



Niagara Scenic Parkway Project: Phase 3

Public Workshop #2

December 3, 2024

December 4, 2024

WELCOME



Today's Agenda

- Introductions
- Where We've Been
(Background & Context)
- Where We Are
- Where We're Going



INTRODUCTIONS



Agency Involvement

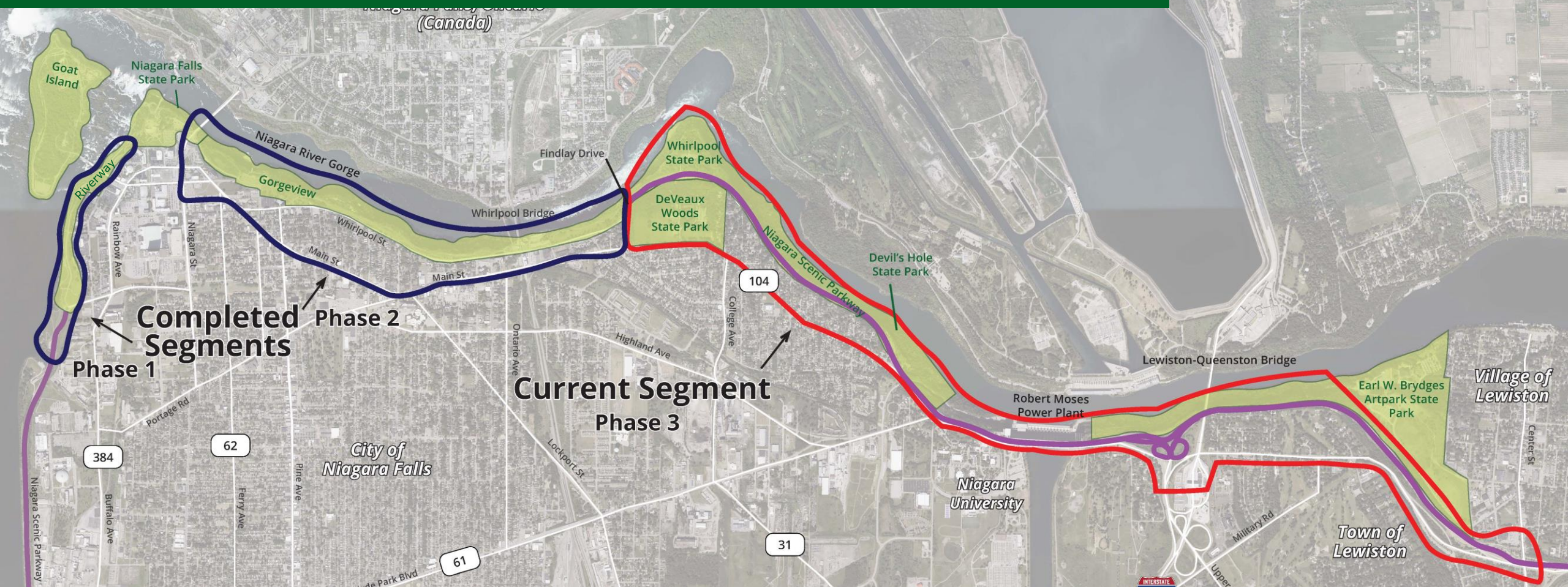
- NYS Office of Parks, Recreation and Historic Preservation
- Federal Highway Administration (FHWA)
- USA Niagara Development Corp / Empire State Development (ESD)
- New York Power Authority (NYPA)
- NYS Department of Transportation (NYSDOT)
- Town of Lewiston
- Village of Lewiston
- City of Niagara Falls



WHERE WE'VE BEEN



Former Robert Moses Parkway (Niagara Scenic Parkway)



Former Robert Moses Parkway now, Niagara Scenic Parkway
Multiple projects/plans for removal and reconfiguration since 1990



Niagara Gorge Corridor
Main to Findlay Segment – Before (2016)



Gorgeview

Main to Findlay Segment – After (2020)



Niagara Gorge Corridor

Main to Findlay Segment – Before (2016)

