Restore Humboldt Parkway!

Town Hall hosted by **East Side Collaborative Partnership** and **STOP the VIOLENCE Coalition**

WE ARE WOMEN WARRIORS

STOP THE VIOLENCE COALITION INCORPORATED

Preservation BUFFALO NIAGARA

JES BREATHE CANCER AWARENESS GROUP

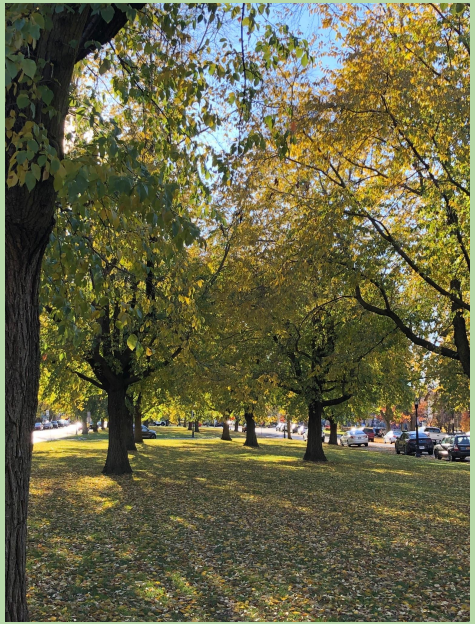
COVINGTON ASSOCIATES CONSULTING

wnypeace.org WNY Peace Center

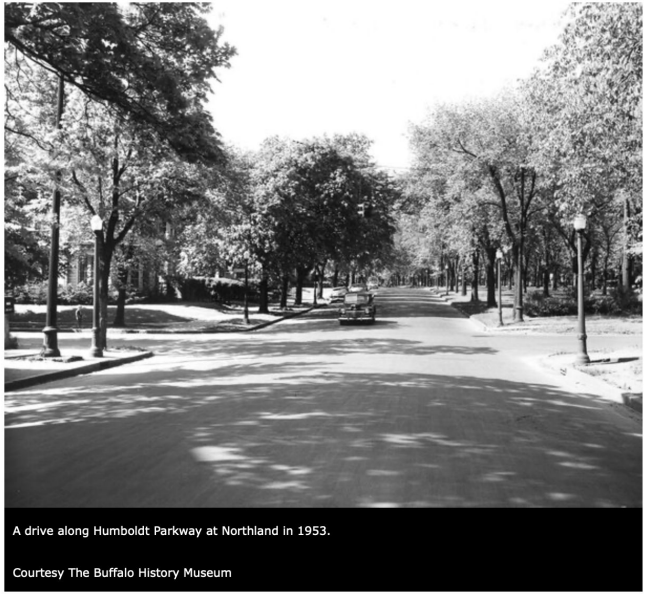
ESP EAST SIDE PARKWAYS COALITION

HARRIET TUBMAN CELBRATION COMMITTEE

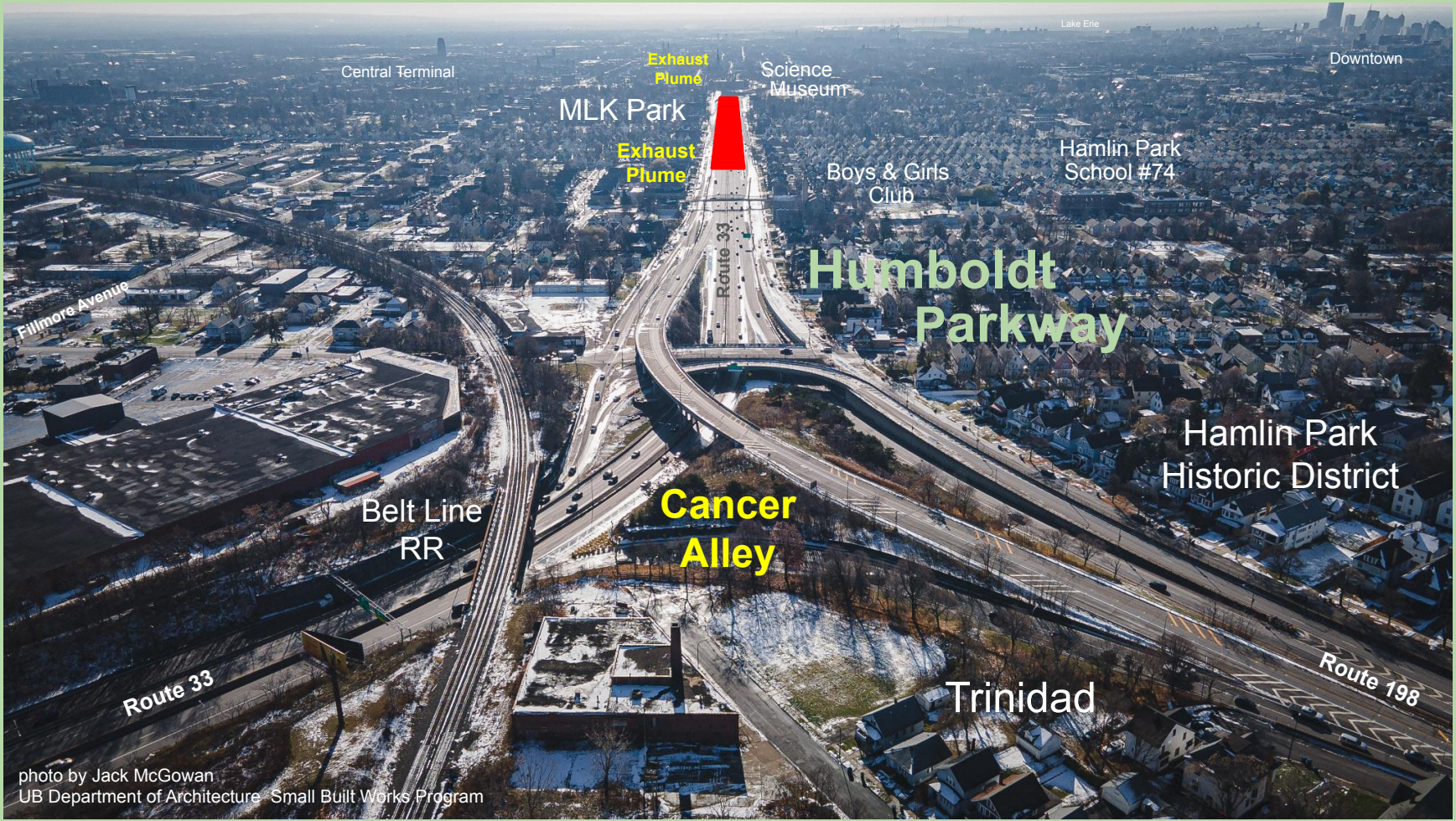
Restore Humboldt Parkway!

