

Niagara Gorge Corridor

***Robert Moses Parkway Removal
Main Street to Findlay Drive
Niagara Falls, NY***

Design Report/ Environmental Assessment

Appendix P - Public Involvement

- P.1 Public Information Meeting No. 1 (February 19, 2015)**
- P.2 Special Whirlpool Street Neighborhood Meeting
(July 15, 2015)**
- P.3 Public Information Meeting No. 2 (September 15, 2015)**

PIN 5761.90

July 2016

In cooperation with:

**New York State Department of Transportation
New York Power Authority
USA Niagara Development Corporation
The City of Niagara Falls, NY**

**P.1 Public Information Meeting No. 1
(February 19, 2015)**

Niagara Gorge Corridor Project

Robert Moses Parkway – North - Phase I

Main Street to Findlay Drive



Public Open House

February 19th 2015



Niagara Falls Conference Center

Summary of Events

This open house was the first public information event held to provide project information to the general public related to the aspects of preliminary design options and environmental considerations for the Robert Moses Parkway between Main Street and Findlay Drive and to solicit comments from residents and stakeholders.

Announcements

A newspaper article was prepared and published in the Niagara Gazette on February 8, 2015 announcing the upcoming meeting.

A meeting announcement in post card format was also developed and mailed out.

About 1,300 post cards were mailed out to people living within the project area and on the project mailing list.

A copy of the article published in the Niagara Gazette and the meeting announcement post card are included in **Attachment A**.

Preliminary Design Options / Environmental Considerations Presentation

A live 30 minute PowerPoint presentation was provided to help inform attendees about the aspects of the preliminary design options that were developed and environmental considerations; the updated project objectives; and how to provide comments. The presentation was given in the designated conference room at 4 and 6 PM. A hard copy of the slides is included in **Attachment B**.

Open House Handout

A meeting handout describing the project objectives, scoping results, project phasing, concept renderings, ways to submit comments, and project contact information was distributed to attendees when they signed-in.

A copy of the Handout is included in **Attachment C**.

Comment Sheet

A comment sheet was also provided with the Handout. Attendees had the option to complete the comment sheets at the open house and depositing them into a comment box that was available at the meeting or returned via mail to the provided mailing address. **A total of 7 comment sheets were completed by the public and turned in during the comment period.** Comments were accepted until **March 31, 2015 and beyond**.

A copy of the Comment Sheet is included in **Attachment D**.

Display Boards

A total of 9 display boards were available for public viewing. They included:

- Plan View – Concept A, B & C – 3 copies - 36” x 108”
- Simulations – Concept A, B & C – 3 copies - 36” x 108”
- Typical Cross Section - 1 copy - 48” x 60”
- Project Objectives - 1 copy - 22” x 34”
- Phase 1 Timeline - 1 copy - 20” x 60”

Copies of the boards are included in **Attachment E**.

Meeting Attendance and General Data

The public open house opened at 3 PM on Thursday, February 19, 2015 and closed at about 8:00 PM. **Attendance during the 5 hour open house totaled 87 people.** Many of the attendees asked questions and discussed the concepts with Parks and Project Staff.

A copy of the Sign-in Sheet is included in **Attachment F**.

Refreshments

Coffee, tea, hot chocolate, bottled water and assorted cookies were available to the public while attending the Open House.

Photographs

Several photographs were taken during the Public Open House.

A copy of a few of these photos is included in **Attachment G**.

ATTACHMENT A

NOTICE
PUBLIC INFORMATION MEETING: NIAGARA GORGE CORRIDOR PROJECT
Robert Moses Parkway/Whirlpool Street, Niagara Falls, NY

Please join us for a public information meeting to learn about the latest developments in the Niagara Gorge Corridor Project.

The New York State (NYS) Office of Parks Recreation and Historic Preservation, USA Niagara Development Corp., NYS Department of Transportation, New York Power Authority, and the City of Niagara Falls are coordinating on an initial phase of the Project: a proposal to remove the Robert Moses Parkway and reconstruct Whirlpool Street to provide local vehicular, bicycle, and pedestrian access between Main Street and Findlay Drive in the City of Niagara Falls, NY.

A Design Report/Environmental Assessment process has been initiated to publicly evaluate the proposed project in accordance with: Federal Highway Administration regulations for implementing the National Environmental Policy Act; Section 4(f) of the Department of Transportation Act; Section 106 of the National Historic Preservation Act; Federal Energy Regulatory Commission regulations; and other associated federal requirements. The process is also intended to meet state agency review requirements under the State Environmental Quality Review Act (SEQRA).

The meeting will take place on **February 19, 2015, from 3:00 PM to 8:00 PM at the Conference & Event Center Niagara Falls located at 101 Old Falls Street in Niagara Falls, NY.** A presentation on the project will be given at 4:00 PM and again at 6:00 PM. Before and after each presentation, the public may review the latest designs, ask questions, and provide input to project designers and agency representatives.

For more information, please call Paul Tronolone, Senior Project Manager for the USA Niagara Development Corporation at 716-284-2556.



Niagara Gorge Corridor Project

Public Meeting

Thursday, February 19, 2015, from 3:00 PM to 8:00 PM
Conference & Event Center Niagara Falls, 101 Old Falls Street

Please join us to learn about and provide input on the proposed project for removal of the Robert Moses Parkway and reconstruction of Whirlpool Street between Main Street and Findlay Drive in Niagara Falls, NY.

Presentations will be given at 4:00 PM and at 6:00 PM. Before and after each presentation, the public may review the latest designs, ask questions, and provide input to project designers.

PROJECT PARTNERS: New York State (NYS) Office of Parks Recreation and Historic Preservation, USA Niagara Development Corp., NYS Department of Transportation, New York Power Authority, and the City of Niagara Falls.



You will have an opportunity to submit written comments on the project.

Written comments will be accepted until **March 31, 2015**.

Mail Comments To:

Niagara Gorge Corridor Project
c/o Parsons Transportation Group
40 LaRiviere Drive - Suite 350
Buffalo, NY 14202

Email Comments To:

Thomas.Donohue@parsons.com

PARSONS
40 LaRiviere Drive – Suite 350
Buffalo, NY 14202

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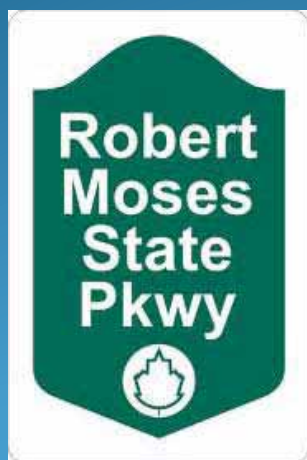
ATTACHMENT B

Niagara Gorge Corridor Project

Robert Moses Parkway (RMP) - North Segment

Phase I: Main Street to Findlay Drive

Niagara Falls, NY



Preliminary Engineering &
Environmental Review

Public Information Meeting
January 19, 2015

Welcome

- Purpose of the Meeting – Your input on:
 - Aspects of preliminary design options
 - Environmental considerations

- Partner Agencies
 - NYS Office of Parks, Recreation, and Historic Preservation (State Parks)
 - USA Niagara Development Corporation (USA Niagara)
Subsidiary of Empire State Development
 - NYS Department of Transportation (DOT)
 - City of Niagara Falls
 - New York Power Authority

Agenda

- Welcome/Background
- Overview of current design concepts
- Anticipated schedule
- Open session – review of displays
 - Make suggestions and comments
 - Tell us about aspects we should consider moving forward

What is Preliminary Engineering & Environmental Review?

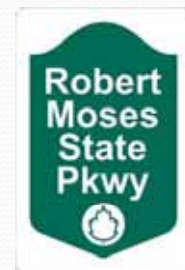
- Develop more detail beyond “concept” (Public Scoping) but prior to detailed (final) design/bid documents
- Enough detail to make broad decisions:
 - Road alignment(s) & cross-sections
 - Land necessary to build - acquisitions, if any (no major anticipated)
 - Overall concepts for final design (e.g., landscaping, lighting)
- Evaluate social, economic, and environmental effects
- Design Report/Environmental Assessment (DR/EA)
 - If no major issues = Finding of No Significant Impact (FONSI)

What is Preliminary Engineering & Environmental Review?

- Federal Laws/Regulations
 - National Environmental Policy Act (NEPA)
Federal Highway Administration NEPA Regulations (23 CFR 771)
 - Section 4(f) of the Department of Transportation Act
(Use of Parkland, Wildlife Reserve, Historic Resources)
 - Section 106 of the National Historic Preservation Act
 - Coastal Zone Management Act
 - Section 7 of Threatened/Endangered Species Act
 - Other Environmental Laws/Executive Orders
(Migratory Bird Act, Env. Justice, Wetlands/Floodplains, etc.)
- State Laws/Regulations
 - State Environmental Quality Review Act (SEQRA)

RMP Background/History

- Completed in 1961/62 - Part of NYS Parkway System – Limited Access Expressway for Automobiles (and some busses)
- RMP itself owned by State Parks
- Sits Land owned by NYPA and State Parks
- Maintained under Agreement by DOT
- Sections of RMP are part of the National Highway System





RMP Background/History

- 2006 Memorandum of Understanding (State Parks, NYSDOT, USAN/ESD, & City of Niagara Falls)

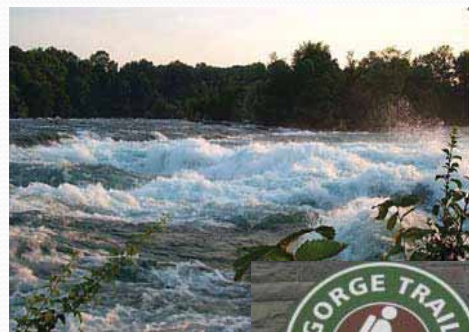
Jointly solicit funding/plan for two segments:

- Southern Segment – “Riverway” – Under Construction
- Northern Segment – Niagara Gorge Corridor – Niagara Falls to Lewiston
 - Public Scoping (2013)
 - Preliminary Engineering/Env. Review for Phase I: Main Street to Findlay Drive (2014-15)

Why Do it?

Project Goals

- Improve Access and Transportation
(Pedestrian, Bicycle, Vehicular)
- Promote and Conserve the Ecology and Environment of the Corridor
(Help restore Niagara Gorge rim)
- Support Local Economic Vitality
(Falls, Niagara Gorge, & City as one "Place")
- Minimize Impacts to Adjacent Neighborhoods
(Connect neighborhoods to Gorge/River)
- Support *Niagara River Greenway Plan*



Public Scoping (2013)

- Developed six (6) possible alternatives for road access along Niagara Gorge from downtown Niagara Falls to Lewiston
- Retained three (3) alternatives as feasible:
 - Alternative 3:
Partial Re-Use of the Robert Moses Parkway
 - Alternative 4:
Meandering Partial Park Road
 - Alternative 6
Full Removal of the RMP
- All retained alternatives had **similar approach from Main Street to Findlay Drive**

Public Scoping (2013) - Phase I Project

- Must have logical termini:
 - Rational end points for a transportation improvement
 - Rational end points for a review of the environmental impacts.
- Must have independent utility or independent significance
- Cannot restrict alternatives for future phases

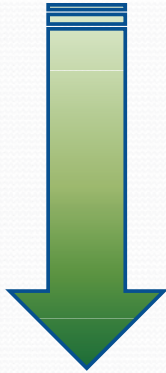


Overall Features of Phase I Project

- Demolition/removal of Parkway from Main Street to Findlay Drive
- Reconstruction of Whirlpool Street (with bicycle and pedestrian enhancements)
- New curbside overlooks, stairs and ramps to/from open space/parkland on the former RMP alignment
- New multimodal trail system tying into City
- Restoration on reclaimed pavement areas

Phase 1 Project – Concepts

- Scoping Alts 3, 4 and 6



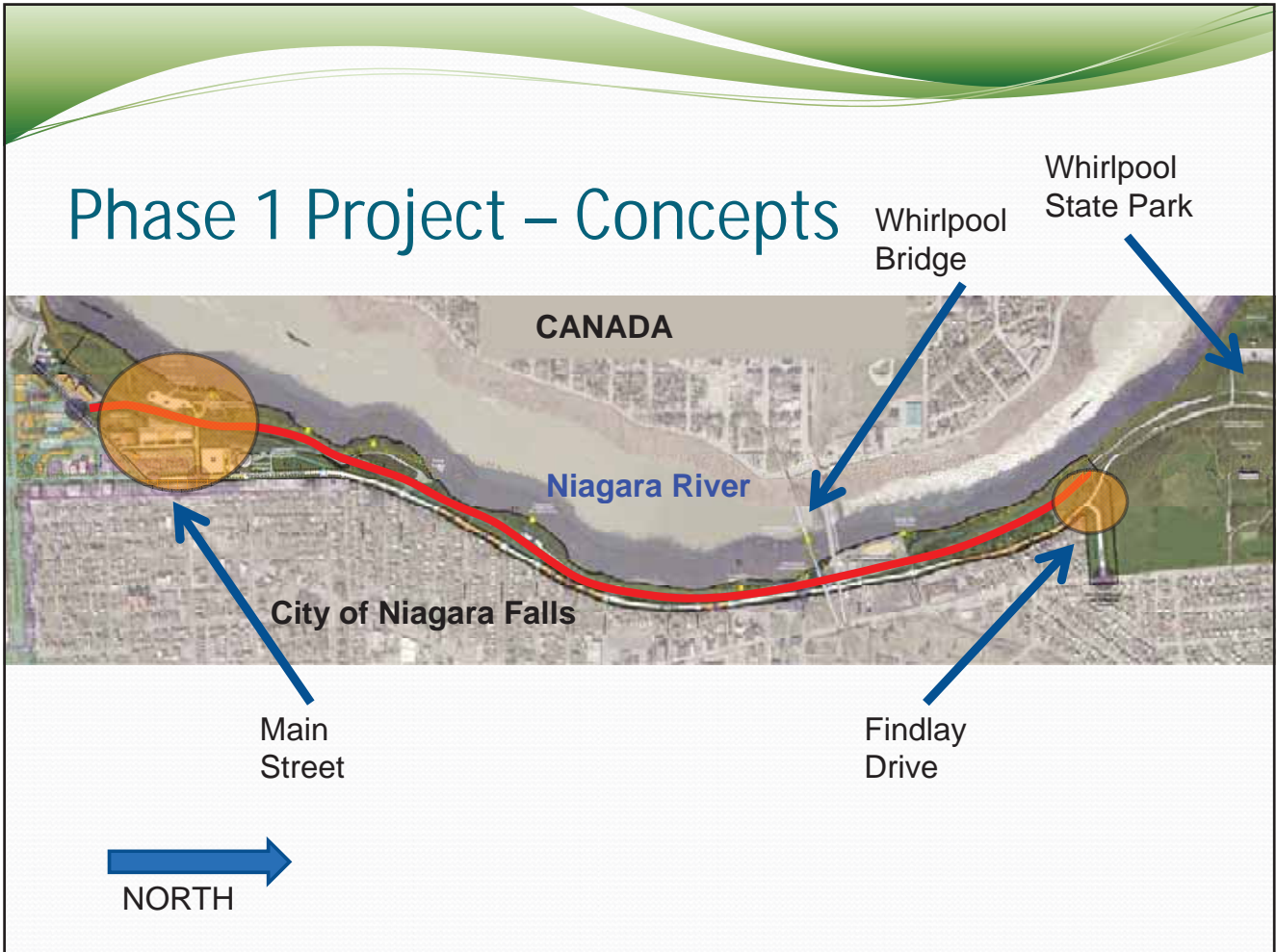
- Concepts A, B and C



Phase 1 Project – Concepts

- CNF Intl Railway Sta. & Intermodal Trans Ctr. – Ongoing
- Aquarium of Niagara – Facilities Expansion – Ongoing
- State Parks Gorge Discovery Center (including Maid of the Mist) – Ongoing
- State Parks Police Station – Ongoing
- State Parks/NYS DOT – RMP South – Ongoing
- NFBC - Whirlpool Plaza – Future Potential
- CNF - Comprehensive Plan & USA Niagara Master Plan: Cultural District – Future Potential

