Scoping (2013)

- Developed six (6) possible alternatives for road access along Niagara Gorge from downtown Niagara Falls to Lewiston
- Retained three (3) alternatives as feasible:
 - Alternative 3:
Partial Re-Use of the Robert Moses Parkway
 - Alternative 4:
Meandering Partial Park Road
 - Alternative 6
Full Removal of the RMP
- All retained alternatives had **similar approach from Main Street to Findlay Drive**

Public Scoping (2013) - Phase I Project

- Must have logical termini:
 - Rational end points for a transportation improvement
 - Rational end points for a review of the environmental impacts.
- Must have independent utility or independent significance
- Cannot restrict alternatives for future phases



Why Do it?

Project Goals

- Improve Access and Transportation (Pedestrian, Bicycle, Vehicular)
- Promote and Conserve the Ecology and Environment of the Corridor (Help restore Niagara Gorge rim)
- Support Local Economic Vitality (Falls, Niagara Gorge, & City as one "Place")
- Minimize Impacts to Adjacent Neighborhoods (Connect neighborhoods to Gorge/River)
- Support *Niagara River Greenway Plan*



Overall Features of the Project

- Demolition/removal of Parkway from Main Street to Findlay Drive
- Reconstruction of Whirlpool Street (with bicycle and pedestrian enhancements)
- New curbside overlooks, stairs and ramps to/from open space/parkland on the former RMP alignment
- New multimodal trail system tying into City
- Restoration on reclaimed pavement areas

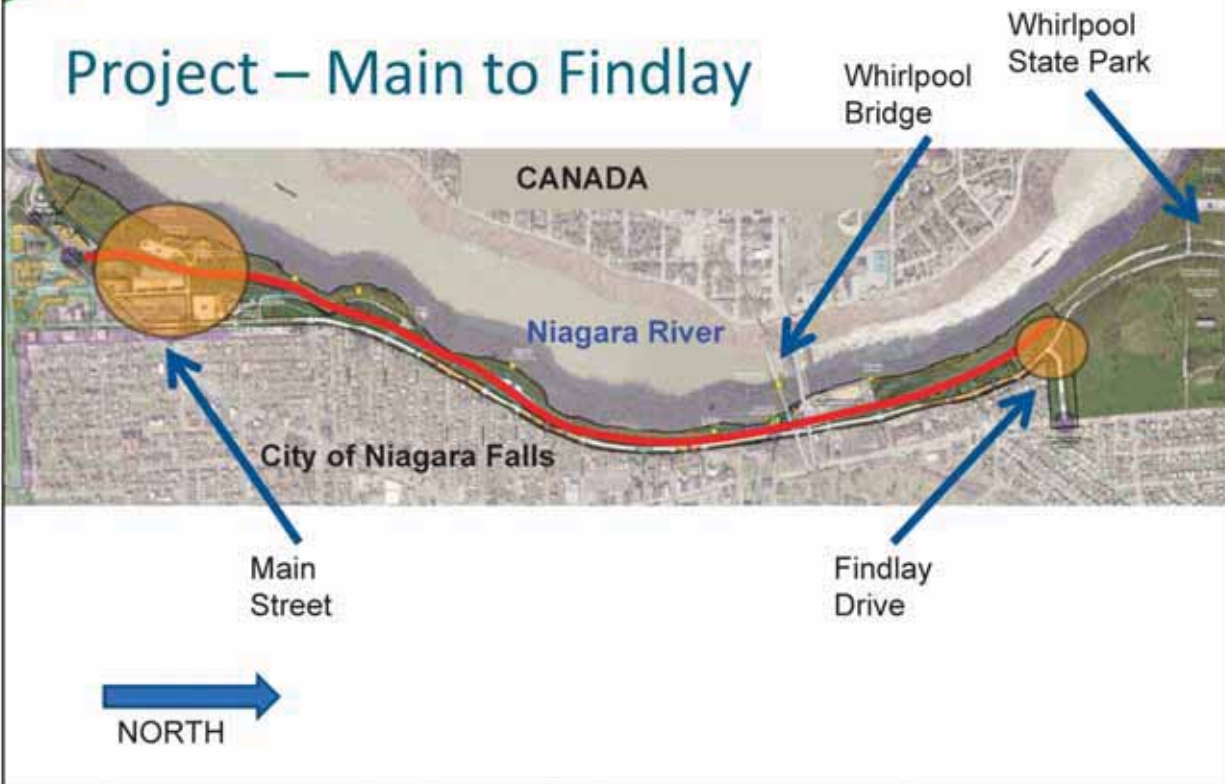
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Since Last Meeting

- Reviewing and Categorizing Comments
- Meeting with various stakeholder and neighborhood groups
- Finer-grade planning and mapping
- Additional traffic analysis and simulation
- First cut at cost estimates

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Project – Main to Findlay



Feb. 19, 2015 Public Meeting Concepts Concept A



Findlay Drive

Traffic stops on
Whirlpool Street



Findlay Drive

Traffic stops on
Findlay Drive



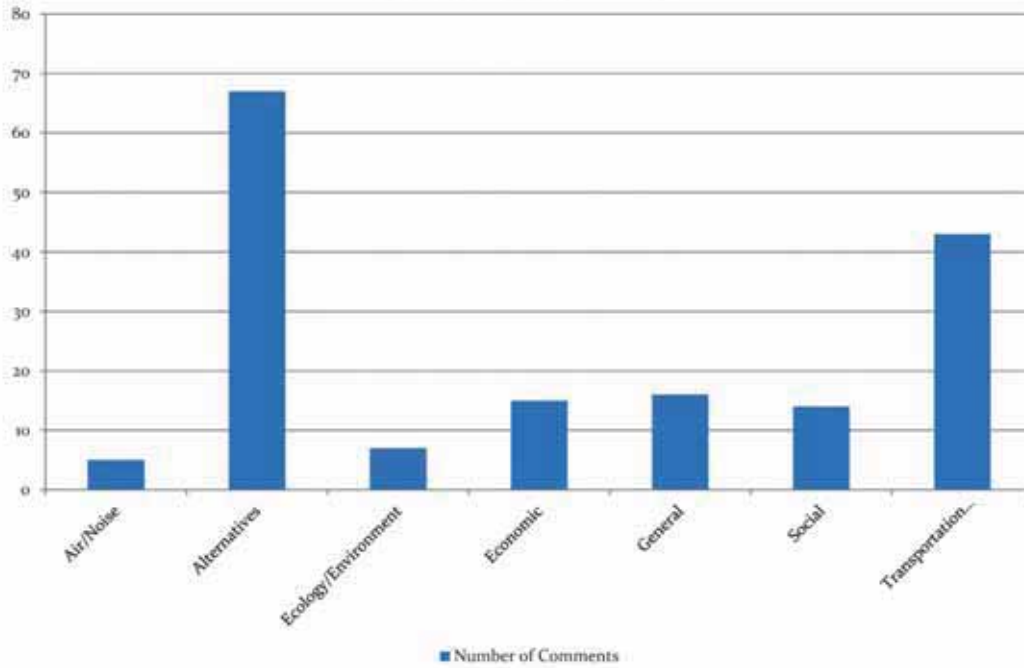
Public Information Meeting February 19, 2015

- Summary of Comments

Summary

Public Information Meeting February 19, 2015		
Category	Number of Comments	Percent
Air/Noise	5	3%
Alternatives	67	40%
Ecology/Environment	7	4%
Economic	15	9%
General	16	10%
Social	14	8%
Transportation (ped/bike, trails, light rail, etc.)	43	26%

Number of Comments

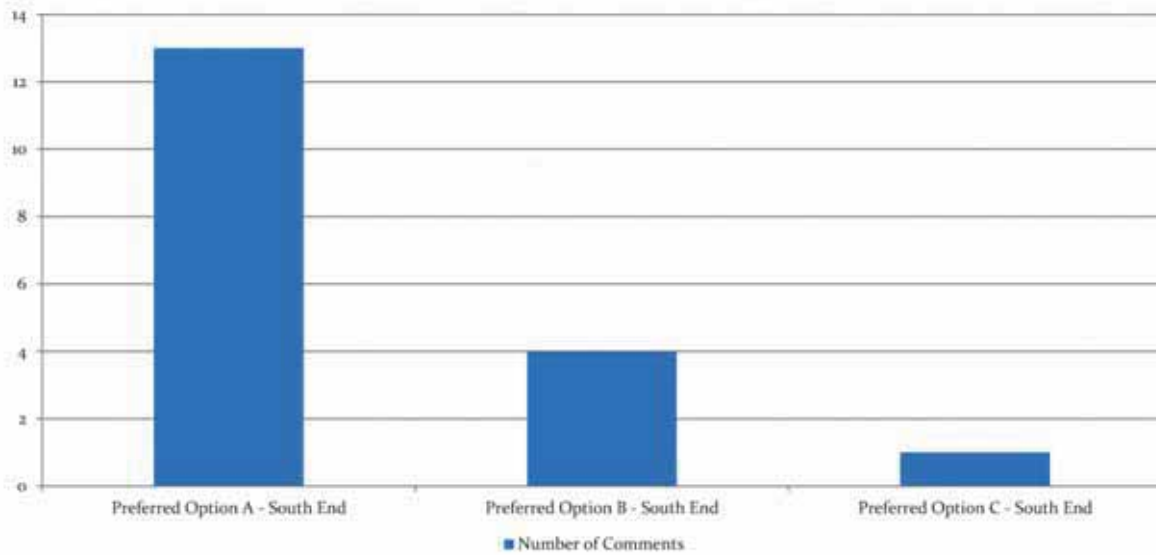


■ Number of Comments

Alternatives

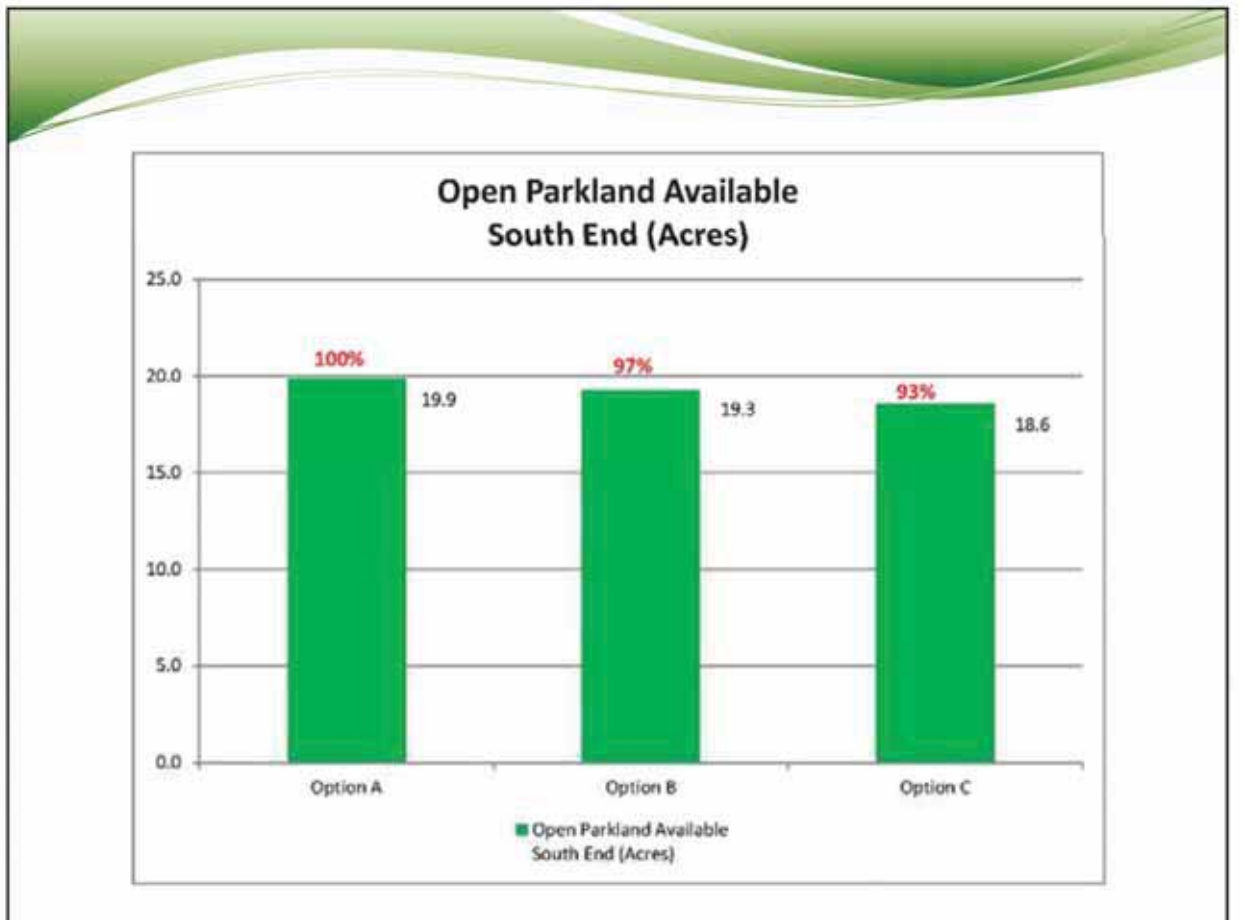
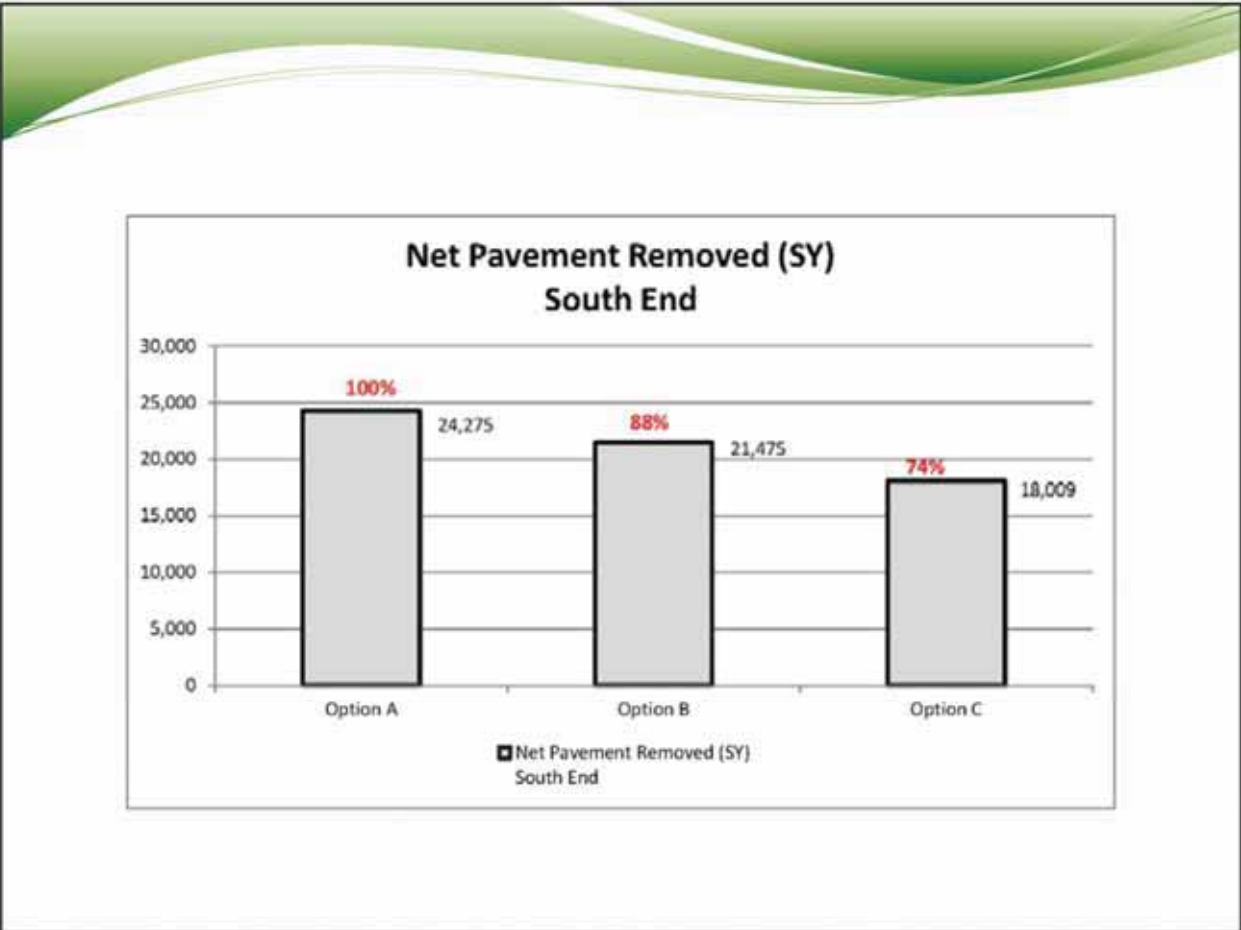
	Number of Comments
South End	
Preferred Option A - South End	13
Preferred Option B - South End	4
Preferred Option C - South End	1
North End	
"T" intersection with Stop on Findlay Drive	5
"T" intersection with Stop on Whirlpool	1
Cul-de-sac or move roadway away from houses	2
Roundabout	1
Connect Spring Street to Whirlpool	3
Extend Removal to City Line or Lewiston	10
No removal of the RMP	1
Include the Whirlpool Viaduct in the design	3
Needs to include the Cultural District	3
Needs to incorporate the NEXUS Plaza	3
Does not like the location of the proposed Police Station	2
Miscellaneous	15
Total	67