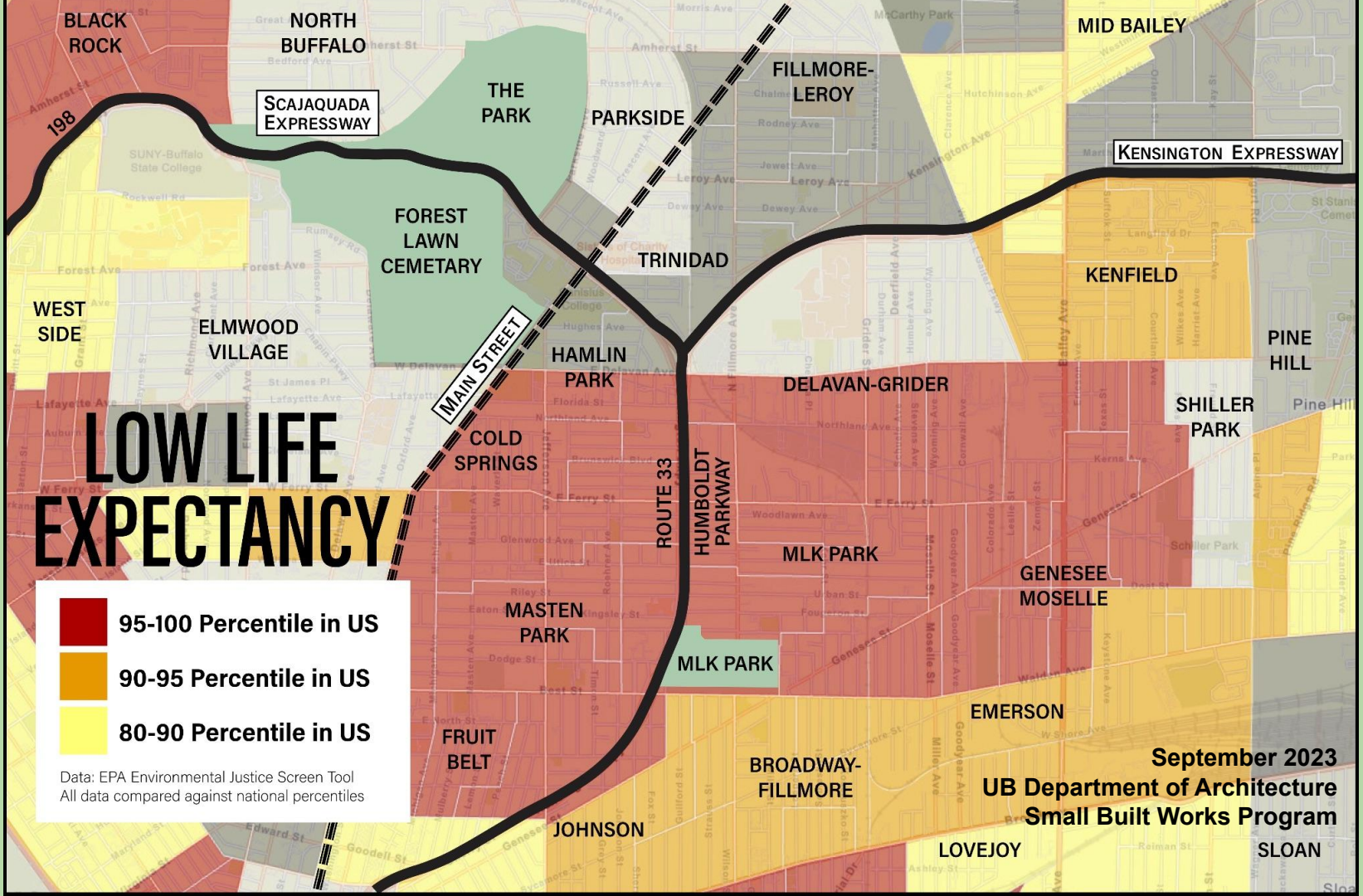


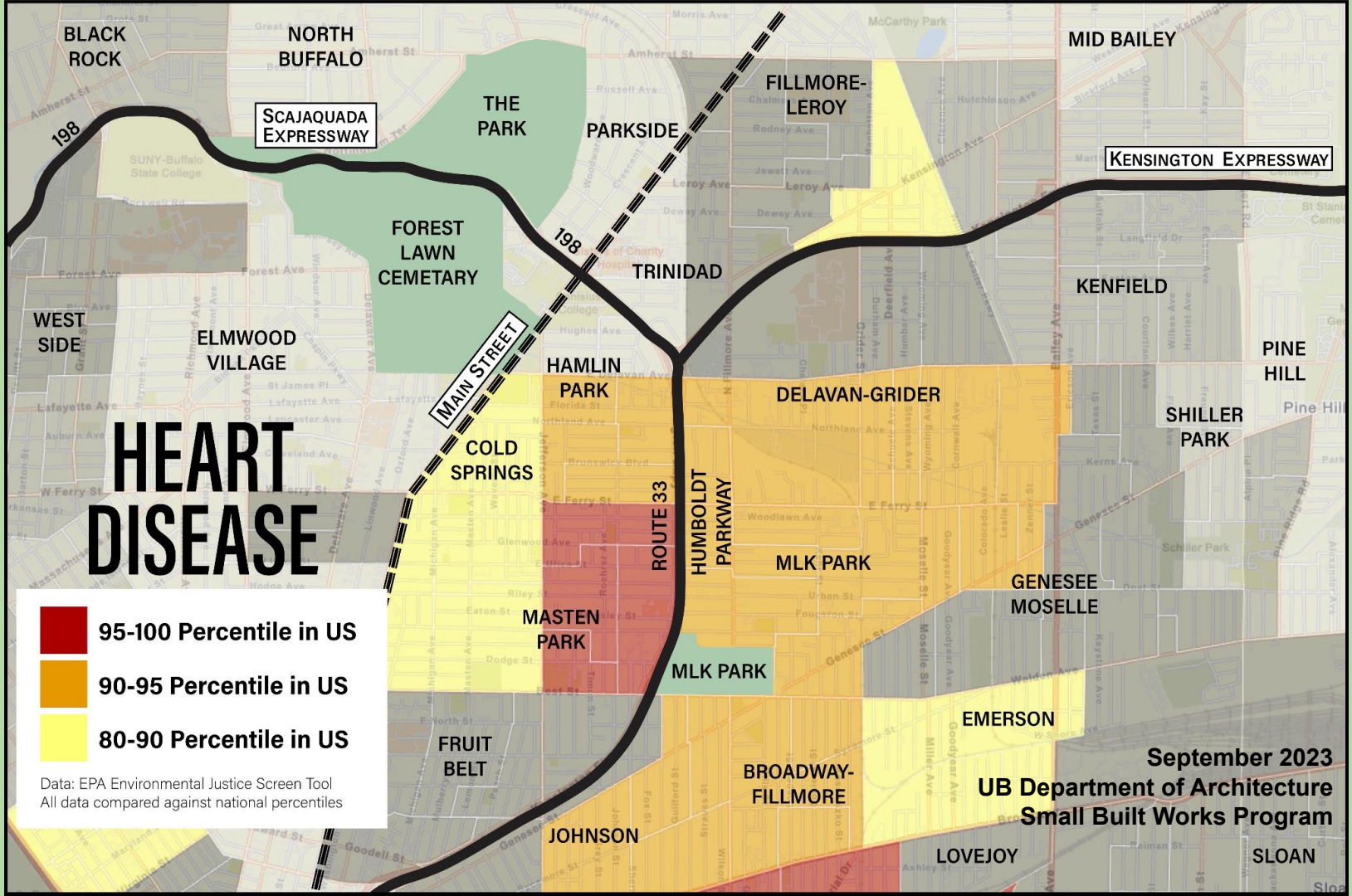
Bidwell Parkway 2023

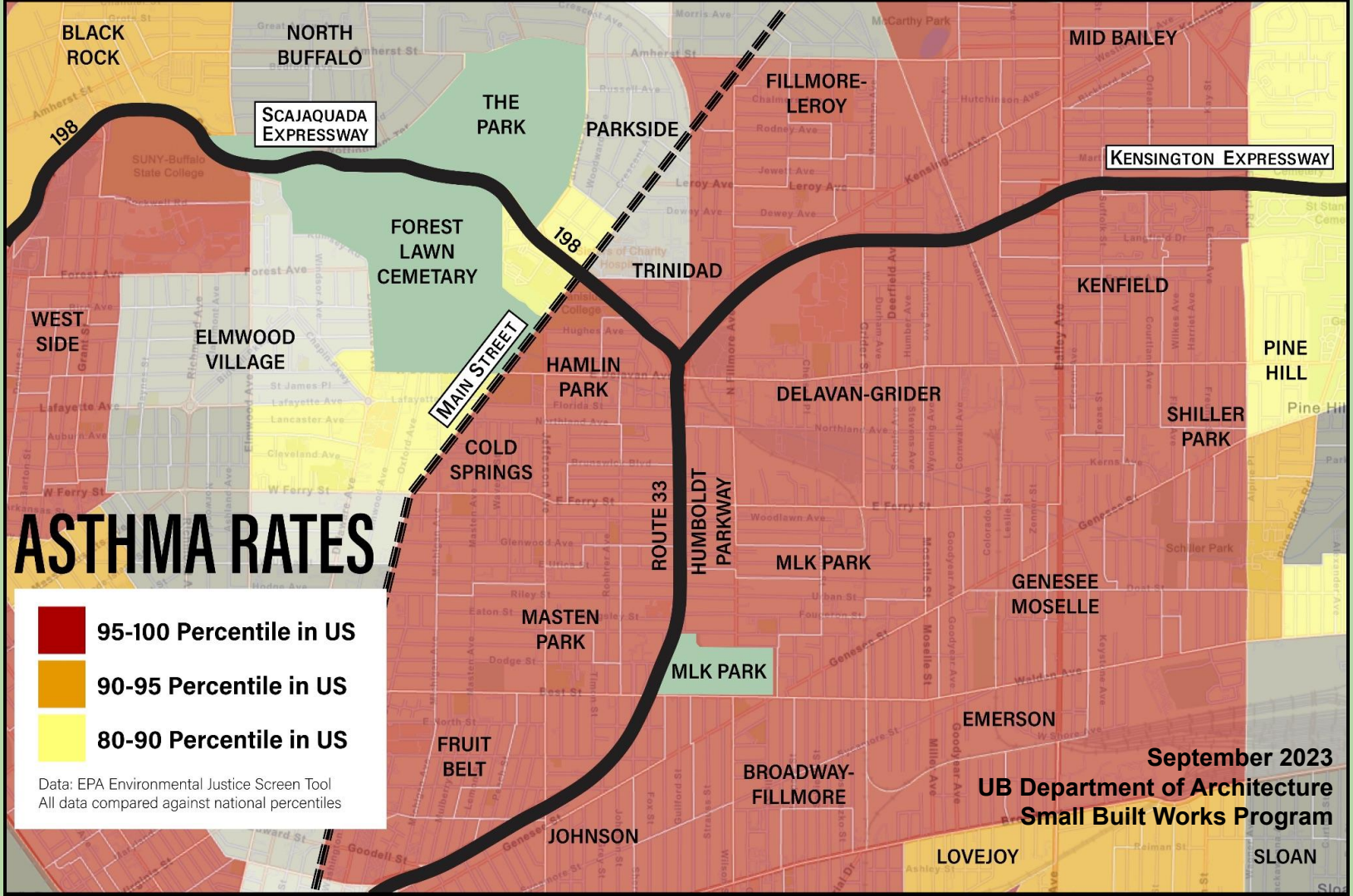


Humboldt Parkway 1953


Lake Erie
Central Terminal
Exhaust Plume
Science Museum
Downtown
MLK Park
Exhaust Plume
Hamlin Park School #74
Boys & Girls Club
Route 33
Humboldt Parkway
Fillmore Avenue
Hamlin Park Historic District
Belt Line RR
Cancer Alley
Route 198
Route 33
Trinidad
photo by Jack McGowan
UB Department of Architecture Small Built Works Program


BLACK ROCK
NORTH BUFFALO
MID BAILEY
SCAJAQUADA EXPRESSWAY
THE PARK
PARKSIDE
FILLMORE-LEROY
KENSINGTON EXPRESSWAY
FOREST LAWN CEMETARY
TRINIDAD
KENFIELD
WEST SIDE
ELMWOOD VILLAGE
MAIN STREET
HAMLIN PARK
DELAVAN-GRIDER
PINE HILL
SHILLER PARK
LOW LIFE EXPECTANCY
COLD SPRINGS
ROUTE 33
HUMBOLDT PARKWAY
MLK PARK
GENESEE MOSELLE
MASTEN PARK
MLK PARK
EMERSON
FRUIT BELT
BROADWAY-FILLMORE
JOHNSON
LOVEJOY
SLOAN
95-100 Percentile in US
90-95 Percentile in US
80-90 Percentile in US
Data: EPA Environmental Justice Screen Tool
All data compared against national percentiles
September 2023
UB Department of Architecture
Small Built Works Program


BLACK ROCK
NORTH BUFFALO
MID BAILEY
SCAJAQUADA EXPRESSWAY
THE PARK
PARKSIDE
FILLMORE-LEROY
KENSINGTON EXPRESSWAY
198
FOREST LAWN CEMETARY
TRINIDAD
KENFIELD
WEST SIDE
ELMWOOD VILLAGE
MAIN STREET
HAMLIN PARK
DELAVAN-GRIDER
PINE HILL
SHILLER PARK
HEART DISEASE
COLD SPRINGS
ROUTE 33
HUMBOLDT PARKWAY
MLK PARK
GENESEE MOSELLE
MASTEN PARK
MLK PARK
EMERSON
FRUIT BELT
BROADWAY-FILLMORE
JOHNSON
LOVEJOY
SLOAN
95-100 Percentile in US
90-95 Percentile in US
80-90 Percentile in US
Data: EPA Environmental Justice Screen Tool
All data compared against national percentiles
September 2023
UB Department of Architecture
Small Built Works Program


