#### NEW YORK STATE DEPARTMENT OF TRANSPORTATION

## TRANSPORTATION ALTERNATIVES PROGRAM

# **PROJECT APPLICATION**

Project Name: NYS Parks and Town of Grand Island West River Connector Trail Project

Project Location: Municipality(ies): New York State/Town of Grand Island

County(ies): Erie County

Sponsor: New York State Office of Parks, Recreation and Historic Preservation

Applicant: Town of Grand Island

| FOR NYSDOT USE ONLY                                    |  |  |
|--|--|--|
| Region & Proposal ID #:                                | Date Received:                               |  |
| Minimum Eligibility Criteria Met:                      | YesNo  |  |
| Within MPO Area:         Yes         (MPO:)         No |  |  |
| Congressional District No.                             |  |  |
| NY Senate District No                                  |  |  |
| NY Assembly District No                                |  |  |
| Regional or MPO Priority Ranking: of                   |  |  |
| Funding Decision: Proj                                 | ect Fully Funded                             |  |
| Proj   | ject Partially Funded (Explanation Attached) |  |
| Proj   | ject Not Funded                              |  |

Please refer to the NYSDOT Transportation Alternatives Program Guidebook for line-by-line instructions for preparing this project application.

#### Sponsor Information

Sponsor: New York State Office of Parks, Recreation and Historic Preservation

Sponsor's Mailing Address: New York State Office of Parks, Recreation and Historic Preservation – Western District, Niagara Region

Prospect Park, PO Box 1132

Niagara Falls, NY 14303-0132

Contact Person:

Name: Ronald Peters

Title: Deputy General Manager, Western District, OPRHP

Phone: 716 – 278 – 1799 Fax: (7/6) 276 – 1725

E-Mail Address: Ronald Peters @ parks.ny.gov

By submitting this application for Transportation Alternatives Program funds, I agree to enter into a State-Local Agreement with the New York State Department of Transportation, and will follow all USDOT, FHWA and State requirements for project administration, construction and completion.

| Sponsor's Approval:<br>Signature: | CABGA        | Date:         | 6-9-14        |
|-----------------------------------|--------------|---------------|---------------|
| Title: De                         | PUTY GENERAL | MANAGER - WES | TERN DISTRICT |

Did Sponsor attend a Transportation Alternatives Program Workshop?

Yes X No 🖾 Location: Webinar held March 18, 2014

Attendee (name and title): Jason Gac, Engineer; Ron Peters, Deputy General Manager

Did Sponsor attend a Federal Aid 101 Workshop within the last two years?

Yes X No 🖾 Location: Webinar held March 18, 2014

Attendee (name and title): Jason Gac, Engineer; Ron Peters, Deputy General Manager

#### **Applicant Information**

Applicant: Town of Grand Island

Applicant's Mailing Address: Grand Island Town Hall

2255 Baseline Road

Grand Island, NY 14072

Contact Person:

Name: Mary Cooke

Title: Town Supervisor

Phone: (716) 773 – 9600 x. 616 Fax: (<u>716</u>) <u>773</u> – <u>9618</u>

E-Mail Address: mcooke @ grand-island.ny.us

Signature: \_\_\_\_\_Muya Stanglooke \_\_\_\_ Date: \_\_\_\_\_De [05]14 Town Supervisor Title:

Did Applicant (if different from Sponsor) attend a Transportation Alternatives Program Workshop?

Yes X No D Location: Webinar held March 18, 2014

Attendee (name and title): Mary Cooke, Supervisor

Did Applicant (if different from Sponsor) attend a Federal Aid 101 Workshop within the last two years?

Yes X No D Location: Webinar held March 18, 2014

Attendee (name and title): Mary Cooke, Supervisor

### **Eligible Activity Category**

Check the category or categories under which this project is eligible. The reasons for how the project fits each checked category are required in Attachment E.

#### Categories

X Construction, Planning and Design of On-road and Off-road Facilities for Pedestrians, Bicyclists, and Other Non-motorized Forms of Transportation.

- Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs;
- □ Conversion and Use of Abandoned Railroad Corridors for Trails for Pedestrians, Bicyclists and Other Non-Motorized Transportation Users.
- □ Construction of Turnouts, Overlooks and Viewing Areas.
- □ Safe Routes to School.
- □ Planning, Design and Construction of Boulevards.

#### **Sub-Categories**

X Community Improvement Activities, (including Landscaping and Streetscape Improvements (must check at least one other category not including Stormwater Management).

□ Environmental Storm Water Management Activities (must check at least one other category not including Community Improvement)

#### **Project Costs and Funding**

(From Attachment F.1)

| Transportation Alternatives<br>Program (TAP) Funds Requested: | \$ 1,600,000 (1) (MAX 80% of Total) |  |
|---|-------------------------------------|--|
| Local Non-Federal Share to Be Provided:                       | \$ 875,390 (2) (MIN 20% of Total)   |  |
| Funds from Other Sources:                                     | \$ 0 (3)                            |  |
| (identify source(s))  |                                     |  |
| Total Project Cost:   | \$ 2,475,390 (4)                    |  |

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) – Western District will serve as the Sponsor for this project. The Western District office is located in Prospect Park in Niagara Falls, NY. Funding for the State OPRHP is delineated in the New York State budget and assigned to districts throughout the state from the Department's central offices in Albany, NY. Funding for the West River Connector Trail will be drawn from the following sources:

- \$900,000 from the NY Power Authority federal relicensing program, guaranteed annually according to regional priorities submitted by Western District Director, Mark Thomas and Deputy General Manager, Ron Peters
- \$1.6 million through NYS Parks New York Works capital program, which is allocated to the District through the OPRHP central offices. The West River Connector Trail Project has already been declared consistent with Greenway funding priorities at a meeting of the Niagara River Greenway Commission (July 16, 2013) and will be immediately declared a funding priority upon execution of the Transportation Alternatives Program contract with the NYS Department of Transportation.

The New York State OPRHP and engineers Ron Peters and Jason Gac have successfully executed projects in a range of federal and state categories that demonstrate the Agency's ability to select and hire contractors, execute construction projects, and successfully perform all required administration in the execution of these projects. Projects have included:

- \$9 million awarded by the Niagara River Greenway Fund Standing Committee and the New York Power Authority in May 2014 for the restoration and improvement of Terrapin Point overlook and Cave of the Winds Plaza in Niagara Falls State Park
- Partnership in implementing \$15 million through Buffalo Billion and NY Works with Erie Canal Harbor Development Corporation (ECHDC), a subsidiary of Empire State Development, for the Buffalo Harbor State Park.
- Partnership with the NYS Department of Transportation, the USA Niagara Development Corporation and the City of Niagara Falls for the Niagara Gorge Corridor Project public scoping report, including the northern portion of the Robert Moses Parkway (RMP) between downtown Niagara Falls and the Village of Lewiston, NY. Design for the southern portion of the Parkway is ongoing.
- Partnership with the New York State Department of Transportation for a scoping report detailing work on the historic American Falls Bridges (pedestrian bridges) at Niagara Falls State Park.

The projects selected above represent a very recent selection of projects and partnerships between the NYS OPRHP, the NYS DOT, and private organization implementing money from state, federal and private development sources. However, the Western District Office of NYS OPRHP has many more examples of successfully executed partnerships and programs and the OPRHP statewide agency has overseen the implementation of billions of dollars of state and federal funding across the entirety of New York.

Ronald Peters serves as Deputy General Manager for the Western District Office of NYS OPRHP and will oversee all aspects of this project through the Office's engineering arm. Mark Thomas, Western District Director, will oversee all operations at the level of administration.

All activities under the West River Connector Trail Project scope of work will take place on land owned by the NYS OPRHP. Therefore, maintenance of the facility in the future will be entirely the responsibility of the NYS OPRHP Western District as delineated in the draft Memorandum of Understanding approved by the Sponsor and Applicant for this project on June 2, 2014.

#### **Ron Peters**

#### PO Box 482 Youngstown, NY 14174

716 - 628 - 0228

#### Experience:

# April 2012 – Present: Deputy General Manager; Western District NYSOPRHP

Duties: Oversee regional operations for Niagara, Genessee and Allegany regions; direct supervision of mid and senior level managers; develop personnel and non-personnel budgets; oversee Niagara Region Capital Facilities, Regional Maintenance and Business office departments; Acting Capital Facilities Manager since June. 2013

# May 2008 – April 2012: General Park Manager; Niagara Falls State Park

Duties: Oversee daily operations of Niagara Falls, Artpark, DeVeaux, Whirlpool, Devil's Hole and Reservoir State Parks. Develop personnel and non-personnel budgets for each facility; assist in planning major rehabilitation and new construction projects; public relations

# May 2001 – May 2008: Park Manager; Bear Mountain State Park

Duties: Oversee daily operations within Bear Mt State Park, including a pool complex, zoo, two hotels and four lodges, an outdoor refridgerated ice rink and custom carousel

# November 1994 – May 2001: Park and Recreation Forest Ranger; Palisades Region NYSOPRHP

Duties: Assistant supervisor of regional forestry department; oversee construction of woodland trails and structures, including pedestrian and vehicles bridges utilizing primitive construction techniques

# January 1990 – April 1994: NYS DOT Engineering Aide

Duties: Performed construction inspection on a variety of bridge and roadway construction and/or rehabilitation projects; reviewed project blueprints for discrepancies prior to project bid

Directly involved with planning, design, funding and project management of projects totaling over \$100 million since 2010. Continuing involvement with an additional \$50 million of projects planned through 2017. These include:

- Maid of the Mist docking facility; \$35M
- Niagara Falls State Park multi-phase rehabilitation; \$50M
- Robert Moses Parkway-South; \$15M
- Reservoir State Park renovation; \$6M
- Big Six Marina; \$6M
- Artpark Amphitheater redesign; \$4M
- Keenan-Castellani structural rehabilitation and repurposing; \$3.5M
- Niagara Falls State Park Administration/Visitor Center HVAC; \$3.5M
- Ft Niagara Electrical distribution upgrade; \$2.5M
- Construction of new restrooms at Ft Niagara, Evangola and Golden Hill State Parks; \$2.5M
- Evangola State Park seawall and camp road restoration; \$1.5M
- Various additional projects throughout the Niagara Region

# Jason Gac, P.E.

4586 Christian Dr. Clarence NY 14031

716.523.5954

Jason.Gac@parks.ny.gov

Detail oriented Environmental/Civil Engineer, with over ten years of construction inspection and management experience in a variety of disciplines for various public entities. Experienced in all phases of construction projects; from design and design review, to daily on-site inspection, resident engineering and project management.

Proven highly effective design reviewer, resulting in project cost savings through the reduction in change orders. Organized team player and proficient communicator, seeking a challenging position where my skills and experience will be used to the maximum advantage of the organization.

2014 - Present New York State Parks, Recreation and Historic Preservation Niagara Falls, NY

#### Senior Park Engineer

Responsible for supervising the design, construction and rehabilitation of parks facilities in projects ranging from \$500 to \$1,000,000. Ensure that all engineering work performed complies with codes and standards. Coordinate work with other agencies, engineering firms, park officials and staff; and serves as agency liaison for grants-in-aid projects. Perform site investigations, to determine existing conditions, and historical research to supplement project designs. Prepare scope of work assignments for various facility maintenance items. Mentor and train engineering interns to promote the engineering filed.

Projects include large comfort stations with bathrooms, showers, and radiant heat, roofing, site wide septic systems, and historical restoration of stone columns and wrought iron gates.

#### 2008 - 2014 New York State Office of General Services Gowanda, NY

#### Senior/Assistant Building Construction Engineer

Responsible for project management and construction quality assurance of civil, electrical, mechanical and plumbing aspects of projects ranging from \$20,000 to \$8,000,000 for various facilities. Projects include: roofing; groundwater treatment and water distribution; septic system replacement; fuel storage tanks; masonry rehabilitation; domestic hot water service; asbestos and lead abatement; handicap improvements; energy conservation improvements; a cogeneration plant; fire alarms and fire suppression; security systems; and facility kitchen rehabilitation.

Perform constructability reviews of project plans and specifications to reduce change orders and delays during construction.

Inspect work performed by various construction trades to ensure contractors' adherence to plans, specifications, and appropriate construction practices and standards.

Design, prepare and negotiate pricing of change orders to meet project and client needs.

Coordinate and schedule major project activities to minimize the disruption to the facilities services, reduce downtime and keep projects on schedule.

Communicate on a daily basis with contractors and various levels of the client agencies from field personnel to senior management and planners.

Supervise other engineers, field staff and consultant work as overall resident engineer for the office.

Prepare scope assignments for specialized consultant work.

Mentor engineering interns to promote the construction engineering field.

Prepare detailed progress reports for clients.

Consistently receive excellent client satisfaction surveys on completed projects.

#### 2007 - 2008 New York State Office of General Services Attica, NY

#### Junior Engineer

Provided engineering support for various construction projects at state owned facilities. Responsible for construction quality assurance of civil, electrical, plumbing, and mechanical aspects of projects. Projects included: complex concrete repairs; a CCTV monitoring system; automated milk cupping and processing equipment and controls, boiler installation; and various building additions.

Performed constructability reviews of project plans and specifications prior to contractor bidding.

Designed change orders to the contract work by writing detailed scope of work descriptions and prepared sketches of proposed work.

Provided review and comments on construction submittals.

Performed oversight of the daily construction activities for the duration of the project. Responsible for construction quality assurance and provided daily coordination with the contractor's site superintendent, project manager and the facility manager.

2004 - 2007 Ecology and Environment Inc.

