



# City of Niagara Falls, New York

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

May 16, 2017

Members of the City Council  
and  
Lisa Vitello, City Clerk

Council Members and Madam:

You are hereby notified of a Special Meeting of the City Council of the City of Niagara Falls, New York called pursuant to Section 3.9.b of the City Charter, to be held on Friday, May 19, 2017 at 4:30 p.m. in the Council Chambers, City Hall, 745 Main Street, Niagara Falls, New York for the following purpose:

1. Reconsider Resolution relative to rescinding Chapter 501.15 "Bus Zones" in the Downtown Area and replacing with new definitions and language "Designated Motor Coach Bus Zones in the Downtown Area".
2. Remove from the table item regarding "Creation of Interim Transit Hub".

Respectfully submitted,

  
Charles Walker, Council Chair

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RESOLUTION No. 2017- 49

**RELATIVE TO RESCINDING CHAPTER 501.15 "BUS ZONES IN THE DOWNTOWN AREA AND REPLACING WITH NEW DEFINITIONS AND LANGUAGE "DESIGNATED MOTOR COACH BUS ZONES IN THE DOWNTOWN AREA"**

BY:

Council Chairman Charles Walker  
Council Member Kristen Grandinetti  
Council Member Ezra P. Scott, Jr.  
Council Member Kenny Tompkins  
Council Member Andrew Touma

**BE IT RESOLVED** by the City Council of Niagara Falls, New York that Chapter 501.15 of the Codified Ordinances entitled Bus Zones in the Downtown Area is hereby amended by repealing Sections 501.15 and 501.15A and adopting the new Sections 501.15 and 501.15A attached hereto.

Bold and underlined indicate Additions

Bold and brackets indicate [Deletions]

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Grandinetti ~~/~~ Scott ~~/~~ Tompkins ~~/~~ Touma ~~/~~ Walker ~~/~~

14/02/17

501.15 — DESIGNATED MOTOR COACH BUS ZONES IN THE DOWNTOWN AREA.

A. Definition

Motor Coach Bus. A self-propelled, rubber-tired road transit vehicle, designed to seat 18 persons or more for charter, tour, and/or excursion purposes, and with enough internal headroom to allow passengers to stand upright after entering the vehicle. This definition shall include "school bus" vehicles that seat 18 persons or more being used for charter, tour, and/or excursion purposes, but would not include: 1) public transit vehicles operated by the Niagara Frontier Transportation Authority; or 2) smaller-capacity road transit vehicles (i.e., with capacity of less than 18 persons), often without full headroom and commonly referred to as "shuttle vehicles", "vans", "limousine vans", and/or "executive vans."

B. Description and Purpose

Motor Coach Bus operators provide an important service for tourists and visitors that travel to Niagara Falls. The following is intended to reduce traffic congestion and promote safety, while contributing to a more positive visitor experience for tourists in the City's downtown area.

In order to permit the loading and unloading of passenger Motor Coach Buses, there are hereby established designated curbside locations, which are located in the downtown area, and as shown on the map in Section 501.15.F. of this chapter.

Designated curbside locations shall be for general use by Motor Coach Bus Operators, only when such Motor Coach Buses are situated parallel to the curb and at no more than the legal distance therefrom, and only for the purpose of unloading (drop-off or alight) or loading (pick-up or board) passengers, and for no more than ten minutes at a time in either instance.

It shall be a violation for Motor Coach Buses to park, load, or unload passengers in any area other than the designated curbside locations shown on the map in Section 501.15F.

Each year, from May 1 through and including September 30, it shall be unlawful for Motor Coach Buses to utilize any portion of Prospect Street for any purpose, inclusive of Motor Coach Bus operation.

Each year, from May 1 through and including September 30, it shall be unlawful for Motor Coach Buses to utilize any portion of Old Falls Street and/or Mayor Michael C. O'Laughlin Drive for the purpose of accessing Prospect Street.