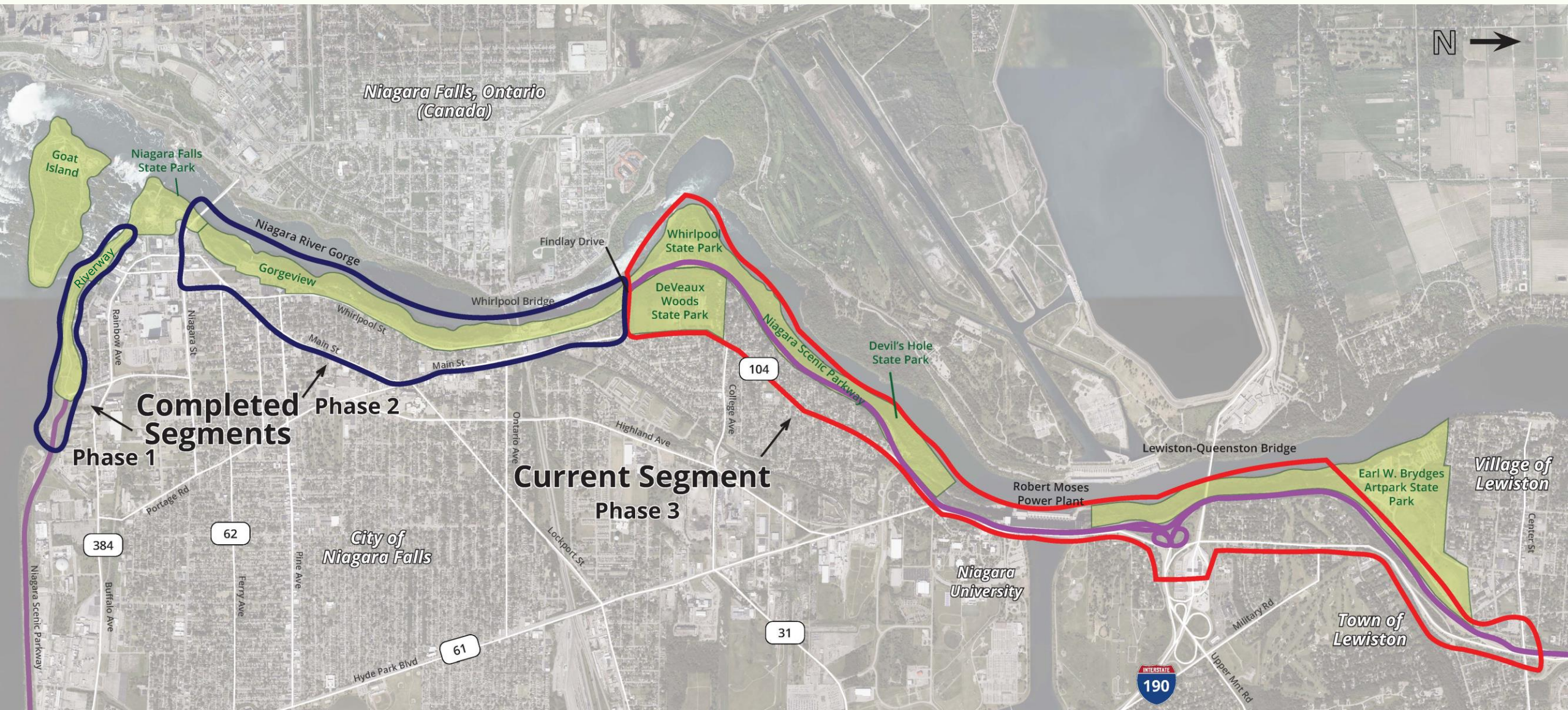


Gorgeview

Main to Findlay Segment – After (2020)

WHERE WE'RE
GOING





Phase 3 – Findlay Drive to Center Street

The Consultant Team

- **Colliers Engineering & Design (Bergmann):**
Project Lead/ Traffic / Engagement
- **Fisher Associates (TWMLA):**
Landscape Architecture
- **AKRF:** NEPA/SEQR
- **Verity:** Ped/ Bike Accessibility
- **BE3:** Environmental
- **JM Davidson:** Utilities and Drainage
- **Patriot:** Survey
- **Biohabitats:** Ecology



Snapshot of Phase 3 Segment

- **Segment includes four State Parks**
 - Whirlpool
 - DeVeaux Woods
 - Devils Hole
 - Earl W. Brydges Artpark
- **2000 Pilot Project Configuration**
 - Two former NB lanes –Parkway
 - Two former SB Lanes –Trail
- **Lewiston-Queenston Bridge**
- **Connecting road system**
 - Parkway, Upper Mountain Road, I-190
- **Parkway**
 - Route 104 split on “the Hill” in Lewiston



NYPA-Robert Moses Power Station Bridges Project

- Three bridges (currently, two used for traffic, one used as trail as part of 2000 Pilot Project)
- Scheduled for replacement by NYPA, likely beginning in 2027
- Close coordination with NYPA to execute both projects within similar timeframes



Looking South from Lewiston-Queenston Bridge

NYPA-Robert Moses Power Station Bridges Project

Future Vision

- Route 104 bridge (upper level) could likely support projected 30-year public traffic.
- Options under consideration for the middle level include a trail or a park road.
- Lowest level will support maintenance and emergency vehicles only.



Looking South from Lewiston-Queenston Bridge

Advancing Phase 3

Focused update of the 2013 Public Scoping Process

- Discussion of lessons from prior construction phases
- Permutations on 2013 alternatives to define current concepts
- Traffic and safety analysis
- Preliminary environmental and historical screenings
- Photo-simulations of concepts

Can broad consensus now emerge around a Preferred Concept?



Advancing Phase 3

Three
Alternatives
Were Initially
Retained from
2013 Project
Scoping

Alternative 3:

Reuse of the Parkway Lanes

Alternative 4:

**Meandering Park Road/Partial
Removal**

Alternative 6:

Full Removal of Parkway

A photograph of a park area. In the foreground, a paved path leads towards a concrete trash can. To the left of the trash can, a green signpost stands with a sign that features a bicycle icon and the words "BIKE ROUTE" with an arrow pointing right. The background is filled with lush green trees and a grassy area with a picnic table in the distance. The text "REFINING THE PHASE 3 DESIGN" is overlaid in white, bold, sans-serif font in the center of the image.

REFINING THE PHASE 3 DESIGN

A Collaborative Process

COLLABORATION!

The project team has continued to study and refine each of the concepts in conjunction with a robust community and stakeholder outreach process.

Public Workshop #1

- February 2024

Steering Committee Meetings

- 20 Meetings from February 2024 – November 2024

Focused Stakeholder Meetings

- June 2024, November 2024



Advancing Community Plans

- Niagara Community Comprehensive Plan 2023
- Niagara Falls Local Waterfront Revitalization Program (in progress)
- Niagara Falls Comprehensive Plan – *“The Big Move: Reconnect the City to Its Waterfront”*
- Village of Lewiston Master Plan
- Village of Lewiston Local Waterfront Revitalization Program



Draft Purpose & Needs

Why Do We Need a Purpose Statement?

The purpose, needs and objectives establish why the project is being proposed. The project purpose and need drives the process for concept consideration, in-depth analysis, and ultimate selection.

Draft Purpose & Needs

Purpose

The purpose of this project is to expand upon the success of the previous phases of the Niagara Scenic Parkway Conversion Project by providing **enhanced multimodal access** and **connectivity to natural and built destinations** in the Niagara Gorge corridor and adjoining communities, while **maintaining regional and local access and mobility**.

Draft Purpose & Needs

Project Needs

Need 1



Provide safe and accessible multi-modal transportation options for a range of users to Niagara Gorge corridor destinations.

Need 2



Eliminate unnecessary transportation infrastructure.

