



Niagara River Greenway Commission

## **Project Funding Proposal**

November 2025



**GObike**

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# Niagara River Greenway Commission

## Consultation and Review Form

Date of Submittal:

11/19/25

Project Registration Number ( office use only ) :

Type of Review Required (please check one):

- ☒ Mandatory Consultation for proposals seeking Greenway Funding  
☐ Voluntary Review and/or Endorsement for proposals not seeking Greenway Funding

### PROJECT SPONSOR INFORMATION

Name:	GObike
Mailing Address:	313 Broadway Ave
State:	New York
Zip Code:	14024
Federal ID#:	
Charities Registration #:	42-59-01

### PROJECT TYPE (Please check only ONE)

- ☐ Trail Development / Improvement ☐ Interpretation / Cultural Monuments  
☐ Ecosystem / Riparian Habitat Restoration ☐ Stewardship  
☒ Niagara River Greenway Placemaking / Public Access / Wayfinding

### FUNDING COMMITTEE

- ☒ Host Community Standing Committee ☐ Ecological Standing Committee  
☐ Buffalo and Erie County Standing Committee ☐ State Parks Standing Committee  
☐ Unsure at this time / N/A

### TOTAL AMOUNT REQUESTED

\$ 50,000.00

### ADDITIONAL FUNDING FROM OTHER SOURCES

Source	Amount
<u>Niagara Area Foundation</u>	<u>\$9,935.00</u>
<u>Western New York Health Foundation</u>	<u>\$25,000.00</u>
<u>GObike Assets</u>	<u>\$27,500.00</u>

**PROJECT INFORMATION**

Project Name:	<u>North End Safety Corridor</u>
Location (include GPS coordinates if possible):	
Project Site Address:	825 Depot Avenue West Niagara Falls, NY 14305
State:	New York
Zip Code:	14305
Minor Civil Division(s):	Niagara Falls
County:	Niagara County
Project Proponent Property Interest (own, lease, easement or other):	City-owned

**AUTHORIZED OFFICIAL**

Name:	<u>Justin Booth</u>
Title:	Executive Director
Business Address:	313 Broadway
State:	New York
Zip Code:	14024
Work Number:	<b>(716) 226-6236</b>
Cell Number:	
E-Mail Address:	justin@gobikebuffalo.org

**PROJECT POINT OF CONTACT**

Name:	<u>Justin Booth</u>
Title:	Executive Director
Organization / Firm:	GObike
Business Address:	313 Broadway
State:	New York
Zip Code:	14024
Work Number:	<b>(716) 226-6236</b>
Cell Number:	
E-Mail Address:	justin@gobikebuffalo.org

# Firm Profile



GObike Buffalo will lead the overall project direction, providing hands-on management at every stage of the proposed implementation process. We are a 501(c)(3) non-profit organization that promotes active mobility options, Complete Street design, trails and greenways, and bicycle education across the Western New York region. Our goal is to ensure public space belongs to all people and accommodates all types of mobility. From our road safety education to our infrastructure planning to our advocacy campaigns, we aim to create a transportation system that supports everyone, everywhere, every way. We recognize that the way we design our communities in turn dictates the way people move; shaping where they can go, what kind of jobs they can access, and ultimately, what kind of lives they may lead. In recognizing this reality, we aim to design a happy, healthy, and connected region where every person is able to get safely and easily where they need and want to go—no matter how they choose to get there.

Formally incorporated in 2010, GObike began serving the community in 2004 as the Buffalo Blue Bicycle workshop, and has since grown into a regional leader in the movement for sustainable, active transportation and community health. GObike has played a major role in creating a more bicycle and pedestrian friendly region over the last decade, advocating for—and directly implementing— a variety of road infrastructure improvements that are always designed in close collaboration with the communities we serve. To create greater consensus for active mobility infrastructure, we have worked with cities, towns, villages, businesses, and schools across Western New York to build support for Complete Street policies, which aim to ensure that road users of all modes are included and considered in the design and construction of new road infrastructure. Through our education programming and community events, we work tirelessly to support and empower bicyclists of all ages, abilities and interest levels. Through these collective efforts, our organization has become a trusted leader in bicycle advocacy, community-based planning, trail and greenway development, and Complete Streets implementation. GObike is a licensed contractor in New York State.

## **Office Contact Information:**

GObike Buffalo

313 Broadway Street

Buffalo, New York 14204

(716) 222-3220 [Note: This is a Google Voice Number]

# Project Narrative

GObike proposes to install a Complete Street safety corridor that serves the Highland neighborhood of Niagara Falls, NY. The proposed corridor will start at D'Amelio Park, run along Garden Ave and 10<sup>th</sup> Street, through the Main Street Murals and end at intersection of Main Street and Depot Ave West. At this intersection are several key amenities, including the Niagara Falls Amtrak Station, Niagara Falls Underground Heritage Museum, as well as a key inlet for the nearby natural resources of the greenway such as DeVeaux Woods, Whirlpool State Park, and the Niagara Gorge trailhead.

Complete Street installations take a multimodal approach to roadway design and safety that considers all users of transportation infrastructure. A street is considered complete if it facilitates the safe movement of users of all ages, abilities, and transportation modes. Elements like curb bump-outs, bike lanes, transit stops, and public art are all examples of potential components that can be used to transform a city street into a Complete Street that makes traveling by foot, bike, or public transit safer, more efficient, and more enjoyable. Our goal is to work with the Highland neighborhood to install a comprehensive Complete Streets Corridor that focuses on increasing safety for pedestrians and cyclists and facilitates access to the Niagara River Greenway. In alignment with the goals, principles and criteria of the Niagara River Greenway Commission, this project is community based, aims to improve access for pedestrians and cyclists, create connections to the NRG trail system, and spark revitalization and renewal in an underserved neighborhood. GObike has the organizational capacity to manage the planning, outreach, design and installation process of the corridor from start to finish, and is currently working to raise and leverage additional funding in order to ensure the long-term viability of the project.

The North End Safety corridor would be one key element of a holistic set of projects that GObike is proposing to implement with and for members of the Highland community. Drawing from a larger pool of funding sources designed to complement and enhance each other, these projects aim to increase safe street connections between the Highland neighborhood and the Niagara River Greenway trail and park system, encourage active mobility options such as walking and biking, and create a more accessible neighborhood—all arising as a shared product of extensive and ongoing community engagement. One such project is a proposed Traffic Garden at a disused lot at the corner of Calumet Ave and Highland Ave, also directly situated within the Highland neighborhood and only a block away from our proposed corridor. Designed as small-scale replica of a streetscape and installed with paint, signage and other temporary materials, Traffic Gardens provide a safe, car-free space for kids and new cyclists to practice essential road-safety skills in a protected environment. Traffic Gardens often also include planters and other beautification elements that allow for these spaces to be a community asset that contributes to the health and well-being for the whole community. GObike is currently collaborating with our municipal/community partner Brian Archie to plan, fund, and install this Traffic Garden, which will allow Highland residents to build an increased sense of comfort and safety on their bikes. The Traffic Garden therefore will also function as a key complementary asset to the proposed North End Safety Corridor, which will create neighborhood streets that are safer and more enjoyable for cyclists of all skill and comfort levels. GObike has designed these projects in the understanding that increasing connections and accessibility for those walking and biking requires a holistic, community-based approach that addresses potential barriers at every stage of a resident's journey. The proposed North End Safety Corridor will play an absolutely essential role in our goal of creating safer pathways between underserved residents in Niagara Falls and their own green space through low-cost, quick-build treatments.

By nature, the temporary materials used for this project will require minimal ongoing maintenance. Installations will be made with epoxy-based street paint that lasts 5-7 years in standard wear conditions, and GObike plans to order extra installation materials so that elements can be replaced when damaged. GObike will work with local partners like Create a Healthier Niagara Falls Collaborative to train workers to provide minor upkeep over the life-span of the project. GObike will also pursue additional capital funding to sustain the project beyond its initial lifespan. GObike has requested funds from the Niagara Area Foundation and the Health Foundation of Western and Central New York Age-Friendly Grant to fund community outreach for this corridor for both youth and seniors in the Highland neighborhood. Finally, GObike is in the process of requesting funds from the Ralph Wilson Jr. Legacy Design and Access Grant to match potential funds from the NRG and increase overall project capacity. GObike plans to leverage \$27,500.00 worth of our own assets by using our in-house equipment and software. See attached budget for current project funding breakdown and more detailed scope (Page 8).

