

NIAGARA GORGE CORRIDOR FIRST PUBLIC MEETING COMMENTS

Meeting Date November 30th, 2010

Database Completed May 20th, 2011

NIAGARA GORGE CORRIDOR FIRST PUBLIC MEETING COMMENTS

General Information

As part of the Niagara Gorge Corridor Scoping Process comments received during and after the November 30th 2010 presentation were reviewed and summarized in a project comment database. The comments were submitted in many formats including written comment sheets, letters, e-mails and verbally during the public meeting at the Niagara Falls Library.

The comment review identified over 350 distinct comments submitted by 179 individuals, business, or groups. Comments were then divided into over 25 subject categories and 7 document types to help in the categorization and evaluation.

Data Included in Comment Database

Besides the specific comment, information entered in to the comment database included: the comment document type, comment subject, commenter's name, commenter's address, Business or group represented (if applicable), and e-mail address (if provided).

In most cases the comment(s) is taken from text of the comment document and has been abridged to shortest possible text string without any editorialized or extraneous references.

Comment Reports

Several tables and reports were developed from the comment database summarizing the individual comments and comment patterns. The tables and reports that follow include:

- **General summary of comments received including list of comment document types**
- **Summary of comments by comment subject including number and % of total comments**
- **Summary of individual comments that supported a specific replacement, removal, or retention option for the Parkway.**
- **Report of all comments organized by subject**
- **Report of all comments by document type**

TABLE 1

NIAGARA GORGE CORRIDOR COMMENTS

Count of Comments by Document Type

Comment Document No. Prefix	Comment Document Type	Comment Count	Number of Documents Received
EM	e mail Comment	79	59
LA	Letter from Agency	15	11
LB	Letter from Business	5	4
LP	Letter from Area Citizens	47	34
LS	Letter from Area Stakeholder	23	10
PM	From 11/30/10 Public Meeting Transcript	36	1
WC	Written Comment Form	150	67
Totals		355	186

Number of Residents, Business Owners & Groups Who Submitted Comments	179
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TABLE 2

NIAGARA GORGE CORRIDOR COMMENTS

Count of Comments by Comment Subject

COMMENT SUBJECT	COMMENT COUNT	PERCENT OF TOTAL
Access to points north of Lewiston	6	1.7%
Accessibility	10	2.8%
Artpark	2	0.6%
Canadian Parkway	1	0.3%
City access and growth	5	1.4%
Economic Impacts	10	2.8%
Eco-tourism	10	2.8%
Environmental Quality Concerns	7	2.0%
General Tourism	7	2.0%
Hospital Access	2	0.6%
Maintain Corridor	45	12.7%
MOU Group	1	0.3%
Multiuse Pathways	8	2.3%
NF Business Development	4	1.1%
Other	36	10.1%
Pilot Project	2	0.6%
Project Costs	3	0.8%
Project Objectives	55	15.5%
Remove Parkway	34	9.6%
Restore Gorge Corridor Environment	8	2.3%
Retain RMP as two lane Hwy.	39	11.0%
Return RMP to 4 Lanes	26	7.3%
Routing Traffic on to other streets	6	1.7%
Safety	6	1.7%
Scenic Highway	5	1.4%
Supports Compromise	10	2.8%
Traffic	4	1.1%
Whirlpool Street	3	0.8%
Total Comments	355	

TABLE 3

NIAGARA GORGE CORRIDOR COMMENTS

SUMMARY OF COMMENTS STATING TO KEEP OR REMOVE THE PARKWAY

	Keep Road	Remove Road	By % of commenters who stated road related preference	By % of people who made a comment
4 lane	23		17.2%	12.8%
2 lane	69		51.5%	38.5%
Findlay + 2 lane	5		3.7%	2.8%
	<u>97</u>		72.4%	54.2%
Removal		37	27.6%	20.7%
TOTALS	97	37	134	179

Number of Residents, Business Owners & Groups Who Submitted Comments	179
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**NIAGARA GORGE CORRIDOR
FIRST PUBLIC MEETING COMMENTS**

COMMENTS BY SUBJECT

COMMENTS BY SUBJECT

SUBJECT	COMMENT	COMMENT No.
Access to points north of Lewiston	The claim from the north towns that the gorge parkway is the economic "life line", while dramatic, is an assertion unsupported by evidence of any kind.	LS-005
Access to points north of Lewiston	Expressed concerns that removal of RMP will have a negative effect on tourism especially the attractions north of the City. Without a direct and easy route to the north, tourists will go home after visiting the falls rather than traveling a more complicated route along city streets. Removal of RMP will also strain family and business relationships in the Niagara Falls-Lewiston area.	LP-029
Access to points north of Lewiston	The easy access to the lower river region outside the city is an economic factor for the whole region, impacting major tourist sites to the north.	LP-020
Access to points north of Lewiston	The Village of Lewiston Board of Trustees feel it is important for all government leaders to ensure there is a plan to maintain a safe, convenient, attractive, and scenic parkway to and from Niagara Falls and the northern communities of Lewiston, Porter, Youngstown, Wilson, and Olcott.	LA-002
Access to points north of Lewiston	I believe closure of the RMP would seriously disrupt the flow of traffic to the Town of Wilson and other towns along the Lake Ontario shore and would have a devastating impact on economic stability of the area.	LA-001
Access to points north of Lewiston	The RMP is essence to reasonable travel to and from the north and it's closure would severely hamper business in Niagara Falls and it's northern neighbors.	EM-020
Accessibility	Improve residents accessibility to the park by removing the RMP, the walls and the fences. Not concerned with adding traffic to Lewiston Road.	WC-053
Accessibility	Make the park more accessible. Remove fences and walls. Slow down traffic to park like speeds.	WC-026

SUBJECT	COMMENT	COMMENT No.
Accessibility	I would improve access by making this a parkway that is not a speedway, cut the grass so you can see the George, and provide other enhancements such as pull-offs and picnic tables.	PM-031
Accessibility	Remove fences and walls to improve neighborhood access to the gorge.	PM-018
Accessibility	Improve access at Devil's Hole Park	PM-013
Accessibility	Concerned about maintaining efficient access to area hospitals.	PM-011
Accessibility	I'm in favor of improving access for local communities but not at the expense of tourists and other New York residents. The "adjacent" community should not be allowed to incorporate the park as a extension of their own backyards.	LP-023
Accessibility	If we are going to have the road at least make it a true parkway with a low speed limit (15 mph), pull-off areas for observation and photo taking, park benches, and picnic tables.	LP-001
Accessibility	We believe the safe access to the gorge is needed. Visitors should be able to the have an excellent tourism experience through access and the view itself. They also need a direct route taking them from Niagara Falls to Lewiston and Youngstown.	LA-010
Accessibility	In response to article published on November 26, 2010 regarding removal of gorge access for people with disabilities, commenter noted that all points of gorge access presently accessible by vehicle would continue to be accessible by vehicle should the parkway be removed.	EM-059
Artpark	Provided drawing for Artpark connection to RMP.	EM-056
Artpark	Provided alternative drawing of overlook and RMP connection to Artpark	EM-011
Canadian Parkway	Traveling along the RMP could be a beautifully drive like the parkway in Canada.	WC-003

SUBJECT	COMMENT	COMMENT No.
City access and growth	I am 16 and feel that if I am going to stay in this city when I get older I want there to be some reason to stay. I feel reviving downtown would be one of the things that would keep me here.	WC-048
City access and growth	Niagara Falls is being cutoff by the RMP. Take the parkway out and people will be forced to go into out city instead of around it.	WC-047
City access and growth	Access to corridor from the city of Niagara Falls is most important.	WC-014
City access and growth	Supports any plan that will assure our City's growth economically, socially, and environmentally. Blocking easy access is not in the City's best interest.	WC-005
City access and growth	Removal of the parkway will make ingress / egress for tourists, the surrounding communities, and emergency response services easier. Many forgotten overlooks will be revealed by removing the parkway.	LS-001
Economic Impacts	Take into consideration the future of this city and it's economic and environmental potential. The city does not need a bypass route.	WC-052
Economic Impacts	Partial removal of the parkway in the early 1980s did little to slow the decline in downtown Niagara Falls. If there were good eateries, interesting shops and entertainment no parkway presence would keep people away, in fact they would complement each other.	WC-042
Economic Impacts	A park for the residents will only cost you money.	WC-019
Economic Impacts	Removal of the parkway will hurt the Niagara Gorge Area economy and result in millions of dollars in unnecessary expenses.	WC-002
Economic Impacts	Advocating for preservation of the RMP. The RMP links eleven state parks and attractions. Why diminish the value of area attraction and the millions of dollars have been invested in them by removing the RMP?	PM-032

SUBJECT	COMMENT	COMMENT No.
Economic Impacts	Positive socioeconomic benefits could occur and significantly improve the quality of life for our residents and our region if the NHP proposal to remove all four lanes of the RMP and our study were embraced, implemented, and marketed.	LS-009
Economic Impacts	The RMP did not kill business on Main Street. Suburban malls did. There is no shortage of traffic on Main Street. Business don't make it there because it is perceived to be unsafe.	LP-013
Economic Impacts	The process has to keep in mind the biggest goal, this region's economic survival. Were not competing with the Canadians , were competing against other destinations for tourism dollars. Buffalo/Niagara is a destination and the gorge is a valuable, underappreciated asset that needs to be seen and open to the public.	LP-009
Economic Impacts	Widening Broadway will cause businesses to leave.	EM-048
Economic Impacts	I believe you will be circumventing this area's ability to capitalize on the recent US/ Canadian commerce trends and negatively impacting future property values of the region of you were to shut down the RMP.	EM-029
Eco-tourism	Lets take action to showcase our State Park while bring money to our area through eco-tourism and by not wasting money on road up-keep.	WC-052
Eco-tourism	The gorge has so much to offer the community and could be a major source of income if we utilize the area for eco-tourism.	WC-050
Eco-tourism	The natural beauty of the corridor is magnificent and should be improved and marketed.	WC-047
Eco-tourism	The natural beauty of the corridor will attract billions , which makes money while helping the environment.	WC-047
Eco-tourism	Eco-tourism alone is too narrow a market segment to create needed economic growth for the region.	WC-043

SUBJECT	COMMENT	COMMENT No.
Eco-tourism	Eco-tourism will not be the answer. The RMP is the answer, it not only helps the north towns - but mostly Niagara Falls. If it is removed its done!	WC-039
Eco-tourism	I know of no past or future "green" economic justification for removing or failing to rebuild the RMP.	WC-038
Eco-tourism	More green space alone will not attract more people to Niagara Falls.	WC-005
Eco-tourism	Removal of the RMP and returning the area to parkland could greatly increase our ability to market our area to eco-tourists and thereby bring millions of dollars into our city and the surrounding areas.	LS-002
Eco-tourism	Proponents for complete RMP removal sight restoration of native vegetation and eco-tourism as their main reasons for doing so. If one looks up eco-tourism, you will find that expanding the green space by 100 feet of width within an existing state park that is surrounded by two cities will not make the gorge any more of an eco-tourism destination than it is now.	LP-007
Environmental Quality Concerns	The focus of the restoration efforts should be on the environment and less on building attractions. Areas such as Clifton Hill can be created anywhere, the environment can not be replaced	WC-057
Environmental Quality Concerns	Relocating traffic eastward will not decrease vehicular pollution but will in fact exacerbate the pollution due to the reduced traffic flow.	WC-038
Environmental Quality Concerns	Expressed concerns that closing the Parkway will increase carbon dioxide emissions in the densely populated neighborhoods along Route 104. Emissions along the parkway would not be eliminated just shifted somewhere else.	WC-036
Environmental Quality Concerns	Provide more areas to feed the birds. Provide more ornithological information including diet and migration patterns. Information should be in multilingual format.	WC-024

SUBJECT	COMMENT	COMMENT No.
Environmental Quality Concerns	Everyone at the meeting talked about present day demands and concerns. No one talked about the long term future. The Potential of this land for the next 1000 years was not addressed. A long parkway does not support animal and plant habitation.	WC-018
Environmental Quality Concerns	Removing the RMP and restoring woodlands and grasslands in appropriate locations would create a bird and wildlife habitat area that could be showcased to visitors.	LP-032
Environmental Quality Concerns	I would like to see a larger buffer zone around the Deveaux Woods giving it a bit more room to grow.	LP-012
General Tourism	This is a tourist area - all of it. Tourist don't come here to backpack and hike . They come here to see the sights.	WC-063
General Tourism	Tourism that appeals to a large market base and which captures several segments of the tourism marketplace is more desirable and needed for Niagara Falls. The successful model for using the lower gorge already exists on the Canadian side of the river.	WC-043
General Tourism	If the parkway is closed tourists would never find Fort Niagara.	WC-011
General Tourism	Lack of publicity is the biggest impediment to economic growth. Reinvestment is also important. Nicer parks will require greater investment by NYS.	WC-006
General Tourism	Recommended review of the book Peddling Revolution, how cyclists are changing American cities in relation to economic tourism.	PM-016
General Tourism	A high quality "keeper" tourist map given out to all visitors would highlight all that the region has to offer and would go a long way towards creating enough regional interest to satisfy everyone.	EM-055
General Tourism	Recommended a tourist survey be taken to gain the tourist's responses to length of stay questions and to see if they would consider staying in the Niagara Falls area longer if the parkway was removed and the area converted into greenspace (eco-tourism).	EM-044

SUBJECT	COMMENT	COMMENT No.
Hospital Access	Closing the parkway would limit access to Memorial Hospital.	WC-033
Hospital Access	The parkway is not a shortcut or the fastest route to local hospitals.	WC-026
Maintain Corridor	Closing the Parkway will increase traffic density on Lewiston Road/ Route 104.	WC-036
Maintain Corridor	Believes Lewiston and Youngstown residents will abandon the City of Niagara Falls completely if the parkway is removed.	WC-003
Maintain Corridor	Do not close the RMP.	PM-021
Maintain Corridor	The RMP should not be torn down. I think the barrels we have suffered with the last 15 years should never have been the in there first place.	PM-006
Maintain Corridor	Furnished typical roadway cross section drawing depicting a reconstructed parkway that included one lane (with shoulders) in each direction separated by a median and reconstruction of the existing walking path.	LP-034
Maintain Corridor	Perhaps a more sensible solution would be to simply repair and fix the present parkway and add trails, Bike paths, picnic tables, and scenic view points along the way.	LP-026
Maintain Corridor	Demolition of the RMP along the Niagara Gorge would be a grave mistake. Repair the parkway and preserve it for our future generation's enjoyment.	LP-024
Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.	LP-019
Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.	LP-018
Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.	LP-017