Need 3



Maintain regional and local access and mobility for all modes of transportation.

Evaluating Concepts

Planning Criteria

- Neighborhood Benefits
- Recreational Opportunities
- User Experience
- Level of Accessibility for all Travel Modes
- Environmental Improvements (air quality, amount of pavement/runoff, etc.)
- Public Support
- Safety and Operations
- Costs to Construct and Maintain



Concept
Considered
but
Eliminated

Alternative 6: Full Removal of Parkway

Why Eliminated?

- Does not accommodate maintenance and emergency access along the corridor.
- Does not provide accessible transportation options for all users to access Niagara Gorge Corridor destinations.
- A discontinuous road may lead to confusion for visitors.

Concepts
Currently
Being
Studied

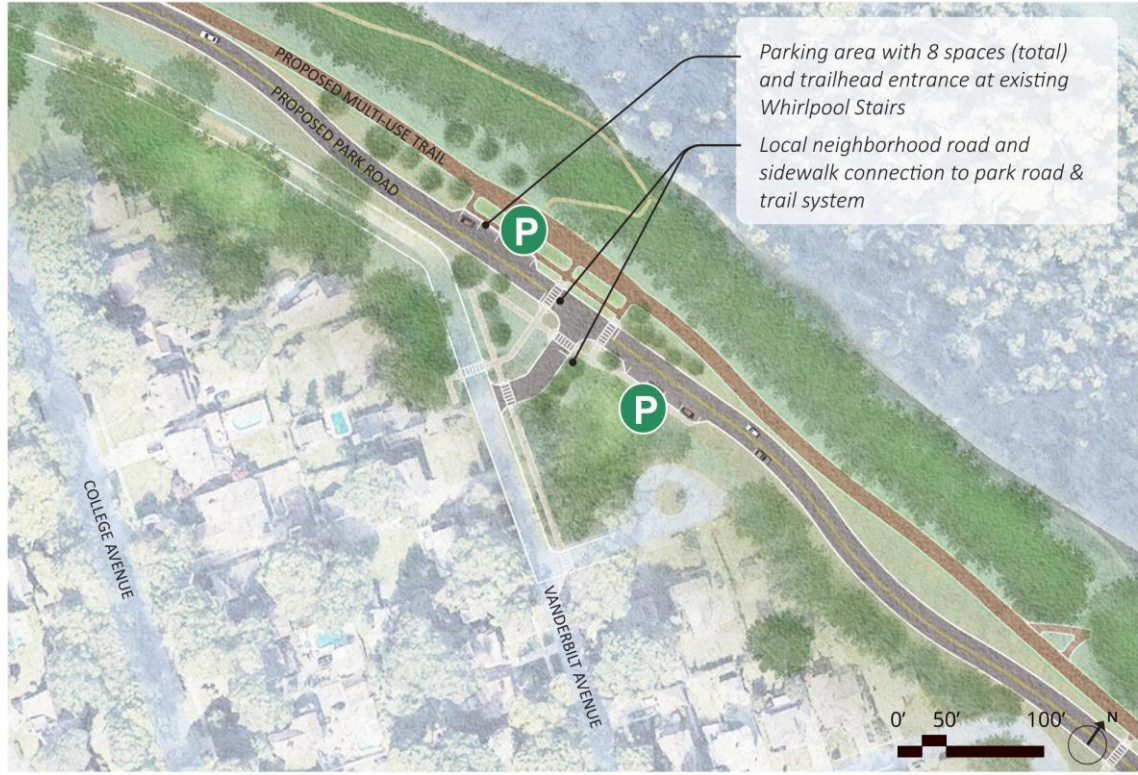
**Concept Study A:
Meandering Park Road/Reuse
Parkway Lanes**