# Project Narrative cont.

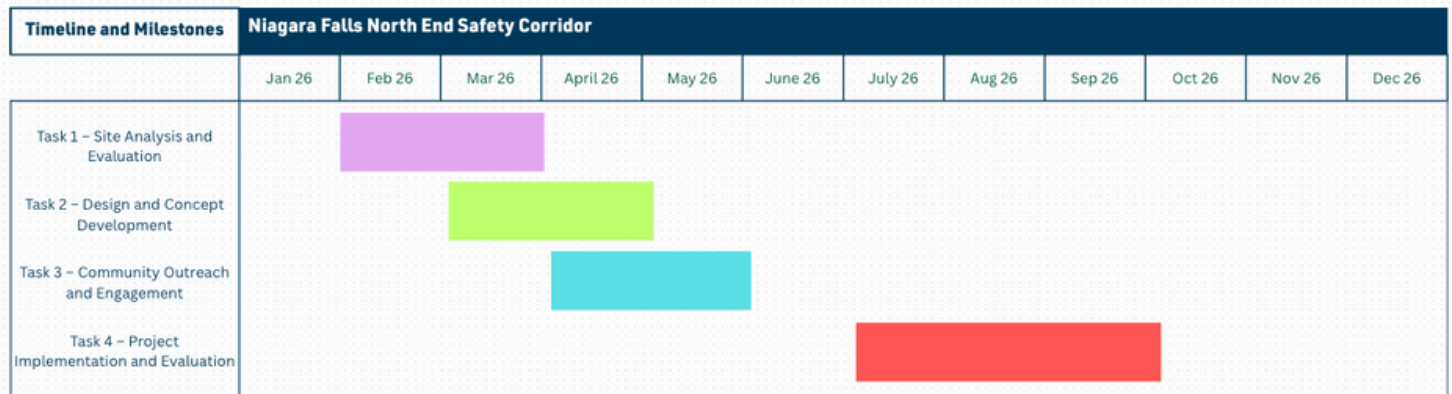
This proposal draws from an existing Niagara Falls Complete Streets Report, compiled by GObike in 2017 and voted into policy by City Council in January 2018(see attached Council Meeting Minutes). We also draw from a Niagara Falls Bike Master Plan that GObike drafted for the City in 2019. Based on substantial community engagement, the Bike Master Plan identifies key targets for improved bicycle and pedestrian infrastructure, and proposes a variety of relevant planning recommendations. GObike collected input via surveys from 233 community members and regional stakeholders, and hosted public meetings at the Niagara Falls Main Street and LaSalle libraries, Niagara Falls Amtrak Station, African Heritage Food Co-Op, Portage Road Transit Center, Black History Month Expo, and Small Black Business Expo. In the community survey, more than half of respondents who rode a bicycle in Niagara Falls reported it was very difficult or difficult to ride a bike currently in Niagara Falls (59%). And streets with no infrastructure were reported as the least comfortable to ride on(compared to those with 'sharrows' or bike lanes). Additionally, there was concerted interest from the community in increasing access to the Niagara River and State Parks.

The proposed corridor is located adjacent to the Centre Ave corridor, which the Bike Master Plan identifies as a key “Community Connector”—a route that would increase connection between the Highland neighborhood and the Niagara River park system/Niagara Scenic Parkway. In conversation with local stakeholders, Garden Ave was chosen because the plan determined it to be a “Neighborhood Greenway” route; it has little existing street infrastructure and crucially it also has low motorized traffic volumes, making it suited for installments that reduce automobile speeds and give bicycle travel greater priority. This makes it an ideal target for a Complete Streets implementation project that meets the priorities expressed by the community, while also ensuring that those on bike or foot are protected from potential speeding cars. See attached Bike Master Plan for more details(Page 17).

Any final design choices will be made in conversation with the local residents and key stakeholders that live along and nearby the proposed corridor. In order to ensure local buy-in and consensus for this particular installation, GObike has requested funds from other local sources to fund community engagement specific to this project. We have requested funds through the Niagara Area Foundation to create a youth-focused engagement process in the North End Neighborhood—designed to offer local kids opportunities to directly inform the design and planning process of potential Complete Street installations in their own neighborhood, as well as get access to tailored community-based bike safety initiatives. We are also in the process of requesting funds from the Health Foundation of Western and Central New York Age-Friendly Grant to implement a similar outreach program with seniors in the neighborhood. The North End neighborhood has a high percentage of both children and seniors, and GObike is committed to ensuring that any and all implementations in the North End are a result of a robust, participatory engagement process in which the needs of the neighborhood guide and inform us at every stage of the project.

All proposed installations are temporary in nature, and according to the State Environmental Quality Review Act, the scope of the project(and past projects similar to this that GObike has installed in the Buffalo/Niagara Falls region) falls under Type II, which are actions that do not significantly impact the environment and are therefore exempt from additional regulatory process.

# Project Timeline



Anticipated Permits: City of Niagara Falls Encroachment Permit

# Proposed Budget

## Niagara Falls— North End Safety Corridor

	Executive Director (\$110/hr)	Planning Manager (\$60/hr)	Communications Director(\$70/hr)	Community Engagement Manager (\$60/hr)	Complete Streets Engineer (\$110/hr)	Laborers (\$35/hr)	Total Hours	Requested from NRG	Requested from Outside Funding	Total Cost	Outside Funding Sources
<b>Planning TASK 1- SITE ANALYSIS &amp; EVALUATION</b>											
1A: Site Analysis - GObike will create a base map of the corridor that identifies existing infrastructure including road surface conditions, sidewalk and pedestrian facilities, bicycle facilities, transit service, parking regulations, transit shelters/stops, and traffic control devices.	4	30	0	2	10		46				
Movision Camera									\$ 12,000.00	\$ 12,000.00	GObike asset
Movision Data Analysis								\$ 4,000.00		\$ 4,000.00	
Personnel Cost Per Task	\$ 440.00	\$ 1,800.00	\$ -	\$ 120.00	\$ 1,100.00			\$ 3,460.00	\$ -	\$ 3,460.00	
<b>Planning TASK 2- PRELIMINARY DESIGN OPTIONS</b>											
2A: Design - Develop up to three (3) preliminary design options for the targeted corridor(s), recognizing that the differing character along the route will play a role in design options that may differ in some areas.	4	15	2	2	50		73				
Remix								\$ 5,000.00	\$ 10,000.00	\$ 15,000.00	GObike asset
Printing								\$ 200.00	\$ -	\$ 200.00	
2B: Evaluation - Evaluate the various preliminary design options described above using evaluation criteria to be developed in coordination with the village and stakeholders. Using the criteria, we will create a matrix that allows us to collectively score the options, helping to inform the decision about a preferred option.	2	20	2	0	2		26				
Personnel Cost Per Task	\$ 660.00	\$ 2,100.00	\$ 280.00	\$ 120.00	\$ 5,720.00			\$ 8,880.00	\$ -	\$ 8,880.00	
<b>Planning TASK 3-COMMUNITY OUTREACH &amp; ENGAGEMENT</b>											
3A: Community Outreach - A robust process to solicit input will be deployed to educate citizens on the project, its goals and to help determine the impact the project will have.	6	20	20	45	2		93				
Youth-Specific Local Outreach and Engagement								\$ 9,935.00	\$ 9,935.00		Niagara Area Foundation
Senior-Specific Local Outreach and Engagement								\$ 25,000.00	\$ 25,000.00		Western New York Health Foundation
Public meetings								\$ -	\$ 500.00	\$ 500.00	GObike asset
Social Media Ads								\$ 600.00	\$ -	\$ 600.00	
Project website and survey								\$ -	\$ 1,000.00	\$ 1,000.00	GObike asset
Printing of signage, mailers, survey materials								\$ 1,000.00	\$ -	\$ 1,000.00	
Personnel Cost Per Task	\$ 660.00	\$ 1,200.00	\$ 1,400.00	\$ 2,700.00	\$ 220.00			\$ 6,180.00	\$ -	\$ 6,180.00	
<b>Construction TASK 4 - PROJECT IMPLEMENTATION</b>											
4A: Project Implementation - GObike will manage the permitting and implementation process in collaboration with the City of Niagara Falls. This will include the purchase and installation of the necessary paint, signage and other traffic control devices to test the approved concept determined through the design process.	8	8	8	10	40	110	184				
Paint								\$ 6,000.00	\$ -	\$ 6,000.00	
Tools & Supplies								\$ 1,000.00	\$ -	\$ 1,000.00	
Equipment (paint sprayer)								\$ -	\$ 4,000.00	\$ 4,000.00	GObike asset
Transportation								\$ 700.00	\$ -	\$ 700.00	
City Permit								\$ 300.00		\$ 300.00	
4B: Evaluation - An analysis of changed individual behaviors for all roadway users will be developed to determine the efficacy of the reconfigured street patterns.	2	3	5	8	8		26				
Personnel Cost Per Task	\$ 1,100.00	\$ 660.00	\$ 890.00	\$ 1,080.00	\$ 5,280.00	\$ 3,850.00		\$ 12,880.00	\$ -	\$ 12,880.00	
<b>Total Hours per Personnel</b>	26	96	37	67	112	50	448				
<b>Total Cost per Personnel</b>	\$2,860.00	\$5,760.00	\$2,590.00	\$4,020.00	\$12,320.00	\$1,750.00		\$ 27,550.00			
<b>TOTAL</b>								\$ 50,000.00	\$ 62,435.00	\$ 112,435.00	