11/1/04  
M. G. Scott

C. Notwithstanding the foregoing, it shall be permissible for Motor Coach Buses to park only at the following street locations:

- East & West-sides of 2nd Street, between Niagara Street and Ferry Ave.;
- South-side of Niagara Street, between 5<sup>th</sup> Street and 7<sup>th</sup> Street;
- North-side of Rainbow Blvd., between 5<sup>th</sup> Street and John B. Daly Blvd.

Providing all such parking is in accordance with applicable state laws and the other provisions of this chapter. A standing vehicle that is not loading or unloading passengers as defined herein is considered to be "parked" regardless of whether the engine is running or not.

Incidental to motor coach parking, the unloading or loading passengers is also permitted at the street locations designated in this Sub-section.

D. Designated curbside locations shall be in addition to those curbside locations specifically established by the Niagara Falls Planning Board, as part of an approved Hotel Site Plan, which are established to allow the boarding and alighting of vehicles within the public right of way (or any part thereof), including Motor Coach Bus passengers for the exclusive use of the adjacent Hotel, or as otherwise approved.

Approved Hotel vehicle boarding and alighting areas are as indicated on the map in Section 501.15.F.

E. The City Administrator shall cause the necessary signs and markings to be erected to carry out the provisions of this section and may provide further regulations concerning the designated curbside locations described above. No person shall violate the provisions of any such accessory regulations.

Nothing contained in this section shall be construed to prevent the ordinary and normal lawful loading and unloading of passengers by any Motor Coach Bus owned, funded, chartered, or operated by the City of Niagara Falls, NY, the State of New York or any subsidiary thereof, or the public transportation authority along their respective designated routes.