**Concept Study B:
Meandering Park
Road/Partial Removal**

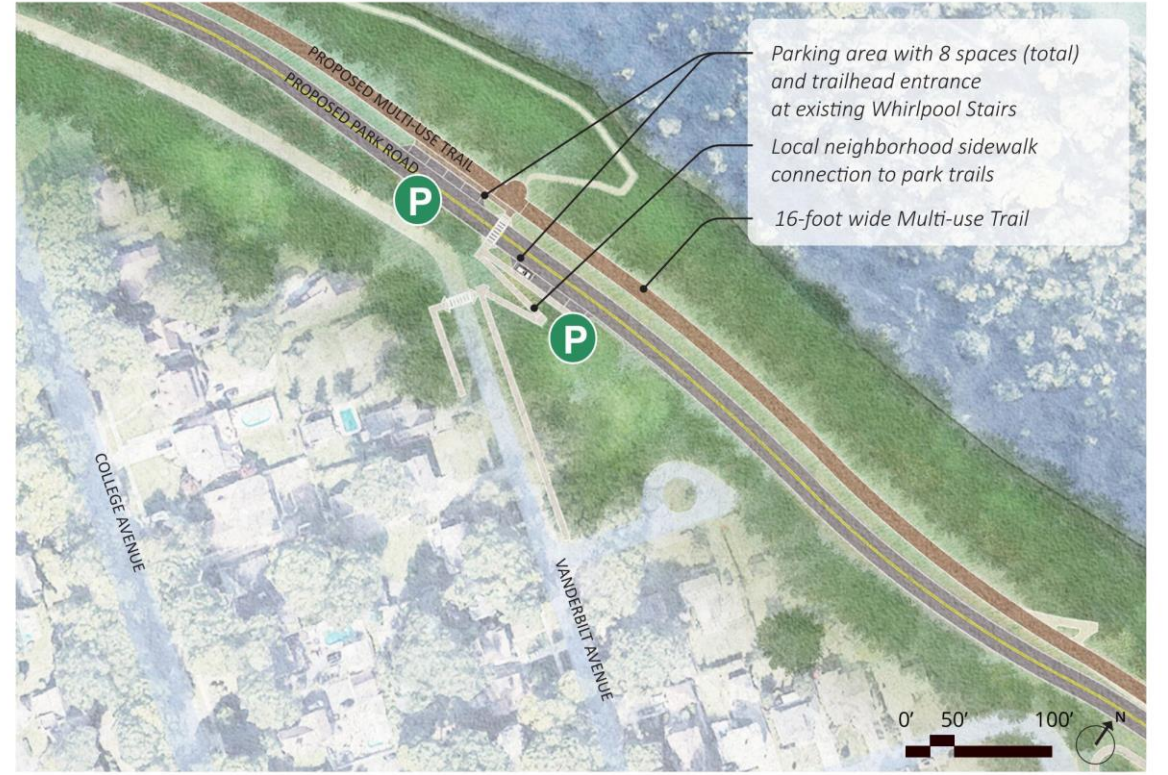


Meandering Park Road / Partial Removal

Concept B



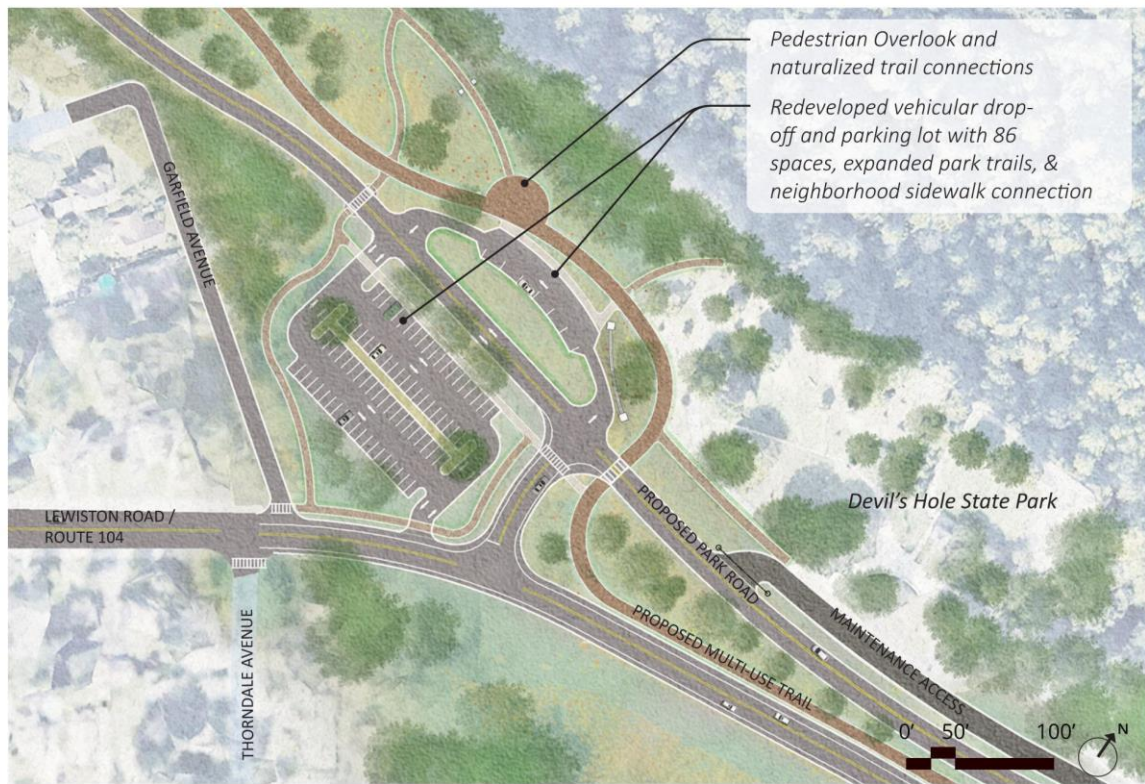
