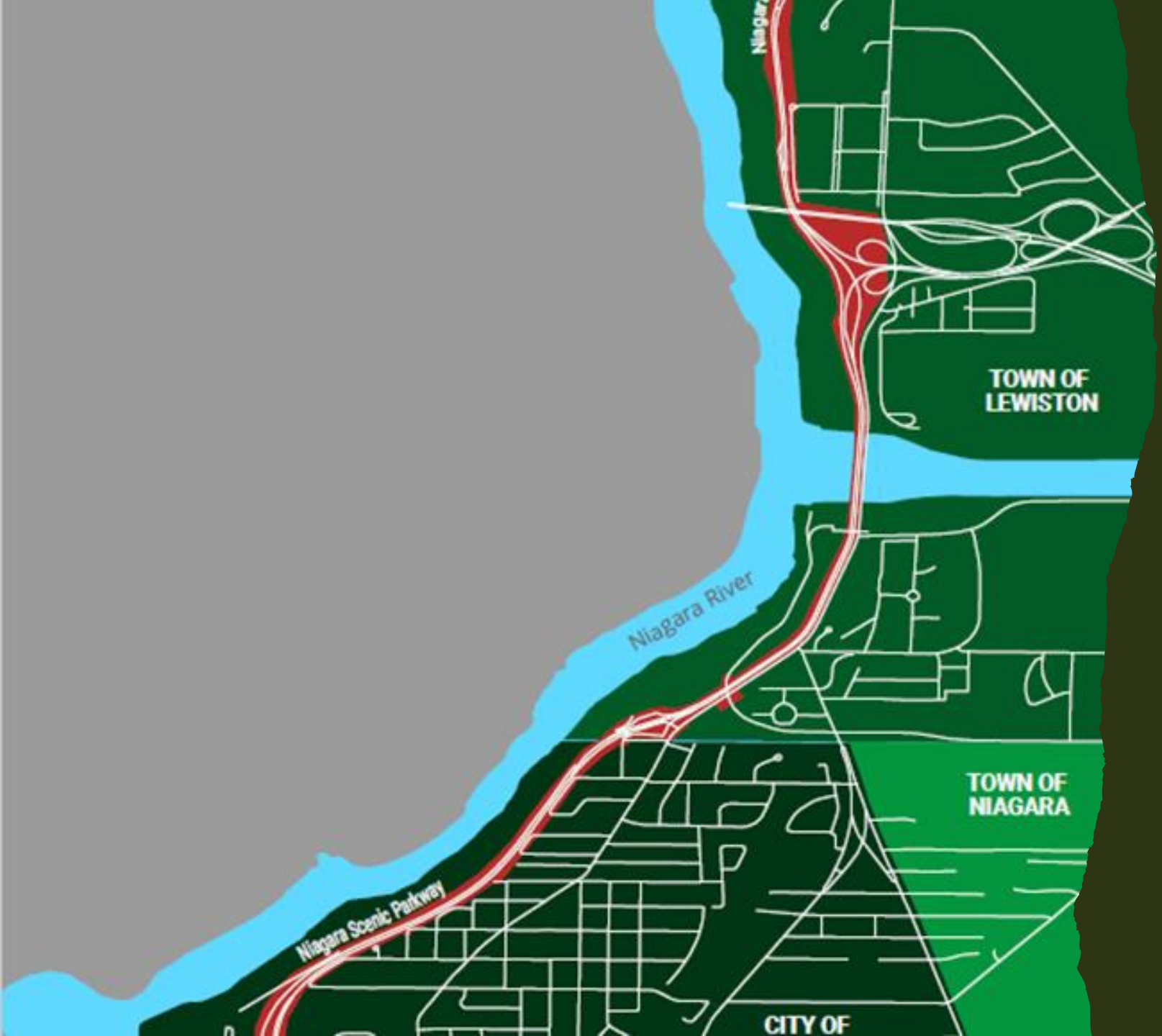


Niagara Scenic Parkway Project: Phase III

Public Workshop #1

February 6th, 2024

WELCOME

Today’s Agenda

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

Agency Involvement

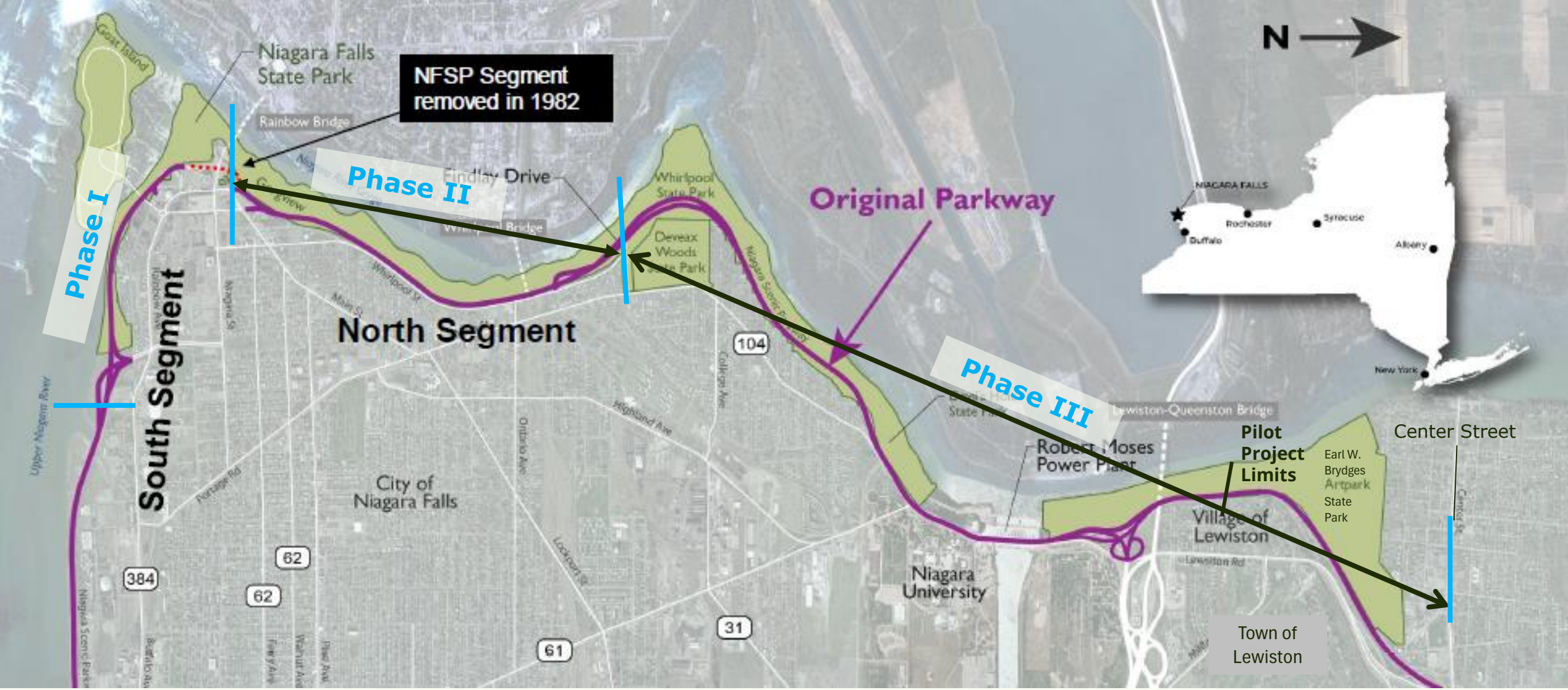
- NYS Office of Parks, Recreation and Historic Preservation
- USA Niagara Development Corp / Empire State Development (ESD)
- New York Power Authority (NYPA)
- NYS Department of Transportation (NYSDOT)
- Federal Highway Administration (FHWA)
- Town of Lewiston
- Village of Lewiston
- City of Niagara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