SUBJECT	COMMENT	COMMENT No.
Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.	LP-016
Maintain Corridor	If the Parkway is closed I will reroute my business to Lockport and not Main Street in Niagara Falls. The commute will be too long.	LP-014
Maintain Corridor	Opposed to removal of the RMP.	LB-004
Maintain Corridor	Opposes complete closure of RMP which is part of the Great Lakes Seaway Trail.	LB-002
Maintain Corridor	Be it resolved that the Niagara River Region Chamber of Commerce hereby expresses its strong opposition to the complete removal of the RMP. We strongly recommend that a modified roadway be developed that will continue to link Niagara Falls with the significant tourist destinations north of the falls.	LA-011
Maintain Corridor	Be it resolved that the Porter Town Board unanimously supports the continuing availability of the RMP from Grand Island Bridge to Fort Niagara and Four Mile Creek State Campground.	LA-009
Maintain Corridor	Be it resolved, that the Town Board of the Town of Lewiston hereby strongly objects to the complete removal of the RMP.	LA-007
Maintain Corridor	Supports keeping the RMP open. The parkway is a vital transportation link in our region that should be preserved and maintained.	LA-006
Maintain Corridor	See comment LA 004	LA-005
Maintain Corridor	Displacement of a safe and convenient north / south route does irreparable damage to the City of Youngstown and the northern suburbs as visitors can not efficiently and safely peruse all regional attractions. All parties can best be served by a compromise solution patterned after our Canadian neighbors.	LA-004

SUBJECT	COMMENT	COMMENT No.
Maintain Corridor	The RMP is a vital transportation link that supports the flow of tourism traffic to and from the Town of Newfane. For visitors and fisherman from Canada and points west the RMP is their most direct link to the town. The towns and cities in Niagara county rely heavily on tourism traffic and the last thing we need is to make it more difficult to traverse the county.	LA-003
Maintain Corridor	The parkway links the Niagara County communities together and is a critical element necessary for the promotion and growth of regional tourism.	EM-048
Maintain Corridor	See Comment LA 002	EM-043
Maintain Corridor	I am requesting that you carefully consider the importance of keeping this corridor open as a multi-use area , including a thoroughfare for local traffic, despite proposals to turn this narrow stretch of highway into an eco-tourism venue alone.	EM-042
Maintain Corridor	For many years we have used the RMP traveling for work or leisure and have always found this road to be: the most direct route between Niagara Falls and points north, the safest route, the best maintained route, and the most scenic route. These aspects contribute to a positive tourist experience and an efficient travel route.	EM-041
Maintain Corridor	I am writing to express my support for retaining the RMP from Niagara Falls to Lewiston and Youngstown. This artery connects many tourist attractions in Niagara County which serves the area well.	EM-038
Maintain Corridor	It is my hope to see the State Parks Commission and the DOT preserve this particular section of roadway for all to enjoy and use as well as enhance what already exists to create a unique destination. The actual parkway allows people to have a leisurely drive without worrying about driving too slowly for the traffic.	EM-037
Maintain Corridor	See Comment LP 033	EM-031
Maintain Corridor	See Comment WC 037	EM-030

SUBJECT	COMMENT	COMMENT No.
Maintain Corridor	Suggests several design considerations for a reconstructed RMP including using whirlpool street between main and Findlay and than one lane each way on the existing RMP alignment reverting back to 4 lanes at the power project area.	EM-028
Maintain Corridor	Closing the RMP would eventually lead to a lack of attendance at events in Lewiston and would have a huge negative economic effect on the community as well as Artpark.	EM-027
Maintain Corridor	Please work to keep the RMP open. This route has been an enjoyable drive for tourists and local traffic.	EM-023
Maintain Corridor	See Comment LA 005	EM-022
Maintain Corridor	Squelch the idea of removing the RMP between Niagara Falls and Lewiston	EM-019
Maintain Corridor	Opposed to closure of the RMP. The current situation with all the orange barrels is an eye-sore.	EM-017
Maintain Corridor	Removal of the RMP would be detrimental and devastating to the entire county	EM-016
Maintain Corridor	Closure of the RMP would be detrimental and devastating to the entire county. RMP is the gateway to commerce, tourism, and parks, etc.	EM-015
Maintain Corridor	Keep RMP as an active roadway.	EM-014
Maintain Corridor	Supports Parkway Preservation Committee's statement regarding the RMP. The Parkway should remain in service and the temporary traffic measures removed.	EM-012
Maintain Corridor	Opposes removal of RMP	EM-010
Maintain Corridor	Any removal of the RMP would be detrimental to our business in Lewiston.	EM-009
Maintain Corridor	The debate over the RMP has gone on long enough. The current situation is ridiculous and a better outcome is needed badly. Either restore the parkway or modify it for best utility and gorge access.	EM-008

SUBJECT	COMMENT	COMMENT No.
Maintain Corridor	I urge you to keep the parkway open. The parkway is vital to the business, fire companies, and residents in our area.	EM-007
Maintain Corridor	It would be a terrible mistake remove the RMP.	EM-004
Maintain Corridor	Opposes closing of the RMP.	EM-001
MOU Group	Why weren't Lewiston and Youngstown included in the MOU Group?	WC-023
Multiuse Pathways	The current roadway is not an ideal path for recreation.	WC-052
Multiuse Pathways	Between the Power Vista and the Lewiston Queenston Bridge / I-190 interchanges is the most pedestrian and bicycle unfriendly segment of the corridor. This section is a nightmare to navigate from the perspective of the operators of two wheel human powered vehicles.	WC-044
Multiuse Pathways	Some pedestrian parallel walkways would be advantageous but need not be for the entire length of the parkway. Bike and walking traffic could be intermittently and rerouted back onto the roads east of the parkway.	WC-038
Multiuse Pathways	Most important is a walking / bicycle path from Niagara Falls to Lewiston. Gorge access is also very important.	WC-020
Multiuse Pathways	Make pedestrian access to the gorge better. Also improve access to the base of the gorge and lower gorge pathways.	WC-009
Multiuse Pathways	The western portion of the road should be returned for vehicular traffic and a new trail built for recreational use only.	LP-023
Multiuse Pathways	Concerned that adequate, safe trails are not currently available north of Devils Hole State Park for cyclists traveling the Lewiston area.	EM-032

SUBJECT	COMMENT	COMMENT No.
Multiuse Pathways	Envisions a region wide bike trail linking the gorge area with more city and county destinations such as the NFTA Transportation Center, NCCC, Oakwood Cemetery, etc. Excellent bicycle facilities would provide a unique tourist attraction.	EM-028
NF Business Development	Without the parkway tourists will be forced to pass though Niagara Falls resulting in economic revitalization.	WC-046
NF Business Development	Retention of the parkway north of Niagara Falls is negative to the commerce in the city.	WC-014
NF Business Development	The entire project is just another "Lackey Folly". We need a plan that actually encourages tourism with easy access to the Falls.	WC-005
NF Business Development	Removal of the parkway could lead to creation of an ecological paradise and numerous opportunities to revitalize a city's economy.	LS-001
Other	Niagara Heritage Partnership is given to much say in these matters. There outspoken point of view turns off people and keeps them from participating.	WC-064
Other	At the meeting there was not enough importance placed on the younger generation's point of view.	WC-056
Other	This parkway was never cared for by the government agencies responsible for it. What makes anyone think they would keep up an eight mile park?	WC-041
Other	Several questions need to be answered before the parkway reconfiguration can be accomplished: these questions relate to economic impact study, environmental impacts of increased traffic, travel time between hospitals, project phasing, university access, and resident input on corridor connections at local streets.	WC-037
Other	Concerned about the "State Government".	WC-027
Other	Lewiston can be reached by many roads	WC-026

SUBJECT	COMMENT	COMMENT No.
Other	To me the most important objective is to expose the lies Lewiston big shots are making to support the idea of keeping the parkway.	WC-026
Other	I think our challenge here is to come up with a compromise that makes everybody happy. Improving the access and hopefully not sending every one of those cars down my street.	PM-033
Other	What is the size and scope of the "development" referred to during this evening's meeting?	PM-025
Other	Suggested a trolley be used to move tourists between the attractions in Niagara Falls the attractions to the north.	PM-010
Other	Comment regarding RMP South project.	PM-005
Other	There is nothing wrong with the RMP, where you have failed is in marketing the area.	PM-004
Other	Asked who composed the group USA Niagara. Also questioned the definition of the "corridor".	PM-001
Other	The parks maintenance garage on Whirlpool Street should be relocated and this area restored to natural parkland.	LS-005
Other	Suggest the construction of a light rail systems from Buffalo to Youngstown to link the communities and attractions along the Niagara River Greenway. For the RMP north section the rail line could be constructed along the eastern limit of the existing ROW allowing removal of the existing pavement. Depending on design, the light rail would eliminate the barrier to local neighborhoods that the parkway currently represents.	LP-030
Other	The RMP is one of several examples of how our local leaders continue the screw-up the wonderful assets endowed to our community. The more politicians delay this repair, the more convoluted, drawn-out and polarizing the issue becomes in the public arena and we all suffer the consequences of inaction. Fix the Parkway Now!	LP-027

SUBJECT	COMMENT	COMMENT No.
Other	The RMP is one of the best built roads in New York State. The concrete road has need very little repair in its 40 year history. Where would you dispose of all the concrete if it was removed?	LP-013
Other	This road is not a parkway it is a speedway. Signs should be changed to Robert Moses Speedway - the fastest way in and out of Niagara Falls.	LP-001
Other	Offended by comments in a Parkway Preservation Committee document distributed in November 2010. Urged NYSOPRHP not to take theses comments seriously.	EM-058
Other	The project boundaries chosen for the scoping process were to large and have been contributing factor to the fundamental disagreements expressed at the first public meeting. The City wanted a more limiting set of opening questions aimed at identifying a project that can be advanced for funding The fact that there are unresolved issues with yet to be determined aspects of the RMP north of Findlay Drive should simply be viewed as acceptable, from which we move on.	EM-057
Other	The villages situated in the far northern reaches of Niagara County have failed to provide evidence to support their claim the RMP is their "vital artery".	EM-055
Other	Correspondence regarding work completed by the Olmsted Brothers in the earlier part of the 20th century.	EM-052
Other	There are many answers to solve the environmental issues confronting residents from Niagara Falls and communities to the north. Each community is facing important issues relevant to their areas. These issues are important for one community and may not have any relevancy to another community. Improvements should be relevant and desirable to the community they are in.	EM-051
Other	Niagara River Keeper noted that without actual project alternatives, real cost estimates and a source of dedicated project funding it will be difficult to move away from the free-for-all discussions and hardening of positions that have occurred in the past.	EM-050

SUBJECT	COMMENT	COMMENT No.
Other	Worries that the north towns are in a sense being bullied and not taken seriously due to the fact they are smaller towns.	EM-048
Other	See Comment EM 050	EM-047
Other	Provided sketches of possible I-190 interchange reconfigurations.	EM-034
Other	Provided drawing depicting alternative for replacement of the RMP within the Niagara Falls city limits.	EM-026
Other	Provided drawings showing alternate configurations for interchange at I-190/RMP.	EM-025
Other	Believes the Parkway Preservation Committee (PPC) ignored due diligence and distributed statements that are uncorroborated. The latest document circulated by PPC has plenty of assertions and opinions, but little to none in the area of factual information. I take personal offense to the PPC statement regarding young people gathering along the former RMP for parting and drug dealing after dark.	EM-021
Other	Support for removal of the RMP from Main street to the I-190 or at least Findlay Drive as a minimum. Removal of the RMP from Niagara Street to Findlay drive should not be question by any one familiar with this project	EM-013
Other	Common sense, compromise, regionalism, should prevail in the north parkway scoping process.	EM-006
Other	Submitted document	EM-003
Other	I can't believe the cones and haphazard lane closures have been left in place for almost a decade.	EM-001
Pilot Project	The full project process will take years. In the meanwhile the orange cones and temporary fence at the power project are unsightly and should be removed quickly.	WC-020

SUBJECT	COMMENT	COMMENT No.
Pilot Project	We have already tried the two lane compromise solution for nearly nine years the failure of this "pilot" program to provide the necessary impetus for serious regional eco-tourism predicts the future of anything less than total removal.	EM-055
Project Costs	The RMP will cost the taxpayer's millions of dollars to build and it will cost millions of dollars to remove all or part of it. Restoring the existing roadway would be less expensive.	WC-041
Project Costs	Regardless of what decision is made who is going to take care of and pay for the improvements and maintenance.	PM-024
Project Costs	New York State is in no financial position to entertain a proposal that would cost millions of dollars for no positive outcome.	LB-004
Project Objectives	Objective # 1 should specifically stipulate that "excess" transportation infrastructure is the lanes currently closed to traffic and not the entire RMP.	WC-066
Project Objectives	Objective #1 should be reworded. Excessive transportation infrastructure removal does not mean complete removal of the RMP.	WC-065
Project Objectives	Objectives # 3, 4, & 6 could lead too much access and impede conservation and protection of the gorge environment. A parkway should remain a parkway, separate from adjacent property.	WC-065
Project Objectives	Objective # 2 is most important of all. It really encompasses the rest.	WC-064
Project Objectives	In Objective # 1 it sounds as if you want to remove the parkway. What is "excess" to you may not be "excess" to me.	WC-062
Project Objectives	Objective # 8 is most important. The restored parkway should include more turnouts to add views and improve accessibility.	WC-061
Project Objectives	Objective # 7 is most important to me. Protect the natural beauty of the Niagara Gorge Corridor.	WC-060