Number of Comments South End



South End Options

- Review and Assessment



Robert Moses Parkway - Main to Findlay South End Alignment Options near Main Street

	Option A	Option B	Option C
Maximizes available parkland	●	◐	◑
Removes RMP as a barrier	●	◐	◑
Connects neighborhood to the park	●	◐	◑
Provides direct access between tourist destinations	◑	◐	●
Reduces Impacts to adjacent residential neighborhood	◑	◐	●
Provides open parkland between DC and Aquarium	●	●	○
Construction Cost	●	◐	◑

Feasible Build Alternative – South End New Park Road to Discovery Center/Walnut Ave.



- Open parkland between the Discovery Center and Aquarium
- Curvilinear pedestrian paths
- Short, direct and familiar route between tourist designations
- High net pavement removal
- High percentage of the open parkland
- Traffic patterns - remain very similar to established routes
- Parks' maintenance operations
- Reduces traffic along the residential portion of Third Street.

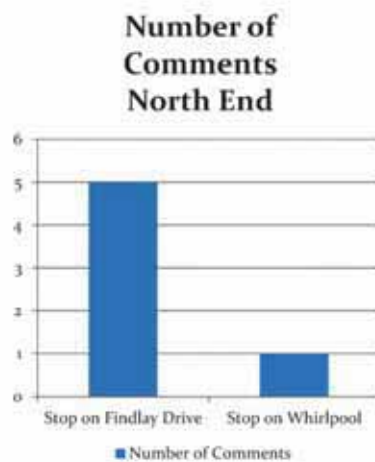
North End Options

- Review and Assessment

Comments - Feb Public Mtg

North end of Whirlpool Street - 4 Major Comments

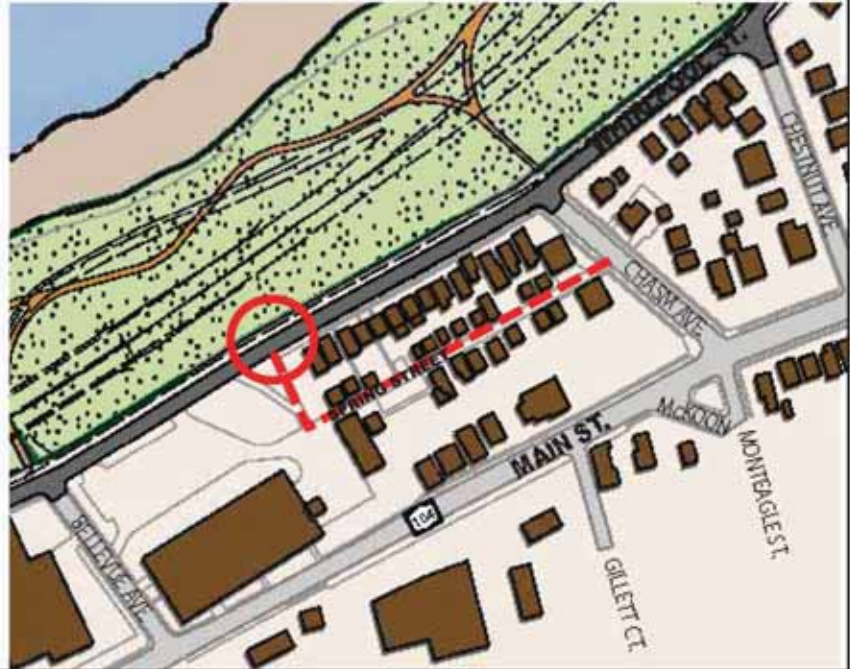
1. Preference for a thru movement on Whirlpool Street and a stop for Findlay Drive, similar to either Concept A or C above.



Traffic stops on Findlay Drive

Comments - Feb Public Mtg

- 2. Spring Street



Comments - Feb Public Mtg

3. “What ever happened to the separate roadway and the cul-de-sac option that was included with the original Alt 4?”



Comments - Feb Public Mtg

- Concern with the volume of traffic that will be forced to travel along Whirlpool Street in front of the homes.



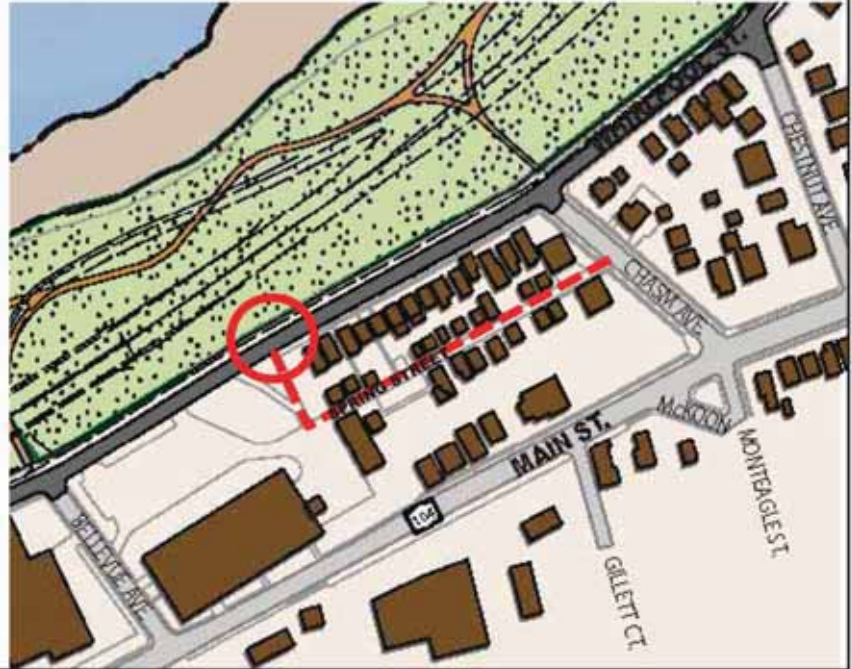
Options - Post Public Meeting

1. Traffic stops on Whirlpool Street
1. Traffic stops on Findlay Drive



Options - Post Public Meeting

- 2. Spring Street



Options - Post Public Meeting



Options - Post Public Meeting

- Re-introduce an additional roadway - reintroducing the very barrier that we want to remove.
- Severs the open park space - does not promote and conserve the ecology and environment of the NGC.



Options - Post Public Meeting

- Minimize impacts to adjacent neighborhoods - promoting vehicle travel patterns that minimize traffic impacts in residential areas.



Options - Post Public Meeting

- Develop a concept that balances the objectives especially where there appears to be a conflict.
(Removing barriers vs. minimizing traffic impacts)



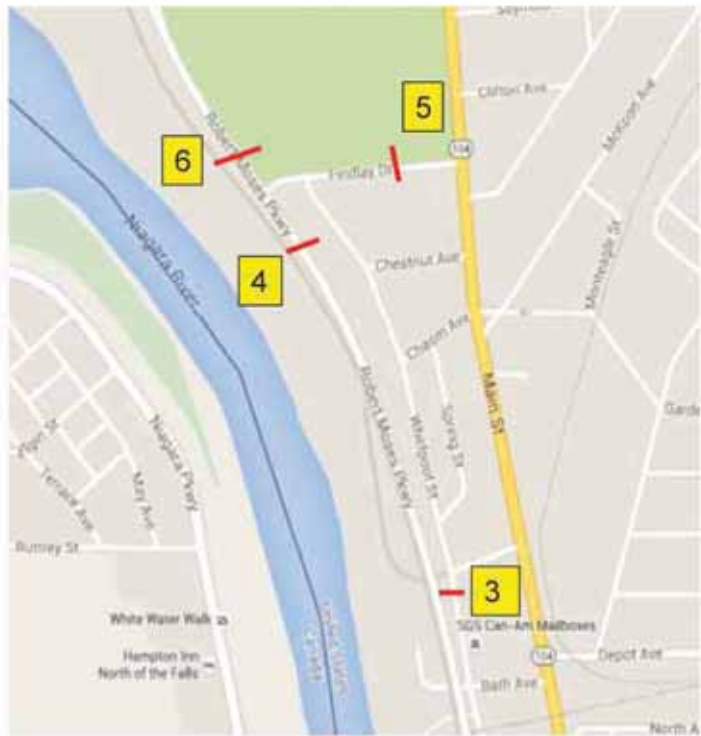
Traffic

- Traffic - What is anticipated to happen and what needs to be done?