## TOTAL PROJECT FUNDING BREAKDOWN

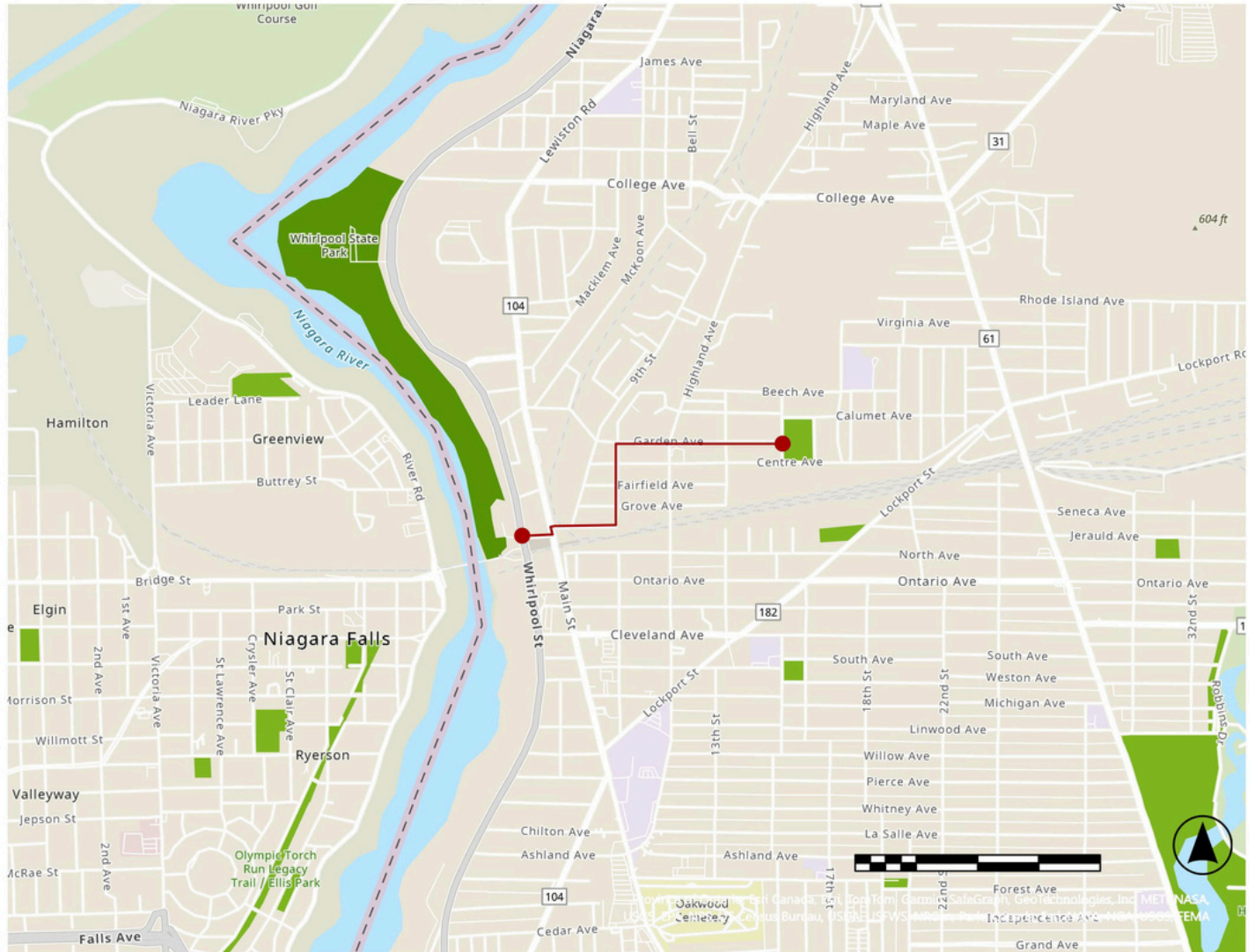
Source	Status (Requesting or Committed)	Amount
Niagara River Greenway	Requesting -	\$50,000.00
Niagara Area Foundation	Requesting -	\$9,935.00
Western New York Health Foundation	Requesting -	\$25,000.00
GObike Assets	Committed -	\$27,500.00
<b>Total Funding</b>		<b>\$112,435.00</b>

\*\* hourly rates calculated to include fringe and benefits, overhead, and admin costs\*\*