The Consultant Team

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

WHERE WE'VE BEEN

Project Background & Context



Former Robert Moses Parkway now, Niagara Scenic Parkway

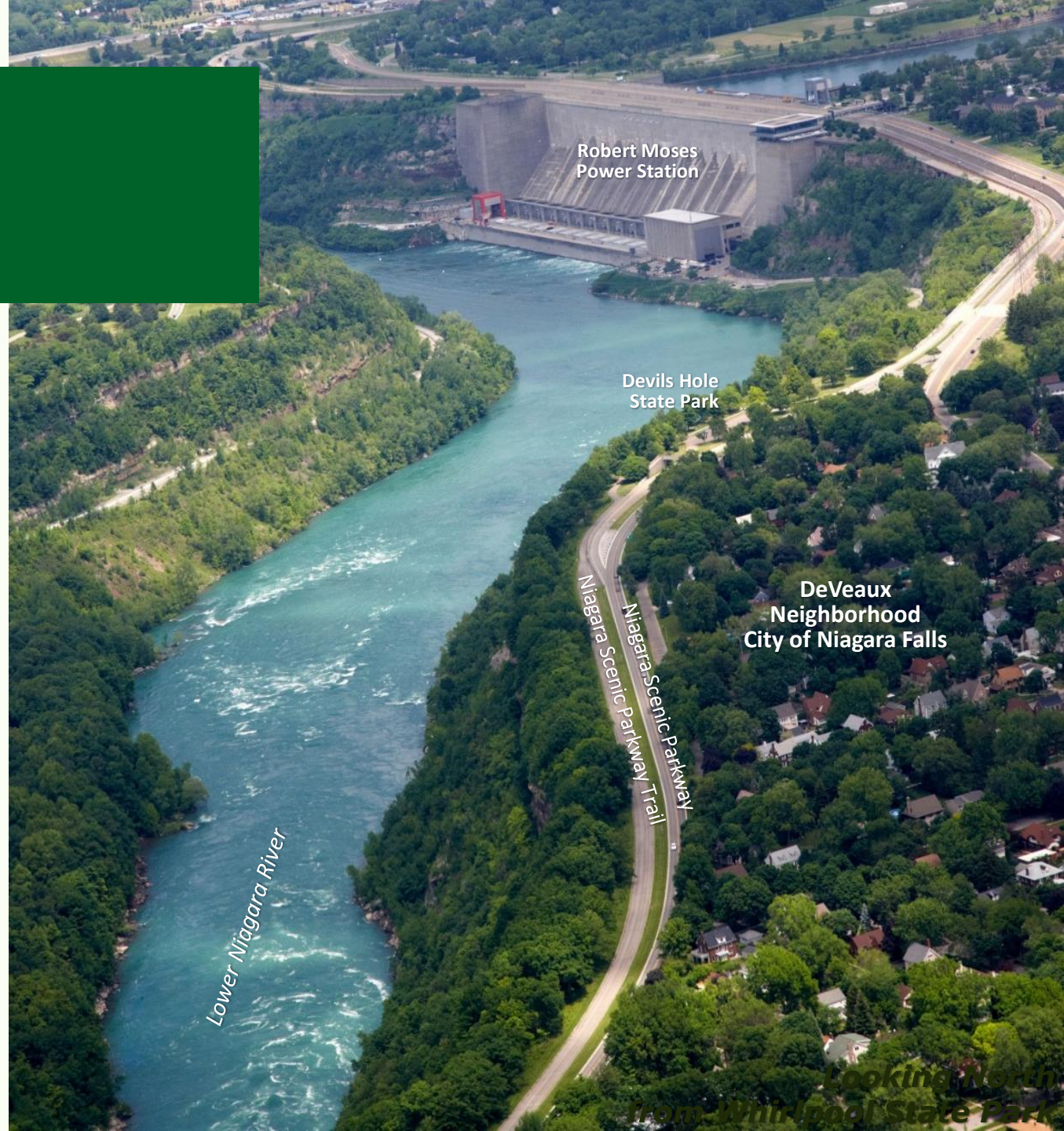
Multiple projects/plans for removal and reconfiguration since 1990