Concept A



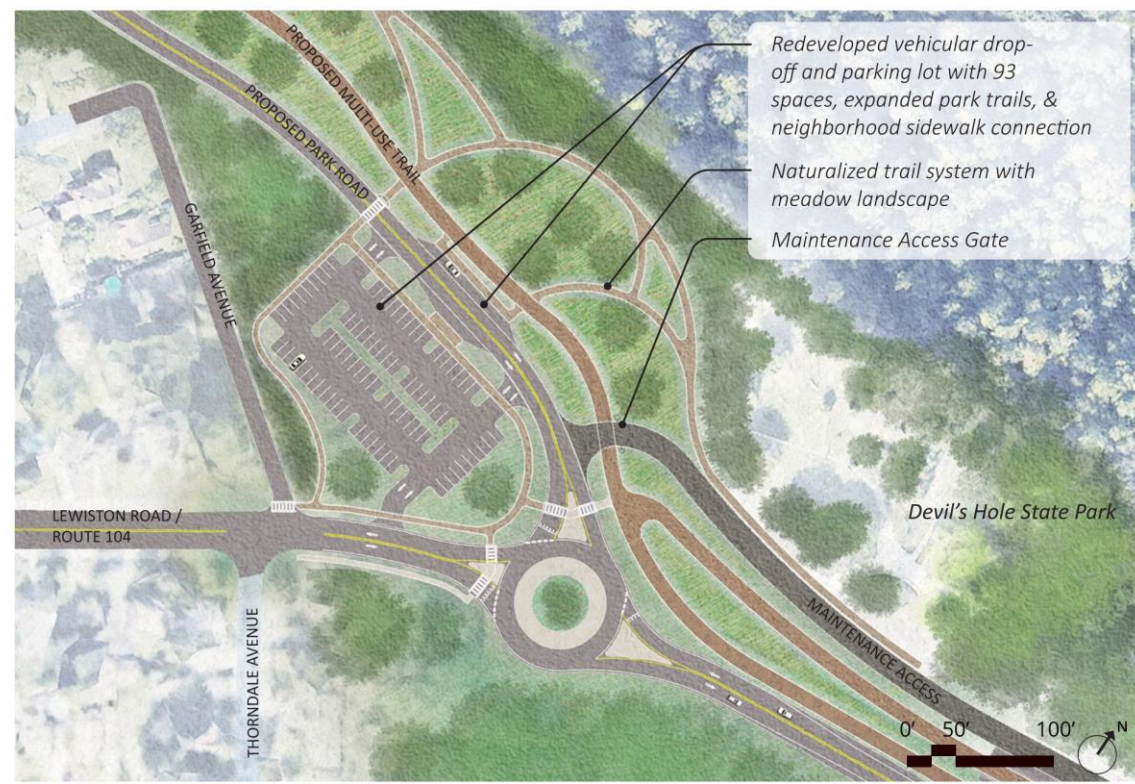
Concept B

Vanderbilt Avenue

Concepts A & B



Concept A

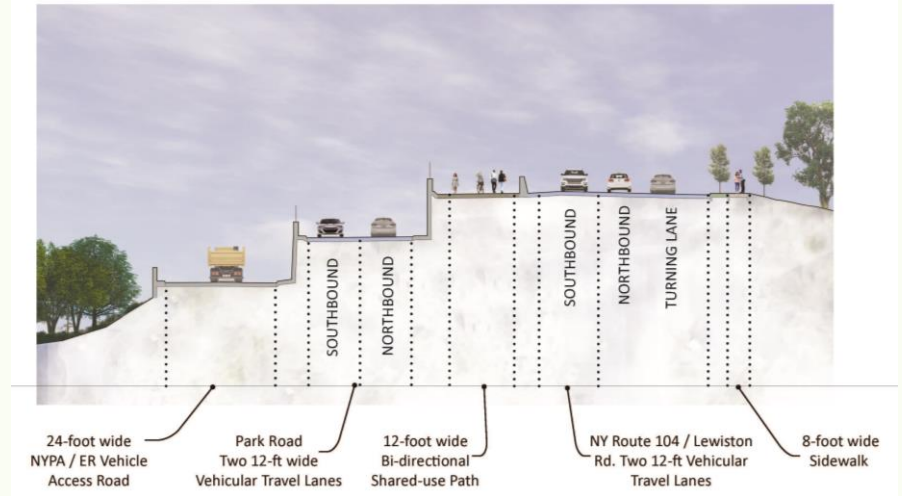
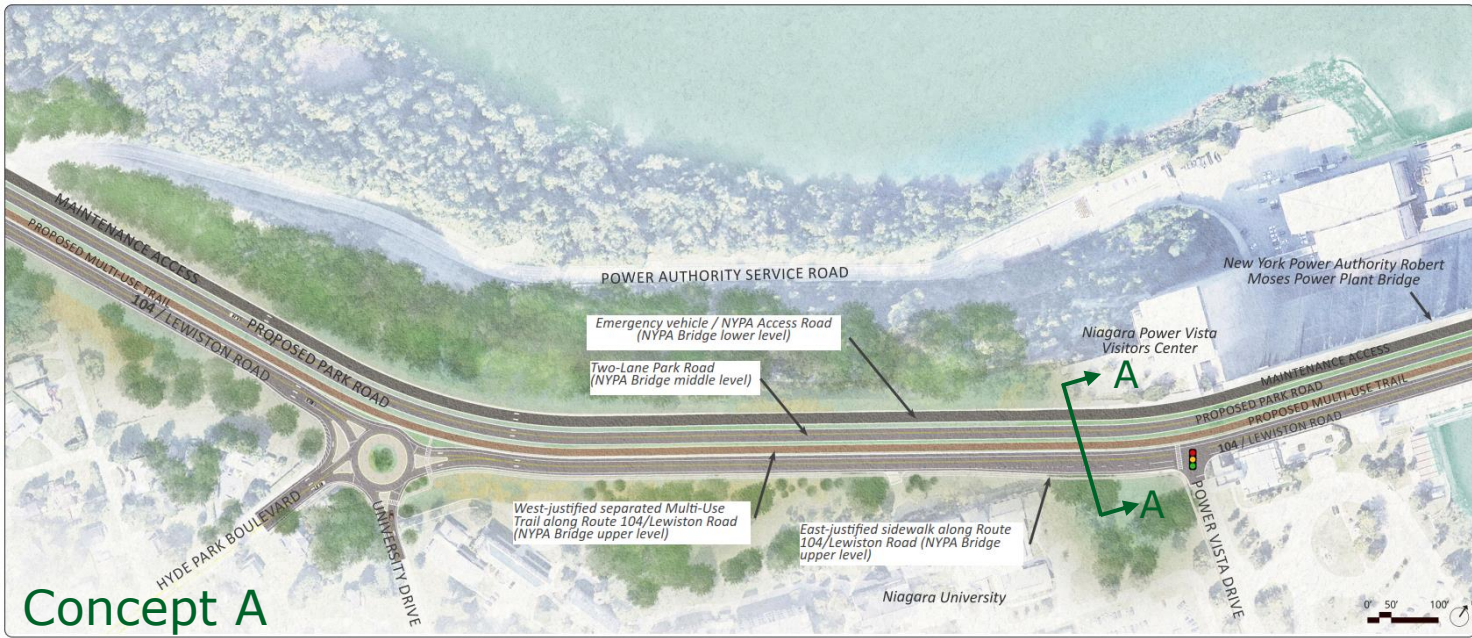