Traffic

- Additional traffic counts taken - Memorial Day

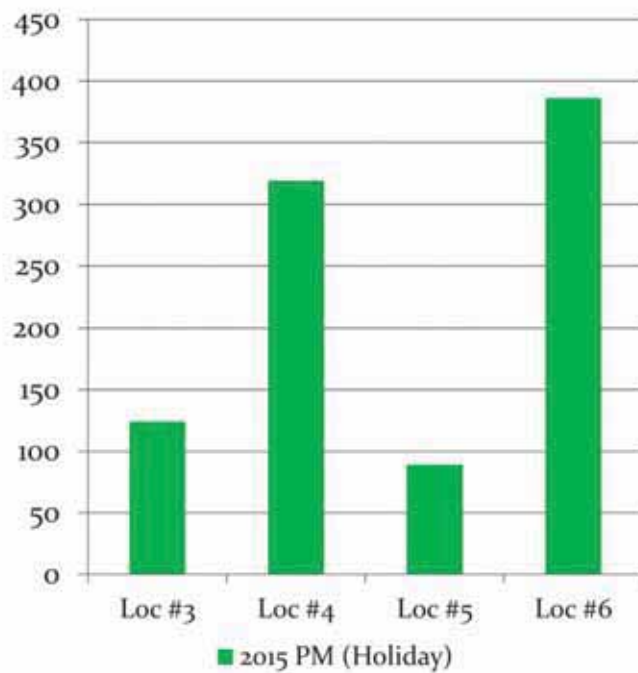


Traffic

- Additional traffic counts taken - Memorial Day



2015 PM (Holiday)

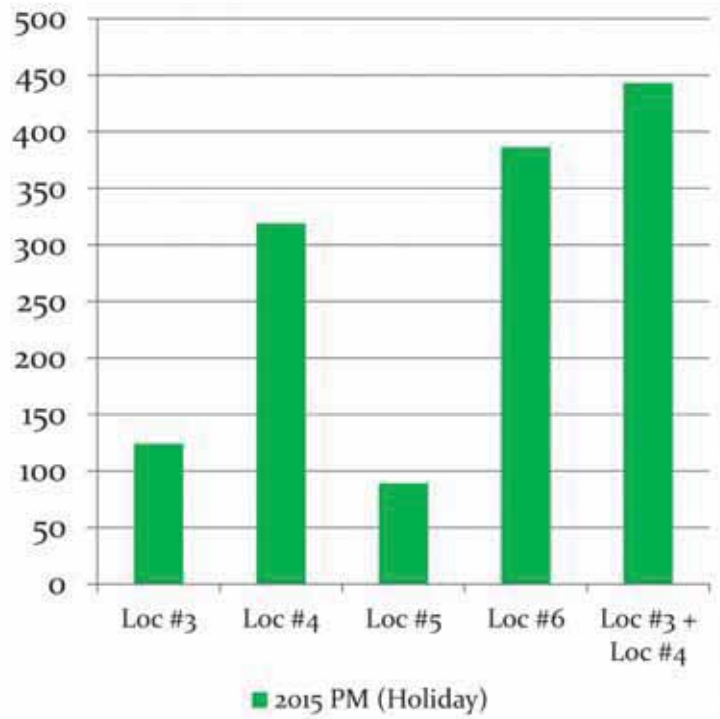


Traffic

- Additional traffic counts taken - Memorial Day

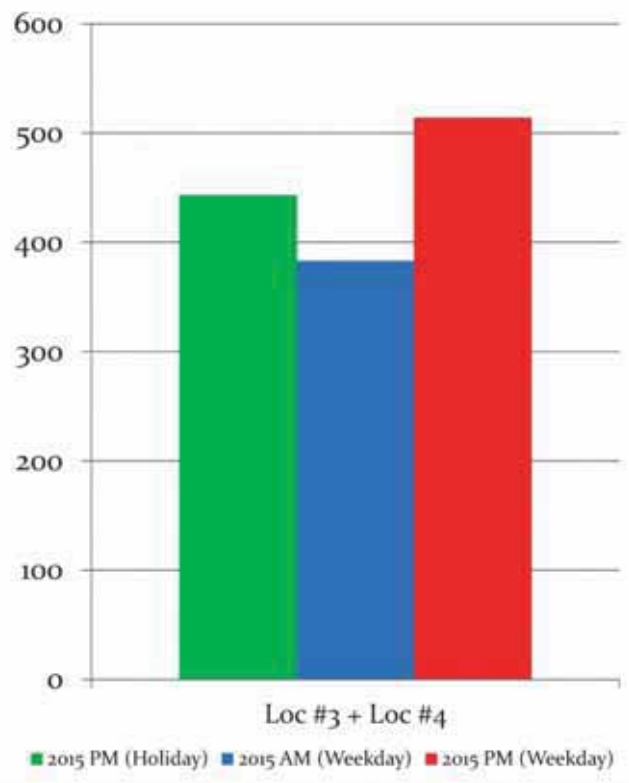


2015 PM (Holiday)



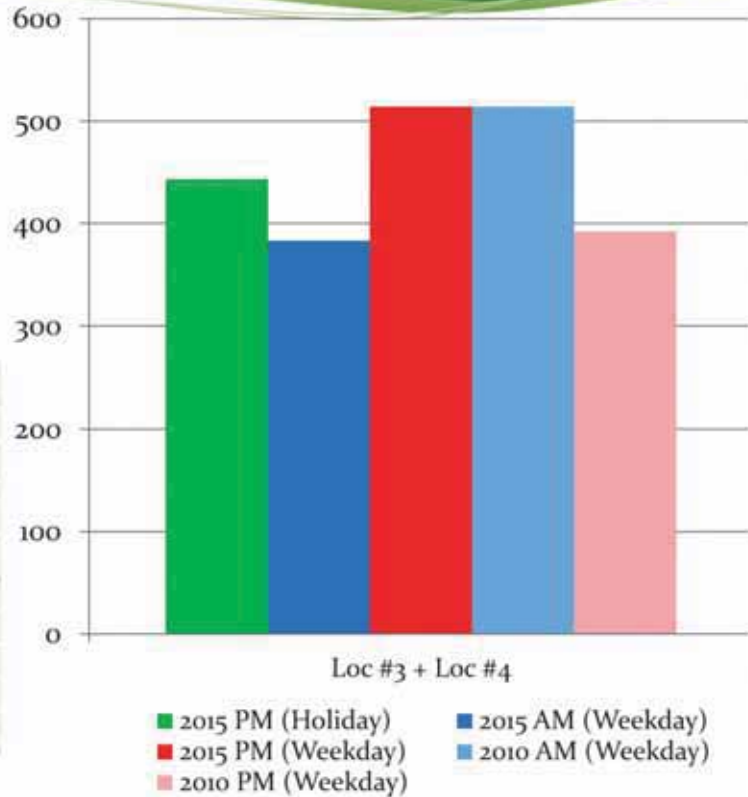
Traffic

- Additional traffic counts taken - Memorial Day



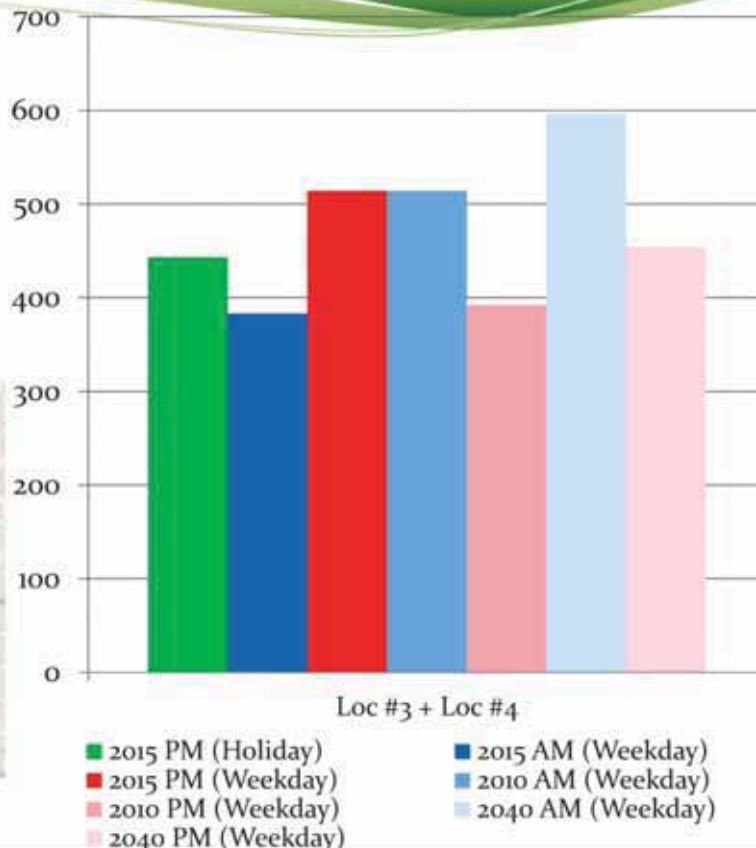
Traffic

- Additional traffic counts taken - Memorial Day



Traffic

- Additional traffic counts taken - Memorial Day



Traffic Simulation

- Simulation

Options - Post Public Meeting

- Difficulties of snow and garbage removal operations.
- Routing of school buses.



Other Treatment Options



Other Treatment Options





Preferred Build Alternative

PLAN

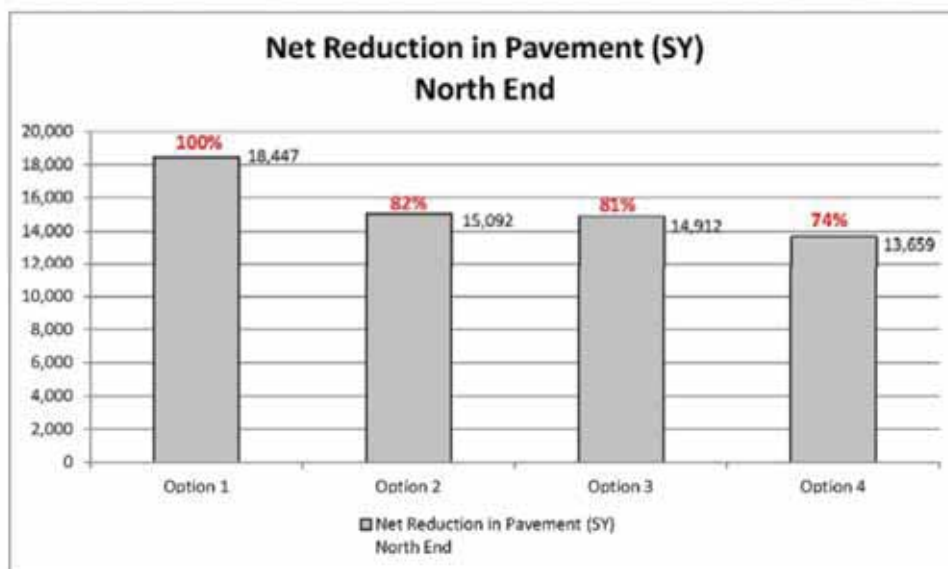
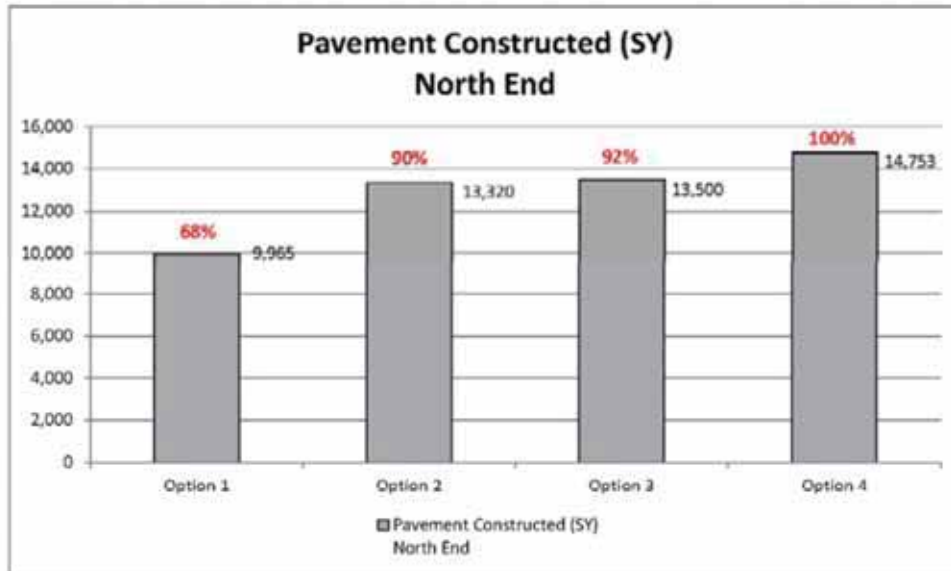
Preferred Build Alternative

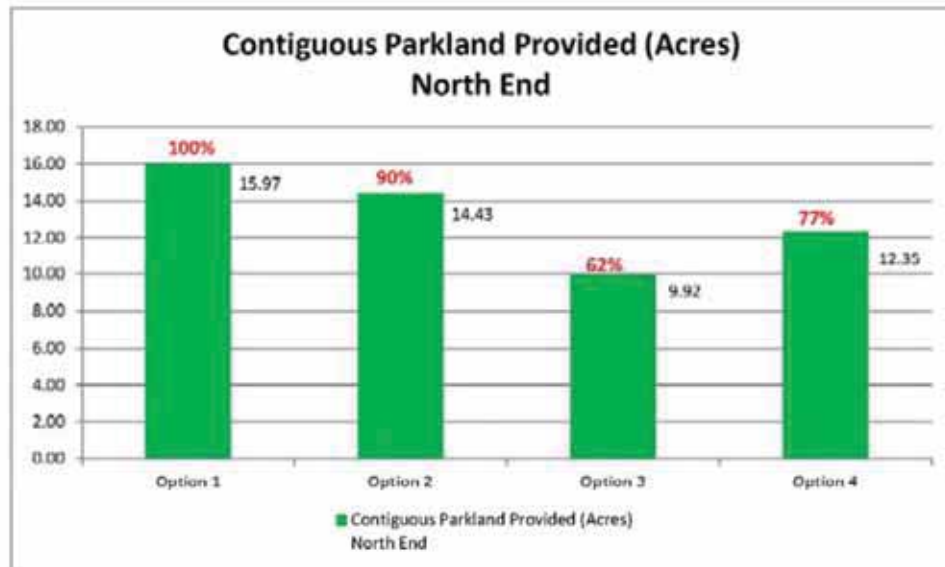
SIMULATION

Construction Cost Estimate

ROBERT MOSES PARKWAY CONSTRUCTION COST ESTIMATE

MAIN STREET TO FINDLAY DRIVE PROJECT COSTS FOR YEAR 2015	
Item	COST
<i>Demolition</i>	\$ 7,309,042
<i>Roadways and Ramps</i>	\$ 12,179,962
<i>Multi-Use Paths and Sidewalks</i>	\$ 1,599,443
<i>Landscaping</i>	\$ 1,655,092
<i>Other Work Items</i>	\$ 2,420,876
Subtotal	\$ 28,164,415
<i>Mobilization 4%</i>	\$ 1,006,577
<i>MPT 10%</i>	\$ 2,516,441
<i>Design Contingency 10%</i>	\$ 2,516,441
<i>Construction Contingency 10%</i>	\$ 2,516,441
Total Cost	\$ 33,720,316
Rounded Total (Millions of	\$ 33.7



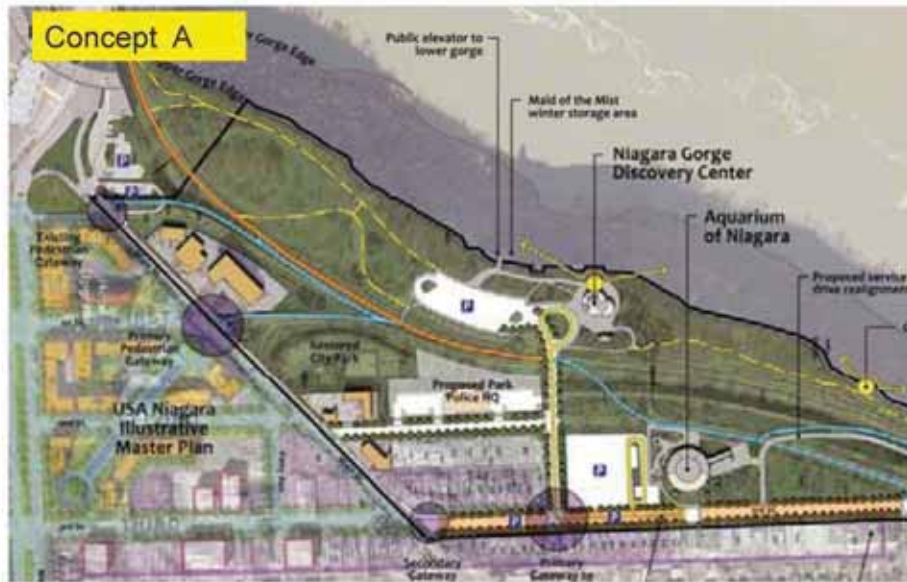


Robert Moses Parkway - Main to Findlay North End Alignment Options for Whirlpool Street near Findlay

	Option 1	Option 2	Option 3	Option 4
Maximizes open space				
Removes RMP as a barrier				
Connects neighborhood to the park				
Minimizes impact to existing vegetation				
Provides buffer between Park Road and residential street				
Provides parking along residential Street				
Construction Cost				

Feb. 19, 2015 Public Meeting Concepts

(Concepts A, B and C)



Feb. 19, 2015 Public Meeting Concepts

(Concepts A, B and C)



Feb. 19, 2015 Public Meeting Concepts

(Concepts A, B and C)



Feb. 19, 2015 Public Meeting Concepts

(Concepts A, B and C)



Feb. 19, 2015 Public Meeting Concepts

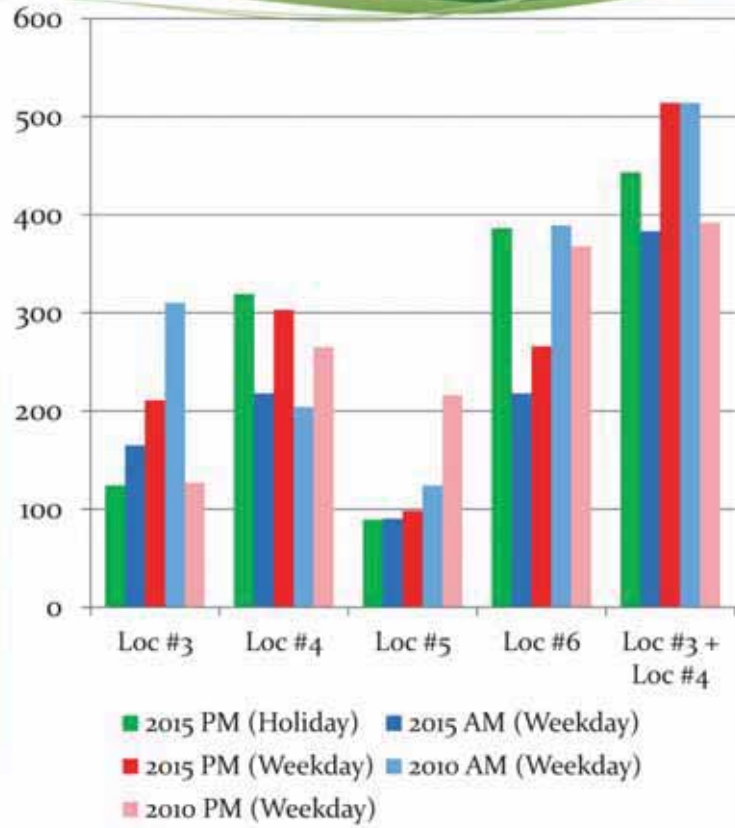
(Concepts A, B and C)





Traffic

- Additional traffic counts taken - Memorial Day



ATTACHMENT C



Niagara Gorge Corridor

Robert Moses Parkway Removal Project
Main Street to Findlay Drive

Public Information Meeting

September 15, 2015
4:00 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 6:00 PM with a question and answer session to follow. Before and after the presentation, the public may review the proposed build alternative designs, ask questions, and provide input to project designers and agency representatives.



Contact Us

Comments on this project will be accepted through
September 30, 2015.