Lancaster, NY

#### Junior Engineer

Designed project plans and created specifications utilizing various sources such as CSI Masterspec, SpecsIntact, NYSDOT, UFGS and NYCDEP specifications for projects including: water transmission pipeline installation (8,000 LF); a 400 gpm groundwater treatment plant including process diagrams; a pump house including structural requirements and pump sizing; groundwater well installation; parking lot installation; stream restoration; and site remediation.

Developed construction cost estimates using Microsoft Excel<sup>™</sup> for projects ranging from \$100,000 to \$15,000,000, and created schedules using Microsoft Project<sup>™</sup> to set project timelines and milestones.

Monitored the work of site contractors to ensure cost-effectiveness, timeliness, and compliance with contract specifications and applicable regulations and permits. Performed construction oversight on projects including: parking lots; access roads and storm drainage installation; asbestos abatement; building demolition; excavation and backfill; and site remediation both on and off-shore.

Reviewed contractor construction bids and work plans.

Attended construction and public meetings to support state agencies such as NYSDEC.

Created scope of work assignments and hired subcontractors for various tasks.

Prepared Notice of Intent (NOI) and Storm Water Pollution Prevention Plans (SWPPP) for construction projects such as parking lot construction.

Calculated stream and storm water flow for various watersheds using software such as WinTR-55. Incorporated calculated stream and storm water flow into the design of stream rehabilitation and restoration measures. Designed drainage ditches, storm sewers and outlet protection that were adequately sized to handle precipitation events.

#### Education

#### University at Buffalo

- B.S. Environmental Engineering, cum laude, Dec 2003

#### U.S. Naval Training Centers, 45 Credit Hours

- Aviation Electronics Technical Training, Jun 1995

#### Summary of qualifications

#### New York State

- Professional Engineer Registered through 12/31/2014
- Certified New York State Asbestos Project Designer
- NYSDEC 4-Hour Erosion and Sediment Control (E&SC)

#### National

- OSHA 10-hr and 30-hr Construction Safety and Health American Red Cross CPR and AED certified

The Town of Grand Island, population 20,374 (U.S. Census 2010), will serve as the Applicant for this project. The Town is a 33.3 square-mile community located approximately 10 miles from the City of Buffalo and is bisected by the I-190 highway. Because of its location in the midst of the Niagara River Greenway Corridor, the Island provides a variety of natural resources and is part of a critical transportation route from Niagara Falls, NY to the City of Buffalo. The Town has been awarded State, County and Federal funds, and has successfully executed projects in a range of categories that demonstrate the Town's ability to assist with implementation. Projects have included:

- NYS Office of Parks, Recreation and Historic Preservation awarded the Town a \$150,000 grant for improvements at the Veteran's Park facility in 2002.
- In 2008, the Town was awarded \$57,000 from the NYS Department of Transportation for a Safe Routes to Schools project in the vicinity of Kaegebein Elementary School
- The Town was awarded \$500,000 in Federal Appropriation money in 2010 for water system improvements.
- The Town received \$164,321 from the Erie County Standing Committee of the Niagara River Greenway in 2010 for the planning and construction of phases I, IA and II of the Scenic Woods parcel development project.
- In 2012, the Town was awarded \$205,004 from the NYS Department of Transportation for a Safe Routes to Schools project in the vicinity of the Veronica E. Connor Middle School,

Mary Cooke serves as Supervisor for the Town of Grand Island and will oversee all aspects of this project with assistance from Town Engineer, John Whitney and former Chief of the U.S. Army Corps of Engineers' Buffalo Office, Paul Leuchner.

As delineated in the draft Memorandum of Understanding approved by the Sponsor (NYS Office of Parks, Recreation and Historic Preservation) and Applicant (Town of Grand Island) on June 2, 2014, the responsibilities of the Town regarding the West River Connector Trail Project will be as follows:

- Recognize State Parks and the Town of Grand Island as partners pursuant to the purposes outlined in the MOU and provide appropriate acknowledgement and endorsement of their activities in implementing the agreement.
- Provide engineering services to assist in the planning and designing of the Project, to assist in applying for the TAP grant and to provide in kind materials and other staff support as may be subsequently agreed in accordance with the New York General Municipal Law and all other applicable federal and state laws, rules and regulations.
- With respect to any portion of the multi-use path which, over the course of development, it is determined should be placed on Town Property, assume responsibility for the operation and maintenance following completion of the Project for twenty (20) years.
- Coordinate on a regular basis with State Parks of not less than once quarterly to keep each other informed of progress in implementing this Agreement.

Prior to official design, it is assumed that all work that falls under the project scope for this application will occur on land owned by the NYS Office of Parks, Recreation and Historic Preservation. All maintenance will be the responsibility of the NYS OPRHP – Western District.

The West River Connector Trail Project is envisioned as a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) and the Town of Grand Island. The proposed Trail follows the course of the west branch of the Niagara River also known as the Chippewa Channel as it flows around Grand Island. The actual trail will be situated within a mowed grass strip that exists between the West River Parkway and the wooded corridor that leads to the river's edge. As proposed, the trail will have an asphalt pavement width of 10 feet. It will extend from the existing South Parkway multi-use trail just inside the entrance to Beaver Island State Park westward for about 1.4 miles then turn north for 6.6 miles terminating at the existing trail head near the intersection of Long Road. Once completed, the trail will have a finished length of just over 8.0 miles providing a direct connection to the Cities of Niagara Falls and Buffalo, as well as dozens of other communities and municipalities within the Niagara River Greenway Corridor. The trail will eliminate the existing gap between these two urban centers and will serve as a critical link for an alternate multi-use transportation corridor that will reduce reliance on the use of the automobile in favor of various forms of human powered transportation including cycling and walking.

The mowed grass strip ranges in width from 25 feet to as much as 100 feet averaging 40 to 50 feet or more over the entire length of the proposed trail corridor. This area consists of turf grasses that are mowed periodically to maintain sight lines for parkway users. There are no natural or artificial landscape features within this zone. The mowed strip receives some runoff thrown onto it by passing vehicles during rainfall events although the majority of parkway runoff is collected by a drainage system that is built into the edge of the pavement. As such this zone provides some degree of assimilation of the dissolved and suspended solids in the surface water runoff but the value of this function is negligible when compared with the volume of stormwater handled by the parkway drainage system. The mowed grass area is the selected location for the proposed West River Greenway Connector Trail.

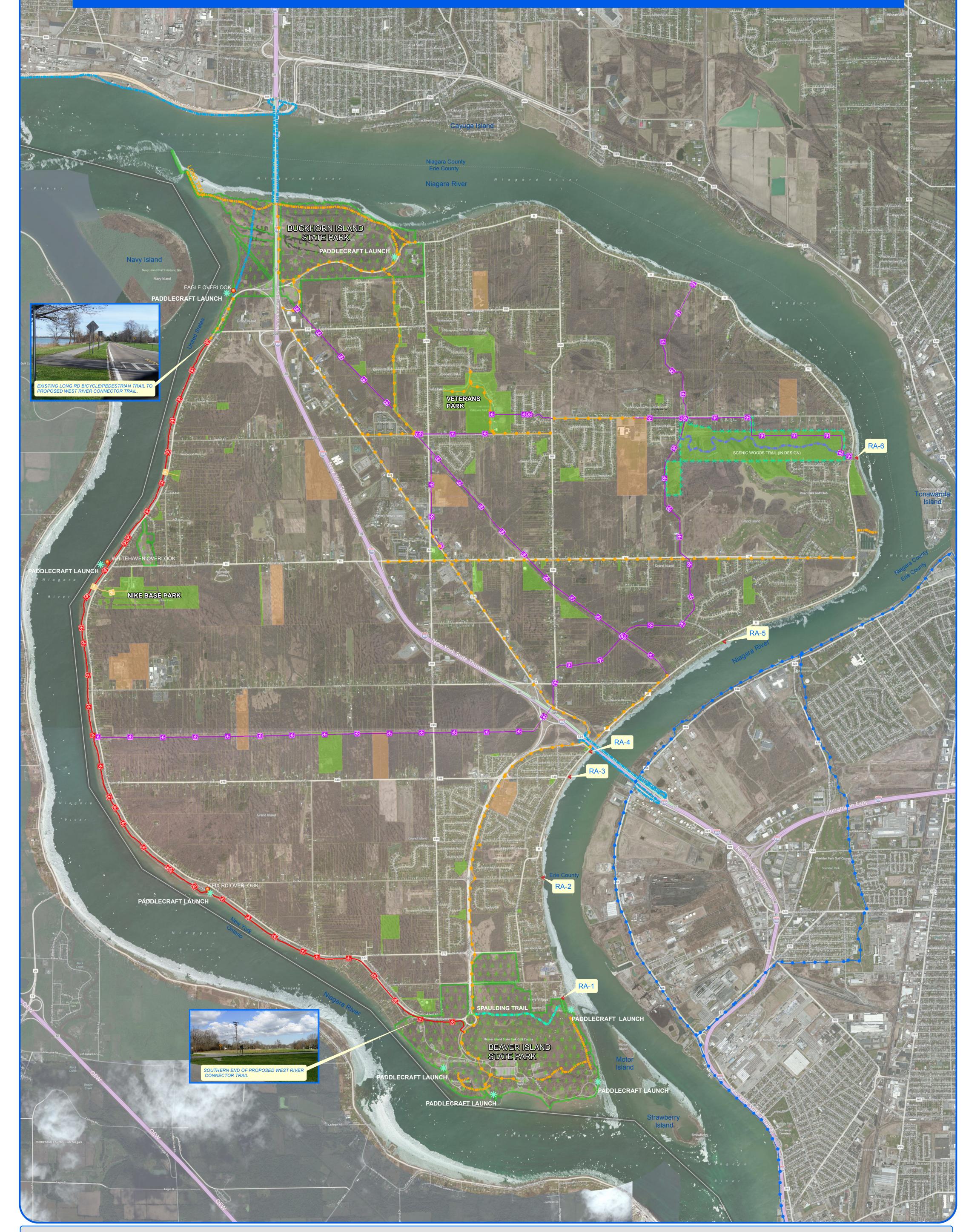
Land use adjacent to the proposed trail is predominantly residential. The Town of Grand Island has designated the property along the adjoining West River Road as R1A Single Family Residential. Where the trail follows the planned route between the West River Parkway and West Oakfield Road the designation changes to R1C Single Family Residential. A small parcel at the intersection of West River Road and Staley Road is zoned B-2 Waterfront Business. This parcel is currently vacant although historically a small restaurant operated on this footprint for a number of years. There are no structures on the property currently. A short distance east of the same intersection the land is zoned M1 Light Industrial and Research. The properties in this zone are being utilized by several bio-tech companies that provide employment for people living in the region. The remaining land use is designated OS Open Space. These parcels are publicly owned and include Beaver Island State Park; Town of Grand Island Nike Base Park, New York State Parks Big Six Mile Creek Marina and Buckhorn Island State Park. Where the proposed trail terminates at Long Road considerable acreage is designated M1 Light Industrial Research between West River Road and the New York State Thruway. At the present time a small research facility and some light industrial development has occurred but a larger parcel bordering the southern perimeter of Long Road is currently vacant and may be developed at some point in the future.

The plan for the West River Connector Trail will emphasize the use of a design process to promote ecological and physical sustainability for long-term viability and effectiveness. Design standards will ensure optimal physical and visual access without degrading or otherwise negatively compromising the documented environmental values known to exist on this riverside property. The trail will accommodate the full range of users including children, senior citizens and those with special needs. The project area will meet Americans with Disabilities Act (ADA) design requirements related to width, grade and need for rest areas. Planning and construction will be carried out according to the strictest standards of environmental conservation and will provide visitors to the Niagara River Greenway with a wealth of recreational and scenic opportunities. The project itself will utilize environmental materials where

possible; additionally, no habitat disturbance and little land-clearing are expected to be necessary. Structures and trail elements will be designed to maximize ease of maintenance and resistance to deterioration or vandalism.

All property along the eastern side of the West River parkways between the road and the water is the property of the New York State Office of Parks, Recreation and Historic Preservation. No other property will be acquired as part of this project.