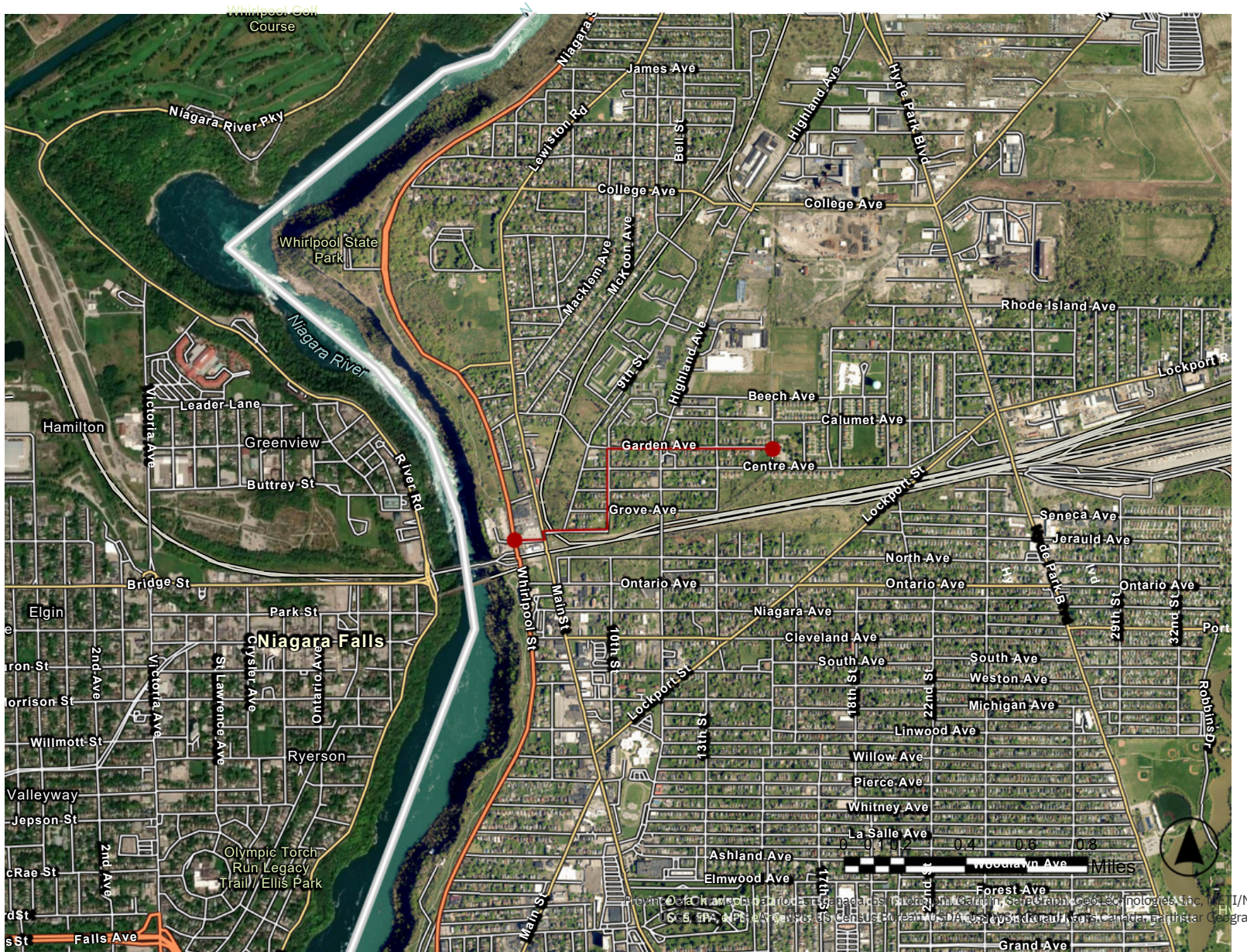
# APPENDIX

# **Attachments**

# Project Site Street Map



# Project Site Satellite Image



# Adoption of Complete Streets Policy

## Niagara Falls City Council Minutes 2018

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BE IT FURTHER RESOLVED, that the following individuals are hereby appointed/reappointed to the City of Niagara Falls Tourism Advisory Board for the term expiring on the date which appears opposite their names:

Adrienne Bedgood Gay Molnar Lisa Vitello Angela Berti Gaellan Baille  
Howie E. Ewing, Jr. Patrick Proctor Christian Printup Roscoe Naguit

	12/31/2018	
	12/31/2018	
	12/30/2018	
	12/31/2018	
	12/31/2018	
	12/31/2018	
Anthony Poletti	12/31/2018	
Andrea Czopp	12/31/2018	
Jeffery Flach	12/31/2018	
Ernest Lucantonio	12/31/2018	
Meghan Ayers	12/31/2018	
Stanley Horab	12/31/2018	
Doug Nickerson	12/31/2018	
Yeas	12/31/2018	5
Nays	12/31/2018	0
	12/31/2018	ADOPTED

RESOLUTION: COMPLETE STREETS POLICY, CREATION, 2018-13  
BY: ALL COUNCIL MEMBERS

#### Agenda Item #17

WHEREAS, a Niagara Falls Complete Streets Policy City of Niagara Falls will improve bicycle and pedestrian friendliness through consistent public realm design standards to revitalized mixed-use neighborhoods, making our city safer and more accessible; and

WHEREAS, the City of Niagara Falls shall plan for, design, construct, operate and maintain appropriate facilities for all transportation users in all new construction, retrofit and reconstruction projects; and

WHEREAS, streets that integrate multiple transportation choices for pedestrians, bicyclists, and transit, with special consideration for children, the elderly and people with disabilities, contribute to the public life of a community, sustainable economic development and efficient movement of people and goods; and

WHEREAS, the City of Niagara Falls shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain all streets to provide a comprehensive and integrated network of facilities for all users of all abilities; and

WHEREAS, any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the Niagara Falls City Council with documentation of the reason for the exception. Exceptions may be made when the project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere; and

WHEREAS, this policy will create a comprehensive, integrated, connected transportation network for the City of Niagara Falls that balances access, mobility, health and safety needs for all residents. Planning, funding, designing, constructing, managing and maintaining a complete multi-modal network, ensures this; and

WHEREAS, it is the intent of this policy to foster partnerships with the State of New York, Niagara County, Niagara Falls School District, citizens, businesses, interest groups and neighborhoods to implement complete streets.

WHEREAS, the City of Niagara Falls shall adapt, develop and adopt departmental policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual.

WHEREAS, the implementation of this policy shall be in the context and character of the surrounding built and natural Niagara Falls while enhancing the appearance of such. In doing so, the City of within Falls shall consider methods of providing development flexibility and safe design parameters such as context-sensitive design solutions to shall attempt to employ all solutions consistent with and sensitive for the context of the project. encourages

WHEREAS, complete Streets should be continuously evaluated streets success and opportunities for improvement sought. This policy users; the regular evaluation and reporting of implementing complete through the following performance measures:

- 0 Increase the share of bicycles, pedestrians and transit
- 0 Crash data;
- 0 Use of new projects by mode;
- 0 Compliments and complaints;
- 0 Increase of pedestrian accommodations built;
- 0 Number of ADA accommodations built;
- 0 Miles of bike lanes/trails built or striped;
- 0 Number of transit accessibility accommodations built;
- 0 Number of street trees planted;
- 0 Number of building permits issued along new complete street;
- 0 Number of exemptions from this policy.

WHEREAS, the City of Niagara Falls shall implement the following steps to ensure successful implementation of complete streets: an

- 0 Advisory Board: The City of Niagara Falls will establish of interdepartmental advisory board to oversee the implementation of this policy. The committee should include members of various the constituencies, including the Niagara Falls City Engineering Department, Niagara Falls Planning and the Niagara Falls Community Department, Department of Public Works, Department of Falls Development, Niagara Falls Police Department, the Niagara School District, the New York State Department of disabled, as well as representatives from bicycling, pedestrian, deemed youth and elderly communities or any other organizations as written relevant. This committee will meet quarterly and provide a and report to the Mayor of Niagara Falls evaluating comprehensive progress will advising on implementation.
- 0 Inventory: The City of Niagara Falls will maintain a bikeway inventory of the pedestrian and bicycle infrastructure and The prioritize projects to eliminate gaps in the sidewalk and and networks. encourage
- 0 Capital Improvement and Maintenance Project Prioritization: Niagara City of Niagara Falls will reevaluate capital improvement the maintenance project prioritization annually to rules, implementation of pedestrian and bicycle improvements.
- 0 Revisions to Existing Plans and Policies: The of Falls will incorporate complete street principles into comprehensive plan, zoning code and other plans and manual, regulations and programs.

Other Plans: The City of Niagara Falls will prepare, implement and maintain a Bicycle and Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Plan.

Storm Water Management: The City of Niagara Falls will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

Staff Training: The City of Niagara Falls will train all pertinent staff on the content of the complete streets principles and best practices for implementing the policy.

Coordination: The City of Niagara Falls will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

Street Manual: The City of Niagara Falls will create and adopt a Complete Streets Design Manual to support implementation of this policy.

Funding: The City of Niagara Falls will actively seek sources of appropriate funding to implement complete streets.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Niagara Falls, New York hereby supports the creation of a Niagara Falls Complete Streets Policy.

Yeas  
Nays

5  
0

ADOPTED

RESOLUTION: NEW YORK STATE HEALTH FOUNDATION, APPLICATION SUPPORT,  
2018-14  
BY: ALL COUNCIL MEMBERS

Agenda Item #18

WHEREAS, the City of Niagara Falls Community Development Department is preparing an application to the New York State Health Foundation to fund the creation and programming of the Hyde Park Inclusionary Play Project and Liberty Park Improvement Project; and

WHEREAS, the New York State Health Foundation is committed not only to making grants, but also to making a difference beyond our grant dollars: informing health care policy and practice, spreading effective programs that work to improve the health system, serving as a convener of health leaders across the State ; and

WHEREAS, both the Hyde and Liberty Park projects would improve the quality of life for local children and families; and

WHEREAS, both projects are designed to offer more family-centric activities in the City of Niagara Falls, consistent with the approved Niagara Falls Parks Master Plan; and

WHEREAS a New York State Health Foundation award would allow for a new and comprehensive level of youth programming, physical education opportunities and parenting workshops in strong partnership with the Niagara Falls City School District, EMPOWER, Niagara University, the Niagara Falls Youth Board and other community stakeholders; and

WHEREAS, both projects were directly supported by the Niagara Falls community through the 2017 Niagara Falls Community Development Participatory Budgeting Process (PB360), and;

WHEREAS, the application to competitive, non-governmental funding sources alleviates the need to use municipal funds for public space improvements.

