

Tonawanda Rail Trail Enhancement Project

**Submitted to
Niagara River Greenway Commission
November 15, 2016**

**Submitted by
Town of Tonawanda, New York**



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Project Registration Number _____

**Niagara River Greenway Commission
Consultation and Review Form**

Type of Review Required: Mandatory Consultation
 Voluntary Review and/or Endorsement

PROJECT SPONSOR INFORMATION

Name: Town of Tonawanda
Mailing Address: 2919 Delaware Avenue, Kenmore
State: New York Zip Code: 14217
Federal ID# 16-6002385 Charities Registration # N/A

PROJECT TYPE

Check all that apply: Environmental Cultural/Heritage Land or Water Public Access
 Cultural Trail Educational/Interpretive
 Waterfront or Land Based Development Signage
 Recreational Other

Project Name: Tonawanda Rail Trail Enhancements
Location: Town of Tonawanda
Site Address: Former rail corridor
State: New York Zip Code: 14223
Minor Civil Division(s): Town of Tonawanda
County: Erie

Project Proponent Property Interest (own, lease, easement or other): _____
Other - Operate and Maintain under agreement with NFTA, City of Tonawanda,
~~Erie County, and National Fuel Gas~~

AUTHORIZED OFFICIAL

Name: Joseph H. Emminger Title: Supervisor
Business Address: 2919 Delaware Avenue, Kenmore
State: New York Zip Code: 14217
Telephone Number: 716-877-8804 Cell Number: N/A
Fax Number: 716-877-1261
E-Mail Address: jemminger@tonawanda.ny.us

PROJECT POINT OF CONTACT

Name: James Jones Title: Town Engineer
Organization/Firm: Town of Tonawanda
Business Address: 2919 Delaware Avenue, Kenmore
State: New York Zip Code: 14217
Telephone Number: 716-877-8805 Cell Number: 716-818-5638
Fax Number: 716-871-8841
E-Mail Address: jjones@tonawanda.ny.us

PROJECT NARRATIVE

Project Summary

Primary construction of the Tonawanda Rails to Trails project was completed in 2016 by Erie County. Constructed on a former railroad corridor owned by the Niagara Frontier Transportation Authority (NFTA), the Town of Tonawanda is responsible for operation and maintenance of the trail and corridor pursuant to a lease agreement between NFTA, Erie County, the City of Tonawanda, and the Town. The Town's responsibility segment is 3.2 miles in length running between Kenmore Avenue to the south and the City of Tonawanda boundary to the north. It connects to the North Buffalo Rail Trail south of Kenmore Avenue and to the Tonawanda Rail Trail segment in the City of Tonawanda.

The Town of Tonawanda seeks funding from the Niagara River Greenway Commission to design and construct twelve entrance/exit connection paths to the trail, enhance existing wetlands and landscaping, improve signage, add various bicycling amenities including bike repair stations, bicycle vending machines, and a bicycle and pedestrian counting device, add trail head parking at Sheridan Drive, and install various forms of public art.

Enhancements will be constructed along the existing trail corridor which includes lands owned by the NFTA, National Grid and Erie County. Letters indicating their support/approval for installation of these improvements are included with this application in Attachment 6.

Connectivity and Accessibility

Connection point planning includes adding twelve 8 foot wide asphalt paths at Parker Boulevard, Chelsea Street, Glenside Avenue, Bering Avenue, Moulton Avenue, Darlington Drive, Stoneleigh Avenue, Highland Avenue, Moore Avenue, Alder Place, Twyla Place and Northwood Drive. Conceptual views of these connections are shown in Attachment 7, Figures 1 thru 34. The approximate overall length of these connections is 1,300 feet. Connections to public streets will include approximately 29 required ADA compliant ramps and required adjacent ADA compliance corrective actions. Each connection point will receive various wayfinding signage and focal landscaping.

The new trail crosses Englewood Avenue at a skew and is in close proximity to intersections of Parker Boulevard. This project also seeks to improve safety with additional pavement marking and signage on Englewood Avenue which is an Erie County highway.

The estimated cost of this activity is approximately \$140,000.

Wetland Enhancement, Landscaping and Signage

Federal wetlands have been identified at various locations along the corridor adjacent to the trail. The Town has met with the U.S. Army Corps of Engineers and Buffalo Riverkeeper and has received public input regarding protection and enhancement of these wetlands. The project seeks to work with these entities and any interested party on plant selections which can be easily added and assimilated into the existing landscaping. Native plant selection and their design and care for sustainability will be required.

In addition, similar native trees and shrubs would be added to enhance the corridor and to support the wetland and wildlife.

Soil excavated for the connection construction will be relocated to create various landscape forms between the trail and Center Avenue. Center Avenue is a town street and is currently just lawn area from Cortland to Aspinwood, approximately 3,600 feet by 40 feet. This space would lend itself well for creative landscape berm construction which would be simple to maintain and provide ground relief and planting opportunities. This area also has greater wind exposure which could be diminished by careful landscaping. Attachment 7, Figures 35 through 37, depict existing vegetation and wetlands.

Small scale signage will be installed at the proposed connections that will be in concert with the trail's existing interpretive signs. A more artistic style street name sign and mile post marker is preferred as well. Adding stylistic markers every tenth of a mile is also desired to help support the town's forthcoming Adopt-A-Trail program. This program will allow various groups, clubs and organizations the chance to further enhance the trail with landscaping, plant maintenance and trash management. Implementation of this program is outside of this project yet is a commentary effort.

The estimated cost of this activity is approximately \$80,000.

Bicycle Amenities and Public Art

The Town proposes to install twenty five bicycle hitches, five bicycle repair stations, two bicycle parts vending machines and one bicycle and pedestrian counting device. These amenities are depicted in Attachment 7, Figures 38-41.

During construction, the contractor used a portion of the NFTA property on the north side of Sheridan Drive as a construction staging. Trail users have been found using nearby business for parking and it would be beneficial to formalize and designate this area as trail head parking. It is midway between the existing lots on the south end and north end of the trail. This location is shown in Figure 42.

Public art opportunities all along the corridor present themselves such as sculptures, business oriented wayfinding totems, Figure 43 and signage. A conceptual sculpture example using old rails and train wheels is shown in Figure 44. The town feels that incorporating local artists and creativity can significantly enhance the trail users experience and community pride.

The estimated cost of this activity is approximately \$70,000 which includes a \$15,000 public art allowance.

Project design and construction inspection is also included and estimated to cost \$40,000.

Supporting the Niagara River Greenway Vision

The Town of Tonawanda's Rails to Trail Enhancement Project will significantly contribute to the fulfillment of the Niagara River Greenway vision. The project will greatly enhance the scenic quality and natural environment adjacent to the trail which bisects the community. Additional connectivity points will improve public access to this recreational amenity while enhanced landscaping and wetland treatments will improve community character and pride in the community. In its current condition, the trail is functional but lacks the enhancements that will entice regional visitors to utilize this recreational amenity and its ultimate connections to various Niagara River Greenway facilities.

Design and construction of the proposed enhancements will insure residents and visitors to Tonawanda will enjoy a more aesthetically pleasing, environmentally sound, and cohesive experience.

Niagara River Greenway Commission Goals, Principles and Criteria

PRINCIPLES

Excellence

The trail enhancement project promotes best practices in design and environmental stewardship. Densely planted trees and indigenous plantings will create a more welcoming environment for pedestrians, cyclists and motorists driving to and through this area. The project will help promote this part of Town as a viable location for investment and make it more attractive for redevelopment.

Sustainability

The Town will work with the U.S. Army Corps of Engineers and Buffalo Riverkeeper to identify plant selections which can be easily added and assimilated into the existing landscaping, including federal wetlands. Buffalo Riverkeeper will assist the Town with preparation of best management practices for the 21 federal jurisdiction wetland areas totaling 2.09 acres identified in the Tonawanda Rail to Trails Wetland Delineation Report. Preference will be given to native plant selection and their design and care for sustainability. In addition, similar native trees and shrubs will be added to enhance the trail corridor and to support the wetland and wildlife.

Soil excavated for connection construction will be relocated to create various landscape forms between the trail and Center Avenue. An existing lawn area will be transformed to a creative landscape berm which will be simple to maintain and provide ground relief and planting opportunities.

Accessibility

Twelve connection paths, totaling 1,300 linear feet and consisting of 8 foot wide asphalt paths, will be constructed at specific points along the 3.2 mile trail to facilitate access to the former trail bed. These access points have been determined by identifying footpaths already worn in the surrounding terrain since the trail's opening earlier this year. These connections to public streets will include approximately 29 required ADA compliant ramps and required adjacent ADA compliance corrective actions. Each connection point will also receive various wayfinding signage and focal landscaping.

Ecological Integrity

Tonawanda presents the "perfect storm" of air quality issues with the concentration of industrial facilities, gas tanks and the Grand Island toll booths on I-190 within a short distance of one another. Urban landscaping improves air quality, creates additional wildlife habitats and restores the integrity of natural resources. Landscaping will contribute to improved air quality, enhance natural habitats and help provide visual balance between the existing built environment and the inherent beauty of the off-road trail. Installation of native plantings along the trail corridor will help offset greenhouse gases.

Public Well-Being

The project will provide improved physical and visual access to the project area, enhancing public well-being. Improved access will enhance recreational opportunities, resulting in increased opportunities to pursue well-being and physical fitness. Similarly, the introduction of sustainable plantings are a simple yet effective community building tool that will provide environmental and aesthetic benefits.

Connectivity

The Tonawanda Rail Trail connects to the North Buffalo Rail Trail south of Kenmore Avenue and to the Tonawanda Rail Trail segment in the City of Tonawanda. Currently there are 11 access points to the trail: Kenmore Avenue, Englewood Avenue, Cortland Avenue, Cable Street, Harrison Avenue, Aspinwood Place, Sheridan Drive, Belmont Avenue, Brighton Road, Colvin Woods Parkway and O'Hara High School. This project proposes to establish twelve more access points, to be located at: Parker Boulevard, Chelsea Street, Glenside Avenue, Bering Avenue, Moulton Avenue, Darlington Drive, Stoneleigh Avenue, Highland Avenue, Moore Avenue, Alder Place, Twyla Place and Northwood Drive. The additional connections will reduce the need for trail users to travel by automobile to an existing access point. The additional connections will include approximately 29 required ADA compliant ramps and required adjacent ADA compliance corrective actions. The trail links users to a host of other recreation amenities including Lincoln Park, Kenney Field, the Ken-Ton YMCA and Cardinal O'Hara High School.

Restoration

The project will include plantings which can be easily added and assimilated into the existing landscaping. Native plant selection and their design and care for sustainability will be required. Similarly, native trees and shrubs will be added to enhance the trail corridor and to support the

wetlands and wildlife. Plantings will restore the beauty of the former Tonawanda rail corridor, providing environmental and aesthetic enhancements for residents and visitors.

Authenticity

The project will restore natural conditions and ecological resources to an area long overburdened by the built environment. The screening that landscaping will provide over time will enhance the health and vitality of the trail corridor and adjacent neighborhoods.

Celebration

The Tonawanda Rail Trail has been overwhelmingly accepted and celebrated by the community. This project will produce additional vibrancy and community pride in an area that was formerly isolated from other activity centers within the Town. The proposed project includes funding for public art installations that will capture and memorialize the community's celebration of the trail as part of the Niagara River Greenway system.

Partnerships

This project will allow the Town to build upon existing public-private partnerships and inter-agency collaboration. The Tonawanda Rail Trail was constructed as a cooperative project between the NFTA as landowner, Erie County as the developer, and the Town of Tonawanda as the entity to operate and maintain the trail. The proposed project will again involve these entities in their original roles with the exception of Erie County who now joins the list of landowners, having jurisdiction over the proposed pavement marking and signage improvements on Englewood Avenue. The Town of Tonawanda will serve as the developer and will continue to operate and maintain the enhanced trail following completion of the project. National Fuel Gas will join the list of partners as landowners. The Buffalo Riverkeeper and U.S. Army Corps of Engineers will provide input regarding wetland enhancement and sustainable native plantings.

The project also presents future opportunities to engage and expand relationships with private organizations. Triad Recycle and Energy will provide recycled shingles as an additive to be used in the paving process. Markers will be installed every tenth of a mile to help support the Town's forthcoming Adopt-A-Trail program. This program will allow various groups, clubs and organizations the chance to further enhance the trail with landscaping, plant maintenance and trash management. Implementation of this program is outside the scope of this project yet is a commentary effort.

Community Based

The proposed project originated from community based input in conjunction with the Town of Tonawanda 2014 Comprehensive Plan Update. A variety of methods were utilized to solicit input for the Comprehensive Plan Update including public meetings, stakeholders' focus meetings with representatives from agencies and organizations, comment forms for the submittal of written comments, an internet website, and news articles and press releases. As is clearly documented in the Plan, trails are an important element of community life in Tonawanda.

Further, the Town of Tonawanda established a Complete Streets Committee in 2015 which was tasked with coordinating opportunities to advocate and enhance non-discriminating transportation choices, promote walkability and bikeability and improve public spaces.

Increasing the connectivity and enhancing the Tonawanda Rail Trail is consistent with the Town Comprehensive Plan Update and the Complete Streets policies.

GOALS

Improve Access

Approximately 1,300 linear feet of trail access connections at twelve locations will improve access to the trail bed. As a companion to the new pathways leading to the trail, approximately 29 ADA compliant ramps and required adjacent ADA compliance correction actions will be constructed. These enhancements will greatly improve public access to the trail, including access for persons with handicapping conditions. Additionally, a trail head parking area will be constructed on the north side of Sheridan Drive, midway between the existing lots of the sound and north ends of the trail. The additional parking lot will accommodate trail users who travel from regional locations to utilize the trail.

Make Connections

The Tonawanda Rail Trail connects the Shoreline Trail/Riverwalk with the Canalway Trail. Additional physical connections will be made in the form of twelve new access connections and a trail head parking lot. Visual connections will be made via the installation of new signage and public art. Smaller scale signage will be installed to direct users to trail access points. As a companion to the trail signage, a more artistic style street name sign and mile post marker will be installed, resulting in a visually cohesive signage system that allows trail users to make visual connection to the trail. Stylistic markers will be installed every tenth of a mile for use in the Town's impending Adopt-A-Trail program. Similarly, public art opportunities, including sculptures and business oriented wayfinding totems, will assist trail users to make connections to the community and to businesses located adjacent to the trail.

Protect and Restore Environmental Systems

The project sponsor will work with the U.S. Army Corps of Engineers and the Buffalo Riverkeeper to enhance adjacent wetlands, open areas, and the rail corridor. Plantings will be added and assimilated into the existing landscape. Care will be taken to select native plant species with attention to sustainability. These plantings, including native trees and shrubs, will enhance the trail corridor and to support the wetlands and wildlife. Plantings will restore the beauty of Tonawanda rail corridor, providing environmental and aesthetic enhancements for residents and visitors.

Spark Revitalization and Renewal

The trail bisects the Town of Tonawanda, providing an off-road link that did not previously exist to neighborhoods and various destinations. New linkages to the neighborhoods and various destinations open new possibilities for development and renewed exploration of existing developments not for community residents but also for visitors looking for a new way to explore Niagara region via the Niagara Greenway. The additional signage will help direct those looking to discover the areas.

Well landscaped corridors and properties communicate that the area is well cared for and worthy of investment. This project will provide an opportunity to enhance visual appeal. The trail and

pending enhancements will serve as a highly noticeable sign of investment in community revitalization and renewal.

Promote Long Term Sustainability

The project supports sustainability and environmental improvement efforts already underway in the Town. E3—Economy, Energy, and Environment is a coordinated federal and local voluntary technical assistance initiative that helps communities work in conjunction with their manufacturing base to adapt and thrive in a new business era focused on sustainability while using green technology. The Town of Tonawanda is one of only thirty E3 communities in the nation and the only one in New York State. As such, the Town is committed to the implementation of projects that will promote long term sustainability. This project will review past and current plans through a lens of sustainability, incorporating the use of native plantings when feasible.

Extend the Legacy of Frederic Law Olmsted

Frederick Law Olmsted believed that landscapes have a strong impact on the human experience. This project embodies Olmsted's passions for natural landscape and the plans developed through this project will respect his design principles. The project will enhance the Niagara River Greenway's ascetics by preserving "green space" in landscaping as outlined in the National Association of Olmstead Parks mission statement. The project will include planting new landscaping, will enhance the natural landscape, restore environmental systems, and improve bird and small animal habitats. Revitalization of the landscaping will promote Olmstead's aspiration to preserve areas of natural beauty within urban settings.

Celebrate History and Heritage

Greening the area corridors is a fundamental celebration of the River's natural beauty and its history, including the original Erie Canalway. The project will result in a more natural and inviting landscape adjacent to the trail as part of the Niagara Greenway.

CRITERIA

Priority Status

The project has long been identified as a community priority. Extensive community support and the need for the project is included in the adopted 2014 Town Comprehensive Plan Update.

Focus Area

The project area consists of the Tonawanda Rail Trail between the City of Buffalo and the City of Tonawanda. The entire project location falls within the Niagara Greenway boundaries.

Environmental Soundness

Trees and landscaping will provide positive environmental contributions. When planted in large enough quantities, trees can have a meaningful role in reducing greenhouse gases and improving air quality. Installation of plantings along the trail corridor will help alleviate the effects of greenhouse gases resulting in: temperature reduction and other microclimatic effects, removal of

air pollutants, emission of volatile organic compounds and tree maintenance emissions, and energy effects on buildings. Relocation of excavated soil necessary to create new trail connections will be used to construct a berm adjacent to the trail, reducing soil trucking distances and diesel emissions. This project would help support the Town's ongoing and multi-faceted efforts to improve air quality in the community.

Implementable

The Tonawanda Town Board has shown their full commitment to the project as evidenced by the accompanying resolution. As the local sponsor for the project, the Town will spearhead efforts to complete the project in a timely manner. The Town will issue a Request for Proposals for professional services to prepare plans and specifications for construction and to provide assistance during construction in April 2017 with an anticipated contract award in May 2017. Design will be completed by July 2017 and the project will be put out for public bid with award of the construction contract in August. Construction will commence in September 2017 and be completed by September 2018.

Economic Viability

Enhancing the public realm in this area will enhance the climate for private investment. Enhancing the trail corridor will help demonstrate financial commitment and encourage private investment in this area.

Availability of Local Sponsor or Partner

Town of Tonawanda staff will be assigned to serve as support staff for the project. Town facilities will be made available for meetings and community forums necessary to advance the project.

Ability to Match or Leverage Funds

The Town of Tonawanda has committed in-kind services valued at \$20,500 toward this project including \$9,000 of the Town Engineer's time for project management, labor valued at \$6,000 to install the various plantings, \$4,000 for grant and vendor contract administration, and \$1,500 in annual operating and maintenance costs. In the future, the Town intends to solicit support for an Adopt-a-Trail program, offering businesses and clubs opportunities to supplement Town maintenance efforts.

Consideration of Other Planning Efforts

The project is consistent with the Town's 2014 Updated Comprehensive Plan. Relevant portions of the Plan are included with this application in Attachment 4.

Clear Benefits

The project will be an important part of the Town's efforts to create a better Tonawanda. In addition to complimenting the natural beauty of the Niagara Greenway, the project will:

- enhance environmental conditions;
- support the Town's sustainability initiatives;
- improve community character; and
- create a better climate for future investment along the Niagara River Greenway.

BUDGET

The Town of Tonawanda is seeking \$330,000 from the Niagara Greenway Commission for this project. The Town will contribute in-kind services valued at \$20,500 including project management, labor and equipment necessary for installation of plantings, grant and contract administration, and yearly operation and maintenance.

	Grant Request	In-Kind
Planning	\$40,000	\$9,000
Includes professional architect/engineer to design project and conduct construction inspection.		
Construction		
Includes materials and labor as follows:	\$290,000	
Connectivity and Accessibility	\$140,000	
Wetlands, Landscaping, Signage	\$80,000	
Bicycle Amenities and Public Art	\$70,000	
Acquisition	\$ 0	
Administration	\$ 0	\$4,000
Operation and Maintenance/Year	<u>\$ 0</u>	<u>\$1,500</u>
 Total Project Cost	 \$330,000	 \$20,500

COMMUNITY AND GOVERNMENT SUPPORT/INCLUSION IN PLANNING DOCUMENTS

Reference to the Tonawanda Rails to Trails project and need for enhancements is an overriding theme throughout the 2014 Town of Tonawanda Comprehensive Plan Update. Numerous references are made to the need for the project and its resulting benefits. Highlighted pertinent portions of the document and adopting resolution are included with this application as Attachment 4.