SUBJECT	COMMENT	COMMENT No.
Project Objectives	Objective # 9 should be modified so the City of Niagara Falls and the Town of Lewiston are both benefited as a whole.	WC-059
Project Objectives	I like to run, bike an jog long distances. Objective #5 is most important to me.	WC-059
Project Objectives	I agree with the project objectives, but wish they weren't presented so vaguely	WC-056
Project Objectives	Objective # 4 is most important. It would expand our opportunities to enjoy and experience the natural beauty of the gorge.	WC-054
Project Objectives	Overall some of the objectives are repetitive	WC-053
Project Objectives	Objective # 7 is most important to me	WC-053
Project Objectives	"Conserve, rehabilitate and protect the natural setting of the NGC" is the moat important objective.	WC-052
Project Objectives	Change Objective #2 to reflect parkway removal and a new bike path but move down the list as restoration of the environment is most important	WC-051
Project Objectives	Objective #7 is most important . The natural aspect of the Gorge Corridor is the biggest issue that must be addressed.	WC-050
Project Objectives	Objective #7 is most important. It would be nice for the residents of Niagara Falls and Lewiston to have an all natural place to visit. There are so few areas in Niagara Falls that are all natural.	WC-049
Project Objectives	Change Objective #2. We do not need any more roads or paths.	WC-049
Project Objectives	Believes Objective # 9 "Support the Greenway's Vision" is most important. Connectivity to trails, parks, open space, and corridors across the region and Canada. Inter connectivity to a user friendly family of pedestrian and bicycle trails.	WC-044

SUBJECT	COMMENT	COMMENT No.
Project Objectives	Accessibility to the gorge, its parks, and to provide seamless connectivity of communities along the Niagara Greenway is the most important objective to me.	WC-042
Project Objectives	Objective I most want to change: complete removal of the Parkway. Ripping up this connector road benefits only a selfish few and ignores the greater good for all of Niagara County.	WC-042
Project Objectives	The original 9 objectives were very general. For example in objective #1 the term "excess pavement" was not defined. Need an Objective #10 to address project impacts beyond the Niagara Gorge Corridor.	WC-037
Project Objectives	Objective # 4 is most important. I am a strong advocate of regionalism and the parkway connects Niagara Falls to communities to the north.	WC-037
Project Objectives	Where was the objective for keeping the parkway? Objectives were not clear. Hearing questions were "loaded".	WC-023
Project Objectives	Change Objective # 2, removing the words "vehicular" and "public transportation linkages" so that it allows envisioning a recreation area free of dangerous vehicles.	WC-021
Project Objectives	The objectives should reflect a priority to safeguard the environment from further destruction by humans. Please consider the ongoing Wild Ones Study.	WC-021
Project Objectives	The project Objectives were well crafted.	WC-018
Project Objectives	The project objectives need to address development of infrastructure that is scaled for future conditions, environmentally responsible, and cost effectiveness.	WC-015
Project Objectives	Given the scope of this project, the best priority is to focus on the transportation infrastructure. If we can get the infrastructure right we can do great things.	WC-015
Project Objectives	Supports Object #2 and the theme of access to scenic and natural attractions on a continuous travelway.	WC-013

SUBJECT	COMMENT	COMMENT No.
Project Objectives	I agree with initial project objectives as adopted by the MOU Group.	WC-012
Project Objectives	Does not support removal of current infrastructure.	WC-009
Project Objectives	The project objectives were somewhat wordy and confusing. They should have been more clearly stated. Would have been better to vote on the objectives individually.	WC-004
Project Objectives	The public could have been more involved in formulating the initial objectives.	
Project Objectives	As described in the objectives what are appropriately scaled uses? what are the geographic limits of adjacent communities?	WC-003
Project Objectives	I consider Objective # 9 to be the most important.	WC-003
Project Objectives	Change Project Objective #1, the current RMP is not excessive.	WC-002
Project Objectives	All Project Objectives other than objective #1 support improvement of the NGC. Objective #2 is the most important	WC-002
Project Objectives	For Objective #2 the limit of area considered for project effect should be limited to physical project boundary.	WC-001
Project Objectives	The younger generation will be influenced by this project more than the older generations. The parkway needs to go so my life and the life of my children has more quality.	WC-001
Project Objectives	All of the existing RMP pavement should be considered "excessive" as referenced in Objective #1.	WC-001
Project Objectives	The project objectives should address the economic and commercial impacts that result from any changes to RMP. One of the objectives is to allow people from Lewiston and Youngstown looking for commercial enterprises in Niagara Falls to get to them quickly and vise versa.	PM-026

SUBJECT	COMMENT	COMMENT No.
Project Objectives	Concerned that the project objectives do not include consideration of communities and attractions north of Lewiston. The Greenway Plan did talk about these communities.	PM-015
Project Objectives	Asked that protecting the NYPA facility from terrorist attacks be included in the project objectives.	PM-014
Project Objectives	Do not change the RMP.	PM-002
Project Objectives	A light rail system would meet all project objectives presented at the Nov. 29th, 2010 public meeting.	LP-030
Project Objectives	Objective # 7 is most important to me. We should conserve what nature has given us.	LP-028
Project Objectives	The stakeholders who spoke at the public meeting lacked the ability to comprehend the idea that the project objectives had nothing to do with what was going to happen to the RMP, but rather what needs to be considered when coming to a conclusion. Many stakeholders were completely immature.	LP-028
Project Objectives	There is no support for any objective that seeks to enhance existing RMP (expressway) connections. Objectives #9 and #3 in combination support this argument and should be changed.	EM-057
Project Objectives	Objective # 7 is most important. The natural setting / landscape of the corridor - to the extent it still exists, is the most important feature of the corridor. In combination with Objectives # 4 and # 8 it most closely aligns with the adopted policy goals of the City of Niagara Falls Comprehensive Plan.	EM-057
Project Objectives	If we had a pot of money and knew the construction, operations, and maintenance costs of 1. rebuilding 4 lanes, 2. reconfiguring 2 lanes, and RMP removal with gorge restoration people would have something to consider. I think #1 would quickly be eliminated and #2 and #3 could work a compromise.	EM-050

SUBJECT	COMMENT	COMMENT No.
Project Objectives	I support the project objectives aimed at improving the vehicular, bicycle, pedestrian, and public transportation linkages between points of interest along the NGC and within adjacent communities by eliminating the RMP, utilizing and improving existing parallel transportation infrastructure, creating multi use trails, and creating neighborhood access points.	EM-049
Project Objectives	Objective # 2 is most important. Supports improvement of transportation (all kinds) within the corridor. What better way to link the communities in the Niagara Frontier than the RMP.	EM-048
Project Objectives	Eliminate Objective #1. (If removal of excess infrastructure means removal of the parkway altogether)	EM-048
Project Objectives	Provided list of issues to be considered during scoping including Parkway usage, concerns about access, improved tourism, and regional access.	EM-013
Remove Parkway	The best choice for the City of Niagara Falls is to remove the RMP. Removal will help eco-tourism, increase recreational opportunities, and decrease the release of pollutants.	WC-060
Remove Parkway	Leaving the RMP the way it is not a good option. Why keep a strip of road people barley use when you can change it to better society?	WC-059
Remove Parkway	The area would be so pretty and it would be much better for the environment without the RMP.	WC-058
Remove Parkway	Would like the RMP removed.	WC-055
Remove Parkway	Removal of the parkway is the optimal solution. It would be less expensive in the long-term and would not impact travel because people can use other roads.	WC-050
Remove Parkway	The road should be removed and redone as a safe jogging / biking path.	WC-049

SUBJECT	COMMENT	COMMENT No.
Remove Parkway	I believe there is no need for the RMP. There are many other routes to Lewiston. The parkway is just tying up space near the gorge that could be used to bring more tourist to Niagara Falls.	WC-048
Remove Parkway	Removing the parkway has a lot of benefits for the environment and the adjacent communities.	WC-046
Remove Parkway	Noted the Sierra Club Niagara has reaffirmed its position that the Robert Moses Parkway from Niagara Falls to Lewiston should be removed to allow ecological restoration of the gorge.	WC-029
Remove Parkway	I would like the parkway removed. People in Lewiston have many ways to get to Niagara Falls.	WC-022
Remove Parkway	Remove the Parkway.	WC-018
Remove Parkway	Maintenance on the parkway and the bridge over the Whirlpool Bridge is very expensive. I do not want my taxes to increase. Let Lewiston, Porter, etc buy the parkway and pay to maintain their driveway to Niagara Falls.	WC-018
Remove Parkway	Total Parkway removal will enhance commercial activity, restore natural features, enhance access, aid development in the city of Niagara Falls, and encourage use of the services available in the commercial corridors.	WC-016
Remove Parkway	Olmstead's plan for the Niagara Reserve should have been fully implemented in 1885. Consider moving the parkway east away from the river.	WC-007
Remove Parkway	Remove Parkway between Rainbow Bridge and Findlay Drive	WC-006
Remove Parkway	Remove the RMP from Rainbow Bridge to Lewiston and replace it with bicycle trails and hiking trails.	PM-020
Remove Parkway	Advocating for parkway removal all the way to Lewiston. Just like when they removed the section of parkway from Prospect Park in the 1970s.	PM-012

SUBJECT	COMMENT	COMMENT No.
Remove Parkway	The RMP should be removed in Niagara Falls.	PM-009
Remove Parkway	I would like to see a clear indication that removal will be an option.	PM-007
Remove Parkway	Buffalo Niagara River keeper strongly encourages the inclusion of the removal option as an alternative to be studied under the scoping process as we believe that this is the most effective means of protecting the Niagara River Gorge and maximizing the region's culture and economy.	LS-010
Remove Parkway	Potential impacts that must be reviewed as part of the RMP north full removal alternative include: traffic pattern changes, potential for economic revitalization, changes in environmental and public health, changes in social and cultural condition, and potential for reconnection of neighborhoods.	LS-008
Remove Parkway	The Niagara Heritage Partnership has advocated for total removal of the RMP between Niagara Falls and Lewiston.	LS-005
Remove Parkway	Removal of the parkway will improve access for city residents, create jobs, save road maintenance costs, reduce carbon emissions, lead the way for a large scale environmental restoration project, and would allow preservation of the woods at DeVeaux.	LS-005
Remove Parkway	The Niagara Frontier Wildlife Habitat Council supports total removal of the RMP and the restoration of the native / natural landscapes.	LS-003
Remove Parkway	The Niagara Falls Tourism Advisory Board supports removal of the Robert Moses Parkway.	LS-002
Remove Parkway	Supports removal of the entire parkway between Niagara Falls and Lewiston.	LS-001
Remove Parkway	Niagara Frontier Wildlife Habitat Council supports total removal of all four lanes of the RMP Between Niagara Falls and Lewiston.	LP-032

SUBJECT	COMMENT	COMMENT No.
Remove Parkway	Free DeVeaux Group supports the removal of the 6.5 mile section of the RMP from Niagara Falls to Lewiston and the restoration of the natural environment along the gorge. (petition signed by 50 residents)	LP-031
Remove Parkway	Supports complete removal of the RMP from Main Street to Devils hole / southerly boundary of the Niagara Power Project. Parkway removal is necessary to reduce the threat of terrorist activity at the power project by eliminating vehicular access to the top sections. Comment included many previously written editorials and articles discussing removal of the Parkway.	LP-021
Remove Parkway	We support total removal of the RMP from the Falls north to the city line. We completely disagree with the views of a small group of people who advocate keeping and expanding the parkway. This project could be a way to not only create jobs but also boost the morale of the region.	LP-011
Remove Parkway	Supports removal of RMP and expansion of the State Park. Noted previous newspaper articles supporting parkway removal and benefits of improving the park area and gorge access that outweigh whatever inconvenience commuters might face due to a change in the existing travel patterns.	LP-008
Remove Parkway	Hear in Niagara, the RMP -north of downtown does not serve a critical transportation function. The City's position has been unwavering since 1963 - remove it, reconfigure it, but undo the damage wrought.	EM-057
Remove Parkway	There are no legitimate reasons for retaining even two lanes of the RMP for a commuter route and, given the positive benefits of total removal, total removal of all 4 lanes between Niagara Falls and Lewiston is the option that should be endorsed by OPRHP.	EM-055
Remove Parkway	Supports complete removal of the RMP within the Niagara Gorge Corridor.	EM-049
Restore Gorge Corridor Environment	The parkway should be removed to create a nature preserve in which the natural aspects are preserved and there's some focus on recreation. The parkway is not doing anything to benefit the environment or connect the public to the gorge.	WC-051

SUBJECT	COMMENT	COMMENT No.
Restore Gorge Corridor Environment	The road is the poison that is destroying the gorge. If you want to see nature why are you letting the road poison it in the first place?	PM-034
Restore Gorge Corridor Environment	During the past 12 years no one has provided the public with any socioeconomic facts or revealed what opportunities could occur if an ecological restoration along the Niagara River Gorge Rim included only a non-motorized, active transportation trail. Since 2010 Wild Ones Niagara has been in the process of examining the potential benefits of resorting the Gorge Rim and will soon publish a report describing the benefits.	LS-009
Restore Gorge Corridor Environment	It should be noted that anything less than total removal (all 4 lanes) of the RMP between Niagara Falls and Lewiston would eliminate all of the positive benefits derived from total removal.	LS-005
Restore Gorge Corridor Environment	Removing the RMP and restoration of the natural landscapes would create a wildlife habitat the would be beautiful as well as sustaining. It would also create another seasonal attraction for visitors who wish to view the beauty of the gorge and experience the rich history of the region first hand.	LS-003
Restore Gorge Corridor Environment	This project should be about creating a world-class linear park along the George that residents and visitors can both enjoy and be proud of. Green (not graying) the corridor. Skinny any necessary pavement to its absolute minimum, eliminate the rest.	EM-057
Restore Gorge Corridor Environment	Rehabilitating and revitalizing the Niagara Gorge Corridor is important to me. It is important to not only consider the economic future of our community; we must not ignore out ecological future.	EM-049
Restore Gorge Corridor Environment	Questioned why we would constrain our decisions regarding the reuse of the RMP area to a set of century old ideas and opinions. We should decide what is best for our community based on the conditions and ideas of today. There is nothing about the world that is static or non-evolving.	EM-044

