Background

- Transportation Alternatives Program (TAP)
- Grant application submitted June 2014
- Applicant: Town of Grand Island
- Sponsor: New York State Office of Parks, Recreation & Historic Preservation (Parks)
- Grant approved October 2014
Budget

• Total budget $2.5 million (design, construction)
• 64% Federal Funding (TAP Grant)
• 36% State Parks/Regional Funding
Project Objectives

• Provide an alternative transportation connection between the cities of Buffalo and Niagara Falls that will be safer for non-motorized vehicles
• Provide a critical missing link in the Niagara River Greenway Trail system
• Enhance connectivity and improve pedestrian & bicycle safety
• Improve air quality
• Promote health through physical activity
• Construct the entire connector trail
Public Information Meetings

• General public meeting October 6, 2015
• Focus group/stakeholders meetings November 10, 2015
  • Buffalo Riverkeeper/Go Bike Buffalo/Niagara River Greenway Commission
  • Grand Island Recreation & Conservation Boards
  • West River Homeowners Association
Summary of Public Comments

• Concern with guardrail, signs, and other obstructions that would potentially effect view of the river

• Safety concerns—close proximity to 55mph parkway; intersections with side streets

• Convert existing roadway to trail to avoid extra pavement

• Existing & future maintenance concerns with regard to mowing

• Proximity of trail to homes on West Oakfield Road

• Brush clearing and other environmental concerns

• Consider other locations in the town
Three Alternatives Evaluated

1. Construct new 10’ wide trail from Beaver Island State Park to Long Road between the existing parkway and the Niagara River.

2. Identical to alternative 1 except the trail will cross the parkway at Alt Road and use the median and existing snowmobile trail to connect to the Spaulding Trail.

3. Close West River Parkway to vehicular traffic between Long Road and Oakfield Road and reuse existing pavement for trail.
Preferred Alternative-Alternative Three:

Closing the parkway and re-purposing pavement as the new greenway trail.

• Strongly supported by NY State Parks and Town of Grand Island based on analysis.
• Meets all project objectives
• Causes the least environmental impact.
• Is practical, sustainable and park friendly.
• Addresses most safety, access and resident viewshed concerns.
• Minimal impact on maintenance operations/cost.
## Comparison of Alternatives

<table>
<thead>
<tr>
<th>Category</th>
<th>1-Off road</th>
<th>2-Off road</th>
<th>3-On parkway</th>
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<tbody>
<tr>
<td>Construction Cost</td>
<td>$2.98 million</td>
<td>$2.96 million</td>
<td>$1.81 million</td>
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<tr>
<td>Wetland Impacts</td>
<td>0.25 acres</td>
<td>0.25 acres</td>
<td>0.23 acres</td>
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<tr>
<td>Tree Removal</td>
<td>20</td>
<td>8</td>
<td>8</td>
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<tr>
<td>Brush/woods Clearing</td>
<td>1.86 acres</td>
<td>2.45 acres</td>
<td>0.24 acres</td>
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Typical Trail on Existing Parkway
SECTION A-A: PROPOSED TRAIL ON EXISTING PARKWAY
NOT TO SCALE
SECTION B-B: PROPOSED DIVIDED TRAIL ON EXISTING PARKWAY

NOT TO SCALE
Typical 10’ Wide Paved Trail
Section C-C: Proposed 10' Wide Trail

Not to Scale
Enlarged View of Transition to Parkway
Enlarged View of Intersection at Fix Road Overlook

NEW ASPHALT PAVEMENT

EXISTING OVERLOOK PARKING

NEW TRAIL OVER PARKWAY

VEGETATED MEDIAN

ASPHALT / CONCRETE TO BE REMOVED

FIX ROAD
Enlarged View of New Parking Area at Love Road Intersection
Next Steps

• NYSDOT Design Approval Fall 2016
• Final Design Spring 2017
• Bid Summer 2017
• Construction Begins Fall 2017
• Construction Complete Summer 2018