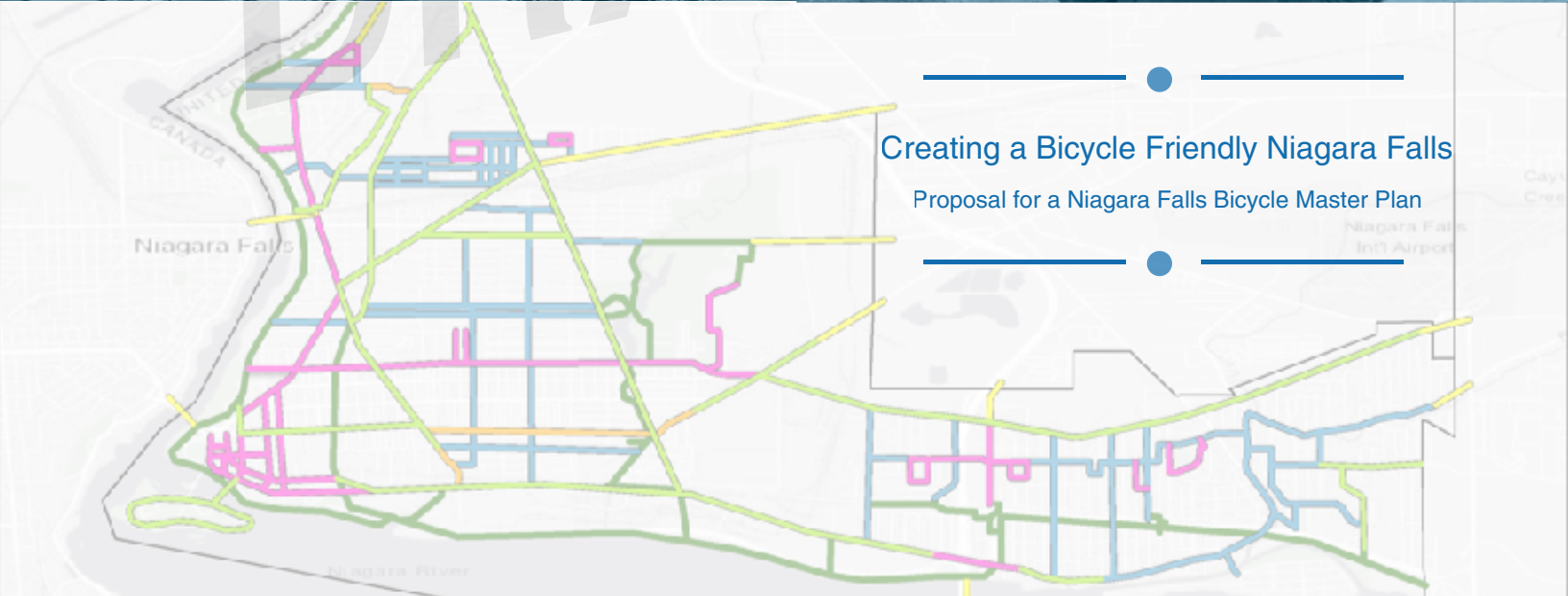
NOW, THEREFORE, BE IT RESOLVED that the City Council of Niagara Falls, New York hereby supports the Niagara Falls Community Development Department's funding application to the New York State Health Foundation.

Yeas  
Nays

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ADOPTED

# Niagara Falls Bike Master Plan



Creating a Bicycle Friendly Niagara Falls  
Proposal for a Niagara Falls Bicycle Master Plan



Empire State  
Development

DRAFT October 2019  
Funded by: The Verizon Media Community Fund at the

Community Foundation for Greater Buffalo

Prepared by:





## A VISION FOR NIAGARA FALLS

The Niagara Falls Bicycle Master Plan envisions a vibrant and welcoming city—one where all residents and visitors can access the global assets and local character of a community reinventing itself for a powerful new future.

A [Bicycle Friendly Niagara Falls](#) builds on the foundations that have supported the community for generations: the neighborhoods, parks, schools, local businesses, and attractions that provide starting points, destinations and experiences that make up the lifeblood of the city.

A [Bicycle Friendly Niagara Falls](#) connects these assets through both welcoming [Greenways](#) along the water and within neighborhoods. A central [Cycle Circuit](#) forms a loop tying the heart of the local business community to the jewel of the city's park system to the tourism mecca downtown. [Community Connectors](#) provide the tributaries and branch lines to fuel these currents, providing the critical mass of energy that makes these core pieces flow day in and day out, year-round.

A [Bicycle Friendly Niagara Falls](#) shows the way to connect the tourism economy with the neighborhoods around the city, providing an infusion of visitor spending while also providing residents with reliable and inexpensive access to jobs in the core.

A [Bicycle Friendly Niagara Falls](#) creates a new framework for thinking about streets as central to the social life of the city. Reimagined [Social Streets](#) and [Neighborhood Greenways](#) will return these places to their position as the city's most important public spaces. Cycling, walking, transit and autos will share these outdoor venues but, like Old Falls Street, people will come first. These streets aren't just for getting from A to B but making an experience of all points in between.

A [Bicycle Friendly Niagara Falls](#) is a people-friendly Niagara Falls. A [Bicycle Friendly Niagara Falls](#) is a resident-friendly Niagara Falls. A [Bicycle Friendly Niagara Falls](#) is a family-friendly Niagara Falls, a know-your-neighbor Niagara Falls; and a there's always-something-new-around-the-corner Niagara Falls; a stay-another-night Niagara Falls; a you-gotta-see-this Niagara Falls.

A [Bicycle Friendly Niagara Falls](#) is an I'm-proud-to-call-this-home Niagara Falls.





Extensive public outreach directly shaped the Bicycle Friendly Niagara Falls plan the bike network.

Members of the public:

- completed 250+ community in-person and online surveys
- attended four public meetings at Niagara Falls Main Street Library, Niagara Falls Amtrak Station, African Heritage Food Co-Op, and Niagara Falls LaSalle Library
- gave input and feedback at multiple public events in every neighborhood in the city
- participated in stakeholder interviews and presentations
- hosted GObike and others in a community-led panel discussion, "Imagining a More Livable Niagara Falls – Exploring Solutions for the Future of the City" at the Niagara Falls Amtrak Station;
- helped develop and implement a pop-up complete streets event at Niagara Street Elementary School and Centre Avenue;
- hosted a Slow Roll Bike Stampede bicycle ride to ride the Cycle Circuit and other elements of the proposed network; and
- completed online and in-person mapping to provide input on where they'd like to see bicycle infrastructure.

### A PLAN BUILT WITH AND FOR THE COMMUNITY

*What kind of city do you want to live in? What kind of city do you want to visit?  
When we ask this question in Niagara Falls, the response is clear.*

**We want a city that is lively, friendly, healthy and vibrant. A city where everyone has easy ready access to the natural beauty, jobs, recreation, education and unique neighborhoods that make this place special.**