Letters of support from a multitude of individuals and organizations are included in Attachment 5.

Community support for the trail project has been overwhelming. The project is included in discussions as part of the Town's Complete Streets initiative. The Complete Streets Committee meets monthly and discussions are captured in the meeting minutes. The Town conducted a public survey in 2016 that identified significant public support for the creation of additional trails and trail amenities in the Town. The Tonawanda Rail Trail ribbon cutting ceremony was held on August 11, 2016 and was captured and posted on Facebook that day. The Town Supervisor reported on the event at the Town Board meeting on August 15, 2016. Buffalo News articles chronicling the construction and opening of the trail are also included in Attachment 5.

The project will be developed, operated and maintained by the Town of Tonawanda. The Buffalo Riverkeeper and U.S. Army Corps of Engineers will lend support regarding plant selection and wetland enhancement. Artist(s) will be commissioned to create sculptures for installation along the trail. A design consultant will be retained to design the enhancements and inspect during construction. A vendor(s) will be retained to furnish and construct/install the enhancements. The Town will provide support staff, in-kind labor and meeting space as necessary.

ENVIRONMENTAL SETTING/SEQR COMPLIANCE

The land upon which the project will be implemented is owned by the NFTA, National Fuel Gas and Erie County. Letters attesting to their approval and support for the project are included in Attachment 6. Construction of the original trail is captured in an agreement between the Town of Tonawanda, NFTA, Erie County and the City of Tonawanda. It is envisioned that this document will be amended to include the scope of the enhancement project. A copy of the executed agreement is also included in Attachment 6.

The project will be subject to SEQR and the Town of Tonawanda will serve as lead agency. It is anticipated the project will be designated a Type I with a Negative Declaration. The Type I designation is expected due to the permit required from Erie County to conduct work in their Right-of-Way on Englewood.

The project includes enhancement of 21 existing federal wetland areas totaling 2.09 acres as identified in the Tonawanda Rail to Trails Wetland Delineation Report. Enhancements will include plantings of native species with emphasis toward sustainability.

Photographs and conceptual plans, keyed to an overall map, are included in Attachment 7.

ATTACHMENT 1

Authorizing Resolution



RESOLUTION 2016-650

Approve and Authorize the Supervisor to Execute all Documents Pertaining to a grant from the Niagara River Greenway Commission to Design and Implement Enhancements to the Tonawanda Rails to Trails Project in Conjunction with Job 2665.1 and, Authorize Grantmakers Advantage, Inc. to Prepare Said Application.

WHEREAS: The Town of Tonawanda is responsible for operation and maintenance of the Tonawanda Rails to Trails project, and

WHEREAS: The trail has been overwhelmingly received by the public since opening earlier this year, and

WHEREAS: The Town has identified various enhancements that would improve access to the trail and the trail user's experience, and

WHEREAS: Funding is needed for design and implementation to facilitate the Tonawanda Rails to Trails Enhancement Project, Job 2665.1,

NOW, THEREFORE BE IT RESOLVED, that Grantmakers Advantage, Inc., the Town's grant consultants, be authorized and directed to complete the necessary application, forms, etc. to be submitted to the Niagara River Greenway Commission for the purpose of securing this grant, and

BE IT FURTHER RESOLVED, that the Supervisor be and hereby is authorized and directed to execute all documents pertaining to the application and acquisition of said funding.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	John Bargnesi, Councilman
SECONDER:	William Conrad, Councilman
AYES:	Emminger, Bargnesi, Chimera, Conrad, Crangle

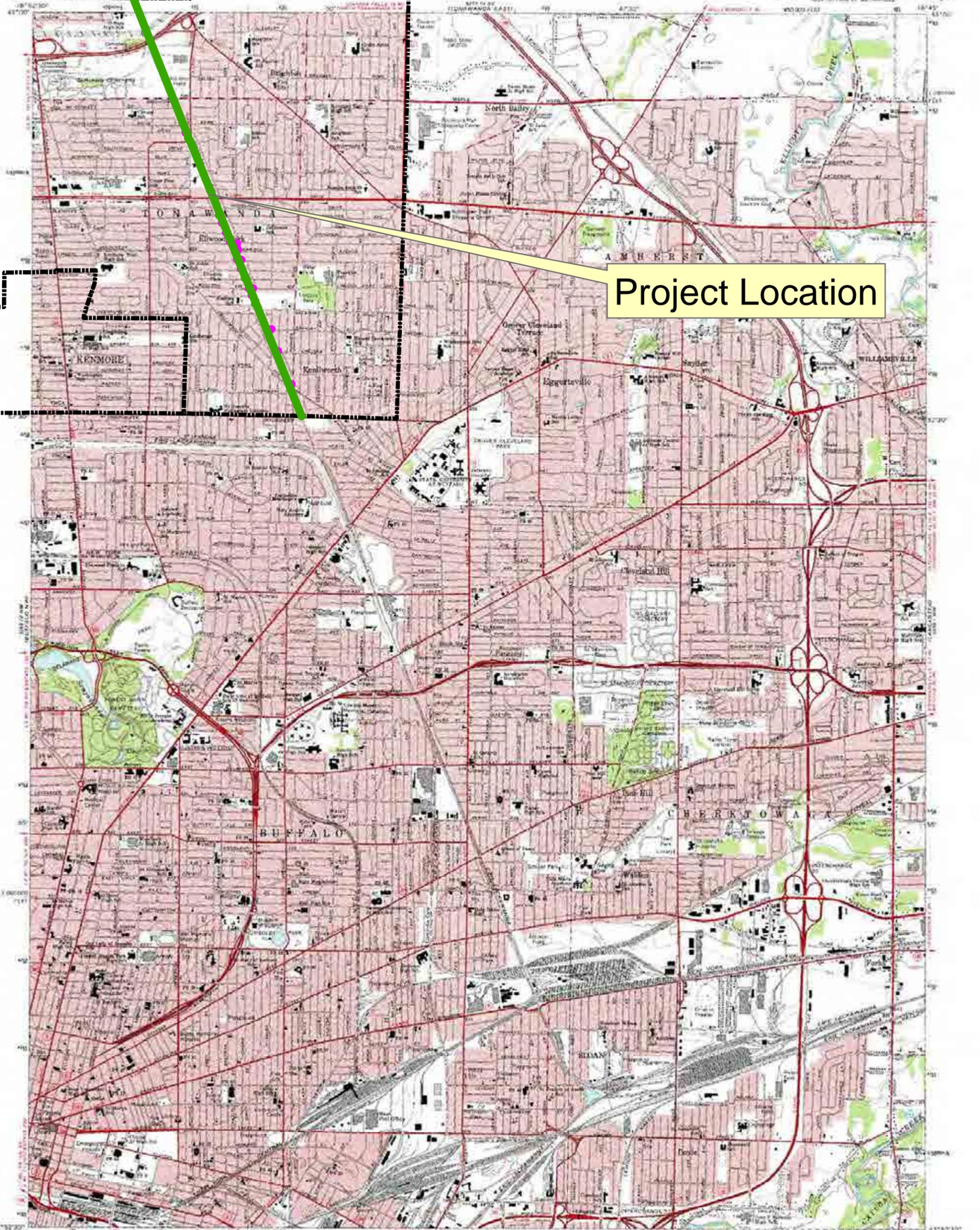
I do certify that I have compared the foregoing with the original minutes of the regular meeting of the Town Board held on October 31, 2016 and that the foregoing is a true and correct transcript from said original minutes and the whole thereof, and that the resolutions duly adopted by said Town Board are on file in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the said Town of Tonawanda, Erie County, New York, this 1st day of November, 2016.

Marguerite Greco, Town Clerk
Town of Tonawanda, NY

ATTACHMENT 2

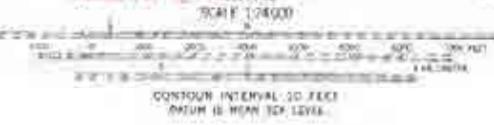
Quadrangle Map



Project Location

Mapped, edited, and published by the Geological Survey
in cooperation with the New York Department of Public Works
Control by USGS, USGS/USCE, and U.S. Lake Survey
Materials compiled by U.S. Corps of Engineers from
aerial photographs taken 1942. Topography by
photostereoscopy 1944. Revised 1965.
Religious projection, 1907 North American datum
10,000 foot grid based on New York addressable system, west zone
1000 meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue
Red tint indicates areas in which only landmark buildings are shown

UTM GRID AND 1983 MAGNETIC NORTH
DEVIATION AT CENTER OF SHEET



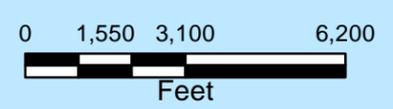
ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Historic or scenic
Access Road	U.S. Route
	State Road

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

BUFFALO NE, N. Y.
NE 1/4 BUFFALO NE QUADRANGLE
N4258.9-W7845.7.5
1965
AMS 5269 IV NE-SERIES V821



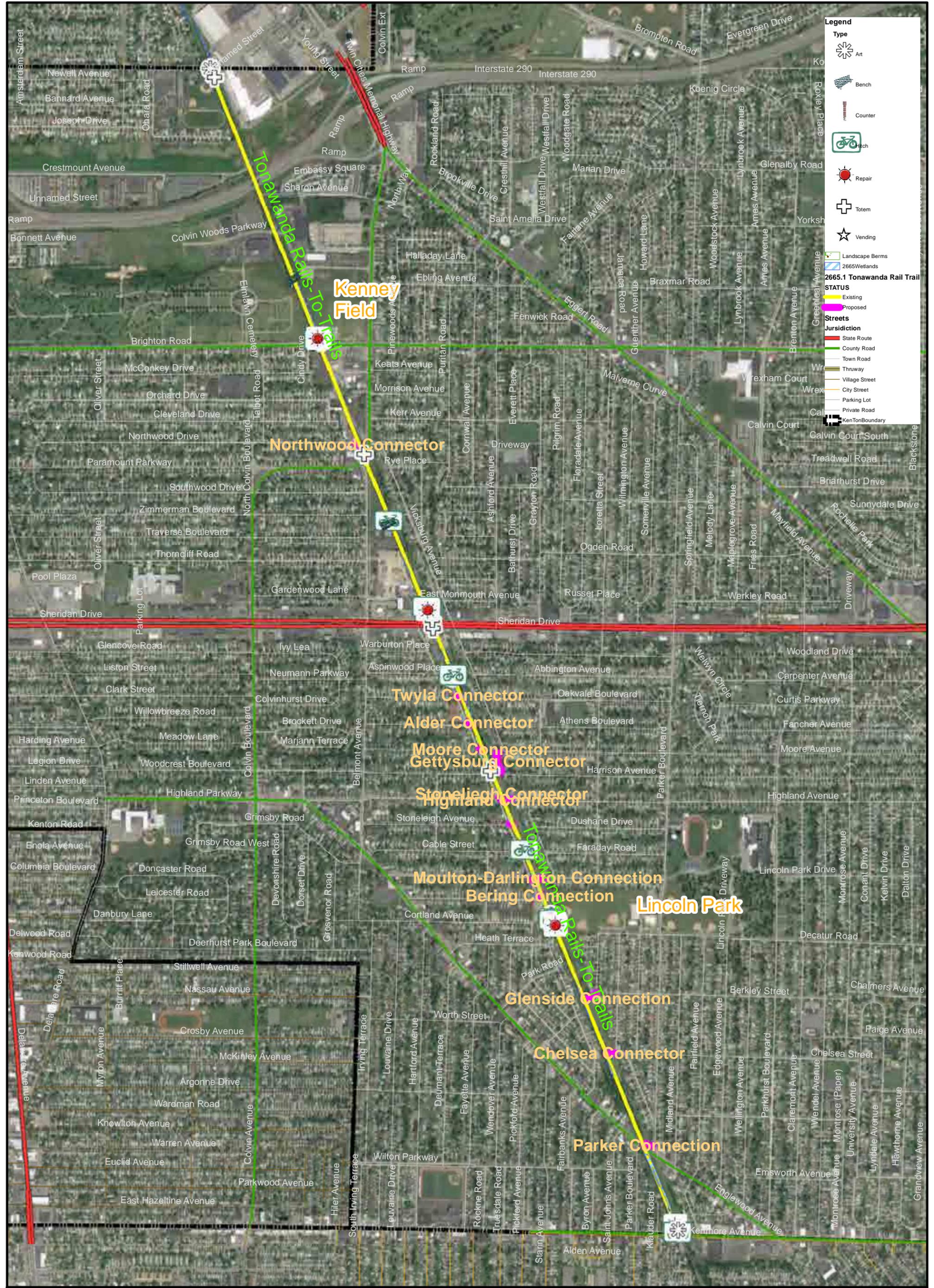
Tonawanda Rails to Trail Enhancements Job 2665.1 Buffalo NE Quadrangle



Prepared by Technical Support Dept.
October 2016

ATTACHMENT 3

Project Area Map



Legend

Type	Symbol
Art	Art icon
Bench	Bench icon
Counter	Counter icon
Crutch	Crutch icon
Repair	Repair icon
Totem	Totem icon
Vending	Vending icon
Landscape Berms	Landscape Berms icon
2665Wetlands	Wetlands icon

2665.1 Tonawanda Rail Trail STATUS

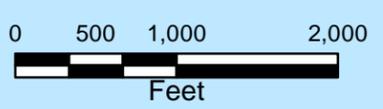
Status	Color
Existing	Yellow
Proposed	Green

Streets Jurisdiction

Jurisdiction	Color
State Route	Red
County Road	Green
Town Road	Blue
Thruway	Orange
Village Street	Yellow
City Street	Light Green
Parking Lot	White
Private Road	Black
KenTonBoundary	Black



**Tonawanda Rails to Trail Enhancements
Job 2665.1
Project Location Map**



Prepared by Technical Support Dept.
November 2016

ATTACHMENT 4

Planning Documents

Motion: Adopt the 2014 Town of Tonawanda Comprehensive Plan Update.

BE IT RESOLVED that the Town Board does hereby adopts the 2014 Town of Tonawanda Comprehensive Plan Update and the new set of action items as provided to implement the Plan; and

WHEREAS, the Town of Tonawanda Comprehensive Plan Steering Committee in cooperation with the Planning Board and Town Board conducted a thorough review and update of the 2005 Comprehensive Plan; revising and augmenting the Plan with up-to-date data, refined vision, goals and objectives, and updated recommendations to guide growth and redevelopment in the foreseeable future; and

WHEREAS, The 2014 Comprehensive Plan Update will serve as the basis for the Town's land use and zoning decisions.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	John Bargnesi, Councilman
SECONDER:	Daniel Crangle, Councilman
AYES:	Caruana, Emminger, Crangle, Bargnesi, Chimera

I do certify that I have compared the foregoing with the original minutes of the regular meeting of the Town Board held on May 04, 2015 and that the foregoing is a true and correct transcript from said original minutes and the whole thereof, and that the resolutions duly adopted by said Town Board are on file in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the said Town of Tonawanda, Erie County, New York, this 6th day of May, 2015.

Marguerite Greco, Town Clerk
Town of Tonawanda, NY

ATTACHMENT 5

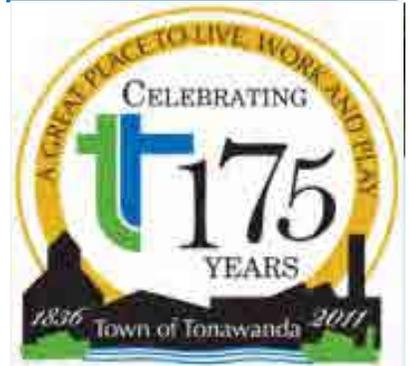
Letters of Support and News Articles



**TOWN OF TONAWANDA
2014 COMPREHENSIVE PLAN UPDATE**

Job No. 2655.1

January 2015



Objectives:**Preservation of Natural Resources**

- Provide for the preservation of waterways in the Town, including the Niagara River, Ellicott Creek, Tonawanda Creek, Two Mile Creek and Rattlesnake Creek, and maintain and undertake actions to improve their water quality and habitat.
- Recognize the value of remaining open space, including wetlands and floodplains, as wildlife habitat and a community resource.
- Provide attractive public parks, trails, streetscapes, linear parks and waterfront amenities that take advantage of the environmental features in the Town, and improve public access to these assets.

Reduce Impacts to Natural Resources

- Support and encourage continued progress with the remediation of brownfields and former waste sites, and their appropriate reuse.
- Promote efforts that recognize the importance and benefits of environmental protection and sustainability, such as recycling and re-use, clean energy, reduced emissions, etc.
- Continue to incorporate sustainable practices into Town government and services.

3. How We Live

The high quality neighborhoods in Tonawanda contribute to community character and quality of life for residents. The housing stock is generally in good condition and offers opportunities for individuals, young families and empty nesters.

Goal 3 – Maintain and enhance the vitality of neighborhoods and neighborhood centers, and retain a diverse stock of residential properties that meets the needs of all residents

Objectives:**Housing**

- Encourage investment in existing homes, buildings and neighborhoods to maintain their value and quality.

Public Hearing

A public hearing is required to provide an additional opportunity for the public to review the proposed 2014 Comprehensive Plan Update and offer final input prior to Town Board consideration of the Plan for adoption. This hearing also satisfies SEQR review requirements.

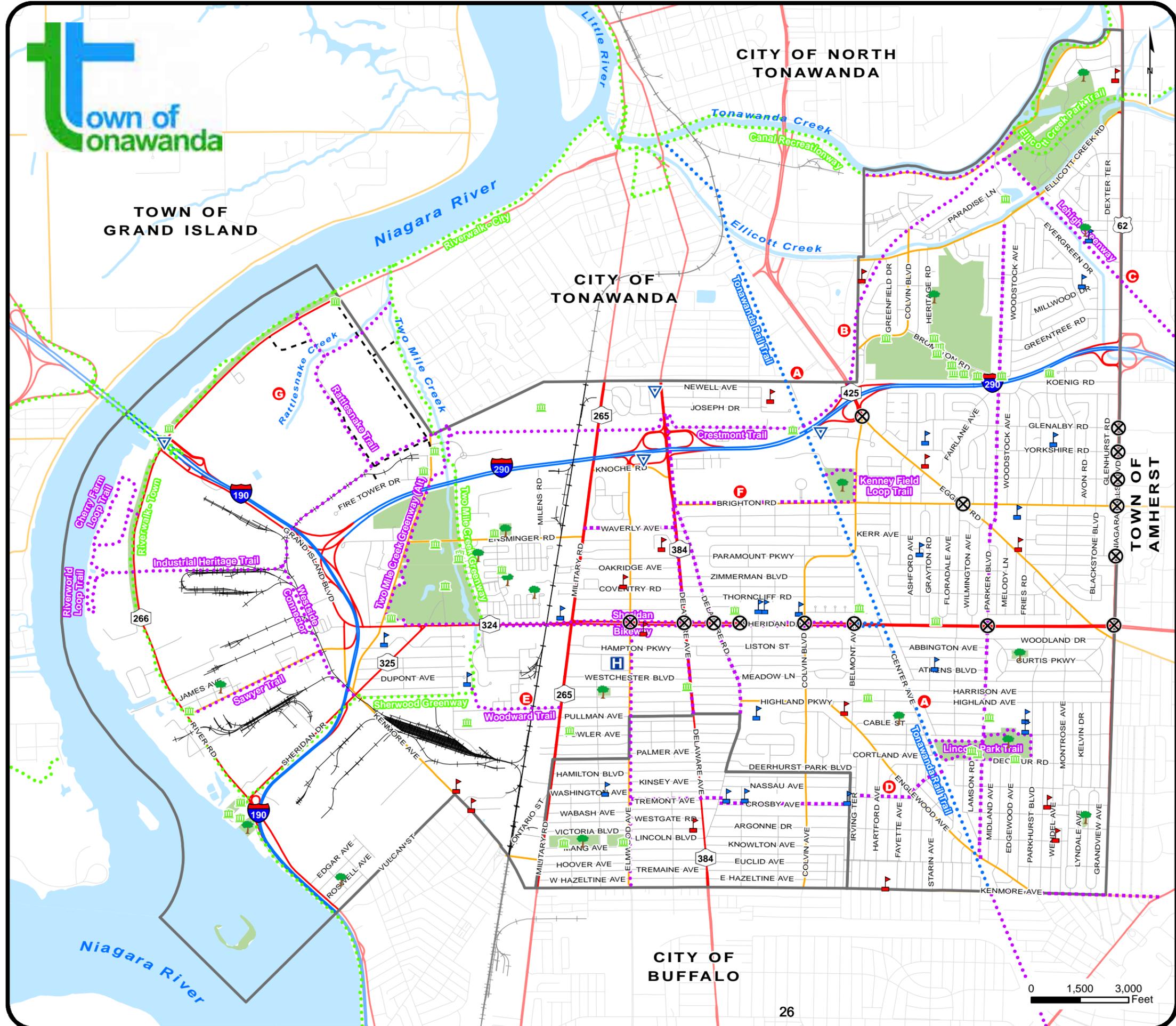
Table II-1 Public Comments on Vision and Goals – April 22, 2014 Public Focus Meeting