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

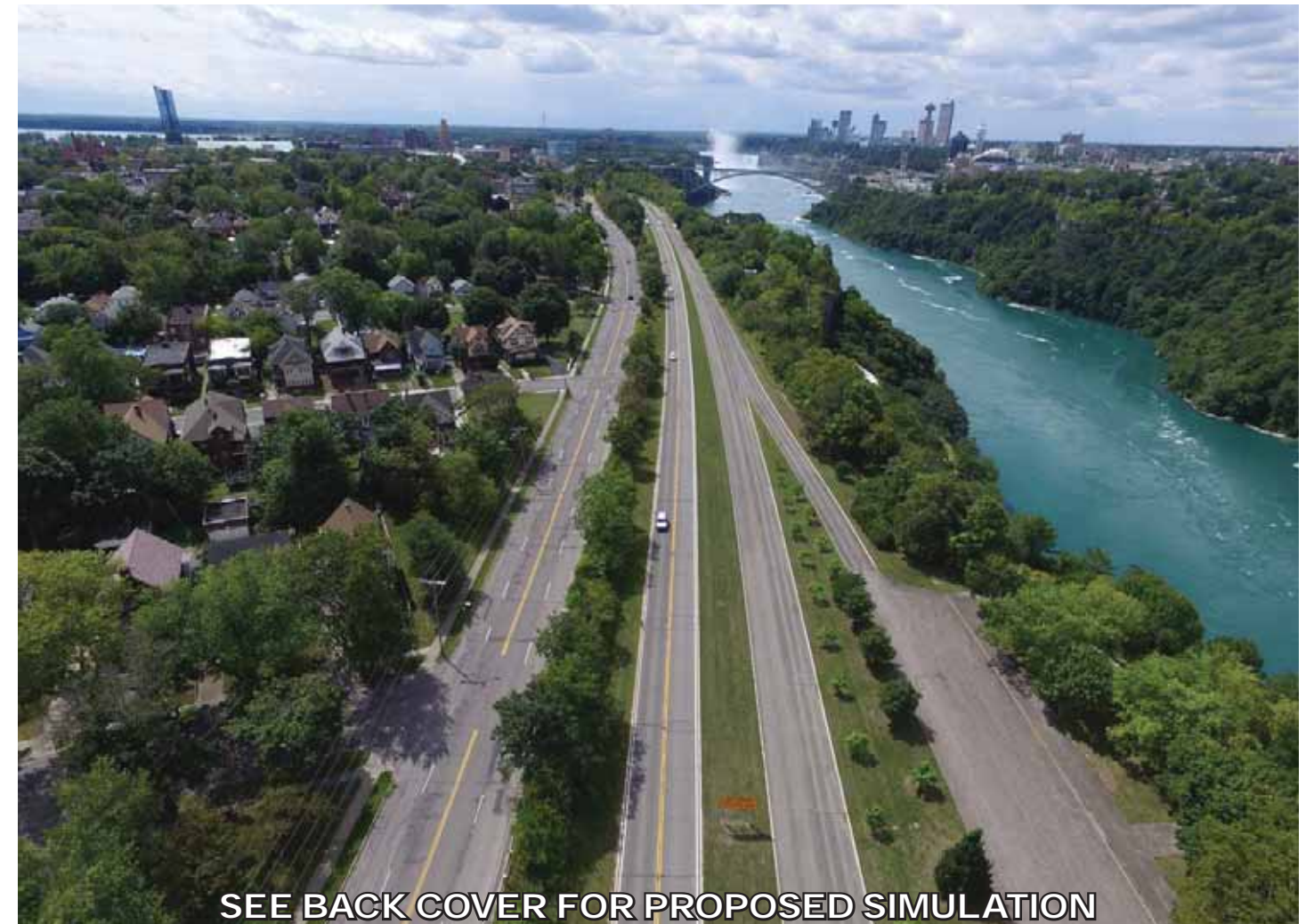
Email comments to: thomas.donohue@parsons.com

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

PROJECT PARTNERS:

NYS Office of Parks Recreation and Historic Preservation
USA Niagara Development Corporation
Federal Highway Administration

NYS Department of Transportation
New York Power Authority
City of Niagara Falls



SEE BACK COVER FOR PROPOSED SIMULATION

MEETING PURPOSE

The purpose of today's meeting is to give you an update on status of the project and to gain additional input from the public as progress continues.

Feedback is being sought on the advances made on the project designs and on any environmental, social or economic issues that need to be considered, which have not been previously mentioned or noted by the public.

MEETING FORMAT

Displays of the current Feasible Build Alternative are available for viewing within the lobby beginning at 4:00 PM. Project staff will be available to answer your questions and to receive your thoughts on the design.

Environmental stations have also been set up within the lobby to provide information on the studies being conducted and to receive any comments on the environmental, social or economic issues that are of a special concern to you.

A formal presentation on the status of the project will begin at 6:00 PM in the Meeting Room followed by an open question and answer period.

Comment sheets are available for written comments which can be handed in during the meeting or mailed to the address on the back of this handout. Comments are also welcome via email.

WORK CONTINUES

Since our meeting last February, progress has been made on:

- Meeting with various stakeholder and neighborhood groups
- Refining and adding more detail to the proposed plans
- Conducting additional traffic counts, analysis and simulations
- Estimating the construction cost for the project.

FEASIBLE BUILD ALTERNATIVE

The current design of the Feasible Build Alternative has been developed based on the concepts presented at the February Public Meeting and from comments received as a result of that meeting. Modifications have also been included based on subsequent meetings with project stakeholders, and neighborhood groups that live adjacent to the project. The goal of the design is to construct a project that will best meet the project objectives.

The design of the project is still in progress and has not been finalized. Your input today will be very helpful in creating the modification needed to make this project the best it can be.

PROJECT OBJECTIVES:

1. Improve Access and Transportation

- Remove barriers that impede access between the Niagara Gorge Corridor (NGC) and adjacent business / residential districts.
- Provide an attractive multimodal trail.
- Link parks, communities, and attractions adjoining the NGC.
- 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

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

3. Support Local Economic Vitality

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

4. Minimize Impacts to Adjacent Neighborhoods

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

5. Support NR Greenway Plan

- Increase access to and connections between the Niagara River region's many resources.
- 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.

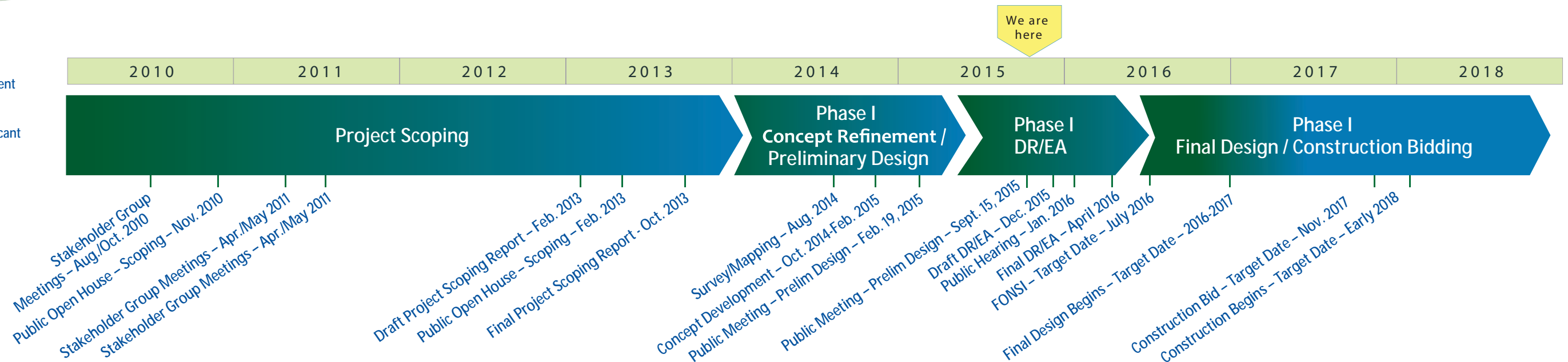
TIMELINE

EA = Environmental Assessment

DR = Design Report

FONSI = Finding of No Significant Impact

Target Date – Dependent on other factors



NIAGARA GORGE CORRIDOR

Robert Moses Parkway Removal Project
Main Street to Findlay Drive

September 15, 2015

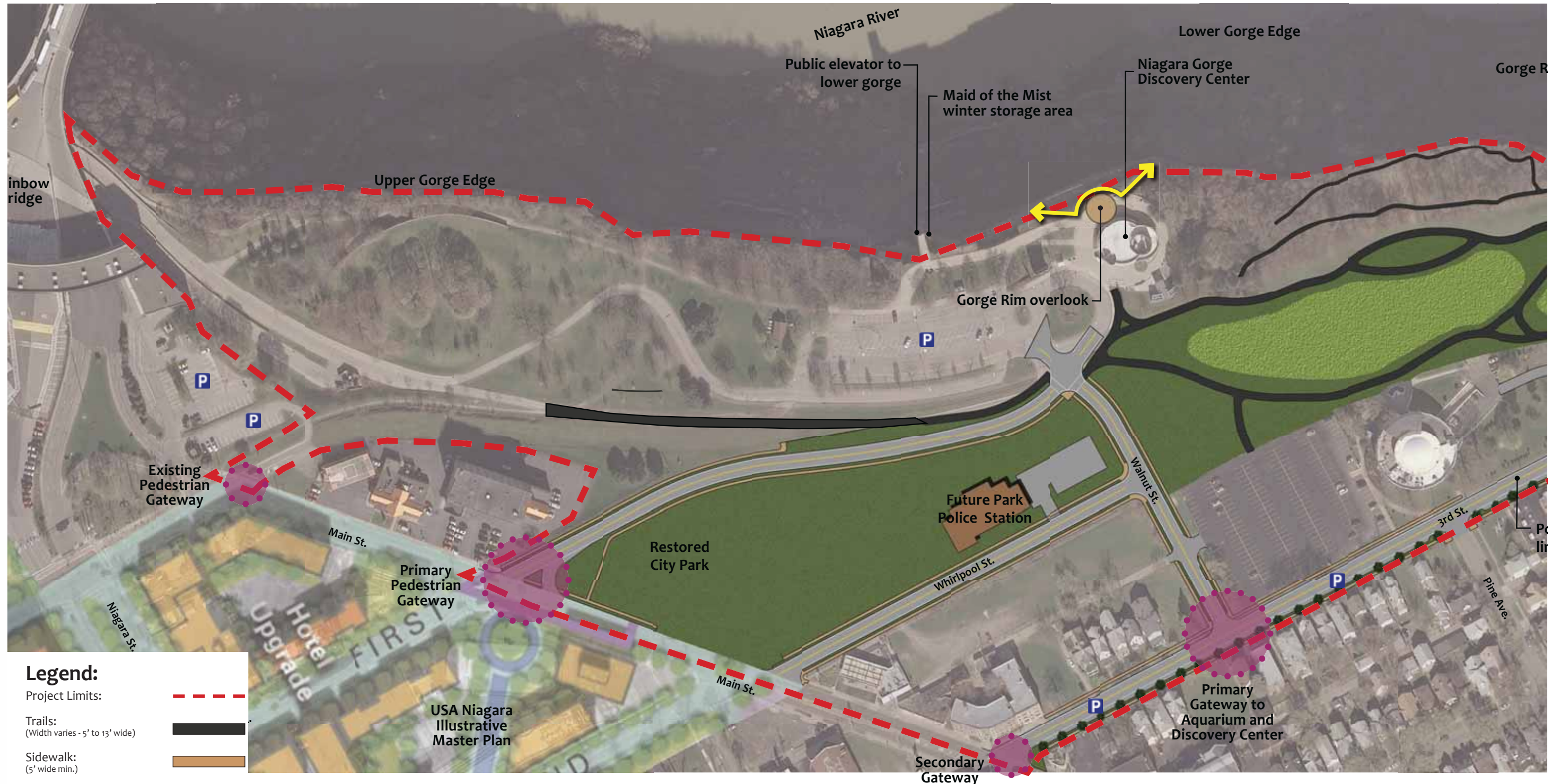
CURRENT BUILD ALTERNATIVE

NIAGARA GORGE CORRIDOR

ROBERT MOSES PARKWAY REMOVAL

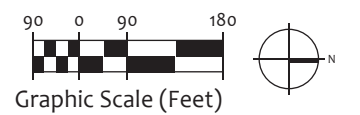
MAIN STREET TO FINDLAY DRIVE SEPTEMBER 2015

BUILD ALTERNATIVE - SHEET 1



Legend:

- Project Limits:
- Trails: (Width varies - 5' to 13' wide)
- Sidewalk: (5' wide min.)
- Gorge Trail Access:
- Parking:
- Gateway:
- Scenic Overlook:



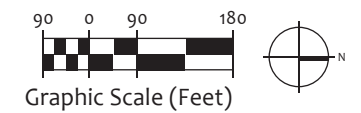
NIAGARA GORGE CORRIDOR ROBERT MOSES PARKWAY REMOVAL MAIN STREET TO FINDLAY DRIVE SEPTEMBER 2015

BUILD ALTERNATIVE - SHEET 1



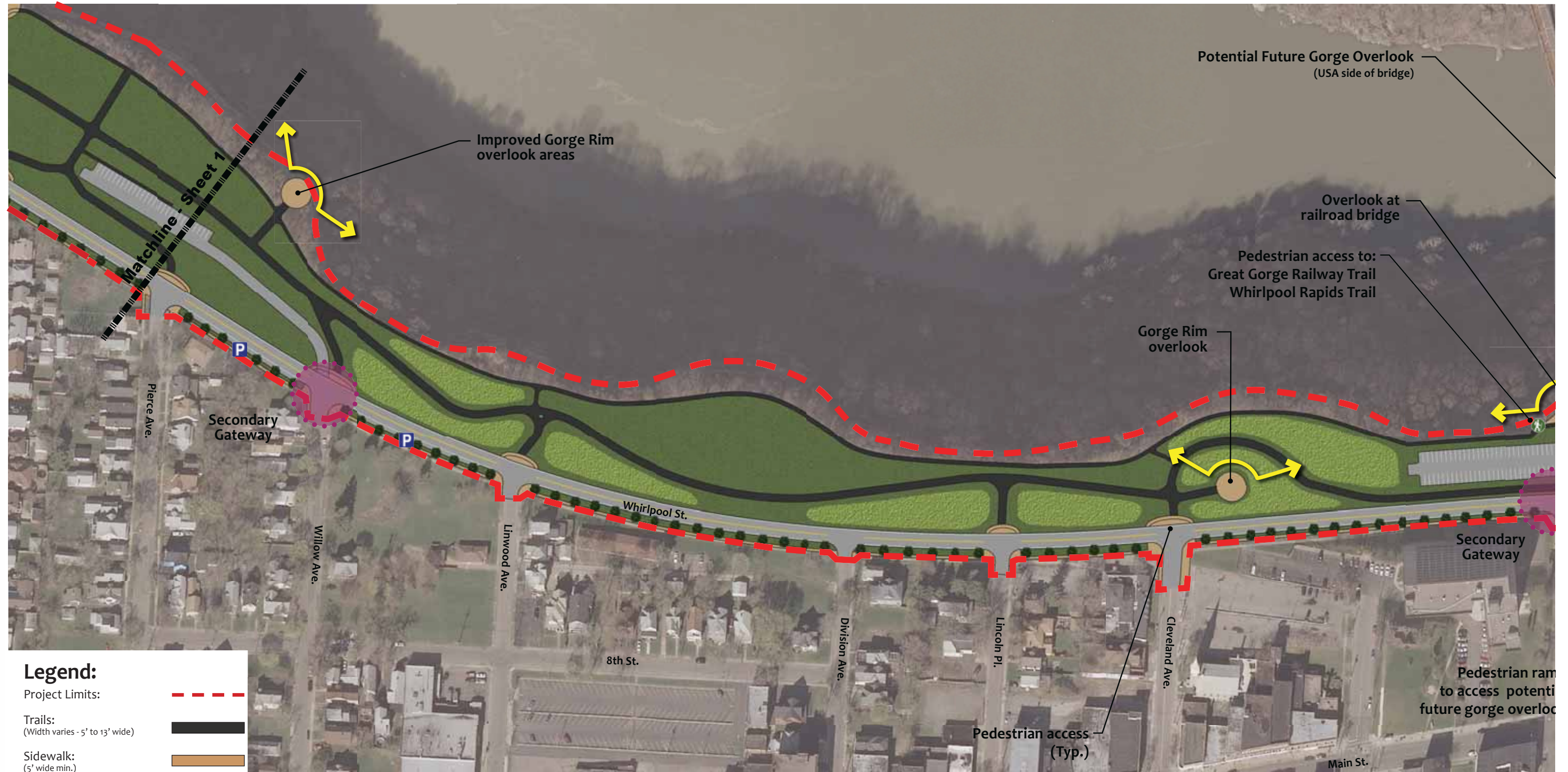
Legend:

- Project Limits: 
- Trails: (Width varies - 5' to 13' wide) 
- Sidewalk: (5' wide min.) 
- Gorge Trail Access: 
- Parking: 
- Gateway: 
- Scenic Overlook: 



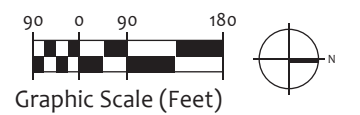
NIAGARA GORGE CORRIDOR ROBERT MOSES PARKWAY REMOVAL MAIN STREET TO FINDLAY DRIVE SEPTEMBER 2015

BUILD ALTERNATIVE - SHEET 2



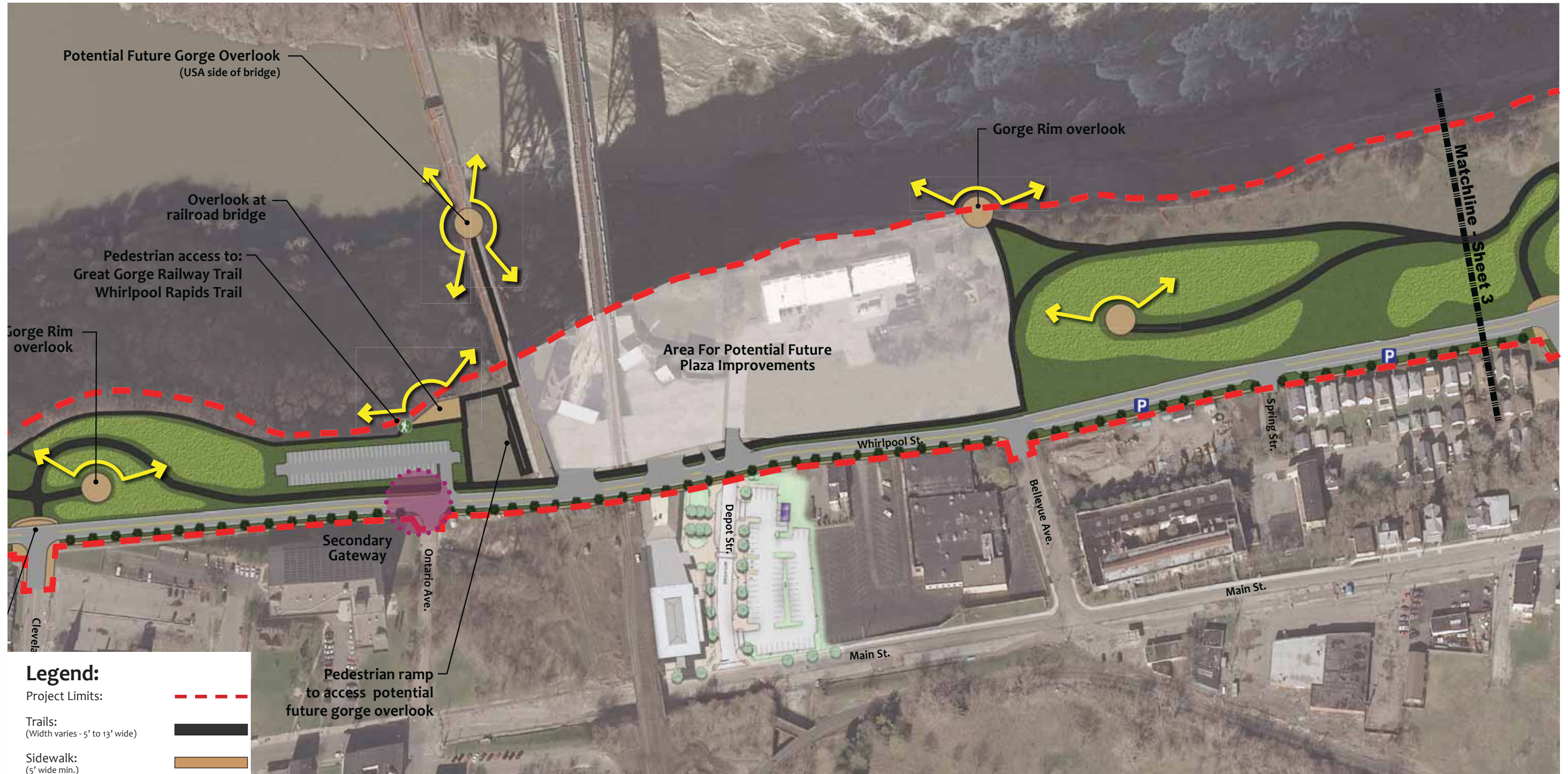
Legend:

- Project Limits:
- Trails: (Width varies - 5' to 13' wide)
- Sidewalk: (5' wide min.)
- Gorge Trail Access: G
- Parking: P
- Gateway:
- Scenic Overlook: ↖ ↗



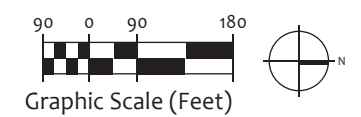
NIAGARA GORGE CORRIDOR ROBERT MOSES PARKWAY REMOVAL MAIN STREET TO FINDLAY DRIVE SEPTEMBER 2015

BUILD ALTERNATIVE - SHEET 2



Legend:

- Project Limits:
- Trails: (Width varies - 5' to 13' wide)
- Sidewalk: (5' wide min.)
- Gorge Trail Access: P
- Parking: P
- Gateway:
- Scenic Overlook: ↔



NIAGARA GORGE CORRIDOR

ROBERT MOSES PARKWAY REMOVAL

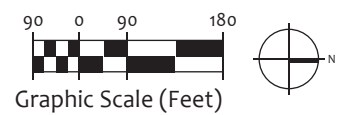
MAIN STREET TO FINDLAY DRIVE SEPTEMBER 2015

BUILD ALTERNATIVE - SHEET 3

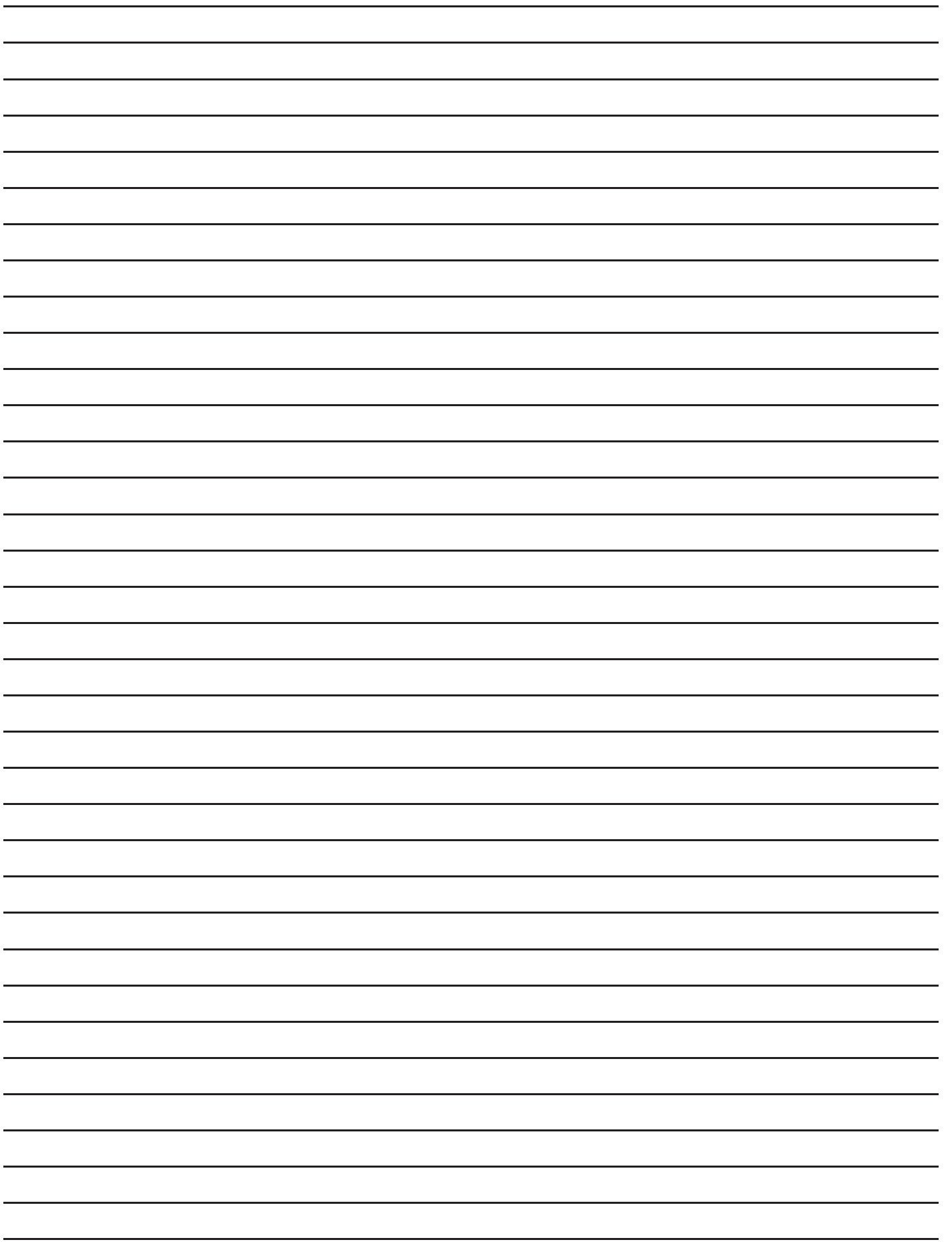


Legend:

- Project Limits:
- Trails:
(Width varies - 5' to 13' wide)
- Sidewalk:
(5' wide min.)
- Gorge Trail Access: G
- Parking: P
- Gateway:
- Scenic Overlook: ↔



ATTACHMENT D



	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
1	EM-1.01	James Hibbard	If the people are going to walk the Parkway, they will use the lower walkway near the River. Omit the center walkway and save a ton of concrete and labor money and give more open space for park activities.
2	EM-2.01	Carl Skompinski	Bioswales can help absorb surface runoff and manage "first flush" road runoff and keep it out of the sewer system. Given the sensitive nature of the parkway, approximation to the neighborhoods, and Niagara Falls issues with their wastewater treatment plant, any and all water and road runoff capture would benefit this project and help the city's infrastructure.
3	EM-3.01	Guy Zaczek	The section the Parkway from the Grand Island Bridges to Fort Niagara should be called the Niagara River Parkway.
4	EM-3.02	Guy Zaczek	Robert Moses was the great builder but he also practiced social engineering, and not in a positive way. Keep his name on the power plant.
5	EM-3.03	Guy Zaczek	As for the MASS transportation, as long as you build roads to DOT State Engineered Standards then you are all set. At one time, they called them truck routes. But if you can run a commercial bus on it, then it works for any future mode of transportation including tram trollies, people movers or even Uber.
6	EM-3.04	Guy Zaczek	My form of mass transit is riding a bike, walking the dog, pushing the grandchildren around in a stroller. So the crushed stone path or the blacktop walkways away from the road would be a blessing.
7	EM-3.05	Guy Zaczek	In future presentations, please show the existing path that hugs the gorge railing. There are only two spots on that trail right now that need NYS Parks attention. The stairs north of the Whirlpool Bridge and the service road that goes down to the Waste Water Treatment pumping station. These present hazards to visitors who don't know what is up ahead. They are just hard to navigate. Push for inexpensive fixes before the next three years.
8	EM-3.06	Guy Zaczek	If you can get the drone to take a picture looking south from the proposed observation deck on the old railroad bridge that would be fantastic. One picture would help promote this repurposing. That bridge also connects to the new NF Train Station just a little to the east. In the not too distant future, a walk in the park could connect you to a GO Train to Toronto. I hope. And maybe even people moving in the other direction.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
9	EM-3.07	Guy Zaczek	There was no mention made of the Waste Water Treatment Plant Pumping station in the lower gorge. A pressurized 14" pipe runs south along the west side of Whirlpool Street from the Gray Stone Access Building to a connection someplace near the old DiFranco Park. The elevation and depth of this pipe cannot be changed and should be identified early in your process to avoid cost overruns in the future.
10	EM-3.08	Guy Zaczek	More site elevation (landscape) views should become part of your presentations. In your project area, there are at least two existing gorge overlooks that 90% of our Niagara Falls residents don't even know exist. Insert pictures into your existing presentation to show the views from these fantastic vistas. You also have specific (naturally elevated) areas east of Whirlpool Street that have a cascading landscape view of the Canadian gorge. Your elimination of manmade highway barriers (on Whirlpool Street) will both improve front window vistas but also the front windshield views as people drive into Niagara Falls along your reconfigured roadways.
11	EM-3.09	Guy Zaczek	If you put the stop sign on Findlay Drive the more important point is that it ends at a "T" intersection. And this "T" faces the gorge. This road then goes downhill towards the gorge. I will bet you a dozen Frankie's Doughnuts that in less than two years after that road is built someone will drive their car down Findlay, across your green space and into the river. To prove my point, ask the oldest NYS Parks Maintenance employee you can find and ask him how many cars they have pulled out of the gorge from the Whirlpool State Park in the past three decades. Put the stop sign on Whirlpool, but more importantly, make the end of the "T" face the old forest trees. The sign didn't look like it made much difference.
12	EM-4.01	Steve Fleck	Although we are excited and applaud the project, we have noticed that the Project limits boundary line (Build Alternative Sheet 1) cuts off a portion of our property, including parking spaces, tour bus access, pet walking area and green space. These areas are of prime importance to the daily operations on our property.
13	EM-4.02	Steve Fleck	In addition, we have plans to convert the green space into an Arts and Music space, incorporating food and beverage vending as well as arts and music productions. These productions would provide our guests and the community at large an area to enjoy art and music while supplementing our income and NYS and Niagara County's tax reviewable.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
14	EM-5.01	Thomas Chambers	I write on behalf of the Niagara Falls National Heritage Area, Inc., a partnership with the National Park Service, to endorse the Current Build Alternative for the Niagara Gorge Corridor, Robert Moses Parkway Removal Project. The plans presented and discussion on Sept 15,2015 provide a nice balance of access to the gorge and safe vehicular traffic.
15	EM-5.02	Thomas Chambers	As a bicyclist, I suggest that some of the pathways be straightened. I ride the current Moses bike path lanes quite frequently and am able to maintain speed on them (ca. 17-20 mph). The curving pathways (esp. Sheet 3) would not allow serious cyclists to navigate that portion of the pathways at speed, and would present a danger for collisions. Designing the paths to allow for standard road bikes would be a great improvement.
16	EM-6.01	Vincent Mamei	Connecting the Robert Moses southbound, from the northtowns, with the I-190 at the dismantled entrance to the I-190 (near the Lewiston Queenston Bridge) will justify your design project. As I can claim to having more "feet on the ground" in this area than any living human I implore you to consider this, not only for generations to come but also for the creditability of our Parkway plan.
17	EM-7.01	Robert Emerson	At yesterday's Board of Directors meeting of the Old Fort Niagara Association, the organization's Board of Directors reviewed the Robert Moses Parkway Removal - Main Street to Findlay Drive Build Alternative. Our Board unanimously passed a resolution urging you to reverse your decision to place a stop sign on Whirlpool Street at Findlay Drive.
18	EM-7.02	Robert Emerson	It is unclear to our organization why you would block through traffic traveling to Lewiston, Youngstown and other northern communities in favor of a lone block segment of Findlay Drive. If the Build Alternative you propose is implemented, traffic to Lewiston, Youngstown and to Old Fort Niagara would be forced to stop and wait for the traffic approaching from both directions on the Findlay Drive/Parkway route, but most important, northbound drivers on Whirlpool Street would be pulling out of a stop sign against southbound traffic rounding a curve as it approaches the intersection. Not only does this arrangement create an impediment to traffic headed north, it is less safe than the alternative, which is to place the stop sign at the end of Findlay Drive and make the Whirlpool Street/Robert Moses Parkway corridor a seamless route.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
19	EM-7.03	Robert Emerson	I must take issue with your methods of gathering traffic volume data. It is my understanding from your Sept 15th presentation that surveys were taken on Memorial Day and Labor Day. These days are light at Old Fort Niagara as people use them to travel home. It would have been far better to conduct a survey during July and August when tourism traffic is at its peak or perhaps on a Tuesday night when Artpark hosts a concert.
20	EM-7.04	Robert Emerson	It is our hope that you will reconsider what we believe to be an arbitrary decision to block the flow of traffic to communities north of Niagara Falls in favor of a block long side street in the city.
21	EM-8.01	Dave Pavan	We should study how the Canadians have designed their parkway side of the gorge. They have a continuous roadway to Niagara on the Lake. This provides a straight line access to all the tourist attractions along the way. This is managed by the Niagara Parks Commission and the Provincial Government of Ontario. This approach has served both all the communities along the parkway as well as the tourists who provide the income to make that a monitory success to those communities.
22	EM-8.02	Dave Pavan	The recommendation to remove/reconfigure the Parkway is a PAROCHIAL view being forced upon the State of New York by the current City of Niagara Falls administration. This view if enacted will be an economic disaster for the communities located further north (Lewiston and Youngstown). Utilizing Whirlpool Street to funnel tourists as well as city residents to points north takes away a relaxing and scenic route that currently exists. The homes and buildings that are on that route are in disrepair and are an embarrassment to the city. Do we want to leave that perception to the tourists who will pass that on to friends that considered visiting?
23	EM-8.03	Dave Pavan	I definitely disagree with removal of the portion of the Parkway to Findlay Drive. We can accomplish all the objectives outlined in the article without spending millions of taxpayers dollars to achieve the goals.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
24	EM-8.04	Dave Pavan	Leave the current overpass bridge in place just as it is. How are we going to achieve a bike and pedestrian way if we remove the bridge? It's a NO brainer that Homeland security will definitely not let a bike path or pedestrian walk be constructed through their inspection area. People and bikers will be restricted to movement if the overpass is removed. How are they supposed to get to Whirlpool Park that is only a few hundred yards away? The overpass bridge provides a safe pathway for bikes and people to traverse the area. Not one that require them to get on Whirlpool Street with auto and truck traffic as well as vehicles entering and exiting the Whirlpool Bridge to Canada along with the NYS Parks maintenance facility. Again, I reiterate by removing the straight line that exists.
25	EM-8.05	Dave Pavan	Parkland? We have enough parkland in that area that is currently underutilized. What were the parameters used to determine we needed more Parkland? I have lived in this city for 73 years and drive the Parkway North at least 5x a week. I have never seen more than 10 people walking or riding a bike from Findlay Drive to the Niagara Gorge Discovery. As far as seeing tourist walking "The Scenic Area" along the gorge are virtually nonexistent. Think about this after walking Goat Island and seeing both the American and Horseshoe Falls and then walking to the Niagara Gorge Discovery are you going to want to walk along the gorge rim to look at trees? Because that's all you are going to see. What is needed is a good restoration of the existing facilities located along the gorge as well as a trolley that would transport people to this location. Without the trolley this location will continue to be barren and have no tourists. The only people you will see are the ones who have been walking and exercising the past 10 years. That hand full of 10 or less people.
26	EM-8.06	Dave Pavan	If all the four lanes are removed how are emergency vehicles going to access the area? By opening up access to the gorge more locals will enter that way. My concern is that young kids will have easier access to the rim. Common sense tells you that accidents will occur more often and require emergency men and equipment carried by large vehicles (grass won't support those vehicles... especially in wet weather). What about Homeland Security? How will the Border Patrol and State Park Police operate and patrol with no road in place? All the above agencies need close access to the gorge to accomplish their respective missions. Those missions from time to time require immediate action. Do you think parking on Whirlpool Street to access the gorge is appropriate to meet those needs? Don't forget that Whirlpool Street isn't level to the Parkway.
27	EM-8.07	Dave Pavan	I would recommend retaining the Parkway on the side closest to Whirlpool Street