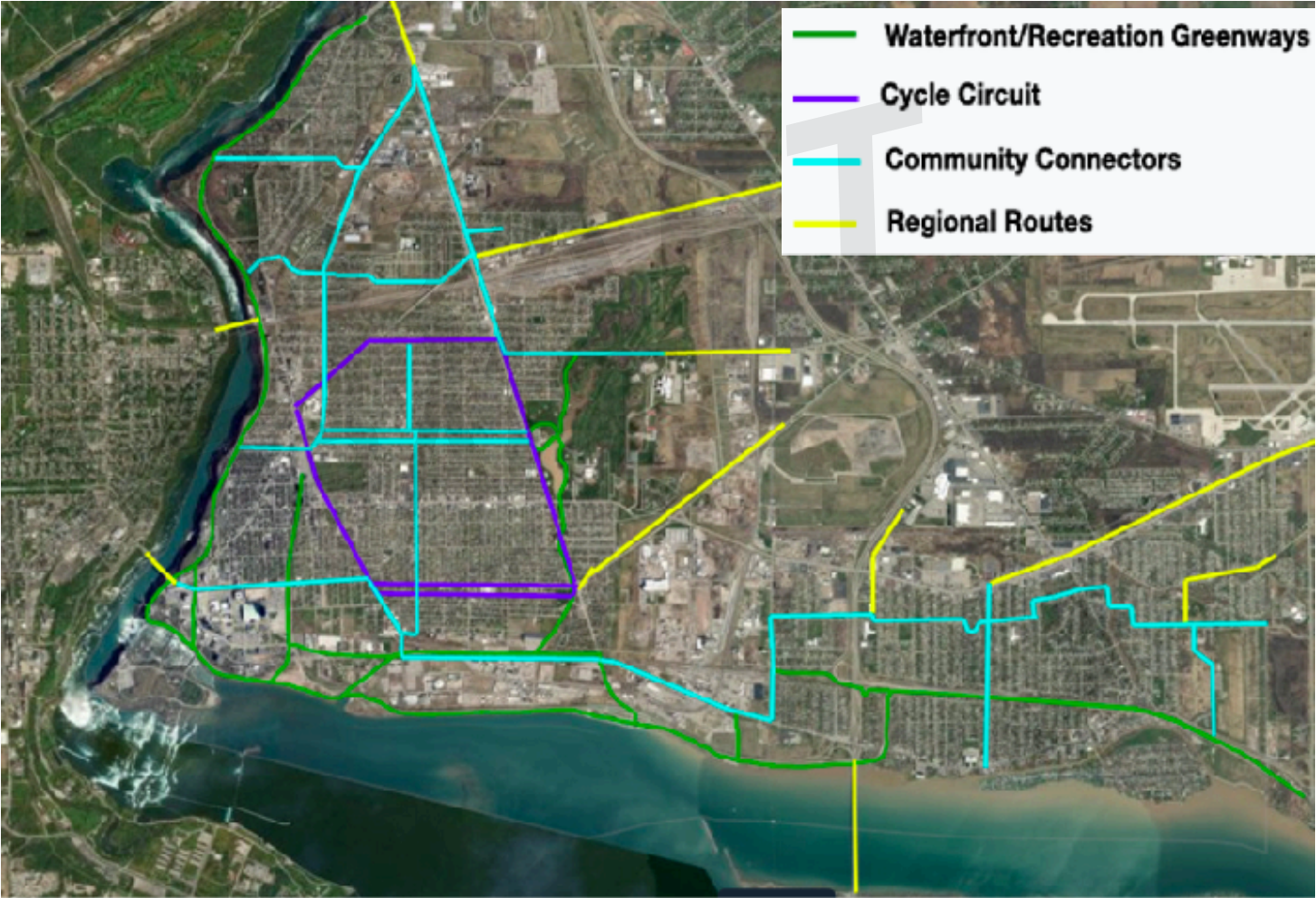
*Through an extensive public outreach, residents of Niagara Falls identified these shared goals to achieve a Bicycle Friendly Niagara falls:*

- **Create connections within Niagara Falls and beyond**
- **Improve quality of life in the city**
- **Increase economic opportunity**
- **Develop a culture that celebrates people-first transportation**
- **Build mutual accountability for safe streets**





Figure 1: Priority Routes





### Priority Routes.

The priority network is divided into four main elements: Waterfront and Recreational Greenways, the Niagara Falls Cycle Circuit, Community Connectors and Regional Routes. Each of these frameworks will offer various facility types and implementation strategies, all of which place an emphasis on protected infrastructure and user comfort.

### Waterfront and Recreational Greenways.

The Niagara River Greenway is the jewel of cycling in the bi-national Niagara Region. With in-progress reconstruction of the Niagara Scenic Parkway, cyclists will be able to enjoy an auto-free 10 mile route between the northern to eastern edges of the City of Niagara Falls. The Niagara River Greenway in the city is the spine of the bicycle network, will be a crucial piece of the Lake Erie to Lake Ontario Greenway, and will be tied directly into the emerging Empire State Trail. Additional waterfront and recreational greenways are envisioned in and around Hyde Park and Gill Creek.

### Niagara Falls Cycle Circuit.

*The heart of the Niagara Falls Bicycle Network is the Niagara Falls Cycle Circuit, the center of a robust system of neighborhood linkages. A high priority bicycle route which circulates people from the Downtown core, to Hyde Park, and into the neighborhoods north and south of the Pine Avenue commercial corridor. The Circuit is anchored by Niagara Boulevard to the north and Falls Street in the south, providing an easy and marketable corridor for residents and visitors to remember.*

### Community Connectors.

*One of the more common community feedback themes received was to ensure resident access to the Niagara River and State Parks by way of the Niagara River Greenway. Residents also wanted to ensure access to parks, schools, shopping districts, transit, and other neighborhoods and towns. Community Connectors provide these linkages from every neighborhood in Niagara Falls on high-priority, high-quality designated cycling routes.*

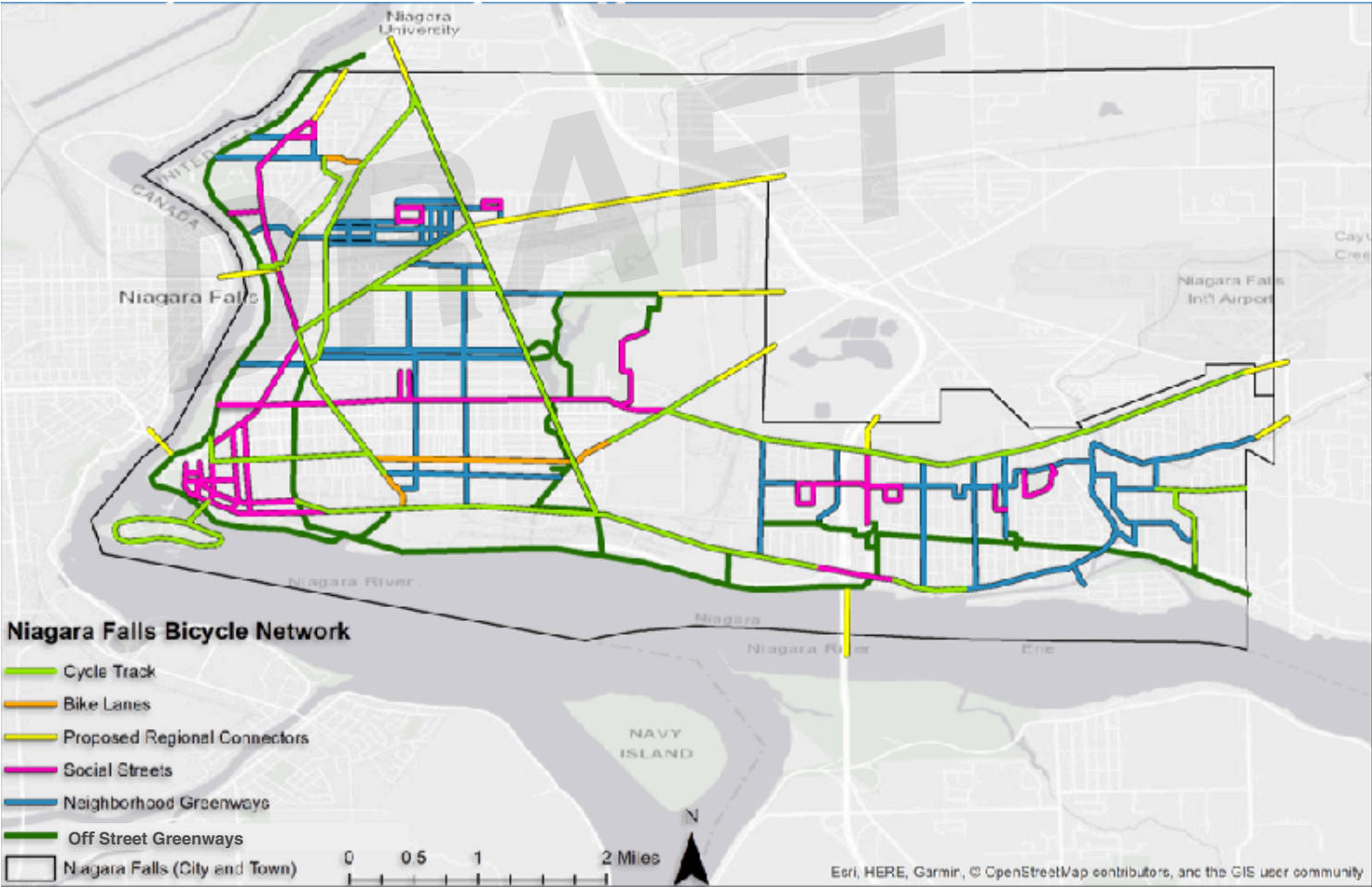
### Regional Routes.