Concept B

Devil's Hole State Park

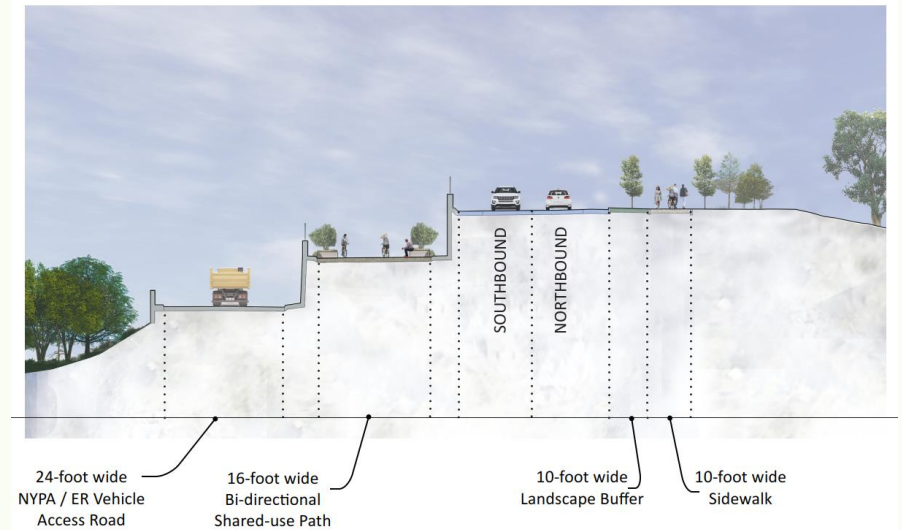
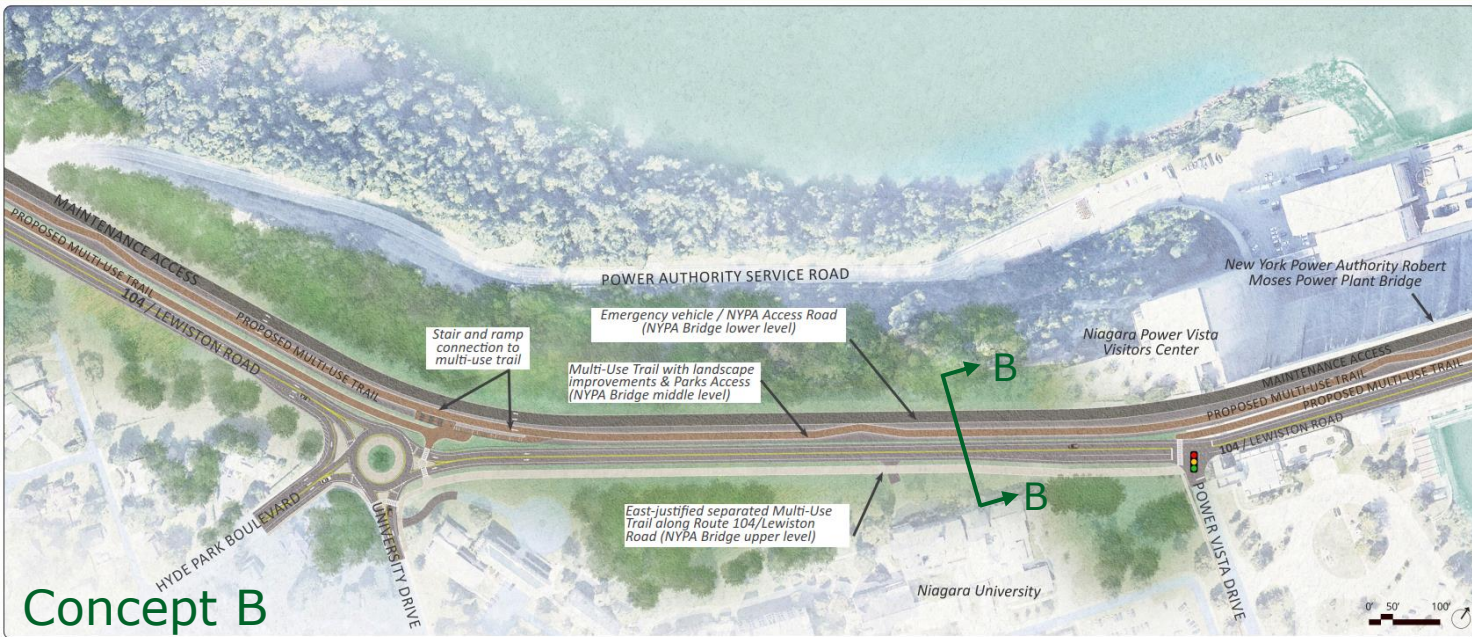
Concepts A & B