EM = Emails CF = Comment Forms VC = Verbal Comments

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
28	EM-8.08	Dave Pavan	Keep the overpass bridge as it is (and save millions)
29	EM-8.09	Dave Pavan	Restore and clean up the existing pathways and overlooks.
30	EM-8.10	Dave Pavan	Improve signage to the points of interest along this length of the gorge
31	EM-8.11	Dave Pavan	Stop listening to that air head Mayor we have. The State of New York has a fiduciary responsibility to not waste money on a project that should have never been and listen to all of its residents.
32	EM-9.01	James Hufnagel	In favor of removing the parkway. Comment included many previously written editorials discussing the removal of the parkway and the vulnerability of the NYPA power plant to terrorist attacks.
33	EM-10.01	Louise Morden	I am in favor of keeping the Robert Moses Parkway just the way it is. I am against the "Build Alternative".
34	EM-11.01	Vincent Mameli	Eliminate the Robert Moses Parkway's footprint from Niagara Falls. A river way along the Gorge could be accessible by most streets, like it is in Niagara Falls, Ontario and like it was before Moses changed it here. The north end of the Riverway could end at the Niagara University intersection of Lewiston Road and Hyde Park Boulevard. The road infrastructure in front of the school and power plant could accommodate a traffic increase in that area. The section of Moses' Parkway in front of the school and power plant can be closed and used for a venue or attraction and could be used by trolley and as a service road. The north section of the Robert Moses can be connected to the I-190. The positive aspects of this are to much to include here.
35	CF-1.01	Rob Lynch	Added bike lanes to Whirlpool Street would be great. Historic street lighting should be selected. Natural plantings and gardens should be encouraged. Public art elements that match the magnitude of this natural resource.
36	CF-2.01	Mike Parsnick	Total sidewalk along Findlay Drive.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
37	CF-3.01	Gay Molnar, Aquarium of Niagara	Sheet 1 is an excellent recommendation for this project. It created the park setting that has been talked about since this process has started. Opens up the area. Fully support this recommendation.
38	CF-4.01	Kim Piccirelli	At your meeting, I saw that your planning on Whirlpool Street parking. In the block of Pierce and Whirlpool to Willow Avenue and Whirlpool, I can't see why you would want parking there. There will be an access road to a 40 (or so) car parking lot. There is no need for all that parking. Even in its day, with the whole parkway going, only a few cars would use the overlook parking. I can see 18 from my living room and only 2 or 3 cars would be there. This is true, but I still don't want cars and litter all around.
39	CF-5.01	Natalie Cook	Greenspace and trails are a great use of this space for our city. I would like to see the addition of some creative and more active uses, ideally. I love trails but an engaging space for gathering and even for activities and events. Passive is nice, active will make connection to the city stronger.
40	CF-5.02	Natalie Cook	Connecting to abutting streets and neighborhoods should be a big priority. It will have a huge impact on ultimate use and surrounding development. I'd like to be part of that.
41	CF-6.01	Richard D. Smith	I think most of blacktop paving needs to be removed. If we are getting ride of the parking, why put in paths up to 30 feet wide. Only needs to be wide enough to walk. It is supposed to be green space.
42	CF-7.01	David M. Metro	Relocate Aquarium of Niagara to DeVeaux Woods State Park and locate the Niagara Experience Center at current Aquarium site? The aquarium will be more of a draw to bring the tourists north beyond the Whirlpool bridge. That keeps the historic district in tact from Pine Avenue and 3rd Street to Cleveland Avenue between Whirlpool Street and Main Street / 8th Street/ John Daly Boulevard which will include the old post office.
43	CF-7.02	David M. Metro	Aquarium and DEC Fishery/Hatchery to share same water filtration facility and Gemone Research Facility. Multiple incomes for shared buildings.
44	VC-1.01	Anonymous	Concerns on which blocks would have parking on them or not.
45	VC-2.01	Anonymous	Concerns if any ROW acquisitions were needed on east side of Whirlpool Street.
46	VC-3.01	Anonymous	Concerns on type of vegetations in the restored park areas; natural versus mowed grass areas.

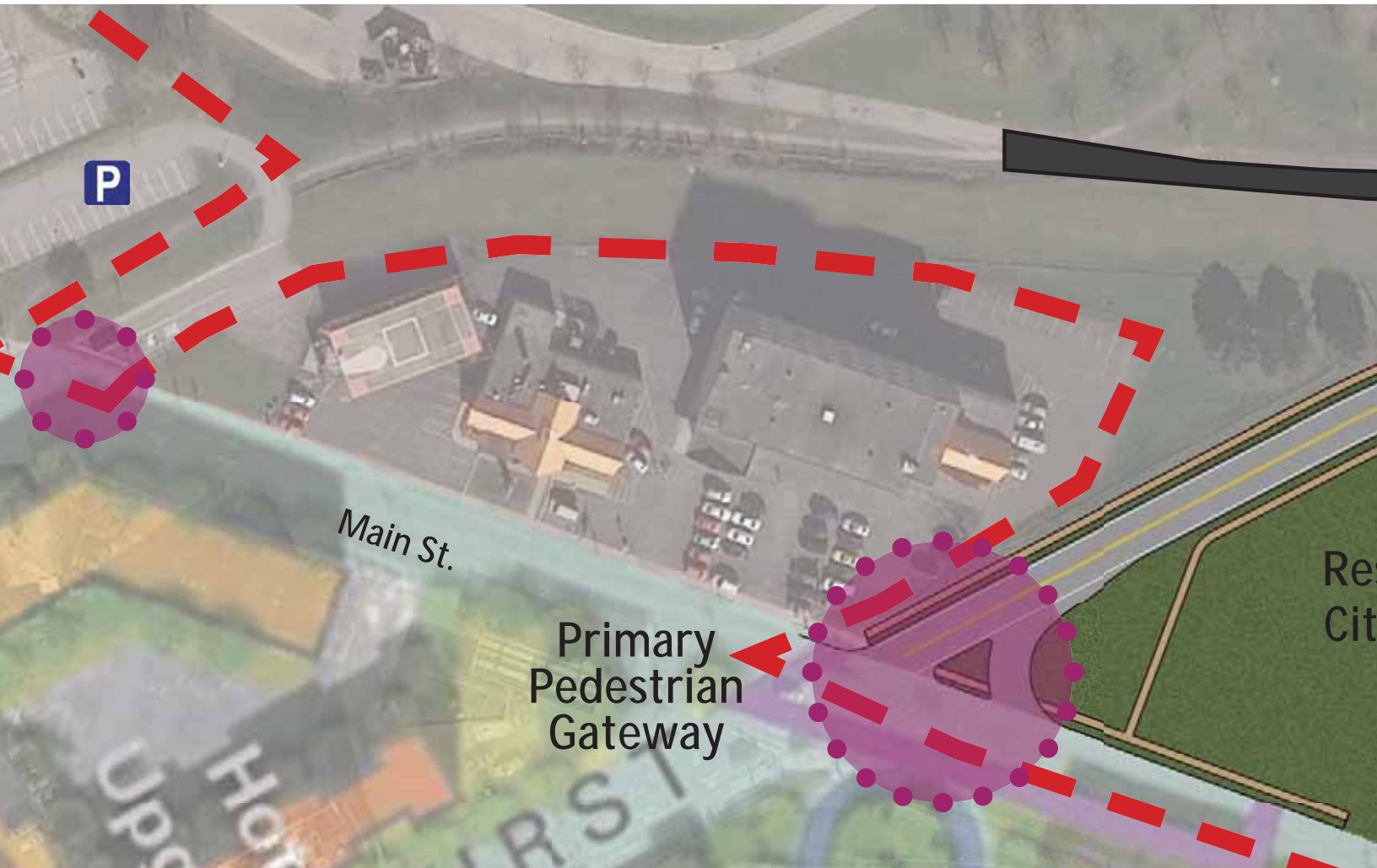
	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
47	VC-4.01	Anonymous	Concerns of tourist buses and semi trucks parking and idling on Whirlpool Street or in Aquarium parking lot.
48	VC-5.01	Anonymous	Concerns on the increased traffic volume on Whirlpool Street and on Main Street (Lewiston Road) with removal of Parkway.
49	VC-6.01	Anonymous	Concerns of cars speeding on reconstructed Whirlpool Street.
50	VC-7.01	Anonymous	Positive comments of removal of parkway.
51	VC-8.01	Anonymous	Positive comments on increased property values.
52	VC-9.01	Anonymous	Request to add a bike lane along Whirlpool Street.
53	VC-10.01	Anonymous	Concern about traffic associated with the new railroad station, and how that would relate to traffic on Whirlpool Street.
54	VC-11.01	Anonymous	Concern that this is a very car-centric project, and suggests that the team think about how the design of this project would incorporate transit.
55	VC-12.01	Anonymous	Eliminate name of the Robert Moses Parkway, as it has no relevance today - use a more descriptive name for the Parkway (e.g., Niagara River Parkway).
56	VC-13.01	Anonymous	Wants to see more mowed grass along Whirlpool Street, so that one can better see the gorge and the gorge rim.
57	VC-14.01	Anonymous	Wants to see some flat open land in the park (not just a bunch of trees) so that activities and festivals can be held which would better promote the area - requests that such opportunity be incorporated into the landscape design of this project.
58	VC-15.01	Anonymous	DeVeaux Woods is a treasure, and would like the trail through the park be eliminated to facilitate survival of the old growth forest.
59	VC-16.01	Anonymous	The areas between Main and Center (around the Aquarium) is a cultural district according to the City's master plan - this area is not, but should be shown on the Cultural Resources graphic where historic districts are shown. (Paul indicated that that district is not a historic district).

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
60	VC-17.01	Anonymous	Where will visitors to parklands be able to park? (Paul responded regarding two municipal lots that exist and three other locations where parking would be improved or facilitated, including the Discovery Center and the lot under the viaduct at Whirlpool Bridge).
61	VC-18.01	Anonymous	Who will maintain the reconstructed Whirlpool Street? Initial response is that it is anticipated the city will be responsible to maintain Whirlpool Street. Exact jurisdictional agreements need to be worked out.
62	VC-19.01	Anonymous	Prefers a stop sign on Findlay Drive, not Whirlpool Street.
63	VC-20.01	Anonymous	Suggested that bus pull-offs, bus stops be included along Whirlpool Street for future people movers and mass transit vehicles.
64	VC-21.01	Anonymous	Highly suggested the use of bioswales as part of the redesign of Whirlpool Street. Bioswales can help absorb surface runoff and manage "first flush" road runoff and keep it out of the sewer system.
65	VC-22.01	Anonymous	Sidewalks on Findlay Drive should extend to Lewiston Road.
66	VC-23.01	Anonymous	Renderings should show existing driveways, mine is missing in the proposed sketch.
67	VC-24.01	Anonymous	Should be removing the Parkway all the way to Devil's Hole.
68	VC-25.01	Anonymous	Questioned if lighting was going to be provided on the bike path.
69	VC-26.01	Anonymous	When this section is finished there will be reduced interest in completing the next section.
70	VC-27.01	Anonymous	Increased access to park area was seen as a very positive improvement.
71	VC-28.01	Anonymous	Creation of open green areas for community events and for family gathering.
72	VC-29.01	Anonymous	Desire for views of the gorge from Whirlpool Street.
73	VC-30.01	Anonymous	Need to account for bird habitat to cater to bird watchers.