Phase 1 Project – Concepts



Phase 1 Project – Concept A



Phase 1 Project – Concept B



Phase 1 Project – Concept C



Phase 1 Concepts

Findlay Drive

Traffic stops on
Whirlpool Street



Phase 1 Concepts

Findlay Drive

Traffic stops on
Findlay Drive



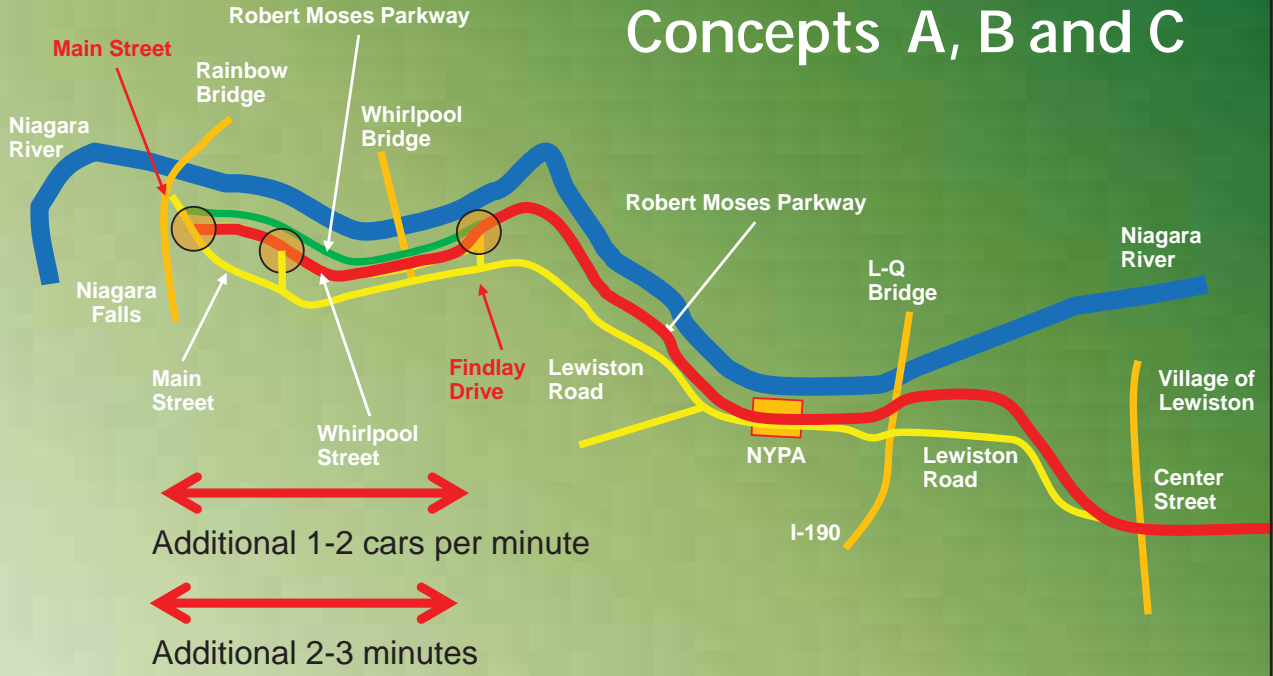
Phase 1 Project – Concepts

- Cross Section of Whirlpool Street at Chilton Ave.



Phase 1 Project – Traffic

Concepts A, B and C



Phase 1 Project – Assessments

- Noise Study
- Air Quality Study
- General Ecology & Endangered Species
- Surface Water Identification & Evaluation
- State-Regulated Wetlands
- Federal-Jurisdictional Wetlands
- Coastal Zone Management
- Surface Water Quality
- Ground Water Quality
- Hydraulics & Flood Plain Evaluation
- Cultural Resources
- Section 4(f) Evaluation
- Section 6(f) Evaluation
- Hazardous Waste/Contaminated Materials Screening
- Asbestos Assessment: Preliminary Investigations
- Energy Analysis
- Visual Impact Assessment

Phase 1 Project – Timeline



How you can help

- Get to know what is in each of the Concepts
- Ask questions of the staff
- Offer suggestions or refinements
- Provide comments on particular issues
- Give us your input
 - Verbal
 - Comment Sheets
 - Emails
 - Letters
- Stay involved

How you can help

- Comments on this project will be accepted through *March 31, 2015*.

- Mail Comments To:

Niagara Gorge Corridor Project
c/o Parsons Transportation Group
40 LaRiviere Drive – Suite 350
Buffalo, NY 14202

- Email Comments To: thomas.donohue@parsons.com

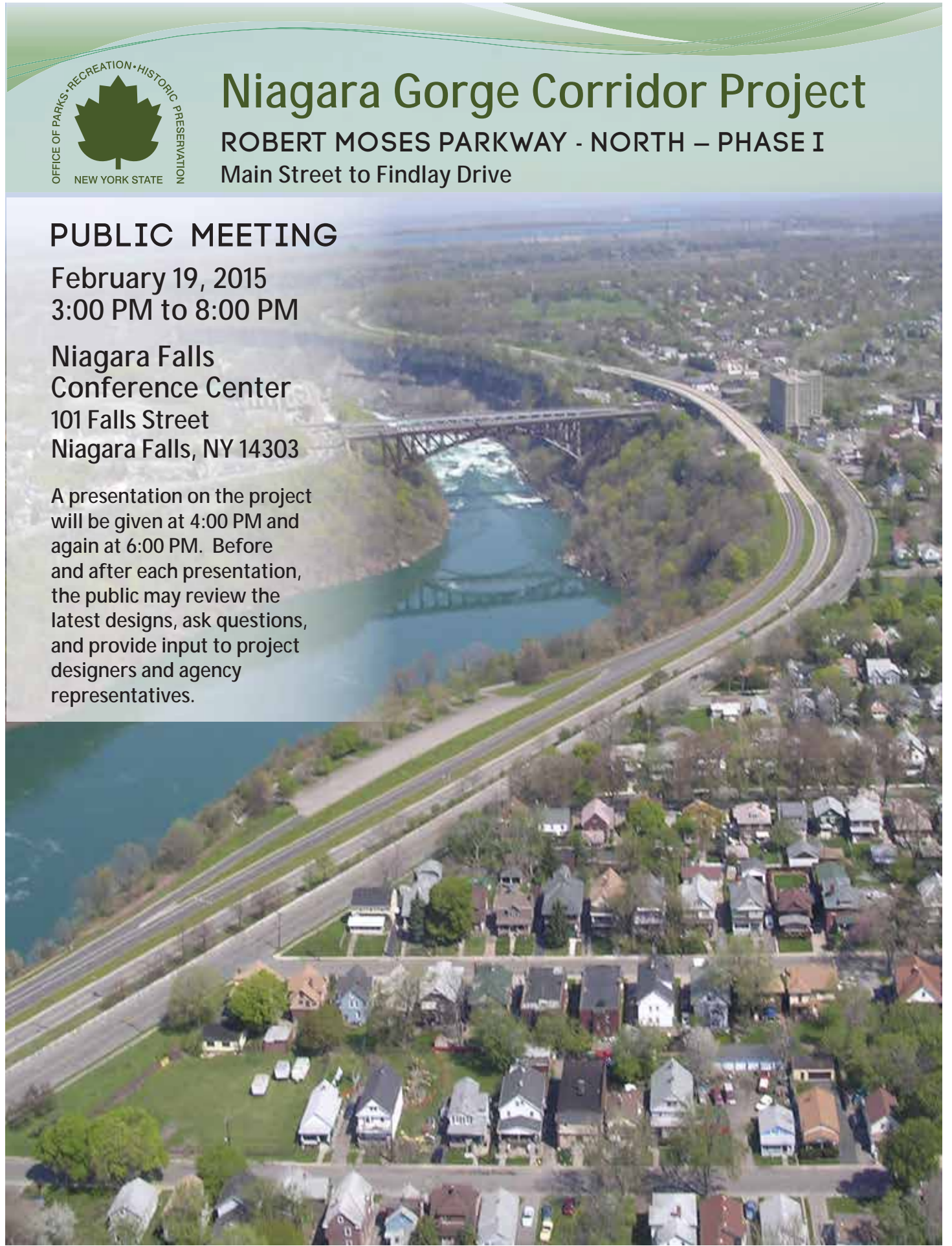
- All images from today's meeting will be posted to State Parks website at:

<http://nysparks.com/inside-our-agency/public-documents.aspx>



THANK YOU

ATTACHMENT C



Niagara Gorge Corridor Project

ROBERT MOSES PARKWAY - NORTH – PHASE I

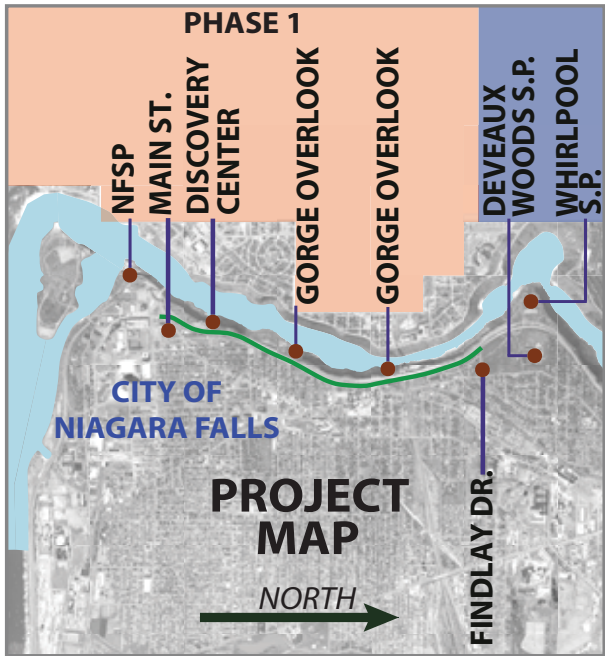
Main Street to Findlay Drive

PUBLIC MEETING

February 19, 2015
3:00 PM to 8:00 PM

Niagara Falls
Conference Center
101 Falls Street
Niagara Falls, NY 14303

A presentation on the project will be given at 4:00 PM and again at 6:00 PM. Before and after each presentation, the public may review the latest designs, ask questions, and provide input to project designers and agency representatives.



CONTACT US

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Mail comments to:
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For more information, please call Paul Tronolone, Senior Project Manager for the USA Niagara Development Corporation at 716-284-2556



PROJECT OBJECTIVES:

1. Improve Access and Transportation

- A. Remove barriers that impede access between the Niagara Gorge Corridor (NGC) and adjacent business / residential districts.
- B. Provide an attractive multimodal trail.
- C. Link parks, communities, and attractions adjoining the NGC.
- D. Remove miscellaneous temporary appurtenances (cones, barrels, etc.) on the current RMP along with any surplus pavement.

2. Promote and Conserve the Ecology and Environment of the NGC

- A. Reduce environmental impacts of transportation related activities.
- B. Utilize areas of pavement removal to help restore (expand) natural habitat.
- C. Promote eco-tourism and heritage-tourism.
- D. Provide additional areas for enjoyment of the NGC's natural and scenic beauty.
- E. Protect existing areas of natural habitat and restore new areas to a native plant based landscape.

3. Support Local Economic Vitality

- A. Encourage visitor migration into local business districts.
- B. Create an atmosphere that encourages visitors to remain in the NGC region longer.
- C. Reduce the current RMP's function as a bypass route while maintaining an attractive scenic link between communities.
- D. Link a multimodal trail with the adjacent communities.
- E. Provide effective wayfinding information.