# West River-Greenway Multi-Use Connector Trail Concept



# Legend

- EXISTING STREET SHARED BICYCLE NETWORK
- EXISTING ERIE COUNTY RIVERWALK MULTI-USE TRAIL
- PLANNED CONNECTION TO THE WEST RIVER MULTI-USE TRAIL **••••••** MULTI-USE PEDESTRIAN BICYCLE TRAIL
  - ---- NATURE TRAIL

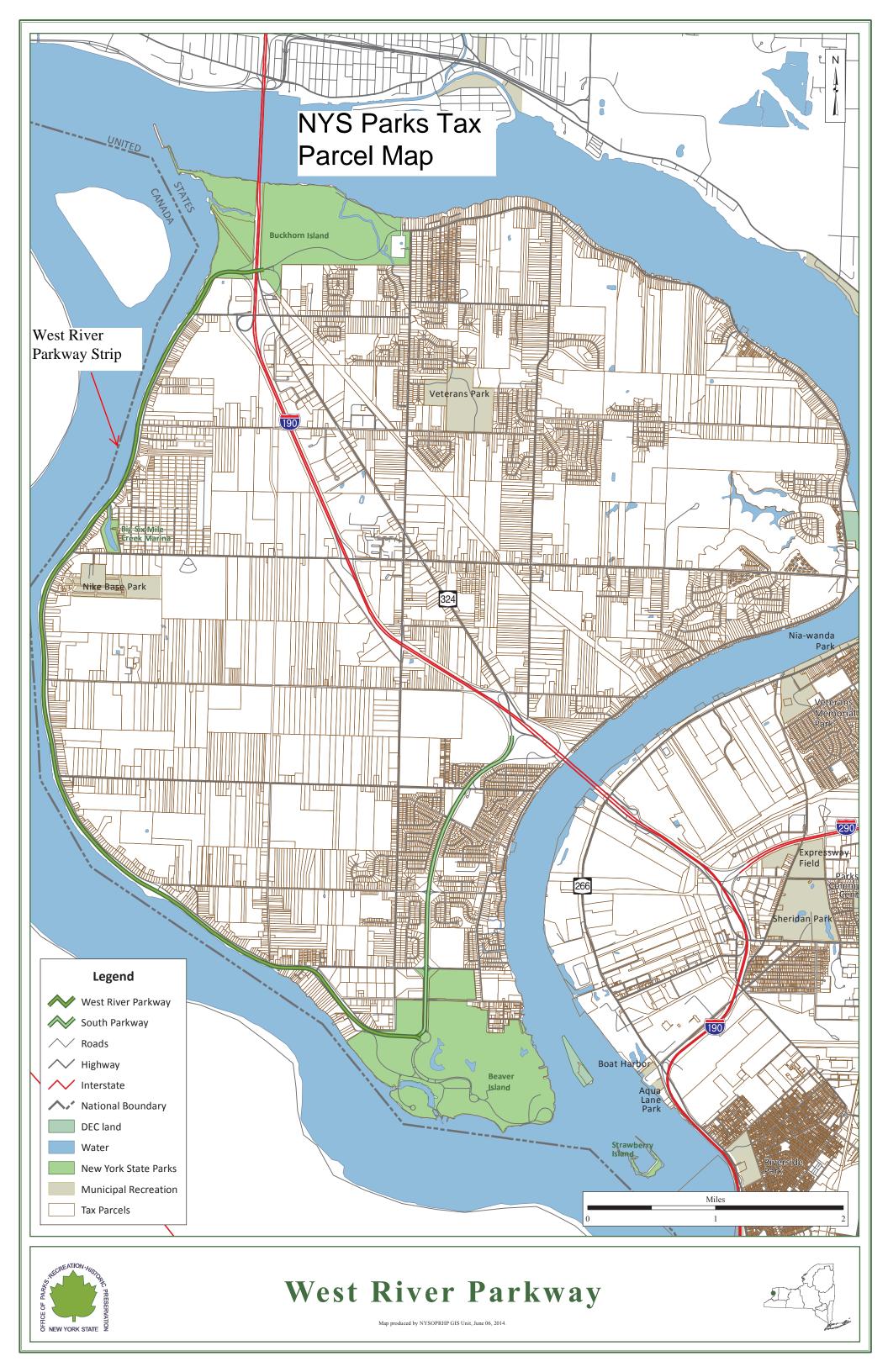
**IDENTIFY OF A STATE AND A STA** 

- WEST RIVER GREENWAY MULTI-USE CONNECTOR TRAIL RA TOWN OWNED RIVERFRONT ACCESS
  - N.Y. STATE PARK
    - PROPERTY OWNED BY THE TOWN OF GRAND ISLAND
    - PROPERTY OWNED BY THE GRAND ISLAND SCHOOL DISTRICT

# MAP PREPARED BY THE TOWN OF GRAND ISLAND ENGINEERING DEPT.

2255 BASELINE ROAD, GRAND ISLAND, NEW YORK, 14072 PH. (716-773-9600 x635) WEB ADDRESS: WWW.GIGOV.COM E 6 800 1,600 3,200 Feet

Path: \\Gis01\gis-data\Maps\Misc Maps (Non Official)\GRAND ISLAND BIKEWAYS\_PL\_7-31-12\_bing.mxd



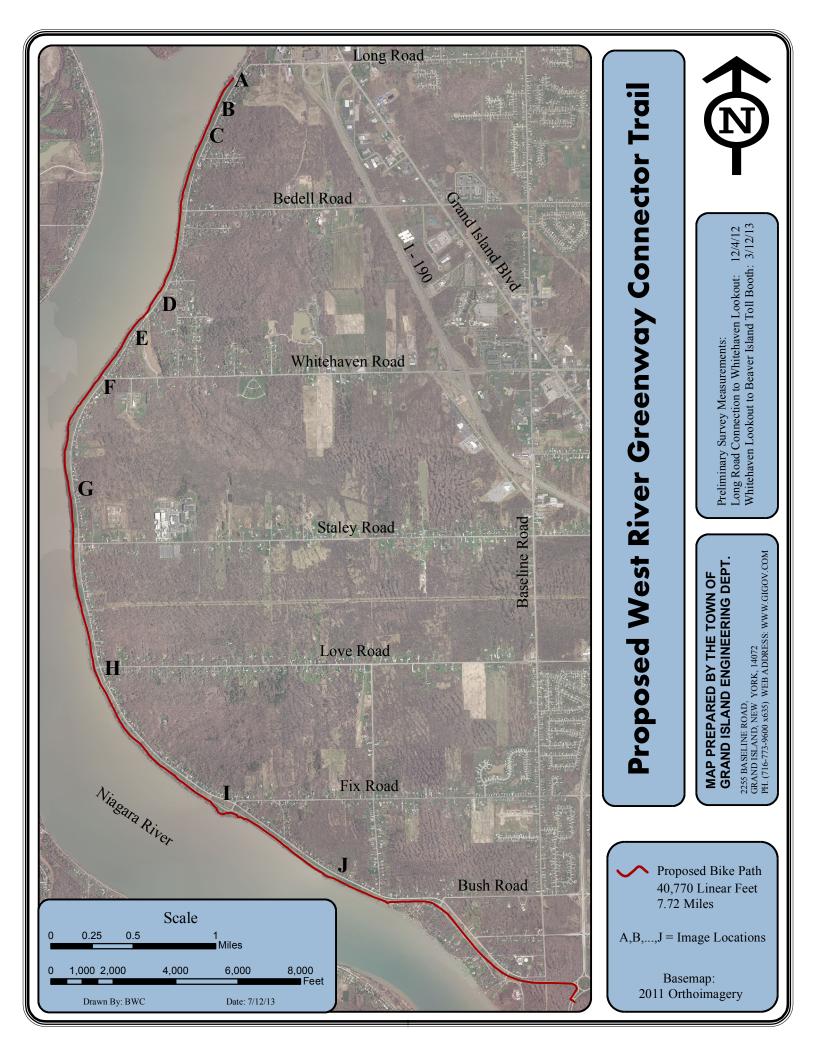




Image C – Proposed West River Greenway Connector Trail (Northwesterly Direction)

Image D – Proposed West River Greenway Connector Trail (Northwesterly Direction)







Image F – Proposed West River Greenway Connector Trail (Northerly Direction)





Image I – Proposed West River Greenway Connector Trail (Northerly Direction)

Image J – Proposed West River Greenway Connector Trail (Northerly Direction)



The West River Connector Trail (WRCT) Project qualifies for the Transportation Alternatives Program (TAP) under the following categories and subcategories defined in the TAP Guidebook:

- Category 1: Construction, Planning and Design of On-road and Off-road Facilities for Pedestrians, Bicyclists and Other Non-motorized Forms of Transportation
- Subcategory A: Community Improvement Activities (including Landscaping and Streetscape Improvements), when integrated with work in another category

#### **Category 1 Guiding Questions**:

#### 1. How does the facility serve trips which could otherwise be made by motor vehicles?

The WRCT will provide an 8-mile long, safe alternative to the West River Parkway on Grand Island. Because it will run in the mowed grass strip between the road and the river, it will provide the same efficient access to businesses and homes along the route that the Parkway provides for motor vehicles.

2. How does the facility enhance safety for pedestrians or bicyclists or fill a gap in a pedestrian, bicycle or other non-motorized shared-use path or trail network?

The WRCT will provide contiguous public access to 60 miles of Niagara River Greenway (NRG) trails. It will allow bicyclists and pedestrians to avoid traveling on the West River Parkway shoulder, increasing safety for both visitors to the Trail and motorists on the roadway.

**3.** To what extent are the connecting locations (origin and destination) different and distinct? Beaver Island (origin) and Buckhorn (destination) State Parks are separate parks facilities administered by NYS OPRHP. However, the main advantage of the WRCT is its connection to the NRG trail system connecting the Cities of Buffalo and Niagara Falls, two primary centers of residential/commercial development in Western NY.

**4.** What activity centers are connected or linked in a continuous system? The WRCT will fill a missing link in the NRG trail system, and complete a continuous system connecting the primary activity centers in Western NY: Niagara Falls, NY and the City of Buffalo.

**5.** How will the facility meet accessibility guidelines under the Americans with Disabilities Act? All design work for the WRCT will conform to ADA standards regarding material, distance between rest areas, trail width, etc.

#### **Subcategory A Guiding Questions**:

#### 1. How does the project enhance the transportation infrastructure for the traveling public?

The WRCT will provide contiguous public access to 60 miles of NRG trails. It will connect visitors to Grand Island and the whole NRG with uninterrupted access to a trail system primarily connecting Niagara Falls, NY and Buffalo, NY, but with extensions into Ontario and Pennsylvania as well.

2. How would the addition of these activities to an eligible project offer the traveling public a pleasing and memorable visual experience?

The goal of the WRCT is to protect the natural habitats and scenic vistas that can be found along the Niagara River, while allowing for unobtrusive public access and an increased level of connectivity.

**3.** How would the natural and built elements work in harmony to enhance the natural, aesthetic or visual character of a site, corridor or community along the surface transportation facility and demonstrate sensitivity to the integrity of the place and context?

The WRCT will run directly alongside the Niagara River, providing visitors with scenic views of the waterfront and the resident and migratory wildlife species in the area. No wetland, woodland or riparian habitats are expected to be negatively affected by construction or trail use.

4. What best practices does the project use for vegetation management (such as using native plants and removing invasive species)?

Because the WRCT will be completed in the already cleared and mowed strip of grass between the West River Parkway and the Niagara River, construction will not require modifications to natural flora or fauna in the area.

#### 5. What best practices or innovative designs does the project use for built elements?

The WRCT will make use of the current highway drainage system and will be constructed from asphalt to ensure that drainage is minimal and clean. Best practices will also be used to ensure project compliance with ADA guidelines and to connect existing opportunities for visitors to experience the scenic waterfront.

6. What impact does the project have on transportation safety?

Please see question 2 under Category 1

The West River Connector Trail (WRCT) Project is a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation (NYS OPRHP) and the Town of Grand Island. It will involve the construction of a connector trail between the Beaver Island and Buckhorn State Parks on Grand Island, and will run alongside the already existing parkway on the western shore Grand Island shares with the Niagara River. By using primarily pre-cleared land, construction of the connection will be completed with minimal environmental impact and no wetland, woodland or riparian habitats will be affected. Completion of this 8-mile long trail will fill a critical gap in the Niagara River Greenway trail system and provide increased public access to 60 miles of contiguous trails in the Greenway network, as well as access to a myriad of other local trails and environmental resources. The West River Connector Trail will also allow complete public access to 70% of the Niagara River Greenway waterfront and define a key segment of the established 177-mile long Conservation Trail, which runs from Ontario to the border of Pennsylvania. In addition to the increased opportunities for safe pedestrian and bicycle use of the West River corridor, this project will provide viewing opportunities for many of the idyllic vistas of the Niagara River.

The plan for the West River Connector Trail will emphasize the use of a design process to promote ecological and physical sustainability for long-term viability and effectiveness. Design of the trail will respect all aspects of the surrounding natural environment and will maximize visual and recreational benefits to trail users. Planning and construction will be carried out according to the strictest standards of environmental conservation and will provide visitors to the Niagara River Greenway with a wealth of recreational opportunities and a safe means of transportation between the park areas, residential areas and businesses in the project's vicinity. The project itself will utilize environmental materials where possible; additionally, no habitat disturbance and little land-clearing are expected to be necessary. Structures and trail elements will be designed to maximize ease of maintenance and resistance to deterioration or vandalism.

The West River Connector Tail design standards will ensure optimal physical and visual access without degrading or otherwise negatively compromising the documented environmental values known to exist on this riverside property. The trail will accommodate the full range of users including children, senior citizens and those with special needs. The project area will meet Americans with Disabilities Act (ADA) design requirements related to width, grade and need for rest areas.

The West River Connector Trail will also further the ongoing effort by the Niagara River Greenway Commission; the New York State Office of Parks, Recreation and Historic Preservation; and the Town of Grand Island to promote physical and emotional wellness through the addition of active and passive recreational opportunities. In fact, the Niagara River Greenway Commission has recognized the completion of the West River Connector Trail as its current number 1 priority. This project will expand the recreational resource base on Grand Island and connect the existing Big Six Mile Creek Marina and Nike Base Park with the broader network of trails that make up the Niagara River Greenway. The Trail will be a nature-based outdoor transportation resource that will be available to the public year-round. It will provide visitors with a safe facility for walking, trail running, bicycling, snowshoeing and snowmobiling in addition to increasing access to relaxing vistas and scenic views for passive enjoyment.

In 2012, Beaver Island achieved an attendance of 298,292 people, while Big Six Marina and Buckhorn State Park saw attendances rise to 77,705 and 30,740 respectively. By connecting these popular parks with the Greenway trail system as a whole, the West River Connector Trail will hugely increase the number of people transported along the West River. In addition to the almost 400,000 people that will have access to a pedestrian connection between Grand Island's recreational, commercial and tourist resources, the Trail is also expected to facilitate increased bicycle and pedestrian traffic for local residents

and physical activity groups such as "Go Bike! Buffalo." This is expected to increase the number of people using the Trail annually by up to 100,000. With the recent prioritizing of the Niagara Falls State Park and Western New York's ecological resources by the state government, it is hoped that the number of visitors to the parks system connected by this trail will also increase substantially from 2012 levels. Once all factors are accounted for, estimates for the annual usage of the West River Connector Trail after its scheduled completion in 2018 range as high as 650,000 people.