SUBJECT	COMMENT	COMMENT No.
Retain RMP as two lane Hwy.	Supports a two lane alternative. Believes that it is possible to create a link between Niagara Falls and the gorge while preserving the vehicle corridor that connects the city with points north.	WC-066
Retain RMP as two lane Hwy.	Supports the following alternative for RMP. Maintain exist. layout Lewiston to Whirlpool Bridge, remove RMP from Whirlpool bridge to Main Street, remove 3 overpass structures, build at-grade intersection at Devils Hole, remove SB lanes from Devils hole to Whirlpool Street.	WC-064
Retain RMP as two lane Hwy.	Keeping the parkway open is important to provide access for tourists to visit attractions in the north towns after they visit the falls. With the access they will be more likely to stay in the area longer.	WC-063
Retain RMP as two lane Hwy.	Supports reconstruction of the RMP as a low speed two lane road from Findlay Drive to the Village of Lewiston.	WC-043
Retain RMP as two lane Hwy.	If they remove the parkway it will be the largest mistake they've ever made. It's our only solution to improve our tourist problem and save Niagara Falls.	WC-039
Retain RMP as two lane Hwy.	It is the consensus of the Parkway Preservation Committee that the section of the RMP between Niagara Falls and Lewiston should remain open, at the very least, as a two lane moderate speed limited access roadway.	WC-037
Retain RMP as two lane Hwy.	Keep the entire parkway open and make significant improvements in its present form.	WC-035
Retain RMP as two lane Hwy.	Keep the Parkway open from Findlay Drive to Fort Niagara. It is vital to the economy of the lower region.	WC-034
Retain RMP as two lane Hwy.	Do not remove the Robert Moses Parkway	WC-032
Retain RMP as two lane Hwy.	Retain and improve the parkway. The present setup should be improved, get rid of the barrels.	WC-030
Retain RMP as two lane Hwy.	Keep the Parkway open from Findlay Drive to Lewiston.	WC-028

SUBJECT	COMMENT	COMMENT No.
Retain RMP as two lane Hwy.	Keep parkway from Niagara Falls to Lewiston.	WC-025
Retain RMP as two lane Hwy.	Ultimately we should have a two lane parkway to Lewiston with shoulders and 40 mph speed limit.	WC-020
Retain RMP as two lane Hwy.	The parkway should not be changed or closed. If I had to use Creek Road and Lewiston Road I would not come to Niagara Falls.	WC-011
Retain RMP as two lane Hwy.	The parkway should be left as is. People from the north will stop going to Niagara Falls if it becomes difficult to get there.	WC-010
Retain RMP as two lane Hwy.	We need a two lane parkway.	WC-008
Retain RMP as two lane Hwy.	Wants Parkway to remain open north of Findlay Drive with design changes that improve accessibility.	WC-006
Retain RMP as two lane Hwy.	The current two lane route from the Rainbow Bridge to Lewiston should be kept, but with enhancements to allow pull offs and better access for walking or biking.	WC-003
Retain RMP as two lane Hwy.	The Preserve DeVeaux organization supports removal of the RMP from Main Street to Findlay Drive with the parkway resuming at Findlay Drive.	LS-007
Retain RMP as two lane Hwy.	Parkway Preservation Committee meeting minutes supporting retention of the RMP between Niagara Falls and Lewiston.	LS-006
Retain RMP as two lane Hwy.	Old Fort Niagara Association expressed its strong opposition to the complete removal of the RMP	LS-004
Retain RMP as two lane Hwy.	If anything the RMP should be completed to turn it into a one lane scenic byway it resembles now, so that everyone has access to any point along the gorge. The Niagara Region is about the Falls, the parks, our history, and being outdoors. These are our only true assets. Lets not cut off our life line, the RMP, the one roadway that connects all our parks and heritage.	LP-033

SUBJECT	COMMENT	COMMENT No.
Retain RMP as two lane Hwy.	If the parkway is maintained as a two-way road, it would provide the access but allow the environmentalists to have more green space, natural parkland, and access to the Niagara River. I use this road almost daily to travel to Niagara Falls, without it I would rarely go to the central city.	LP-020
Retain RMP as two lane Hwy.	Supports replacing the parkway as a two lane road down the middle of the existing sections from Findlay Drive north with possible reuse of the existing interior lanes. Also supports the addition of more turn-outs and observation areas.	LP-012
Retain RMP as two lane Hwy.	Artpark & Company supports permanent improvements to the parkway between Main Street and the Village of Lewiston by making a two lane road and removing the now dormant existing lanes.	LP-006
Retain RMP as two lane Hwy.	To completely remove the RMP north of Niagara Falls is very poor planning and a serious mistake. A two direction controlled speed multi-access road to the north with frequent pull-off areas is a practical and logical solution.	LP-004
Retain RMP as two lane Hwy.	I am against the costly removal of the RMP. Restoration and maintenance are a better course of action.	LP-003
Retain RMP as two lane Hwy.	We support the position of the Parkway Preservation Committee that the modified roadway (RMP) should be one lane in each direction and should allow for easy access to the gorge for visitors and residents.	LB-001
Retain RMP as two lane Hwy.	The RMP roadway should be maintained with one lane in each direction and should allow for easy access to the Niagara River Gorge for both visitors and local residents	LA-011
Retain RMP as two lane Hwy.	Supports keeping two lanes open on the RMP from Findlay Drive to the Village of Lewiston	LA-008
Retain RMP as two lane Hwy.	A compromise solution of a two lane safe, attractive highway with scenic vistas and access for hikers , like our Canadian neighbors have will benefit all.	LA-002
Retain RMP as two lane Hwy.	Supports keeping the RMP as one road.	EM-054

SUBJECT	COMMENT	COMMENT No.
Retain RMP as two lane Hwy.	Supports leaving one side of the parkway open to 2 lanes of traffic from Niagara Falls to Lewiston with a walking trail on the other side.	EM-046
Retain RMP as two lane Hwy.	Closing the parkway would destroy the Lewiston Road neighborhood.	EM-045
Retain RMP as two lane Hwy.	I strongly oppose closing the of the RMP. I am in favor of a more moderate position of having just two lanes which would continue to link Niagara Falls and the lower river region.	EM-036
Retain RMP as two lane Hwy.	Favors retaining the RMP (as two lanes) between Niagara Falls and Lewiston as a efficient route to travel between businesses and residences in each community. It seems we have the best of both worlds as it stands. West lanes for recreation and east lanes for vehicular travel.	EM-033
Retain RMP as two lane Hwy.	See Comment LS 007	EM-024
Retain RMP as two lane Hwy.	I am an advocate for keeping at least the eastern 2 lane roadway as a means to travel north and south along the river. Removal would only make traffic problems worse during the many festivals and events in Lewiston.	EM-018
Retain RMP as two lane Hwy.	See Comments LP 007, LP 016	EM-002
Return RMP to 4 Lanes	Improve the existing gorge rim walkway and reopen the closed portion of the RMP.	WC-067
Return RMP to 4 Lanes	Supports opening the RMP to 4 lanes and completing improvements to the existing walking path. At the very least 2 lanes should be improved and kept open.	WC-062
Return RMP to 4 Lanes	Restore the parkway to it's original state when constructed (change Objective # 1)	WC-061
Return RMP to 4 Lanes	I am an avid opponent to the removal of the RMP. Restore the road to its original beauty.	WC-040

SUBJECT	COMMENT	COMMENT No.
Return RMP to 4 Lanes	Supports resurrection of the four lanes of the RMP. If an economic analysis were preformed the balance would show favorable income generated by both north bound and south bound traffic.	WC-038
Return RMP to 4 Lanes	Favors reopening all lanes of the Parkway to traffic (4 lanes). The current barrels are an eyesore	WC-033
Return RMP to 4 Lanes	Change back to the original parkway (4 lanes). The parkway made traveling between Niagara Falls and Lewiston easier.	WC-031
Return RMP to 4 Lanes	There is nothing wrong with the parkway if you go back to four lanes, add mass plantings of flowering bushes, and install period style lamp posts. The road is not excess just under utilized.	WC-019
Return RMP to 4 Lanes	Open up all 4 lanes of the parkway like we had in the past. The existing 2 lane section is unsafe with no shoulders to pull off on if you have car trouble.	WC-017
Return RMP to 4 Lanes	Return the parkway to its former glory. Do not remove or destroy the Robert Moses Parkway in any way. Accessibility of the general public is the issue. I'm open to slight modifications to the existing road, but to remove and replace it with some thing new strikes me as too radical and expensive.	WC-004
Return RMP to 4 Lanes	Three reasons to restore the RMP to its original state: transportation and commerce, historical significance, and to improve access for all citizens.	PM-023
Return RMP to 4 Lanes	Build a new bike path and re open the closed lanes of the RMP to traffic.	PM-022
Return RMP to 4 Lanes	We need to go back to where we were when the four lanes were open.	PM-019
Return RMP to 4 Lanes	Open the other lanes of RMP for improved access to hospital.	PM-017
Return RMP to 4 Lanes	Closing off half the parkway was flawed. They should go back to opening up the part they closed and have both roads.	PM-003

SUBJECT	COMMENT	COMMENT No.
Return RMP to 4 Lanes	Please leave the parkway alone and open up all four lanes once again so it's working efficiently and safely as in the past.	LP-026
Return RMP to 4 Lanes	I am advocating for full restoration of the RMP and returning the highway to a four lane public road. The current situation without any area to pull off the pavement is very dangerous.	LP-025
Return RMP to 4 Lanes	I would like to see the RMP repaired, removing all fences, cones, and road blocks in the area. For far to long I have seen the road fall into disrepair and not utilized effectively for tourism and transportation.	LP-023
Return RMP to 4 Lanes	Restore the function, beauty, and splendor of the parkway to what the original architects had envisioned when first opened in 1968. It has served this community well over 40 years.	LP-022
Return RMP to 4 Lanes	See responses to Comment WC 033	LP-015
Return RMP to 4 Lanes	I believe we need to return the parkway to its former glory for several reasons. First transportation and commerce is a vital part of any local economy. Secondly, we have access to the gorge because we have roads leading to it for all New Yorkers to use.	LP-010
Return RMP to 4 Lanes	Restore the RMP to it's majestic beauty with all four lanes open. The current conditions are unsightly and unsafe.	LP-005
Return RMP to 4 Lanes	If a poll was taken in this area the overwhelming majority would be in favor of retaining the RMP as it used to be. It is imperative we preserve the RMP if this area is going to grow.	LP-002
Return RMP to 4 Lanes	I believe the RMP should not be removed and should be restored to it 's original purpose both ways.	EM-040
Return RMP to 4 Lanes	I believe the RMP should not be removed and should be restored to it 's original purpose both ways.	EM-039

SUBJECT	COMMENT	COMMENT No.
Return RMP to 4 Lanes	See Comment LP 015	EM-035
Routing Traffic on to other streets	City Streets can not handle the additional traffic. What about existing condition or cost to repair the city streets?	WC-032
Routing Traffic on to other streets	There are numerous alternate routes available that link Lewiston and Niagara Falls. Remove RMP and provide improvements along the alternate routes including paving, streetscape, and signage.	WC-016
Routing Traffic on to other streets	The use of Lewiston Road as the only way to get from Lewiston to Niagara Falls would not be in the best interest of citizens living along Lewiston Road.	WC-012
Routing Traffic on to other streets	There are alternative routes such as Hyde Park Boulevard and Lewiston Road to replace the RMP. The RMP allows people to go around our city and when people don't go through the city that city starts to die.	PM-034
Routing Traffic on to other streets	Opposed to moving traffic onto Lewiston Road (Rt. 104) from the RMP due to concerns regarding air quality and traffic volumes in the DeVeaux area.	PM-027
Routing Traffic on to other streets	Closing the RMP and shifting traffic onto Lewiston Road would be detrimental to the Devueux Neighborhood.	PM-008
Safety	Closing the parkway would put more traffic on Lewiston Road past Maple Avenue School endangering students.	WC-033
Safety	The Robert Moses Parkway is a limited access highway (Speedway). It is a dangerous place to be if you need help.	WC-026
Safety	The DeVeaux stretch of Lewiston Road includes various straight-aways and turns which are confusing to tourists. Night travel along this section is a challenge to those unfamiliar with the area and often screeching breaks can be heard by residents. Also of concern is the safety of children walking to the Maple Avenue School.	LS-007

SUBJECT	COMMENT	COMMENT No.
Safety	Commuting to Niagara Falls in the winter is much easier on the parkway, it is always plowed. The City of Niagara Falls streets are never plowed for the morning commuting.	LP-013
Safety	We ask consideration be given to an intersection at Devil's Hole with a traffic signal. This would allow easy access to Lewiston Road and the University from the RMP / gorge for vehicles and pedestrians.	LA-010
Safety	Supports reopening the RMP to 4 lanes. Concerned that early morning fog makes 2 lane road unsafe. Also commented that no one uses the bike path and it is a frivolous use of taxpayer's money.	EM-053
Scenic Highway	Foliage along the upper most part of the gorge should be removed so views of the gorge are not obstructed.	WC-061
Scenic Highway	Supports replacement of the RMP with a smaller road.	WC-054
Scenic Highway	Maintain and rebuild the RMP as a scenic road. Make it a pleasant drive. Tourists will not walk from the falls area, but will drive a well cared for roadway with pleasant surroundings. Add turn-offs, landscaping and reduce the speed.	WC-041
Scenic Highway	Advertise the parkway as a scenic drive and add an overlook on the Lewiston Escarpment.	WC-019
Scenic Highway	Keeping the less than two minutes of disputable "scenic view" as a drive-by experience does not justify parkway retention.	LS-005
Supports Compromise	It is quite possible that a compromise solution can be defined that will satisfy many of the stakeholders. Those seeking a compromise were in evidence and given a chance to speak at the public meeting.	WC-066
Supports Compromise	A compromise could consist of reducing the RMP to one lane in each direction with ample space for paths on the west side, new access points, new flowering trees and shrubs, and a seasonally reduced speed limit.	WC-065