<i>Community Vision / Goals</i>	<i>Participant Responses</i>
<p>Community Vision - <i>“To improve quality of life and create a vibrant and sustainable community in which the environmental, social, economic, built and human capital collectively make the Town one of the most attractive suburbs in Erie County and New York State, through strategic improvements to natural resources, neighborhoods and housing, commercial and industrial buildings and sites, and essential infrastructure, services and amenities”.</i></p>	<ul style="list-style-type: none"> • General consensus with the community vision (5) • Community vision is too general, not specific enough • Community vision should comment on Town population and housing units
<p>Goal 1 – <i>Maintain the safety, high quality of life, public health and sustainability of our community</i></p>	<ul style="list-style-type: none"> • General consensus with Goal 1 (7) • Public safety is the #1 priority in our low to moderate income neighborhoods • Maintain green space and biking amenities • Green space, particularly south of Brighton/Sheridan
<p>Goal 2 – <i>Support the preservation of environmental features and the continued remediation of former waste sites</i></p>	<ul style="list-style-type: none"> • General consensus with Goal 2 (7) • Goal 2 is important because the former waste sites have large footprints and are a significant potential source of job creation. • Support redevelopment of the waterfront
<p>Goal 3 – <i>Maintain and enhance the vitality of neighborhoods and neighborhood centers, and retain a diverse stock of residential properties that meets the needs of all residents</i></p>	<ul style="list-style-type: none"> • General consensus with Goal 3 (7) • The Town should be encouraging/promoting more housing that is low-maintenance and affordable for seniors and the disabled. • Key in enhancing neighborhoods is the town’s role in streets and ground services – which are excellent. • Create parks or schools available to the public
<p>Goal 4 – <i>Promote smart, sustainable and well-planned economic development opportunities.</i></p>	<ul style="list-style-type: none"> • General consensus with Goal 4 (7) • Promote brownfield development and IDA marketing • Make the Town more attractive to jobs creation • The Town needs to become less industrial
<p>Goal 5 – <i>Promote a safe and efficient multi-modal transportation system</i></p>	<ul style="list-style-type: none"> • General consensus with Goal 5 (7) • Continue repurposing existing rails, trails, etc. for bicyclists and pedestrians



**MAP 6
TRANSPORTATION ALTERNATIVES
AND CONNECTIVITY PLAN**

TOWN OF TONAWANDA
COMPREHENSIVE PLAN UPDATE 2014
OCTOBER 2014



Legend

- ⊗ Improved Pedestrian Crossing
 - ▽ Proposed Park n' Ride Lot
 - Water
 - - - Proposed New Road
 - Interstate
 - Federal/State Highway
 - County Road
 - Local Road
 - Railroad
 - Municipal Boundary
 - Park
- Multi-Use Path:**
- Design - Off Road
 - Existing - Off Road
 - Proposed - Off Road
 - Proposed - Bike Lane
- Town Facility:**
- Hospital
 - Playground
 - School (Private)
 - School (Public)
 - Town Facility
- Recommendations:**
- A** Tonawanda Rail Trail along NFTA right-of-way: connects Lincoln Park, YMCA, Kenney Field, retail centers, and Erie Canalway system
 - B** Connector: Tonawanda Rail Trail to Brighton Park and Ellicott Creek Park
 - C** Trail along former Lehigh Valley Rail line
 - D** East-west connector from Lincoln Park through Kenmore to Mang Park
 - E** Woodward connector trail from Kenmore to Sherwood Greenway
 - F** East-west trail from Kenney field west along Brighton Road/Waverly Avenue
 - G** Additional trails in waterfront area
 - H** Continue to invest in sidewalks
 - I** Continue maintenance and improvements to existing off-road and on-road bicycle lanes

NOTES AND/OR SOURCES:

Project No. 2655.1
Sources:
- Town of Tonawanda
J:\Projects\11177008\GIS\MAPS\06 Transportation Alts & Connectivity.mxd 1/5/2015



Woodward Avenue, then west to Sheridan Drive, connecting with the Shoreline Trail at the foot of Sheridan Drive. This extension creates a loop connecting a number of recreational assets in the Town. The trail connects Fort Niagara with Gallagher Beach, and the GBNRTC is working with the Niagara River Greenway Commission to fill the existing gaps in the trail.

- *Erie Canalway Trail* – There is a multi-use recreational trail in the northern portion of the Town, which runs through Ellicott Creek Park to Tonawanda Creek Road, and along the route of the Erie Canal to the City of Tonawanda. This trail is part of the Erie Canalway and connects to a trail system that runs east into the Town of Amherst. In 2008, construction of the Tonawanda to Amherst segment of the Canalway Trail was completed. This project provided additional extensions of this trail system from the City of Tonawanda to the Town of Amherst along the Erie Canal route. A portion of the trail remains on-road along Creekside Drive. The Erie Canalway Trail is a statewide trail system that follows the route of the Erie Canal and connecting canal systems. Efforts are underway to complete missing portions of the Canalway, and create a 524-mile continuous trail across the State. One such missing piece is the connection between Amherst and Lockport. The design will be completed in 2014 and construction is anticipated to start in the spring of 2015.
- *Rails to Trails* – The proposed Tonawanda Rail Trail will consist of 12-foot wide paved asphalt recreational trail along the right-of-way of an unused railroad corridor extending from Kenmore Avenue to State Street in the City of Tonawanda. Refer to “Strategic Planning - Transportation Improvements” in this section. Construction is anticipated to begin in 2015.

On-Street Bicycle Routes

In addition to off-street multi-use trails, certain local streets have been selected for bicycle usage by the GBNRTC. In order to assist bicyclists to understand how comfortable they might feel riding along one of the suggested routes, the GBNRTC rates bicycle routes with a Bicycle Level of Service (BLOS). These ratings are based on a quantitative formula that takes into account a number of factors including the surface condition of the road, the width of the shoulder, posted speed, percentage trucks, existence of parked cars, frequently of sewer grates and the adjacent land use (e.g. commercial vs. residential). The ratings are an average for the section analyzed, and if a section contains marked designated bicycle lanes then these sections are not calculated with a BLOS. The formula generates an A to F rating system where A indicates the route is a “ride

in the park” and F indicates the riding the route will “feel that your life is in danger”. Table III-14 illustrates the ratings, as follows:

A	Suitable
B	Caution Advised
C	Caution Advised
D	Caution Advised
E	Extreme Caution - Experienced cyclists
F	Extreme Caution - Experienced cyclists

The existing bike routes along Military Road, Ensminger Road, Kenmore Avenue, Parker Boulevard, Ellicott Creek Road and the northern portion of Colvin Boulevard (in the vicinity of Brighton Park) were rated by the GBNRTC in 2009 and are all classified as “caution advised”. These routes are included on a two-county “Bicycle Route Guide” map issued by the Greater Buffalo- Niagara Regional Transportation Council to encourage greater bicycle usage in the region. There are currently no plans to assess which routes could be improved to make bicycling more comfortable within the town.

6. Public Transportation

Transit services in the Town of Tonawanda are provided by the Niagara Frontier Transportation Authority (NFTA), which offers a number of bus routes throughout the community. The Town is relatively well served by bus routes that provide access to downtown Buffalo, and has more transit access than most suburban communities. However, there is a shortage of east-west oriented routes. While there is no light rail service directly located in the Town, Tonawanda benefits from service between downtown Buffalo and the University at Buffalo South Campus, from which continuation bus service is available. In addition, the NFTA owns the rail right-of-way (location of the proposed Tonawanda Rail Trail), which traverses the Town connecting the City of Buffalo and the City of Tonawanda. Table III-15 summarizes the existing bus routes in the Town of Tonawanda.

In 2013 the NFTA commenced an alternatives analysis and draft environmental impact statement exploring transit options to enhance transit service between the SUNY University at Buffalo (UB) Main Street Campus and the Cross Point development complex, in the Town of Amherst. While still in the early stages of

the project, it is understood that the only study alternative located in the Town of Tonawanda will be bus rapid transit (BRT) along a route following Niagara Falls Boulevard at the Town’s eastern border.

Table III-15: NFTA Bus Routes Serving Town of Tonawanda

Route 5 – Niagara	The route operates between downtown Buffalo and University Metro Rail Station via Kenmore Ave and Niagara Street. The route provides service along Kenmore Avenue.
Route 11 – Colvin	In the Town of Tonawanda, route runs along Colvin Boulevard, with a loop to Paramount Parkway, and to downtown City of Buffalo. The “D” bus continues north to Tonawanda Industrial Park.
Route 20 – Elmwood	In the Town of Tonawanda, route generally runs along Elmwood Avenue. At Sheridan Dr. the route makes a right turn and a left onto Delaware Road to the Orchard Loop.
Route 25 – Delaware	In the Town of Tonawanda, routes generally run along Delaware Avenue. Route operates between downtown Buffalo and the Main and Niagara Transit Center in the City of Tonawanda.
Route 35- Sheridan	In the Town and City of Tonawanda, route runs along Sheridan Drive and Military Road, and extends to the Riverside neighborhood in Buffalo. To the East, this route provides service to the UB North Campus, Flint Circle and Coventry Road.
Route 34- Niagara Falls Boulevard	In the Town of Tonawanda, route runs along Niagara Falls Boulevard and extends to East Robinson Road in Amherst on the north, with a loop east to Sweet Home Rd and the Audubon Industrial Park. Another loop provides access to the Boulevard Mall and Northtown Plaza in Amherst. Southern terminus is the University Metro Rail Station.
Route 61-N – Tonawanda Express	A commuter route that operates from the City of Tonawanda, at Main and Niagara Streets, continuing south on Delaware Avenue to the Youngmann Expressway (I-290) to downtown Buffalo.
Route 79 – Tonawanda Express	A commuter route that runs along Knoche Road and Elmwood Avenue in the Town of Tonawanda. Northern terminus is in North Tonawanda. Express service south of Amherst Street to downtown Buffalo.

Source: NFTA, 2013

7. Rail

Rail access in the Town of Tonawanda is superior to that of most suburban communities. All active rail lines are located in the western portion of the Town, serving industrial businesses and Amtrak.

A CSX mainline runs along Military Road from the City of Buffalo to the City of Tonawanda, with several overhead and two public and one private at-grade crossings in the Town. CSX operates the Kenmore rail yard, which is located between Kenmore Avenue and Woodward Avenue. Numerous rail spurs extend west from the CSX mainline into the industrial waterfront area of the Town. Several industrial users have rail sidings and use rail to ship products or

supplies. Rail corridors in the eastern portion of the Town are no longer active, including the future Tonawanda Rail Trail corridor.

8. Strategic Planning - Transportation Improvements

The Greater Buffalo Niagara Regional Transportation Council (GBNRTC), in cooperation with the NYSDOT, establishes the transportation improvement program, or “TIP” for all communities in the two-county region. As part of the GBNRTC’s long-range planning mandate, the TIP includes all federally funded transportation projects being considered for implementation over a five-year period. The current TIP covers Federal Fiscal Years 2014-2018 and includes 260 transportation projects totaling \$680 million.

- *Rails to Trails* – The Tonawanda Rail Trail project (575684) is underway by the Erie County and the NFTA. The project involves the construction of a 12-foot wide paved asphalt recreational trail on the former rail bed of an unused railroad corridor. The existing rail path to be converted to the trail extends from Kenmore Avenue to State Street in the City of Tonawanda. The proposed trail will connect with the North Buffalo Rails to Trail project (575683) south of the Town, and extend through the City of Tonawanda to connect to the Erie Canalway Trail, which links to the Shoreline Trail. The Tonawanda portion of the trail will create a recreational loop in the Town, complete gaps in the local trails network, and link to other town recreation spots such as Lincoln Park, Kenney Field, the Ken-Ton YMCA and Cardinal O’Hara High School. Design was completed in 2014 and construction is anticipated to start in the spring of 2015.
- *Kenmore Avenue Reconstruction* – Design for the Kenmore Avenue project (575718) is underway through an Intermunicipal/Shared Cost Agreement between Erie County and the City of Buffalo. The City of Buffalo is the project lead. The project was originally intended to reconstruct Kenmore Avenue between Main Street and Elmwood Avenue with the primary goals of upgrading the infrastructure, improving upon the safety and operation of vehicular and pedestrian facilities, and streetscaping improvements to revitalize the corridor. However, due to a reduction in federal aid available to the region, the project scope of work was reduced. The western

terminus was moved to Fairfield Avenue and the project will combine both full reconstruction in sections and mill and overlay in others. As a result of the change in scope, in 2013, Erie County completed overlay of both sides of Kenmore Avenue between Fairfield Avenue and Colvin Boulevard, and the City of Buffalo completed the overlay between Colvin Boulevard and Elmwood Avenue in 2014.

- *I-290 Bridge Reconstruction projects* (combined 558044 and 558045) – Multiple bridges on I-290 Expressway within the Town of Tonawanda are scheduled for replacement. The first two planned bridge projects involve the bridges over Military Road and Delaware Avenue. Although the current TIP lists the Delaware Avenue and Military Road bridge projects separately, it is understood that they have since been combined into one project. This work is anticipated to cause traffic congestion during the construction phase, as lanes will have to be closed and traffic re-routed during the work. Construction is estimated to start in 2015. The NYSDOT is also proposing reconstruction of the bridges over Parker Road and the NFTA right-of-way.

The NYSDOT plans to repave every State highway within the 10-year planning horizon. Table III-16 illustrates proposed projects on the TIP within the Town of Tonawanda through 2018. The Town of Tonawanda should coordinate its desired improvements with the NYSDOT efforts in order to maximize the potential for the NYSDOT include appropriate amenities or changes in lane markings.

Table III-16: Proposed Transportation Projects, 2014-2018

Project Location	Project Type	Project Number	Construction Cost (Est.)	Est. Start Date	Agency
Tonawanda Rail Trails	Trail construction	575684	\$2.695 million	Spring 2015	Erie Co., NFTA
Kenmore Avenue (Starin Avenue to Main Street)	Roadway infrastructure, maintenance	575718	\$7.26 million	Spring 2015	City of Buffalo, Erie Co.
I-290 over RT 265 (Military Road)	Bridge reconstruction	558044	\$7.4 Million	Winter 2014	NYSDOT
I-290 Bridges over RT 384 (Delaware Road)	Bridge reconstruction	558045	\$6.935	Spring 2015	NYSDOT

Source: GBNRTC "Transportation Improvement Program" (May 2013)

9. Strategic Planning – Long-range Planning

The GBNRTC has approved a 2035 Long-range Plan and is finalizing a 2040 Metropolitan Transportation Plan Update anticipated for mid-2014. Goals guiding long-term transportation planning by the GBNRTC focus on preserving the existing roadway network, improving mobility and accessibility, and supporting economic development. Overall, approximately 70% of funds will be dedicated to maintaining existing infrastructure in Erie and Niagara Counties.

The GBNRTC 2040 Metropolitan Transportation Plan outlines major proposed transportation projects for the next 25 years. Two of the proposed projects are located in, or may have a direct impact on, the transportation network in the Town of Tonawanda. In support of transit expansion, the agency proposes both the “Buffalo-Amherst Corridor Transit Enhancements” project (approximately \$200 million) and a “Tonawanda Corridor High Transit Enhancements” project (approximately \$59 million). As discussed above, the NFTA is currently focused on an alternatives analysis of transit options in the Buffalo to Amherst corridor.

The Tonawanda Corridor is envisioned from the LaSalle Station to the City of Tonawanda using the existing right-of-way along the former rail corridor in the Town of Tonawanda (which is currently proposed for the Tonawanda Rail Trail project). There are no immediate plans to evaluate transit alternatives in this corridor, and no funding has been secured for this project at this time.

According to discussions with the GBNRTC, there is a possibility that the Tonawanda Corridor may be dropped from the 2040 MTP Update before it is finalized. The agency also proposes the “South Grand Island Bridge” project, which would involve the construction of a new six-lane bridge to address congestion issues, at an estimated cost of \$400 million. Other projects that may have an impact on the Town of Tonawanda include:

- Area wide Signalization upgrades (estimated at \$27.5 million throughout the region), and
- Intersection Improvements (estimated at \$22 million).

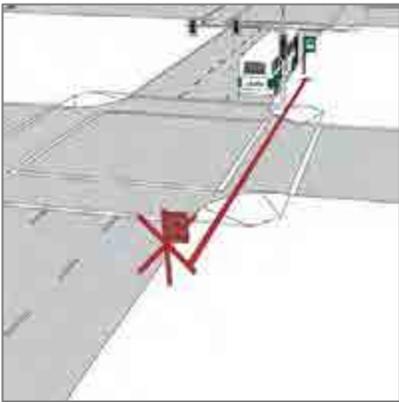
H. COMMUNITY FACILITIES and CULTURAL RESOURCES

The Town of Tonawanda has a variety of community facilities and cultural resources. These facilities and resources contribute to the quality of life of the community. This section of the inventory provides a brief listing of these assets. Key municipal facilities are shown on Map 7 - Existing Public Facilities. Parks and school grounds that provide neighborhood open space are shown on Map 4 – Neighborhoods and Parks.

- The GBNRTC’s Long-Range Transportation Plan includes area-wide signalization upgrades and intersection improvements.

2. Public Transportation

- Compared to most suburban communities in Western New York, Tonawanda has good access to public transit service. However, bus service is still limited, particularly east-west oriented service. There are no planned service expansions or major route changes for the bus system. Job access is a priority of the Niagara Frontier Transportation Authority (NFTA) and the agency is working on being able to provide more flexible transit options for concentrations of employment. They are also considering rerouting some routes in the waterfront industrial area to provide site access for new business development, which has been identified as a need in this area.
- The Town is looking to increase public transit ridership. The NFTA is to the existing system, and is working on improving public transit facilities/amenities in an effort to achieve this goal:



Depiction of a “Far Side” bus stop

- The NFTA is adding bike racks to all buses, which improves access to the bus routes and enhances connectivity throughout the Town and region.
 - The NFTA is implementing a pilot project along the Niagara Street corridor that uses new “next bus” technology and signal prioritization, and is looking into areas to implement this program. “Next bus” technology will assist riders by displaying the arrival time of the next bus on an electronic sign in the bus shelter. Signal prioritization will allow a sensor on a bus approaching an intersection to electronically send a signal to extend the green light, which will allow the buses to develop faster runs and increase the chance of being on schedule.
 - Considering relocating certain bus stops to the far side of the intersection to improve traffic movements.
 - Upgraded bus shelters
- The NFTA is currently conducting an alternatives analysis of transit options to enhance rapid transit service between the SUNY University at Buffalo Main Street campus and the Cross Point development in the Town of Amherst. While the alternatives analysis is not yet complete, it is understood that one of the options under consideration is bus rapid transit service along Niagara Falls Boulevard. It is also understood that none of the light rail alternatives being studied is located in the Town of Tonawanda.
 - The Tonawanda-Niagara Falls Corridor High Quality Transit Improvement project is intended to fill future public transit needs by utilizing NFTA’s existing right-of-way. While the Tonawanda Rail Trail is being designed to utilize the former rail bed, the right-of-way will also be available to

accommodate future multi-modal facilities and transit service within this former rail corridor.

3. Connectivity and / Complete Streets

- The pedestrian bridge over Sheridan Drive sees minimal traffic and is in disrepair. Recent biennial bridge inspections indicate meeting recommended construction safety standards continues to be a challenge. The pedestrian bridge is not ADA compliant. The bridge has extensive corrosion and deterioration throughout the structure and will either need to undergo significant maintenance and repairs or be demolished. If the bridge is to be demolished, an alternative pedestrian crossing or accommodations should be provided on Sheridan Drive.



Example of a HAWK traffic signal.

- The Town has requested that the NYSDOT examine the potential for width reduction that would reduce crossing lengths for pedestrians. A high-intensity activated crosswalk beacon (HAWK) type pedestrian signal and/or pedestrian refuge median are options for this location.
- Sheridan Drive is a busy, major thoroughfare and is cited by pedestrians as difficult to cross in most locations. Alternative pedestrian crossings or accommodations are desired to improve pedestrian safety. Sheridan Drive is a corridor where the need to move traffic efficiently conflicts with the need for safe access to surrounding neighborhoods.