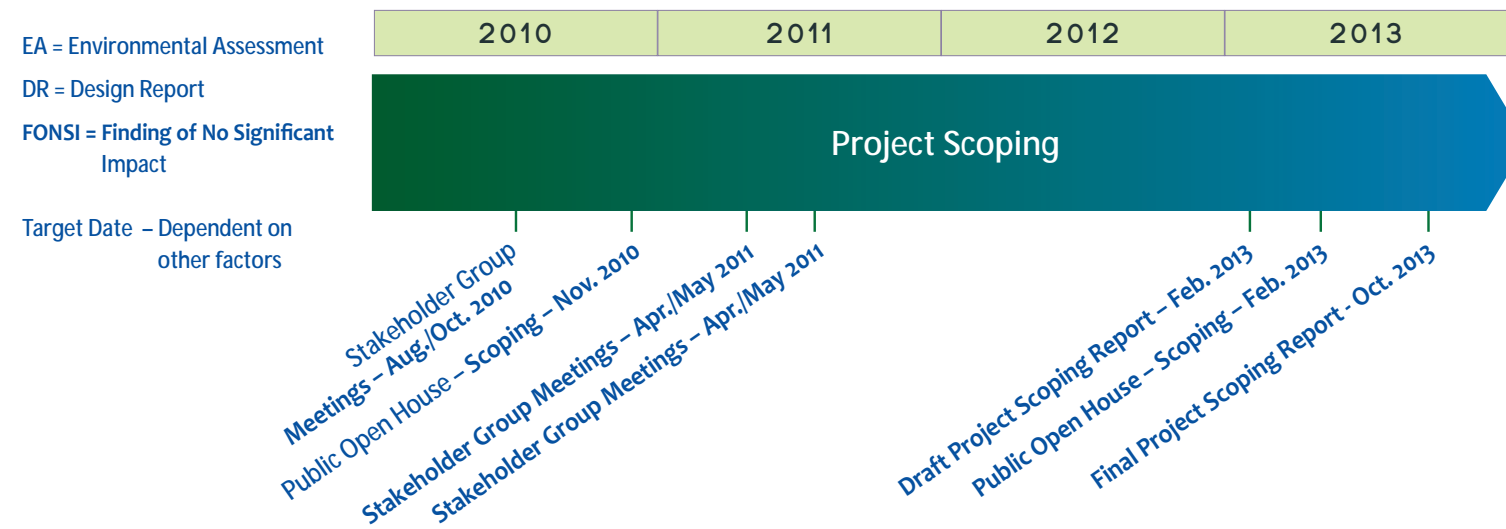
4. Minimize Impacts to Adjacent Neighborhoods

- A. Promote vehicle travel patterns that minimize traffic impacts in residential areas.
- B. Improve the fringe areas between the parkland and adjacent residential properties.

5. Support NR Greenway Plan

- A. Increase access to and connections between the Niagara River region's many resources.
- B. Celebrate and interpret our unique natural, cultural, recreational, scenic and heritage resources in the NGC area and provide access to and connections between these important resources while giving rise to economic opportunities for the region.

TIMELINE



Rendering of Proposed Discovery Center and Ramp – Concept A



Photo of Existing Discovery Center and Ramp



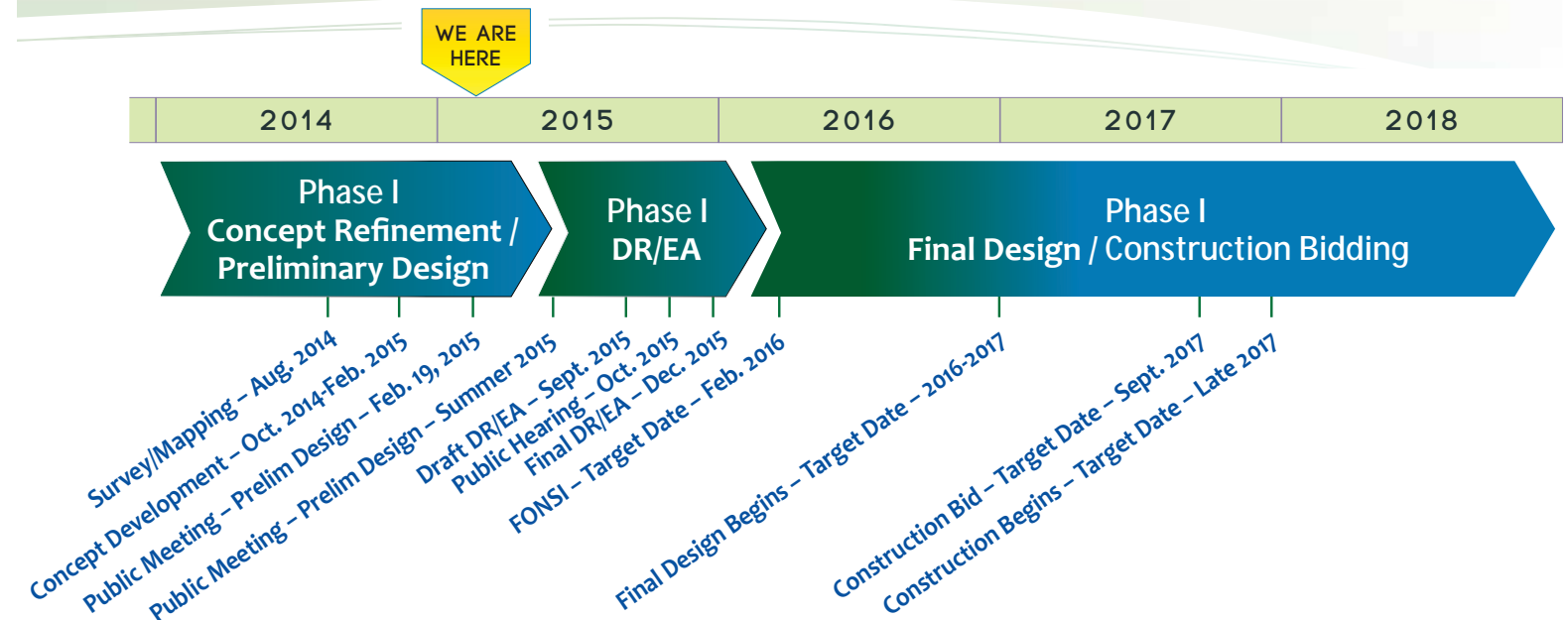
SCOPING RESULTS

1. Transportation, open space, cultural, recreation and municipal land uses were inventoried.
2. Public comment and input was received at stakeholder meetings both verbally (via transcripts) and written in the form of letters, emails, comment sheets and through standardized evaluation sheets.
3. Traffic models were developed, calibrated and utilized for analysis.
4. Past and current development plans by municipalities, state authorities, agencies and bridge commission were reviewed.
5. Six different design alternatives for the Corridor were created.
6. Based on the evaluation of each Alternative, three Alternatives were recognized for best meeting project purpose and need. Alternatives 3, 4, and 6 are recommended for further study in the design and agency review phase of the project.
7. Cost estimates for each design alternate were generated.
8. Based on analysis of the alternatives and information to date, Scoping suggests: Alternatives 1, 2 and 5 should be eliminated from further consideration. Alternatives 3, 4 and 6 should be retained for further analysis in the next phase of design and environmental review.
9. The MOU partners agreed to identify what is immediately doable.
10. There is sufficient justification in the data and reasonable consensus among the MOU partners to advance the project in phases. A Phase 1 segment from Main to Findlay may be expedited through preliminary

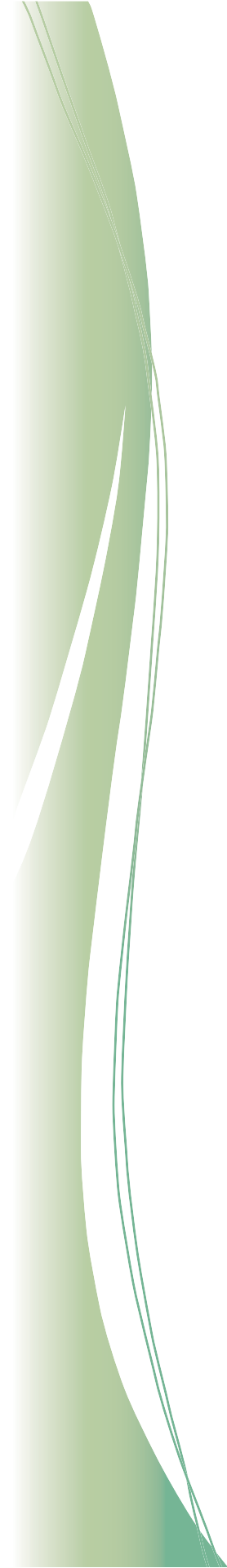
design/ final engineering while Alternatives for the balance of the corridor are further evaluated in an EIS process.

This conclusion is supported by the following:

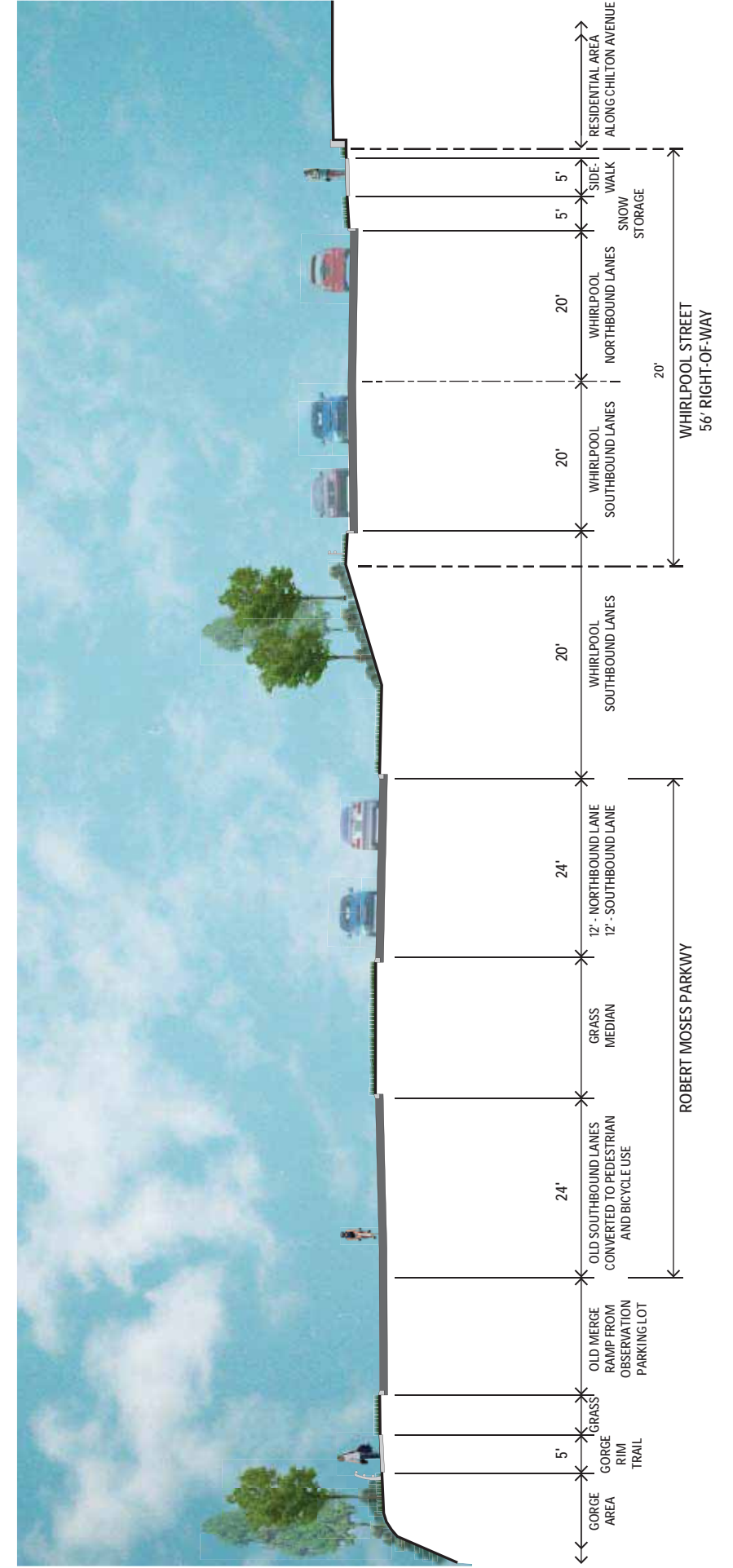
- Alternatives 1, 2, and 5 were exceeded by the potential of the other Alternatives in meeting project objectives; and were ranked lowest in the comments and evaluation sheets received from stakeholders.
- Alternatives were broken into 5 geographic sections based on natural or man-made features along the Niagara Gorge Corridor. Each section could be either a stand-alone project or a separate phase in an overall project. The sections that could be addressed in a Phase 1 stand alone project are A and B. Sections C, D and E would be evaluated during Phase 2.
- With a common plan, purpose & geographic location for this project, the Main to Findlay section has independent utility, ends at logical termini and does not restrict consideration of other alternatives in Phase 2.
- As a Phase 1 project, the Main to Findlay section satisfies project goals and objectives and would be no less protective of the environment than a single project for the entire corridor.
- Phase 1 would not result in created impacts north of Findlay Drive beyond those included in the No-build alternative, or as resolved in any of the alternatives.
- The Phase 1 project is supported by the MOU partners, a majority of the stakeholders and the public and thus is most apt to be funded and advanced through preliminary design, regulatory review and ultimately final design/ construction in an expeditious manner.