History of the Parkway

- Opened in 1962
- Call for removals began shortly after completion
- First segment removed in 1982

2000 Pilot Project

- Four-lane Parkway reduced to two lanes
  - Two NB lanes converted to two-way access
  - Two SB lanes converted to very wide “Robert Moses Parkway Trail”
- Main Street to Findlay Drive:
  - All features removed in 2020
- Findlay Drive to Center Street:
  - Retains Pilot Project Configuration



Limited Traffic Volumes

Segment	2023 AADT	Peak Hour Volumes
Niagara Scenic Parkway		
Whirlpool State Park to Devil's Hole State Park, Niagara Falls (2 Lanes)	2,900	300
Devil's Hole State Park to Upper Mountain Road, Lewiston (2 Lanes)	2,800	300
Upper Mountain Road to Center Street, Lewiston (2 Lanes, 4 Lanes)	4,300	500
Lewiston Road – NYS 104		
Findlay Drive to College Avenue, Niagara Falls (2 Lanes)	4,200	450
College Avenue to Devil's Hole State Park, Niagara Falls (2 Lanes)	3,400	375
Devil's Hole State Park to Upper Mountain Road, Lewiston (4 Lanes)	4,100	450
Upper Mountain Road to Military Road (Rte 265), Lewiston (4 Lanes, 5 Lanes)	12,200	1,250
Military Rd (Rte 265) to Center St, Lewiston (5 Lanes, 4 Lanes, Ramps)	21,100	2,050