Access to water resources and open space are among the Niagara River Greenway's most valuable assets, and are vital to the continued residential growth of communities located along the corridor. Increasing public appreciation of these resources will lead to greater public support for the integration of natural habitats and the built environment. As noted in the Niagara River Greenway Plan, there is a direct connection to the quality of life, the quality of educational resources and the quality of ecological centers in a region. By providing such a vital connection to the Niagara River Greenway trail system, the West River Connector Trail will increase public access to quality natural resources, and spark revitalization of communities along the Niagara River by increasing ecotourism opportunities, stabilizing and increasing property values and increasing the appeal of the Greenway as a livable community. By making use of the natural foundation of Niagara Falls as a wonder of the world, the Niagara River Greenway trail system connected by the West River trail will also provide an attractive resource for drawing employers and industries to Western New York.

Support for the West River Connector Trail Project includes the following, documents of which are attached to this application:

- Draft Memorandum of Understanding between NYS OPRHP and Town of Grand Island
- Town of Grand Island Municipal Resolution
- Letters of Support
- Sign-in sheet and Comment Cards from Public Information Session
- Declaration of Consistency with the Niagara River Greenway Plan from the Niagara River Greenway Commission

Town Supervisor, Mary Cooke; the former Chief of the Army Corps of Engineers regulatory branch, Paul Leuchner; and the Deputy General Manager for the NYS OPRHP Western District, Ron Peters were instrumental in reaching out to the public for comments, concerns, and declarations of support throughout the development of the West River Connector Trail Project. Public meetings were also held at the Niagara River Greenway Commission session of July 16, 2013 and public information session on the West River Connector Trail Project were available at both sessions to answer questions and note comments on the project. Letters of strong support for the project have also been received from a variety of sources, including: local politicians such as the Mayor of Niagara Falls, NY; the Executive Director for the Greater Buffalo-Niagara Regional Transportation Council; and the Executive Director of the "Go Bike! Buffalo" organization, among others.



STATE OF NEW YORK ) TOWN OF GRAND ISLAND ) ss. COUNTY OF ERIE )

To Whom It May Concern: **1, HEREBY CERTIFY**, That at a meeting of the Town Board of the Town of Grand Island, held on the **Second of June, 2014** a Resolution was adopted, of which the following is a true copy:

#### A RESOLUTION SUBMITTED BY: SUPERVISOR: MARY S. COOKE COUNCILMEMBERS: RICHARD W. CRAWFORD, GARY G. ROESCH, RAYMOND A. BILLICA, CHRISTOPHER K. ARONICA

#### <u>Cooperative Agreement – Town of Grand Island & NYS Office of Parks,</u> Recreation and Historic Preservation – West River Parkway

A motion was made by Councilman Billica, seconded by Councilman Crawford to approve the agreement subject to the necessary and appropriate edits determined by the attorneys for the Town, and consultation with the attorneys for NYS Office of Parks, Recreation and Historic Preservation and if necessary the State Comptroller's office.

APPROVED Ayes 5 Noes 0 Crawford, Roesch, Billica, Aronica, Cooke

IN WITNESS WHEREOF, I have hereunto set my hand and the Seal of the Town of Grand Island, Erie County, New York the **Ninth of June, 2014**.

entrel TOWN CLERK

(SEAL)

#### **Cooperative Agreement**

For

West River Parkway on Grand Island - Alternative-Use Path Infrastructure Improvements

#### Between

New York State Office of Parks, Recreation and Historic Preservation

And

The Town of Grand Island

THIS COOPERATIVE AGREEMENT is made and entered into between the New York State Office of Parks, Recreation and Historic Preservation ("State Parks") Albany, NY 12238 (USPS) whose offices are located at 625 Broadway, Albany, NY 12207 (deliveries) and in the Niagara Region at Prospect Park, Niagara Falls, NY 14303 and the Town of Grand Island ("Town") located at 2255 Baseline Rd., Grand Island, NY 14072.

WHEREAS, pursuant to Section 3.09(2) of the New York State Parks, Recreation and Historic Preservation Law ("PRHPL"), State Parks is authorized to directly or indirectly operate and maintain New York State historic sites, parks, parkways and recreational facilities by contract, lease or license; and

WHEREAS, pursuant to PRHPL Section 3.09(6), State Parks is authorized to encourage, promote and engage in cooperative recreational, educational, historic and cultural activities, projects and programs undertaken by any local governmental agency for the benefit of the public; and

WHEREAS, State Parks and the Town are each authorized to improve real property for public recreational purposes and to maintain, operate and administer any property so improved directly, or by contract, lease or license; and

WHEREAS, State Parks seeks to provide further improvements to enhance public use of the West River Parkway between Buckhorn Island and Beaver Island for an alternative use path and its connection to the Town (the "Project"); and

WHEREAS, State Parks is applying to the State Department of Transportation for a TAP grant to construct an alternative use path; and

WHEREAS, State Parks and the Town are mutually interested in the provision of recreational and cultural opportunities, enhancing public health, and benefiting the environment and the public; and

WHEREAS, the parties desire to cooperate in the application for and administration of the grant and in the design and construction of the necessary improvements, with each party contributing to the Project; and

WHEREAS, improvements to the Parkway will benefit the citizens of the Town, as well as other citizens of New York State.

NOW THEREFORE, in consideration of the mutual covenants hereinafter contained it is hereby agreed between the parties as follows:

1. Description of Project. Create an alternative transportation path adjacent to West River Parkway, connecting the South Parkway with an existing alternative transportation path which provides direct access to the north grand Island Bridge, in the Town of Grand Island. The path would be constructed solely on State Park lands and complete the alternative transportation connection between the city of Tonawanda and the City of Niagara Falls and points north.

2. Cooperation. State Parks and Town agree to work cooperatively and share resources to facilitate funding and construction of the alternative transportation path, along with connections to existing roadways under the ownership of the Town of Grand Island.

3. The Town agrees to:

a. Recognize State Parks and the Town as partners pursuant to the purposes outlined in this Agreement and provide appropriate acknowledgement and endorsement of their activities in implementing this Agreement.

b. Provide engineering services to assist in the planning and designing of the Project, to assist in applying for the TAP grant and to provide in kind materials and other staff support as may be subsequently agreed in accordance with the New York General Municipal Law and all other applicable federal and state laws, rules and regulations.

c. With respect to the portion of the multi-use path outside of the Parkway and on Town Property, assume responsibility for the operation and maintenance following completion of the Project for twenty (20) years.

d. Coordinate on a regular basis with State Parks of not less than once quarterly to keep each other informed of progress in implementing this Agreement.

4. Key Officials and Notice. The personnel specified below are considered to be essential to ensure maximum coordination and communication between the parties. Any party, on notice to the other parties, may designate another person or persons to act in his/her place in an emergency or otherwise.

For State Parks:

Ron Peters; Western District Deputy General Manager

Jason Gac; Niagara Region Senior Engineer

For the Town:

Mary Cooke, Supervisor, Town of Grand Island

#### John Whitney, Town Engineer, Town of Grand Island

State Parks and the Town shall give written notification to the other party reasonably in advance of any change in key officials.

Notices between the parties hereto regarding the subject matter of this Agreement shall be faxed and mailed with certified return receipt requested.

5. Funding

The estimated total cost for this project is \$2,475,390.

6. Termination

This Agreement may be terminated in whole or in part by either party with or without cause or, at any time, upon no less than 60 days written notice to the other party. Such notice shall include the effective date of said termination and, in the case of partial termination, the portion to be terminated. In the event of termination without cause, each party shall be responsible for their own costs.

7. General and Special Provisions

a. This Agreement is subject to the availability of authorized funding appropriations available to State Parks and the Town. The Town shall not be required to expend, any Town funds in connection with the proposed Project, except for in kind contributions as may be agreed.

b. Insurance and Related Liability: The Town will require that each contractor in connection with the Project will comply with the insurance and indemnification requirements of State Parks.

c. Nothing in this Agreement shall be deemed to impose any liabilities or obligations of any kind upon either the Town or the State Parks in favor of any contractors or subcontractors engaged by the other for the Project. Subject to the availability of lawful appropriations and applicable law, the Town shall be responsible to State Parks for a final judgment issued by a court of competent jurisdiction arising from the negligence or wrongful breach of a legal obligation on the part of the Project. Subject to the availability of lawful appropriations and consistent with Section 8 of NYS Court of Claims Act and Section 17 of the Public Officers Law, State Parks shall be responsible to the Town for a final judgment of a court of competent jurisdiction arising from the negligence or wrongful breach of a legal obligation on the part of state Parks, its agents, officers or employees acting within the scope of the negligence or wrongful breach of a legal obligation the Public Officers Law, State Parks shall be responsible to the Town for a final judgment of a court of competent jurisdiction arising from the negligence or wrongful breach of a legal obligation on the part of State Parks, its agents, officers or employees acting within the scope of their employment in relation to the Project.

d. Nothing in this Agreement shall create or be deemed to create any relationship between the State Parks and any contractor, subcontractor, supplier, or other person engaged by the Town in connection with the Project, and State Parks shall not be responsible to any of the foregoing for any payments due or to become due for the performance of any portion of the Project, or for materials purchased in connection therewith, except as expressly set forth herein. Nothing in this Agreement shall create or be deemed to create any relationship between the Town and any contractor, subcontractor, supplier, or other person engaged by the State Parks in connection with the Project, and the Town shall not be responsible to any of the foregoing for any payments due or to become due for the performance of any portion of the Project, or for materials purchased in connection therewith, except as expressly set forth herein.

8. Amendments

This Agreement may be amended only in writing, signed by authorized representatives of all parties.

9. Appendix A STANDARD CLAUSES FOR NYS CONTRACTS is attached hereto and made part hereof and applicable to all contractors performing work on the Project.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers or representatives:

| Town of Grand Island   | New York State Office of Parks,<br>Recreation and Historic Preservation   |
|--|---|
| Ву:  | Ву:   |
| Date:  | Date:   |
| TOWN ACKNOWLEDGEMENT   |   |
| STATE OF NEW YORK )  |   |
| ) SS:  |   |
| COUNTY OF )  |   |
| in and for said state, personally appeared                         | in the year 2014, before me, the undersigned a notary public d, personally known, to                            |
|  | sfactory evidence to be the individual whose name is described  |
|  | d to me that he/she executed the same in his/her capacity as<br>of the Town of Grand Island and that by his/her |
| signature on the instrument, the individu executed the instrument. | ual, or the person upon behalf of whom the individual acted,  |

**Notary Public** 



STATE OF NEW YORK ) TOWN OF GRAND ISLAND ) ss. COUNTY OF ERIE )

To Whom It May Concern:

**1, HEREBY CERTIFY**, That at a meeting of the Town Board of the Town of Grand Island, held on the **Second of June, 2014** a Resolution was adopted, of which the following is a true copy:

#### A RESOLUTION SUBMITTED BY: SUPERVISOR: MARY S. COOKE COUNCILMEMBERS: RICHARD W. CRAWFORD, GARY G. ROESCH, RAYMOND A. BILLICA, CHRISTOPHER K. ARONICA

<u>TAP Grant Application – West River Connector Trail – Authorize Supervisor to</u> <u>Sign Application</u>

A motion was made by Councilman Billica, seconded by Councilman Aronica to adopt the following resolution

**WHEREAS**, the Town of Grand Island endeavors to provide appropriate and efficient transportation resources for their residents; and

**WHEREAS,** New York State owns approximately 8 miles of riverfront property beside the West River parkway on the west side of Grand Island; and

**WHEREAS,** the Town of Grand Island has developed, in collaboration with the New York State Office of Parks, Recreation and Historic Preservation, a budget and preliminary plans for the installation of the *West River Connector Trail* along the West Niagara River; and

**WHEREAS,** the New York State Office of Parks, Recreation and Historic Preservation will provide the financing and right-of-way documentation necessary to support work on the *West River Connector Trail*; and

**WHEREAS,** the Town of Grand Island has agreed to serve as a collaborator with the New York State Office of Parks, Recreation and Historic Preservation up to and including the responsibilities delineated in their Memorandum of Understanding; and

WHEREAS, the *West River Connector Trail* involves creation of an asphalt trail, 8 miles in length, from Beaver Island State Park to Buckhorn State Park along Grand Island's West Niagara River shoreline and provides the final connection in the 60 contiguous miles of the Niagara River Greenway Trail network and the 177-mile long Conservation Trail from Pennsylvania to Ontario; and

**WHEREAS,** the use of primarily pre-cleared land will allow the connection to be completed with minimal environmental impact; and

**WHEREAS**, the Town of Grand Island and the New York State Office of Parks, Recreation and Historic Preservation have received a Declaration of Consistency from the Niagara River Greenway Commission for the *West River Connector Trail;* 

NOW, THEREFORE, BE IT RESOLVED, that Mary Cooke, Supervisor of the Town of Grand Island, is hereby authorized and directed to commit the Town of Grand Island to serve as applicant for the *West River Connector Trail* project application to the New York State Department of Transportation's Transportation Alternatives Program, in which the New York State Office of Parks, Recreation and Historic Preservation will serve as sponsor. This is done in accordance with the provisions of the 2012 Federal Transportation Funding Act, Moving Ahead for Progress in the 21<sup>st</sup> Century. APPROVED Ayes 5 Crawford, Roesch, Billica, Aronica, Cooke Noes 0

*IN WITNESS WHEREOF, I have hereunto set my hand and the Seal of the Town of Grand Island, Erie County, New York the Ninth of June, 2014.* 

ATTEST PATRICIA A. FRENTZ TOWN CLERK

(SEAL)



Andrew M. Cuomo Governor

> Rose Harvey Commissioner

Mark W. Thomas Director, Western District

## New York State Office of Parks, Recreation and Historic Preservation

Western District, Niagara Region • Prospect Park, PO Box 1132 Niagara Falls, New York 14303-0132 Phone 716-278-1770, Fax 716-278-1744 www.nysparks.com

June 2, 2014

To whom it may concern;

It is the intent of New York State Parks to apply for a TAP grant to receive reimbursement for construction costs related to an alternative transportation path which parallels the West River Parkway in the Town of Grand Island, NY. State Parks has entered into a memorandum of understanding with the Town of Grand Island to provide shared services, but the cost to construct the path will be born solely by State Parks. The funding for this project will be provided through two sources as follows; \$1.6 million through the NYS Parks New York Works capital program and \$900,000 through dedicated annual Greenway funding. NY Works funding is allocated to the Niagara Region from an agency source and is based on regional priorities submitted by Mark Thomas, Western District Director and myself. Greenway funding is allocated to the Niagara Region through the NY Power Authority federal relicensing program and is guaranteed at \$1.5 million annually, and is divided among regional priorities at the discretion of Mr Thomas and myself. Both Mr Thomas and I are in full support of this project and plan to endorse it for construction in 2017.