- The Town has provided a conceptual “road diet” plan to the NYSDOT for the section of Sheridan Drive that is located between Military Road and Belmont Avenue. This would entail the conversion of the current outside westbound and eastbound travel lanes on Sheridan Drive (which is an eight-lane highway in the area) into separated bike lanes (referred to as cycle tracks). In addition to the road diet, the Town is also interested in exploring the conversion of the raised

landscape median for bio-retention that could address stormwater management issues currently experienced in this section of the roadway. The rain garden premise would ideally be integrated into the pedestrian refuge island at the crossing.



Example of a “road diet” implemented in the Village of Great Neck, NY. The road was converted from a two-lane one-way road to a two-lane two-way road with a new aesthetic, easier and safer crossing for pedestrians, and a number of traffic calming measures. Source: NYSDOT Complete Streets Report, 2014

- The bike and pedestrian trail network is an important asset. Eliminating gaps in the off-road and multi-use trail networks and connecting recreational assets is a priority for the Town. The recently completed Sherwood-Two Mile Creek Greenway Trail project and the Tonawanda Rail Trail project (currently underway) address these objectives. The Town proposed Sheridan Drive road diet project would link the Tonawanda Rail Trail to the new Sherwood Greenway/Two Mile Creek Greenway. The network of existing and proposed multiuse trails is depicted on Map 6.
- Bikeways are a priority of the GBNRTC and are becoming expected by the public. The GBNRTC is promoting the establishment of a fully connected shoreline corridor from the Village of Youngstown to the Town of Brant. The Shoreline Trail in Tonawanda is part of this trail system, and provides local residents with excellent access to the entire Lake Erie-Niagara River- Erie Canal shoreline. The Shoreline Trail is part of the larger Great Lakes Seaway Trail system.
- The Riverwalk, a section of the Shoreline Trail through the Town of Tonawanda, is a valuable waterfront asset that provides recreation and aesthetic benefits. While this portion of the Shoreline Trail is complete, it is older and nearing time for a resurfacing. It would also benefit from additional amenities (e.g. – shelters, water, restrooms, etc.) in order to obtain the “world class” objective, as desired by the Niagara River Greenway Commission. Recommendations for this trail are included in the Waterfront Corridor Landscape Plan.
- The on-road portion of the Erie Canalway Trail on Creekside Drive creates a significant gap in the off-road trail system.
- Delaware Avenue was recently restriped in the Village of Kenmore. The Town desires to have Delaware Avenue and Sheridan Drive reviewed for a “Complete Streets” approach for a more pedestrian friendly facility. The NYSDOT repaves State roads periodically; therefore, the Town should coordinate these improvements with the State to properly schedule necessary improvements. NYSDOT may regulate speed and construct narrower lanes to accommodate amenities, i.e., bike lanes, sidewalks, etc.
- The Town has an excellent sidewalk system. Most of the Town has sidewalks, making it easier to walk to nearby services or destinations. However, in some areas existing sidewalks are in disrepair and/or should be upgraded to be compliant with the requirements of the American Disabilities Act (ADA). The Town desires a better funding mechanism and continuity in capital project planning for sidewalks. The Town has a sidewalk program for replacing sidewalks, if damage is related to Town-owned trees of sewer or waterline repairs. The Code does not address maintenance of existing ramps or tree pruning over sidewalks, nor does it provide adequate standards for sidewalk replacement.

- There are a few areas in Town where “Florida sidewalks” are a problem. In these areas, there is no tree lawn (vegetated strip) between the walk and the curb. They are very hard to keep clear of snow, and can be a safety hazard. Additionally, sidewalks of this type invite vehicular conflict and are used for parking (lack of visual separation between sidewalk and travel lane).
- New Federally funded transportation projects must include ADA Compliant pedestrian facilities. The Town can look back at planned and designed projects to ensure this standard is met.
- Town is heavily dependent on automobiles for access to goods and services. While residents can walk to some recreational facilities and services in nearby commercial nodes, most residents cannot walk to work. Tonawanda residents have expressed strong desire for better streets, connectivity, and walkability. There is a need for improved non-automotive connections and access between residential neighborhoods and services/amenities.
- As Town residents become more health conscious, and as bicycle use is increasing in the Town (due in part to the continued development of off-road multi-use trails and bike routes), there is a need for supporting bicycle accommodations. As the Town improves and increases the availability of trails and other bicycling facilities, there is a coincident need for bicycle-friendly amenities such as bike racks and lockers, park-and-bike lots and trail head facilities. The provision of such amenities would promote bicycling as a commuting option, as a greater recreational past time, and would enhance conditions for current bicyclists. Capital and maintenance projects on streets need to consider these uses.
- The GBNRTC has designated bicycle routes throughout the region, including several in the Town of Tonawanda. All of the designated routes in Tonawanda are located on-road, which means that bicyclists must share the roadway with cars and trucks. Many of these routes could be improved, through better markings that more clearly distinguish the bicycle lane from the automobile lanes.
- The Town will improve its pedestrian accommodations, aesthetic image, and support economic development through streetscape projects along major corridors, enhanced landscaping and design standards, and targeted projects designed to increase the attractiveness of the Town. Such projects would include targeted upgrades of commercial centers through façade programs, creation of gateways and/or pocket parks, public artwork and other efforts to improve appearances.

- Certain pedestrian improvements will increase accessibility. Crosswalks are needed across busy streets, particularly where there is a great deal of pedestrian activity. Priority areas for crosswalks are areas where there are major destinations or activity centers, such as popular retail centers, schools, parks, the YMCA or apartment buildings.
- Improved pedestrian accommodations should be incorporated into site design and implemented through review of site plans for proposed commercial development. Site plans should show connectivity through non-vehicular means. There should be clear passageways for pedestrians through parking lots. Features such as benches, bus stops, sidewalks, greenspace and landscaping can help improve the aesthetics of a roadway corridor, enhancing pedestrian access and promoting safety.

F. SERVICES WE NEED TO LIVE, WORK, PLAY



The Town provides a number of services, facilities and activities to residents that are important to everyday life. These include community facilities, such as parks and playgrounds, senior services, public safety and emergency services, solid waste collection and recycling, street lighting, highway repair and snow removal services, and public water and sewer infrastructure. The police and emergency services are rated high by Town residents. The quality of the Town's public services is one of the reasons why people move to, and remain in, the community. However, a number of Town facilities are in need of repair or improvement, and this comes at an increasing cost. The Town is facing decisions regarding the continued provision of certain amenities and services, and there is a growing need for an evaluation of expenditures required to provide these services.

The analysis of existing conditions with respect to public services offers the following.

1. Community Facilities

- There are over 700 acres of parkland in the Town of which 368 acres are in golf courses. Town parks, as well as the Erie County parks (Ellicott Creek and Isle View), are quality amenities that receive heavy use by Town residents and others.
- The waterfront offers opportunities for additional recreational amenities, particularly on the Cherry Farm Park property (a remediated brownfield) that will offer shoreline access. It is important to continue to provide a comprehensive system of amenities that benefit Town residents. The

- The Town should adopt a “Complete Streets” policy in order to:
 - better integrate its public transportation and infrastructure resources into the context of the neighborhoods,
 - enhance walkability and functional access for all users of the public right-of-way, including improved pedestrian and bicycle accommodations,
 - increase connectivity of neighborhoods with retail and commercial services, employment centers and the waterfront,
 - Ensure that County and State projects comply with Town policies.
- Furthermore, adopting a “Complete Streets” policy, could reduce traffic congestion, improve public safety and reduce dependency on automobiles.
- Design measures should balance all legal uses of the street and right-of-way.
- Continue to study problem intersections and access management opportunities along Niagara Falls Boulevard, Sheridan Drive, Delaware Avenue and other commercial corridors.
- The Town should encourage the regional entities to undertake these improvements identified in the GBNRTC’s Long-Range Transportation Plan, including area-wide signalization upgrades and intersection improvements.
- Institute access management requirements along major roadways where appropriate such as Sheridan Drive, Niagara Falls Boulevard, Delaware Avenue, Kenmore Avenue and possibly Military Road. These measures include:
 - Limit or reduce the number of curb cuts/drive ways allowed for an individual parcel and limiting turning movements to reduce congestion resulting from cars turning into and out of the travel lanes.
 - Encouraging adjacent properties to share driveways.
 - Requiring interconnected parking lots and cross access (ability to get from one parking lot to adjacent properties) where feasible as a means to limit multiple ingress/egress points along roads.

- Encourage coherent on-site circulation patterns that enable motorists and pedestrians to move safely and easily through the site (clearly marked lanes, walkways, signage and landscaping islands to direct traffic).
 - Limit the number of driveways allowed for one parcel, and
 - Control driveway spacing to minimize conflict points.
- Work with the County, NYSDOT and GBNRTC on providing additional bicycle accommodations, such as bike racks and lockers, park-and-bike lots for bicyclists at key activity centers and trail heads.
- To provide improvements to on-road bicycle facilities, through better markings that clearly distinguish bicycle facilities, future paving and reconstruction projects should consider enhancing bicycle access, awareness, and safety by:
 - Incorporate “sharrows” to help convey to motorists and bicyclists that they must share the lanes in which they are operating.
 - Reducing travel lanes where appropriate to allow:
 - 5-foot bike lane where there is a curbed shoulder
 - 4-foot bike lane where there is an open shoulder
- As future road reconstruction projects are planned, consider:
 - Context sensitive design
 - Pedestrian/bicycle improvements in the form of sidewalks or off road multiuse paths
 - Streetscaping
 - Comprehensive design of utilities and ancillary facilities
- Continue implementing connectivity improvements between the Tonawanda waterfront, the Riverwalk section of the Shoreline Trail in the Town, and adjacent connecting trail systems. Extension of this trail system region-wide, through the Niagara River Greenway initiative, is a priority of New York State. This trail system links to the Erie Canalway Trail in the City of Tonawanda, and will eventually connect to a trail system located along the Lake Erie shoreline in the South Towns.
- Encourage the future extension of the Tonawanda Rail Trail project north through the City of Tonawanda and south to the City of Buffalo LaSalle Station, to better support and the regional trail system.

- The Town should request that Erie County include resurfacing in its maintenance plan for the Riverwalk section of the Shoreline Trail in the Town of Tonawanda.
- As part of the regional Shoreline Trail system, the Riverwalk should be also be upgraded with needed amenities (e.g. – shelters, water, restrooms, etc.) in order to obtain the “world class” objective, as desired by the Niagara River Greenway Commission.
- Complete the planning and design of loops and gaps in the off-road recreational trail system, depicted in Map 6 - Transportation Alternatives and Connectivity Plan.
- The Town should continue working with key stakeholders (private, NYSDOT, NYSTA, and Erie County) in implementing the design concepts in the Waterfront Corridors Landscape Plan.
- The Planning Board should adopt the design recommendations in the Waterfront Corridors Landscape Plan as another tool to use in reviewing site plans for future redevelopment in the waterfront areas.
- The Town should continue to support the inclusion of full roadway reconstruction (including complete streets techniques) of Kenmore Avenue, from Fairfield Avenue to Military Road, on the TIP.
- Coordinate with the NYSDOT to ensure the proposed Sheridan Drive and Niagara Falls Boulevard signal coordination projects include updated LED lights, balanced signal timing plans and countdown pedestrian timers.
- The Town should coordinate with NYSDOT to facilitate an examination of the Sheridan Drive corridor to identify locations where pedestrian accommodations could be improved. If the pedestrian bridge over Sheridan Drive is removed in the future, alternative pedestrian accommodations for crossing Sheridan Drive should be provided. The Town should coordinate with the NYSDOT to examine the potential for width reduction in that section and use of a high-intensity activated crosswalk beacon (HAWK) type pedestrian signal and/or pedestrian refuge median at this location.
- The Town should coordinate with the NYSDOT to achieve implementation of a “road diet” plan for the section of Sheridan Drive that is located between East Park Drive and Belmont Avenue. This would reallocate travel lanes and provide enhanced pedestrian/bicycle accommodations.
- Once the NYSTA implements its pilot project to install all-electronic tolling (AET) at three downstate locations, the Town should coordinate with the NYSTA to explore similar electronic tolling at the Grand Island Bridges.

WORKFORCE, BUSINESS ENVIRONMENT AND ECONOMIC BASE						
Item	Action	Impact	Cost	Type of Action	Responsible Parties	Potential Funding Source
ED-1	Complete construction, and market the North Youngmann Commerce Center	High	High	Economic Development	Town Board; ECIDA; Buffalo Niagara Enterprise; Private Sector	NYS Market New York program; Private; National Grid
ED-2	Encourage the build-out and marketing of remaining parcels at the Riverview Solar Technology	High	High	Economic Development	ECIDA; Empire State Development; Private Sector	NYSERDA; NYS Market New York program; Private
ED-3	Encourage the extension of Riverwalk Parkway	High	High	Planning; Capital Investment	Town Highway Department; Planning Board; Technical Support Department; Erie County Highway; Private Sector	Private
ED-4	Implement trails improvements and complete gaps in off-road trails that link waterfront and activity centers	High	Medium	Planning; Capital Investment	Town Highway Department; Youth, Parks and Recreation Department; Erie County Parks and Recreation Department	Erie County; NYSOPRHP; FHA; NYSDOT; Private
ED-5	Prepare a Marketing Package to enhance the Town image and attract businesses	High	Medium	Education, marketing, outreach	Chamber of Commerce; Private sector	US Economic Development Administration (EDA) Technical Assistance; NYS Market New York
ED-6	Implement the economic development recommendations in the LWRP and 2014 Waterfront Land Use Plan	High	Medium	Planning	Planning Board; Town Board	NA

HOW WE MOVE – TRANSPORTATION
- Connectivity and Complete Streets

Item	Action	Impact	Cost	Type of Action	Responsible Parties	Potential Funding Source
C&C-1	Ensure crosswalks are installed at key locations	High	Medium	Planning; Capital Investment	Town Highway Department; Erie County; NYSDOT	NYSDOT; Erie County; General Fund
C&C-2	Develop access management standards	High	Low	Planning; Legislative	Planning Board; Town Board; NYSDOT	NA
C&C-3	Adopt a Complete Streets Policy	High	Low	Planning; Legislative	Planning Board; Town Board; Engineering - Technical Support Department	NA
C&C-4	Brighton Park Connector- design and construction to link Brighton Park with Tonawanda Rail Trail, Crestmont Trail and Ellicott Creek Park Trail -	Medium	High	Planning; Capital investment	Town Highway Department; Technical Support Department ; Youth, Parks and Recreations; Erie County	NYSDOT; FHA
C&C-5	Design and construct trails through Riverview Solar Technology Park and other priority access areas	Medium	Medium to High	Planning; Capital Investment	Town Highway Department; Technical Support Department ; Youth, Parks and Recreation; Private Sector	Private
C&C-6	Brighton Road Trailway - design and construct bike lane linking Kenney Field Loop with Delaware Road	Medium	Medium	Planning; Capital investment	Town Highway Department; Technical Support Department; Erie County	Erie County; General Fund
C&C-7	Lehigh Valley Rail trail - coordinate with Town of Amherst to design and construct along existing right-of-way	Medium	Medium	Planning; Capital investment	Town Highway Department; Technical Support Department; Youth, Parks and Recreations; Erie County	NYSDOT; FHA

HOW WE MOVE – TRANSPORTATION - Connectivity and Complete Streets						
Item	Action	Impact	Cost	Type of Action	Responsible Parties	Potential Funding Source
C&C-8	Provide/improve pedestrian and bicycle accommodations to increase connectivity of neighborhoods with retail areas and the waterfront	Medium	Medium to High	Planning; Capital Investment	Planning Board; Technical Support Department ; Town Highway Department	NYSDOT; FHA
C&C-9	Support east-west linkages between parks and school properties in Kenmore to Lincoln Park Trail.	Low	Low	Planning; Capital investment	Town Highway Department; Technical Support Department; Youth, Parks and Recreation; GBNRTC	General Fund
C&C-10	Erie Canalway Trail - design and construct missing portion of off-road trail along Creekside Drive	Medium	Medium	Planning; Capital investment	Technical Support Department; Erie County	Erie County; NYSDOT; General Fund

Notes on 'Impact':

- High: significantly *transforms* the 'Topic Area
- Medium: significantly *enhances* an existing initiative in the 'Topic Area
- 'Low': continued *administration* (review, maintain, update) of existing initiatives in the 'Topic Area

Notes on 'Cost':

- High: *significant* time and resources to implement, relative to 'Topic Area
- Medium: *moderate* time and resources to implement, relative to 'Topic Area
- 'Low': *less* time and fewer resources to implement, relative to 'Topic Area

ERIE COUNTY LEGISLATURE

Peter J. Savage III
Erie County Legislator
3rd District

Representing Tonawanda & Buffalo



November 3, 2016

□ 1701 Hertel Avenue
Buffalo, New York 14216
716/832-0493
FAX: 716/832-0494

□ 92 Franklin Street, 4th Floor
Buffalo, New York 14202
716/858-8868
FAX: 716/858-8818

Gregory D. Stevens, Chairman
Niagara River Greenway Commission
DeVeaux Woods State Park
3160 DeVeaux Woods Drive
Niagara Falls, New York 14305

Dear Chairman Stevens:

I am writing in support of the Town of Tonawanda's application to the Niagara River Greenway Commission to fund enhancements to the recently constructed Tonawanda Rails to Trails.

Proposed enhancements will include:

- Installation of approximately 13 connecting paths to adjacent neighborhood streets.
- Improve the crossing at Englewood near the Parker Boulevard intersection
- ADA Sidewalk ramps
- Wetland planting enhancements, ash tree abatement, landscaping plantings
- Signage improvements, additional milepost markings every 10th of a mile
- Trail head parking lot on north side of Sheridan Drive
- Bicycle repair stations and parts vending machines
- Bicycle hitches
- Bicycle and Pedestrian interactive counting devices
- Various forms of public art

The trail has proved to be extremely popular and the proposed enhancements will further improve trail users recreational experience.

I encourage the Niagara Greenway Commission to give the Town's application their highest consideration.

Sincerely,

Peter J. Savage
Erie County Legislator, 3rd District

Website: www.erie.gov/legislature/district03 * E-Mail: Peter.Savage@erie.gov

November 8, 2016

Supervisor Joseph H. Emminger
Town of Tonawanda
2919 Delaware Avenue
Kenmore, NY 14217

Dear Mr. Emminger,

Buffalo Niagara RIVERKEEPER supports the Town of Tonawanda's application to the Niagara River Greenway Commission for funding to expand connections to the Tonawanda Rail Trail and to enhance the existing linear wetlands within the former railroad right-of-way.

The trail is wildly popular largely because of the beauty of its vegetated corridor. Enhancing these wetlands will boost the diversity and beauty of the landscape. The proposed invasive species management, augmented with native wetland plantings, will foster landscape resiliency. Additional signage will provide an excellent opportunity to engage trail users, encouraging stewardship by educating users about these unique landscape features. Most important, improving the health of these wetlands can create a north-south network of pollinator pathways spanning the entire Town.

We believe that this project not only will promote community health and well-being but also will contribute to the ecosystem health of the former rail corridor. We applaud the Town's choice to combine wetland enhancement with the proposed trail improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "John Lutz", with a long horizontal stroke extending to the right.

John Lutz, R.L.A., LEED AP
Program Director
Buffalo Niagara RIVERKEEPER

Cc: Jill Jedlicka, Renata Kraft; Matt Mattison (via email only)



November 8, 2016

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Robin Dropkin
Executive Director

29 Elk Street
Albany, NY 12207
P 518.434.1583
F 518.427.0067
www.ptny.org
ptny@ptny.org

Joseph H. Emminger
Supervisor
Town of Tonawanda
2919 Delaware Avenue
Kenmore, New York 14217

Dear Mr. Emminger:

Parks & Trails New York (PTNY) strongly supports the Town of Tonawanda's application to the Niagara River Greenway for a grant to complete enhancements to the popular Tonawanda Rail Trail. We have been supportive of the development of this trail since 2004 when we worked with stakeholders as part of PTNY's *Healthy Trails, Healthy People* program. We learned the importance of the Tonawanda Rail Trail as an off-road connection between neighborhoods, schools, parks, and businesses during this work.

These latest proposed enhancements, which include the installation of 13 additional connecting paths to neighborhood streets, ADA accessibility upgrades, and wayfinding signage, are especially important for establishing this trail as a significant community asset. Many of the enhancements the Town of Tonawanda is proposing to the Tonawanda Rail Trail, including bicycle vending machines, repair stations, and interactive counting devices, are innovative on both the state and national level, ensuring that this trail will receive substantial recognition once the enhancements are complete.