Parkway: Southern Segment

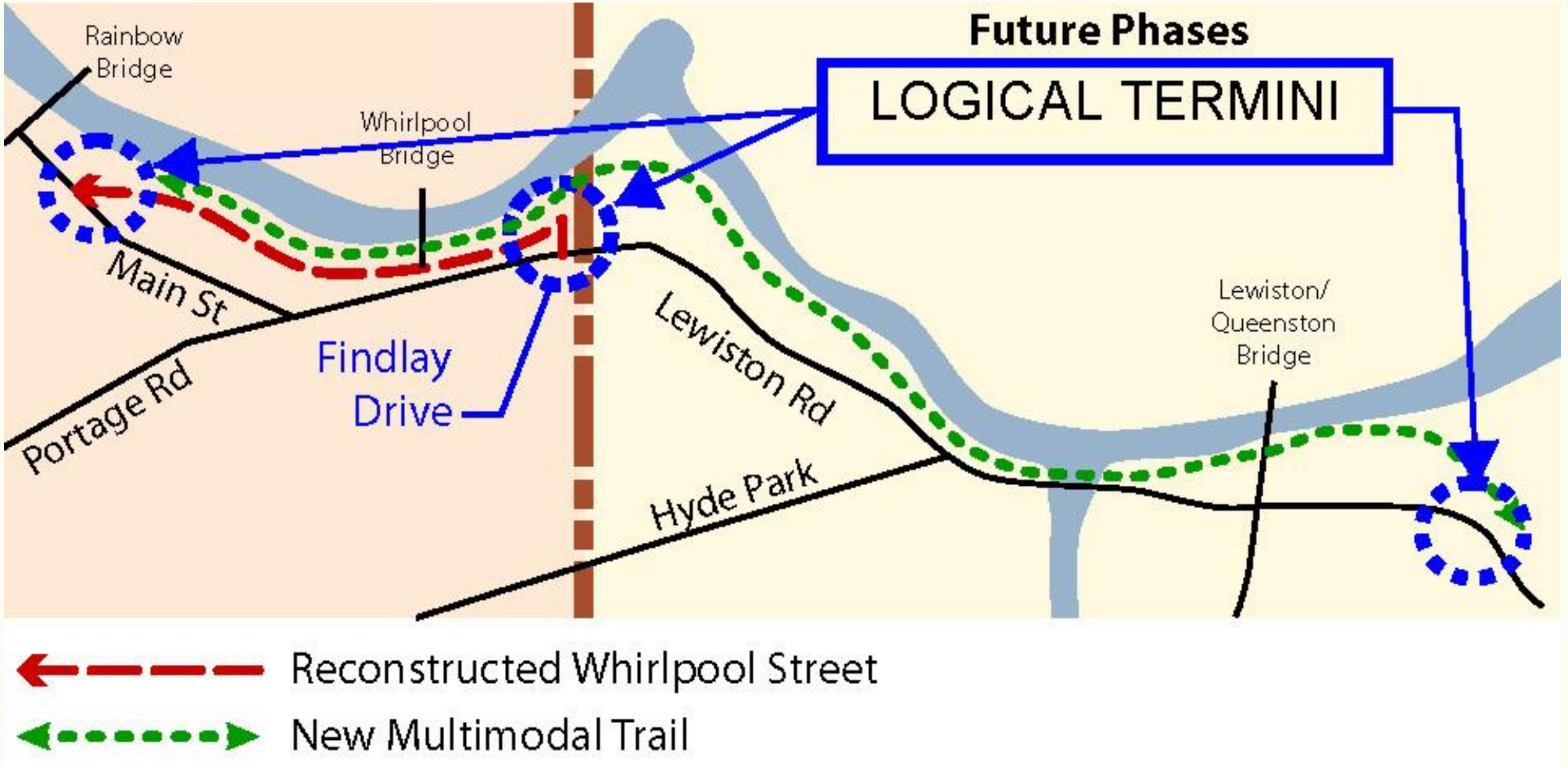
Before – 2005

Riverway: Southern Segment

After 2021

Riverway: Southern Segment

After 2021