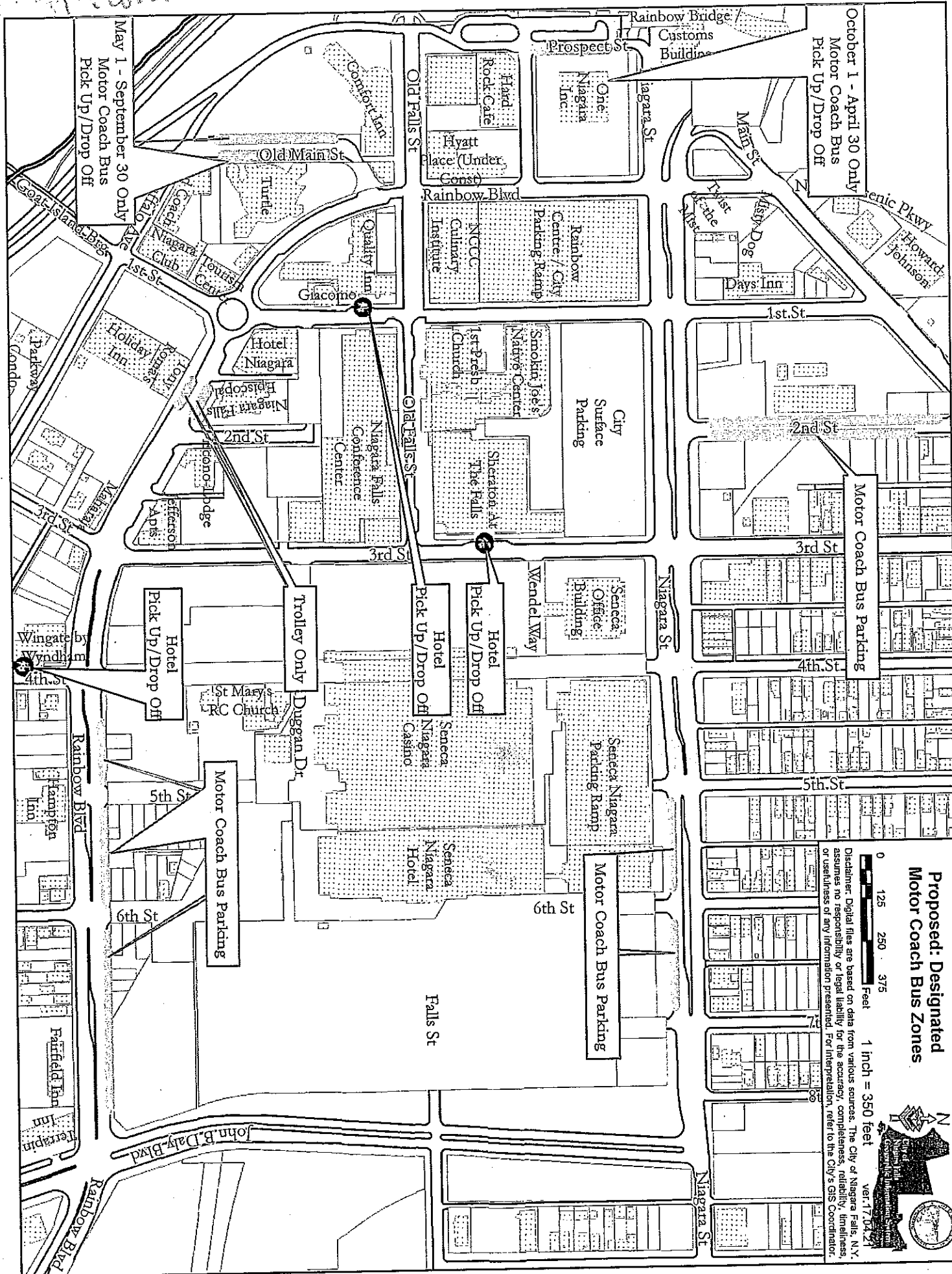
F. MAP OF MOTOR COACH BUS ZONES IN THE DOWNTOWN AREA

Map attached.

Grandinetti \_\_\_\_\_ Scott \_\_\_\_\_ Tompkins \_\_\_\_\_ Touma \_\_\_\_\_ Walker \_\_\_\_\_

October 1 - April 30 Only  
Motor Coach Bus  
Pick Up / Drop Off

May 1 - September 30 Only  
Motor Coach Bus  
Pick Up / Drop Off

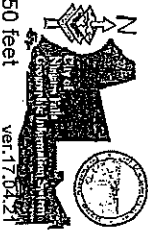


**Proposed: Designated  
Motor Coach Bus Zones**



1 inch = 350 feet

Disclaimer: Digital files are based on data from various sources. The City of Niagara Falls, N.Y., assumes no responsibility or legal liability for the accuracy, completeness, reliability, timeliness, or usefulness of any information presented. For interpretation, refer to the City's GIS Coordinator.



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# City of Niagara Falls, New York

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

OFFICE OF THE MAYOR  
Telephone: (716) 286-4310

May 10, 2017

The City Council  
Niagara Falls, New York

*RE: Creation of interim transit hub*

Council Members:

The City and representatives from State Parks have had several meetings regarding efforts that may be made in order to ease the traffic congestion in the downtown area during the high volume tourist season. Interim plans have been discussed pending the development of a more permanent solution.

For the short term, it is desirable to utilize the east side of Old Main Street as a motor coach bus pick up and drop off area and provide other places in the downtown area for the parking of motor coach buses. Utilizing the east side of Old Main Street for a motor coach bus pick up and drop off area will necessitate the elimination of a Taxi Stand at that location. It is also possible that the west side of Old Main Street be utilized for this purpose as well.

An additional ingredient in this interim plan is to prohibit motor coach buses from entering or using Prospect Street as well as the western ends of Old Falls Street and Mayor O'Laughlin Drive. It is predicted that this will do much to eliminate congestion. New signage will be installed, as appropriate, as well as pavement, striping and other minor pavement repairs including curb cuts, as needed.

State Parks and NFPD will cooperate to control traffic. State Parks and the City will work jointly to secure third party funding to pay for the services of a professional consultant in order to develop a long term plan to solve the vehicle congestion in the downtown area during tourist season in the future.

A Memorandum of Understanding is in development which will address the details of this cooperative effort.

Will the Council so approve and authorize the Mayor to execute a Memorandum of Understanding in form and substance acceptable to the Corporation Counsel?

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Respectfully submitted,

PAULA A. DYSTER  
Mayor

MAY 15 2017

TABLED

Grandinetti N Scott Y Compkins Y Touma N Walker Y

Recycle Paper