Communities across New York State are just starting to realize what the Town of Tonawanda already knows about trails -- they not only serve as an ideal place to go for a family bicycle ride or walk, but they also lead to economic development opportunities and have public health benefits. Research confirms that where residents have easy access to recreational resources like trails, they are more physically active. Finding additional means for people to be physically active is especially important in Erie County. Recent data indicates that Erie County ranks second for the number of overweight or obese adults of any county in New York State with almost 63% of the total adult population considered obese.

Similarly, in addition to bringing more recreational opportunities for Tonawanda residents, proposed enhancements to the Tonawanda Rail Trail, such as public art and more trailhead parking, will certainly create a regionally-renowned destination and establish important linkages to the cross-state Erie Canalway Trail, which is locally known as the Shoreline Trail. In fact, according to PTNY's 2014 economic impact report on the Erie Canalway Trail, more than 1.6 million annual visits to the trail result in over \$250 million in spending across the corridor.

PTNY strongly supports the Town of Tonawanda's Niagara River Greenway application to enhance the already-popular Tonawanda Rail Trail. Please let me know if we can provide any additional information regarding this exciting project.

Sincerely,

Robin Dropkin
Executive Director

cc: James B. Jones



November 1, 2016

Gregory D. Stevens, Chairman
Niagara River Greenway Commission
DeVeaux Woods State Park
3160 DeVeaux Woods Drive
Niagara Falls, New York 14305

Dear Chairman Stevens:

I am writing to support of the Town of Tonawanda's application to the Niagara River Greenway Commission to fund enhancements to the recently constructed Tonawanda Rails to Trails.

The recently constructed trail extends from the City of Buffalo to the City of Tonawanda, bisecting the Town of Tonawanda and traversing several major thoroughfares. The trail provides an exceptional recreation opportunity for users and an opportunity for users to access neighboring businesses and services located adjacent to the trail.

Proposed enhancements will include trail head parking on the north side of Sheridan Drive, improved access to the trail via new trail connections and ADA sidewalk ramps, bicycle repair stations and parts vending machines and various forms of public art.

As the Director of the Chamber of Commerce, I had the opportunity to visit the businesses along the Sheridan Dr. part of the trail a few years ago, many of these businesses have been in existence for many years. All were excited about the increase in traffic the trail would bring, as it intersected right at the main thoroughfare. At the time it was just a plan on a piece of paper, and now it has become reality. However, enhancements are needed and will only build upon the modest foundation that exists currently. Our residents and businesses are ecstatic for such a unique recreational, family and health oriented project that, with this grant, will increase usage and bring more business to the retail and food service staples of our community.

I encourage the Niagara Greenway Commission to give the Town's application their highest consideration.

Sincerely,

A handwritten signature in cursive script that reads "Tracey M. Lukasik-Hochfield".

Tracey M. Lukasik-Hochfield
Executive Director



presented by Independent Health

November 8, 2016

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Joseph H. Emminger
Supervisor
Town of Tonawanda
2919 Delaware Avenue
Kenmore, NY 14217

Re: Support of the Town of Town of Tonawanda's Niagara River Greenway
Commission application to enhance the new Tonawanda Trail

Dear Supervisor Emminger,

GObike Buffalo is writing to offer our full support of the Town of Tonawanda's
Niagara River Greenway Commission application to enhance the new Tonawanda
Trail.

The recently completed trail has been widely accepted and it has become evident
that improved connectivity for all residents is important. The proposed
enhancements will improve the trail user's experience, improve access to the
surrounding neighborhoods, and improve the aesthetic appearance for users.

By supporting the goal of providing a safe and connected bicycle network for
residents in the Town of Tonawanda, we can collectively leverage bicycle
infrastructure improvements to enhance the community's livability and economic
vitality.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Booth".

Justin Booth
Executive Director



University District Community
Development Association
3242 Main Street
Buffalo, N.Y. 14214
www.udcda.org

October 31, 2016

Supervisor Joseph H. Emminger
Town of Tonawanda
2919 Delaware Avenue
Kenmore, NY 14217

Dear Supervisor Emminger:

On behalf of the University District Community Development Association (UDCDA), I am writing to enthusiastically express my support for the Town of Tonawanda's Niagara River Greenway funding proposal. An investment in the 4-mile rail trail is not just an investment in Tonawanda, but is an investment in our entire region. The Tonawanda Rail Trail, along with the 1-mile portion of the trail that falls within the City of Buffalo, has the potential to connect tens of thousands of residents to the Niagara River and the various cultural attractions, small businesses, and natural landscapes that dot the corridor.

The University District Community Development Association (UDCDA) is a full service agency offering a wide array of youth, teen, and senior service programs to residents out of the Gloria J. Parks Community Center while also spearheading community and housing development projects throughout Buffalo's. The agency works with residents, block clubs, community nonprofits, educational institutions, and local government to invest resources in the people and places that matter most to the community. The North Buffalo Rail Trail, which runs from the NFTA LaSalle Metro Station to Kenmore Avenue where it connected to the Tonawanda Rail Trail, has been a resounding success in just the few short months it's been in operation. From a blighted, abandoned rail right-of-way to a multi-use path that sees hundreds of bikers, walkers, and runners every day, the Southern Terminus of the 5-mile long network has had a transformative effect on our community.

The goals outlined in the Town's funding application will further reinforce the Rail Trail as a major alternative transportation corridor in the region and provide a direct, car-free route to explore and enjoy the Niagara River watershed. We are especially excited to see that public art plays a prominent role in the proposed project, as we've found public art to be a powerful place-making tool. Signage is also critically important to both building the identity of the Rail Trail as well as connecting the myriad of neighborhoods that are now linked together thanks to this piece of public infrastructure.

With this project, the Town of Tonawanda is positioning the Rail Trail not just as a bike way, but as a cultural and ecological corridor linking some of the region's largest population centers to the Niagara River Greenway. We look forward to supporting this work and continuing to coordinate and collaborate on investments made in the Rail Trail. If you have any questions or need further information, please feel free to reach out to me at d.cotton@udcda.org or 716-857-0096.

Sincerely,

Darren Cotton
Director of Community Development & Planning
University District Community Development Association



Veterinary Specialists of Western New York

November 8, 2016

Mr. James B. Jones, PE, CFM, Town Engineer
Town of Tonawanda Technical Support Dept.
2919 Delaware Avenue
Kenmore, NY 14217

Re: Rails to Trails Project

Dear Mr. Jones:

Please accept this letter as Sheridan Animal Hospital's support for the town's efforts in obtaining a grant to pay for the construction of a parking area on Sheridan Drive next to the bike path.

Our hospital has been a supporter of this project since its inception. Walking is a great way for pets and their owners to stay in shape! Our staff utilizes the path on lunch breaks and some of our staff even use it in good weather as a means to get to work. We have also donated two (2) pet waste stations which are placed in different neighborhoods, along the path in the Tonawanda area.

During this first season the path was open, our parking lot has been used by many people using the path. While we want to be good neighbors, this hampers our ability to provide parking spots for our clients; especially on the days that we have 4 doctors seeing appointments, along with surgical and other medical procedures happening.

There are many trails throughout Western New York which include off-street parking. The addition of a parking area specific for the path would help alleviate our hospital's parking lot use and provide a safe place for those using the path to park their vehicles and load/unload their bicycles/strollers.

Should you need any additional information, please contact our hospital at (716) 833-2255. Thank you for your time and consideration.

Sincerely,

Gina Terbot
Hospital Manager
/gt

TRIAD RECYCLING & ENERGY CORPORATION

TOWN OF TONAWANDA Rail Trail

Dear Supervisor Emminger,

Triad Recycling and Energy fully supports the Tonawanda Rail Trail and in particular the recommended enhancements. While change always draws concerns from residents, this Rail Trail is nothing short of a GREAT RESOURCE for Town of Tonawanda. This can be measured by the high usage on the trail, even before it opened. My interest and support comes from numerous directions:

- 1 – I am a long time member of Rails to Trails and travel around the USA cycling many of the trails on vacation.
- 2 – I am an Adventure Cycling Tour Leader, conducting 1 – 2 week tours with individuals from around the world.
- 3 – I am a long time bicycle commuter to DuPont and now Triad. I rode the Tonawanda Rail Trail on a mountain bike 10-15 years ago when it was grass!
- 4 – Triad is the first shingle recycler in NY State. We have worked with numerous contractors, HMA manufacturers and NYS DOT to develop a suitable RAS specification. Recycling post consumer asphalt shingles reduces cost, reduces imported oil and reduces landfill while making a good quality pavement. Therefore using recycled material is a win/win/win in a GREEN rail trail!
- 5 – Making this trail accessible to everyone is very important, as walkers, riders, strollers, wheelchairs all afford the residents enjoyment of getting outdoors, right in the middle of town.
- 6 – I am a chair of the Ride for Roswell, responsible for planning 14 routes for 8,000 bicycle riders. We look forward to a family route on the Tonawanda Rail Trail in the future to show off this resource to our community with a SAFE, Scenic route through the northtowns.

Thanks,

John Hannon

716.553.5512

Triad Recycle and Energy

3755 River Road
Tonawanda, NY 14150
Phone 716-235-8822
Fax 761-235-8824

Supervisor Joseph H. Emminger
Town of Tonawanda
2919 Delaware Ave
Kenmore, NY 14217

Re: Niagara River Greenway Grant

Dear Supervisor Emminger:

I am pleased to write in support of the Town of Tonawanda's application for Rails to the Niagara River Greenway grant. Funding from this grant will be dedicated to the Tonawanda Rail Trail Enhancement Project.

The Tonawanda Rail Trail project has been a great addition to the areas developing trail system. We are fortunate in our community to have this beautiful trail that is available to our community members and visitors. The work that is proposed such as the electrical connection to the proposed vending machine and counting device outlined in this grant will benefit our community. Gabe's Collision would allow an electrical connection to these devices.

I am pleased to support the Tonawanda Rail Trail Enhancement, and would strongly urge your consideration of their application.

Sincerely,



Jeff Mucciarelli

Gabe's Collision North
2260 Sheridan Dr
Tonawanda, NY 14223
716-875-4455



HANDLEBARS CYCLE COMPANY

685 Englewood Avenue
Tonawanda, New York 14223

T 716-835-0334
F 716-834-0829
contact@handlebarscycleco.com

handlebarscycleco.com

November 4, 2016
James Jones
Town Engineer
Town of Tonawanda Technical Dept.
2919 Delaware Avenue
Kenmore, NY 142317

Dear Jim,

Thank you for the opportunity to allow Handlebars Cycle Company increased involvement within the ongoing Town of Tonawanda projects, including the Tonawanda Rail Trail as well as the Complete Streets Initiative, we are extremely excited with all the progress thus far. As you know Handlebars Cycle Company has been serving the community since 1971, and haven't experienced such widespread interest in cycling for decades. As the demands for the cycling community evolve we will always be willing to provide our knowledge, experience and hard work to make the Town a better place to live.

We understand the immediate need for bicycle support fixtures such as pump/maintenance stations along with vending machines for bicycle related products. We are prepared to accept any role needed to maintain and manage such equipment, including sourcing product and maintaining inventory for the vending component of the project. Please let us know how we can assist the efforts in other ways as we help build the future of a safer, friendlier cycling community.

Sincerely yours,

CHRISTOPHER BUSHOVER

127 Fayette Avenue
Buffalo, NY 14223
December 1, 2015

Mr. Jim Jones
Engineering Department - Room 20
2919 Delaware Avenue
Kenmore, NY 14217

Dear Mr. Jones:

Congratulations to the Town of Tonawanda for making the new rails-to-trails bike path a reality. Bikers are using it already!

Here is a serious suggestion for the spring of 2016. The town has an opportunity to seed this freshly opened ground with the kinds of wildflowers and plants that grew in abundance, right here not so long ago. Not only would casual patches of wild flowering plants please people traveling the trail, it would also restore a healthy ecosystem. You would provide a needed way-station for honeybees, Monarch butterflies and other beneficial types.

We are lucky to have experts in Western New York such as Buffalo Niagara Riverkeepers (bnriverkeepers.org) who specialize in native plant species and perhaps have sources for donated seed. You may want to talk to the folks who are planning rain gardens for the Lincoln Park loop trail for inspiration.

Keep it simple - nature tends to work out the kinks and fill in spaces - barring invasive species like phragmites and purple loosestrife.

Here's to a beautiful, wholesome bikeway system. Thanks for your enthusiasm.

Sincerely yours,



(Mrs.) Lorraine Tesmer
716-837-5214

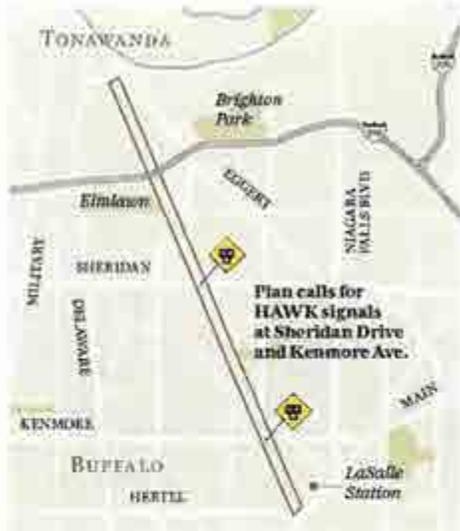
cc. Brian Rose
Sr. project manager
Erie County

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Tuesday December 15, 2015
The Buffalo News.com (/)

City & Region



Rails for trails graphic.

Cyclists, joggers, dog walkers can't wait for finished Tonawanda Rails-to-Trails project

BY: Joseph Popielkowski (mailto:popielkowski@buffnews.com) Published: December 15, 2015, 05:08 PM
Updated: December 15, 2015, 05:08 PM

The Tonawanda Rails-to-Trails project isn't complete or officially open yet, but that hasn't stopped bicyclists, joggers and dog walkers from flocking to the new path during recent unseasonably warm weather.

"To see this come to life is a vision realized for not just myself but for a whole lot of other people in our community," said Philip L. Haberstro, a Kenmore resident and executive director of the Wellness Institute of Greater Buffalo. "It's something for all of us to be excited about and proud of."

Managers of the \$2.5 million project also said they're hearing good things.

"According to our field staff, they've gotten a lot of positive comments from people adjacent to the path and people from wherever who are out using it," said Brian Rose, senior project manager for Erie County. "I think it's going to be very well received, just by the number of people who are using it while it's being built."

The first layer of asphalt for the 4-mile trail which cuts a diagonal line across the heart of the town's residential core and runs along an old railroad bed has been paved. Much of the concrete work is done and trees and landscaping are in the ground.

Work by Northeast Diversification wrapped up for the year on Friday and will resume in the spring when the top layer of asphalt is paved and HAWK signals, or high-intensity activated crosswalk beacons, are installed where the trail crosses busy Sheridan Drive and Kenmore Avenue.

The site until Friday was still very much a muddy construction zone, active with bulldozers and dump trucks. There are "Trail Closed" signs posted at entrances.

"We don't shoo people off, we just want people to be aware it is closed," Rose said. "It's still a construction site."

Still, the progress has not gone unnoticed by residents eager to make use of what will be the town's newest recreation spot.

The concept for the trail languished for decades. Haberstro even included the trail on his platform when he ran for Town Board — in 1991. Only now, it's nearly done, but not quite yet.

"Folks need to respect the safety issues there," said Haberstro, who "scouted" the trail last month on his bike, from Center Avenue up to his alma mater, Cardinal O'Hara High School. "It's not quite ready, but hang in there."

Other residents are coming forward with ideas to enhance the trail.

"Congratulations to the Town of Tonawanda for making the new rails-to-trails bike path a reality," Fayette Avenue resident Lorraine Tesmer wrote in a letter to Town Engineer Jim Jones. "Bikers are using it already!"

Tesmer suggested seeding wildflowers and other native plants along the path to "restore a healthy ecosystem."

"I thought that was a great idea," Jones said. "We have a little wetland area between Kenmore and Englewood that we may look for some grants to do wetland enhancements."

Jones also expdes ideas for further enhancing the trail once it opens, including an "Adopt-a-trail" program in which groups would agree to maintain portions and a program for planting flowers or trees in memory of the deceased.

"It's a good foundation, it's a good backbone," he said. "It will evolve into something larger — more connectivity, more enhancements as time goes on."

Already, the trail connects to the separate North Buffalo Rails-to-Trails project, which is also nearing completion. Crews are putting the finishing touches on that trail, which runs from the LaSalle station Metro Rail stop on Main Street to Kenmore Avenue.

"Having that carry through to Tonawanda, that's a great thing," Buffalo Public Works Commissioner Steven J. Stepniak said. "It's something I know people are definitely going to be interested in as we develop these walkable communities. We want to make sure that we're bike-friendly out there. We're excited about it."

Also, a loop trail that will link the town's path to Lincoln Park is in the design stages now and scheduled for construction next year, Jones said.

Finally, another project will take the rail-trail from its northern terminus at State Street in the City of Tonawanda north to the Canalway Trail. Construction on that portion could begin as early as 2017, Rose said.

When all is said and done, bicyclists will be able to ride mostly off-road from the Erie Canal south to the Metro Rail station and take the subway downtown with their bikes to Canalside.

The frenzy of activity building multimodal transportation in the Northtownia comes as the Town of Tonawanda embarks on a complete streets initiative, which includes a bicycle master plan.

A graduate class in urban planning in the School of Architecture and Planning at the University at Buffalo reviewed the town's road network and identified several priorities where bicycle facilities could be improved.

The class presented its findings to the town Planning Board on Dec. 2.

Students under Professor Bumjoon Kang proposed 7-foot designated bike lanes along Sheridan Drive from East Park Drive to Belmont Avenue. From Belmont to Niagara Falls Boulevard a 5-foot protected bike path would go off-road and run parallel to the sidewalk. Their plan would also enhance safety for bicyclists on Sheridan at key intersections with East Park, Belmont and Niagara Falls Boulevard.

"I think it's very cool," Jones said. "I like the way they interfaced the Sheridan Drive protected bike lanes into the side path. I thought that was a good treatment."

The class also proposed 5-foot bike lanes on Delaware Avenue, designated by green-colored pavement.

and 4-foot paths on Kenmore Avenue from Military Road to the rail-trail, which crosses Kenmore Avenue behind the former Budwey's supermarket.

Parker Boulevard, Brighton Road and Sawyer Avenue were also identified as priority candidates for dedicated bike lanes.

In a survey of 113 residents, the class found that 80 percent of respondents would not bike on Sheridan currently, but 90 percent said they would if protected bike lanes were added.

Also, nearly three-quarters of respondents identified a lack of designated bike lanes as the biggest obstacle to bicycling in the town.

Jones said the study will help inform future decisions about changes to the major roadways.

"We'll take it and roll it into our complete streets initiative," Jones said. "We're meeting regularly now with our complete streets committee. We're hoping to adopt a policy."

Meanwhile, warm weather has allowed rail-trail construction to stay on schedule. "It has helped," Rose said. "It's allowed them to work this late."

While the trail is closed this winter, town officials are looking at the possibility of keeping it open during future winters for snowshoeing and cross-country skiing. They may also add lighting for nighttime use, like on the North Buffalo side, which features decorative light standards.

"We've always taken the stance that it's going to be a dawn-to-dusk facility just like the rest of our parks," Jones said. "That's something we can work on in the future. We don't have to have firm rules right now."

For now, the bicyclists, joggers and dog walkers itching to use the completed trail will have to remain patient just a little while longer.

"I'm happy with the work that's been done so far," said Rose. "I'm looking forward to a successful completion next year and being able to open it to the public, officially."

When that day comes, Haberstro has one piece of advice:

"Get out and use it, because looking at it doesn't help you," he said. "It's riding it, biking it, blading it — whatever your pleasure may be. Because of the high level of access and the high level of safety that it offers the community I think it's going to be a very successful addition to our town."

email: jpoptolkowski@buffnews.com

Joseph Popolkowski

cc: Town Board
J. Ehlers
J. Hartz

127 Fayette Avenue
Buffalo, NY 14223
May 2, 2016

2665

Mr. Jim Jones
Engineering Department - Room 20
2919 Delaware Avenue
Kenmore, NY 14217

Dear Mr. Jones:

Spring is arriving along the new rails-to-trails path. So many people turned out to work during the Earth Day trail cleanup event! There is a lot of community interest. I hope official interest is sustained for reviving a wholesome, natural setting along the trail.

As I mentioned in a previous letter, native plants and wildflowers would not only enhance the "looks" of the trail, lifting the spirits of those who use it, but would reestablish a vital ecosystem for honeybees, Monarch and other butterflies and birds.