Respectfully,

Ron Peters Deputy General Manager; Western District OPRHP PO Box 1132 Prospect Park, Niagara Falls, NY 14303 716-278-1799



HON. KEVIN R. HARDWICK LEGISLATOR

May 28, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Assistance Program for the West River Connector Trail Project. The West River Connector Trail Project is envisioned as a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island. It will involve the construction of a connector trail between Beaver Island and Buckhorn State Parks on Grand Island, and will run alongside the already existing parkway on the western shore Grand Island shares with the Niagara River. By using primarily pre-cleared land, construction of the connection will be completed with minimal environmental impact and no wetland, woodland or riparian habitats will be affected. Completion of this 8-mile long trail will fill a critical gap in the Niagara River Greenway trail system and provide increased public access to 60 miles of contiguous trails in the Greenway network, as well as access to myriad other local trails and environmental resources.

The completion of this trail will have substantial transportation benefits for the residents of Grand Island and to the businesses and communities along the Niagara River corridor. The West River Parkway is a critical North-South transportation line on the Island, but pedestrians and bicyclists must currently walk on the road in order to use it. By placing a trail in the mowed strip of land between the parkway and the water, New York State will open the parkway to hundreds of residents to use to travel between their homes and businesses and for thousands of yearly visitors to Niagara Falls to access places of business on Grand Island from their campgrounds and hotels. The economic benefits to the Island will be substantial.

The Niagara River Greenway Commission has already designated the West River Trail Project as consistent with the organization's values and the project has support from a wide variety of private citizens, professionals and organizations on Grand Island and in the surrounding area. New York State and the Town of Grand Island are to be commended for their cooperation and attention to the transportation needs of their citizens.

Very truly yours,

Kevin R. Hardwick

Erie County Legislature – 4<sup>th</sup> District

LEGISLATIVE CHAMBERS • 92 FRANKLIN STREET • BUFFALO, N.Y. • 14202 • (716) 858-8672



# City of Niagara Falls, New York

P.O. Box 69, Niagara Falls, NY 14302-0069

June 2, 2014

City Hall 745 Main Street

Paul A. Dyster Mayor

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Alternatives Program for the West River Connector Trail Project. The West River Connector Trail Project is a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island.

The West River Connector Trail, on its own merits, would add substantial recreational value to the Niagara River Greenway corridor. However, the main value of this project is its ability to connect two large cities and myriad suburban communities in between with a continuous off-road trail that will enhance the opportunities for alternative forms of transportation that will not rely on the use of motorized vehicles.

The trail itself is planned to be eight miles in length; once constructed, it will link to an existing multi-use alternative transportation network that will cover more than a hundred miles. It will connect the cities of Buffalo and Niagara Falls with a trail that can be used by pedestrian and bicyclists engaged in various forms of non-motorized transportation. Once in place, the project will offer tourists a way to get around Western New York either by walking or bicycling. A safe off-road trail will also serve as an incentive for those who would prefer to get to work using means other than a motorized vehicle. As an added benefit, the project will link Beaver Island State Park, Buckhorn State Park and Big Six Mile Creek State Marina with a trail network providing families with a healthy way of traveling that could eliminate to some degree the use of the air polluting automobile. The proposed trail will also connect with Nike Base Park, which is a passive recreation area, and a community senior center offering our citizens the opportunity to use access these facilities either by walking or bicycling.

The completion of this trail will have substantial transportation benefits for the residents of Grand Island and to the businesses and communities along the Niagara River corridor. The West River Parkway is a critical North-South transportation line on the Island, but pedestrians and bicyclists must currently walk on the road in order to use it. By placing a trail in the mowed strip of land between the parkway and the water, New York State will open the parkway to hundreds of residents to use to travel between their homes and businesses, and for thousands of yearly visitors to Niagara Falls to access places of business on Grand Island from their campgrounds and hotels. The economic benefits to the Island will be substantial.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as several special interest groups.

In view of the significant benefits this project provides both locally and regionally, I strongly recommend approval of this grant application.

Kra. Paul A. Dyster, Mayor

745 Main Street -------Website: <u>www.niagarafallsusa.org</u>

e-mail: paul.dyster@niagarafallsny.gov Phone: (716) 286-4310

Fax: (716) 286-4349



## GREATER BUFFALO-NIAGARA REGIONAL TRANSPORTATION COUNCIL

City of Buffalo City of Niagara Falls County of Erie County of Niagara

New York State Thruway Authority Niagara Frontier Transportation Authority New York State Department of Transportation

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Assistance Program for the West River Connector Trail Project. The West River Connector Trail Project is envisioned as a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island. GBNRTC has been actively involved in development of the Shoreline Trail along Lake Erie and the Niagara River, and this proposed project is identified in the plan specifically for implementation. It will involve the construction of a connector trail between Beaver Island and Buckhorn State Parks on Grand Island, and will run alongside the already existing parkway on the western shore Grand Island shares with the Niagara River. By using primarily pre-cleared land, construction of the connection will be completed with minimal environmental impact and no wetland, woodland or riparian habitats will be affected. Completion of this 8-mile long trail will fill a critical gap in the Niagara River Greenway trail system and provide increased public access to 60 miles of contiguous trails in the Greenway network, as well as access to myriad other local trails and environmental resources.

The completion of this trail will have substantial transportation benefits for the residents of Grand Island and to the businesses and communities along the Niagara River corridor. The West River Parkway is a critical North-South transportation line on the Island, but pedestrians and bicyclists must currently walk on the road in order to use it. By placing a trail in the mowed strip of land between the parkway and the water, New York State will open the parkway to hundreds of residents to use to travel between their homes and businesses and for thousands of yearly visitors to Niagara Falls to access places of business on Grand Island from their campgrounds and hotels. The economic benefits to the Island will be substantial.

The Niagara River Greenway Commission has already designated the West River Trail Project as consistent with the organization's values and the project has support from a wide variety of private citizens, professionals and organizations on Grand Island and in the surrounding area. New York State and the Town of Grand Island are to be commended for their cooperation and attention to the transportation needs of their citizens.

Very truly yours,

Executive Director

BRIAN HIGGINS 26TH DISTRICT, NEW YORK

COMMITTEE ON HOMELAND SECURITY Ranking Member Subcommittee on Counterterrorism and Intelligence Subcommittee on Emergency Preparedness, Response, and Communications

COMMITTEE ON FOREIGN AFFAIRS SUBCOMMITTEE ON THE MIDDLE EAST AND NORTH AFRICA SUBCOMMITTEE ON EUROPE, EURASIA, AND EMERGING THREATS

> Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Commissioner McDonald,

## **Congress of the United States** House of Representatives Mashington, DC 20515–3226

May 27, 2014

2459 RAYBURN HOUSE OFFICE BUILDING WASHINGTON, DC 20515 (202) 225–3306 (202) 226–0347 (FAX)

> 726 Exchange Street Suite 601 Buffalo, NY 14210 (716) 852–3501 (716) 852–3929 (FAX)

640 PARK PLACE NIAGARA FALLS, NY 14301 (716) 282–1274 (716) 282–2479 (FAX) higgins.house.gov

Please accept this letter as evidence of my strong support New York State's application to the Transportation Assistance Program for the West River Connector Trail Project. The West River Connector Trail Project is envisioned as a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island. It will involve the construction of a connector trail between Beaver Island and Buckhorn State Parks on Grand Island, and will run alongside the already existing parkway on the western shore Grand Island shares with the Niagara River. By using primarily pre-cleared land, construction of the connection will be completed with minimal environmental impact and no wetland, woodland or riparian habitats will be affected. Completion of this 8-mile long trail will fill a critical gap in the Niagara River Greenway trail system and provide increased public access to 60 miles of contiguous trails in the Greenway network, as well as access to myriad other local trails and environmental resources.

The completion of this trail will have substantial transportation benefits for the residents of Grand Island and to the businesses and communities along the Niagara River corridor. The West River Parkway is a critical North-South transportation line on the Island, but pedestrians and bicyclists must currently walk on the road in order to use it. By placing a trail in the mowed strip of land between the parkway and the water, New York State will open the parkway to hundreds of residents to use to travel between their homes and businesses and for thousands of yearly visitors to Niagara Falls to access places of business on Grand Island from their campgrounds and hotels. The economic benefits to the Island will be substantial.

The Niagara River Greenway Commission has already designated the West River Trail Project as consistent with the organization's values and the project has support from a wide variety of private citizens, professionals and organizations on Grand Island and in the surrounding area. New York State and the Town of Grand Island are to be commended for their cooperation and attention to the transportation needs of their citizens.

Very truly yours,

Brian M. Higgins Member of Congress NY-26

BMH/dgc

PRINTED ON RECYCLED PAPER

#### Paul G. Leuchner 1212 East River Road Grand Island, New York 14072

May 29, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Dear Commissioner McDonald:

Please consider this letter an expression of my unequivocal support for the West River Connector Trail project. This project is the subject of a Transportation Alternatives Program grant application that will be submitted to the State of New York and the Federal Highway Administration.

The West River Connector Trail is a unique project that on its own merits would add substantial recreational value to the Niagara River Greenway corridor. However, the more overarching goal of this project is its ability to connect two large cities and a myriad of suburban communities in between with a continuous off road trail that will incentivize alternative forms of transportation thereby reducing reliance on the need for motorized vehicles.

The trail itself is planned to be eight miles in length and once constructed will link to an existing multi-use alternative transportation network that covers more than a hundred miles. It will connect the cities of Buffalo and Niagara Falls and the communities in between with a trail that can be used by people of all ages engaged in various forms of human powered forms of transportation. Once in place the project will also promote tourism providing visitors with an alternate way to get around Western New York either by walking or bicycling. A safe off road trail will also serve as an incentive to those individuals who would prefer to commute to work using means other than motorized transportation.

As an added benefit the project will link Beaver Island State Park, Buckhorn State Park and Big Six Mile Creek Marina with a trail network providing individuals and families with a healthy means of travel that in the long run will minimize the use of air polluting forms of transportation. The proposed trail will also connect with Grand Island's Nike Base Park a passive recreation area with a community golden age center, thus offering our senior citizens the opportunity to access those facilities either by walking or bicycling along the new trail.

The inherent features of the project are also unique. To begin with, the project will be constructed in the mowed grass area between the edge of the West River Parkway and the wooded shoreline along the Niagara River. This is land that was cleared when the parkway was constructed in the 1950's and remains so today. The advantage of this project in addition to its value as an alternative transportation corridor is that it is already publically owned land. The trail will not adversely impact the sensitive natural resources that exist along the course of the Niagara River and it has been specifically designed to avoid sensitive habitat areas, riverine wetlands and productive shallow water habitat. Further, the trail will not interfere with the use of any of the existing vehicle overlooks along the parkway nor will it intrude upon the existing Niagara River viewshed. Essentially, it is one of the few projects that can be built that will have little or no impact on the human environment.

Although the completion of the West River Connector Trail will substantially benefit the residents of Grand Island and its dependent businesses community, it more importantly connects communities throughout the Niagara River Greenway corridor providing an efficient continuous off road trail that promotes human powered forms of travel and reduces dependence on the automobile. The attractiveness of this trail and its anticipated usage by people living or visiting the region will increase the demand for the trail services and amenities thus having a positive economic impact. This trail is the missing link for Western New York and once built it will serve as a major alternative transportation artery connecting municipalities, businesses and residential neighborhoods thus promoting the concept of a unified community.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with the goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as a number of trail user groups.

In view of the significant benefits this project provides both locally and regionally I strongly recommend approval of this grant application.

Incidentally, I am one of the original appointees to the Niagara River Greenway Commission. I was appointed in 2005 by former Governor George Pataki. After serving a four year term in which I helped draft the Niagara River Greenway Plan I still serve the commission as an advisor on matters pertaining to the implementation of the Niagara River Greenway Plan. I am a trail advocate and as such I am quite familiar with the needs of this area as they relate to alternative forms of transportation.