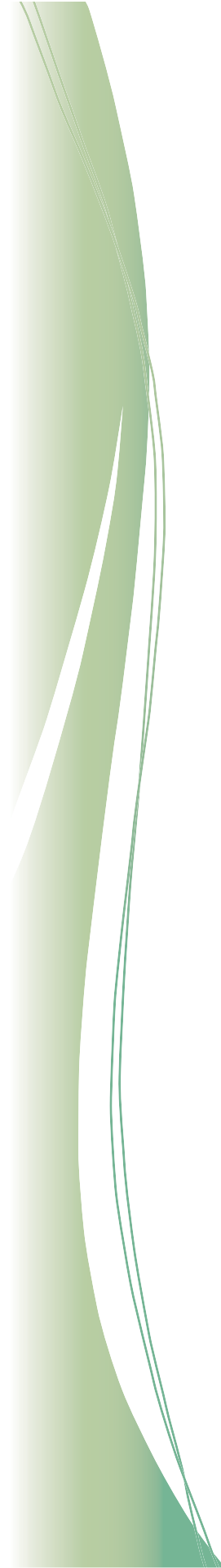


CONCEPT A

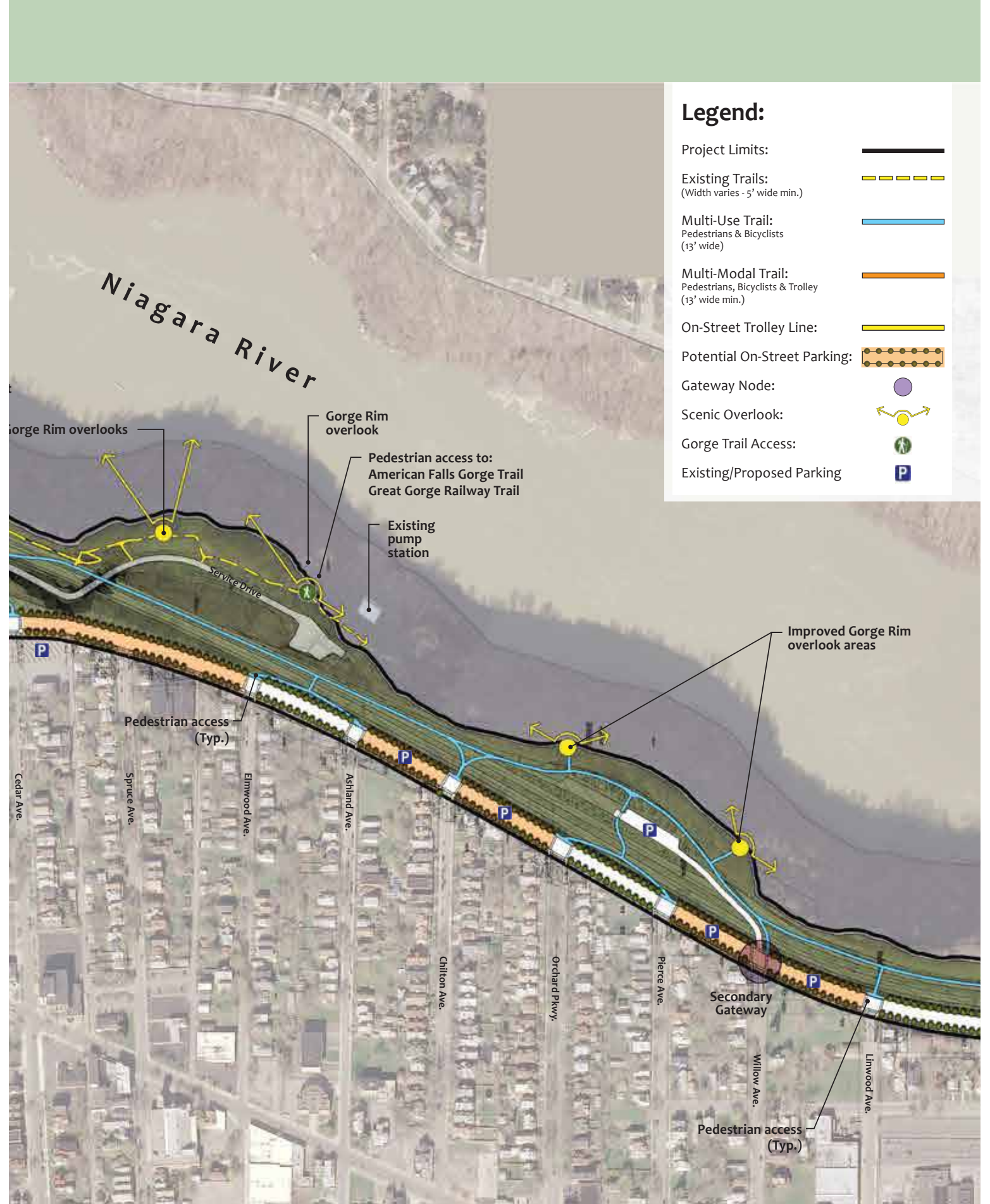
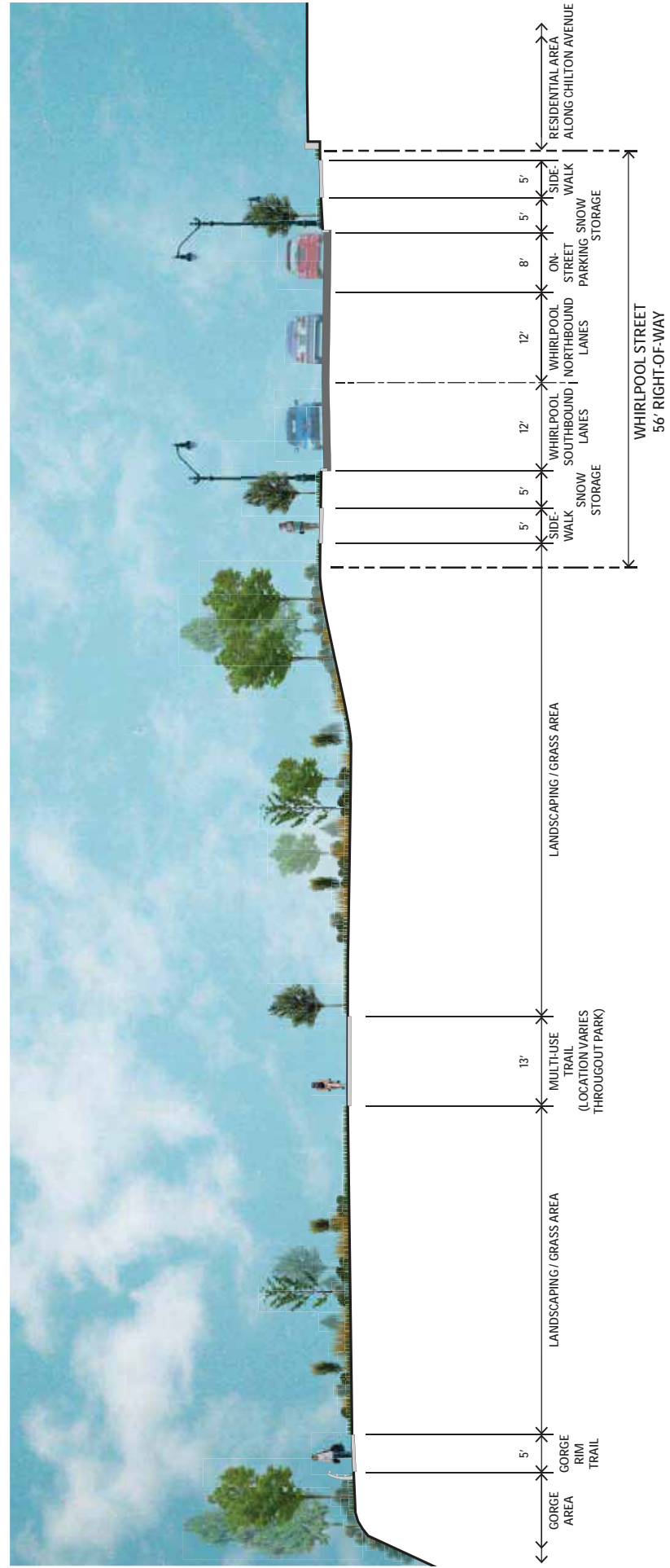


Cross Section of Existing Whirlpool Street



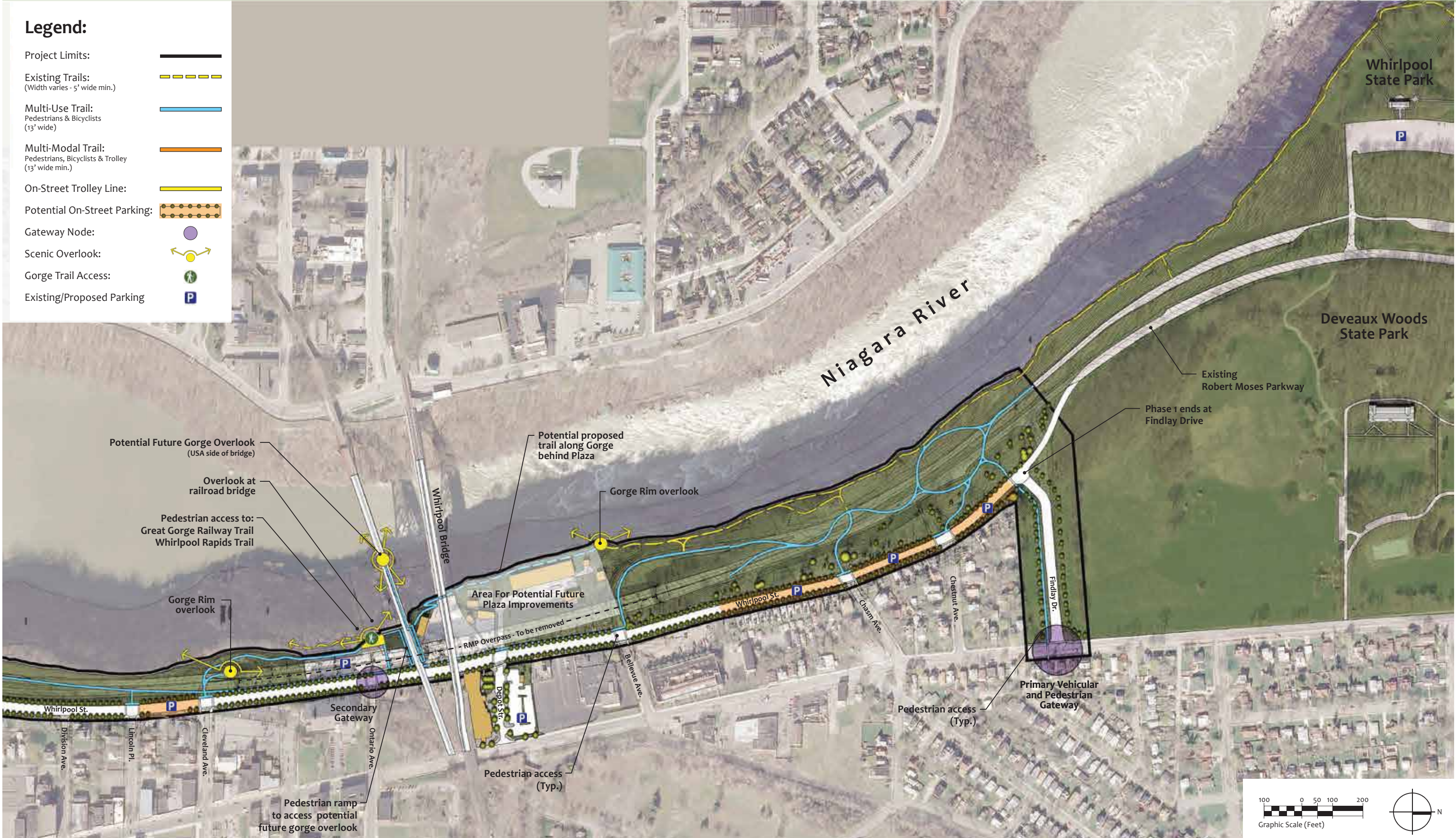


Cross Section of Proposed Whirlpool Street



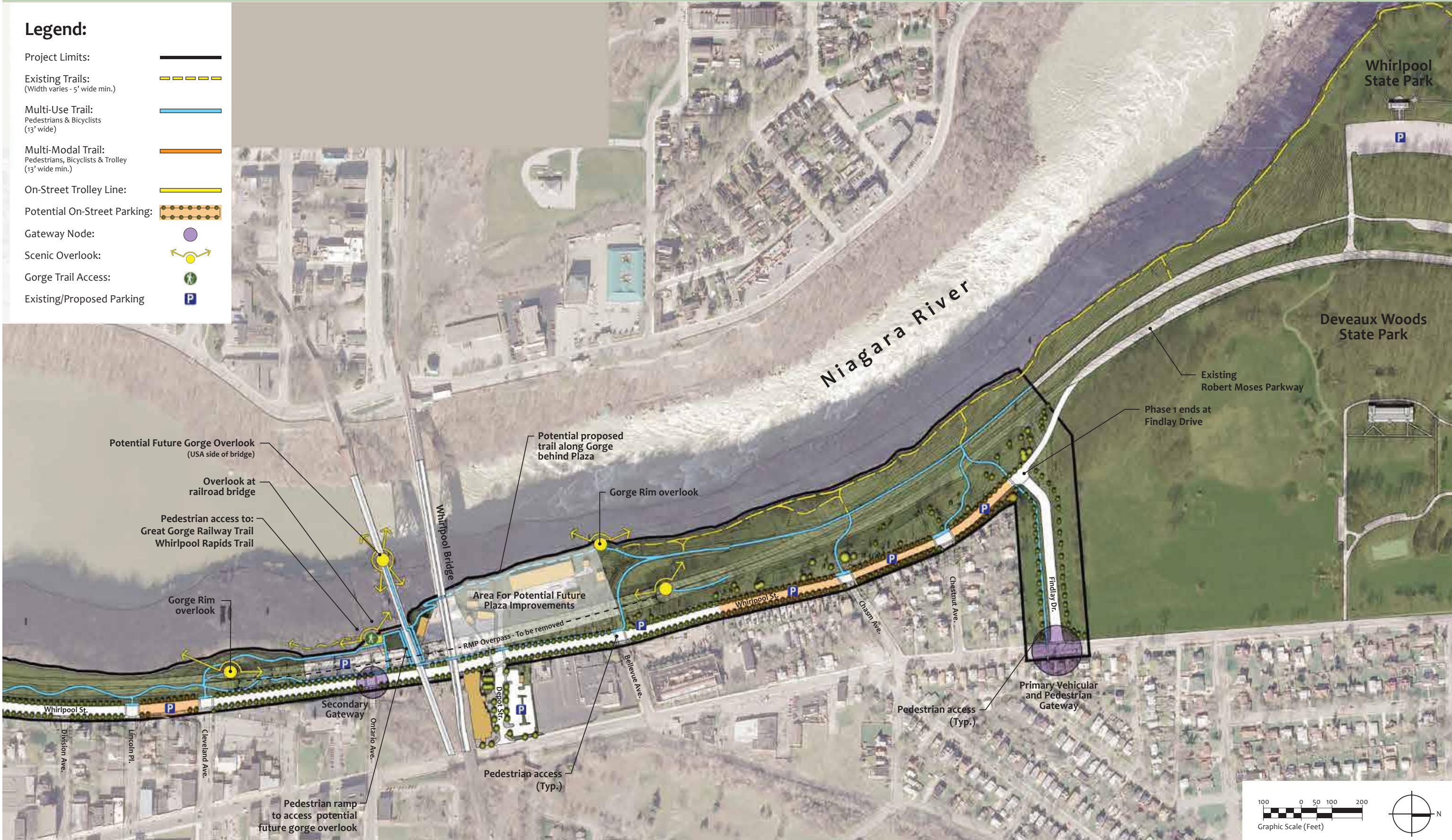
CONCEPT A (continued)

- Legend:**
- Project Limits:
 - Existing Trails: (Width varies - 5' wide min.)
 - Multi-Use Trail: Pedestrians & Bicyclists (13' wide)
 - Multi-Modal Trail: Pedestrians, Bicyclists & Trolley (13' wide min.)
 - On-Street Trolley Line:
 - Potential On-Street Parking:
 - Gateway Node:
 - Scenic Overlook:
 - Gorge Trail Access:
 - Existing/Proposed Parking:



CONCEPT C (continued)

- Legend:**
- Project Limits:
 - Existing Trails: (Width varies - 5' wide min.)
 - Multi-Use Trail: Pedestrians & Bicyclists (13' wide)
 - Multi-Modal Trail: Pedestrians, Bicyclists & Trolley (13' wide min.)
 - On-Street Trolley Line:
 - Potential On-Street Parking:
 - Gateway Node:
 - Scenic Overlook:
 - Gorge Trail Access:
 - Existing/Proposed Parking:



CONCEPT B



CONCEPT C



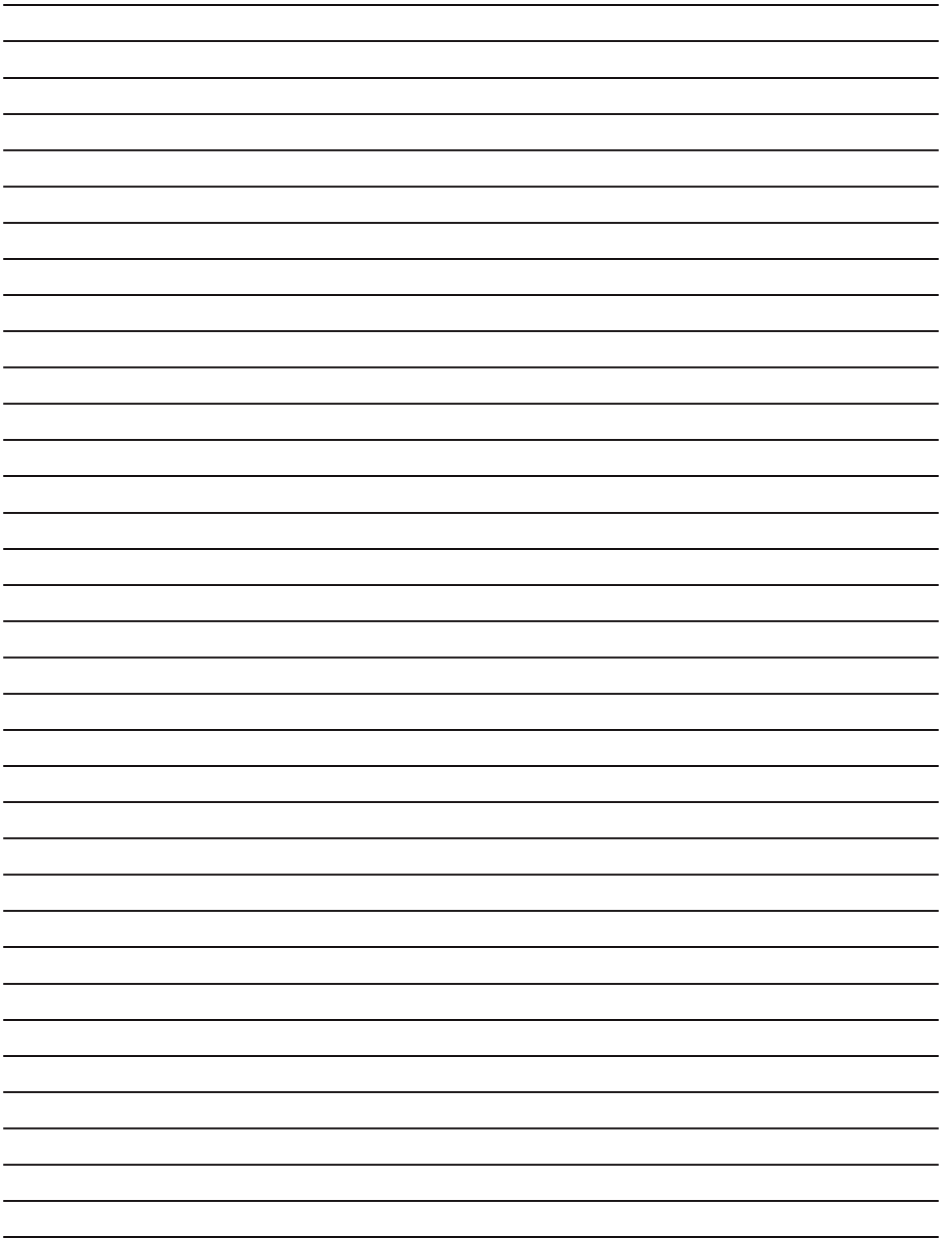
CONCEPT B (continued)

Legend:

- Project Limits:
- Existing Trails: (Width varies - 5' wide min.)
- Multi-Use Trail: Pedestrians & Bicyclists (13' wide)
- Multi-Modal Trail: Pedestrians, Bicyclists & Trolley (13' wide min.)
- On-Street Trolley Line:
- Potential On-Street Parking:
- Gateway Node:
- Scenic Overlook:
- Gorge Trail Access:
- Existing/Proposed Parking:



ATTACHMENT D



	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
1	EM-1.01	Marlene Schotz	The project should be tourist friendly.
2	EM-1.02	Marlene Schotz	The current southern exit of the Robert Moses Parkway into the city needs separation from the Rainbow Bridge Plaza.
3	EM-1.03	Marlene Schotz	If Whirlpool is to be the main road, I would like to see it as a divided Parkway capable of hosting a possible trolley. The Whirlpool Bridge Plaza is a disgrace and confusing.
4	EM-1.04	Marlene Schotz	Any decision needs to include thought for a once proposed observation area further north at the escarpment. Both the Niagara Falls National Heritage Area on its website and in a published letter to the editor I state that this overlooks is possibly the most scenic historic area in North America.
5	CF-1.01	Bob Onesi	Concept A - Best Concept B - OK Concept C - No Way
6	CF-1.02	Bob Onesi	Findlay to Lewiston - Remove Robert Moses Parkway
7	CF-2.01	Elizabeth King	Where is the money coming from to do all this?
8	CF-2.02	Elizabeth King	You haven't even been able to take care of maintaining the roads and green grass areas you have.
9	CF-3.01	Emory Weber	Economic activity was mentioned. How? Regardless of what streets may be opened or closed, how is this going to create jobs? How is this going to attract more tourists or in our case spenders? What city or state jobs will be created or put to use for this construction? How many jobs? Are we fighting for them to be local jobs? Besides the growth in revenue from State Park parking sales and an increased number of annual bridge watchers, how is this going to stimulate growth for our area, known for holding endless opportunity from a worldwide landmark. Developing new crosswalks and roads alone is NOT going to increase the number of people coming and spending here to use them. How is this project going to improve the overall state of economy and standard of living for citizens of the City of Niagara Falls?
10	CF-4.01	Gaelan Baillie	I think the project looks good.
11	CF-4.02	Gaelan Baillie	The more interesting and intricate the bike paths the better. Bike racks are very important at lookout points, or the entry point to trails. It would be helpful for more drinking fountains for bikers and bike riders at viewpoints.
12	CF-5.01	Joe Calandra	We need to ensure that Spring Street has an exit to either Whirlpool or Bellevue in addition to Chasm. Currently Spring Street goes from Chasm to Whirlpool with the exit to Whirlpool being a gravel road.
13	CF-6.01	Robert Emerson	Concepts A and C favored for seamless flow of traffic at Findlay Drive.
14	CF-6.02	Robert Emerson	Old Fort Niagara received 185,000 visitors in 2014. An extra stop sign at Findlay Drive will not benefit our many visitors or traffic to northern communities in general. Through traffic should flow along the Whirlpool - RMP route and traffic on Findlay Drive should stop at the "T" intersection illustrated in Concepts A & C.
15	CF-6.03	Robert Emerson	At 3rd and Main Streets, traffic signals should be cycled to favor the flow of traffic to Whirlpool Street. i.e., extended left turn signal.
16	CF-6.04	Robert Emerson	Signage is also important. There should be a clearly marked route to the northern communities from Prospect Point.
17	CF-6.05	Robert Emerson	Concept A appears to provide the greatest amount of green space around the Discovery Center and Aquarium.
18	CF-6.06	Robert Emerson	The planners are to be congratulated for developing these excellent plans considering the number of competing interest involved.
19	CF-7.01	Paul Gromosiak	The Parkway is the major intrusion by the river. The RMP must be removed and replaced with a setting respecting natural history.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
20	AD-1.01	Jim Hufnagel	Keeping Findlay Drive North in place is a dire threat of terrorism to the NY Power Plant. Please consider that as long as the RMP traverses the Power Plant this makes the Power Plant a possible target for acts of terrorism.
21	AD-2.01	Joan Johnson	Please include removing the RMP north of Findlay Drive to Devil's Hole or even up to Lewiston. DeVeaux Woods could then be restored and be a feature on a naturalized trail along the Gorge Rim making it a world-class trail.
22	FA-1.01	Anonymous	Need to include the cultural district master plan that was involved in the MOU in 2006.
23	FA-2.01	Anonymous	Consider extending cultural and historic district on other side of 3rd Street/Whirlpool to include churches and cultural programming.
24	FA-3.01	Anonymous	Proposal of a "LOVE" sculpture along the gorge considering Niagara as the "honeymoon capital" in the area.
25	FA-4.01	Anonymous	Master plan should prioritize the ecological and environmental value of the park/gorge instead of the economic revitalization.
26	FA-5.01	Anonymous	Concern about the lack of presence of the authority associated to border control - How will the Nexus plans align with the park/design programming.
27	FA-6.01	Anonymous	Concern with the location of Parks Police Station - should be moved to the city side.
28	FA-7.01	Anonymous	Preference in Concept A - Least amount of paving possible. No need for campus drive through south end.
29	FA-8.01	Anonymous	Need to reflect habitat and ecological value - natural state park along river gorge = unique experience.
30	FA-9.01	Anonymous	Helicopter pad is major deterrent for park use - reduces value and economic development because of noise pollution.
31	FA-10.01	Anonymous	Concept A - Spring Street should connect through from Chasm to Whirlpool.
32	FA-11.01	Anonymous	Consider connections for future infrastructure such as light rail.
33	FA-12.01	Anonymous	Winter waterfowl use this side of the falls often.
34	FA-13.01	Anonymous	Whirlpool State Park is a major bird watcher spot - habitat value important.
35	FA-14.01	Anonymous	Value of historic heritage - consider use of sculpture and art to reflect history in areas along the park.
36	FA-15.01	Anonymous	Concept A - Need to connect with the gorge and connect public with water.
37	FA-16.01	Anonymous	Access points for bird watching and fishing - key recreational value.
38	FA-17.01	Anonymous	Concept A - Nexus should be pulled east to other side of Main Street - better connectivity within park (locate opposite to new transportation center)
39	FA-18.01	Anonymous	Transit needs to be a primary planning consideration and primary means for moving along the greenway. A car-centric design will create congestion and destroy the park-like goal.
40	FA-19.01	Anonymous	Historic value of Whirlpool bridge connection - use plaza space to invite farmers market merchants to enjoy gorge trail and connect with local foods - local economy and community health.
41	FA-20.01	Anonymous	Consider a "phantom Montessoro Block House: as historic element as part of the primary gateway between Findlay Drive and Main Street.
42	FA-21.01	Anonymous	Plans for an elevated light rail connecting from Main Street through Cleveland Avenue through park to Pine Avenue.
43	FA-22.01	Anonymous	Bike trails need to be more interesting and intricate.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
44	FA-23.01	Anonymous	Concept A - Like blending Whirlpool Street and Parkway.
45	FA-24.01	Anonymous	RMP should not be removed - it should be restored to four lanes and have many connecting ramps and two different speed lanes - connect to Aquarium.
46	FB-1.01	Anonymous	Aquarium prefers Concept B - likes access on Walnut and 3rd - likes openness and green space.
47	FB-2.01	Anonymous	Corner of Findlay/Main/Lewiston Road - ghost structure of Montessor's Block House (1763-4) to reflect the history of the portage.
48	FB-3.01	Anonymous	Rename the RMP to a new local name. No RM.
49	FB-4.01	Anonymous	The focus should be people. The park should be designed around P-E-O-P-L-E not cars or trolleys.
50	FB-5.01	Anonymous	I like Concept B road option best. Pedestrian connect from discovery center to aquarium is important.
51	FB-6.01	Anonymous	How is the City going to pay for maintenance?
52	FB-7.01	Anonymous	Would like to see snowmobile access, bird and tree interpretation areas for students and groups, etc.
53	FB-8.01	Anonymous	"NO" snowmobiles - they could fly off the edge of the gorge!
54	FB-9.01	Anonymous	What about Spring Street?
55	FB-10.01	Anonymous	Concept B - I like the road access to the gorge.
56	FB-11.01	Anonymous	Who is going to maintain the roads (Whirlpool Street)?
57	FB-12.01	Anonymous	Concept B - Whirlpool Street does not blend well into parkway.
58	FC-1.01	Anonymous	Concept C - Trolley should continue to Fort Niagara?
59	FC-2.01	Anonymous	Allow vendors along trail or city street.
60	FC-3.01	Anonymous	Alternate 4 from original scoping report provides a reduction of traffic on Whirlpool between Bellevue and Findlay. Major concern for residents on Chasm Avenue and Chestnut Avenue.
61	FC-3.02	Anonymous	Noise issues, traffic from buses.
62	FC-4.01	Anonymous	Cut down shrubs and let people walk.
63	FC-5.01	Anonymous	Put jersey barriers on Findlay and one on Main Street. Wait six months see what happens.
64	FC-6.01	Anonymous	Light rail (commuter and park visitor use). Buffalo to Lewiston.
65	FC-7.01	Anonymous	Poor parking planning.
66	FC-8.01	Anonymous	Saw plan with roundabout and liked it (near Findlay).
67	FC-9.01	Anonymous	Put on-street parking on park side only for safety reasons. Children crossing, etc.
68	FC-10.01	Anonymous	No cobblestone pavers at intersections - snow plows.
69	FC-11.01	Anonymous	Idling train pollution at Nexus crossing.
70	FC-12.01	Anonymous	Concept C - Like blending of Parkway and Whirlpool Street.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
71	EM-2.01	Dan Davis	We know the cultural district has been a key element in the city's urban planning for quite some time. In fact, it goes back to the "City in a Park" concept and has been seen as a key to the city's future since the 2004 Strategic Master Plan. So, WHY are the stakeholders of the MOU, the Niagara Gazette, and the citizens of the City of Niagara Falls not talking about it as a revitalization tool? This could be our Canalside!
72	LT-1.01	Diane Tattersol	The Board of Directors of the YMCA Buffalo Niagara, located at 1317 Portage Road, one block east of Whirlpool Street, along with the strong support of Niagara Falls Mayor, Paul Dyster, is considering selling the building to a group whose intent is to operate a men's homeless shelter. To me this counters all the goals and objectives which the NGC Project hope to achieve. I would hope you and your partners involved in this project, will take into consideration the long term impact a homeless shelter will have on the stabilization and revitalization of Main Street and Whirlpool Street in the City of Niagara Falls, NY.
73	EM-3.01	Ralph Boniello	I strongly support the Robert Moses Parkway Removal plan, for all of the project goals listed.
74	EM-3.02	Ralph Boniello	I strongly support Alternative 6 over all others - full removal of the Parkway.
75	EM-3.03	Ralph Boniello	Of the specific concept presented for the Main St-Findlay Dr section, I prefer Alternative A over the others.
76	EM-3.04	Ralph Boniello	Concept A better serves the project goals and is more aesthetically pleasing.
77	EM-3.05	Ralph Boniello	I don't like how Alternative B and C cut off the restored park and park HQ from the rest of the park areas.
78	EM-3.06	Ralph Boniello	My opinion is that cars and roads divide parks, and I'd like this park to remain united.
79	EM-3.07	Ralph Boniello	As a cyclist, I hope that paving standards will be similar to that of a typical road, and that materials will be selected for all multi-use trails that will maintain stability over time.
80	EM-3.08	Ralph Boniello	Having grown up along the Niagara River in both Niagara Falls and Lewiston, I'm very excited to see this project being undertaken.
81	EM-4.01	Dan Davis	I am pleased with most of the findings, but I was amazed to find that the Cultural District has not been noted and addressed in any of the alternatives.
82	EM-5.01	Dan Davis	There are a number of things wrong with the site chosen by the State for a Parks Police Station - 1) it is a wooded site; 2) it is directly in front of a private developer suitable for a hospitality type of development; 3) it is part of the designated Cultural District (subject to agreement in accordance with the 2006 MOU); and 4) it is adjacent to an area prime for public development.
83	EM-6.01	Michael Johnston	I am glad that the Robert Moses Pkwy is being removed. I hope the project continues and expands to remove the entire portion through the State Park into Lewiston.
84	EM-7.01	Dan Davis	Shouldn't it be of concern to us all, you cannot find the words "Cultural District" anywhere in the Scoping Report.
85	EM-7.02	Dan Davis	When was the last time the "parties" sat down and discussed the what is defined in the city's urban plan as one of the BIG MOVES?
86	EM-8.01	Thomas Chambers	Connecting the City to the River and enhancing recreational opportunities is part of the Niagara Falls National Heritage Area's Management Plan.
87	EM-9.01	Ted Sandilands	A recreational corridor road from downtown Niagara Falls to Youngstown is essential. If there is any hope to develop any kind of tourism interest, the concept of complete removal should be eliminated. Lewiston Road should be the primary carrier of commercial and commuter traffic. The corridor road should be limited speed road, focused on recreational and tourism with many access points, small parking areas, small picnic areas, etc. in conjunction with the larger attractions like Whirlpool State Park. The idea of a trolley service along the corridor is excellent.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
88	EM-9.02	Ted Sandilands	I am concerned that splitting the project at Findlay Drive will doom any possibility of seeing the completion of the northern project. The thorn in everyone's side is the overpass and the barrier to gorge access. Resolving this part will take off the pressure to complete what is also an important part of a complete gorge access project, and that is the section from Findlay Drive to Youngstown.
89	EM-9.03	Ted Sandilands	Missing from the list of stakeholders is representation from Customs & Border Protection and perhaps other agencies part of the department of Homeland Security. The Whirlpool bridge access point and the old Central Michigan RR (I think) bridge are large structures that unless included in the project, could become the next "thorn in the side". Seeing the maps with the entire area faded out reminds me of project diagrams that have a cloud with the label "Then the miracle happens". Homeland Security, with a stroke of a pen could introduce a new discontinuity.
90	EM-10.01	Thomas Collister	Overall I am in favor of Concept A. I do not feel there needs to be three roads going into one parking lot as Concepts B & C propose at the south end Discovery Center. It will save money too. I also support Concept A & C configuration at Findlay Drive. Better traffic flow pattern.
91	EM-10.02	Thomas Collister	My biggest concern is WHO will be responsible for rebuild and maintenance of Whirlpool (3rd) Street? I sincerely hope it will be the STATE!!! We all know the City does not have the funds, manpower nor overall concern to do it right.
92	EM-10.03	Thomas Collister	Once the parkway is removed, I will forever miss the view of the falls and gorge you get when driving on the parkway overpass that spans the Whirlpool Bridges. I hope it can be left in as a viewing stop for hikers, bikers and snowmobile guests.
93	EM-11.01	Daniel Hoffner	The three concepts have only minimal differences. I like Concept A because I don't think a vehicular access at 1st Street is needed. I also like the configuration of the Service Road behind the Aquarium. At the north end, I think the Findlay Drive tee is fine for Phase 1 (even if no one likes it, it can easily be changed for Phase 2).
94	EM-11.02	Daniel Hoffner	Because removal of the existing 4-lane RMP is going to happen, the major item in this project is rebuilding/restructuring Whirlpool Street.
95	EM-11.03	Daniel Hoffner	I would like to see the Whirlpool Street right of way be increased in size. There is plenty of room to the west. If another 10 - 12 feet were added, a center lane could be added for emergency use, left turn lanes or used temporarily as a 2nd lane in either direction should Niagara Falls ever get to be a popular destination again and Whirlpool Street becomes a major street to funnel traffic in/out of the city.
96	EM-11.04	Daniel Hoffner	This will be the only shot at building the new Whirlpool Street - think big.
97	EM-12.01	Carl Slenk	Any one of the three alternatives would be fine so far as I'm concerned.
98	EM-12.02	Carl Slenk	One comment: Please reconsider carefully whether it is feasible to incorporate the existing overpass at the Whirlpool bridge into the design. Depending on the condition of the overpass, it may not be more expensive to engineer in its use rather than to pay for tearing it down. In the future, the multimodal center should (hopefully!) increase vehicle traffic in the area and the overpass would make it possible to bypass traffic at peak times.
99	EM-12.03	Carl Slenk	I know it would be somewhat of a challenge to integrate the overpass into the design and to allow easy access to the multimodal facility from the future parkway - replacement roadway. But future generations might thank you for taking the trouble to do it. With really smart engineering design you could even integrate the overpass yet allow for future demolition if it turns out the bypass is not needed.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
100	LT-2.01	Niagara Falls National Heritage Area (NFNHA) - Thomas Chambers	We strongly support the proposed removal of the parkway between Main Street and Findlay Drive.
101	LT-2.02	NFNHA - Thomas Chambers	The NFNHA prefers the southern portion of Concept A, because it provides one less roadway entrance to the Niagara Gorge Discovery Center, and thus more green space.
102	LT-2.03	NFNHA - Thomas Chambers	We also prefer the northern portion of Concept C, because it provides more multi-use trails and, most significantly, allows for continuous travel between Whirlpool Street and the existing Robert Moses Parkway. We prefer having Findlay Drive "T" with the parkway for east of travel.
103	LT-2.04	NFNHA - Thomas Chambers	This project holds great potential to reconnect the City of Niagara Falls and its residents to the Niagara River, as well as to provide additional recreational opportunities and an attractive natural setting that will encourage tourists to extend their stay and increase their spending in the NFNHA.
104	CF-8.01	Michael Kroening	Additional traffic and closeness of road to houses. Our driveways are short and may be hard to get out of during high traffic times.
105	CF-8.02	Michael Kroening	Backing boat/trailers into/out of driveways will be harder
106	CF-8.03	Michael Kroening	Size of yard areas on Whirlpool and safety of kids.
107	CF-8.04	Michael Kroening	Noise from traffic is now buffered from berm of dirt.
108	CF-8.05	Michael Kroening	Tour buses/cars will add noise and fumes to area.
109	CF-8.06	Michael Kroening	Far as your design at end near Findlay Drive, Concept "B" with "T" into Findlay would slow traffic. Right now the expressway is used as a bypass at 40+ mph so is Whirlpool.
110	CF-8.07	Michael Kroening	What I would like to see, if not a cul-de-sac, placed for residents on Whirlpool is road moved away from houses. This may reduce noise. The speed limit thru park should be 30 mph so people can enjoy park, not fly through.
111	CF-8.08	Michael Kroening	The utilities under Whirlpool are old water main and sewer are failing as can be seen by existing road conditions. The sewers and water should be replaced during this work.
112	CF-8.09	Michael Kroening	In the park, slow traffic to 30 mph - it is a park not an expressway
113	CF-8.10	Michael Kroening	In park area north of Findlay Drive, place some parking areas for fishing/biking/overlook areas, like there is at Three Sister Islands on Goat Island.
114	CF-9.01	Marlene Schotz	My major complaint has been with the residents being cut off from the gorge.
115	CF-9.02	Marlene Schotz	It is my opinion that the main reason for doing anything is the tourist industry. Many improvements would be needed to the gorge rim trails and heavy advertising that this is a fantastic visual area. Extension of the trolley to the Whirlpool and Devils Hole Parks is an imperative.
116	CF-9.03	Marlene Schotz	My preference, and I look at cost, is to up grade Whirlpool first and retain one section for the multi-use plus trolley and remove one section of the parkway to the area of the overpass. After the overpass area at Bellevue, tie in the multi-use/trolley to one retained section of the parkway. Have a 15 or 20 mph speed limit on the multi-use trail.
117	CF-9.04	Marlene Schotz	I prefer Concept C for the Gorge Discovery area. That should be done as soon as possible.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
118	CF-9.05	Marlene Schotz	I prefer Concept A for the bridge area. Once the overpass is removed, the parking and viewing areas should get immediate attention at the Ontario Gateway.
119	EM-13.01	James Hufnagel	The north Moses Parkway should be removed all the way to Lewiston, not just to Findlay Drive. To have this project drag on for decades, and be projected only to be removed as far as Findlay, is a failure of government vision and leadership.
120	EM-14.01	Dominic & Geri Mitro	We do not want Whirlpool Street to become congested so it would be dangerous to cross by foot or to pull into or out of parking spaces. Do suggest parking meters if it would be helpful to the city's budget but need to consider all costs such as collecting the money out of meters, maintenance of meters, theft & court costs.
121	EM-14.02	Dominic & Geri Mitro	Please consider the fact that Orchard Parkway (don't know what other streets that end at Whirlpool Street) does not have any drains on the streets so when it rains the water races towards the gorge.
122	EM-14.03	Dominic & Geri Mitro	We like Concept "B" the best because it has more options to and from Discovery Center & Police which will alleviate congestion away from Main Street and Whirlpool than in Concept "A" and in Concept "C" we do not like the addition leg of roadway going through actual Park.
123	EM-14.04	Dominic & Geri Mitro	Like loopy multi-use trails in Concept "B" and "C".
124	EM-14.05	Dominic & Geri Mitro	Will existing yellow dotted trails remain to access overlooks, if not we will need multi-use trails to overlooks or footpaths will be naturally made by folks walking on the grass which will not look nice and become muddy like in some places on Goat Island.
125	EM-15.01	Dr. Helen Kress	I remain disappointed in the pace, procedures, and findings of the project to reconfigure the northern Robert Moses Parkway along the Niagara River Gorge Rim. The pace of the reviews is painfully slow and seems that it may not end in the current decade.
126	EM-15.02	Dr. Helen Kress	The procedures are highly political rather than rooted in what is good for ordinary residents of Niagara Falls and the wide range of international tourists that visit our city searching in vain for innovative ways to prolong their stay.
127	EM-15.03	Dr. Helen Kress	The findings of and plans shared to date with the public (which I question due to the biased procedures just noted) are short-sighted and uncreative.
128	EM-15.04	Dr. Helen Kress	The potential for a world-class natural park that celebrates the unique ecology of the gorge rim are lost in all of the proposals. The fame that could result from an ecological restored environment in an urban setting is unexplored in favor of the politically expedient designs favoring automobiles and suburbanites. The fortune that could come from eco-tourism is overshadowed by the same old tired tourism models featuring tour boats, tour buses, and artificial entertainment.
129	EM-15.05	Dr. Helen Kress	I hold out very little hope for the total removal of the RMP all the way to the city line at Devil's Hole (with the ecological restoration that should accompany it), yet I restate it again here, as I have in all of the previous stages of the project.
130	CF-10.01	Richard Smith	I like the concept with no road. It should be green space and only walking. No cars.
131	EM-16.01	Bob Baxter	Because none of the evidence and rationales presented two years ago appear to have altered in the slightest what seems to be the unalterable march toward Phase One, not even the music of the march, we now choose to repeat what we said before. Included in the email is a copy of earlier comments to the Scoping Report.
132	EM-16.02	Bob Baxter	Two years ago, we were told that the conclusions and recommendations of the EDR study would not be considered because the study's completion date missed the scoping deadline. We, therefore, submit the study for consideration at this time. Included in the email was a copy of the Regional Economic Growth through Ecological Restoration of the Niagara Gorge Rim.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
133	EM-16.03	Bob Baxter	If decisions had not already been made based on likelihood of funding, the support of an MOU we postulated was outdated and compromised from the start, and other assertions made without supporting evidence, we'd expect the following in light of EDR findings: 1) the reexamination of the "logical termini" at Findlay in favor of the City line.
134	EM-16.03 A	Bob Baxter	We'd expect the following in light of EDR findings: 2) a thorough investigation of the potential for regional eco-tourism, with the methods and results made available to the public.
135	EM-16.04	Bob Baxter	We further note that with a refurbished Whirlpool, Phase One leaves the commuter route, the detour around the business districts of Niagara Falls intact; that there's no indication in this latest "Corridor Project" that the "stakeholders" have been extended beyond the Niagara area--with the reminder that this project involves state park property, and involves a tourism base that is literally world-wide, and as such "stakeholders" should have included the thousands amassed by NHP in favor of total removal; that aside from mentioning "promote ecotourism," and "native habitat," etc, no design element appears to facilitate that environmental function, or potential.
136	EM-16.05	Bob Baxter	For NHP, the evidence in support of total removal is indisputable (removal at least to the City line, in keeping with the EDR recommendation that the Findlay to City line section be the first removed).
137	EM-17.01	Carl Skompinski	There is no mention of a cultural district that is part of the City's Master Plan. The plan clearly outlines the district and not much is mentioned by the plan.
138	EM-17.02	Carl Skompinski	While existing surface transportation is mentioned, there is little mention of public transportation along this corridor. Moving forward public transportation needs to be built into the design of the road surface as well as stops. Some type of rubber wheeled trolley system needs to be deployed along the length so residents and visitors can take advantage of public services to board and exit along the length. Some car spaces should be converted to trolley stops to set the proper tone right from the start.
139	EM-17.03	Carl Skompinski	I would like to see some type of visible statues or monuments along the length of the trail to represent the history that took place there. While Whirlpool Street was not the "portage" it was home to a Seneca trail leading toward the falls and may have connected to the Old French Landing. History needs to be visible.
140	EM-17.04	Carl Skompinski	One suggestion are statues of natives traveling along the length of the path. Similar to the statue along the portage path in Ohio. Also, a ghost structure representing Capt. John Montresor's Block Houses (1764) at Findlay and Main Street would be a fitting gateway piece to showcase the history that took place in the area.
141	LT-03.01	Douglas Funke, Citizens for Regional Transit	We are recommending that electric buses or modern streetcars be included in the Niagara Gorge Corridor plan to efficiently move people along the NGC. This would reduce pollution, limit traffic load from private vehicles, enhance the public's experience along the scenic gorge, and serve as a component of a larger regional Niagara River Greenway transportation network.
142	LT-3.02	Douglas Funke, Citizens for Regional Transit	We are disappointed that the proposed design puts little emphasis on public transit. If there is to be an on-street trolley along the greenway, there is no indication of (1) how far north the trolley will go, (2) where stops will be - even notionally, and (3) whether bus shelters and bump-outs are envisioned for comfortable loading.
143	LT-3.03	Douglas Funke, Citizens for Regional Transit	By contrast, the plan identifies areas where there will be parking. It seems that the primary mode of transportation envisioned is cars. We believe that is a mistake.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
144	LT-3.04	Douglas Funke, Citizens for Regional Transit	There are estimated to be 8 million visitors to Niagara Falls, NY each year. One Project Objective is to encourage visitor migration into local business districts and encourage longer stays. If large portions of the millions of visitors decide to explore the new improved Niagara River Gorge, and do so by car, we are likely to see traffic congestion, demand for more parking areas, increased pollution, and a degraded visitor experience. These impacts are all in direct contradiction to the stated Niagara Gorge Corridor Project objectives. Public transit along the gorge corridor should be a primary design element to avoid these negative effects, not a "possible future consideration" as stated in the material distributed at the meeting.
145	LT-3.05	Douglas Funke, Citizens for Regional Transit	Visitors to Niagara Falls should have ready access to a user-friendly transit map showing connectivity to all area tourist destinations. Connecting our attractions with convenient transit would increase the number of visitors to them. Today travelers expect public transit to be available - especially international tourists and millennials. To omit transit from Niagara Gorge Corridor plans would constrain many of our visitors and forfeit significant economic benefits.
146	LT-3.06	Douglas Funke, Citizens for Regional Transit	Canada's successful WeGo Transit System offers a model to follow. Tourists to Niagara Falls, Ontario find easy access to public transit connecting attractions along the Canadian side of the border. Articulated buses, large comfortable shelters, high frequency service, and a website that emphasizes easy connectivity via public transit all work together to make their attractions successful. The U.S. side needs to do the same. The Niagara Gorge Corridor Project offers a rare chance to do this, or at least lay the groundwork. Let's not miss the opportunity.
147	LT-3.07	Douglas Funke, Citizens for Regional Transit	Public transit provides direct linkage between parks, communities, and attractions along the NGC. And it is accessible to everyone, including tourists who are unfamiliar with the area and anyone without a car. Transit will also reduce congestion to improve access for those who do choose to drive.
148	LT-3.07	Douglas Funke, Citizens for Regional Transit	The best way to reduce the environmental impacts of transportation related activities is with green public transit. This produces far less pollution and reduces traffic congestion.
149	LT-3.08	Douglas Funke, Citizens for Regional Transit	Transit oriented development (TOD) is now recognized as an engine for stimulating economic development. A transit line lays out what there is to see and delivers visitors right to each attraction. This provides effective wayfinding and encourages longer stays.
150	LT-3.09	Douglas Funke, Citizens for Regional Transit	The best way to minimize traffic impacts is to minimize traffic. Public transit does this by providing an alternative to the car. This is especially important since Whirlpool Street abuts residential areas where drivers might look for parking spaces if too many people use cars to explore the gorge.
151	LT-3.10	Douglas Funke, Citizens for Regional Transit	Public transit increases access to and connections between the Niagara River's many resources for everyone, both transit riders and motorists who experience less traffic congestion. It also reduces the amount of land needed for parking.
152	LT-3.11	Douglas Funke, Citizens for Regional Transit	The Niagara Gorge Corridor Plan should emphasize public transit and discourage travel by private vehicles. The current plan does not do this and need to be modified. Irrespective of transportation mode of arrival in the NGC, once here public transit should deliver visitors efficiently to various attractions without requiring them to drive and park multiple times.
153	LT-3.12	Douglas Funke, Citizens for Regional Transit	The best approach for integrating green public transit into the plan is with dedicated rights-of-way. At the very minimum, public transit vehicles should be given priority in places where alignments must be shared with cars. Transit vehicles can be rubber-wheeled trolleys; however, long-term plans should include the option of modern streetcar. Niagara Falls is a world-class tourist destination. World-class public transportation is called for. The NGC Project Plan should include public transit as a primary design element .