BLACK ROCK
NORTH BUFFALO
MID BAILEY
SCAJAQUADA EXPRESSWAY
THE PARK
PARKSIDE
FILLMORE-LEROY
198
KENSINGTON EXPRESSWAY
FOREST LAWN CEMETARY
TRINIDAD
KENFIELD
WEST SIDE
ELMWOOD VILLAGE
MAIN STREET
HAMLIN PARK
PINE HILL
DELAVAN-GRIDER
SHILLER PARK
COLD SPRINGS
ROUTE 33
HUMBOLDT PARKWAY
MLK PARK
GENESEE MOSELLE
MASTEN PARK
MLK PARK
EMERSON
FRUIT BELT
BROADWAY-FILLMORE
JOHNSON
LOVEJOY
SLOAN
ASTHMA RATES
95-100 Percentile in US
90-95 Percentile in US
80-90 Percentile in US
Data: EPA Environmental Justice Screen Tool
All data compared against national percentiles
September 2023
UB Department of Architecture
Small Built Works Program

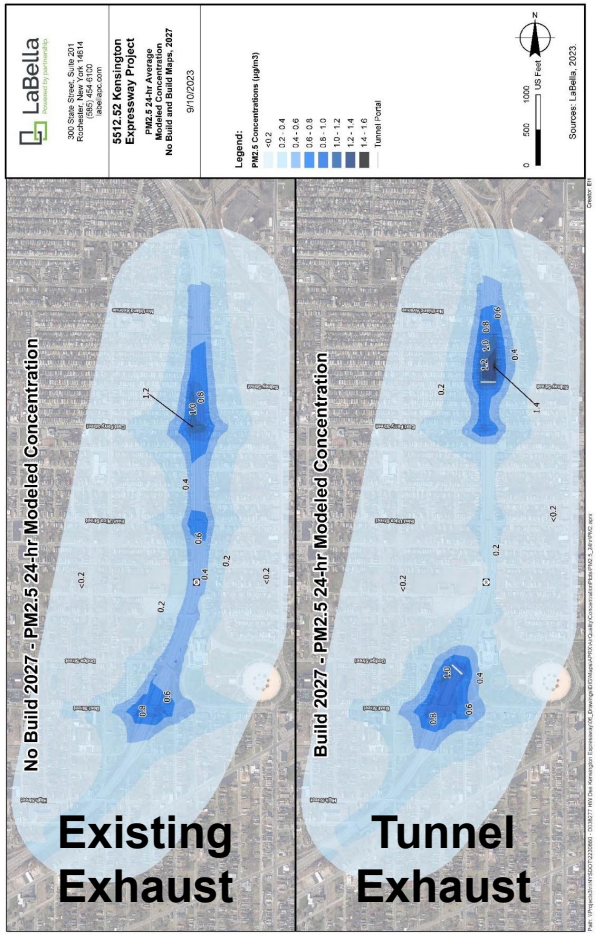


Figure 4.9-2: Modeled Year 2047 24-hr Average PM2.5 Concentrations

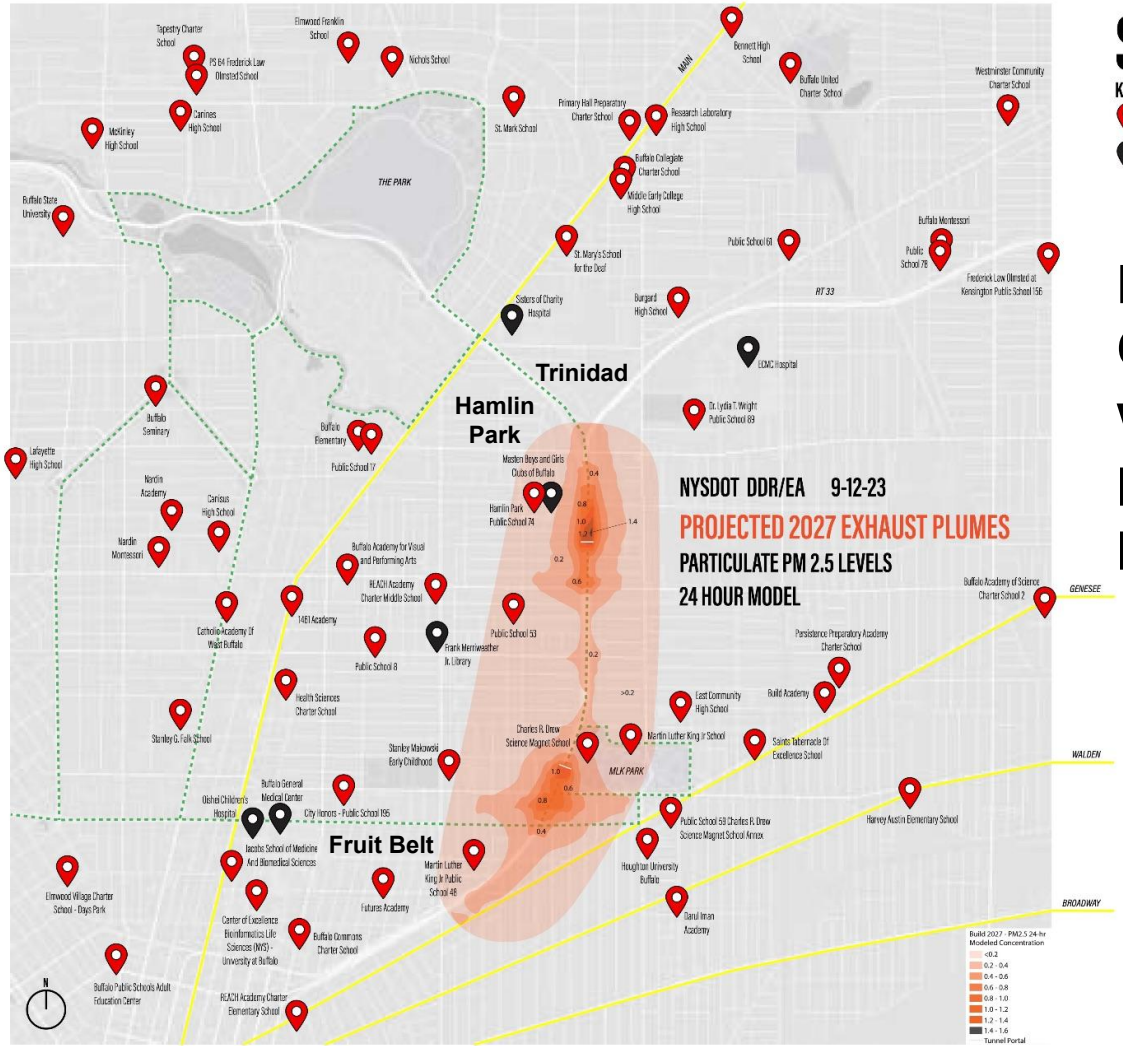
NYSDOT projected 2027 vehicle exhaust plumes in Appendix D7 Air Quality:

Darker areas indicate more concentrated plumes of vehicle exhaust. This graphic shows a projected increase in cancer-causing PM2.5 particulates of 17% at the Tunnel ends.

Pollution would increase at the Portal Ends of the Tunnel!

The increase shown is from 1.2 to 1.4 ug/m .

NYSDOT uses opacity and eliminates the community.



SCHOOLS

KEY

- Schools
- Community/Medical Facilities

FIVE schools and a Community Center are within the plume of pollution from the Tunnel portals

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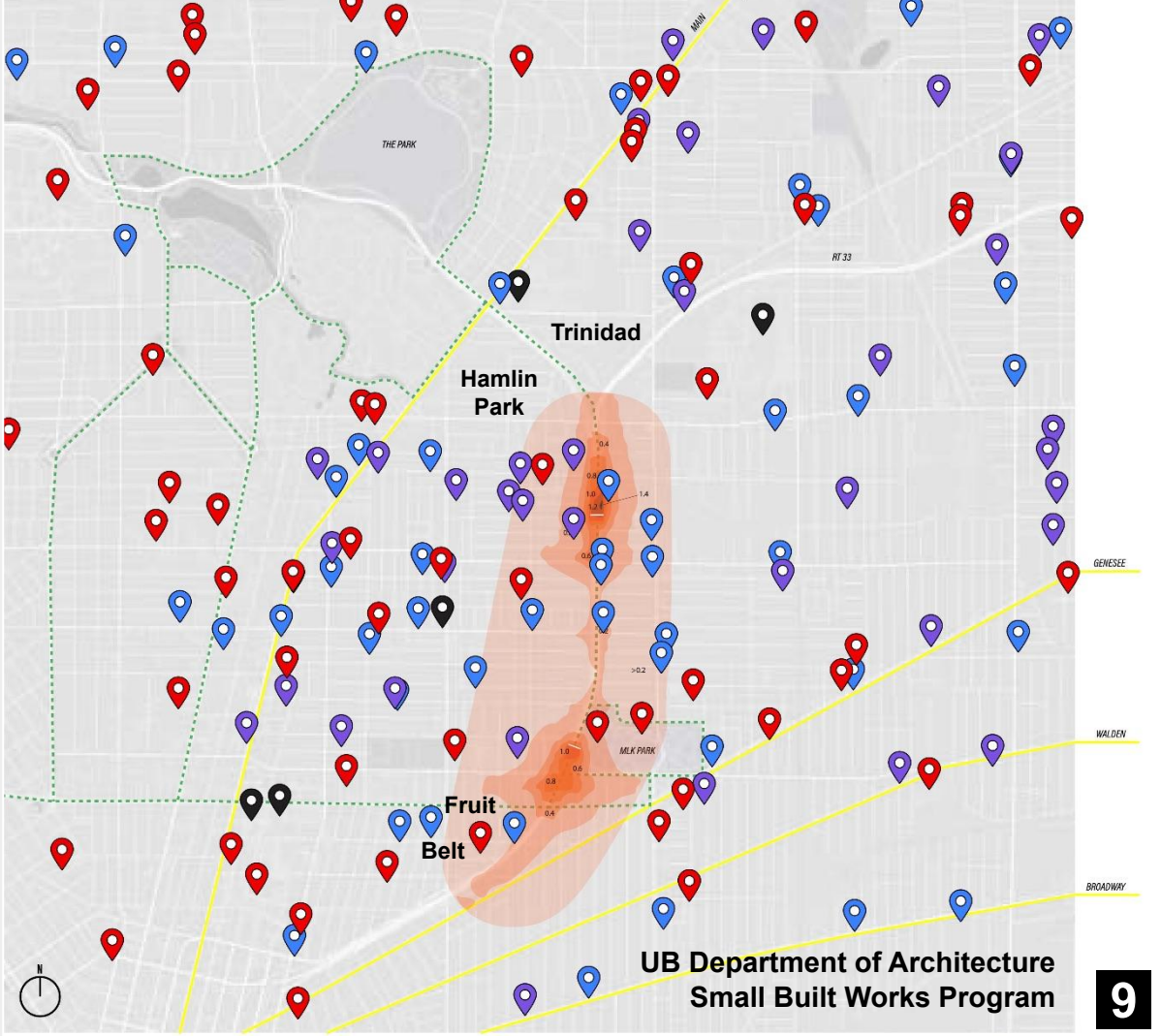
Community Centers, Schools, and Medical Facilities