Very truly yours, ົງ Paul G. Leughner



May 29, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Dear Commissioner McDonald:

Please consider this letter an expression of my unequivocal support for the West River Connector Trail project. This project is the subject of a Transportation Alternatives Program grant application that will be submitted to the State of New York and the Federal Highway Administration.

The West River Connector Trail is a unique project that on its own merits would add substantial recreational value to the Niagara River Greenway corridor. However, the more overarching goal of this project is its ability to connect two large cities and a myriad of suburban communities in between with a continuous off road trail that will incentivize alternative forms of transportation thereby reducing reliance on the need for motorized vehicles.

The trail itself is planned to be eight miles in length and once constructed will link to an existing multi-use alternative transportation network that covers more than a hundred miles. It will connect the cities of Buffalo and Niagara Falls and the communities in between with a trail that can be used by people of all ages engaged in various forms of human powered forms of transportation. Once in place the project will also promote tourism providing visitors with an alternate way to get around Western New York either by walking or bicycling. A safe off road trail will also serve as an incentive to those individuals who would prefer to commute to work using means other than motorized transportation.

As an added benefit the project will link Beaver Island State Park, Buckhorn State Park and Big Six Mile Creek Marina with a trail network providing individuals and families with a healthy means of travel that in the long run will minimize the use of air polluting forms of transportation. The proposed trail will also connect with Grand Island's Nike Base Park a passive recreation area with a community golden age center, thus offering our senior citizens the opportunity to access those facilities either by walking or bicycling along the new trail. The inherent features of the project are also unique. To begin with, the project will be constructed in the mowed grass area between the edge of the West River Parkway and the wooded shoreline along the Niagara River. This is land that was cleared when the parkway was constructed in the 1950's and remains so today. The advantage of this project in addition to its value as an alternative transportation corridor is that it is already publically owned land. The trail will not adversely impact the sensitive natural resources that exist along the course of the Niagara River and it has been specifically designed to avoid sensitive habitat areas, riverine wetlands and productive shallow water habitat. Further, the trail will not interfere with the use of any of the existing vehicle overlooks along the parkway nor will it intrude upon the existing Niagara River viewshed. Essentially, it is one of the few projects that can be built that will have little or no impact on the human environment.

Although the completion of the West River Connector Trail will substantially benefit the residents of Grand Island and its dependent businesses community, it more importantly connects communities throughout the Niagara River Greenway corridor providing an efficient continuous off road trail that promotes human powered forms of travel and reduces dependence on the automobile. The attractiveness of this trail and its anticipated usage by people living or visiting the region will increase the demand for the trail services and amenities thus having a positive economic impact. This trail is the missing link for Western New York and once built it will serve as a major alternative transportation artery connecting municipalities, businesses and residential neighborhoods thus promoting the concept of a unified community.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with the goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as a number of trail user groups.

In view of the significant benefits this project provides both locally and regionally I strongly recommend approval of this grant application.

Verv truly yours.

Justin Booth Executive Director GObike Buffalo

Branches of Niagara Campground & Resort 2659 Whitehaven Road Grand Island, NY 14072 716-583-2057

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Alternatives Program for the West River Connector Trail Project. The West River Connector Trail Project is a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island.

We operate Branches of Niagara which is a family style campground servicing many visitors from all over the world to Grand Island. The benefits for West River Connector Trail are many. I feel it would greatly increase what we have to offer to our visitors. Most campers are looking to explore and experience nature and our diverse wildlife. This project would help use to provide what they are looking for.

The West River Connector Trail, on its own merits, would add substantial recreational value to the Niagara River Greenway corridor. However, the main value of this project is its ability to connect two large cities and myriad suburban communities in between with a continuous off-road trail that will enhance the opportunities for alternative forms of transportation that will not rely on the use of motorized vehicles.

The trail itself is planned to be eight miles in length; once constructed, it will link to an existing multi-use alternative transportation network that will cover more than a hundred miles. It will connect the cities of Buffalo and Niagara Falls with a trail that can be used by pedestrian and bicyclists engaged in various forms of non-motorized transportation. Once in place, the project will offer tourists a way to get around Western New York either by walking or bicycling. A safe off-road trail will also serve as an incentive for those who would prefer to get to work using means other than a motorized vehicle. As an added benefit, the project will link Beaver Island State Park, Buckhorn State Park and Big Six Mile Creek State Marina with a trail network providing families with a healthy way of traveling that could eliminate to some degree the use of the air polluting automobile. The proposed trail will also connect with Nike Base Park, which is a passive recreation area, and a community senior center offering our citizens the opportunity to use access these facilities either by walking or bicycling.

The completion of this trail will have substantial transportation benefits for the residents of Grand Island and to the businesses and communities along the Niagara River corridor. The West River Parkway is a critical North-South transportation line on the Island, but pedestrians and bicyclists must currently walk on the road in order to use it. By placing a trail in the mowed strip of land between the parkway and the water, New York State will open the parkway to hundreds of residents to use to travel between their homes and businesses, and for thousands of yearly visitors to Niagara Falls to access places of business on Grand Island from their campgrounds and hotels. The economic benefits to the Island will be substantial.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as several special interest groups.

In view of the significant benefits this project provides both locally and regionally, I strongly recommend approval of this grant application.

Very truly yours, Zam arist Elaine Pariso,

Partner

June 8, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Dear Commissioner McDonald:

Please consider this letter an expression of my unequivocal support for the West River Connector Trail project. This project is the subject of a Transportation Alternatives Program grant application that will be submitted to the State of New York and the Federal Highway Administration.

The West River Connector Trail is a unique project that on its own merits would add substantial recreational value to the Niagara River Greenway corridor. However, the more overarching goal of this project is its ability to connect two large cities and a myriad of suburban communities in between with a continuous off road trail that will incentivize alternative forms of transportation thereby reducing reliance on the need for motorized vehicles.

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The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with the goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as a number of trail user groups.

In view of the significant benefits this project provides both locally and regionally, as the past Parks & Recreation Director for the Town of Grand Island of 40 + years, I strongly recommend approval of this grant application.

Very truly yours,

Inda Infillaro

Linda Tufillaro 99 Royal Pkwy East Williamsville, NY 14221 716.345.6859

CONSERVATION ADVISORY BOARD

The Town of Grand Island 2255 Baseline Road Grand Island NY 14072

Commissioner Joan McDonald 50 Wolf Road Albany, New York 12232 Commissioner McDonald

May 31, 2014

The Grand Island Conservation Advisory Board endorses the New York State application for a Transportation Alternative Program grant to do an 8 mile West River Connector Trail project on Grand Island, offering a safer situation than currently exists that is - a curbed no- shoulder roadway.

Ecological impact is minimal as the land is "pre-cleared." There are no wetlands, forested areas or riparian habitat.

Partnering in this venture is the New York State Office of Parks & Historic Preservation. The trail will connect the two parks, Beaver Island on the South end and Buckhorn on the North. Economic benefits will ensue with an increase of tourists. There is support from the community and business people for this project

Now hy Weithafen

Dorothy Westhafer, Chairman

June 6, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Dear Commissioner McDonald:

Please consider this letter an expression of my unequivocal support for the West River Connector Trail project. This project is the subject of a Transportation Alternatives Program grant application that will be submitted to the State of New York and the Federal Highway Administration.

The West River Connector Trail is a unique project that on its own merits would add substantial recreational value to the Niagara River Greenway corridor. However, the more overarching goal of this project is its ability to connect two large cities and a myriad of suburban communities in between with a continuous off road trail that will incentivize alternative forms of transportation thereby reducing reliance on the need for motorized vehicles.

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The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with the goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as a number of trail user groups.

In view of the significant benefits this project provides both locally and regionally I strongly recommend approval of this grant application.

Very truly yours,

Sharon M. Smafran

Sharon M. Szafran





A congregation of the United Church of Christ and the Christian Church (Disciples of Christ)

3449 West River Road 

P.O. Box 207 

Grand Island, New York 14072 

(716) 773-1426 Co-pastors: Jon and Catherine Rieley-Goddard

July 11, 2013

Hon. Mary Cooke **Town Supervisor** Town of Grand Island 2255 Baseline Road Grand Island, NY 14072 ATTN: Liz Wilbert

#### **RE:** Niagara Greenway Trail

Dear Supervisor Cooke:

When members of our congregation heard about the possibility of the Niagara Greenway Trail being extended along the West River Parkway from Buckhorn to Beaver Islands, there was unanimous enthusiasm and support for it; several people asked what we might do to help make it possible. We offer this letter in that effort.

We have been working to make our Environmental Sanctuary a place embodying our recognition of and commitment to the "Integrity of Creation" and of alternative and sustainable ways of living on and caring for the Earth. The straw-bale building which we have been constructing lo these many years, our outdoor labyrinth, the geocache site, the square-foot & other gardens, the trails through both our and the adjoining Town land, and even a short access to and patio by the river, our new Little Free Library and tables/benches/chairs are meant to provide a sense of "welcome" to those who would like the opportunity to relax, explore, meditate.

Grand Island has a special status in helping to create ecological awareness and appreciation. We would welcome the opportunity to work with the Town in making the "Buckhorn-to-Beaver Trail" an attractive ecological, community-friendly site.

Sincerely,

font Canhibi

Jon and Cathy Rieley-Goddard **Co-Pastors** 

June 4, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Dear Commissioner McDonald:

Please consider this letter an expression of my unequivocal support for the West River Connector Trail project. This project is the subject of a Transportation Alternatives Program grant application that will be submitted to the State of New York and the Federal Highway Administration.

The West River Connector Trail is a unique project that on its own merits would add substantial recreational value to the Niagara River Greenway corridor. However, the more overarching goal of this project is its ability to connect two large cities and a myriad of suburban communities in between with a continuous off road trail that will incentivize alternative forms of transportation thereby reducing reliance on the need for motorized vehicles.

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The inherent features of the project are also unique. To begin with, the project will be constructed in the mowed grass area between the edge of the West River Parkway and the wooded shoreline along the Niagara River. This is land that was cleared when the parkway was constructed in the 1950's and remains so today. The advantage of this project in addition to its value as an alternative transportation corridor is that it is already publically owned land. The trail will not adversely impact the sensitive natural resources that exist along the course of the Niagara River and it has been specifically designed to avoid sensitive habitat areas, riverine wetlands and productive shallow water habitat. Further, the trail will not interfere with the use of any of the existing vehicle overlooks along the parkway nor will it intrude upon the existing Niagara River viewshed. Essentially, it is one of the few projects that can be built that will have little or no impact on the human environment.

Although the completion of the West River Connector Trail will substantially benefit the residents of Grand Island and its dependent businesses community, it more importantly connects communities throughout the Niagara River Greenway corridor providing an efficient continuous off road trail that promotes human powered forms of travel and reduces dependence on the automobile. The attractiveness of this trail and its anticipated usage by people living or visiting the region will increase the demand for the trail services and amenities thus having a positive economic impact. This trail is the missing link for Western New York and once built it will serve as a major alternative transportation artery connecting municipalities, businesses and residential neighborhoods thus promoting the concept of a unified community.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with the goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as a number of trail user groups.

In view of the significant benefits this project provides both locally and regionally I strongly recommend approval of this grant application.

Joseph a. Marte

Joseph A. Menter

Alice E. Gerard 30 Fieldstone Drive Grand Island, NY 14072

> walkingtouristalice@gmail.com 716.773.1904

> > May 29, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Dear Commissioner McDonald:

Please consider this letter an expression of my unequivocal support for the West River Connector Trail project. This project is the subject of a Transportation Alternatives Program grant application that will be submitted to the State of New York and the Federal Highway Administration.

The West River Connector Trail is a unique project that on its own merits would add substantial recreational value to the Niagara River Greenway corridor. However, the more overarching goal of this project is its ability to connect two large cities and a myriad of suburban communities in between with a continuous off road trail that will incentivize alternative forms of transportation thereby reducing reliance on the need for motorized vehicles.

The trail itself is planned to be eight miles in length and once constructed will link to an existing multi-use alternative transportation network that covers more than a hundred miles. It will connect the cities of Buffalo and Niagara Falls and the communities in between with a trail that can be used by people of all ages engaged in various forms of human powered forms of transportation. Once in place the project will also promote tourism providing visitors with an alternate way to get around Western New York either by walking or bicycling. A safe off road trail will also serve as an incentive to those individuals who would prefer to commute to work using means other than motorized transportation. As a person who does not own a car and who travels everywhere on Grand Island on foot, I greatly appreciate off road trails, such as the one that is proposed. Currently, walking on the west side of Grand Island means walking on West River Road, which is a distance away from the river and does not afford as good a view of the river as the West River expressway, a high speed road that is dangerous for pedestrians.

As an added benefit the project will link Beaver Island State Park, Buckhorn Island State Park and Big Six Mile Creek Marina with a trail network providing individuals and families with a healthy means of travel that in the long run will minimize the use of air polluting forms of transportation. The proposed trail will also connect with Grand Island's Nike Base Park, a passive recreation area with a community golden age center, thus offering our senior citizens the opportunity to access those facilities either by walking or bicycling along the new trail. The inherent features of the project are also unique. To begin with, the project will be constructed in the mowed grass area between the edge of the West River Parkway and the wooded shoreline along the Niagara River. This is land that was cleared when the parkway was constructed in the 1950's and remains so today. The advantage of this project in addition to its value as an alternative transportation corridor is that it is already publically owned land. The trail will not adversely impact the sensitive natural resources that exist along the course of the Niagara River and it has been specifically designed to avoid sensitive habitat areas, riverine wetlands and productive shallow water habitat. Further, the trail will not interfere with the use of any of the existing vehicle overlooks along the parkway nor will it intrude upon the existing Niagara River viewshed. Essentially, it is one of the few projects that can be built that will have little or no impact on the human environment.