EM = Emails CF = Comment Forms VC = Verbal Comments

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
74	VC-31.01	Anonymous	Attention needed to the access points from Whirlpool and neighborhood streets - bigger, better and easier access for pedestrians and bicyclists wanted.
75	VC-32.01	Anonymous	Integration of transport plans for increased mobility opportunities for park users.
76	VC-33.01	Anonymous	Integration of park design into the "cultural district master plan".
77	VC-34.01	Anonymous	Conservation of older existing trees and tree stands.
78	VC-35.01	Anonymous	Retain pedestrian bridge between Discovery Center and Aquarium to provide an elevated viewing platform for the public. One of the few places the public has views towards the falls from a high point.
79	VC-36.01	Anonymous	Concern with helicopter flight path and noise over the houses along Whirlpool Street.

ATTACHMENT E

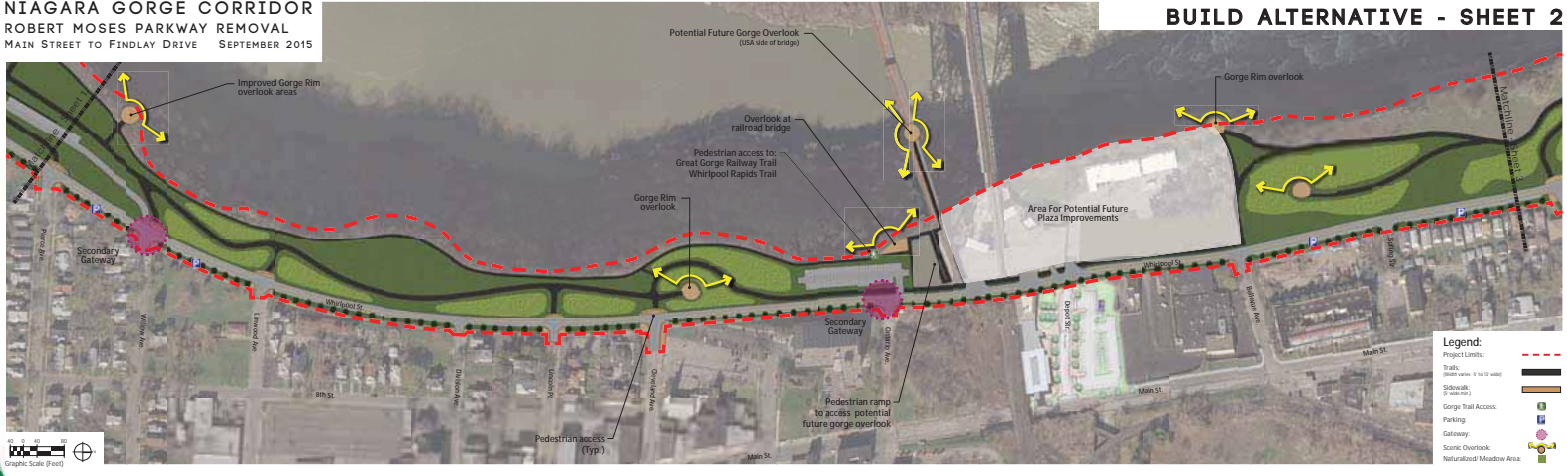


P

Main St.

Primary
Pedestrian
Gateway

Re
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NIAGARA GORGE CORRIDOR
ROBERT MOSES PARKWAY REMOVAL
 MAIN STREET TO FINDLAY DRIVE SEPTEMBER 2015

BUILD ALTERNATIVE - SHEET 3



NIAGARA GORGE CORRIDOR
 ROBERT MOSES PARKWAY REMOVAL
 MAIN STREET TO FINDLAY DRIVE SEPTEMBER 2015

SIMULATIONS



Existing View



Existing View



Existing View



Proposed View



Proposed View



Proposed View



PROJECT OBJECTIVES

1. Improve Access and Transportation

- a. Remove barriers that impede access between the NGC and adjacent business / residential districts.
- b. Provide an attractive multi-modal trail.
- c. Link parks, communities, and attractions adjoining the NGC.
- d. Remove temporary appearances (cones, barrels, etc.) of 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 multi-modal trail with the adjacent communities.
- e. Provide effective way-finding 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.

NIAGARA GORGE CORRIDOR

Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

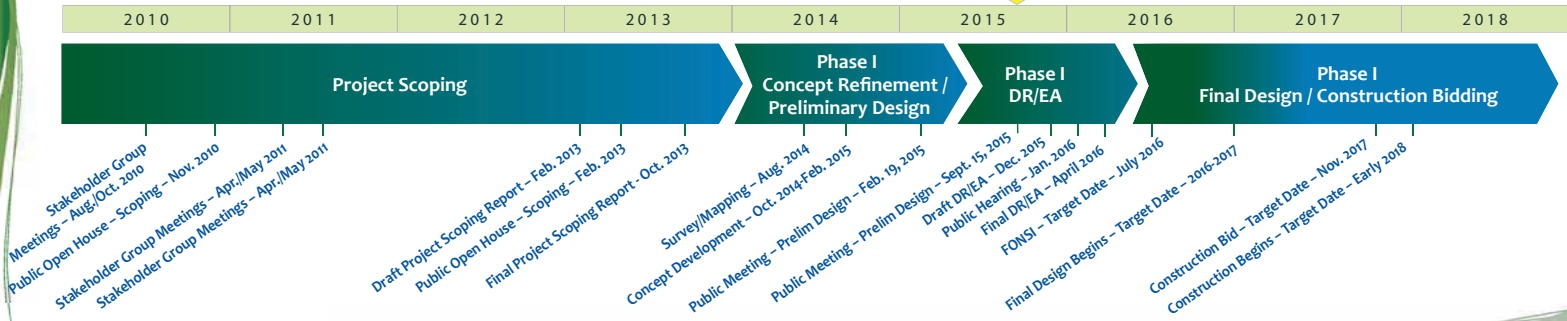
Niagara Gorge Corridor

Robert Moses Parkway Removal Project

MAIN STREET TO FINDLAY DRIVE

SEPTEMBER 2015

We are here



EA = Environmental Assessment, DR = Design Report, FONSI = Finding of No Significant Impact

Target Date - Dependent on other factors



Existing View



Proposed View

NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE



Existing View

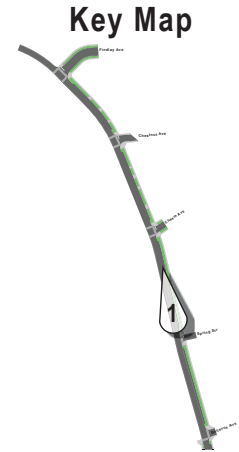


Proposed View

NIAGARA GORGE CORRIDOR

Robert Moses Parkway Removal Project

MAIN STREET TO FINDLAY DRIVE

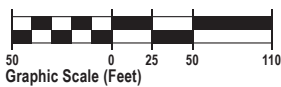


Existing Condition

**Proposed Condition
10 foot wide lawn verge**

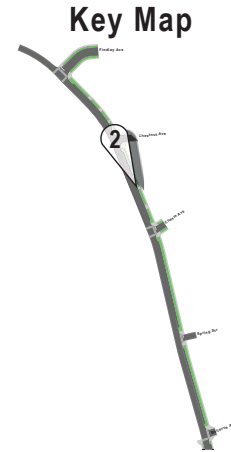


**Artist Rendering |
View looking north near Spring Street**





**Existing
Condition**

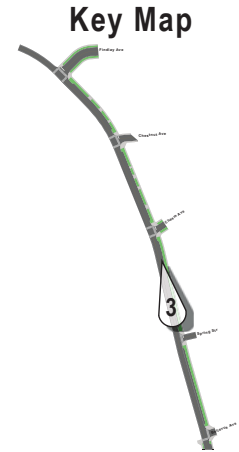


**Proposed Condition
10 foot wide lawn verge**



**Artist Rendering |
View looking south near Chestnut Avenue**



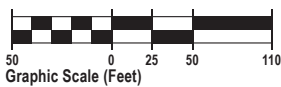


Existing Condition

**Proposed Condition
10 foot wide lawn verge**



**Artist Rendering |
View looking north along sidewalk**



AIR QUALITY

As of July 20, 2013, Niagara County is in attainment with all current National Ambient Air Quality Standards (NAAQS). Per NYSDOT Environmental Procedures Manual, an air quality analysis is required for a project having alternatives with significantly different VMT within attainment areas.

CRITERIA	THRESHOLD FOR ANALYSIS	ROBERT MOSES PARKWAY
Intersection Volume Threshold	Any intersection exceeding threshold	None
Regional Vehicle Miles Traveled	10% difference	0.81% difference

An air quality analysis is not necessary since this project will not increase traffic volumes, reduce source-receptor distances, or change other existing conditions to such a degree as to jeopardize attainment of the NAAQS.

CULTURAL RESOURCES - NORTH



NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

CULTURAL RESOURCES - SOUTH



NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

ECOLOGICAL COMMUNITIES within Project Area



Ecological Communities within Project Area

Niagara Falls, NY

Ecological communities bounded by Findlay Drive (north), Main Street (east), Niagara Street (south), and the Niagara Gorge rim (west)

September 2015

Notes: 1. Projection: NAD_1983_UTM_Zone_17N
2. This is a color graphic. Reproduction in grayscale may misrepresent the data.

0 0.125 0.25 0.5 Miles

Ecological Communities

- Disturbed/Developed
- Mowed Lawn/Ornamental Planting
- Northern Hardwoods
- Successional Forest



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Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

SUMMARY OF EXISTING TRAFFIC NOISE LEVELS (Leq)				
Site	Location	FHWA Activity Category /NAC	Equivalent Number of Residential Receptors ¹	Existing Noise Levels (dBA)
R1	RMP Trail	C / 67	4	54
R3	DeVeaux Woods Baseball Diamond	C / 67	50	42
M1	2915 Whirlpool St.	B / 67	2	62
R2	RMP Trail	C / 67	4	55
R4	Whirlpool St.	B / 67	2	61
R5	Chestnut Ave.	B / 67	2	50
R6	Whirlpool St.	B / 67	4	64
R7	Whirlpool St.	B / 67	2	63
R8	Chasm Ave. N	B / 67	1	53
R9	Chasm Ave. S	B / 67	4	59
R10	Whirlpool St.	B / 67	6	54
M2	2667 Whirlpool St.	B / 67	3	64
R11	Whirlpool St.	B / 67	6	54
R12	2351 Whirlpool St.	C / 67	2	62
M3	Henry Wrobel Tower	B / 67	250	58
R13	Lincoln Pl. N	B / 67	1	57
R14	Lincoln Pl. S	B / 67	4	56
M4	710 Division St.	B / 67	1	62
M5	1634 Eighth St.	B / 67	4	56
R15	Linwood Ave.	B / 67	4	53
R16	Willow Ave.	B / 67	5	59
R17	Pierce Ave. N	B / 67	1	61
M6	711 Pierce Ave.	B / 67	3	62
R18	Orchard Pkwy. N	B / 67	1	60
M7	RMP Trail Rest Area	C / 67	9	55
R19	Chilton Ave. N	B / 67	3	58
R20	Chilton Ave. S	B / 67	2	55
M8	611 Ashland Dr.	B / 67	4	59
R21	Elmwood Ave. N	B / 67	1	59
R22	Elmwood Ave. S	B / 67	5	56
M9	316 Spruce Ave.	B / 67	1	64
R23	Whirlpool St.	B / 67	1	64
M10	Niagara County Civic Bldg.	C / 67	3	60
M11	Aquarium of Niagara	C / 67	4	53
R24	Third St.	B / 67	3	51
M12	619 Third St.	B / 67	5	61
R25	Third St.	B / 67	6	51
R26	Third St.	B / 67	3	57
M13	Niagara Gorge Discovery Center	C / 67	8	54
M14	568 Third St.	B / 67	3	54
M15	492 Main St. (Rodeway Inn)	E / 72	1	62
M16	472 Main St. (Howard Johnson)	E / 72	3	60
M17	427 Main St. (lacrosse field)	C / 67	13	66

NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

FHWA NOISE ABATEMENT CRITERIA (NAC)

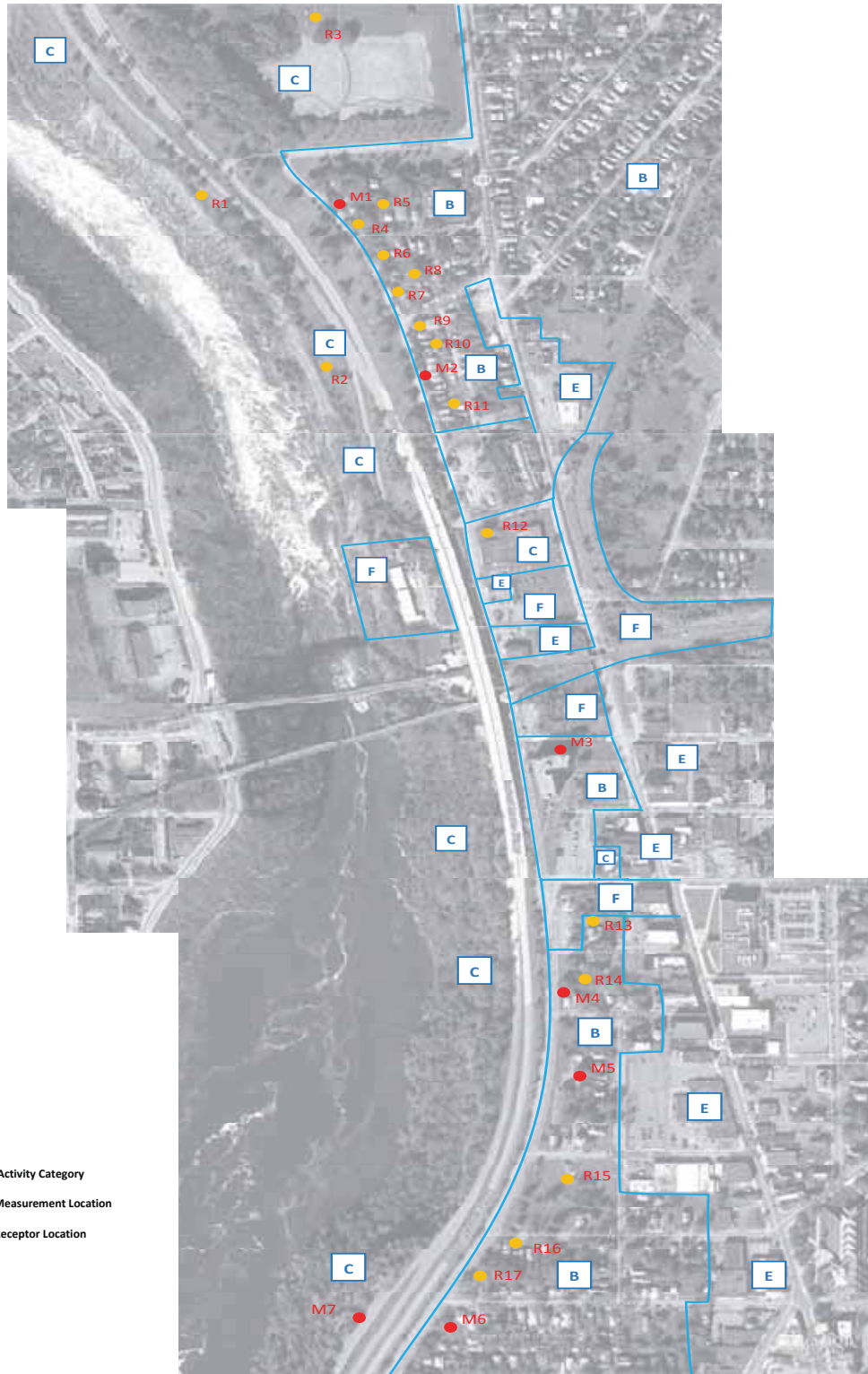
Activity Category	L _{eq} (h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential.
C	67 (Exterior)	Active sports areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A-D or F.
F	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, ship yards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