SUBJECT	COMMENT	COMMENT No.
Supports Compromise	I support a common sense compromise regarding the RMP. I have spoken to many Niagara Falls residents and 99% of them support the idea of compromise.	WC-045
Supports Compromise	A compromise should be possible to at least partially please both sides on this issue. "Lets put our heads together"	WC-030
Supports Compromise	"Lets work together to find a compromise to this gorge issue"	WC-006
Supports Compromise	Supports the RMP as an important transportation route. Thinks we can learn from Canada and create a compromise that hits the points stated at open house.	PM-029
Supports Compromise	I endorse a common sense compromise as follows: remove RMP Main St to Findlay Dr., than continue two lanes at reduce speed along the RMP from Findlay Drive to Lewiston.	LP-007
Supports Compromise	In our thinking, it seems that the most practical compromise is for one of the Robert Moses two-lane roads to remain in place along the gorge south of Lewiston, with a lower speed limit.	LA-010
Supports Compromise	Please support a compromise for traffic and nature walks. Use common sense when acting on our behalf. We must work together as a region to promote our area.	EM-046
Supports Compromise	There must be a common sense compromise that weds a (highway) right-of-way to nature's beauty. Incredibly, this parkway was once listed as one of America's most scenic drives.	EM-005
Traffic	Rerouting traffic to Whirlpool Street is ok.	WC-003
Traffic	The use of alternate routes such as Hyde Park or Highland Avenue by tourists would do nothing to increase the traffic flow on Main Street.	LS-007
Traffic	There exist multiple alternative north-south routes for commuters presently using the RMP. Traffic counts reveal the RMP is significantly underutilized.	LS-005

SUBJECT	COMMENT	COMMENT No.
Traffic	Closing the parkway will increase traffic on Lewiston Road.	EM-023
Whirlpool Street	Supports creation of a multi-use path from Rainbow Bridge to Findlay Drive with vehicular traffic rerouted to city streets(Whirlpool Street).	WC-043
Whirlpool Street	Using Whirlpool Street to replace the RMP from Main St. to Findlay Dr. is a good compromise.	PM-008
Whirlpool Street	Supports the closure of the RMP from Main Street to Findlay Drive and the shifting of traffic onto Whirlpool Street.	LB-003

**NIAGARA GORGE CORRIDOR
FIRST PUBLIC MEETING COMMENTS**

COMMENTS BY COMMENT NUMBER

COMMENTS by COMMENT NUMBER

COMMENT No.	SUBJECT	COMMENT
EM-001	Maintain Corridor	Opposes closing of the RMP.
EM-001	Other	I can't believe the cones and haphazard lane closures have been left in place for almost a decade.
EM-002	Retain RMP as two lane Hwy.	See Comments LP 007, LP 016
EM-003	Other	Submitted document
EM-004	Maintain Corridor	It would be a terrible mistake remove the RMP.
EM-005	Supports Compromise	There must be a common sense compromise that weds a (highway) right-of-way to nature's beauty. Incredibly, this parkway was once listed as one of America's most scenic drives.
EM-006	Other	Common sense, compromise, regionalism, should prevail in the north parkway scoping process.
EM-007	Maintain Corridor	I urge you to keep the parkway open. The parkway is vital to the business, fire companies, and residents in our area.
EM-008	Maintain Corridor	The debate over the RMP has gone on long enough. The current situation is ridiculous and a better outcome is needed badly. Either restore the parkway or modify it for best utility and gorge access.
EM-009	Maintain Corridor	Any removal of the RMP would be detrimental to our business in Lewiston.
EM-010	Maintain Corridor	Opposes removal of RMP
EM-011	Artpark	Provided alternative drawing of overlook and RMP connection to Artpark
EM-012	Maintain Corridor	Supports Parkway Preservation Committee's statement regarding the RMP. The Parkway should remain in service and the temporary traffic measures removed.

COMMENT No.	SUBJECT	COMMENT
EM-013	Other	Support for removal of the RMP from Main street to the I-190 or at least Findlay Drive as a minimum. Removal of the RMP from Niagara Street to Findlay drive should not be question by any one familiar with this project
EM-013	Project Objectives	Provided list of issues to be considered during scoping including Parkway usage, concerns about access, improved tourism, and regional access.
EM-014	Maintain Corridor	Keep RMP as an active roadway.
EM-015	Maintain Corridor	Closure of the RMP would be detrimental and devastating to the entire county. RMP is the gateway to commerce, tourism, and parks, etc.
EM-016	Maintain Corridor	Removal of the RMP would be detrimental and devastating to the entire county
EM-017	Maintain Corridor	Opposed to closure of the RMP. The current situation with all the orange barrels is an eye-sore.
EM-018	Retain RMP as two lane Hwy.	I am an advocate for keeping at least the eastern 2 lane roadway as a means to travel north and south along the river. Removal would only make traffic problems worse during the many festivals and events in Lewiston.
EM-019	Maintain Corridor	Squelch the idea of removing the RMP between Niagara Falls and Lewiston
EM-020	Access to points north of Lewiston	The RMP is essence to reasonable travel to and from the north and it's closure would severely hamper business in Niagara Falls and it's northern neighbors.
EM-021	Other	Believes the Parkway Preservation Committee (PPC) ignored due diligence and distributed statements that are uncorroborated. The latest document circulated by PPC has plenty of assertions and opinions, but little to none in the area of factual information. I take personal offense to the PPC statement regarding young people gathering along the former RMP for parting and drug dealing after dark.
EM-022	Maintain Corridor	See Comment LA 005

COMMENT No.	SUBJECT	COMMENT
EM-023	Maintain Corridor	Please work to keep the RMP open. This route has been an enjoyable drive for tourists and local traffic.
EM-023	Traffic	Closing the parkway will increase traffic on Lewiston Road.
EM-024	Retain RMP as two lane Hwy.	See Comment LS 007
EM-025	Other	Provided drawings showing alternate configurations for interchange at I-190/RMP.
EM-026	Other	Provided drawing depicting alternative for replacement of the RMP within the Niagara Falls city limits.
EM-027	Maintain Corridor	Closing the RMP would eventually lead to a lack of attendance at events in Lewiston and would have a huge negative economic effect on the community as well as Artpark.
EM-028	Maintain Corridor	Suggests several design considerations for a reconstructed RMP including using whirlpool street between main and Findlay and than one lane each way on the existing RMP alignment reverting back to 4 lanes at the power project area.
EM-028	Multiuse Pathways	Envisions a region wide bike trail linking the gorge area with more city and county destinations such as the NFTA Transportation Center, NCCC, Oakwood Cemetery, etc. Excellent bicycle facilities would provide a unique tourist attraction.
EM-029	Economic Impacts	I believe you will be circumventing this area's ability to capitalize on the recent US/ Canadian commerce trends and negatively impacting future property values of the region of you were to shut down the RMP.
EM-030	Maintain Corridor	See Comment WC 037
EM-031	Maintain Corridor	See Comment LP 033
EM-032	Multiuse Pathways	Concerned that adequate, safe trails are not currently available north of Devils Hole State Park for cyclists traveling the Lewiston area.

COMMENT No.	SUBJECT	COMMENT
EM-033	Retain RMP as two lane Hwy.	Favors retaining the RMP (as two lanes) between Niagara Falls and Lewiston as a efficient route to travel between businesses and residences in each community. It seems we have the best of both worlds as it stands. West lanes for recreation and east lanes for vehicular travel.
EM-034	Other	Provided sketches of possible I-190 interchange reconfigurations.
EM-035	Return RMP to 4 Lanes	See Comment LP 015
EM-036	Retain RMP as two lane Hwy.	I strongly oppose closing the of the RMP. I am in favor of a more moderate position of having just two lanes which would continue to link Niagara Falls and the lower river region.
EM-037	Maintain Corridor	It is my hope to see the State Parks Commission and the DOT preserve this particular section of roadway for all to enjoy and use as well as enhance what already exists to create a unique destination. The actual parkway allows people to have a leisurely drive without worrying about driving too slowly for the traffic.
EM-038	Maintain Corridor	I am writing to express my support for retaining the RMP from Niagara Falls to Lewiston and Youngstown. This artery connects many tourist attractions in Niagara County which serves the area well.
EM-039	Return RMP to 4 Lanes	I believe the RMP should not be removed and should be restored to it 's original purpose both ways.
EM-040	Return RMP to 4 Lanes	I believe the RMP should not be removed and should be restored to it 's original purpose both ways.
EM-041	Maintain Corridor	For many years we have used the RMP traveling for work or leisure and have always found this road to be: the most direct route between Niagara Falls and points north, the safest route, the best maintained route, and the most scenic route. These aspects contribute to a positive tourist experience and an efficient travel route.
EM-042	Maintain Corridor	I am requesting that you carefully consider the importance of keeping this corridor open as a multi-use area , including a thoroughfare for local traffic, despite proposals to turn this narrow stretch of highway into an eco-tourism venue alone.

COMMENT No.	SUBJECT	COMMENT
EM-043	Maintain Corridor	See Comment LA 002
EM-044	General Tourism	Recommended a tourist survey be taken to gain the tourist's responses to length of stay questions and to see if they would consider staying in the Niagara Falls area longer if the parkway was removed and the area converted into greenspace (eco-tourism).
EM-044	Restore Gorge Corridor Environment	Questioned why we would constrain our decisions regarding the reuse of the RMP area to a set of century old ideas and opinions. We should decide what is best for our community based on the conditions and ideas of today. There is nothing about the world that is static or non-evolving.
EM-045	Retain RMP as two lane Hwy.	Closing the parkway would destroy the Lewiston Road neighborhood.
EM-046	Retain RMP as two lane Hwy.	Supports leaving one side of the parkway open to 2 lanes of traffic from Niagara Falls to Lewiston with a walking trail on the other side.
EM-046	Supports Compromise	Please support a compromise for traffic and nature walks. Use common sense when acting on our behalf. We must work together as a region to promote our area.
EM-047	Other	See Comment EM 050
EM-048	Economic Impacts	Widening Broadway will cause businesses to leave.
EM-048	Maintain Corridor	The parkway links the Niagara County communities together and is a critical element necessary for the promotion and growth of regional tourism.
EM-048	Other	Worries that the north towns are in a sense being bullied and not taken seriously due to the fact they are smaller towns.
EM-048	Project Objectives	Objective # 2 is most important. Supports improvement of transportation (all kinds) within the corridor. What better way to link the communities in the Niagara Frontier than the RMP.
EM-048	Project Objectives	Eliminate Objective #1. (If removal of excess infrastructure means removal of the parkway altogether)

COMMENT No.	SUBJECT	COMMENT
EM-049	Project Objectives	I support the project objectives aimed at improving the vehicular, bicycle, pedestrian, and public transportation linkages between points of interest along the NGC and within adjacent communities by eliminating the RMP, utilizing and improving existing parallel transportation infrastructure, creating multi use trails, and creating neighborhood access points.
EM-049	Remove Parkway	Supports complete removal of the RMP within the Niagara Gorge Corridor.
EM-049	Restore Gorge Corridor Environment	Rehabilitating and revitalizing the Niagara Gorge Corridor is important to me. It is important to not only consider the economic future of our community; we must not ignore out ecological future.
EM-050	Other	Niagara River Keeper noted that without actual project alternatives, real cost estimates and a source of dedicated project funding it will be difficult to move away from the free-for-all discussions and hardening of positions that have occurred in the past.
EM-050	Project Objectives	If we had a pot of money and knew the construction, operations, and maintenance costs of 1. rebuilding 4 lanes, 2. reconfiguring 2 lanes, and RMP removal with gorge restoration people would have something to consider. I think #1 would quickly be eliminated and #2 and #3 could work a compromise.
EM-051	Other	There are many answers to solve the environmental issues confronting residents from Niagara Falls and communities to the north. Each community is facing important issues relevant to their areas. These issues are important for one community and may not have any relevancy to another community. Improvements should be relevant and desirable to the community they are in.
EM-052	Other	Correspondence regarding work completed by the Olmsted Brothers in the earlier part of the 20th century.
EM-053	Safety	Supports reopening the RMP to 4 lanes. Concerned that early morning fog makes 2 lane road unsafe. Also commented that no one uses the bike path and it is a frivolous use of taxpayer's money.
EM-054	Retain RMP as two lane Hwy.	Supports keeping the RMP as one road.

COMMENT No.	SUBJECT	COMMENT
EM-055	General Tourism	A high quality "keeper" tourist map given out to all visitors would highlight all that the region has to offer and would go a long way towards creating enough regional interest to satisfy everyone.
EM-055	Other	The villages situated in the far northern reaches of Niagara County have failed to provide evidence to support their claim the RMP is their "vital artery".
EM-055	Pilot Project	We have already tried the two lane compromise solution for nearly nine years the failure of this "pilot" program to provide the necessary impetus for serious regional eco-tourism predicts the future of anything less than total removal.
EM-055	Remove Parkway	There are no legitimate reasons for retaining even two lanes of the RMP for a commuter route and, given the positive benefits of total removal, total removal of all 4 lanes between Niagara Falls and Lewiston is the option that should be endorsed by OPRHP.
EM-056	Artpark	Provided drawing for Artpark connection to RMP.
EM-057	Other	The project boundaries chosen for the scoping process were too large and have been contributing factor to the fundamental disagreements expressed at the first public meeting. The City wanted a more limiting set of opening questions aimed at identifying a project that can be advanced for funding. The fact that there are unresolved issues with yet to be determined aspects of the RMP north of Findlay Drive should simply be viewed as acceptable, from which we move on.
EM-057	Project Objectives	There is no support for any objective that seeks to enhance existing RMP (expressway) connections. Objectives #9 and #3 in combination support this argument and should be changed.
EM-057	Project Objectives	Objective # 7 is most important. The natural setting / landscape of the corridor - to the extent it still exists, is the most important feature of the corridor. In combination with Objectives # 4 and # 8 it most closely aligns with the adopted policy goals of the City of Niagara Falls Comprehensive Plan.
EM-057	Remove Parkway	Here in Niagara, the RMP -north of downtown does not serve a critical transportation function. The City's position has been unwavering since 1963 - remove it, reconfigure it, but undo the damage wrought.

