

F. Transportation Issues

A recurring issue in the development of this Plan has focused on the future of specific transportation facilities like the Robert Moses Parkway. Transportation projects are planned and evaluated under a very specific and fairly lengthy process that can take years to complete. This process incorporates requirements that provide for intermunicipal notification and cooperation. Page 75 The planning process that is being used to develop the Niagara River Greenway Plan cannot provide the level of analysis and detail that is not only necessary but **legally required for specific transportation projects.** The Niagara River Greenway Plan is a longterm, policy document, and is ill suited for the review of site specific transportation projects, and the Niagara River Greenway Commission does not have the legal authority to dictate how governmental agencies undertake transportation projects. Bicyclists along the River There are a number of ongoing and proposed transportation projects that could have a significant impact on the physical environment of the Niagara River Greenway. Between the source of the Niagara River and its mouth at Lake Ontario the following projects are ongoing or under consideration: ☐ Reconstruction of the Skyway ☐ Erie Street realignment ☐ Peace Bridge Plaza Alternatives, Buffalo ☐ Ambassador Niagara Signature Bridge and plazas, Black Rock ☐ Realignment of I-190 between north Buffalo and Tonawanda ☐ Extension of the Metro Rail (light rail rapid transit line) ☐ Pedestrian Accommodations Grand Island Bridges ☐ Replacement of the Grand Island Bridges ☐ **West River Parkway Alternatives, Grand Island** ☐ LaSalle Expressway Alternatives ☐ Robert Moses Parkway Alternatives (South and North) **As noted previously, this Plan cannot replace the independent planning processes and engineering** functions that are associated with major capitol investment transportation

State agencies are required to follow certain procedures for funding actions and for any action, including permits, for which they are an involved or lead agency pursuant to the State Environmental Quality Review Act. Page 76 continued

Transportation projects should seek to minimize their intrusiveness. More than ten years of intensive planning for the Peace Bridge expansion project has been complicated and faced with many constraints. S Page 77

Note Section 75-77 talks about West river Parkway and closing it – it appears this really was a done deal before this was started!

Vision and Principles:

Partnerships – The focus of the Greenway will revolve around cooperation and reciprocal compromise. Relationships and partnerships must be formed and strengthened to achieve coordination and integration of efforts throughout the Greenway. ☐

Community Based – Greenway planning will reflect the preferences and plans of the local communities, while respecting other stated goals and the communal vision of the Niagara River Greenway.

Implementable: Project proposals should include a schedule and a realistic assessment of the expected costs associated with the project, including costs of management, operations and maintenance. **There should be evidence that the public supports the project through municipal resolution, public record or correspondence.** When projects are too large to accomplish in one step, they should be broken into “sub-projects,” with each sub-project having independent value and benefit.

SEQR: While there are some potential adverse impacts, such as short-term and localized land use/traffic impacts in the vicinity of the particular development project, these impacts would not be significant nor would they be expected to adversely impact use and quality of the Greenway as a whole. **Future projects may be subject to additional SEQR analysis, depending on the scope and location of that project as well as the potential environmental, social or economic impacts that may result.**

There should be general public support for the project. Public support can be shown through municipal resolutions, public record or correspondence. Page 62

The economic viability assessment should identify potential revenue streams that will cover expected project costs. Page 62

Projects that are not self sustaining will become a drain on the region, and will not help advance the purposes of the Niagara River Greenway. Page 62

Do they intend to turn this over to GI like they did the service road? Hidden agenda? A municipal sponsor is preferred for a number of reasons: municipalities have the institutional capacity to ensure long-term oversight for a project. They have clear sources of revenues, through their taxing authority. They have personnel who can take on responsibility for oversight, maintenance and other functions. Municipalities generally have the capacity to make provisions for public safety and security. Municipal leaders also have the visibility and stature to build support and provide advocacy. Other forms of sponsorship or partnerships are feasible. Non-profits, volunteer groups, or “friends” groups that possess the necessary fiscal and organizational capability can also sponsor Page 63

The Local Government Advisory Committee (LGAC) and the Citizens' Advisory Committee (CAC) are two standing committees established under the enabling legislation for the Greenway Commission. These committees can be used to oversee the process of conducting periodic reviews of the Niagara River Greenway Plan to ensure that the plan remains a dynamic and useful document. The Commission also recognizes that there should be procedures established allowing citizens to raise potential issues, and a mechanism for soliciting public input on any proposed changes to the Plan. The CAC and LGAC will be used to facilitate that input. These committees will report to the Greenway Commission at least annually on the status of the plan and convey information and comments received in relation to the need or lack thereof for amendments to the plan. Page 73