Section A-A

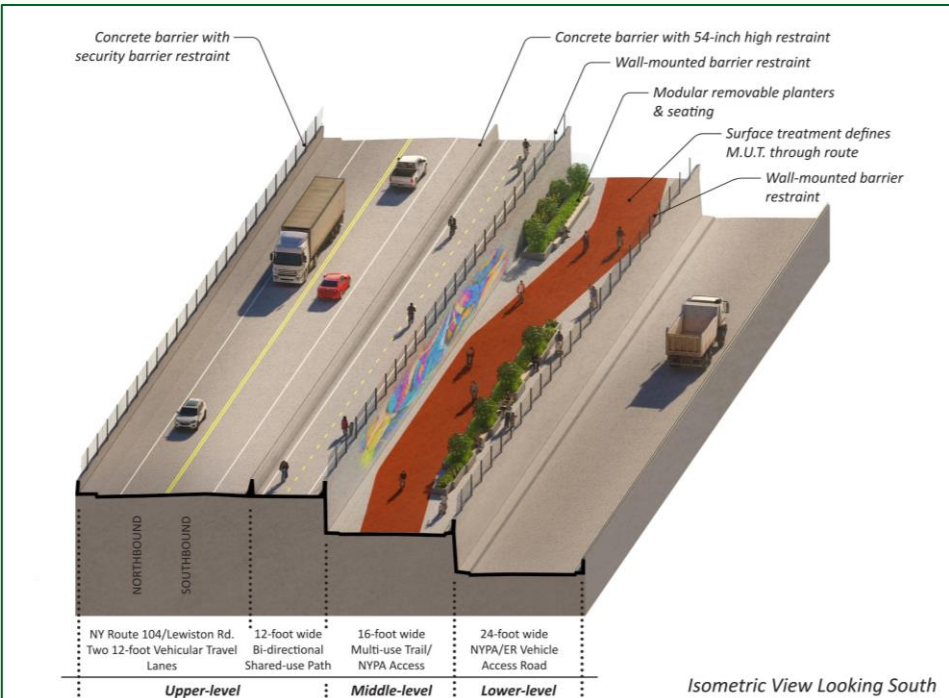
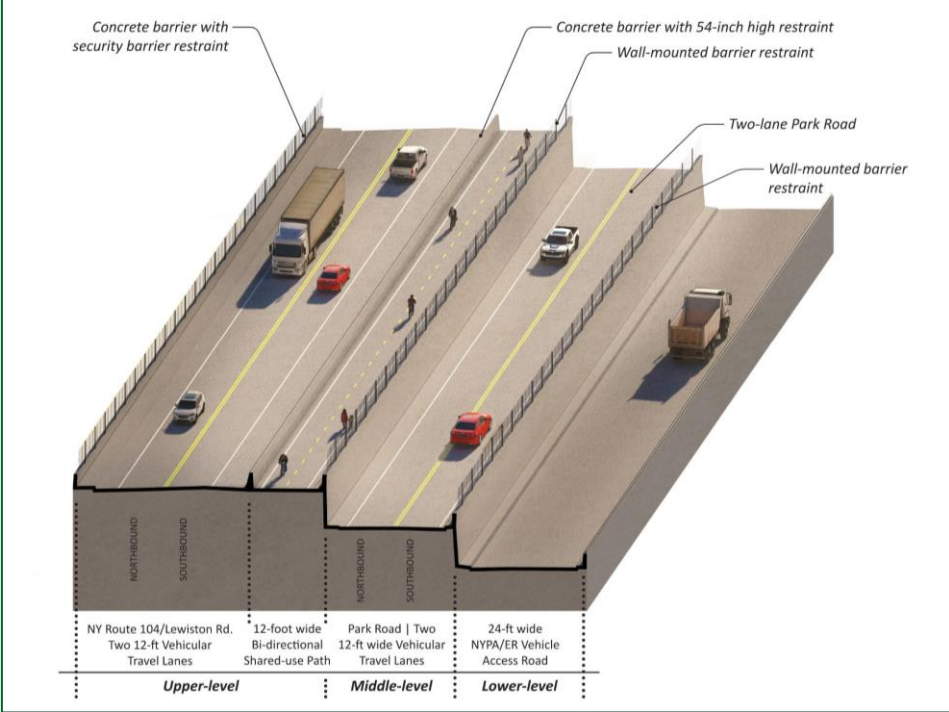


Niagara University

Concepts A & B



Section B-B



Isometric View Looking South

NYPA Bridge Section

Concepts A & B

Concept A

Concept B



Irving Drive & Upper Mountain Road

Concepts A & B



Artpark and Center Street Interchange

Concepts A & B

Traffic Data & Capacity Analysis

- Assess whether existing and proposed conditions can accommodate current and future traffic demands
- Determine upgrades to avoid congestion and improve safety
- Level of Service (LOS) measures how well a road is performing



Good - stable to free flow
Acceptable - approaching unstable flow
Unacceptable - unstable to forced flow



2023 Existing Conditions

Road Diet Evaluation

Lane reduction intended to improve safety while retaining required capacity.



Lewiston Road (NY 104) from Devil's Hole to Upper Mountain Road	Average Daily Traffic (vehicles/day)	Peak Hour Volume (vehicles/hour/direction)
Existing (2023)	4,100	210 (Northbound)
No Build (2050)	4,700	240 (Northbound)
Concept A (2050)	5,300	280 (Northbound)
Concept B (2050)	7,900	400 (Southbound)
Road Diet Criteria	≤15,000 – 17,500	≤750

Crash & Safety Analysis

- Identify crash patterns within and near the project limits:
 - Hyde Park Road and University Drive
 - Military Road Intersection with NY 104
- Identify crash causes and provide insight into corrective measures to minimize future crashes