Although the completion of the West River Connector Trail will substantially benefit the residents of Grand Island and its dependent business community, it more importantly connects communities throughout the Niagara River Greenway corridor providing an efficient continuous off road trail that promotes human powered forms of travel and reduces dependence on the automobile. The attractiveness of this trail and its anticipated usage by people living or visiting the region will increase the demand for the trail services and amenities thus having a positive economic impact. This trail is the missing link for Western New York and, once built, it will serve as a major alternative transportation artery connecting municipalities, businesses and residential neighborhoods, thus promoting the concept of a unified community.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with the goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as a number of trail user groups.

In view of the significant benefits this project provides, personally, locally, and regionally, I strongly recommend approval of this grant application.

Very truly yours,

Alice E. Gerard

# Mary Cooke

| From:    | Sue Tannehill <stannehill@roadrunner.com></stannehill@roadrunner.com>  |
|----------|--|
| Sent:    | Monday, June 02, 2014 10:27 AM   |
| То:      | Mary Cooke   |
| Subject: | Please fund the completion of the West River Greenway Connection Trail |

Dear Mary,

While I do not live in Grand Island, I love biking, and have enjoyed many of the bike trails in the area. Being able to connect up other bike trails and have more options would be a wonderful thing, and an excellent use of our resources. Thanks, Sue Tannehill University of Buffalo Adjunct

"Let us read and let us dance... two amusements that will never do any harm to the world." Voltaire

5/29/14

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Assistance Program for the West River Connector Trail Project. The West River Connector Trail Project is envisioned as a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island. It will involve the construction of a connector trail between Beaver Island and Buckhorn State Parks on Grand Island, and will run alongside the already existing parkway on the western shore Grand Island shares with the Niagara River. By using primarily pre-cleared land, construction of the connection will be completed with minimal environmental impact and no wetland, woodland or riparian habitats will be affected. Completion of this 8-mile long trail will fill a critical gap in the Niagara River Greenway trail system and provide increased public access to 60 miles of contiguous trails in the Greenway network, as well as access to myriad other local trails and environmental resources.

The completion of this trail will have substantial transportation benefits for the residents of Grand Island and to the businesses and communities along the Niagara River corridor. The West River Parkway is a critical North-South transportation line on the Island, but pedestrians and bicyclists must currently walk on the road in order to use it. By placing a trail in the mowed strip of land between the parkway and the water, New York State will open the parkway to hundreds of residents to use to travel between their homes and businesses and for thousands of yearly visitors to Niagara Falls to access places of business on Grand Island from their campgrounds and hotels. The economic benefits to the Island will be substantial.

The Niagara River Greenway Commission has already designated the West River Trail Project as consistent with the organization's values and the project has support from a wide variety of private citizens, professionals and organizations on Grand Island and in the surrounding area. New York State and the Town of Grand Island are to be commended for their cooperation and attention to the transportation needs of their citizens.

g Hance Besident Junes on Del Traffie Sa Board / Board / Very truly yours

Commissioner McDonald,

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The Niagara River Greenway Commission has already designated the West River Trail Project as consistent with the organization's values and the project has support from a wide variety of private citizens, professionals and organizations on Grand Island and in the surrounding area. New York State and the Town of Grand Island are to be commended for their cooperation and attention to the transportation needs of their citizens.

Very truly yours mall N. Harris

June 2, 2014

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Assistance Program for the West River Connector Trail Project. The West River Connector Trail Project is envisioned as a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island. It will involve the construction of a connector trail between Beaver Island and Buckhorn State Parks on Grand Island, and will run alongside the already existing parkway on the western shore Grand Island shares with the Niagara River. By using primarily pre-cleared land, construction of the connection will be completed with minimal environmental impact and no wetland, woodland or riparian habitats will be affected. Completion of this 8-mile long trail will fill a critical gap in the Niagara River Greenway trail system and provide increased public access to 60 miles of contiguous trails in the Greenway network, as well as access to myriad other local trails and environmental resources.

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Very truly yours,

truly yours, Dorathy Ditner, Rescland Shand Palance Troffice Safaty advisiony Saard

# Mary Cooke

From: Sent: To: Subject: SBirtz@aol.com Tuesday, June 03, 2014 2:23 PM Mary Cooke West River Bike Trail

Dear Mary :

Hello ... just wanted to drop a line to you to formally express my support for the West River Bike trail project. I think that this is a great project and will be useful to both Islanders and others. It is a low environmental impact and high return project and the town of Grand Island should be behind it all the way.

Sincerely

Steve and Trish Birtz

June 6, 2014

Commissioner Joan McDonald NYSDOT Main Office 50 Wolf Road Albany, NY 12232

Dear Commissioner McDonald:

I am writing in support of the West River Connector Trail project. As a member of Grand Island's Parks and Recreation Advisory Board, I can state that the board has endorsed this project completely and has unanimously supported the development of the West River Connector Trail project. A grant application for the Transportation Alternatives grant Program will be submitted to the State of New York and the Federal Highway Administration; the merits of this project would positively affect the Niagara River Greenway corridor, the cities of Buffalo and Niagara Falls, and the surrounding suburban communities. By creating a continuous off road trail that facilitates alternative forms of transportation, we can reduce the reliance on motorized vehicles while positively affecting health and recreation in the Buffalo-Niagara region.

The eight mile trail will connect the existing multi-use trail network that covers more than a hundred miles. The trail has the potential to be used by people of all ages engaged in various forms of human powered forms of transportation. The project will provide visitors and residents alike with walking and biking resources, and a safe off road trail will also serve as an incentive to those individuals who would prefer to commute to work using means other than motorized transportation.

In terms of eco-tourism, the project will link Beaver Island State Park, Buckhorn State Park and Big Six Mile Creek Marina with a trail network providing individuals and families with a healthy means of travel that in the long run will minimize the use of air polluting forms of transportation. The proposed trail will also connect with Grand Island's Nike Base Park, a recreation area with a community golden age center that offers our senior citizens the opportunity to access those facilities either by walking or bicycling along the new trail.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with the goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as a number of trail user groups.

In view of the significant benefits this project provides – both locally and regionally – I strongly recommend approval of this grant application.

Sincerely,

David A. Reilly 2489 Whitehaven Road, Grand Island, 14072 Advisory Board Member, Grand Island Parks & Recreation

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Alternatives Program for the West River Connector Trail Project. The West River Connector Trail Project is a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island.

The West River Connector Trail, on its own merits, would add substantial recreational value to the Niagara River Greenway corridor. However, the main value of this project is its ability to connect two large cities and myriad suburban communities in between with a continuous off-road trail that will enhance the opportunities for alternative forms of transportation that will not rely on the use of motorized vehicles.

The trail itself is planned to be eight miles in length; once constructed, it will link to an existing multi-use alternative transportation network that will cover more than a hundred miles. It will connect the cities of Buffalo and Niagara Falls with a trail that can be used by pedestrian and bicyclists engaged in various forms of non-motorized transportation. Once in place, the project will offer tourists a way to get around Western New York either by walking or bicycling. A safe off-road trail will also serve as an incentive for those who would prefer to get to work using means other than a motorized vehicle. As an added benefit, the project will link Beaver Island State Park, Buckhorn State Park and Big Six Mile Creek State Marina with a trail network providing families with a healthy way of traveling that could eliminate to some degree the use of the air polluting automobile. The proposed trail will also connect with Nike Base Park, which is a passive recreation area, and a community senior center offering our citizens the opportunity to use access these facilities either by walking or bicycling.

The completion of this trail will have substantial transportation benefits for the residents of Grand Island and to the businesses and communities along the Niagara River corridor. The West River Parkway is a critical North-South transportation line on the Island, but pedestrians and bicyclists must currently walk on the road in order to use it. By placing a trail in the mowed strip of land between the parkway and the water, New York State will open the parkway to hundreds of residents to use to travel between their homes and businesses, and for thousands of yearly visitors to Niagara Falls to access places of business on Grand Island from their campgrounds and hotels. The economic benefits to the Island will be substantial.

The Niagara River Greenway Commission has already determined that the proposed West River Connector Trail Project is consistent with goals and objectives of the approved Niagara River Greenway Plan. It has also been endorsed by the Greater Buffalo-Niagara Regional Transportation Council as well as several special interest groups.

In view of the significant benefits this project provides both locally and regionally, I strongly recommend approval of this grant application.

Very truly yours,

MORL Michael O'Neill 3733 W River Rd Gr Island NY 14072

Commissioner McDonald,

Please accept this letter as evidence of my strong support New York State's application to the Transportation Alternatives Program for the West River Connector Trail Project. The West River Connector Trail Project is a unique opportunity for partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Town of Grand Island.

The West River Connector Trail, on its own merits, would add substantial recreational value to the Niagara River Greenway corridor. However, the main value of this project is its ability to connect two large cities and myriad suburban communities in between with a continuous off-road trail that will enhance the opportunities for alternative forms of transportation that will not rely on the use of motorized vehicles.

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Very truly yours,

Claim Petit

Elaine Petit 3733 W River Rd Gr Island NY 14072



# SIGN IN



West River Connector Trail Project

# INFORMATIONAL MEETING DATE: June 3, 2014 4:00 to 8:00 p.m.

\*\*\*\*PLEASE PRINT NAME\*\*\*\* ADDRESS OR EMAIL C GALEZA @Roadrunnen, com Galeza aser Sbirtz & Adr. BOM y finis GRAND ISLAND, NEW YORK 14072 NANCY KILLIAN 1043 Stony Point Grand Island, NY 14072 Loe Menter HRIS ARANIGA 2015 HARVEN RD GI 14072 hale Wer Rol orothalles > MAM ROB. belne & praks, MI. 600 64 Settless Row Grand Island, ner attie Eventrel 3258 East River RJ Grand IS, NY 14072 ee Herbs herbsrlee994 cg mail. com Mary Herbst Diane Evans devans 295@qmail.com GARY RESCH O'REESCH CIGADROVALA. Com calt 14130@qmail.com Carol ALt iLicence @ buffalo. adu ncence -11 rogercook@wnycosh.org



# SIGN IN

West River Connector Trail Project



INFORMATIONAL MEETING DATE: June 3, 2014 4:00 to 8:00 p.m.

ADDRESS OR EMAIL \*\*\*\*PLEASE PRINT NAME\*\*\*\* Iwilberta ad.com Delbert heg medejski GREG. MADEDSKI @ CHAIL. Com Rosalie Madejski IIII WIRiver Rd GI. Michnel Ziolkowski 1701 W. River Rd. GT 14072 Alice Jean Westmoor 5670 E Kiver questinoore @ gmail. on ROGER A, COOK 1515 W. Rwei Rd, 6214072 Dave Reilly 2489 Whitehaven, GI 2489 whilehaven Road, 61. Nicole R. Gerber 113 Crescul Ave., BAD, Larry Brooks Julio Binagera Alvarez Jubie @ ymail.com VALENie Funk Vafzbz @ adl. com JANINA PRZYSTAL - 604 ALT BLUD GRAND ISLACD 3073 LUI RIVER RD Frank F. Greco Diane Goupil 2344 Second St. Lorraine Oclicox 2228 First St. 1212 EastRiver Rd. PaulLeuchnes 775 NColony Rd. Many Stang-Cooke

| COMMENT FORM  | COMMENT FORM  |
|---|---|
| Meeting June 3, 2014 4:00-8:00 pm.  | Meeting June 3, 2014 4:00-8:00 pm.  |
| On a scale of 1 to 5, 1 being least likely, 5 being most likely, please answer the following questions: | On a scale of 1 to 5, 1 being least likely, 5 being most likely, please answer the following questions: |
| I will use the trail to bike or walk instead of using a car.  | I will use the trail to bike or walk instead of using a car.  |
| My business will benefit from the trail.  | $\frac{5}{5}$ My business will benefit from the trail. $\cancel{4}$                                     |
| Comments outside of above questions:  | Comments outside of above questions:  |
| (Busines community will benefit from  | Rep brien safe, help then   |
| a) Park will benefy the enveronment.  | off the road and off the<br>dangewas gresses !!   |
| Name and address or email for future correspondence   | Name and address or email for future correspondence   |
| for status updates on the proposed connector trail:   | for status updates on the proposed connector trail:   |
| Cgaleza @ road runner.com   | でんんん しょうかん しょうしょう こんしん  |
| PLEASE LEAVE COMMENT CARDS IN THE BOX PROVIDED,   | PLEASE LEAVE COMMENT CARDS IN THE BOX PROVIDED,   |
| OR MAIL BY MONDAY, JUNE 9, 2014 to  | OR MAIL BY MONDAY, JUNE 9, 2014 to  |
| Town Board, 2255 Baseline Road, Grand Island, NY 14072  | Town Board, 2255 Baseline Road, Grand Island, NY 14072  |

| PLEASE LEAVE COMMENT CARDS IN THE BOX PROVIDED,<br>OR MAIL BY MONDAY, JUNE 9, 2014 to | larrybrocks_50@msn.com  | Name and address or email for future correspondence<br>for status updates on the proposed connector trail:<br>LOWN BYOCKS | more often.                              | It is a wonderful idea, important ray inal<br>asset, and will result in my visiting CIT | Comments outside of above questions: | I will encourage visitors to enjoy use of the trail.   | My business will benefit from the trail.   | 5 I will use the trail for recreation/exercise/health purposes. | 3 I will use the trail to bike or walk instead of using a car. | On a scale of 1 to 5, 1 being least likely, 5 being most likely, please answer the following questions: | Meeting June 3, 2014 4:00-8:00 pm. |
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| PLEASE LEAVE COMMENT CARDS IN THE BOX PROVIDED,<br>OR MAIL BY MONDAY, JUNE 9, 2014 to | · Catt 14152 @gmail.com | Name and address or email for future correspondence for status updates on the proposed connector trail:                   | talles to company and there is definited | I reade at Breakes Composeds  | Comments outside of above questions: | 5 I will encourage visitors to enjoy use of the trail. | J My business will benefit from the trail. | I will use the trail for recreation/exercise/health purposes.   | H I will use the trail to bike or walk instead of using a car. | On a scale of 1 to 5, 1 being least likely, 5 being most likely, please answer the following questions: | Meeting June 3, 2014 4:00-8:00 pm. |