COMMENT No.	SUBJECT	COMMENT
EM-057	Restore Gorge Corridor Environment	This project should be about creating a world-class linear park along the George that residents and visitors can both enjoy and be proud of. Green (not graying) the corridor. Skinny any necessary pavement to its absolute minimum, eliminate the rest.
EM-058	Other	Offended by comments in a Parkway Preservation Committee document distributed in November 2010. Urged NYSOPRHP not to take theses comments seriously.
EM-059	Accessibility	In response to article published on November 26, 2010 regarding removal of gorge access for people with disabilities, commenter noted that all points of gorge access presently accessible by vehicle would continue to be accessible by vehicle should the parkway be removed.
LA-001	Access to points north of Lewiston	I believe closure of the RMP would seriously disrupt the flow of traffic to the Town of Wilson and other towns along the Lake Ontario shore and would have a devastating impact on economic stability of the area.
LA-002	Access to points north of Lewiston	The Village of Lewiston Board of Trustees feel it is important for all government leaders to ensure there is a plan to maintain a safe, convenient, attractive, and scenic parkway to and from Niagara Falls and the northern communities of Lewiston, Porter, Youngstown, Wilson, and Olcott.
LA-002	Retain RMP as two lane Hwy.	A compromise solution of a two lane safe, attractive highway with scenic vistas and access for hikers , like our Canadian neighbors have will benefit all.
LA-003	Maintain Corridor	The RMP is a vital transportation link that supports the flow of tourism traffic to and from the Town of Newfane. For visitors and fisherman from Canada and points west the RMP is their most direct link to the town. The towns and cities in Niagara county rely heavily on tourism traffic and the last thing we need is to make it more difficult to traverse the county.
LA-004	Maintain Corridor	Displacement of a safe and convenient north / south route does irreparable damage to the City of Youngstown and the northern suburbs as visitors can not efficiently and safely peruse all regional attractions. All parties can best be served by a compromise solution patterned after our Canadian neighbors.
LA-005	Maintain Corridor	See comment LA 004

COMMENT No.	SUBJECT	COMMENT
LA-006	Maintain Corridor	Supports keeping the RMP open. The parkway is a vital transportation link in our region that should be preserved and maintained.
LA-007	Maintain Corridor	Be it resolved, that the Town Board of the Town of Lewiston hereby strongly objects to the complete removal of the RMP.
LA-008	Retain RMP as two lane Hwy.	Supports keeping two lanes open on the RMP from Findlay Drive to the Village of Lewiston
LA-009	Maintain Corridor	Be it resolved that the Porter Town Board unanimously supports the continuing availability of the RMP from Grand Island Bridge to Fort Niagara and Four Mile Creek State Campground.
LA-010	Accessibility	We believe the safe access to the gorge is needed. Visitors should be able to the have an excellent tourism experience through access and the view itself. They also need a direct route taking them from Niagara Falls to Lewiston and Youngstown.
LA-010	Safety	We ask consideration be given to an intersection at Devil's Hole with a traffic signal. This would allow easy access to Lewiston Road and the University from the RMP / gorge for vehicles and pedestrians.
LA-010	Supports Compromise	In our thinking, it seems that the most practical compromise is for one of the Robert Moses two-lane roads to remain in place along the gorge south of Lewiston, with a lower speed limit.
LA-011	Maintain Corridor	Be it resolved that the Niagara River Region Chamber of Commerce hereby expresses it's strong opposition to the complete removal of the RMP. We strongly recommend that a modified roadway be developed that will continue to link Niagara Falls with the significant tourist destinations north of the falls.
LA-011	Retain RMP as two lane Hwy.	The RMP roadway should be maintained with one lane in each direction and should allow for easy access to the Niagara River Gorge for both visitors and local residents
LB-001	Retain RMP as two lane Hwy.	We support the position of the Parkway Preservation Committee that the modified roadway (RMP) should be one lane in each direction and should allow for easy access to the gorge for visitors and residents.

COMMENT No.	SUBJECT	COMMENT
LB-002	Maintain Corridor	Opposes complete closure of RMP which is part of the Great Lakes Seaway Trail.
LB-003	Whirlpool Street	Supports the closure of the RMP from Main Street to Findlay Drive and the shifting of traffic onto Whirlpool Street.
LB-004	Maintain Corridor	Opposed to removal of the RMP.
LB-004	Project Costs	New York State is in no financial position to entertain a proposal that would cost millions of dollars for no positive outcome.
LP-001	Accessibility	If we are going to have the road at least make it a true parkway with a low speed limit (15 mph), pull-off areas for observation and photo taking, park benches, and picnic tables.
LP-001	Other	This road is not a parkway it is a speedway. Signs should be changed to Robert Moses Speedway - the fastest way in and out of Niagara Falls.
LP-002	Return RMP to 4 Lanes	If a poll was taken in this area the overwhelming majority would be in favor of retaining the RMP as it used to be. It is imperative we preserve the RMP if this area is going to grow.
LP-003	Retain RMP as two lane Hwy.	I am against the costly removal of the RMP. Restoration and maintenance are a better course of action.
LP-004	Retain RMP as two lane Hwy.	To completely remove the RMP north of Niagara Falls is very poor planning and a serious mistake. A two direction controlled speed multi-access road to the north with frequent pull-off areas is a practical and logical solution.
LP-005	Return RMP to 4 Lanes	Restore the RMP to it's majestic beauty with all four lanes open. The current conditions are unsightly and unsafe.
LP-006	Retain RMP as two lane Hwy.	Artpark & Company supports permanent improvements to the parkway between Main Street and the Village of Lewiston by making a two lane road and removing the now dormant existing lanes.

COMMENT No.	SUBJECT	COMMENT
LP-007	Eco-tourism	Proponents for complete RMP removal sight restoration of native vegetation and eco-tourism as their main reasons for doing so. If one looks up eco-tourism, you will find that expanding the green space by 100 feet of width within an existing state park that is surrounded by two cities will not make the gorge any more of an eco-tourism destination than it is now.
LP-007	Supports Compromise	I endorse a common sense compromise as follows: remove RMP Main St to Findlay Dr., than continue two lanes at reduce speed along the RMP from Findlay Drive to Lewiston.
LP-008	Remove Parkway	Supports removal of RMP and expansion of the State Park. Noted previous newspaper articles supporting parkway removal and benefits of improving the park area and gorge access that outweigh whatever inconvenience commuters might face due to a change in the existing travel patterns.
LP-009	Economic Impacts	The process has to keep in mind the biggest goal, this region's economic survival. Were not competing with the Canadians , were competing against other destinations for tourism dollars. Buffalo/Niagara is a destination and the gorge is a valuable, underappreciated asset that needs to be seen and open to the public.
LP-010	Return RMP to 4 Lanes	I believe we need to return the parkway to its former glory for several reasons. First transportation and commerce is a vital part of any local economy. Secondly, we have access to the gorge because we have roads leading to it for all New Yorkers to use.
LP-011	Remove Parkway	We support total removal of the RMP from the Falls north to the city line. We completely disagree with the views of a small group of people who advocate keeping and expanding the parkway. This project could be a way to not only create jobs but also boost the morale of the region.
LP-012	Environmental Quality Concerns	I would like to see a larger buffer zone around the Deveaux Woods giving it a bit more room to grow.
LP-012	Retain RMP as two lane Hwy.	Supports replacing the parkway as a two lane road down the middle of the existing sections from Findlay Drive north with possible reuse of the existing interior lanes. Also supports the addition of more turn-outs and observation areas.

COMMENT No.	SUBJECT	COMMENT
LP-013	Economic Impacts	The RMP did not kill business on Main Street. Suburban malls did. There is no shortage of traffic on Main Street. Business don't make it there because it is perceived to be unsafe.
LP-013	Other	The RMP is one of the best built roads in New York State. The concrete road has need very little repair in its 40 year history. Where would you dispose of all the concrete if it was removed?
LP-013	Safety	Commuting to Niagara Falls in the winter is much easier on the parkway, it is always plowed. The City of Niagara Falls streets are never plowed for the morning commuting.
LP-014	Maintain Corridor	If the Parkway is closed I will reroute my business to Lockport and not Main Street in Niagara Falls. The commute will be too long.
LP-015	Return RMP to 4 Lanes	See responses to Comment WC 033
LP-016	Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.
LP-017	Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.
LP-018	Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.
LP-019	Maintain Corridor	Editorial article supporting retention and reconstruction of a parkway along the Niagara Gorge.
LP-020	Access to points north of Lewiston	The easy access to the lower river region outside the city is an economic factor for the whole region, impacting major tourist sites to the north.
LP-020	Retain RMP as two lane Hwy.	If the parkway is maintained as a two-way road, it would provide the access but allow the environmentalists to have more green space, natural parkland, and access to the Niagara River. I use this road almost daily to travel to Niagara Falls, without it I would rarely go to the central city.
LP-021	Remove Parkway	Supports complete removal of the RMP from Main Street to Devils hole / southerly boundary of the Niagara Power Project. Parkway removal is necessary to reduce the threat of terrorist activity at the power project by eliminating vehicular access to the top sections. Comment included many previously written editorials and articles discussing removal of the Parkway.

COMMENT No.	SUBJECT	COMMENT
LP-022	Return RMP to 4 Lanes	Restore the function, beauty, and splendor of the parkway to what the original architects had envisioned when first opened in 1968. It has served this community well over 40 years.
LP-023	Accessibility	I'm in favor of improving access for local communities but not at the expense of tourists and other New York residents. The "adjacent" community should not be allowed to incorporate the park as an extension of their own backyards.
LP-023	Multiuse Pathways	The western portion of the road should be returned for vehicular traffic and a new trail built for recreational use only.
LP-023	Return RMP to 4 Lanes	I would like to see the RMP repaired, removing all fences, cones, and road blocks in the area. For far to long I have seen the road fall into disrepair and not utilized effectively for tourism and transportation.
LP-024	Maintain Corridor	Demolition of the RMP along the Niagara Gorge would be a grave mistake. Repair the parkway and preserve it for our future generation's enjoyment.
LP-025	Return RMP to 4 Lanes	I am advocating for full restoration of the RMP and returning the highway to a four lane public road. The current situation without any area to pull off the pavement is very dangerous.
LP-026	Maintain Corridor	Perhaps a more sensible solution would be to simply repair and fix the present parkway and add trails, Bike paths, picnic tables, and scenic view points along the way.
LP-026	Return RMP to 4 Lanes	Please leave the parkway alone and open up all four lanes once again so it's working efficiently and safely as in the past.
LP-027	Other	The RMP is one of several examples of how our local leaders continue to screw-up the wonderful assets endowed to our community. The more politicians delay this repair, the more convoluted, drawn-out and polarizing the issue becomes in the public arena and we all suffer the consequences of inaction. Fix the Parkway Now!
LP-028	Project Objectives	Objective # 7 is most important to me. We should conserve what nature has given us.

COMMENT No.	SUBJECT	COMMENT
LP-028	Project Objectives	The stakeholders who spoke at the public meeting lacked the ability to comprehend the idea that the project objectives had nothing to do with what was going to happen to the RMP, but rather what needs to be considered when coming to a conclusion. Many stakeholders were completely immature.
LP-029	Access to points north of Lewiston	Expressed concerns that removal of RMP will have a negative effect on tourism especially the attractions north of the City. Without a direct and easy route to the north, tourists will go home after visiting the falls rather than traveling a more complicated route along city streets. Removal of RMP will also strain family and business relationships in the Niagara Falls-Lewiston area.
LP-030	Other	Suggest the construction of a light rail systems from Buffalo to Youngstown to link the communities and attractions along the Niagara River Greenway. For the RMP north section the rail line could be constructed along the eastern limit of the existing ROW allowing removal of the existing pavement. Depending on design, the light rail would eliminate the barrier to local neighborhoods that the parkway currently represents.
LP-030	Project Objectives	A light rail system would meet all project objectives presented at the Nov. 29th, 2010 public meeting.
LP-031	Remove Parkway	Free DeVeaux Group supports the removal of the 6.5 mile section of the RMP from Niagara Falls to Lewiston and the restoration of the natural environment along the gorge. (petition signed by 50 residents)
LP-032	Environmental Quality Concerns	Removing the RMP and restoring woodlands and grasslands in appropriate locations would create a bird and wildlife habitat area that could be showcased to visitors.
LP-032	Remove Parkway	Niagara Frontier Wildlife Habitat Council supports total removal of all four lanes of the RMP Between Niagara Falls and Lewiston.
LP-033	Retain RMP as two lane Hwy.	If anything the RMP should be completed to turn it into a one lane scenic byway it resembles now, so that everyone has access to any point along the gorge. The Niagara Region is about the Falls, the parks, our history, and being outdoors. These are our only true assets. Lets not cut off our life line, the RMP, the one roadway that connects all our parks and heritage.

COMMENT No.	SUBJECT	COMMENT
LP-034	Maintain Corridor	Furnished typical roadway cross section drawing depicting a reconstructed parkway that included one lane (with shoulders) in each direction separated by a median and reconstruction of the existing walking path.
LS-001	City access and growth	Removal of the parkway will make ingress / egress for tourists, the surrounding communities, and emergency response services easier. Many forgotten overlooks will be revealed by removing the parkway.
LS-001	NF Business Development	Removal of the parkway could lead to creation of an ecological paradise and numerous opportunities to revitalize a city's economy.
LS-001	Remove Parkway	Supports removal of the entire parkway between Niagara Falls and Lewiston.
LS-002	Eco-tourism	Removal of the RMP and returning the area to parkland could greatly increase our ability to market our area to eco-tourists and thereby bring millions of dollars into our city and the surrounding areas.
LS-002	Remove Parkway	The Niagara Falls Tourism Advisory Board supports removal of the Robert Moses Parkway.
LS-003	Remove Parkway	The Niagara Frontier Wildlife Habitat Council supports total removal of the RMP and the restoration of the native / natural landscapes.
LS-003	Restore Gorge Corridor Environment	Removing the RMP and restoration of the natural landscapes would create a wildlife habitat that would be beautiful as well as sustaining. It would also create another seasonal attraction for visitors who wish to view the beauty of the gorge and experience the rich history of the region first hand.
LS-004	Retain RMP as two lane Hwy.	Old Fort Niagara Association expressed its strong opposition to the complete removal of the RMP
LS-005	Access to points north of Lewiston	The claim from the north towns that the gorge parkway is the economic "life line", while dramatic, is an assertion unsupported by evidence of any kind.