*Regional Routes provide the most direct access to other cities and towns in the region. As these roads will require cooperation from multiple invested partners, it is recommended that these roadways provide the most protected bicycle infrastructure possible given the existing right of way width and conditions. Additionally, the community connectors over the United States and Canadian border should examine operations and policy considerations as well. Stakeholders should continue to work together to ensure cycling (and pedestrian) access that is safe, convenient and comfortable across each international bridge.*





Figure 2: The Complete Network



*\* Regional Routes do not have facility designations, as these lie outside of the scope of this planning process.*





## FACILITY TYPES.

In order to fulfill the community's vision of a Bicycle Friendly Niagara Falls, some cycling facilities will be built from scratch, but most will retrofit existing streets and right of ways. Because of the different opportunities presented by the current infrastructure as well as underutilized land, challenges and constraints in the city, different facility types are recommended for different routes.



**Cycle Track:** provide space to be primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks.



**Social Street:** designed with pedestrians and bicyclists as top priority using speed and volume management, and pedestrian/bike amenities.



**Off Street Greenway:** physically separated from roadways; designed for two way bicycle travel, pedestrians and other non-automotive users.



**Neighborhood Greenway:** low motorized traffic volumes and speeds, designed to give bicycle travel priority.



## Creating a Bicycle Friendly Niagara Falls

**Greenways.** *Off Street Greenways* are also often known as *multi-use trails*. The *Niagara River Greenway* is prime example of this type of facility at its best. These are places that families, kids, older residents and beginners and casual cyclists of all ages feel welcome and comfortable on their bikes. The plan incorporates and builds on this

existing component of a bicycle friendly Niagara Falls. In addition, this plan introduces *Neighborhood Greenways* to Niagara Falls. Also often known as *bicycle boulevards*, these are routes within neighborhoods that calm traffic and prioritize cyclists and pedestrians, so that the same broad cross-section of the population feels welcome and encouraged to ride. Lower speed limits, increased greenery, shortened crossings, curb bump outs, benches and additional infrastructure enhancements improve conditions for non-motorized traffic and neighborhood residents alike.

**Cycle Tracks.** Cycle tracks go beyond painted bicycle lanes to provide greater separation, clarity and protection for cyclists on city streets. Often they are separated from car traffic and pedestrians by curbs, vertical bollards or rubber delineators. Many are also painted green along their length, or at a minimum whenever there is a crossing or conflict with auto traffic. Cycle tracks have been given credit for helping to increase ridership in countries across the country, by bringing a safe a predictable ride experience into even the busiest urban areas.

**Social Streets.** Social Streets aim to put the public back into this public space. By concentrating on placemaking, these streets tame traffic speeds and increase other forms of access. Beyond access, though, these street treatments actually create a new kind of demand; attracting people to visit, to linger and talk, to play, and to support local restaurants and businesses. In areas where pedestrian activity is heaviest, including commercial streets and streets around schools and parks, the concept of a social streets should apply throughout Niagara Falls.

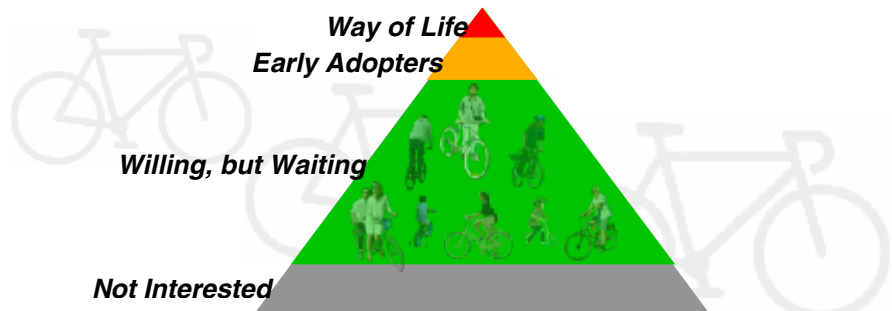
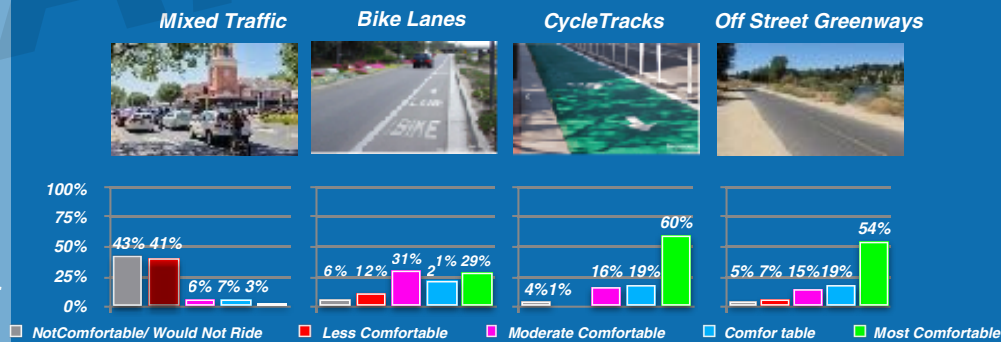


## Niagara Falls New York Bicycle Master Plan

### A ROUTE FOR EVERY RIDER / A RIDER FOR EVERY ROUTE

This plan aims to build a cycling network for every resident. Based on community outreach and best practice research, this plan acknowledges that creating this network means putting an emphasis on greenways, cycle tracks and social streets. These are cycling facilities that are welcoming and inviting to the majority of the population. The map on the preceding pages represents the route types that can be implemented across the city to achieve the vision of a vibrant and connected Niagara Falls. Just as important is creating wayfinding, signage, experiences and resident and visitor knowledge about the routes and destinations available throughout the cycling network.

#### Niagara Falls Resident Survey Responses to Comfort in Various Cycle Facilities



Adapted by GObike from *Four Types of Cyclists* by Roger Geller. Other studies have suggested ~1% of the population — by choice or by necessity — will ride anywhere ("Way of Life"); ~5% will ride if there are conventional bike lanes ("Early Adopters"), and ~60-65% of the population would ride if bicycle facilities separated from auto-traffic existed ("Willing, but Waiting").





## PRIORITY PROJECTS

### Immediate Priorities:

As the Niagara Gorge Corridor Parkway Removal Project comes to completion, ensuring neighborhood connections to the Parkway is a critical immediate step to achieving the goals of a Bicycle Friendly Niagara Falls, as is planning for further connections to neighboring towns and regional assets. The full network of community connectors will be built over time but the following are low cost, immediate term steps that can be taken to improve neighborhood access to the spine of the network:

#### Neighborhood Projects

**Deveaux:** Multiple connections planned with Parkway Removal Project, however, clear and frequent crosswalks and crossing treatments will be necessary to link residents across Whirlpool Street.

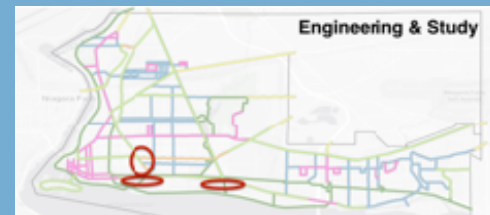
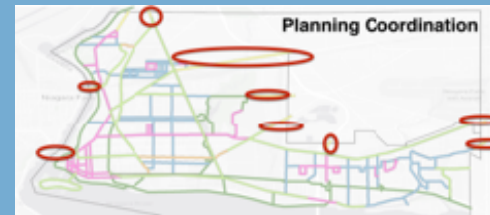
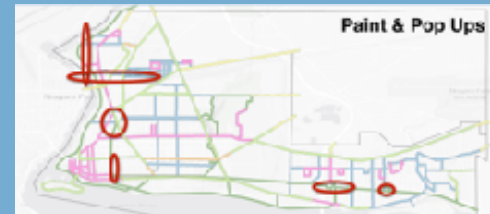
**Downtown:** The gaps in the multi-use path on John Daly Blvd connecting to the waterfront pathways at Niagara Falls State Park can be closed utilizing Quay Street with paint and bollards south of Rainbow Boulevard, while the too-wide radius of the southbound right-turn lane to Rainbow Boulevard can also be closed with paint and bollard to provide a safe terminus to the pathway and a safe crossing of the street. Improved signage downtown can also help connect cyclists to various entrances to the State Park pathway system.