Community Centers, Schools, Medical Facilities, and Churches

and the

900-foot long NYSDOT Tunnel vehicle exhaust plumes

TEN Churches are within the plume of the Tunnel Portals



proposed improvements would reconnect the Hamlin Park, Delevan-Grider, Masten Park, and MLK Park neighborhoods and reduce the physical barriers now separating them. The improvements would improve access to food stores and community facilities for environmental justice populations.

Therefore, the Build Alternative would not result in adverse effects on environmental justice populations with respect to neighborhood character and community cohesion. The Build Alternative is anticipated to result in beneficial effects on these populations.

Parks and Recreational Resources

Section 4.7 of this DDR/EA documents the potential effects of the Build Alternative on parks and recreational resources. The Build Alternative would not require permanent right-of-way acquisition or adverse changes to access to recreational resources. The Build Alternative would create approximately 11 acres of new publicly accessible greenspace for passive recreation; this greenspace would be readily accessible to the environmental justice populations within the Study Area. The tunnel cap and associated pedestrian and bicycle infrastructure improvements would also enhance public access to MLK Jr. Park, particularly for individuals living on the west side of the Kensington Expressway. The Build Alternative would not result in permanent adverse effects on parks and recreational resources and would result in long-term beneficial effects. Thus, the Build Alternative would not result in adverse effects on environmental justice populations with respect to parklands and recreational resources. The Build Alternative is anticipated to result in beneficial effect on these populations.

Visual and Aesthetic Resources

Section 4.8 of this DDR/EA documents the potential effects of the Build Alternative on visual and aesthetic resources. All of the viewpoints in the visual impact assessment conducted for the Project are located in areas with environmental justice populations. Environmental justice populations living in and travelling through the Study Area would experience improved aesthetics due to tree plantings and landscaping improvements. The effects of the Build Alternative on all viewer groups would be beneficial; no adverse visual effects were identified.

Air Quality

Section 4.9 of this DDR/EA documents the potential effects of the Build Alternative on air quality. All of the receptors in the air quality model for the Project are located in areas with environmental justice populations. The model showed that concentrations of particulate matter equal to or less than 2.5 micrometers (PM2.5) would decrease at locations along the tunnel cap and increase slightly (6% or less) near the tunnel exit portals. Modeling results indicate that all of the receptors would have PM2.5 concentrations that are below (better than) the applicable USEPA National Ambient Air Quality Standards (NAAQS). As discussed in Section 4.9, the NAAQS are established based on scientific studies, with a margin of safety, to protect human health and welfare, including the health of sensitive populations such as asthmatics, children, and the elderly. Thus, adverse effects related to PM2.5 concentrations are not anticipated. In addition, the Project includes a variety of air quality minimization measures at the tunnel portals, including tree plantings, the establishment of vegetative buffers in the areas of proposed greenspace adjacent to the portals, and coating of retaining wall surfaces with photocatalytic treatments that reduce NOx emissions (a contributor to both secondary PM2.5 and ozone).

Noise

Section 4.11 documents the potential effects of the Build Alternative on noise levels. All of the receivers in the traffic noise model for the Project are located in areas with environmental justice populations. The traffic noise model showed that noise levels would decrease by 1 to 13 dB(A) for the majority of receiver locations. Out of the 199 modeled receivers, 70 receivers (representing 271 receptors) would receive a perceptible (greater than 3 dB(A)) decrease in traffic noise levels as a result of the Build Alternative. In general, the decreases in noise levels would be most pronounced at receivers adjacent to the new tunnel

page 201
NYSDOT DDR/EA

Air Quality

Section 4.9 of this DDR/EA documents the potential effects of the Build Alternative on air quality. All of the receptors in the air quality model for the Project are located in areas with environmental justice populations. The model showed that concentrations of particulate matter equal to or less than 2.5 micrometers (PM2.5) would decrease at locations along the tunnel cap and increase slightly (6% or less) near the tunnel exit portals. Modeling results indicate that all of the receptors would have PM2.5 concentrations that are below (better than) the applicable USEPA National Ambient Air Quality Standards

NYSDOT claims there will only be a slight increase in PM2.5 of 6%.

but that seemed low…

5.3 Results – PM2.5

Tables 16 and 17 provide the years 2027 and 2047 No Build PM2.5 concentration results, respectively. The results represent the receptor with the highest modeled concentration consistent with the statistical form of the standards. The predicted concentrations remain well below the NAAQS. The 2047 highest concentration decreases slightly compared to the 2027 highest concentration as a result of fleet turnover and emission standards regulations. Figures 9 and 10 compare the No Build and Build 24-hour average PM2.5 modeled concentrations for 2027 and 2047, respectively. Figures 11 and 12 compare the No Build and Build annual average PM2.5 modeled concentrations for 2027 and 2047, respectively. The contours show a drop off in concentrations with increasing distance from the transportation corridor as well as the contribution of cross streets to the total concentrations. In the No Build Alternative, the highest concentration occurs at a receptor near the East Ferry Street intersection with Humboldt Parkway northbound.

Table 16. Year 2027 No Build Alternative PM2.5 Results (µg/m3)

	Modeled Concentration	Background	Total	NAAQS
Annual Average PM2.5	0.5	6.8	7.3	12
24-hr Average PM2.5	1.2	17.2	18.5	35

Table 17. Year 2047 No Build Alternative PM2.5 Results (µg/m3)

	Modeled Concentration	Background	Total	NAAQS
Annual Average PM2.5	0.4	6.8	7.2	12
24-hr Average PM2.5	0.9	17.2	18.2	35

Tables 18 and 19 provide the years 2027 and 2047 Build Alternative PM2.5 concentration results, respectively. The predicted concentrations remain well below the NAAQS. As shown in the concentration plot figures, concentrations are lower along the proposed tunnel cap where receptor exposure would be reduced by the Build Alternative, and higher just north and south of the proposed tunnel portals where the density of emissions would slightly increase.

…so ESP studied NYSDOT's own Tables in the DDR/EA.

Table 18. Year 2027 Build Alternative PM2.5 Results (µg/m3)

	Modeled Concentration	Background	Total	National Ambient Air Quality Standards
Annual Average PM2.5	0.7	6.8	7.5	12
24-hr Average PM2.5	1.5	17.2	18.7	35

Table 19. Year 2047 Build Alternative PM2.5 Results (µg/m3)

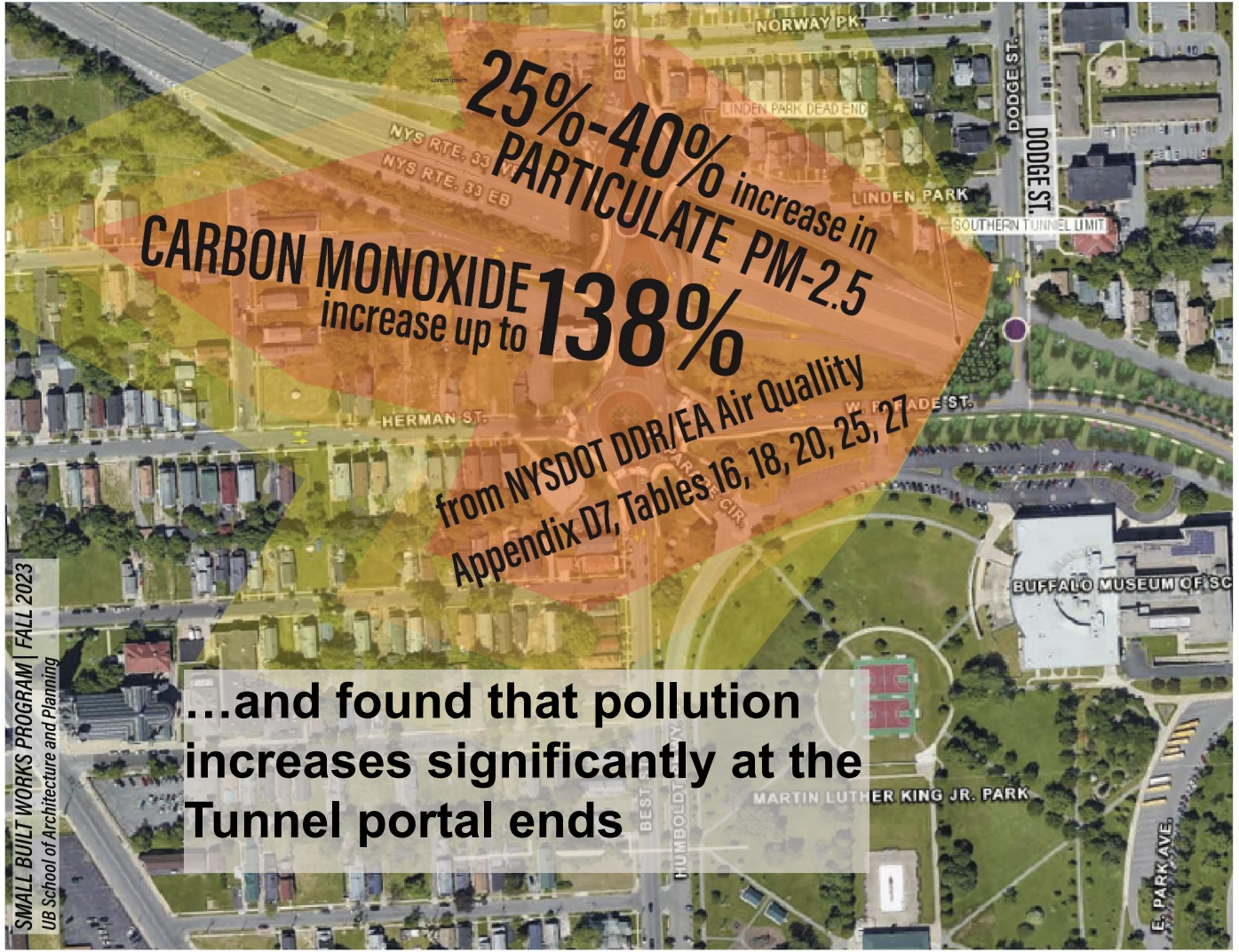
	Modeled Concentration	Background	Total	National Ambient Air Quality Standards
Annual Average PM2.5	0.5	6.8	7.3	12
24-hr Average PM2.5	1.0	17.2	18.3	35