2013 Niagara Gorge Corridor Public Scoping Process

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)

Gorgeview

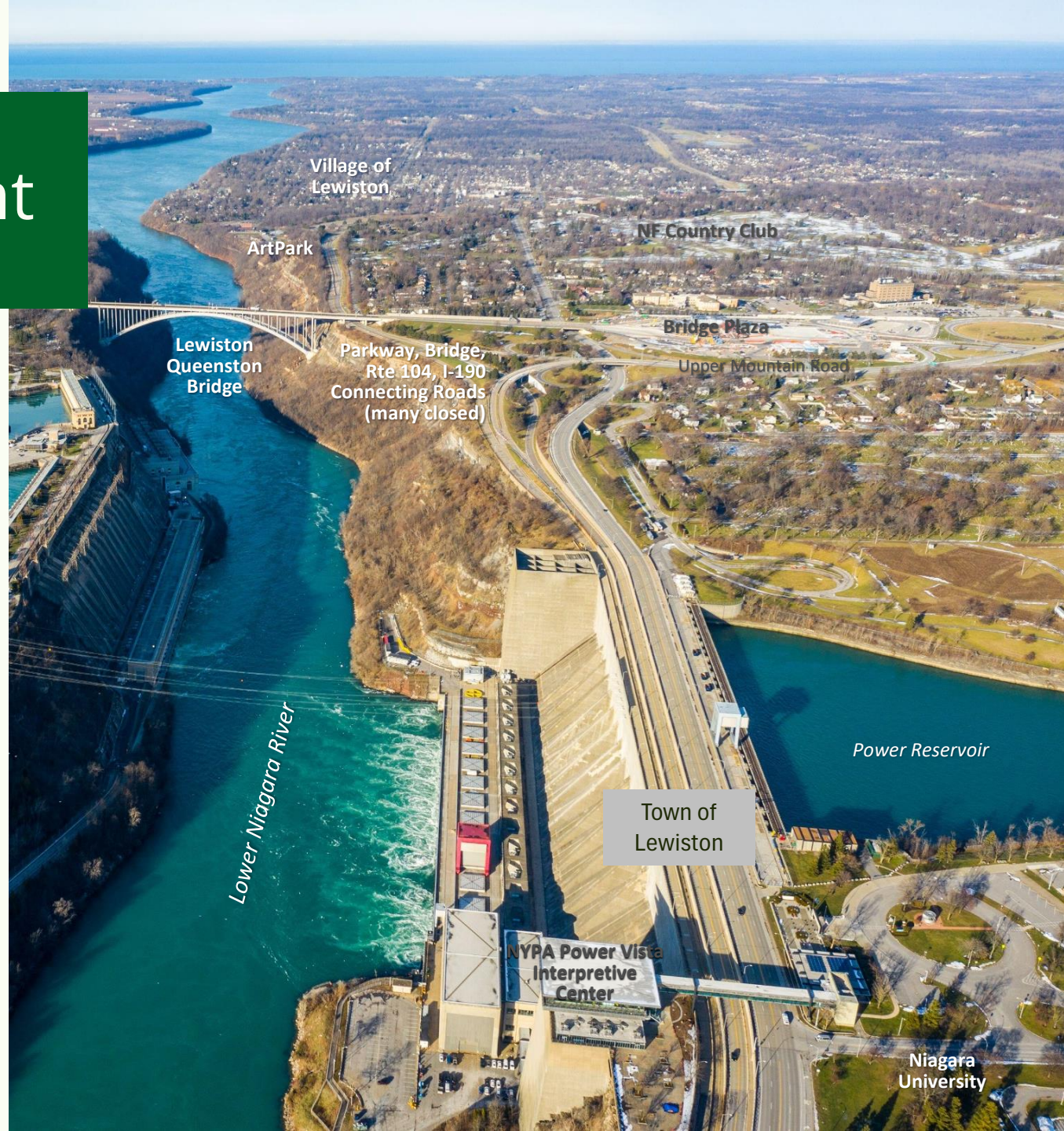
Main to Findlay Segment – After (2020)