NIAGARA GORGE CORRIDOR

Robert Moses Parkway Removal Project

MAIN STREET TO FINDLAY DRIVE

NOISE MEASUREMENTS & RECEPTOR LOCATIONS - NORTH



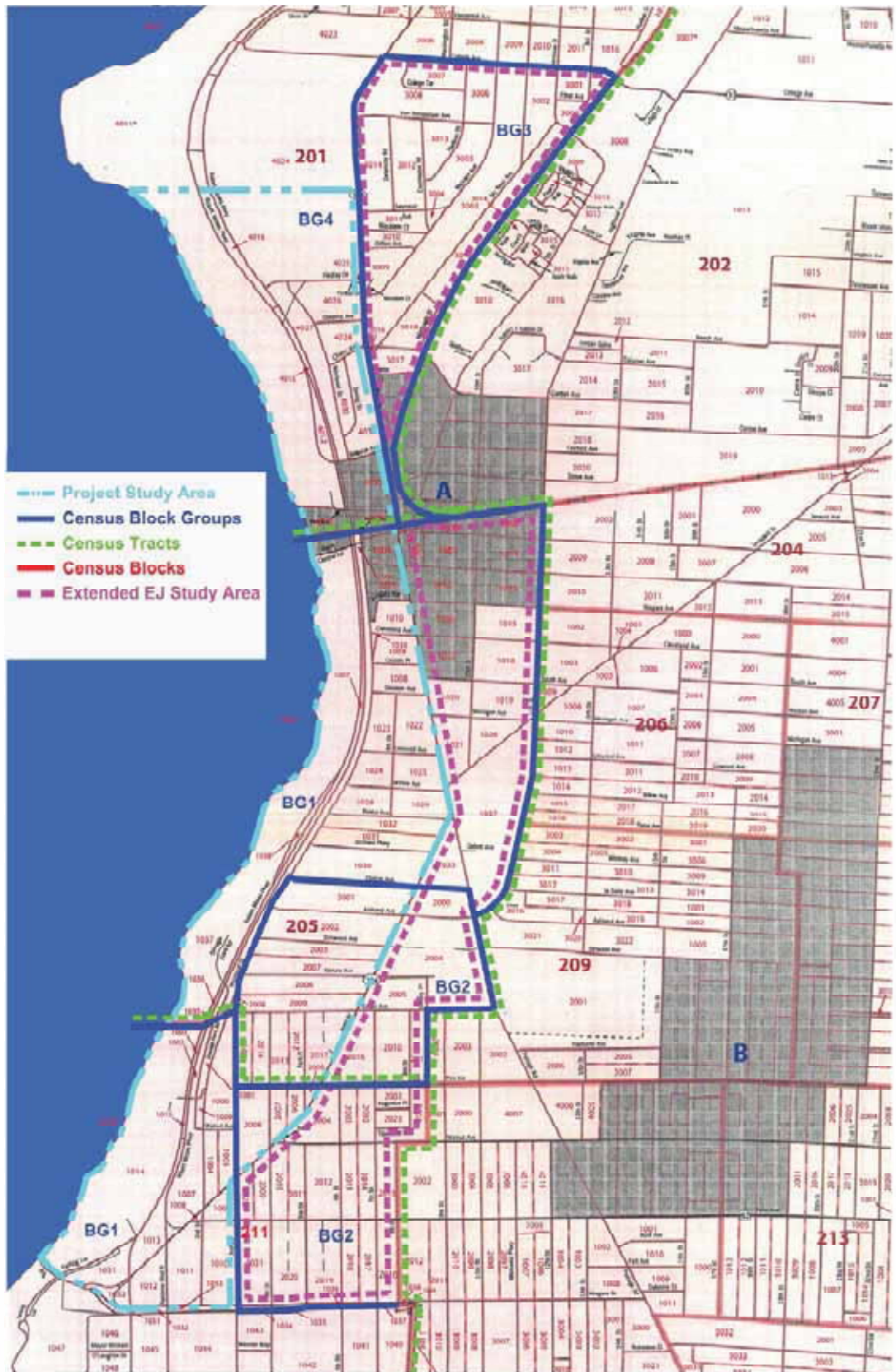
NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

NOISE MEASUREMENTS & RECEPTOR LOCATIONS - SOUTH



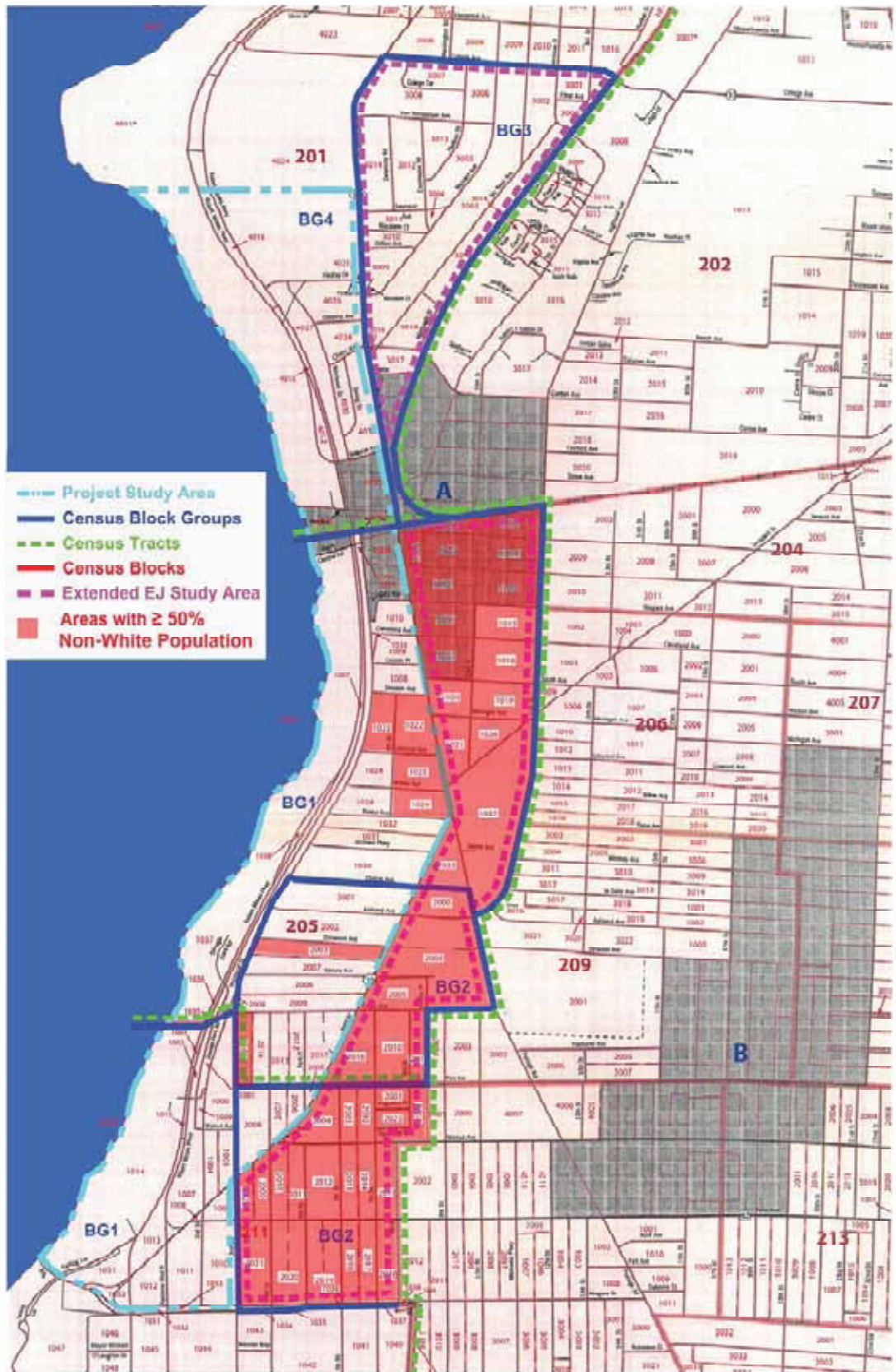
NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

CENSUS MAP



NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

CENSUS MAP



NIAGARA GORGE CORRIDOR
Robert Moses Parkway Removal Project
MAIN STREET TO FINDLAY DRIVE

RACE AND ETHNICITY DATA FOR PROJECT STUDY AREA

	Niagara County		City of Niagara Falls		Census Tracts 201, 205 & 211*		Project Study Area**		Extended EJ Study Area***	
	Total	%	Total	%	Total	%	Total	%	Total	%
Total Population	216,469	100.0	50,193	100.0	7,484	100.0	1,723	100.0	3007	100.0
One Race	211,802	97.8	48,242	96.1	7,216	96.4	1,630	94.6	2883	95.9
White	191,673	88.6	35,394	70.5	5,306	70.9	1,107	64.2	1744	58.0
Black or African American	14,851	6.9	10,835	21.6	1,543	20.6	435	25.2	954	31.7
American Indian and Alaska Native	2,285	1.1	977	2.0	188	2.5	62	3.6	86	2.9
Asian	1,823	0.8	609	1.2	139	1.9	22	1.3	71	2.4
Native Hawaiian and Other Pacific Islander	62	0.0	15	0.0	6	0.0	1	0.0	5	0.2
Some Other Race	1,108	0.5	412	0.8	34	0.5	3	0.2	23	0.8
Two or More Races	4,667	2.2	1,951	3.9	268	3.6	93	5.4	124	4.1
Hispanic or Latino	4,694	2.2	1,508	3.0	239	3.2	70	4.1	114	3.8

Source: 2010 U.S. Census.

*Includes Census Tracts 201, 205 and 211 in their entirety, including portions that extend beyond the boundaries of the Project Study Area.

**Includes only those Census Blocks within Census Tracts 201, 205 and 211 that are within the boundaries of the Project Study Area.

***Includes only those areas east of Third Street / Main Street (i.e., eastern boundary of the Project Study Area).

POPULATION BELOW POVERTY LEVELS

Geographic Unit	Population for Whom Poverty is Determined	Income in the Past 12 Months Below Poverty Level (Individuals)	Percent of Population Below Poverty Level
County of Niagara	211,232	28,926	13.7
City of Niagara Falls	49,526	12,336	24.9
Census Tract 201 (entire)	3,555	766	21.6
Census Tract 201 (part – Block Group 3)*	1,060	132	12.4
Census Tract 201 (part – Block Group 4)**	952	358	37.6
Census Tract 205 (entire)	2,326	904	38.9
Census Tract 205 (part – Block Group 1)**	1,183	503	42.5
Census Tract 205 (part – Block Group 2)**	1,143	401	35.1
Census Tract 211 (entire)	1,249	339	27.1
Census Tract 211 (part – Block Group 1)**	307	61	19.9
Census Tract 211 (part – Block Group 2)**	942	278	29.5
Census Tracts 201, 205 and 211 (total)	7,130	2,009	28.2
Project Study Area (total of Five Block Groups)	4,527	1,601	35.4
Extended EJ Study Area (total of Six Block Groups)	5,587	1,733	31.0

Source: U.S. Census Bureau, 2009 – 2013 5-Year American Community Survey.

*Block Group is only included within the Extended EJ Study Area.

**Block Group is included in both, the Project Study Area and the Extended EJ Study Area

MINORITY POPULATION IN PROJECT STUDY AREA

Geographic Unit	Total Population	White*		Total Non-White Population**		Hispanic or Latino	
	Total	Total	Percent	Total	Percent	Total	Percent
Niagara County	216,469	191,673	88.6	24,796	11.4	4,694	2.2
City of Niagara Falls	50,193	35,394	70.5	14,799	29.5	1,508	3.0
Census Tract 201 (entire)	3,619	3,197	88.3	422	11.7	67	1.8
Census Tract 201 (part)	166	142	85.5	24	14.5	0	0.0
Block 4024	29	29	100.0	0	0.0	0	0.0
Block 4026	45	37	82.2	8	17.8	0	0.0
Block 4028	42	37	88.1	5	11.9	0	0.0
Block 4031	27	20	74.1	7	25.9	0	0.0
Block 4032	23	19	82.6	4	17.4	0	0.0
Census Tract 201 (extended area only)	1,143	938	82.1	205	17.9	37	3.2
Census Tract 205 (entire)	2,274	1,264	55.6	1,010	44.4	93	4.1
Census Tract 205 (part)	1,389	858	61.8	531	38.2	61	4.4
Block 1008	22	13	59.1	9	40.9	0	0.0
Block 1009	28	15	53.6	13	46.4	0	0.0
Block 1011	261	138	52.9	123	47.1	5	1.9
Block 1022	20	7	35.0	13	65.0	0	0.0
Block 1023	54	16	29.6	38	70.4	2	3.7
Block 1024	4	4	100.0	0	0.0	0	0.0
Block 1025	22	7	31.8	15	68.2	0	0.0
Block 1028	59	44	74.6	15	25.4	7	11.9
Block 1029	52	12	23.1	40	76.9	3	5.8
Block 1030	139	92	66.2	47	33.8	12	8.6
Block 1031	54	48	88.9	6	11.1	0	0.0
Block 1032	49	28	57.1	21	42.9	3	6.1
Block 2001	121	88	72.7	33	27.3	6	5.0
Block 2002	117	79	67.5	38	32.5	8	6.8
Block 2003	60	26	43.3	34	56.7	0	0.0
Block 2006	86	50	58.1	36	41.9	4	4.6
Block 2007	48	31	64.6	17	35.4	7	14.6
Block 2009	71	58	81.7	13	18.3	1	1.4
Block 2012	31	28	90.3	3	9.7	1	3.2
Block 2013	37	33	89.2	4	10.8	1	2.7
Block 2014	29	25	86.2	4	13.8	0	0.0
Block 2015	10	3	30.0	7	70.0	1	10.0
Block 2017	15	13	86.7	2	13.3	0	0.0
Census Tract 205 (extended area only)	883	406	46.0	477	54.0	32	3.6
Census Tract 211 (entire)	1,591	845	53.1	746	46.9	79	5.0
Census Tract 211 (part)	168	107	63.7	61	36.3	9	5.4
Block 1005	22	15	68.2	7	31.8	0	0.0
Block 1010	9	9	100.0	0	0.0	0	0.0
Block 2007	30	21	70.0	9	30.0	2	6.7
Block 2008	107	62	57.9	45	42.1	7	6.5
Census Tract 211 (extended area only)	981	410	41.8	571	58.2	45	4.6
Project Study Area Totals***	1,723	1,107	64.2	616	35.8	70	4.1
EJ Extended Area Totals****	3,007	1,744	58.0	1,263	42.0	114	3.8

Source: 2010 U.S. Census / CensusViewer.

* Reported as one race

** Includes Black or African American; Asian; American Indian or Alaskan Native; Native Hawaiian or Other Pacific Islander; Some Other Race Alone; and Two or More Races.

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****Includes only those areas within Census Tracts 201, 205 and 211 that are outside the boundaries of the Project Study Area but within the EJ Extended Area.

ATTACHMENT F

NIAGARA GORGE CORRIDOR

Robert Moses Parkway Removal Project Main Street to Findlay Drive

September 15, 2015

Public Information Meeting Sign-In Sheet

PLEASE PRINT LEGIBLY

Name:	_____
Address:	_____ _____
Email Address:	_____
Interest Represented:	_____

Name:	_____
Address:	_____ _____
Email Address:	_____
Interest Represented:	_____

Name:	_____
Address:	_____ _____
Email Address:	_____
Interest Represented:	_____

ATTACHMENT G