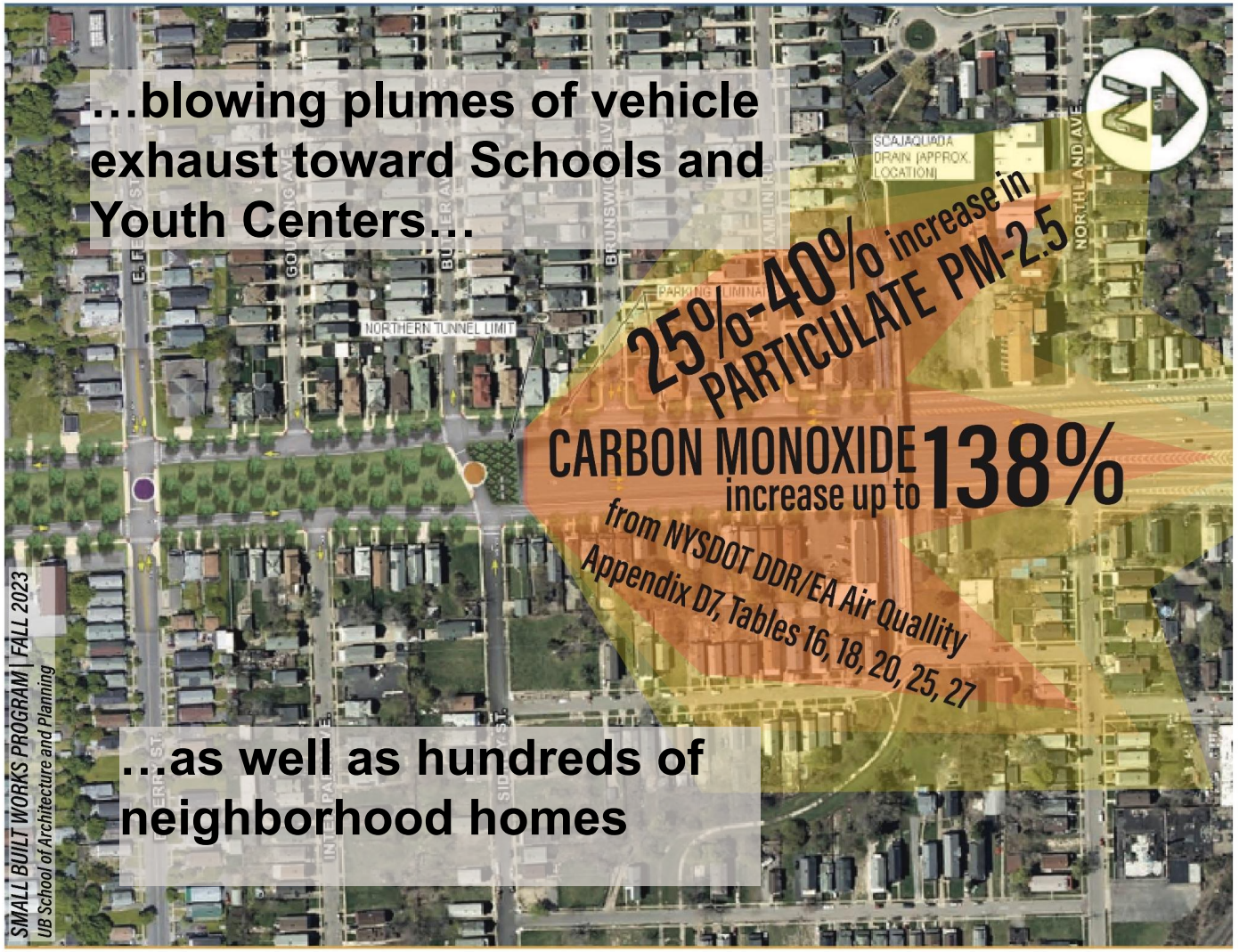
The difference between the No Build Alternative concentration and the Build Alternative concentration was calculated for each individual receptor location and the results are summarized in Tables 20 (highest increases) and 21 (highest decreases). The highest increase at a receptor is 0.4 µg/m3 for the annual average PM2.5 standard, and 0.8 µg/m3 for the 24-hour average standard in 2027. The receptor with the highest No Build to Build increase for both the annual average and 24-hour average standards is located along Humboldt Parkway northbound, north of Sidney Street. The total concentration at this location would be less than 63% of the annual average NAAQS and less than 54% of the 24-hour average NAAQS in 2027. Concentrations would be slightly lower in year 2047 compared to year 2027. The specific receptor with the highest increase is located on the sidewalk. Concentrations at homes where people would be exposed for longer periods of time would be lower. Measures to minimize air quality effects in the tunnel portal area are discussed in Section 9.

Table 20. Receptor Level No Build to Build Annual Average PM2.5 Highest Increase, years 2027 and 2047

	2027-Highest No Build to Build Increase (µg/m3)	2047-Highest No Build to Build Increase (µg/m3)	2027 Total Build (w/background)		2047 Total Build (w/background)		NAAQS (µg/m3)
			Concentration (µg/m3)	Percent of NAAQS	Concentration (µg/m3)	Percent of NAAQS	
Annual Ave. PM2.5	+0.4	+0.3	7.5	62.5%	7.3	60.8%	12 (100%)
24-hr PM2.5	+0.8	+0.6	18.7	53.4%	18.3	52.6%	35 (100%)

NYSDOT DDR/EA Appendix D7 Air Quality


25%-40% increase in PARTICULATE PM-2.5
CARBON MONOXIDE increase up to 138%
from NYSDOT DDR/EA Air Quality Appendix D7, Tables 16, 18, 20, 25, 27
…and found that pollution increases significantly at the Tunnel portal ends
NORWAY PK.
BEST ST.
LINDEN PARK DEAD END
NYS RTE. 33 WB
NYS RTE. 33 EB
LINDEN PARK
DODGE ST.
SOUTHERN TUNNEL LIMIT
HERMAN ST.
BUFFALO MUSEUM OF SC
MARTIN LUTHER KING JR. PARK
HUMBOLDT PKWY
E. PARK AVE.
SMALL BUILT WORKS PROGRAM | FALL 2023
UB School of Architecture and Planning