WHERE WE ARE

Phase III – Findlay Drive to Center Street

Snapshot of Phase III 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



Advancing Phase III

Focused update of the 2013 Public Scoping Process

- Experience gained from already-completed phase of construction
- Further permutations on alternative components
- Traffic simulation & visualization
- Photo-simulation of alternatives

Can broad consensus now emerge around a Preferred Alternative?

Phase III: NYPA-Robert Moses Power Station Bridges Project

- Three bridges (two used for traffic, one used as trail as part of 2000 Pilot Project)
- Scheduled for replacement as part of Comprehensive Plant Rehab Program
- 2020-21 traffic analyses for bridge options (Bergmann Associates/CED)
- Route 104 bridge could likely support projected 30-year public traffic
- NYPA is replacing the three bridges in-kind, this process will inform which will serve as public roads in the future

Looking South from Lewiston-Queenston Bridge

2013 Public Scoping Alternatives

Phase III process will pick up where 2013 public scoping left off.

Alternative 1: Fully Restore Parkway (expressway) from NF to Lewiston.

Alternative 2: Fully Complete the "2000 Pilot Project" Alignment to Lewiston(Use NB lanes for Vehicles & SB lanes for Wide "Trail").

Alternative 3: Reuse of the Parkway Lanes.

Alternative 4: Meandering Park Road/Partial Removal.

Alternative 5: Partially Divided Park Road.

Alternative 6: Full Removal of Parkway.