Suburban kids and adults need to have a connection to the natural world in order to value it. Here is a chance to put nature within sight, smell and yes, touch.

I have recently returned from The Woodlands north of Houston, Texas. this planned community is filled with bike/walking trails among the trees. Native plants flourish along with their human inhabitants. Birds sing, frogs croak...you get the picture.

I am willing to get muddy to aid in this effort.

Sincerely yours,



(Mrs.) Lorraine Tesmer
716-837-5214

RECEIVED

MAY 04 2016

TOWN OF TONAWANDA
TECHNICAL SUPPORT DEPT.

2665

Tuesday, June 07, 2016
The Buffalo News.com (1)
City & Region



HAWK crosswalk beacons are ready to become operational in the Town of Tonawanda. (Joseph Popiolkowski/ Buffalo News)

HAWK crosswalk beacons are ready to become operational in Town of Tonawanda

BY: Joseph Popiolkowski (mailto:jpopiolkowski@buffnews.com) Published: June 6, 2016, 10:31 PM
Updated: June 6, 2016, 11:05 PM

Advice to motorists in the Town of Tonawanda: Watch out for HAWKs overhead.

Traffic-control devices known as HAWKs, or high-intensity activated crosswalk beacons, are set to become operational this month, allowing pedestrians and bicyclists using the town's new Rails to Trails path to safely cross Kenmore Avenue and Sheridan Drive.

They will be the first of their kind in the state, according to town officials, who are trying to educate motorists about what to expect. After much deliberation, the state Department of Transportation decided that a HAWK beacon would be the best device for Sheridan, a busy seven-lane state road.

"It's been used down in the southern states successfully," said Town Engineer James B. Jones. "This is a unique situation that prompted some critical thinking."

A YouTube video produced for the City of Tempe, Ariz., explaining how a HAWK works was shown Monday night at the the Town Board's meeting.

The beacon is dark until activated by a pedestrian who pushes a button. The beacon then begins flashing yellow, telling motorists to prepare to stop, followed by solid yellow, which means motorists must stop. The beacon turns solid red, allowing pedestrians to cross, then begins to toggle red, which means motorists may proceed after stopping if the crosswalk is clear. Finally, the HAWK goes dark again.

The video is also on the town website, [tonawanda.ny.us \(http://www.tonawanda.ny.us/index.asp?nid=817\)](http://www.tonawanda.ny.us/index.asp?nid=817).

"It's important for the general public to understand how this works," Jones said. "They'll see a red light, and everybody knows what to do at a red light. But when it's dark, that's a little unique. They're not sure what to do. There will be a learning curve. But I think it's important to respect the safety of the pedestrians and the bicyclists."

The HAWK beacons for the east and west directions of Sheridan are already in place, although they are covered by black bags. The beacons could be activated in two to three weeks at the earliest, as Erie

County works with the DOT and the project's contractors on a timeline to get them operational, Jones said.

There is a sense of urgency, he said, because trail users are already crossing Sheridan and Kenmore, but without the aid of the devices. The trail isn't officially open yet, but should be complete by the end of the month, Jones said.

"The public is very eager to use this bike path, and they've been using it ever since the bulldozer put his blade down and started pushing stone," he said. "They've been watching this project evolve, so they have a sense of ownership."

In addition, where the trail crosses over Englewood Avenue and Brighton Road, the marked crosswalks will be enhanced with pedestrian-activated, solar-powered devices called Rectangular Rapid Flashing Beacons. The device consists of an LED light, which flashes when activated by a pedestrian and is intended to alert motorists to yield to those using the crosswalk.

The Rails to Trails contractor is completing signs, landscaping, crosswalks and signal work, Jones said.

"Be patient," he said to prospective trail users. "Once it's open, it's going to be one of the best things we've had evolve in the town here. Everyone has a great sense about this. We're really looking forward to it."

email: jpapolkowski@buffnews.com

Joseph Popolkowski

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10 interesting things to know about the new Tonawanda Rails to Trails



The Tonawanda Rails to Trails is a 4-mile paved path for recreation and commuting.

By Joseph Popiolkowski

Updated 11:24 AM August 11, 2016

The region's newest recreation spot will officially open Thursday to all bicyclists, joggers and anyone else looking for a motor-free workout or commute.

But the 3.9-mile Tonawanda Rails to Trails is much more than a simple 12-foot-wide paved asphalt path atop a former railroad bed in the Town and City of Tonawanda. One town official has called it a "game changer," a "backbone" and "interstate of biking" for the connectivity it provides within the region's larger off-road transportation network.

Here are 10 interesting things to know about the new \$2.5 million multi-use path:

1. The rails carried passenger and freight trains for about 100 years

ADVERTISEMENT



A doubleheader train at the Brighton Road crossing where the tracks paralleled those of the Erie Railroad. A high-speed service train line ran from 1918 to 1937. Photo courtesy Tonawanda-Kenmore Historical Society

The 66-foot-wide right of way last saw train traffic in the early 1980s and railroad tracks and ties were removed in 2003. But those rails for about a century carried passenger and freight traffic between Buffalo and Niagara Falls.

“The railroad corridor was operated for both freight and for passenger service dating back to the 1880s,” according to historical accounts.

[View a photo gallery](#) of historical photos of trains on what's now the Tonawanda Rails to Trails.

2. Planning for Tonawanda Rails to Trails goes back to 2001

When the ribbon is cut Thursday morning at Kenney Field, it will be the culmination of at least 15 years of planning.

The Tonawanda Rails-to-Trails was added in 2001 by the county and state DOT to the region's Transportation Improvement Plan, although the concept of a multi-use trail on the land goes back many years earlier. The project was also included on a September 2002 list of projects approved under the federal Congestion Mitigation and Air Quality Improvement Program with an estimated construction date of 2005.



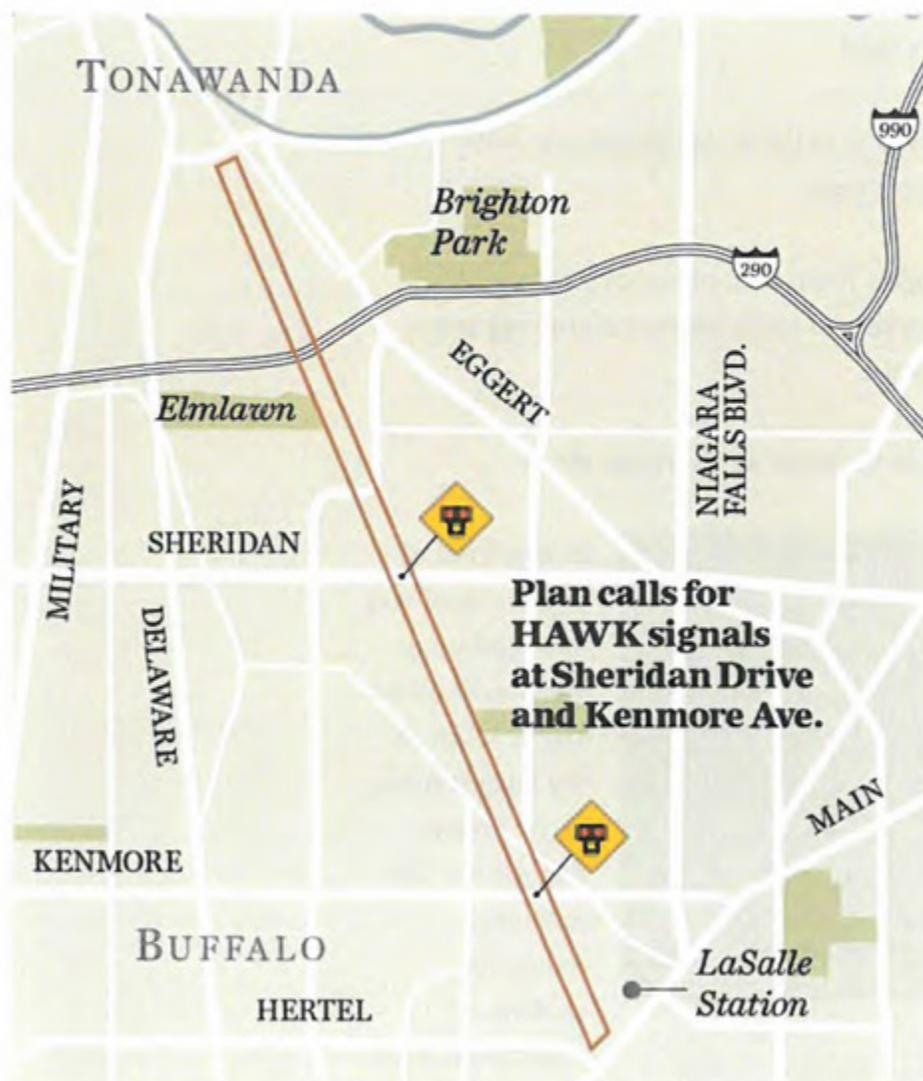
But the plans were put on hold for years as a series of obstacles conspired to derail the project. The biggest hurdle was working out a lease with the NFTA, which wanted to retain ownership of the property for a potential

After 15 years of planning, construction on the Rails to Trails got underway in 2015. Photo by John Hickey / Buffalo News

light rail extension or other public transit. In October 2011, the logjam broke when the NFTA made an informal

agreement to lease the land for 10 years to the county at no cost. The lease began July 1, 2014.

3. The trail connects with a City of Tonawanda extension project and the new North Buffalo Rails-to-Trails



Feel like heading down to Canalside in downtown Buffalo but don't feel like driving? Hop on the trail and go south. After crossing Kenmore Avenue you're on the new North Buffalo Rails to Trails, which is on the same right of way and will take you to the LaSalle station Metro Rail stop on Main Street.

The shorter North Buffalo trail also has connections to Shoshone Park and reconnects the University Heights and North Park neighborhoods via Taunton Place.

Further north, a separate Erie County project will take Tonawanda Rails to Trails from its current terminus at State Street in the City of Tonawanda to the Canalway Trail at East Niagara Street.

The 0.85-mile project consists of 0.43 miles of separate paved trail between State Street and Fillmore Avenue along the NFTA right-of-way, and 0.42 miles on-road on Fillmore to East Niagara. Fillmore will also have improved sidewalks for pedestrians and there will be "sharrows" so bicyclists and motorists share the road.

The \$1.14 million extension project is in the design phase now, with construction expected to begin next year.

All these links among trails delights Town of Tonawanda Engineer Jim Jones. "The projects all came together to really become a growing tree, which will only branch out," he said.

4. First use of a HAWK signal in the state at Sheridan Drive



The HAWK signal at Sheridan Drive became operational in June. Photo by John Hickey / Buffalo News

A new kind of traffic signal was switched on in June on Sheridan Drive – one of the busiest roads in the county – and it's not like anything motorists, cyclists or pedestrians have ever seen in our region.

This traffic control device can't be found on any other state road. It doesn't have a green light. In fact, it has two red lights and is dark until activated.

It's called a HAWK. That's short for high-intensity activated crosswalk beacon, and its purpose is to allow users of the new Tonawanda Rails to Trails path to safely cross the seven lanes of busy Sheridan, which carries more than 30,000 vehicles daily.

Traffic engineers struggled with how to handle the crossing near the halfway point in the 4-mile trail before settling on a HAWK as the best option. There's another HAWK at Kenmore Avenue that is not yet operational and is part of a Kenmore Avenue reconstruction project.

What will I see?

A new kind of traffic signal will be in use starting Friday. The key thing to remember is that it's pedestrian-activated. If no one needs to cross then it stays dark and you can keep driving.

DRIVERS



PROCEED WITH CAUTION



Flashing
SLOW DOWN
Pedestrian has activated the push button



PREPARE TO STOP



STOP!
Pedestrian in crosswalk



Flashing
STOP!
Proceed with caution if clear



PROCEED IF CLEAR

PEDESTRIANS



PUSH THE BUTTON TO CROSS



WAIT



CONTINUE TO WAIT



START CROSSING



Time remaining to cross
FINISH CROSSING BUT DO NOT START



PUSH THE BUTTON TO CROSS

5. It's also the first use of a "Rectangular Rapid Flashing Beacon" in WNY

The trail also utilizes a crossing sign called a "Rectangular Rapid Flashing Beacon" at two places: the Englewood Avenue and Brighton Road crossings.

These are high-visibility yellow signs alerting motorists that there's a marked crosswalk used by pedestrians and bicyclists. Each sign has solar-powered LED lights that flash in an alternating pattern to catch motorists' attention and alert them that someone is attempting to cross. The lights are activated when the trail user pushes a button.



The "rectangular rapid flashing beacon" sign at Brighton Road.

Photo courtesy of Jim Jones

Motorists by state law must stop if a trail user is in the marked crosswalk.

6. Crosses Sheridan Drive near the "holy trinity of calories"

Hungry from burning all those calories on the trail? You can fuel up at Sheridan, where the trail passes near what Town Engineer Jones calls "the holy trinity of calories." That would be three of the boulevard's famous food establishments: Paula's Donuts, Ted's Hot Dogs and Anderson's Frozen Custard.

Town officials also have ideas for posting directional signs in commercial areas to let trail users know how far

they are from businesses and to give them an orientation. At Sheridan, there's also the possibility of adding bike racks, plantings, bike repair stations, air compressors and water fountains. The town is looking into sponsorships for those.

7. Part of the town's Complete Streets initiative

The trail is a vital part of the town's [Complete Streets initiative](#). Complete Streets accommodate all modes of transportation by allowing for sidewalks, landscaping, parking, bike lanes and motor vehicle traffic. A bicycle master plan, like the one the City of Buffalo adopted several years ago, is part of the initiative.

"You have this interstate of multi-modal here, but how do you get to it?" asked Jones.

A town committee formed last year has proposed a draft Complete Streets policy and identified some likely candidates for a makeover. Many are the town's busiest streets, including Sheridan Drive; Kenmore and Englewood avenues; Brighton, Eggert and Military roads; and Parker and Colvin boulevards. Others are smaller residential streets, such as Crosby Avenue in the Village of Kenmore, that are close to parks, schools and athletic fields.

Subj: **FW: Niagara River Greenway grant support from Buffalo Racquet Club**
Date: 11/7/2016 11:08:19 A.M. Eastern Standard Time
From: jjones@tonawanda.ny.us
To: grantmkr@aol.com

FYI

From: BRC Tennis [<mailto:brctennis@buffaloracquetclub.net>]
Sent: Monday, November 07, 2016 10:18 AM
To: Emminger, Joseph <jemminger@tonawanda.ny.us>
Cc: Jones, Jim <jjones@tonawanda.ny.us>; Bill Atallah <williamainsurance@yahoo.com>; Bob Brandon <brandonrj@roadrunner.com>
Subject: Niagara River Greenway grant support from Buffalo Racquet Club

07 November 2016

Supervisor Joseph H. Emminger
Town of Tonawanda
2919 Delaware Avenue
Kenmore, New York 14217

Dear Mr. Emminger:

The Buffalo Racquet Club has been a member of the community since its inception in 1954. The long abandon railway that is adjacent to the club, has long been an untidy eyesore to the community. However, this year's inauguration of the rails-to-trails conversion has been a much welcomed change to the area and the Buffalo Racquet Club. The club welcomes the wonderful activity that the trail has brought to the area.

The Board of Directors has reviewed Job 2665.1, Tonawanda Rail Trail Enhancements Project Scope. The Board fully supports and unanimously approved the support for your grant proposal.

We wish you the best in this endeavor. Please do not hesitate to call on us for further assistance and comment.

Yours Sincerely,

Jeffrey Lokken
Vice President
Buffalo Racquet Club
(m) 716.830.0191

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[Buffalo Racquet Club Website](#)

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Disclaimer: This Message may contain confidential information intended only for the use of the addressee named above. If you are not the int

ATTACHMENT 6

Land Owners' Approval and Executed Agreement



Niagara Frontier Transportation Authority
Serving the Niagara Region

181 Ellicott Street
Buffalo, New York 14203
www.nfta.com

Kimberley Minkel
Executive Director
716-855-7470
Fax: 716-855-6655
E-mail: kim_minkel@nfta.com

November 3, 2016

Joseph H. Emminger
Supervisor
Town of Tonawanda
2919 Delaware Avenue
Kenmore, NY 14217

Re: Niagara Frontier Transportation Authority (NFTA) Support – Tonawanda Rail Trail Enhancements

Dear Supervisor Emminger:

I write to note the NFTA's support for the Town of Tonawanda's proposal to provide additional pedestrian and bicycle amenities, wayfinding signage, and landscaping along the Tonawanda Rail Trail.

In 2014, the NFTA entered into an Agreement that allowed for construction of the first phase of the Tonawanda Rail Trail project on NFTA-owned right-of-way. Construction of the Tonawanda Rail Trail was completed in 2016. The NFTA is pleased that the proposed project will build off of the initial trail construction as well as other recently announced investments that forge better multi-modal connections with the surrounding community, promote the long-term sustainability of the region, and enhance Western New York's multi-use trail network as called for by the Niagara Greenway Commission.

The NFTA understands that the proposed project will be implemented along the NFTA-owned right-of-way covered under the 2014 Agreement. As stipulated in the Agreement, the Town of Tonawanda will operate and maintain the proposed improvements.

If you have any questions or would like additional information about the NFTA's support for this project please do not hesitate to contact Darren Kempner, Manager of Grants and Government Affairs at (716) 855-7305.

Very truly yours,

Kimberley Minkel
Executive Director

KM:dk



National Fuel

October 26, 2016

Joseph H. Emminger
Town Supervisor
Town of Tonawanda
2919 Delaware Avenue
Kenmore, NY 14217

RE: Town of Tonawanda Rails to Trails Enhancements

Dear Mr. Emminger:

The intent of this letter is to express National Fuel's support of the Town of Tonawanda's proposed plans to enhance its Rails to Trails path. National Fuel is aware the Town is seeking funds to enhance the trail by connecting it to the neighborhood streets by crossing National Fuel's property. National Fuel is willing to work with the Town to mutually agree upon these proposed trail connections.

Sincerely,

Stacey A. Fonagy
Supervisor, Land Representative
Land Department



COUNTY OF ERIE

MARK C. POLONCARZ
COUNTY EXECUTIVE

November 1, 2016

Supervisor Joseph H. Emminger
Town of Tonawanda
2919 Delaware Avenue
Kenmore, New York 14217

RE: Niagara River Greenway
Tonawanda Rail-To-Trail Enhancements

Dear Mr. Emminger:

I would like to state our support and approval of the proposed Tonawanda Rail Trail Enhancements project which is being submitted for funding to the Niagara River Greenway Commission. This project was discussed with Erie County and, if approved, a municipal agreement between Erie County and the Town of Tonawanda will be established.

The Tonawanda Rail Trail has proven to be a welcome addition to the neighborhood, connecting users from both the City of Buffalo and Town of Tonawanda, as well as neighboring communities. The proposed improvements of the trail crossing at Englewood Avenue, a County road, as well as the other numerous enhancements along the trail will significantly improve user safety, enhance community alternative transportation, and promote healthy lifestyles.

Sincerely,

Charles A. Sickler, P.E.
Director of Engineering - Highways

CHRISTOPHER L. JACOBS, ERIE COUNTY CLERK
REF:

DATE:8/13/2014
TIME:2:08:36 PM
RECEIPT: 14126218

LAW OFFICES OF JAWORSKI&GIACOBBE
ACCOUNT #: 0

ITEM - 01 704
RECD: 8/13/2014 2:11:06 PM
FILE: 2014161136 BK/PG D 11267/8275
NIAGARA FRONTIER TRANSPORTATION AUTHORITY
COUNTY OF ERIE
Subtotal 0.00

TOTAL DUE	\$0.00
PAID TOTAL	\$0.00

REC BY: Loretta
COUNTY RECORDER

I HEREBY CERTIFY that the within instrument is entitled to be filed, recorded or indexed in your office without charge, pursuant to the Provision of § 8017, C.P.L.R.

By Lester M. Walden
Asst. Co. Att'y.

**RAILS - TO - TRAILS
AGREEMENT**

Doc. No. _____

This Agreement, dated this _____ day of _____, 2014 by and between the Niagara Frontier Transportation Authority, a New York State public benefit corporation with its principal office for the transaction of business at 181 Ellicott Street, Buffalo, New York 14203 (hereinafter referred to as "NFTA"); the County of Erie, a New York State municipal corporation with its principal office for the transaction of business at 95 Franklin Street, Buffalo, New York 14202 (hereinafter referred to as "County"); the Town of Tonawanda, having its principal office for the transaction of business at 2919 Delaware Road, Kenmore, New York 14217 (hereinafter referred to as "Town"); and the City of Tonawanda, having its principal office for the transaction of business at 200 Niagara Street, Tonawanda, New York 14150 (hereinafter referred to as "City"). The NFTA, County, Town, and City, may be individually referred to hereafter as a "Party", or collectively as the "Parties".