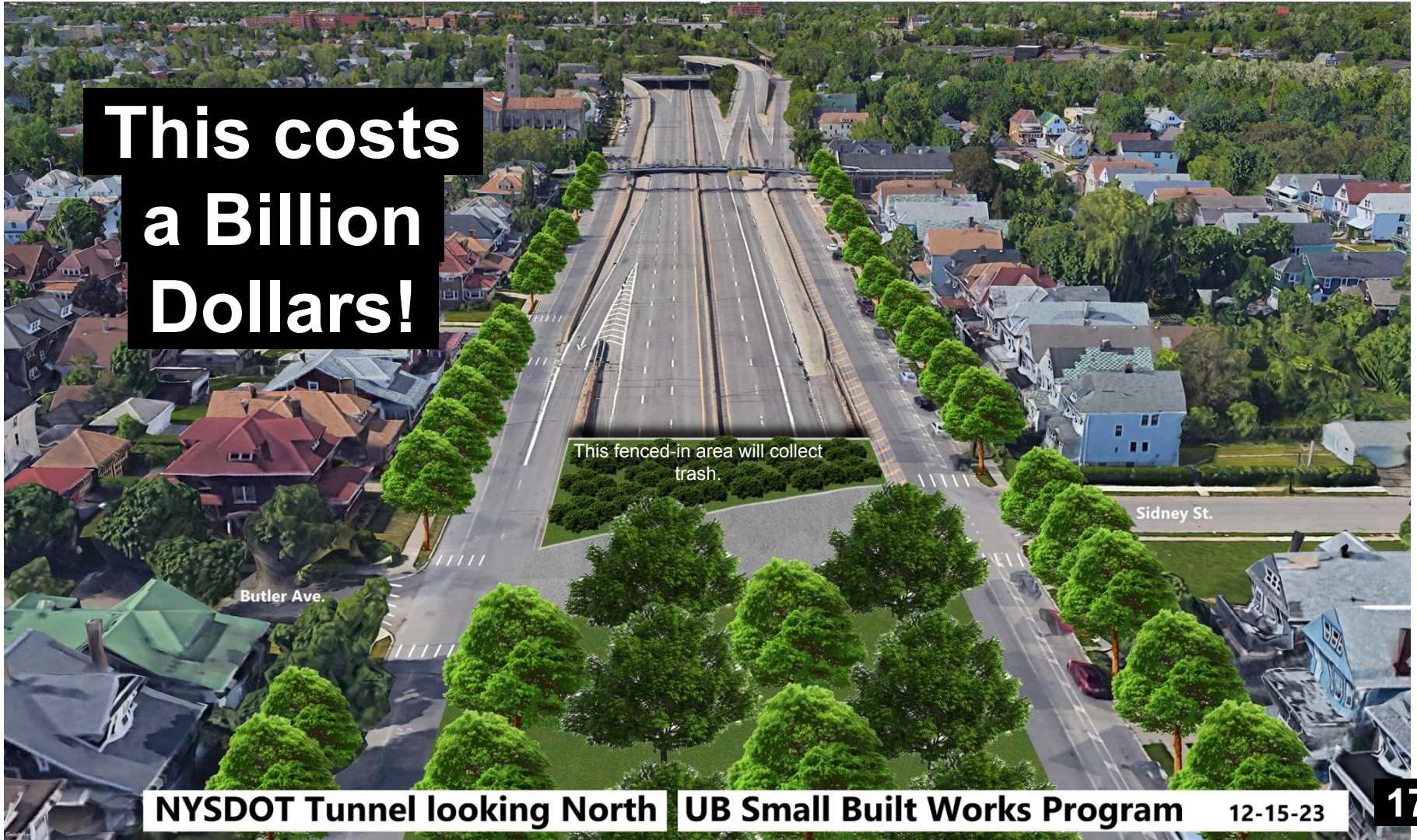

…blowing plumes of vehicle exhaust toward Schools and Youth Centers…
SCAJAQUADA DRAIN (APPROX. LOCATION)
NORTHLAND AVE
NORTHERN TUNNEL LIMIT
25%-40% increase in PARTICULATE PM-2.5
CARBON MONOXIDE increase up to 138%
from NYSDOT DDR/EA Air Quallity Appendix D7, Tables 16, 18, 20, 25, 27
…as well as hundreds of neighborhood homes
SMALL BUILT WORKS PROGRAM | FALL 2023
UB School of Architecture and Planning

NYSDOT Tunnel looking South

UB Small Built Works Program 12-15-23

Restored Humboldt Parkway

Existing Route 33 looking North | **UB Small Built Works Program** 12-15-23


This costs a Billion Dollars!
This fenced-in area will collect trash.
Sidney St.
Butler Ave.
NYSDOT Tunnel looking North
UB Small Built Works Program
12-15-23


This is half the price!!
Restored Humboldt Parkway
UB Small Built Works Program
12-15-23

With **this billion dollars**, we could **fully restore Humboldt Parkway** all the way to East Delavan, making it possible to join-up with the Region Central plan to restore the Parkway from East Delavan to Delaware Park.

We could connect Delaware Park and MLK Park right now!

Original City Park and Parkway System (no Parkways destroyed) 1868

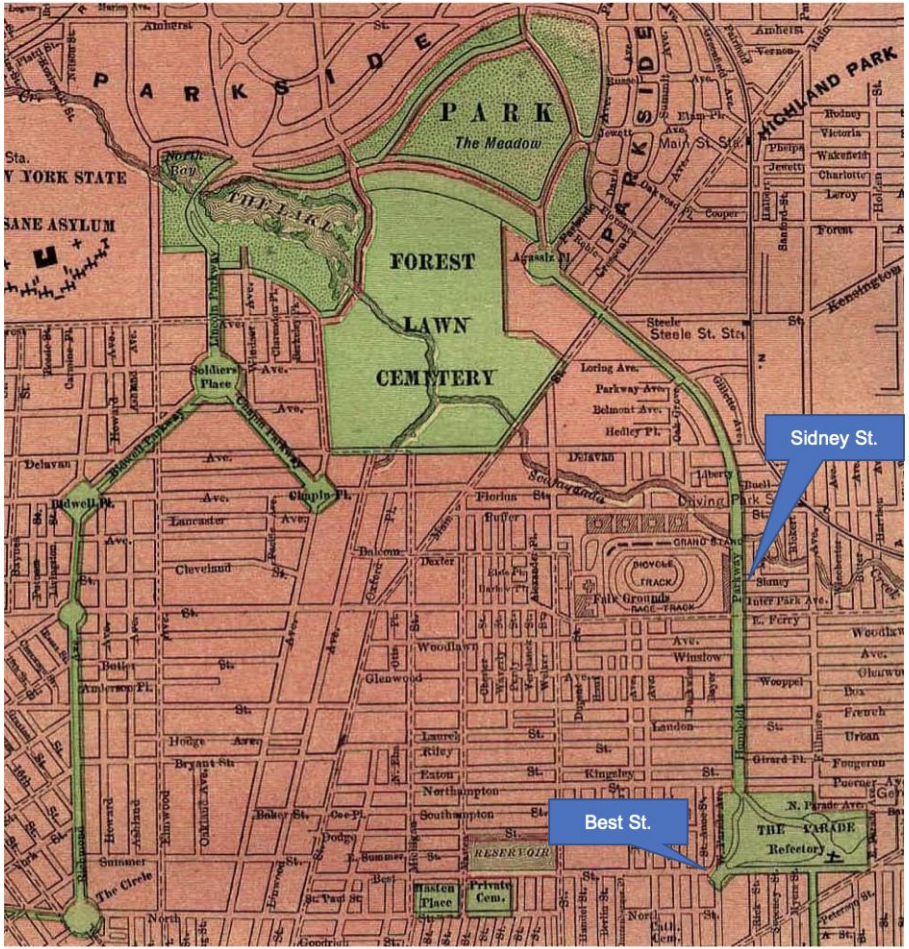
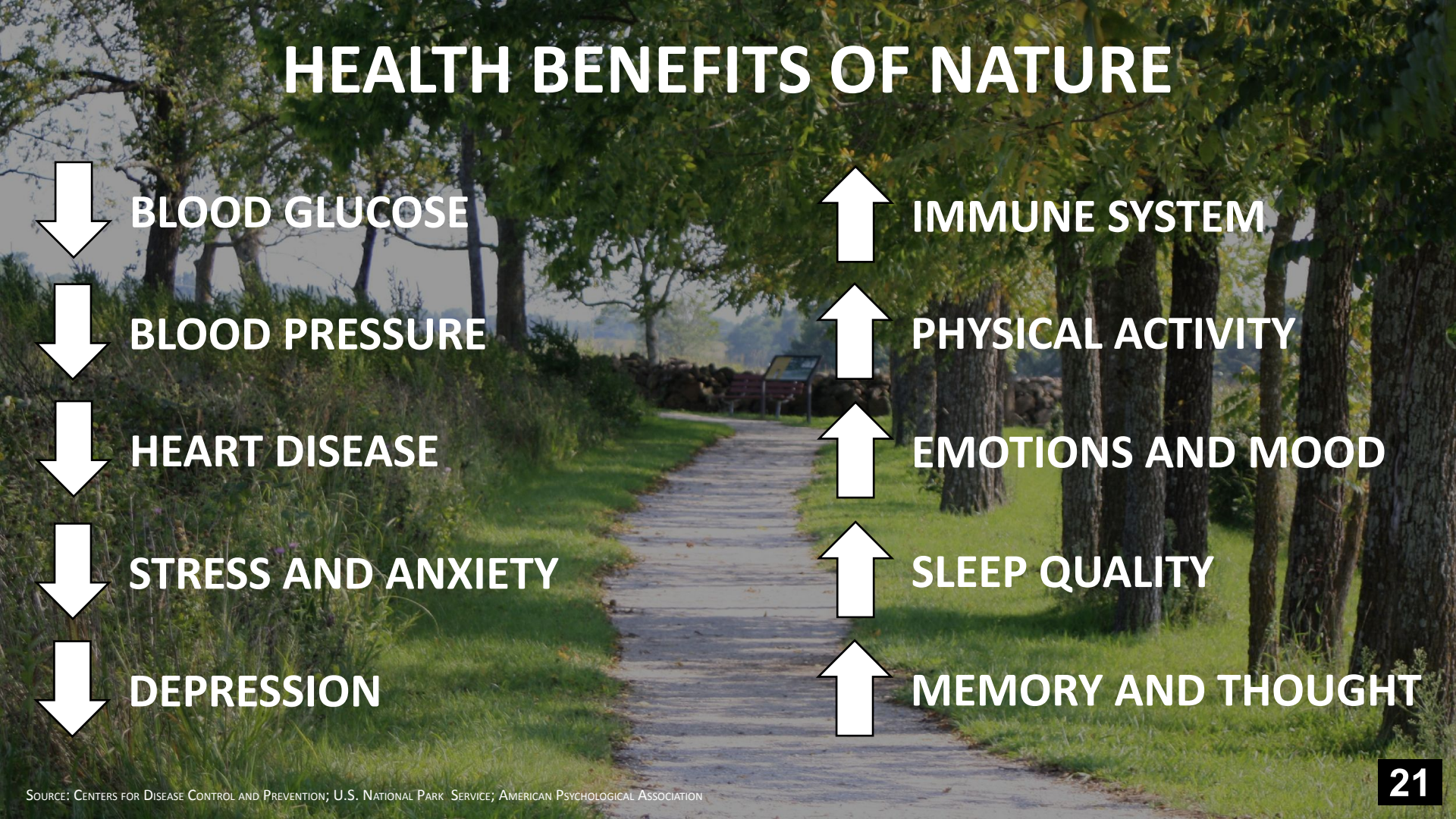


Figure 3-1: 1896 Map of Olmsted Park and Parkway System

But, instead NYSDOT is planning to build **one of the most expensive ¾-mile stretches of roadway in the history of humankind,** extending only from Sidney Street to Best Street.