COMMENT No.	SUBJECT	COMMENT
LS-005	Other	The parks maintenance garage on Whirlpool Street should be relocated and this area restored to natural parkland.
LS-005	Remove Parkway	Removal of the parkway will improve access for city residents, create jobs, save road maintenance costs, reduce carbon emissions, lead the way for a large scale environmental restoration project, and would allow preservation of the woods at DeVeaux.
LS-005	Remove Parkway	The Niagara Heritage Partnership has advocated for total removal of the RMP between Niagara Falls and Lewiston.
LS-005	Restore Gorge Corridor Environment	It should be noted that anything less than total removal (all 4 lanes) of the RMP between Niagara Falls and Lewiston would eliminate all of the positive benefits derived from total removal.
LS-005	Scenic Highway	Keeping the less than two minutes of disputable "scenic view" as a drive-by experience does not justify parkway retention.
LS-005	Traffic	There exist multiple alternative north-south routes for commuters presently using the RMP. Traffic counts reveal the RMP is significantly underutilized.
LS-006	Retain RMP as two lane Hwy.	Parkway Preservation Committee meeting minutes supporting retention of the RMP between Niagara Falls and Lewiston.
LS-007	Retain RMP as two lane Hwy.	The Preserve DeVeaux organization supports removal of the RMP from Main Street to Findlay Drive with the parkway resuming at Findlay Drive.
LS-007	Safety	The DeVeaux stretch of Lewiston Road includes various straight-aways and turns which are confusing to tourists. Night travel along this section is a challenge to those unfamiliar with the area and often screeching breaks can be heard by residents. Also of concern is the safety of children walking to the Maple Avenue School.
LS-007	Traffic	The use of alternate routes such as Hyde Park or Highland Avenue by tourists would do nothing to increase the traffic flow on Main Street.

COMMENT No.	SUBJECT	COMMENT
LS-008	Remove Parkway	Potential impacts that must be reviewed as part of the RMP north full removal alternative include: traffic pattern changes, potential for economic revitalization, changes in environmental and public health, changes in social and cultural condition, and potential for reconnection of neighborhoods.
LS-009	Economic Impacts	Positive socioeconomic benefits could occur and significantly improve the quality of life for our residents and our region if the NHP proposal to remove all four lanes of the RMP and our study were embraced, implemented, and marketed.
LS-009	Restore Gorge Corridor Environment	During the past 12 years no one has provided the public with any socioeconomic facts or revealed what opportunities could occur if an ecological restoration along the Niagara River Gorge Rim included only a non-motorized, active transportation trail. Since 2010 Wild Ones Niagara has been in the process of examining the potential benefits of resorting the Gorge Rim and will soon publish a report describing the benefits.
LS-010	Remove Parkway	Buffalo Niagara River keeper strongly encourages the inclusion of the removal option as an alternative to be studied under the scoping process as we believe that this is the most effective means of protecting the Niagara River Gorge and maximizing the region's culture and economy.
PM-001	Other	Asked who composed the group USA Niagara. Also questioned the definition of the "corridor".
PM-002	Project Objectives	Do not change the RMP.
PM-003	Return RMP to 4 Lanes	Closing off half the parkway was flawed. They should go back to opening up the part they closed and have both roads.
PM-004	Other	There is nothing wrong with the RMP, where you have failed is in marketing the area.
PM-005	Other	Comment regarding RMP South project.
PM-006	Maintain Corridor	The RMP should not be torn down. I think the barrels we have suffered with the last 15 years should never have been the in there first place.
PM-007	Remove Parkway	I would like to see a clear indication that removal will be an option.

COMMENT No.	SUBJECT	COMMENT
PM-008	Routing Traffic on to other streets	Closing the RMP and shifting traffic onto Lewiston Road would be detrimental to the Devueux Neighborhood.
PM-008	Whirlpool Street	Using Whirlpool Street to replace the RMP from Main St. to Findlay Dr. is a good compromise.
PM-009	Remove Parkway	The RMP should be removed in Niagara Falls.
PM-010	Other	Suggested a trolley be used to move tourists between the attractions in Niagara Falls the attractions to the north.
PM-011	Accessibility	Concerned about maintaining efficient access to area hospitals.
PM-012	Remove Parkway	Advocating for parkway removal all the way to Lewiston. Just like when they removed the section of parkway from Prospect Park in the 1970s.
PM-013	Accessibility	Improve access at Devil's Hole Park
PM-014	Project Objectives	Asked that protecting the NYPA facility from terrorist attacks be included in the project objectives.
PM-015	Project Objectives	Concerned that the project objectives do not include consideration of communities and attractions north of Lewiston. The Greenway Plan did talk about these communities.
PM-016	General Tourism	Recommended review of the book Peddling Revolution, how cyclists are changing American cities in relation to economic tourism.
PM-017	Return RMP to 4 Lanes	Open the other lanes of RMP for improved access to hospital.
PM-018	Accessibility	Remove fences and walls to improve neighborhood access to the gorge.
PM-019	Return RMP to 4 Lanes	We need to go back to where we were when the four lanes were open.
PM-020	Remove Parkway	Remove the RMP from Rainbow Bridge to Lewiston and replace it with bicycle trails and hiking trails.

COMMENT No.	SUBJECT	COMMENT
PM-021	Maintain Corridor	Do not close the RMP.
PM-022	Return RMP to 4 Lanes	Build a new bike path and re open the closed lanes of the RMP to traffic.
PM-023	Return RMP to 4 Lanes	Three reasons to restore the RMP to its original state: transportation and commerce, historical significance, and to improve access for all citizens.
PM-024	Project Costs	Regardless of what decision is made who is going to take care of and pay for the improvements and maintenance.
PM-025	Other	What is the size and scope of the "development" referred to during this evening's meeting?
PM-026	Project Objectives	The project objectives should address the economic and commercial impacts that result from any changes to RMP. One of the objectives is to allow people from Lewiston and Youngstown looking for commercial enterprises in Niagara Falls to get to them quickly and vice versa.
PM-027	Routing Traffic on to other streets	Opposed to moving traffic onto Lewiston Road (Rt. 104) from the RMP due to concerns regarding air quality and traffic volumes in the DeVeaux area.
PM-029	Supports Compromise	Supports the RMP as an important transportation route. Thinks we can learn from Canada and create a compromise that hits the points stated at open house.
PM-031	Accessibility	I would improve access by making this a parkway that is not a speedway, cut the grass so you can see the George, and provide other enhancements such as pull-offs and picnic tables.
PM-032	Economic Impacts	Advocating for preservation of the RMP. The RMP links eleven state parks and attractions. Why diminish the value of area attraction and the millions of dollars have been invested in them by removing the RMP?
PM-033	Other	I think our challenge here is to come up with a compromise that makes everybody happy. Improving the access and hopefully not sending every one of those cars down my street.

COMMENT No.	SUBJECT	COMMENT
PM-034	Restore Gorge Corridor Environment	The road is the poison that is destroying the gorge. If you want to see nature why are you letting the road poison it in the first place?
PM-034	Routing Traffic on to other streets	There are alternative routes such as Hyde Park Boulevard and Lewiston Road to replace the RMP. The RMP allows people to go around our city and when people don't go through the city that city starts to die.
WC-001	Project Objectives	For Objective #2 the limit of area considered for project effect should be limited to physical project boundary.
WC-001	Project Objectives	The younger generation will be influenced by this project more than the older generations. The parkway needs to go so my life and the life of my children has more quality.
WC-001	Project Objectives	All of the existing RMP pavement should be considered "excessive" as referenced in Objective #1.
WC-002	Economic Impacts	Removal of the parkway will hurt the Niagara Gorge Area economy and result in millions of dollars in unnecessary expenses.
WC-002	Project Objectives	Change Project Objective #1, the current RMP is not excessive.
WC-002	Project Objectives	All Project Objectives other than objective #1 support improvement of the NGC. Objective #2 is the most important
WC-003	Canadian Parkway	Traveling along the RMP could be a beautifully drive like the parkway in Canada.
WC-003	Maintain Corridor	Believes Lewiston and Youngstown residents will abandon the City of Niagara Falls completely if the parkway is removed.
WC-003	Project Objectives	As described in the objectives what are appropriately scaled uses? what are the geographic limits of adjacent communities?
WC-003	Project Objectives	I consider Objective # 9 to be the most important.

COMMENT No.	SUBJECT	COMMENT
WC-003	Retain RMP as two lane Hwy.	The current two lane route from the Rainbow Bridge to Lewiston should be kept, but with enhancements to allow pull offs and better access for walking or biking.
WC-003	Traffic	Rerouting traffic to Whirlpool Street is ok.
WC-004	Project Objectives	The project objectives were somewhat wordy and confusing. They should have been more clearly stated. Would have been better to vote on the objectives individually. The public could have been more involved in formulating the initial objectives.
WC-004	Return RMP to 4 Lanes	Return the parkway to its former glory. Do not remove or destroy the Robert Moses Parkway in any way. Accessibility of the general public is the issue. I'm open to slight modifications to the existing road, but to remove and replace it with some thing new strikes me as too radical and expensive.
WC-005	City access and growth	Supports any plan that will assure our City's growth economically, socially, and environmentally. Blocking easy access is not in the City's best interest.
WC-005	Eco-tourism	More green space alone will not attract more people to Niagara Falls.
WC-005	NF Business Development	The entire project is just another "Lackey Folly". We need a plan that actually encourages tourism with easy access to the Falls.
WC-006	General Tourism	Lack of publicity is the biggest impediment to economic growth. Reinvestment is also important. Nicer parks will require greater investment by NYS.
WC-006	Remove Parkway	Remove Parkway between Rainbow Bridge and Findlay Drive
WC-006	Retain RMP as two lane Hwy.	Wants Parkway to remain open north of Findlay Drive with design changes that improve accessibility.
WC-006	Supports Compromise	"Lets work together to find a compromise to this gorge issue"

COMMENT No.	SUBJECT	COMMENT
WC-007	Remove Parkway	Olmstead's plan for the Niagara Reserve should have been fully implemented in 1885. Consider moving the parkway east away from the river.
WC-008	Retain RMP as two lane Hwy.	We need a two lane parkway.
WC-009	Multiuse Pathways	Make pedestrian access to the gorge better. Also improve access to the base of the gorge and lower gorge pathways.
WC-009	Project Objectives	Does not support removal of current infrastructure.
WC-010	Retain RMP as two lane Hwy.	The parkway should be left as is. People from the north will stop going to Niagara Falls if it becomes difficult to get there.
WC-011	General Tourism	If the parkway is closed tourists would never find Fort Niagara.
WC-011	Retain RMP as two lane Hwy.	The parkway should not be changed or closed. If I had to use Creek Road and Lewiston Road I would not come to Niagara Falls.
WC-012	Project Objectives	I agree with initial project objectives as adopted by the MOU Group.
WC-012	Routing Traffic on to other streets	The use of Lewiston Road as the only way to get from Lewiston to Niagara Falls would not be in the best interest of citizens living along Lewiston Road.
WC-013	Project Objectives	Supports Object #2 and the theme of access to scenic and natural attractions on a continuous travelway.
WC-014	City access and growth	Access to corridor from the city of Niagara Falls is most important.
WC-014	NF Business Development	Retention of the parkway north of Niagara Falls is negative to the commerce in the city.
WC-015	Project Objectives	The project objectives need to address development of infrastructure that is scaled for future conditions, environmentally responsible, and cost effectiveness.

COMMENT No.	SUBJECT	COMMENT
WC-015	Project Objectives	Given the scope of this project, the best priority is to focus on the transportation infrastructure. If we can get the infrastructure right we can do great things.
WC-016	Remove Parkway	Total Parkway removal will enhance commercial activity, restore natural features, enhance access, aid development in the city of Niagara Falls, and encourage use of the services available in the commercial corridors.
WC-016	Routing Traffic on to other streets	There are numerous alternate routes available that link Lewiston and Niagara Falls. Remove RMP and provide improvements along the alternate routes including paving, streetscape, and signage.
WC-017	Return RMP to 4 Lanes	Open up all 4 lanes of the parkway like we had in the past. The existing 2 lane section is unsafe with no shoulders to pull off on if you have car trouble.
WC-018	Environmental Quality Concerns	Everyone at the meeting talked about present day demands and concerns. No one talked about the long term future. The Potential of this land for the next 1000 years was not addressed. A long parkway does not support animal and plant habitation.
WC-018	Project Objectives	The project Objectives were well crafted.
WC-018	Remove Parkway	Maintenance on the parkway and the bridge over the Whirlpool Bridge is very expensive. I do not want my taxes to increase. Let Lewiston, Porter, etc buy the parkway and pay to maintain their driveway to Niagara Falls.
WC-018	Remove Parkway	Remove the Parkway.
WC-019	Economic Impacts	A park for the residents will only cost you money.
WC-019	Return RMP to 4 Lanes	There is nothing wrong with the parkway if you go back to four lanes, add mass plantings of flowering bushes, and install period style lamp posts. The road is not excess just under utilized.
WC-019	Scenic Highway	Advertise the parkway as a scenic drive and add a overlook on the Lewiston Escarpment.

COMMENT No.	SUBJECT	COMMENT
WC-020	Multiuse Pathways	Most important is a walking / bicycle path from Niagara Falls to Lewiston. Gorge access is also very important.
WC-020	Pilot Project	The full project process will take years. In the meanwhile the orange cones and temporary fence at the power project are unsightly and should be removed quickly.
WC-020	Retain RMP as two lane Hwy.	Ultimately we should have a two lane parkway to Lewiston with shoulders and 40 mph speed limit.
WC-021	Project Objectives	Change Objective # 2, removing the words "vehicular" and "public transportation linkages" so that it allows envisioning a recreation area free of dangerous vehicles.
WC-021	Project Objectives	The objectives should reflect a priority to safeguard the environment from further destruction by humans. Please consider the ongoing Wild Ones Study.
WC-022	Remove Parkway	I would like the parkway removed. People in Lewiston have many ways to get to Niagara Falls.
WC-023	MOU Group	Why weren't Lewiston and Youngstown included in the MOU Group?
WC-023	Project Objectives	Where was the objective for keeping the parkway? Objectives were not clear. Hearing questions were "loaded".
WC-024	Environmental Quality Concerns	Provide more areas to feed the birds. Provide more ornithological information including diet and migration patterns. Information should be in multilingual format.
WC-025	Retain RMP as two lane Hwy.	Keep parkway from Niagara Falls to Lewiston.
WC-026	Accessibility	Make the park more accessible. Remove fences and walls. Slow down traffic to park like speeds.
WC-026	Hospital Access	The parkway is not a shortcut or the fastest route to local hospitals.
WC-026	Other	To me the most important objective is to expose the lies Lewiston big shots are making to support the idea of keeping the parkway.