WHEREAS, the County desires to develop certain land owned by the NFTA for a multi-purpose recreational trail located within the Town and City; and

WHEREAS, the NFTA has agreed to provide the County with the use of the land for a multi-purpose recreational trail; and

WHEREAS, the County has agreed to design and construct a multi-purpose recreational trail; and

WHEREAS, the Town and City have agreed to operate and maintain those certain portions of the multi-purpose recreational Trail located within their respective boundaries.

NOW, THEREFORE, in consideration of the forgoing and of the mutual covenants and promises contained herein, the receipt and sufficiency of which the Parties mutually acknowledge, the Parties hereby agree as follows:

Article 1 Project Description

The underlying project consists of the design, construction and maintenance of a multi-use recreational trail (hereinafter "Trail") within the NFTA's Tonawanda Right of Way (hereinafter "ROW"), more particularly described in Exhibit A, attached hereto and made a part hereof. The Trail generally consists of a twelve foot wide asphalt path with two foot wide subbase shoulders on either side. Additionally, new parking areas will be located at each end of the Trail as well as features such as landscaping, signage and amenities. The tentative project schedule is annexed hereto as Exhibit B.

FILED

AUG 13 2014

Article 2 Scope of Work

The County shall be solely responsible for the costs associated with the design and construction of the Trail. The operation and maintenance of the constructed Trail shall be the responsibility of the Town and City. The County and the County's design consultant shall certify that the design meets or exceeds all applicable statutory, regulatory, and good practice requirements. The NFTA reserves the right to approve any and all phases of the project from preliminary design through final acceptance of the constructed project, including but not limited to the location of the Trail within the ROW. To the best of their ability, the County shall cause its contractor to provide the NFTA with a design and construction schedule updated monthly that includes all phases of construction.

At a minimum, submittals shall be provided to the NFTA at the 50%, 90% and 100% levels. The NFTA's review will be performed at the NFTA's expense and will be completed within ten (10) business days after receipt of the proposed design. The NFTA will (a) take no exception to the proposed changes, (b) suggest revisions to the proposed changes, or (c) reject the proposed changes. In the event the NFTA provides the County with suggested revisions to the proposed changes, the County will either (a) implement the suggested revisions or (b) reject the suggested revisions. In the event the County rejects the suggested revisions the NFTA reserves the right to reject the proposed changes.

The NFTA shall be provided with two (2) complete sets of contract documents prior to the commencement of construction and all amendments as issued. The NFTA shall be provided with a complete set of as-built drawings within three (3) months after final acceptance of the Trail. All documents shall be provided in AutoCAD format.

In the event that any of the Parties to this Agreement wish to make future improvements to the Trail, an Amendment to this Agreement shall be made detailing the terms of such improvements.

Article 3 Term

The term of this Agreement commenced on July 1, 2014, and will terminate on June 30, 2024, unless sooner terminated pursuant to this Agreement. The County has the right to renew the Agreement for at least one (1) additional ten (10) year term, upon the same terms and conditions as agreed upon in the original term, commencing on July 1, 2024 and terminating on June 30, 2034. Any further renewals of this Agreement, beyond the initial renewal term shall be subject to negotiation between the County and NFTA. The renewal term is subject to the NFTA's right to terminate in the event any portion of the land being used for the Trail is needed for transit use.

Article 4 Indemnification

During the design and construction phases of the Trail, the County shall defend, indemnify and hold harmless the NFTA, its subsidiary the Niagara Frontier Transit Metro System, Inc., and

their members, officers, employees and agents from and against any and all liability, damages, claims, demands, costs, judgments, fees, reasonable attorney's fees or loss arising directly or indirectly out of the performance or failure to perform hereunder by the County or third parties under the direction or control of the County.

Upon substantial completion of the construction of the Trail, the Town and City shall be responsible for the maintenance and operation of the respective portions of the Trail and the NFTA's surrounding Right Of Way surface area. As such, the Town and City shall defend, indemnify and hold harmless the NFTA, its subsidiary the Niagara Frontier Transit Metro System, Inc., and their members, officers, employees and agents from and against any and all liability, damages, claims, demands, costs, judgments, fees, reasonable attorney's fees or loss arising directly or indirectly out of the performance or failure to perform hereunder by the Town and/or City or third parties under the direction or control of the Town and/or City.

Article 5 Insurance

The County agrees to have its construction contractors procure and maintain at their expense during the construction phase of this Agreement insurance of the kinds and in the amounts hereafter required, with insurance companies authorized to do business in New York State. The policies shall provide for a thirty (30) day notice to the NFTA prior to termination, cancellation or change.

Prior to the commencement of construction, the Contractor shall supply the NFTA, by delivering to the Risk Manager, 181 Ellicott Street, Buffalo, New York 14205, a certificate(s) of insurance providing evidence of insurance coverage for the Contractor for the following coverages:

- (A) Commercial General Liability insurance in a comprehensive form including coverage for property damage, bodily injury, personal injury and completed operations with a single limit of at least \$1,000,000.00 per occurrence with a \$2,000,000.00 aggregate. The certificate shall name the County and the NFTA as an additional insured.
- (B) If any motor vehicle is used in the Work, Auto Liability insurance covering bodily injury and property damage with a minimum combined single limit of \$1,000,000.00. The certificate shall name the County and the NFTA as an additional insured.
- (C) Workers' Compensation and Employer's Liability in accordance with the applicable laws of the State of New York.
- (C) Excess Liability/Umbrella Form, \$5,000,000.00.

Article 6 Environmental

The County agrees that during the design and construction of the Trail, to the fullest extent permitted by law, to indemnify and hold the NFTA, Metro, and their members, agents and employees, harmless from and against any and all liability, claims, causes of action, losses, damages, costs and/or expenses, including reasonable attorneys' fees and court costs, as well

as remediation costs relating to any contamination of land, subsurface soils, surface water or ground water that arise as a result of the County's or its contractors' excavation, construction, disturbance or, alteration of the Trail. In the event an environmental issue should arise during construction, the County shall have the ability to choose the environmental consultants, if needed, to conduct assessments, testing, sampling and/or remediation at the site.

Article 7 Maintenance and Operation

The County shall be responsible for overseeing the construction of the Trail. Upon substantial completion of the Trail, the Town and City shall be solely responsible for the operation and maintenance of the Trail and of the NFTA's ROW property surrounding the Trail, as delineated on Exhibit C.

Article 8 NFTA Right to Terminate

The NFTA has the right to terminate this Agreement in the event construction of the Trail has not commenced by September 30, 2015 or not been completed by December 31, 2016. In the event the NFTA determines that the maintenance duties as described in Exhibit C have not been performed, the NFTA shall provide written notice to the defaulting party. Said party shall have thirty (30) days to cure the default; however, in the event the party has not done so within thirty (30) days, the NFTA shall have the right to cure said default and charge the defaulting party for any expenses incurred as a result.

Article 9 Notice

All notices of any nature referred to in this Agreement shall be in writing and either sent by registered or certified mail postage pre-paid, or delivered by hand or overnight courier, as set forth below or to such other addresses as the respective parties hereto may designate in writing. Notice shall be effective on the date of receipt. Notices shall be sent to the following:

To the COUNTY: Commissioner of Public Works
County of Erie
95 Franklin Street
Buffalo, New York 14202

With copy to: Erie County Attorney
95 Franklin Street, Rm. 1634
Buffalo, New York 14202

To NFTA: Executive Director
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, New York 14203

With copy to: Office of General Counsel
Niagara Frontier Transportation Authority
181 Ellicott Street
Buffalo, New York 14203

To the TOWN: Town Engineer
Town of Tonawanda Technical Support Dept.
2919 Delaware Avenue
Kenmore, New York 14217

With a copy to: Town of Tonawanda Attorney
2919 Delaware Avenue, Rm. 2
Kenmore, New York 14217

To the CITY: City of Tonawanda Clerk
200 Niagara Street
Tonawanda, New York 14150

With copy to: City of Tonawanda Attorney
200 Niagara Street
Tonawanda, New York 14150

Or at any such other address or such other person as the Parties may designate.

Article 10 Severability

If any provision of this Agreement proves to be illegal, invalid or unenforceable, the remainder of this Agreement will not be affected by such finding, and each provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

Article 11 Governing Law

This Agreement shall be governed by and constructed in accordance with the law of the State of New York.

Article 12 Entire Agreement

This Agreement and the Exhibits attached hereto constitute the sole and complete agreement and understanding of the Parties with respect to the rights granted herein and supersede all prior written or oral agreements and understandings with respect to the rights granted herein.

Article 13 Amendment

This Agreement shall not be changed, amended or altered in any way except in writing and executed by all Parties.

Article 14 Assignment

No Party shall assign this Agreement without prior written consent of all other Parties.

Article 15 Counterparts

This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, and all of which shall together constitute but one and the same instrument.

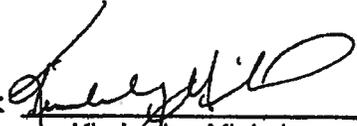
[The remainder of this page is intentionally left blank and signature pages to follow.]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed by their duly authorized officers and/or agents as of the day and year first set forth above.

COUNTY OF ERIE

**NIAGARA FRONTIER
TRANSPORTATION AUTHORITY**

By: _____
Name: Mark C. Poloncarz/Richard M. Tobe
Title: County Executive/Deputy County Executive
Date:

By:  _____
Name: Kimberley Minkel
Title: Executive Director
Date: August 13, 2014

APPROVED AS TO CONTENT

TOWN OF TONAWANDA

By: _____
Name: John Loffredo
Title: Commissioner of Public Works

By: _____
Name:
Title:
Date:

APPROVED AS TO FORM

CITY OF TONAWANDA

By: _____
Name: Kristen M. Walder
Title: Assistant County Attorney
Document No.: _____
Date: _____

By: _____
Name:
Title:
Date:

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed by their duly authorized officers and/or agents as of the day and year first set forth above.

COUNTY OF ERIE

NIAGARA FRONTIER
TRANSPORTATION AUTHORITY

By: *Richard M. Tobe* 8/13/14
Name: Mark C. Poloncarz/Richard M. Tobe
Title: County Executive/Deputy County Executive
Date:

By: _____
Name: _____
Title: Executive Director
Date:

APPROVED AS TO CONTENT

TOWN OF TONAWANDA

APPROVED AS TO CONTENT:
Electronically Signed
JOHN C. LOFFREDO, P.E., Commissioner
DEPARTMENT OF PUBLIC WORKS

By: *Anthony F. Carvana*
Name: Anthony F. Carvana
Title: Supervisor
Date: 6/28/2014

APPROVED AS TO FORM

CITY OF TONAWANDA

APPROVED AS TO FORM:
Electronically Signed
KRISTEN WALDER
ASSISTANT COUNTY ATTORNEY
Document # _____ -PW Date: _____

By: _____
Name: _____
Title: _____
Date: _____

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed by their duly authorized officers and/or agents as of the day and year first set forth above.

COUNTY OF ERIE

**NIAGARA FRONTIER
TRANSPORTATION AUTHORITY**

By: _____
Name: Mark C. Poloncarz/Richard M. Tobe
Title: County Executive/Deputy County Executive
Date:

By: _____
Name:
Title: Executive Director
Date:

APPROVED AS TO CONTENT

TOWN OF TONAWANDA

By: _____
Name: John Loffredo
Title: Commissioner of Public Works

By: Anthony F. Carvana
Name: Anthony F. Carvana
Title: Supervisor
Date: 6/28/2014

APPROVED AS TO FORM

CITY OF TONAWANDA

By: _____
Name: Kristen M. Walder
Title: Assistant County Attorney
Document No.: _____
Date: _____

By: _____
Name:
Title:
Date:

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed by their duly authorized officers and/or agents as of the day and year first set forth above.

COUNTY OF ERIE

By: _____
Name: Mark C. Poloncarz/Richard M. Tobe
Title: County Executive/Deputy County Executive
Date: _____

**NIAGARA FRONTIER
TRANSPORTATION AUTHORITY**

By: _____
Name: _____
Title: Executive Director
Date: _____

APPROVED AS TO CONTENT

By: _____
Name: John Loffredo
Title: Commissioner of Public Works

TOWN OF TONAWANDA

By: _____
Name: _____
Title: _____
Date: _____

APPROVED AS TO FORM

By: _____
Name: Kristen M. Walder
Title: Assistant County Attorney
Document No.: _____
Date: _____

CITY OF TONAWANDA

By:  _____
Name: Rick Davis
Title: Mayor
Date: August 7, 2014

EXHIBIT A

TRAIL DESCRIPTION

TONAWANDA RAILS TO TRAILS
PROJECT AREA/TRAIL DESCRIPTION

The Tonawanda Rails to Trails project is located within the Niagara Falls Secondary Track right-of-way owned by the Niagara Frontier Transportation Authority ("NFTA") and extends from Kenmore Avenue in the Town of Tonawanda to State Street in the City of Tonawanda. This right-of-way is indicated in yellow on the attached map.



Town of Summers

Allen Street

City of Summers

BRANTFORD

COLUMBIA BLVD

INDIAN CREEK

Island

EXHIBIT B

PROJECT SCHEDULE

TENTATIVE PROJECT SCHEDULE:

- **Project Bid Date:** February 12, 2015
- **Project Award Date:** March 19, 2015
- **Construction Start Date:** May 4, 2015
- **Construction Complete Date:** July 1, 2016

EXHIBIT C

MAINTENANCE OF TRAIL

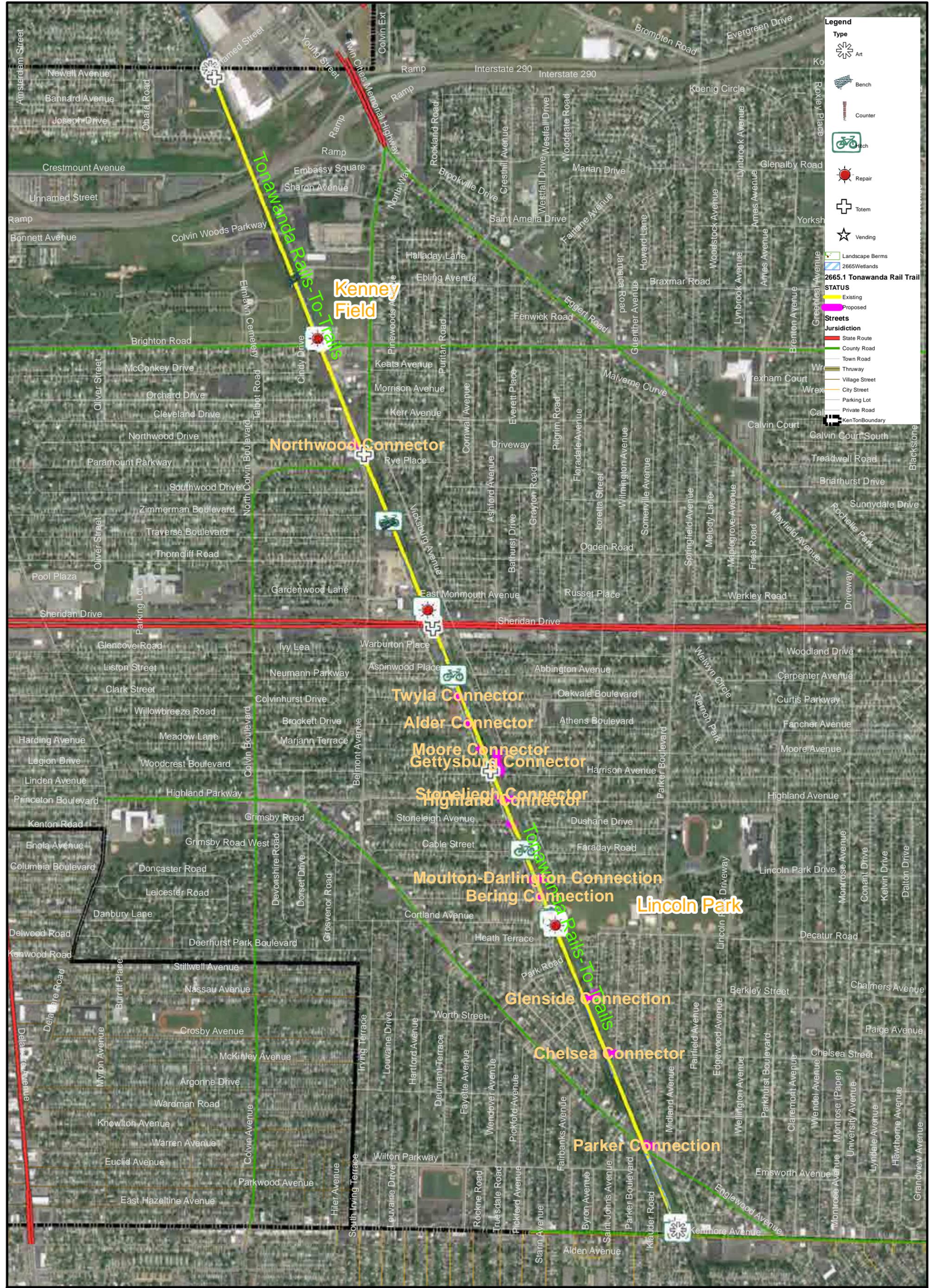
MAINTENANCE

Maintenance of the Trail shall include the following tasks:

1. Tree/brush clearing;
2. Grass mowing;
3. Trash removal/litter clean-up;
4. Replacement, repair, or repainting of Trail support amenities including signage, benches, trash receptacles, and bicycle racks/stands;
5. Trail re-striping, including crosswalks and similar features; and
6. Patching and resurfacing of Trail segments.