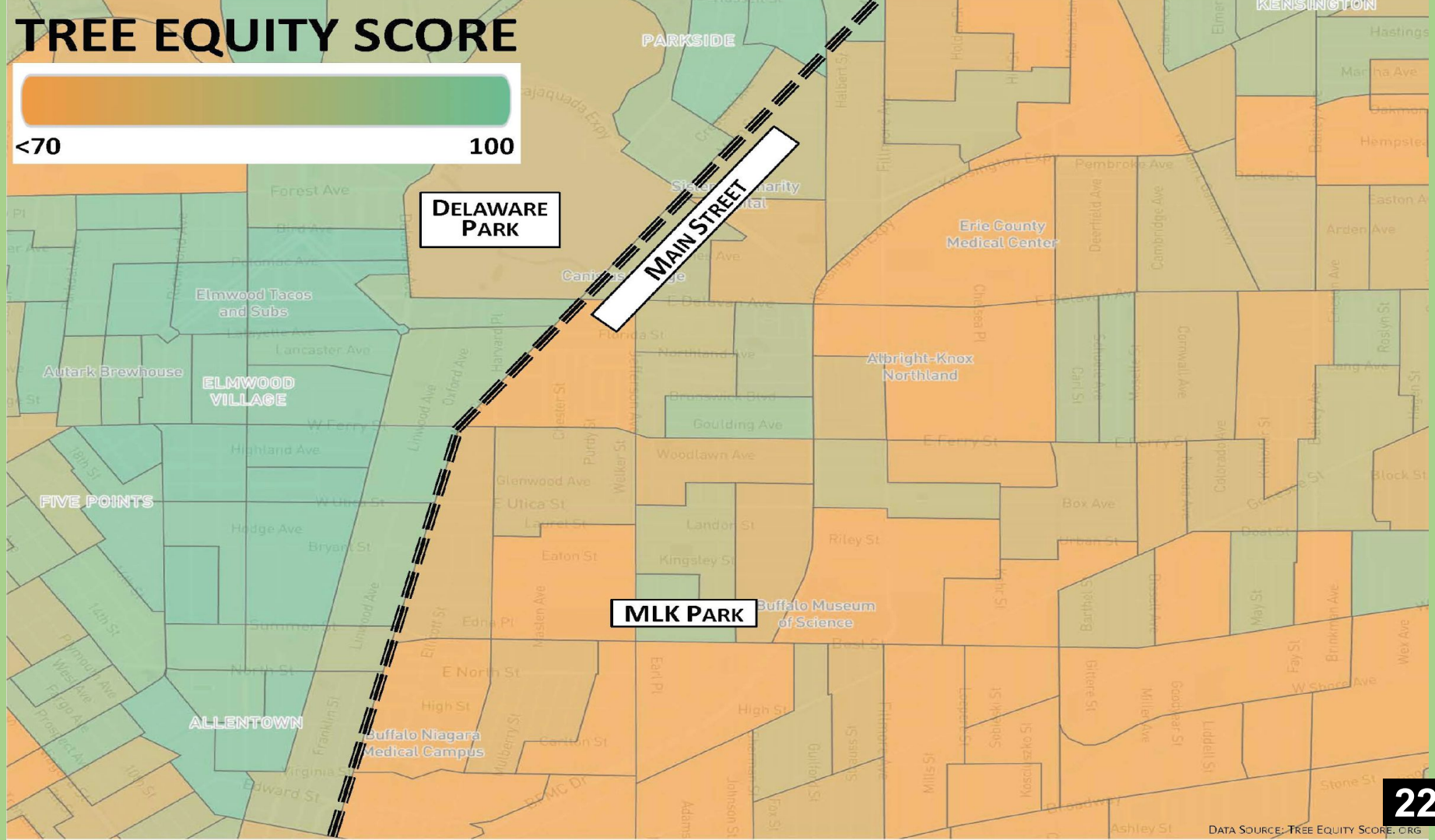
NYSDOT Project Scoping Report
December 2022
1896 Map of Olmsted System

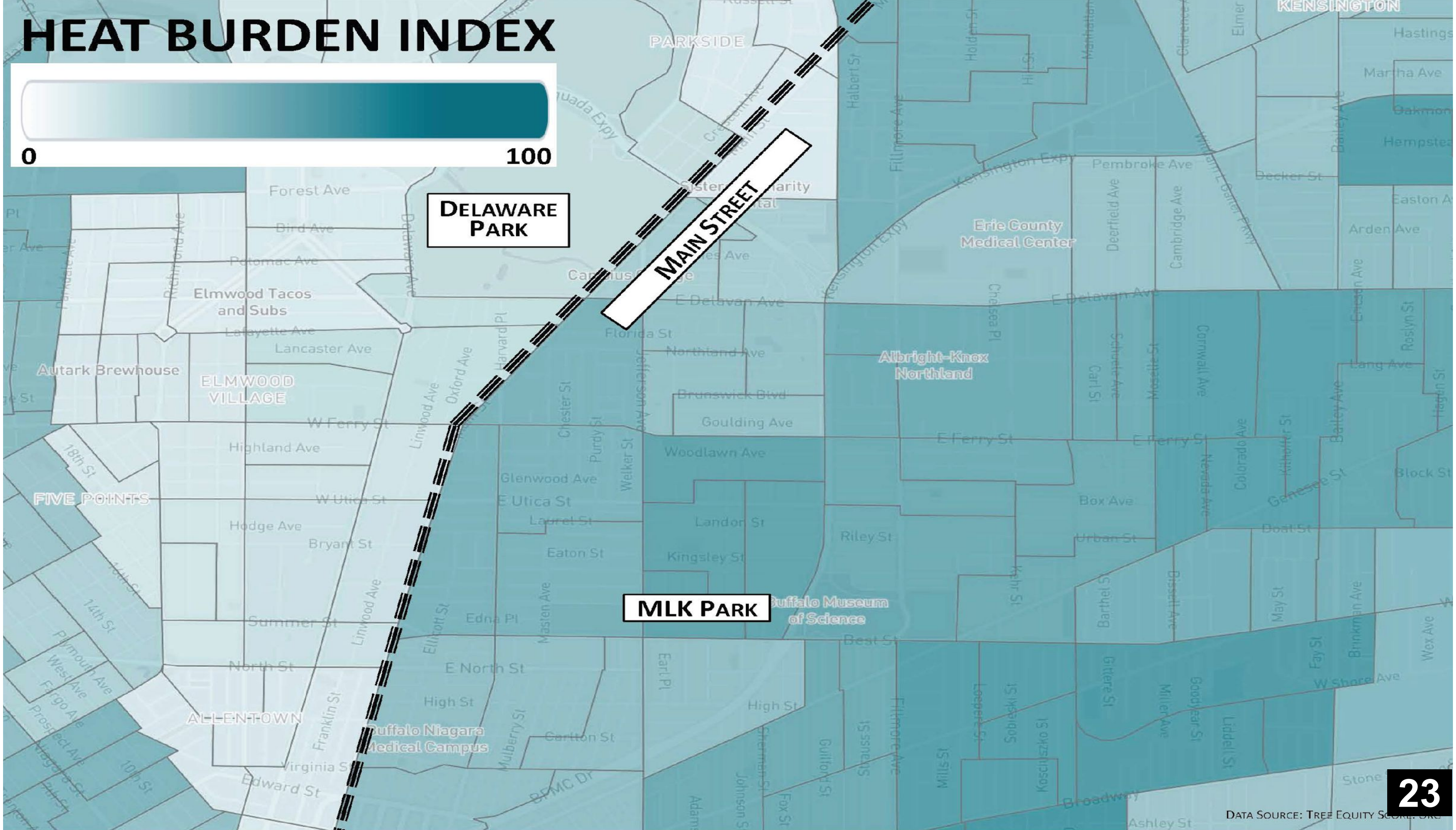
HEALTH BENEFITS OF NATURE



- ↓ BLOOD GLUCOSE
- ↓ BLOOD PRESSURE
- ↓ HEART DISEASE
- ↓ STRESS AND ANXIETY
- ↓ DEPRESSION
- ↑ IMMUNE SYSTEM
- ↑ PHYSICAL ACTIVITY
- ↑ EMOTIONS AND MOOD
- ↑ SLEEP QUALITY
- ↑ MEMORY AND THOUGHT

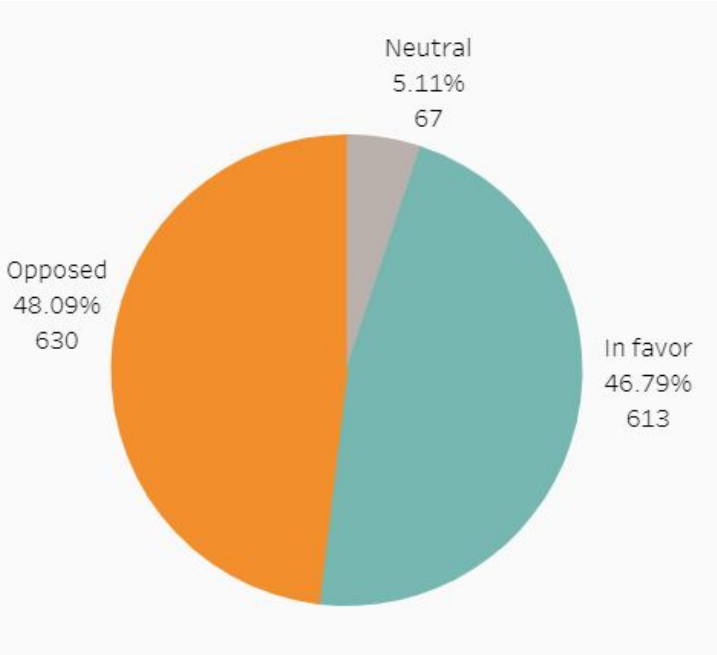
Source: Centers for Disease Control and Prevention; U.S. National Park Service; American Psychological Association


TREE EQUITY SCORE
<70
100
DELAWARE PARK
MAIN STREET
MLK PARK
PARKSIDE
KENSINGTON
Erie County Medical Center
Elmwood Tacos and Subs
Autark Brewhouse
ELMWOOD VILLAGE
Albright-Knox Northland
FIVE POINTS
ALLENTOWN
Buffalo Museum of Science
Buffalo Niagara Medical Campus
Forest Ave
Lancaster Ave
Highland Ave
Hodge Ave
Bryant St
Summer St
E North St
High St
Edward St
Virginia St
Woodlawn Ave
Glenwood Ave
E Utica St
Eaton St
Kingsley St
Landon St
Riley St
Box Ave
Goulding Ave
E Ferry St
W Ferry St
Pembroke Ave
Hastings
Hempstead
Arden Ave
Easton Ave
Roslyn St
Block St
Ashley St
Stone St
Data Source: Tree Equity Score, org