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
154	LT-3.13	Douglas Funke, Citizens for Regional Transit	We agree that the Robert Moses Parkway (RMP) was a mistake that needs to be undone. It separated the City of Niagara Falls from the river and put a four-lane limited access highway right next to Niagara Falls, one of the world's most beautiful natural wonders. The redesign needs to reconnect the city with the river and restore green space along the gorge. But it must also be able to accommodate the movement of potentially large numbers of people to the many attractions along the river, as described above. Dedicated transit lanes, perhaps in the middle section of a wider Whirlpool Street, could accomplish this. On the south end of the project, the section of Whirlpool Street that connects with First Street under Option C could serve as dedicated transit lanes along this part of the NGC.
155	LT-3.14	Douglas Funke, Citizens for Regional Transit	The maps in the NCG Project handout should indicate the location of the new Niagara Falls Multimodal Transportation Center / International Railway Station. This will be a significant activity center and traffic generator (e.g., cars, buses, trolley, hotel shuttles, etc). As a museum site and visitor arrival gateway, it should be highlighted, labeled, and included as a key transportation component on all maps.
156	LT-3.15	Douglas Funke, Citizens for Regional Transit	According to the handout, the orange multimodal trail between the Falls and the Discovery Center will carry pedestrians, bicyclists, and a trolley. With a minimum width of 13 feet, will this be wide enough for all this traffic and for trolleys to pass each other when going in opposite directions? We assume this narrow width will only occur along isolated sections of the path where a greater width cannot be accommodated. It will be important that trolleys be able to pass each other when traveling in opposite directions.
157	LT-3.16	Douglas Funke, Citizens for Regional Transit	We were disappointed that there was no opportunity for the public to voice concerns and ask questions at the conclusion of the presentations. Meaningful audience engagement is important for ensuring that the plan reflects citizens' desires regarding the use of this public land - and for tapping the expertise of people and organizations knowledgeable about issues relating to the NGC. Restricting comments to written submissions and informal small group discussions does not provide a way for citizens to raise questions publicly, and does not allow the design team to respond openly so everyone can hear. We want a chance to publicly share our views and to be informed by the views of the other groups and citizens. The Niagara Gorge Corridor Project Team should want this too. Microphones should be available for this purpose at future meetings.
158	CF-11.01	David Metro	100% Raised Rail Stations; Single Line Stations - 1) In front of Aquarium; 2) Cedar Avenue and Whirlpool/3rd Streets; 3) Chilton Avenue and Whirlpool Street; 4) Willow Avenue and Whirlpool Street; 5) Cleveland Avenue and Whirlpool Street
159	CF-11.02	David Metro	Two-line interconnect 100% raised rail station - 1) Main Street, Cleveland Avenue between Cleveland Avenue and Niagara Avenue; Eight Street equal distance on east side of Main Street. Bending Cleveland Avenue to the center of the block between Cleveland Avenue and Niagara Avenue along Main Street. or
160	CF-11.03	David Metro	Centerline 100% raised rail line at Niagara Avenue and Main Street bowing northward to Cleveland Avenue.
161	CF-11.04	David Metro	Findlay Drive / Whirlpool Street intersection I like because it lines up with the treeline and future road connection to DeVeaux Woods road entrance in front of buildings and trail entrance.
162	CF-11.05	David Metro	Findlay Drive future Beech Avenue/Lockport Road intersection / Rail station traffic circle - tunnel entrance to botanical gardens / winter gardens / tree nursery located north of Findlay Drive and west of Main Street.
163	CF-11.06	David Metro	First floor of rail station concessions / information double car rail station can be smaller single rail car = same length as bus 55' long used during the winter / off season months. For the summer months, a double rail car = 110' long mag. Lev. Drive system for all rail.
164	CF-11.07	David Metro	Interchangeable front / back ends and multicar flex connectors for ease of turning. Rail cleaning / maintenance / storage station will be located on Military Road between Porter / Packard and Third Avenue.
165	CF-11.08	David Metro	Park rail switching station - John Daly Blvd / Buffalo Avenue.

	<u>Comment Number</u>	<u>Name/Affiliation</u>	<u>Comment</u>
166	CF-11.09	David Metro	Cluster wheelchair ramps, stairs, elevators, restrooms in towers with access on the enclosed observation level (3rd or 4th floor). Rail crossover access for each east / west tower over the rails on exterior north / south walls. HVAC catwalks for cathedral ceilings; glass safety walls and retractable doors and extending / retracting platforms between rail cars and glass safety walls and doors. Safety glass-barrel vaulted decorative column supports for first and second floor for architectural significance; gray slate / stone with red terracotta or copper roofing. Mix and match colors, building shapes, and styles at each station - none the same!

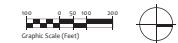
ATTACHMENT E

NIAGARA GORGE CORRIDOR PROJECT
ROBERT MOSES PARKWAY - NORTH - PHASE 1
 MAIN STREET TO FINDLAY DRIVE
 FEBRUARY 2015

CONCEPT A
PLAN VIEW

Legend:

- Project Limits:
- Existing Trails: (Width varies - 5' wide min.)
- Multi-Use Trail: Pedestrians & Bicyclists (5' wide)
- Multi-Modal Trail: Pedestrians, Bicyclists & Trolley (5' wide min.)
- On-Street Trolley Line:
- Potential On-Street Parking:
- Gateway Node:
- Scenic Overlook:
- Gorge Trail Access:
- Existing/Proposed Parking:

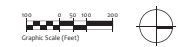


NIAGARA GORGE CORRIDOR PROJECT
ROBERT MOSES PARKWAY - NORTH - PHASE 1
 MAIN STREET TO FINDLAY DRIVE
 FEBRUARY 2015

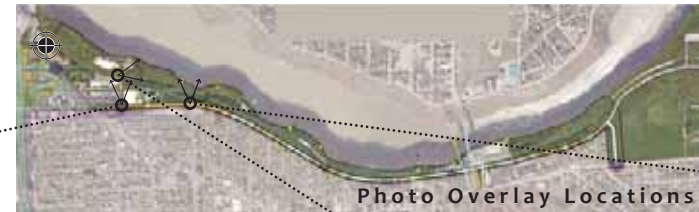
CONCEPT B
PLAN VIEW

Legend:

- Project Limits:
- Existing Trails: (Width varies - 5' wide min.)
- Multi-Use Trail: (Pedestrians & Bicyclists) (5' wide)
- Multi-Modal Trail: (Pedestrians, Bicyclists & Trolley) (5' wide min.)
- On-Street Trolley Line:
- Potential On-Street Parking:
- Gateway Node:
- Scenic Overlook:
- Gorge Trail Access:
- Existing/Proposed Parking:



NIAGARA GORGE CORRIDOR PROJECT
ROBERT MOSES PARKWAY - NORTH - PHASE 1
 MAIN STREET TO FINDLAY DRIVE FEBRUARY 2015



Existing View



Proposed View



Existing View



Proposed View



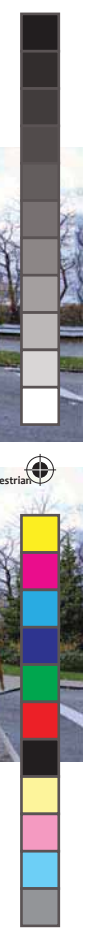
Existing View



Proposed View



CONCEPT A
SIMULATIONS



NIAGARA GORGE CORRIDOR PROJECT
ROBERT MOSES PARKWAY - NORTH - PHASE 1
 MAIN STREET TO FINDLAY DRIVE FEBRUARY 2015

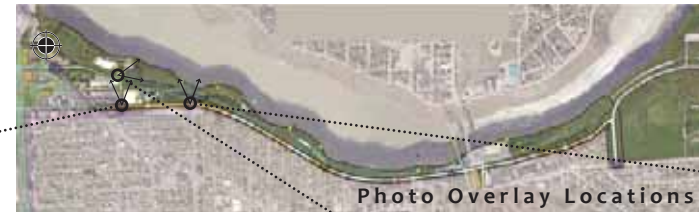


Photo Overlay Locations

CONCEPT B
SIMULATIONS

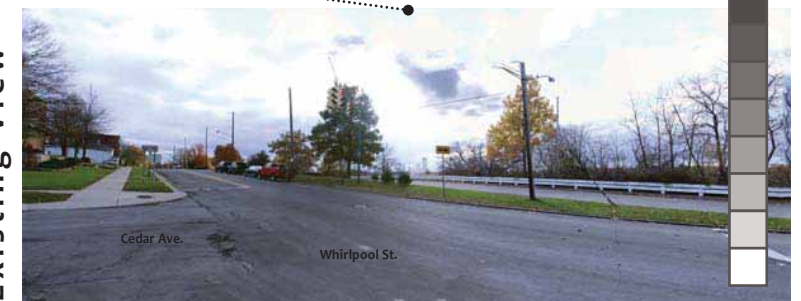
Existing View



Existing View



Existing View



Proposed View

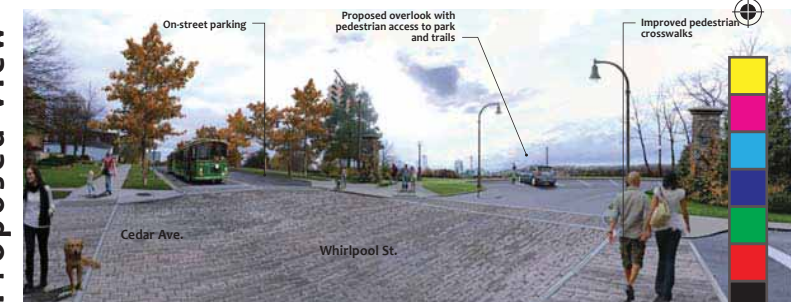


Proposed View



Realigned park entrance drive from Main St. to Discovery Center and Aquarium

Proposed View



NIAGARA GORGE CORRIDOR PROJECT
ROBERT MOSES PARKWAY - NORTH - PHASE 1
 MAIN STREET TO FINDLAY DRIVE

FEBRUARY 2015

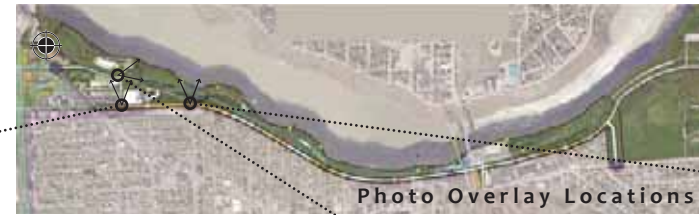


Photo Overlay Locations

CONCEPT C
SIMULATIONS

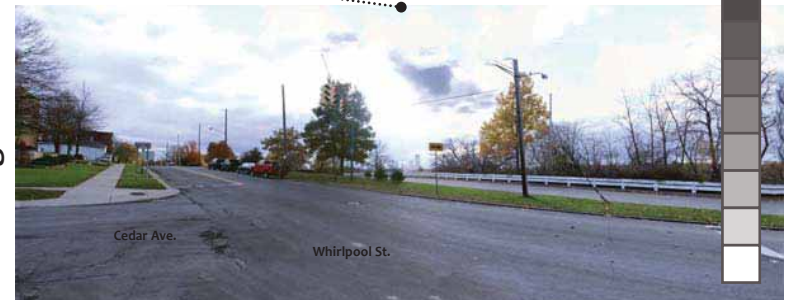
Existing View



Existing View



Existing View



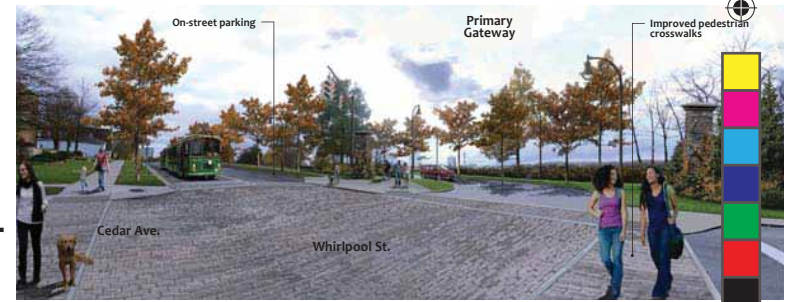
Proposed View



Proposed View



Proposed View

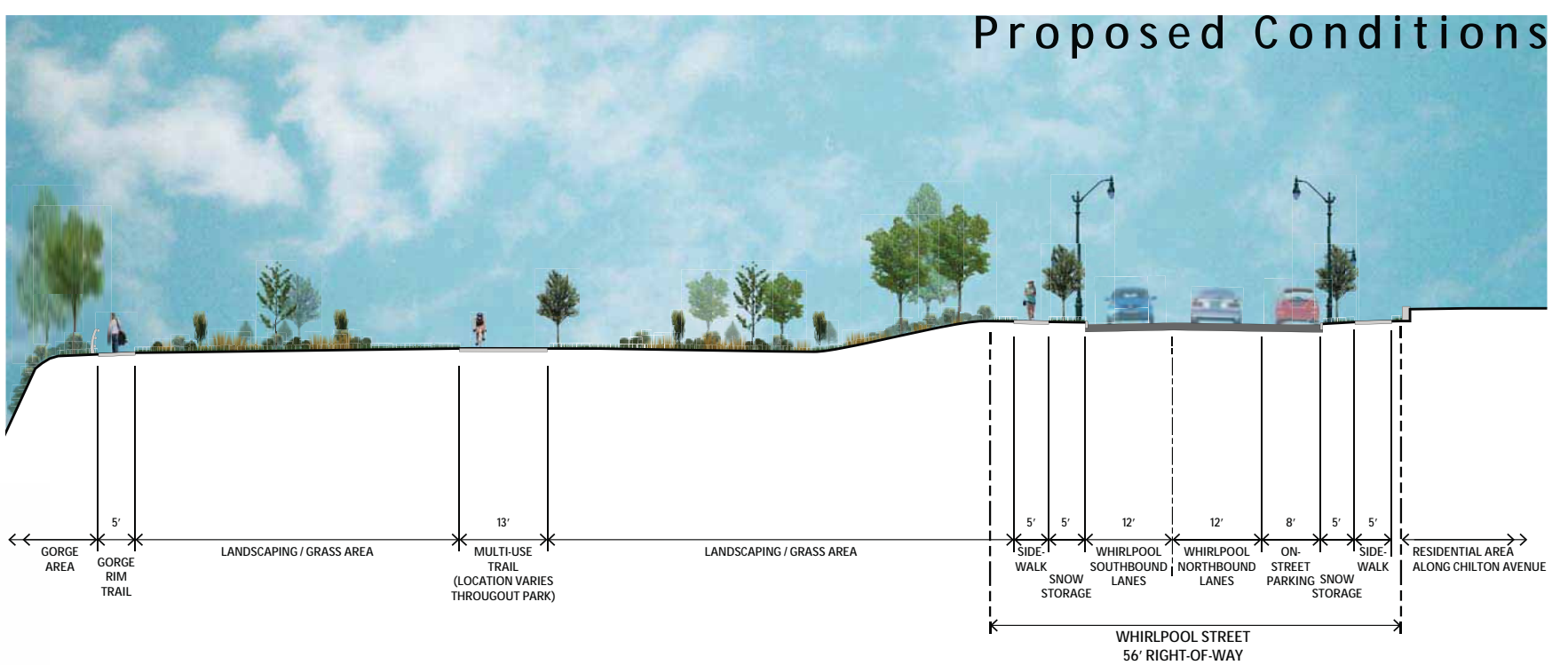
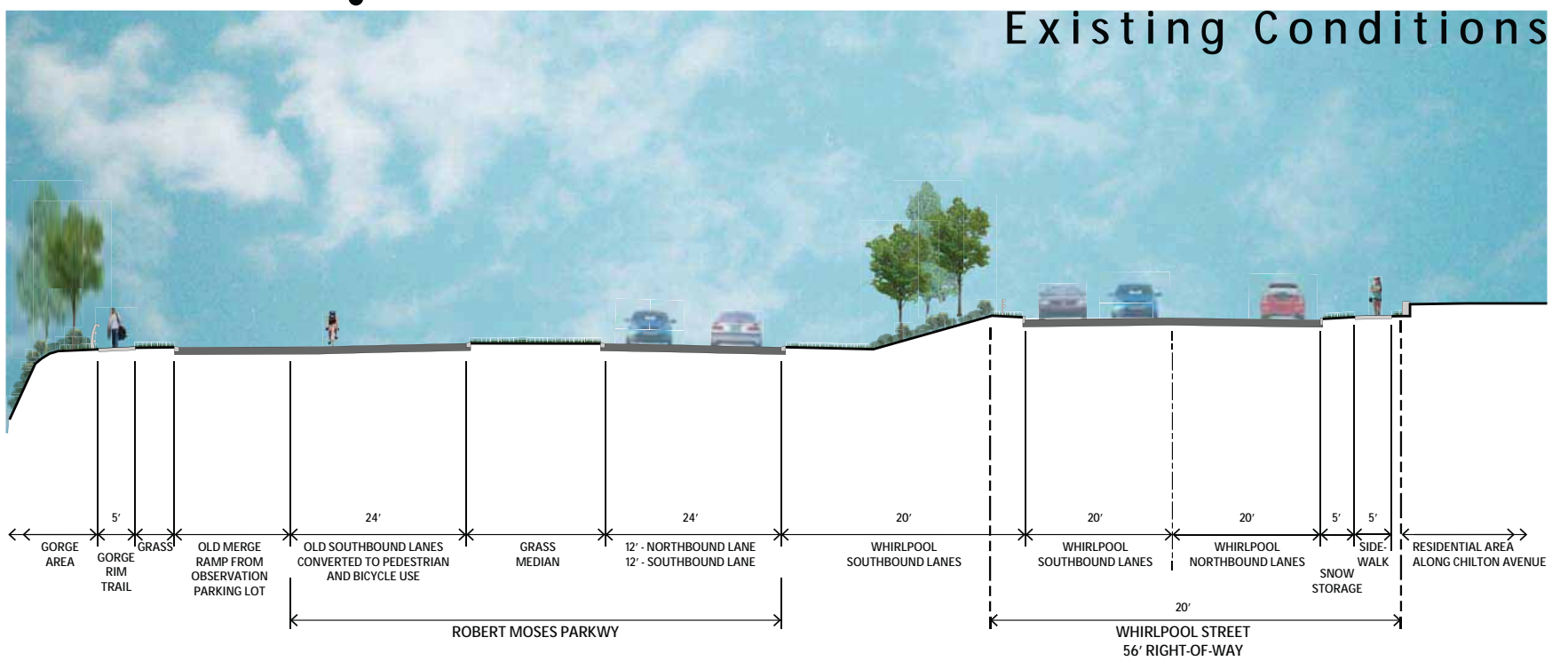




NIAGARA GORGE CORRIDOR PROJECT

ROBERT MOSES PARKWAY - NORTH - PHASE 1

MAIN STREET TO FINDLAY DRIVE FEBRUARY 2015



TYPICAL CROSS-SECTION





PROJECT OBJECTIVES

1. Improve Access and Transportation

- a. Remove barriers that impede access between the NGC and adjacent business / residential districts.
- b. Provide an attractive multi-modal trail.
- c. Link parks, communities, and attractions adjoining the NGC.
- d. Remove temporary appearances (cones, barrels, etc.) of the current RMP along with any surplus pavement.

2. Promote and Conserve the Ecology and Environment of the NGC

- a. Reduce environmental impacts of transportation related activities.
- b. Utilize areas of pavement removal to help restore (expand) natural habitat.
- c. Promote Eco-tourism and heritage-tourism.
- d. Provide additional areas for enjoyment of the NGC's natural and scenic beauty.
- e. Protect existing areas of natural habitat and restore new areas to a native plant based landscape.

3. Support Local Economic Vitality

- a. Encourage visitor migration into local business districts.
- b. Create an atmosphere that encourages visitors to remain in the NGC region longer.
- c. Reduce the current RMP's function as a bypass route while maintaining an attractive scenic link between communities.
- d. Link a multi-modal trail with the adjacent communities.
- e. Provide effective way-finding information.

4. Minimize Impacts to Adjacent Neighborhoods

- a. Promote vehicle travel patterns that minimize traffic impacts in residential areas.
- b. Improve the fringe areas between the parkland and adjacent residential properties.

5. Support NR Greenway Plan

- a. Increase access to and connections between the Niagara River region's many resources.
- b. Celebrate and interpret our unique natural, cultural, recreational, scenic and heritage resources in the NGC area and provide access to and connections between these important resources while giving rise to economic opportunities for the region.

NIAGARA GORGE CORRIDOR PROJECT
ROBERT MOSES PARKWAY - NORTH - PHASE 1
MAIN STREET TO FINDLAY DRIVE
FEBRUARY 2015



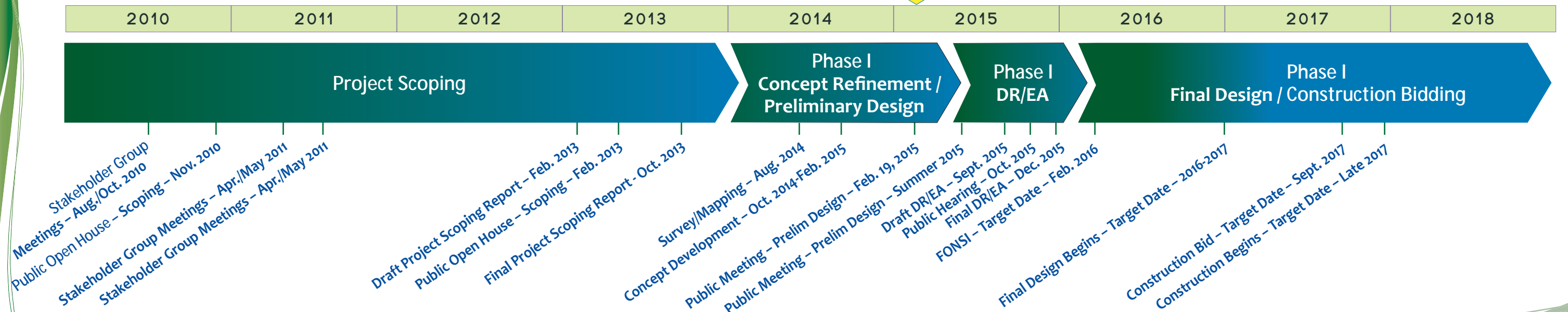
NIAGARA GORGE CORRIDOR PROJECT

ROBERT MOSES PARKWAY - NORTH - PHASE I

MAIN STREET TO FINDLAY DRIVE

FEBRUARY 2015

WE ARE
HERE



EA = Environmental Assessment, DR = Design Report, FONSI = Finding of No Significant Impact

Target Date - Dependent on other factors

ATTACHMENT F



NIAGARA GORGE CORRIDOR PROJECT

Robert Moses Parkway – North Segment

February 19, 2015

Public Open House
Sign-In Sheet

PLEASE PRINT LEGIBLY

Name:	_____
Address:	_____ _____
Email Address:	_____
Interest Represented:	_____

Name:	_____
Address:	_____ _____
Email Address:	_____
Interest Represented:	_____

Name:	_____
Address:	_____ _____
Email Address:	_____
Interest Represented:	_____

ATTACHMENT G