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| PLEASE LEAVE COMMENT CARDS IN THE BOX PROVIDED,<br>OR MAIL BY MONDAY, JUNE 9, 2014 to<br>Town Board, 2255 Baseline Road, Grand Island, NY 14072 | 15 15 West Knewerld : Karz<br>grant folger, vy 1/072 | Name and address or email for future correspondence for status updates on the proposed connector trail: | welcome & connector to the<br>property 5: The trail | Solan UCC/DC, we would                           | as a requese tative of frocisila        | Comments outside of above questions: | $\checkmark$ I will encourage visitors to enjoy use of the trail. | My business will benefit from the trail.                           | $\sum$ I will use the trail for recreation/exercise/health purposes. | $\checkmark$ I will use the trail to bike or walk instead of using a car. | On a scale of 1 to 5, 1 being least likely, 5 being most likely, please answer the following questions: | Meeting June 3, 2014 4:00-8:00 pm. | COMMENT FORM |
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|---|--|--|--|---|------------------------------------|
| PLEASE LEAVE COMMENT CARDS IN THE BOX PROVIDED,<br>OR MAIL BY MONDAY, JUNE 9, 2014 to<br>Town Board, 2255 Baseline Road, Grand Island, NY 14072 | Name and address or email for future correspondence<br>for status updates on the proposed connector trail:<br>Lee Herbst<br>herbstlee Ggy a gma, /, Com, | Comments outside of above questions:<br>PROVIDE' SAFER BIKING AND WALKING<br>ALONG THE WEST RIVER  | I will use the trail for recreation/exercise/health purposes.<br>$\frac{N}{A}$ My business will benefit from the trail.<br>5 I will encourage visitors to enjoy use of the trail.                        | On a scale of 1 to 5, 1 being least likely, 5 being most likely, please answer the following questions:<br>$\frac{4}{5}$ I will use the trail to bike or walk instead of using a car. | Meeting June 3, 2014 4:00-8:00 pm. |





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My business will benefit from the trail.

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I will encourage visitors to enjoy use of the trail.

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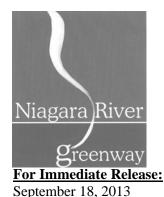
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Town Board, 2255 Baseline Road, Grand Island, NY 14072

OR MAIL BY MONDAY, JUNE 9, 2014 to

PLEASE LEAVE COMMENT CARDS IN THE BOX PROVIDED,



# Niagara River Greenway Commission

Beaver Island State Park 2136 West Oakfield Road Grand Island, New York 14072 www.niagaragreenway.org Rob Belue Executive Director (716) 773-5361 Fax:(716) 773-5392 rob.belue@parks.ny.gov

**Contact: Rob Belue** (716) 773-5361

## Niagara River Greenway Commission Determines Consistency

The Niagara River Greenway Commission is pleased to announce the vote on project consistency as determined by the Commission for the thirty-fifth round of projects submitted to the Greenway Commission.

Projects were submitted on July16, 2013 and the votes were taken today during the regularly scheduled meeting of the Commission. The subjective evaluation of projects was based on the principals, goals and criteria that define the Niagara River Greenway Plan. The following project sponsors and respective projects were determined consistent:

- Niagara River Yacht Club—Shoreline Stabilization & Native Habitat Plantings
- New York State Parks & Town of Grand Island-West River Connector Trail
- Buffalo Lighthouse Assoc.-Buffalo South Entrance Light
- Town of Newfane-Olcott Beach Enhancement

Now that the Niagara River Greenway Commission has issued a finding of consistency with the Niagara River Greenway Plan, project sponsors are responsible for funding arrangements. Funding requests can be made through conventional grant and endowment sources as well as the various greenway standing committees.

The thirty-sixth round of project determinations will be made on November 19, 2013. Those projects will be on the web-site Tuesday, September 24, 2013. Public comment on those projects will be accepted until October31, 2013 and may be submitted at the website, <u>www.niagaragreenway.org</u> or by mail to Niagara River Greenway, 2136 West Oakfield Road, Grand Island, NY 14072. All projects and submission dates for future determinations are also available on the website.

To review the approved Niagara River Greenway Plan and GEIS or to learn more information about the Commission log onto <u>www.niagaragreenway.org</u>. The Niagara River Greenway Commission is a public benefit corporation established by Chapter 460 of the laws of 2004, and charged with the planning and development of a greenway of interconnected parks, river access points and waterfront trails along the Niagara River from Lake Erie to Lake Ontario at the site of the historic Fort Niagara.

The West River Connector Trail is consistent with the Greater Buffalo-Niagara Regional Transportation Council 2040 Metropolitan Transportation Plan, which identifies the following goals for the region:

- Chapter 4: Economic Development The Buffalo-Niagara Region's transportation system will improve the region's economic competitiveness by providing transportation options that will enhance mobility, promote access to jobs, and support sustainable development patterns.
- Chapter 4: Mobility and Accessibility The Buffalo-Niagara Region's transportation system will improve user mobility and accessibility.

Hal Morse, Executive Director for the GBNRTC, has expressed the support of his organization for this project in a letter attached to this application.

The Trail will also meet the priorities of several goals identified in the Town of Grand Island Comprehensive Plan, including:

- Goal 4: Visual Resources: Develop a method to preserve the scenic views of the Niagara River as well as streams and wetlands, identify and preserve scenic places in the town.
- Goal 6: Open Space and Recreation: Encourage the development of diverse recreational facilities, expand the trail/bikeway system, and encourage development of recreational facilities adjacent to the Niagara River.
- Goal 9: Environmental Resources: Protect the Niagara River shoreline and environmentally sensitive wetlands and streams; encourage and/or require dedication of open space in new developments, and protect environmentally sensitive areas.

Lastly, the proposal to establish a multi-use trail along the western perimeter of Grand Island was recognized in the approved Niagara River Greenway Plan (Niagara River Greenway Plan and Final Environmental Impact Statement, Niagara River Greenway Commission, April 4 2007, Figure 16, Niagara River Greenway Multi-Use Trails).

### Access:

The West River Connector Trail design standards will ensure optimal physical and visual access without degrading or otherwise negatively compromising the documented environmental values known to exist on this riverside property. The trail will accommodate the full range of users including children, senior citizens and those with special needs. The project area will meet Americans with Disabilities Act (ADA) design requirements related to width, grade and need for rest areas. The West River Connector Trail will also link up to many other transportation and environmental resources, such as the Nike Base Park and Eco-Island Environmental Facility on the Island and the 177-mile long Conservation Trail connecting Lakes Erie and Ontario.

### Use:

The West River Connector Trail will be multi-use, all-season and make use of already semi-developed land between the West River parkway and the water's edge to minimize environmental impacts. Allowable uses will include: bicycling; walking; running; cross-country skiing; bird-watching; and others. No motorized activities will be allowed. It is anticipated that the trail's primary use will be for alternative transportation of bicyclists and pedestrians along the western side of Grand Island.

### Fees:

No fees will be charged for the use of the West River Connector Trail.

Not Applicable. This Project is not being submitted under Categories 3 or 4.

### **Project Costs:**

Project cost estimates for the West River Connector Trail Project were developed by Jason Gac, Engineer for the Western District of the New York State Office of Parks, Recreation and Historic Preservation (NYS OPRHP) in collaboration with John Whitney, Town Engineer for the Town of Grand Island. They include the following:

| Project Activity     | Quantity   | Unit Cost | Total Cost     | Federal Share  |
|----------------------|------------|-----------|----------------|----------------|
| Excavate and         | 45,300 SY  | \$20.00   | \$906,000.00   | \$906,000.00   |
| Compact Stone        |            |           |                |                |
| Subgrade             |            |           |                |                |
| Asphalt Binder       | 5,500 tons | \$90.00   | \$495,000.00   | \$495,000.00   |
| Course               |            |           |                |                |
| Asphalt Top Course   | 2,600 tons | \$100.00  | \$260,000.00   | \$199,000.00   |
| Restoration          |            |           | \$50,000.00    | \$0.00         |
| Contingency (25% as  |            |           | \$427,750.00   | \$0.00         |
| recommended)         |            |           |                |                |
| Subtotal:            |            |           | \$2,138,750.00 | \$1,600,000.00 |
| Escalation (3%/yr) – |            |           | \$2,337,069.87 | \$0.00         |
| construction planned |            |           |                |                |
| 2017                 |            |           |                |                |
| Engineering, Survey  |            |           | \$128,325.00   | \$0.00         |
| and Archaeological   |            |           |                |                |
| Administration,      |            |           | \$10,000.00    | \$0.00         |
| Audit and Project    |            |           |                |                |
| Sign                 |            |           |                |                |
| Total:               |            |           | \$2,475,394.87 | \$1,600,000.00 |
| Actual:              |            |           | \$2,475,390.00 | \$1,600,000.00 |

Estimates were derived through consultation between the Town of Grand Island and NYS OPRHP Engineering Departments based on each department's experience on previous projects in the Western NY area.

### **Project Funding:**

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) – Western District will serve as the Sponsor for this project and will provide all project funding. Funding for the State OPRHP is delineated in the New York State budget and assigned to districts throughout the state from the Department's central offices in Albany, NY. Funding for the West River Connector Trail will be drawn from the following sources:

- \$900,000 from the NY Power Authority federal relicensing program, guaranteed annually according to regional priorities submitted by Western District Director, Mark Thomas and Deputy General Manager, Ron Peters
- \$1.6 million through NYS Parks New York Works capital program, which is allocated to the District through the OPRHP central offices. The West River Connector Trail Project has already been declared consistent with Greenway funding priorities at a meeting of the Niagara River Greenway Commission (July 16, 2013) and will be immediately declared a funding priority upon execution of the Transportation Alternatives Program contract with the NYS Department of Transportation.

This funding will be available for Sponsor use prior to the start of construction (scheduled 2017) in order to ensure that project costs can be met up-front prior to reimbursement through the NYS DOT.

Please see the attached letter from Western District Deputy General Manager, Ron Peters and District Director, Mark Thomas, detailing project funding commitment from the NYS OPRHP. Please see Attachment G for tentative project schedule.

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) – Western District will serve as the Sponsor for this project. The Western District office is located in Prospect Park in Niagara Falls, NY. Funding for the State OPRHP is delineated in the New York State budget and assigned to districts throughout the state from the Department's central offices in Albany, NY. Funding for the West River Connector Trail will be drawn from the following sources:

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The estimate for the cost of the West River Connector Trail prior to official design is \$2,475,390. The request amount for the West River Trail Project to the Transportation Alternatives Program is \$1.6 million. Local match for the project will ultimately total \$875,390; however, the NYS OPRHP will draw on the above funding sources prior to project implementation (projected 2017) in order to meet the costs of this project prior to reimbursement.

Please see the attached support letter from Mark Thomas, Director of the Western District Office of the NYS OPRHP and Ron Peters, Western District Deputy General Manager, for assurance that this funding will be available. These individuals are responsible for the division of funding in the Western District of NYS OPRHP and are the main points of contact for the West River Connector Trail Project.

The West River Connector Trail Project will be implemented by the Sponsor (New York State Office of Parks, Recreation and Historic Preservation) with the assistance of the Applicant (Town of Grand Island) according to the following schedule:

Transportation Alternatives Program (TAP) Implementation Schedule:

|  | Start Date | End Date |
|--|------------|----------|
|  |            |          |
| TAP Funds Awarded  | 10/2014    |          |
| Project placed on the TIP                                    | 11/2014    | 02/2015  |
| Execute Agreement with NYSDOT                                | 03/2015    | 09/2015  |
| Select and Hire Architect/Engineer                           | 10/2015    | 12/2015  |
| Prepare Design Approval Document (and complete ROW           | 01/2016    | 07/2016  |
| incidental tasks if applicable)                              |            |          |
| Acquire Property (if applicable)                             | N/A        | N/A      |
| Prepare Contract Documents (end date no later than 9/16)     | 08/2016    | 09/2016  |
| Bid and Award Project  | 10/2016    | 12/2016  |
| Construct and Inspect Project (end date no later than 10/19) | 01/2017    | 12/2017  |
| Initiate Project Close-out                                   | 01/2018    |          |

It is the opinion of NYS OPRHP Western District Deputy General Manager, Ron Peters; NYS OPRHP Engineer Jason Gac; and Town of Grand Island Engineer, John Whitney, that construction of and inspection of the trail will require only one construction season. These qualified individuals will serve as contact resources on behalf of the Sponsor and Applicant for any prospective consultants. The NYS OPRHP will oversee development of any bid documents, the execution of agreements and contracts with NYS DOT and consultants and will collect necessary information in response to any questions or developments. The Town of Grand Island will provide assistance throughout the process according to the responsibilities delineated in a Memorandum of Understanding, the draft of which was approved by both Sponsor and Applicant on June 2, 2014.