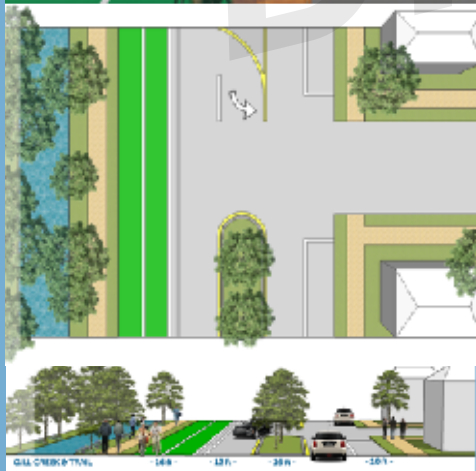
**Highland:** From Highland Avenue, crossings are needed to facilitate movement over the railroad tracks that separate the neighborhood from Deveaux and the greenway. Immediate term priority routes include linkages to Garden Avenue at D'Amelio Park through Chasm Avenue/ Monteagle Street or 9th to Depot and across Main Street at Bath, providing the most direct route with the fewest street reconfigurations and treatments necessary. These efforts should be coordinated with New York State's Downtown Revitalization Initiative to ensure integration with economic development activity and access.

**LaSalle:** A Niagara River Greenway extension is currently under development in the LaSalle Neighborhood. In order to complement this work and expand cycling access to the greenway, low-cost immediate improvements can be made to the existing network of multi-use paths criss-crossing the LaSalle Expressway, including cutting ramps into existing curbs, improved directional signage and painting over existing graffiti with murals or solid colors.

**North of Pine Avenue:** North of Pine Avenue, the largest barrier that exists to the new greenway, are the Portage Road and Main Street crossings. The center of activity where this cluster of roads meets from 11th Street to Lockport Street provides a wealth of amenities, but the current infrastructure is daunting as a pedestrian or cyclist. Pop-up street treatments on 11th and at the Portage Road intersection, sharrows, crosswalks and painted bulb-outs as interim measures on Ashland Avenue, Whitney Avenue and LaSalle Avenue can facilitate ready access to the greenway.

### Short Term Implementation and Next Steps





Hyde Park Boulevard Road Diet—the Niagara Falls Cycle Circuit, including Hyde Park Boulevard, should be a priority network improvement for the next three years.

**South of Pine Avenue:** The hardened infrastructure challenges south of Buffalo Avenue present immediate challenges to opening ready access to the waterfront greenway. For this reason, an emphasis on interim Neighborhood Greenway treatments (sharrows, crosswalks and painted bulb-outs) on 19th Street can provide an easier access to the routes north of Pine Avenue. Emphasis should be placed on feasibility and engineering studies to create a more permeable edge between Buffalo Avenue and the waterfront to the south. Currently, NYS DOT is redesigning Niagara Street west of Portage Road, which will include a cycle track. An additional option for immediate interventions is to plan for extending this cycle track to Portage Road with safe and accessible crossings to both Niagara and Falls streets.

#### Ongoing Initiatives:

**Niagara River Greenway:** Niagara Falls stakeholders across all sectors must remain engaged in the final stages of greenway construction to Findlay Avenue, including ensuring adequate, safe, and attractive connections to the greenway from adjacent neighborhoods, and those neighborhoods proposed to be connected through neighborhood greenways. Additionally, stakeholders should spearhead efforts to complete the connections further north to the city line and Niagara University.

**Regional Routes:** The City of Niagara Falls should ensure it remains heavily engaged in the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) regional bicycle plan, which kicked off in spring 2019. This plan will set the course for regional planning of on- and off-street cycling infrastructure for the two county region, and integration of the connections and routes outlined in the Bicycle Friendly Niagara Falls plan will be critical to ensuring a regional system that works for Niagara Falls residents and visitors. Stakeholders must continue to work with the Niagara Bridge Authority to solve the confusing and incongruent crossing rules and regulations that limit access between the United States and Canada for pedestrians and cyclists. Permitting crossings at the Whirlpool Bridge, and rationalizing expectations and process at the Rainbow Bridge are critical to access for local residents and just as critical for tapping into the potential for cycle tourism. Newly offered regular GOTrain service from Toronto makes this issue more pressing than ever.





### Short-Term Priorities:

While immediate term infrastructure priorities build on the existing Niagara River Greenway, short-term priorities begin to build out critical aspects of the plan: the Niagara Falls Cycle Circuit, Waterfront Greenways and Social Streets.

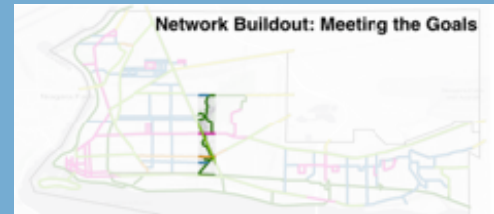
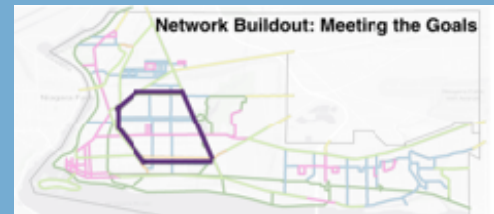
**Niagara Falls Cycle Circuit.** The Niagara Falls Cycle Circuit is key to engaging residents in the downtown tourism industry and drawing tourism into core Niagara Falls neighborhoods and can encourage greater physical activity for Niagara Falls residents, and encourage greater utilization of non-motorized transport to reduce auto traffic at these key trip generators. Currently, pieces of the Circuit are among the most dangerous places to ride in Niagara Falls. These areas, such as Pine Avenue east of Hyde Park Boulevard and the Boulevard itself, should be early targets for intervention, even if they are interim measures. These measures could include 'pop-up' infrastructure to reduce lanes and erect protected bikes lanes and crosswalks while phased redesign of these over built streets can be accomplished. These streets are particularly critical due to the proximity to both Hyde Park and the Niagara Falls High School and its athletic facilities.

**Gill Creek Greenway.** The Gill Creek Greenway has been in the planning stages for a number of years and would expand the existing greenway system and more closely tie the neighborhoods south of Pine Avenue to in-city waterways and Hyde Park. Though there are existing challenges in connecting south to the River's edge, completing the planned portion of the Gill Creek Greenway while planning for proposed connections south of Buffalo Ave are also near term priorities for linking the City to the Niagara River Greenway.

**Social Streets.** Niagara Falls should strive to increase holistic and inviting street usage beyond the downtown tourism core, using opportunities to create short- and medium-term interventions such as parklets, outdoor patios, games, planters, innovative seating, interactive play spaces, and public art on both commercial corridors and school and park adjacent streets. Though major infrastructure overhauls are very expensive and time consuming, day, weekend, week, month or season-long interventions and activities can provide a vision of a vibrant future streetscape for relatively little cost.

### Long-Term Initiatives

Additional planning work will continue to create a Bicycle Friendly Niagara Falls by impacting modes and methods people use to access the city, its neighborhoods and attractions. These planning needs are magnified in a city like Niagara Falls, where the seasonal influx of visitors creates peaks and valleys in demand. Initiatives include transportation demand management, curbside management, and tourist bus management and remote parking. The network provides ample opportunity for return trip routes that connect residents and visitors to a wealth of experiences Niagara Falls has on offer. Working with local tourism and promotion agencies, a series of branded routes should be created and advertised to further connect residents with a cycling lifestyle as well as broaden and deepen the city's tourism potential.





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