Phase III Alternatives Retained

Alternative 3:
Reuse of the Parkway Lanes

Alternative 4:
Meandering Park Road/Partial Removal

Alternative 6:
Full Removal of Parkway

Reuse of the Parkway Lanes

Alternative 3

Reuse of the Parkway Lanes

Alternative 3

Meandering Park Road / Partial Removal

Alternative 4

Meandering Park Road / Partial Removal

Alternative 4

Full Parkway Removal

Alternative 6

Full Parkway Removal

Alternative 6

WHERE WE'RE GOING

Advancing Design Alternatives

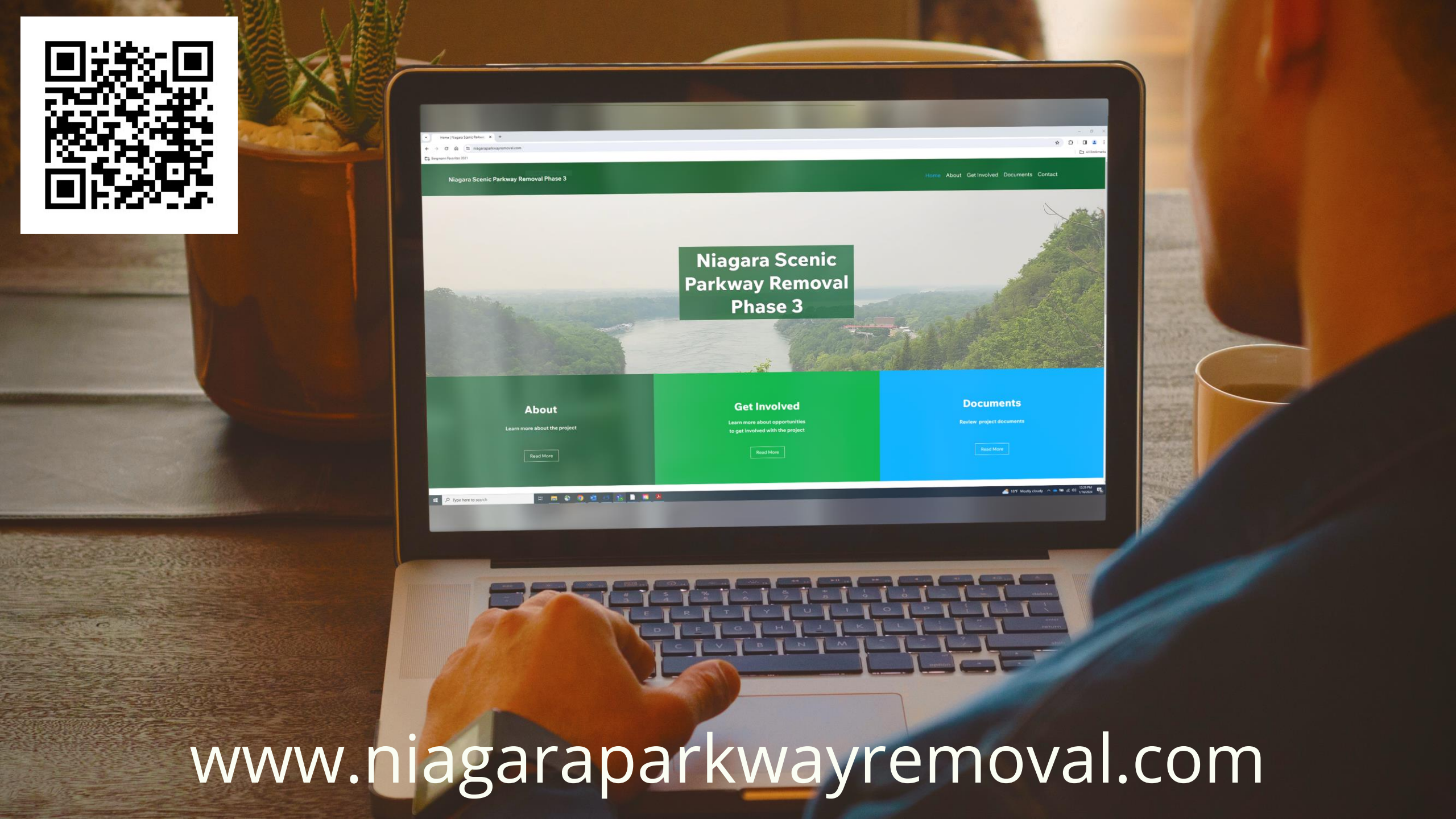
The project team will further study and refine alternatives in conjunction with a robust community outreach process.

Planning Evaluation / Criteria

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

Listening to the Community

- Technical Steering Committee Meetings
- Stakeholder Meetings
- Public Workshops
- Neighborhood Meetings
- Project Website
- Online Surveys



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Anticipated Project Schedule

Public Scoping Update

- January – August 2024

Public Workshop – Design Alternatives

- **Spring / Early Summer 2024**

Design Report / Environmental Assessment (12-18 months)

- August 2023 – August 2025

Final Design (12 – 18 months)

- Timing TBD

Construction (24 months)

- Timing TBD

THANK YOU!
Questions & Comments

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