ATTACHMENT 7

Photographs and Conceptual Plans Keyed to Trail Map



- Legend**
- Type
 - Art
 - Bench
 - Counter
 - Bicycle
 - Repair
 - Totem
 - Vending
 - Landscape Berms
 - 2665Wetlands
 - 2665.1 Tonawanda Rail Trail STATUS**
 - Existing
 - Proposed
 - Streets**
 - Jurisdiction
 - State Route
 - County Road
 - Town Road
 - Thruway
 - Village Street
 - City Street
 - Parking Lot
 - Private Road
 - KenTonBoundary



**Tonawanda Rails toTrail Enhancements
Job 2665.1
Project Location Map**

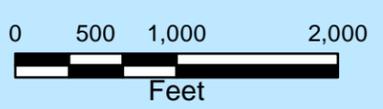




Figure 1 Parker Connection, crosses NFG ROW



Figure 2 Parker Connection looking west



Figure 3 Parker connection looking east

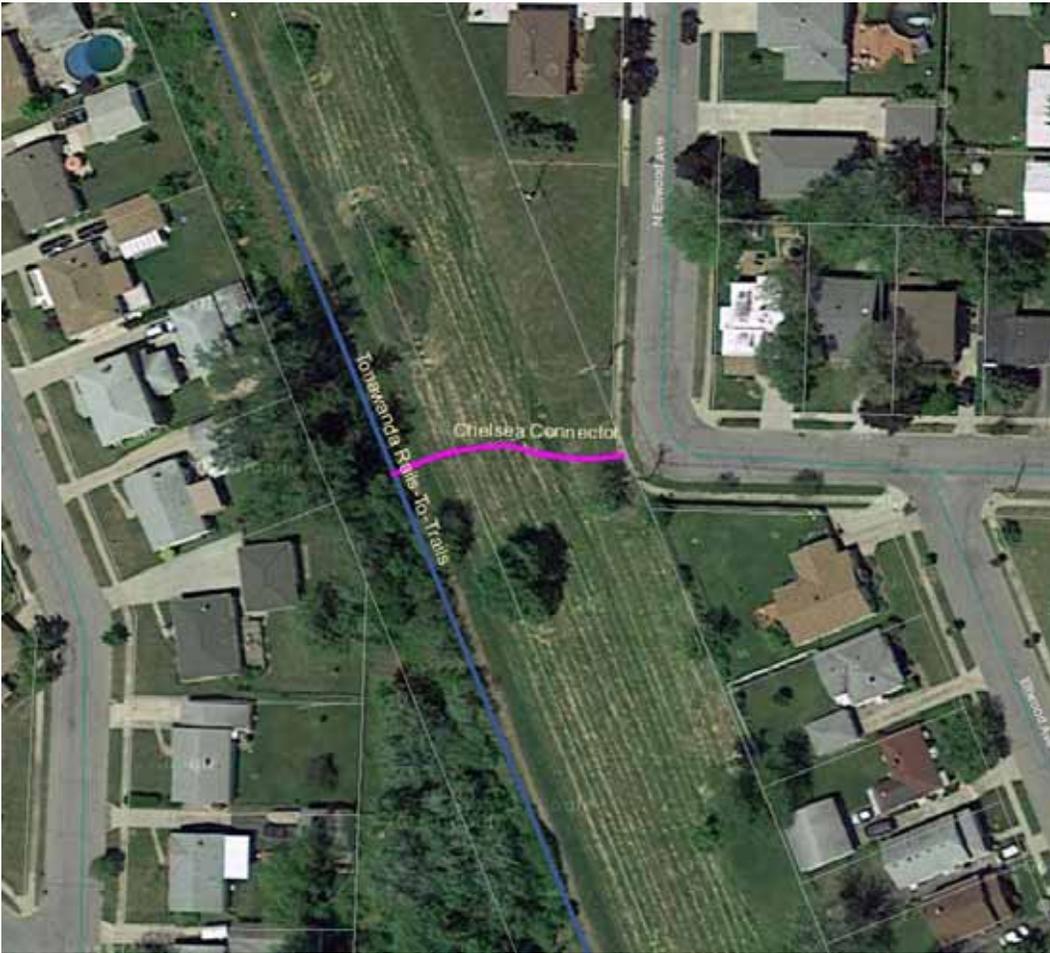


Figure 4 Chelsea Connection, crosses NFG ROW



Figure 5 Chelsea connection looking east



Figure 6 Chelsea connection looking west



Figure 7 Glenside Connection, crosses NFG ROW & over NFG parcel



Figure 8 Glenside connection looking west



Figure 9 Glenside connection looking east

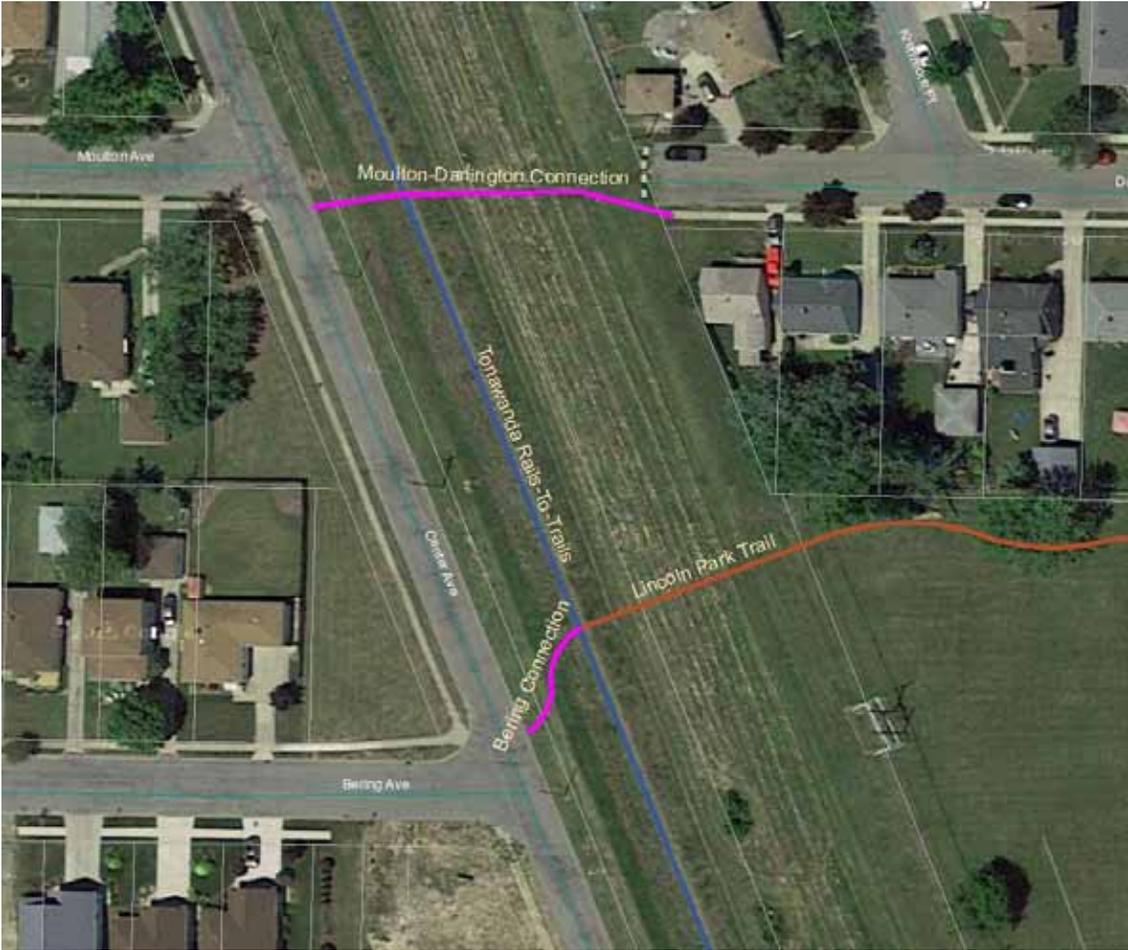


Figure 10 Moulton & Bering Connections, Moulton crosses NFG ROW



Figure 11 Darlington connection looking east



Figure 12 Moulton connection looking east



Figure 13 Moulton connection looking west



Figure 14 Darlington connection looking west

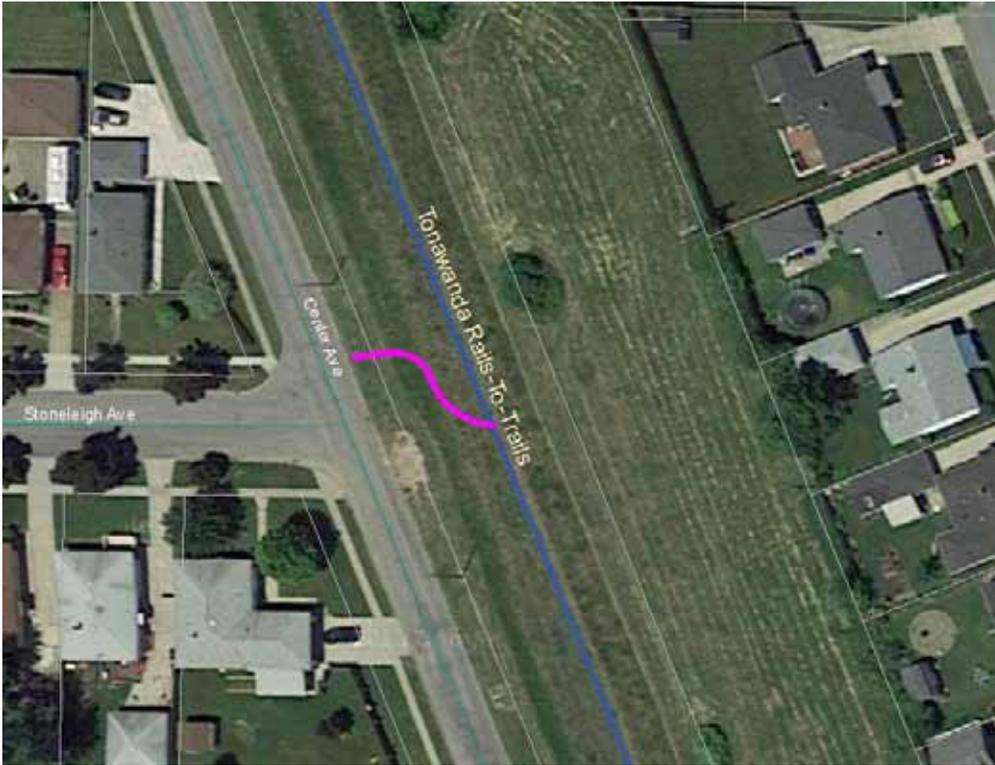


Figure 15 Stoneleigh Connection



Figure 16 Stoneleigh connection looking west



Figure 17 Stoneleigh connection looking east

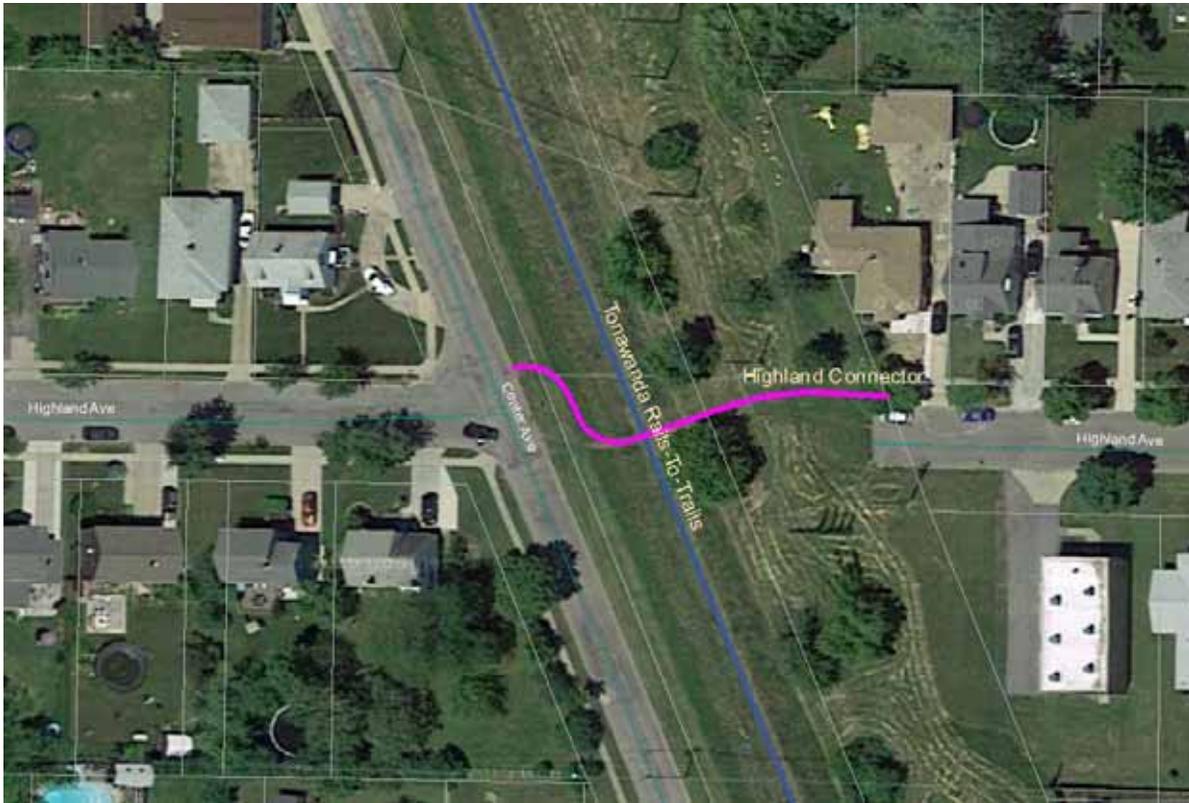


Figure 18 Highland Connection, crosses NFG ROW



Figure 19 Highland connection looking west from trail



Figure 20 Highland connection looking west to trail



Figure 21 Highland connection looking east



Figure 22 Highland connection looking east from trail

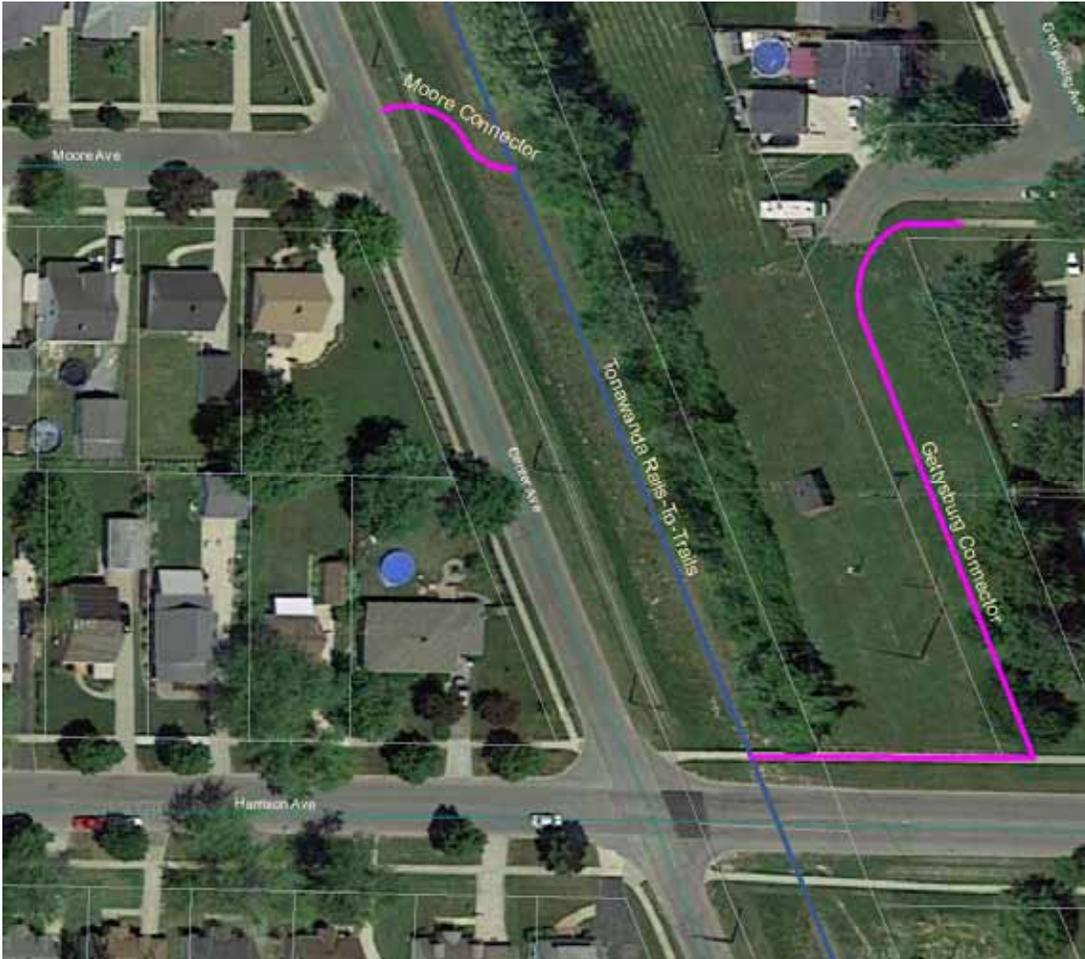


Figure 23 Moore & Gettysburg Connections



Figure 24 Moore connection looking east



Figure 25 Moore connection looking west



Figure 26 Alder Connection



Figure 27 Alder connection looking west



Figure 28 Alder connection looking east



Figure 29 Twyla Connection



Figure 30 Twyla connection looking west



Figure 31 Twyla connection looking east



Figure 32 Northwood Connection



Figure 33 Northwood connection looking east



Figure 34 Westland west of trail near 195 Heath



Figure 35 Northwood connection looking west

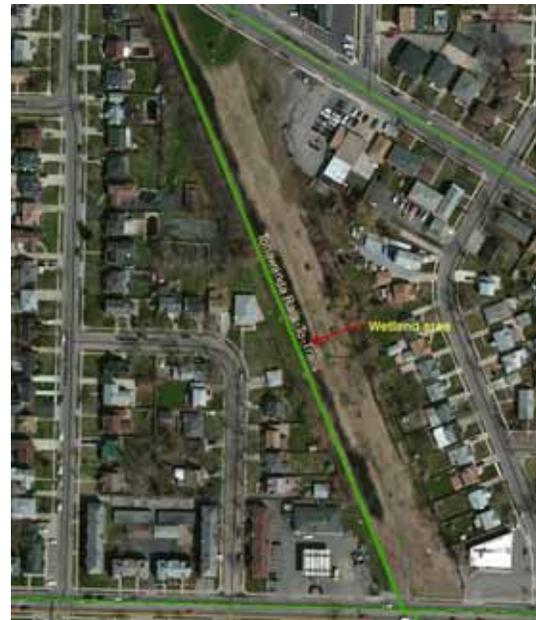


Figure 36 Wetland area, east side of trail between Kenmore & Englewood



Figure 37 Looking south from Aspinwood connection, lawn area between trail and Center

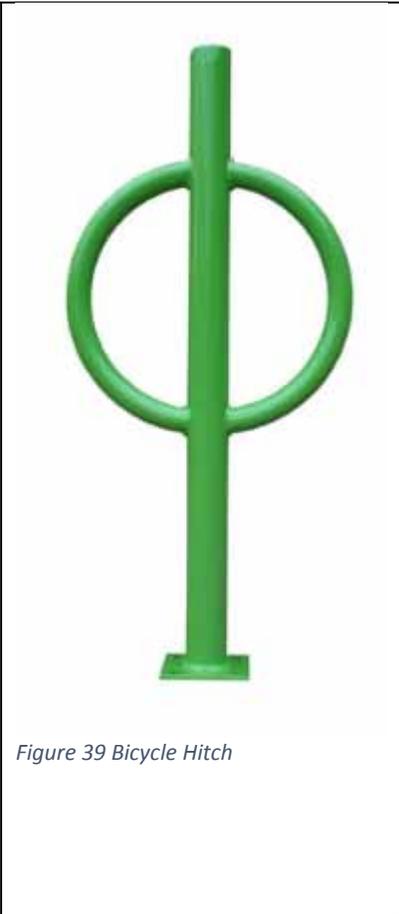




Figure 42 Proposed Trail head parking, north side of Sheridan Drive



Figure 43 Wayfinding Totem

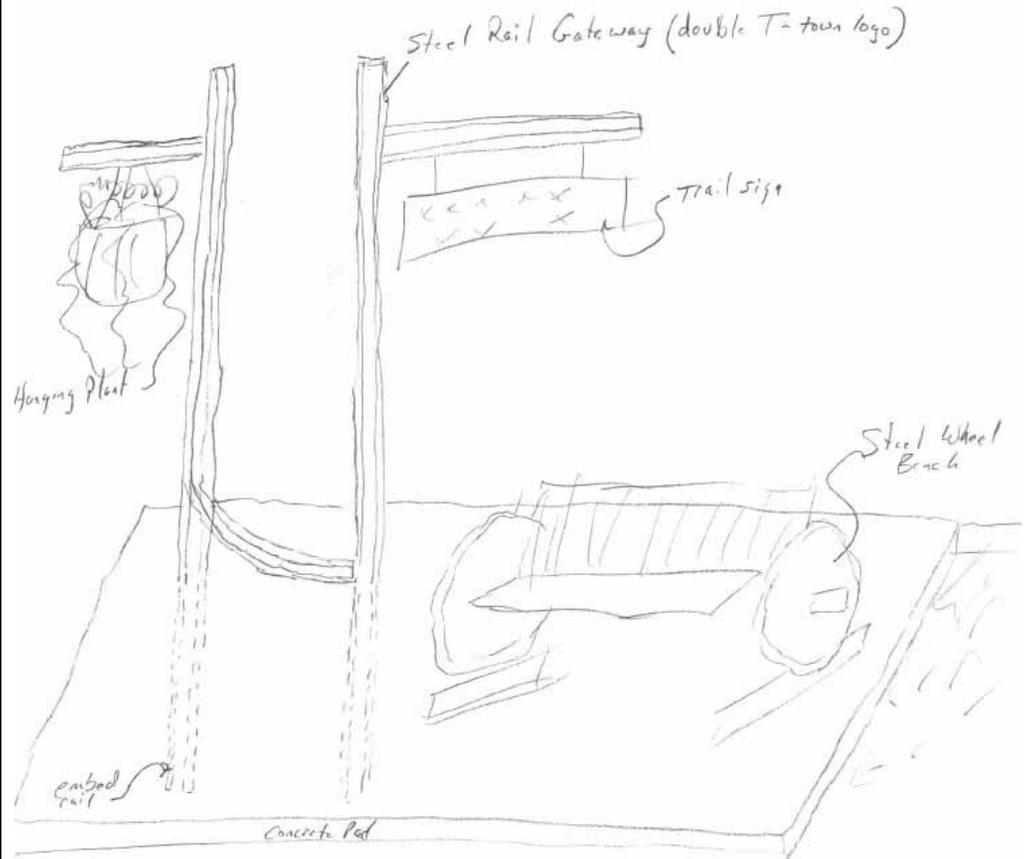


Figure 44 Conceptual Public Art Feature