WHERE WE'RE GOING

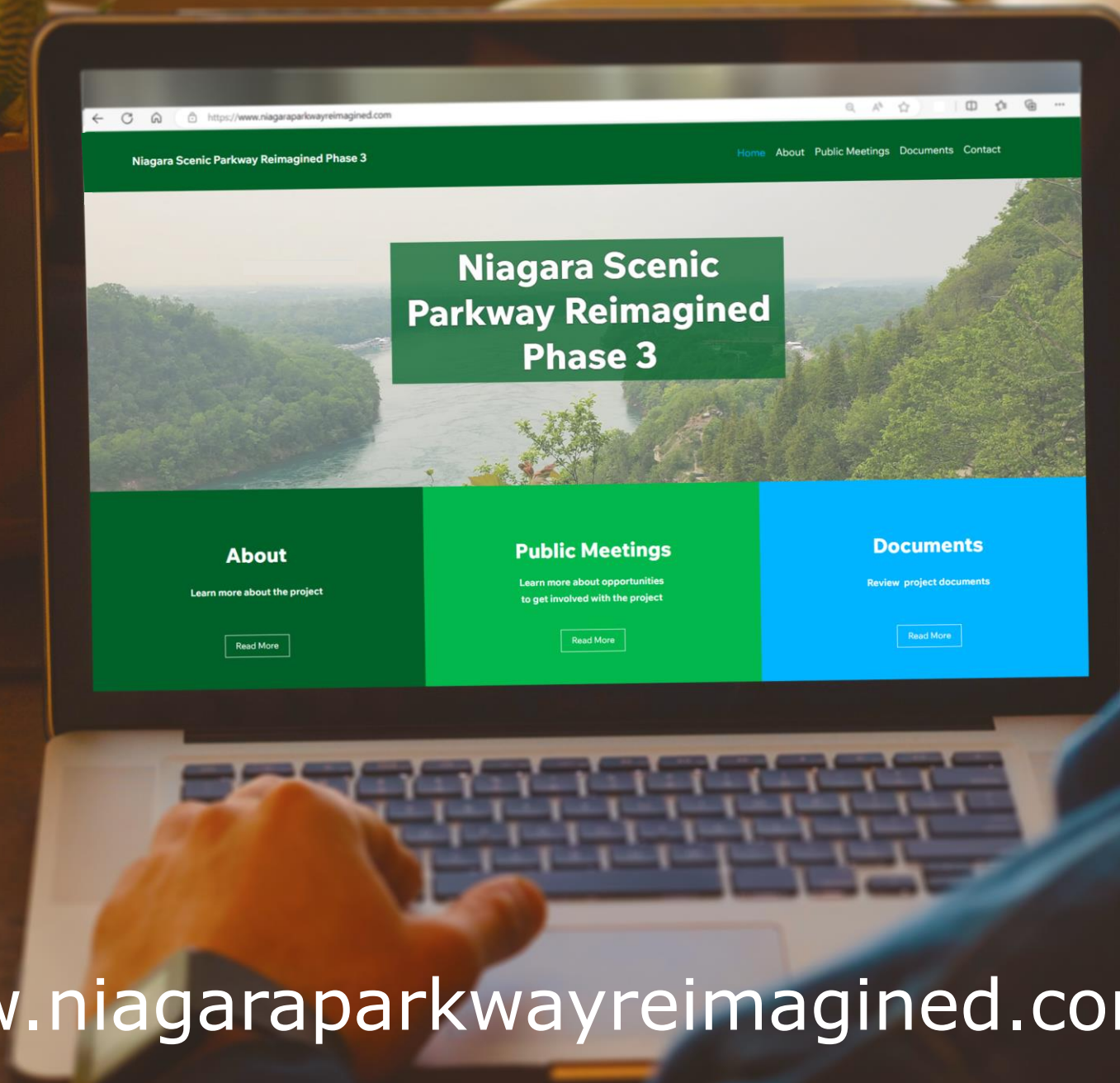


Selecting a Preferred Design Concept

Following these workshops, the project team will advance a preferred concept:

- that reflects the project purpose,
- achieves technical needs, and
- incorporates and considers community input.

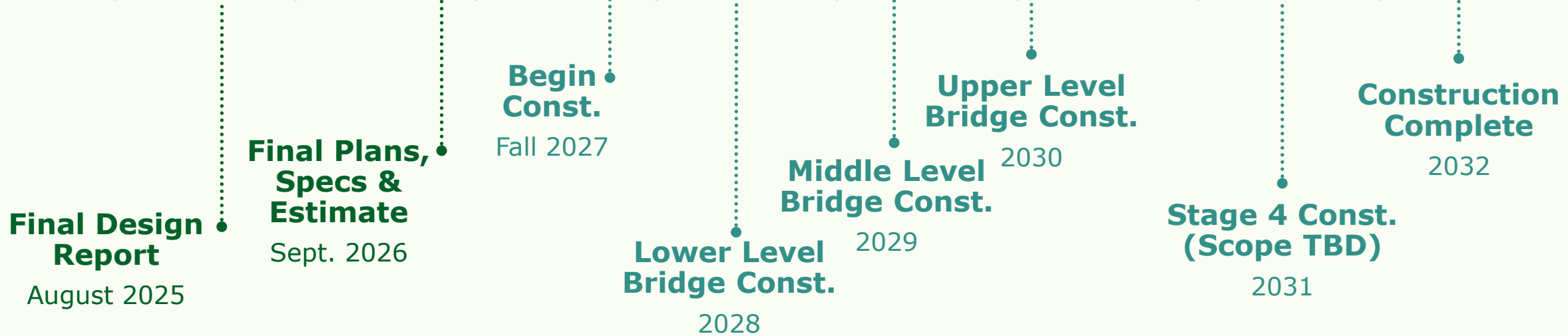
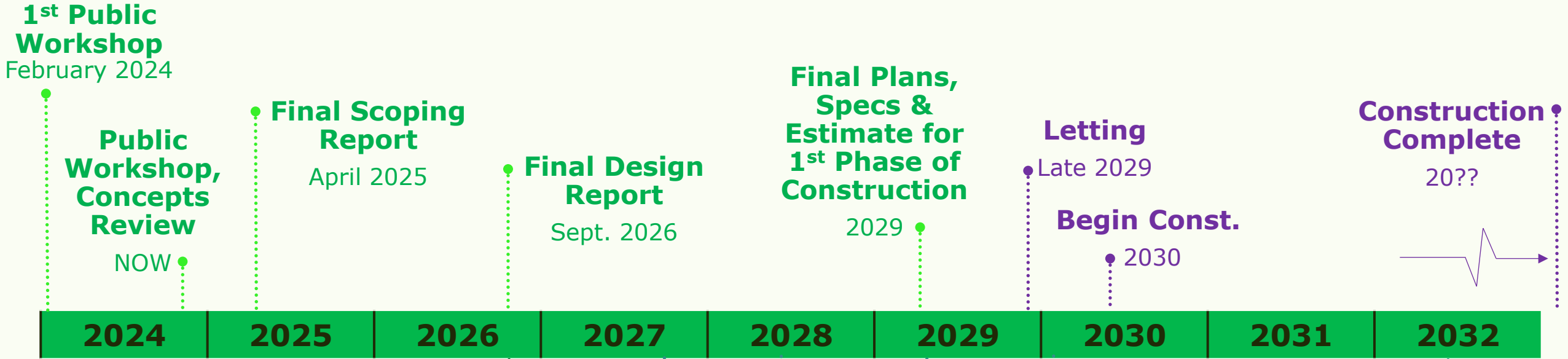




www.niagaraparkwayreimagined.com

Anticipated Project Schedules

Niagara Scenic Parkway Phase 3



NYPA Bridge Superstructure Replacement

THANK YOU!

Questions & Comments



www.niagaraparkwayreimagined.com