

Page 7: There are a number of reasons for using a jurisdictional approach for the official Greenway boundary. The Niagara River Greenway legislation requires that the Plan be approved by the local legislative body of each city, town and village within the designated boundary before it can be submitted to the State for approval. In other words, the City Council, Town Board or Village Board of every municipality that falls within the designated boundary must affirmatively vote in favor of the plan. Therefore, it is important that the boundary be simple to understand and justify, particularly at a local municipal level. Establishing a boundary that includes the entire municipality is a standard practice for this type of regional plan. For example, the boundary established for the Erie Canalway National Heritage Corridor includes the cities, towns and villages—in their entirety—that lie immediately adjacent to the Erie Canal and its historic alignments. The Hudson River Valley Greenway and many of the State Heritage areas also use municipal boundaries to designate their official boundaries. The municipalities that comprise the Greenway area will be the stewards of the Greenway as an entity, and their full support is important for the longterm success of this effort.

Page 28 The Niagara River Greenway Commission will not itself undertake any projects, and no projects will be evaluated except upon request by a project sponsor.

Page 33 There should be general public support for the project. Public support can be shown through municipal resolutions, public record or correspondence

Page 33: The economic viability assessment should identify potential revenue streams that will cover expected project costs.

Page 41 : User Safety and Risk Management - For projects requiring safety precautions and basic patrolling and risk management, the sponsoring agency (in most cases the municipality) should consider adopting and outlining a safety program to this new feature of their community. This could include patrolling a new stretch of a bike trail or a park, or the enforcement of fishing regulations in certain areas along the Niagara River corridor. Some agreement should be in place to ensure that public safety services will be provided, by whom and how these costs will be covered.

**Transportation Issues** The transportation facilities that provide access to the Niagara River Greenway are essential to its overall success. Roads can provide access but they can also serve as barriers to public access and enjoyment of the Niagara River. Achieving a balance between providing ease of access to the properties and uses along a transportation route and facilitating traffic movement through the region is difficult. People want to be able to get to their destinations easily and without delay. However, the focus within the Greenway is to create a climate in which people can comfortably navigate through the system and enjoy all of its assets, activities and attractions, not to promote the rapid movement of vehicles through the area. **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. 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.**



Page 47: Action plan:

Where there is overbuilt capacity, there should be a preference for returning excess pavement to another use. For example, on Grand Island, the West River Parkway area has parallel roadways; some of that pavement could be converted to open space, scenic overlooks, and/or passive parkland without impairing the function of the overall traffic corridor.

[https://ppgbuffalo.org/files/documents/data-demographics-history/plans/datademographicshistory-niagara\\_river\\_greenway\\_plan\\_part\\_i\\_.pdf](https://ppgbuffalo.org/files/documents/data-demographics-history/plans/datademographicshistory-niagara_river_greenway_plan_part_i_.pdf)