COMMENT No.	SUBJECT	COMMENT
WC-026	Other	Lewiston can be reached by many roads
WC-026	Safety	The Robert Moses Parkway is a limited access highway (Speedway). It is a dangerous place to be if you need help.
WC-027	Other	Concerned about the "State Government".
WC-028	Retain RMP as two lane Hwy.	Keep the Parkway open from Findlay Drive to Lewiston.
WC-029	Remove Parkway	Noted the Sierra Club Niagara has reaffirmed its position that the Robert Moses Parkway from Niagara Falls to Lewiston should be removed to allow ecological restoration of the gorge.
WC-030	Retain RMP as two lane Hwy.	Retain and improve the parkway. The present setup should be improved, get rid of the barrels.
WC-030	Supports Compromise	A compromise should be possible to at least partially please both sides on this issue. "Lets put our heads together"
WC-031	Return RMP to 4 Lanes	Change back to the original parkway (4 lanes). The parkway made traveling between Niagara Falls and Lewiston easier.
WC-032	Retain RMP as two lane Hwy.	Do not remove the Robert Moses Parkway
WC-032	Routing Traffic on to other streets	City Streets can not handle the additional traffic. What about existing condition or cost to repair the city streets?
WC-033	Hospital Access	Closing the parkway would limit access to Memorial Hospital.
WC-033	Return RMP to 4 Lanes	Favors reopening all lanes of the Parkway to traffic (4 lanes). The current barrels are an eyesore
WC-033	Safety	Closing the parkway would put more traffic on Lewiston Road past Maple Avenue School endangering students.

COMMENT No.	SUBJECT	COMMENT
WC-034	Retain RMP as two lane Hwy.	Keep the Parkway open from Findlay Drive to Fort Niagara. It is vital to the economy of the lower region.
WC-035	Retain RMP as two lane Hwy.	Keep the entire parkway open and make significant improvements in its present form.
WC-036	Environmental Quality Concerns	Expressed concerns that closing the Parkway will increase carbon dioxide emissions in the densely populated neighborhoods along Route 104. Emissions along the parkway would not be eliminated just shifted somewhere else.
WC-036	Maintain Corridor	Closing the Parkway will increase traffic density on Lewiston Road/ Route 104.
WC-037	Other	Several questions need to be answered before the parkway reconfiguration can be accomplished: these questions relate to economic impact study, environmental impacts of increased traffic, travel time between hospitals, project phasing, university access, and resident input on corridor connections at local streets.
WC-037	Project Objectives	The original 9 objectives were very general. For example in objective #1 the term "excess pavement" was not defined. Need an Objective #10 to address project impacts beyond the Niagara Gorge Corridor.
WC-037	Project Objectives	Objective # 4 is most important. I am a strong advocate of regionalism and the parkway connects Niagara Falls to communities to the north.
WC-037	Retain RMP as two lane Hwy.	It is the consensus of the Parkway Preservation Committee that the section of the RMP between Niagara Falls and Lewiston should remain open, at the very least, as a two lane moderate speed limited access roadway.
WC-038	Eco-tourism	I know of no past or future "green" economic justification for removing or failing to rebuild the RMP.
WC-038	Environmental Quality Concerns	Relocating traffic eastward will not decrease vehicular pollution but will in fact exacerbate the pollution due to the reduced traffic flow.

COMMENT No.	SUBJECT	COMMENT
WC-038	Multiuse Pathways	Some pedestrian parallel walkways would be advantageous but need not be for the entire length of the parkway. Bike and walking traffic could be intermittently and rerouted back onto the roads east of the parkway.
WC-038	Return RMP to 4 Lanes	Supports resurrection of the four lanes of the RMP. If an economic analysis were performed the balance would show favorable income generated by both north bound and south bound traffic.
WC-039	Eco-tourism	Eco-tourism will not be the answer. The RMP is the answer, it not only helps the north towns - but mostly Niagara Falls. If it is removed its done!
WC-039	Retain RMP as two lane Hwy.	If they remove the parkway it will be the largest mistake they've ever made. It's our only solution to improve our tourist problem and save Niagara Falls.
WC-040	Return RMP to 4 Lanes	I am an avid opponent to the removal of the RMP. Restore the road to its original beauty.
WC-041	Other	This parkway was never cared for by the government agencies responsible for it. What makes anyone think they would keep up an eight mile park?
WC-041	Project Costs	The RMP will cost the taxpayer's millions of dollars to build and it will cost millions of dollars to remove all or part of it. Restoring the existing roadway would be less expensive.
WC-041	Scenic Highway	Maintain and rebuild the RMP as a scenic road. Make it a pleasant drive. Tourists will not walk from the falls area, but will drive a well cared for roadway with pleasant surroundings. Add turn-offs, landscaping and reduce the speed.
WC-042	Economic Impacts	Partial removal of the parkway in the early 1980s did little to slow the decline in downtown Niagara Falls. If there were good eateries, interesting shops and entertainment no parkway presence would keep people away, in fact they would complement each other.
WC-042	Project Objectives	Accessibility to the gorge, its parks, and to provide seamless connectivity of communities along the Niagara Greenway is the most important objective to me.

COMMENT No.	SUBJECT	COMMENT
WC-042	Project Objectives	Objective I most want to change: complete removal of the Parkway. Ripping up this connector road benefits only a selfish few and ignores the greater good for all of Niagara County.
WC-043	Eco-tourism	Eco-tourism alone is too narrow a market segment to create needed economic growth for the region.
WC-043	General Tourism	Tourism that appeals to a large market base and which captures several segments of the tourism marketplace is more desirable and needed for Niagara Falls. The successful model for using the lower gorge already exists on the Canadian side of the river.
WC-043	Retain RMP as two lane Hwy.	Supports reconstruction of the RMP as a low speed two lane road from Findlay Drive to the Village of Lewiston.
WC-043	Whirlpool Street	Supports creation of a multi-use path from Rainbow Bridge to Findlay Drive with vehicular traffic rerouted to city streets(Whirlpool Street).
WC-044	Multiuse Pathways	Between the Power Vista and the Lewiston Queenston Bridge / I-190 interchanges is the most pedestrian and bicycle unfriendly segment of the corridor. This section is a nightmare to navigate from the perspective of the operators of two wheel human powered vehicles.
WC-044	Project Objectives	Believes Objective # 9 "Support the Greenway's Vision" is most important. Connectivity to trails, parks, open space, and corridors across the region and Canada. Inter connectivity to a user friendly family of pedestrian and bicycle trails.
WC-045	Supports Compromise	I support a common sense compromise regarding the RMP. I have spoken to many Niagara Falls residents and 99% of them support the idea of compromise.
WC-046	NF Business Development	Without the parkway tourists will be forced to pass through Niagara Falls resulting in economic revitalization.
WC-046	Remove Parkway	Removing the parkway has a lot of benefits for the environment and the adjacent communities.

COMMENT No.	SUBJECT	COMMENT
WC-047	City access and growth	Niagara Falls is being cutoff by the RMP. Take the parkway out and people will be forced to go into out city instead of around it.
WC-047	Eco-tourism	The natural beauty of the corridor is magnificent and should be improved and marketed.
WC-047	Eco-tourism	The natural beauty of the corridor will attract billions , which makes money while helping the environment.
WC-048	City access and growth	I am 16 and feel that if I am going to stay in this city when I get older I want there to be some reason to stay. I feel reviving downtown would be one of the things that would keep me here.
WC-048	Remove Parkway	I believe there is no need for the RMP. There are many other routes to Lewiston. The parkway is just tying up space near the gorge that could be used to bring more tourist to Niagara Falls.
WC-049	Project Objectives	Change Objective #2. We do not need any more roads or paths.
WC-049	Project Objectives	Objective #7 is most important. It would be nice for the residents of Niagara Falls and Lewiston to have an all natural place to visit. There are so few areas in Niagara Falls that are all natural.
WC-049	Remove Parkway	The road should be removed and redone as a safe jogging / biking path.
WC-050	Eco-tourism	The gorge has so much to offer the community and could be a major source of income if we utilize the area for eco-tourism.
WC-050	Project Objectives	Objective #7 is most important . The natural aspect of the Gorge Corridor is the biggest issue that must be addressed.
WC-050	Remove Parkway	Removal of the parkway is the optimal solution. It would be less expensive in the long-term and would not impact travel because people can use other roads.
WC-051	Project Objectives	Change Objective #2 to reflect parkway removal and a new bike path but move down the list as restoration of the environment is most important

COMMENT No.	SUBJECT	COMMENT
WC-051	Restore Gorge Corridor Environment	The parkway should be removed to create a nature preserve in which the natural aspects are preserved and there's some focus on recreation. The parkway is not doing anything to benefit the environment or connect the public to the gorge.
WC-052	Economic Impacts	Take into consideration the future of this city and it's economic and environmental potential. The city does not need a bypass route.
WC-052	Eco-tourism	Lets take action to showcase our State Park while bring money to our area through eco-tourism and by not wasting money on road up-keep.
WC-052	Multiuse Pathways	The current roadway is not an ideal path for recreation.
WC-052	Project Objectives	"Conserve, rehabilitate and protect the natural setting of the NGC" is the moat important objective.
WC-053	Accessibility	Improve residents accessibility to the park by removing the RMP, the walls and the fences. Not concerned with adding traffic to Lewiston Road.
WC-053	Project Objectives	Objective # 7 is most important to me
WC-053	Project Objectives	Overall some of the objectives are repetitive
WC-054	Project Objectives	Objective # 4 is most important. It would expand our opportunities to enjoy and experience the natural beauty of the gorge.
WC-054	Scenic Highway	Supports replacement of the RMP with a smaller road.
WC-055	Remove Parkway	Would like the RMP removed.
WC-056	Other	At the meeting there was not enough importance placed on the younger generation's point of view.
WC-056	Project Objectives	I agree with the project objectives, but wish they weren't presented so vaguely

COMMENT No.	SUBJECT	COMMENT
WC-057	Environmental Quality Concerns	The focus of the restoration efforts should be on the environment and less on building attractions. Areas such as Clifton Hill can be created anywhere, the environment can not be replaced
WC-058	Remove Parkway	The area would be so pretty and it would be much better for the environment without the RMP.
WC-059	Project Objectives	Objective # 9 should be modified so the City of Niagara Falls and the Town of Lewiston are both benefited as a whole.
WC-059	Project Objectives	I like to run, bike an jog long distances. Objective #5 is most important to me.
WC-059	Remove Parkway	Leaving the RMP the way it is not a good option. Why keep a strip of road people barley use when you can change it to better society?
WC-060	Project Objectives	Objective # 7 is most important to me. Protect the natural beauty of the Niagara Gorge Corridor.
WC-060	Remove Parkway	The best choice for the City of Niagara Falls is to remove the RMP. Removal will help eco-tourism, increase recreational opportunities, and decrease the release of pollutants.
WC-061	Project Objectives	Objective # 8 is most important. The restored parkway should include more turnouts to add views and improve accessibility.
WC-061	Return RMP to 4 Lanes	Restore the parkway to it's original state when constructed (change Objective # 1)
WC-061	Scenic Highway	Foliage along the upper most part of the gorge should be removed so views of the gorge are not obstructed.
WC-062	Project Objectives	In Objective # 1 it sounds as if you want to remove the parkway. What is "excess" to you may not be "excess" to me.
WC-062	Return RMP to 4 Lanes	Supports opening the RMP to 4 lanes and completing improvements to the existing walking path. At the very least 2 lanes should be improved and kept open.

COMMENT No.	SUBJECT	COMMENT
WC-063	General Tourism	This is a tourist area - all of it. Tourist don't come here to backpack and hike . They come here to see the sights.
WC-063	Retain RMP as two lane Hwy.	Keeping the parkway open is important to provide access for tourists to visit attractions in the north towns after they visit the falls. With the access they will be more likely to stay in the area longer.
WC-064	Other	Niagara Heritage Partnership is given to much say in these matters. There outspoken point of view turns off people and keeps them from participating.
WC-064	Project Objectives	Objective # 2 is most important of all. It really encompasses the rest.
WC-064	Retain RMP as two lane Hwy.	Supports the following alternative for RMP. Maintain exist. layout Lewiston to Whirlpool Bridge, remove RMP from Whirlpool bridge to Main Street, remove 3 overpass structures, build at-grade intersection at Devils Hole, remove SB lanes from Devils hole to Whirlpool Street.
WC-065	Project Objectives	Objectives # 3, 4, & 6 could lead too much access and impede conservation and protection of the gorge environment. A parkway should remain a parkway, separate from adjacent property.
WC-065	Project Objectives	Objective #1 should be reworded. Excessive transportation infrastructure removal does not mean complete removal of the RMP.
WC-065	Supports Compromise	A compromise could consisting of reducing the RMP to one lane in each direction with ample space for paths on the west side, new access points, new flowering trees and shrubs, and a seasonally reduced speed limit.
WC-066	Project Objectives	Objective # 1 should specifically stipulate that "excess" transportation infrastructure is the lanes currently closed to traffic and not the entire RMP.
WC-066	Retain RMP as two lane Hwy.	Supports a two lane alternative. Believes that it is possible to create a link between Niagara Falls and the gorge while preserving the vehicle corridor that connects the city with points north.

COMMENT No.	SUBJECT	COMMENT
WC-066	Supports Compromise	It is quite possible that a compromise solution can be defined that will satisfy many of the stakeholders. Those seeking a compromise were in evidence and given a chance to speak at the public meeting.
WC-067	Return RMP to 4 Lanes	Improve the existing gorge rim walkway and reopen the closed portion of the RMP.