HEAT BURDEN INDEX
0
100
DELAWARE PARK
MAIN STREET
MLK PARK
PARKSIDE
KENSINGTON
ELMWOOD VILLAGE
FIVE POINTS
ALLENTOWN
Erie County Medical Center
Albright-Knox Northland
Buffalo Museum of Science
Buffalo Niagara Medical Campus
Elmwood Tacos and Subs
Autark Brewhouse
DATA SOURCE: TREE EQUITY SCORE

PUBLIC COMMENT ANALYSIS

	NYSDOT	Our Analysis	Difference
Opposed	41%	**48%**	**7%**
In favor	48%	**47%**	**1%**
Neutral	11%	**5%**	**6%**
Total	1,400	**1,310**	**90**



EDITOR'S PICK

DOT's community liaison solicited favorable comments for Kensington project

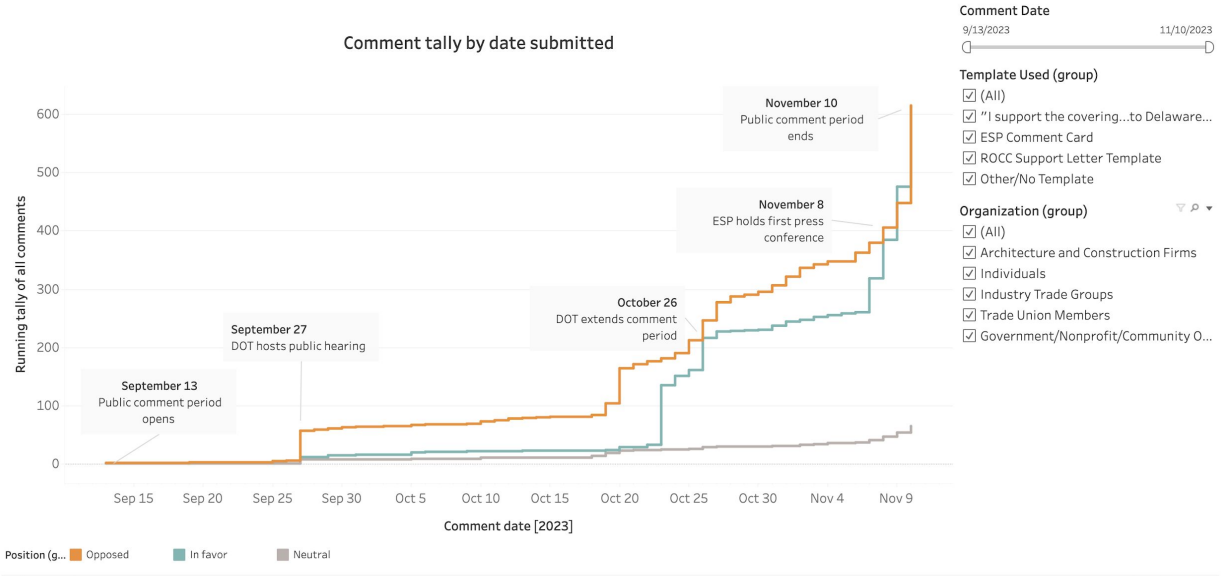
From the Collection: Kensington Expressway cap and tunnel project scrutinized series

Mark Sommer Jan 2, 2024 41

"To ensure the voices of all those potentially impacted by the project are heard, the Department of Transportation will be extending the public comment period for the Environmental Assessment by two weeks through Friday, November 10.

"... **Many who have supported the project in the past have not yet made their voices heard** during the public comment period. As a result, **those opposed to the project have filled the void by largely spreading misinformation** and exhibiting a misunderstanding about what can and cannot be done with the project…."

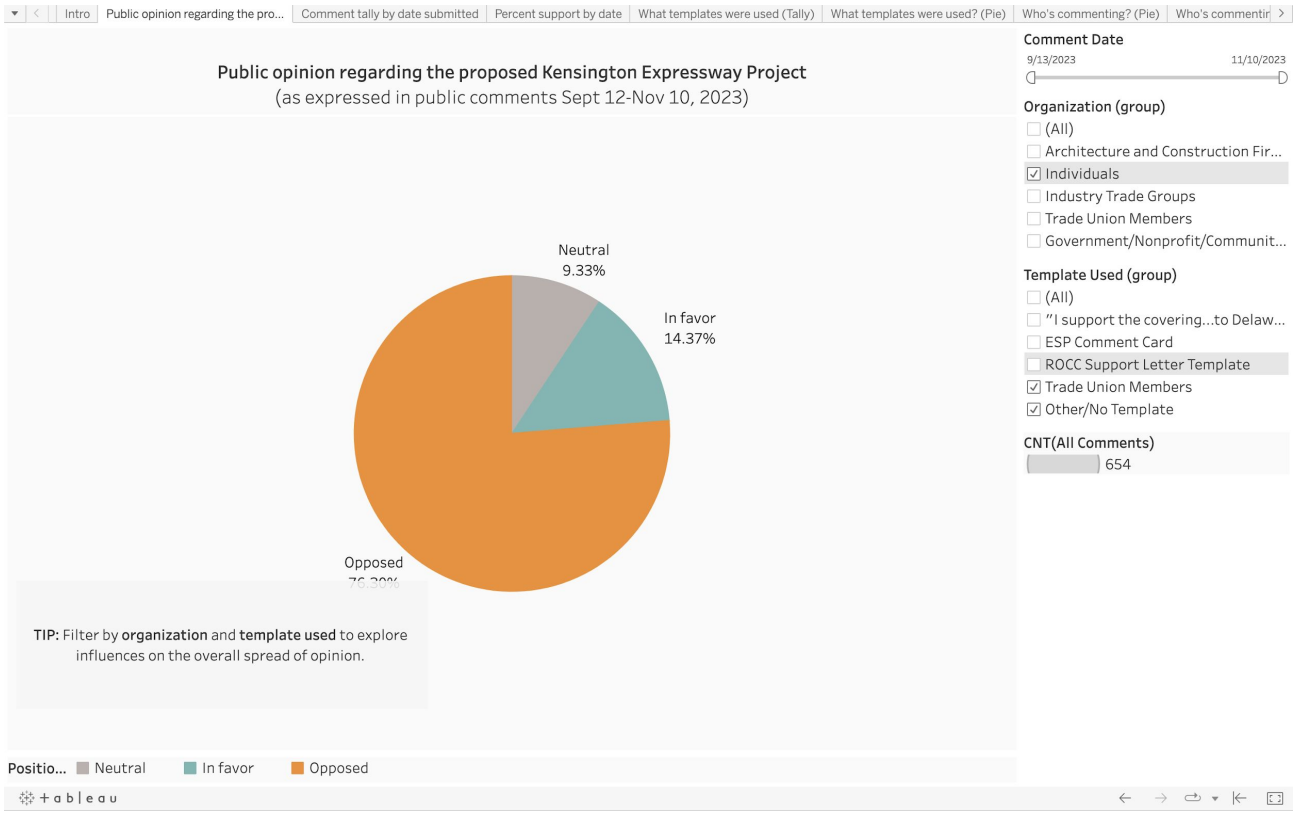
Statement from NYSDOT Chief Engineer Stephanie Winkelhake
October 26, 2023



Filtering the running tally shows that template comments were received in waves after Oct 23.

76% of unique submissions by individual private citizens were **opposed to the tunnel.**

Explore more data at:
tinyurl.com/esp1310



The community and organizations want to see **more options** and **more rigorous studies** completed **before deciding the future of Humboldt Parkway**.

COMMENT DEMANDS

Completion of an **Environmental Impact Statement**	**Strict compliance with local, state and federal law**	**Compliance with Executive Order #12898** "…to Address Environmental Justice in Minority Populations and Low-Income Populations"
Completion of a **Cultural Landscape Report**	**Meaningful collaboration with local agencies** (GBNRTC, BOPC, NFTA etc.)	**Full analysis of complete removal and restoration** ("Concept 10")
Community outreach and education	**Compliance with NYS Climate Leadership and Community Protection Act (CLCPA)**	**Compliance with Smart Growth Public Infrastructure Policy Act**

Sherry Sherrill, We Are Women Warriors, Covington Associates Consulting, distributing Lawn Signs

And going door-to-door on Humboldt Parkway:

Residents are 80-20 AGAINST the Tunnel.

This was experienced by both ESP and WAWW

Buffalo News Editorial Board says “legitimate questions have arisen,” and calls for NYSDOT to “listen and respond”!

…and calls for an EIS.

January 8, 2024

The Editorial Board: Take the time to do a full environmental impact study on the Kensington

Jan 8, 2024 22

EDITORIAL

JOSEPH COOKE, BUFFALO NEWS

A view from Jefferson Avenue of vehicles traveling down Kensington Expressway. Addressing the damage done by this highway has to be done the right way, even if it takes more time.

Answer the questions

Concerns about the Kensington cap project call for an environmental impact study

Press pause on the Kensington project.

There are good intentions and valid arguments on both sides of what is now a “cap it” vs. “fill it in” debate.

Though many still advocate for a cap on the highway, community opposition is substantial. Even more important, key concerns have been raised that must be answered. A full environmental impact study can address questions regarding pollution and structural viability, as well as provide a complete analysis of all the options.

Dedicated activists deserve recognition

For nearly 15 years, a group of East Side advocates, Restore Our Community Coalition, has been working with local political leaders and others to find some way to mitigate the damage done by this highway, which destroyed an Olmsted parkway and split neighborhoods in half. A plan originally conceived by the late Clarke Eaton Jr. in the late 1970s was adopted. It would reconstruct a 3/4-mile portion of the destroyed Humboldt Parkway, complete with trees, bike lanes and gardens, above a covered section of the expressway. Traffic would run underneath. Public meetings were held between 2014 and 2018, in addition to exploratory work with the New York Department of Transportation.

The rationale for adopting this plan rather than attempting to fully recreate Humboldt Parkway by filling in the expressway centers around the difficulties of handling displaced traffic on city streets.

This work took place with little public attention until January 2022, when Gov. Kathy Hochul announced a commitment of nearly $1 billion in state funds. Then, the Biden administration’s “Reconnecting Communities” initiative provided a $55 million grant for the project in February 2023.

Legitimate questions have arisen

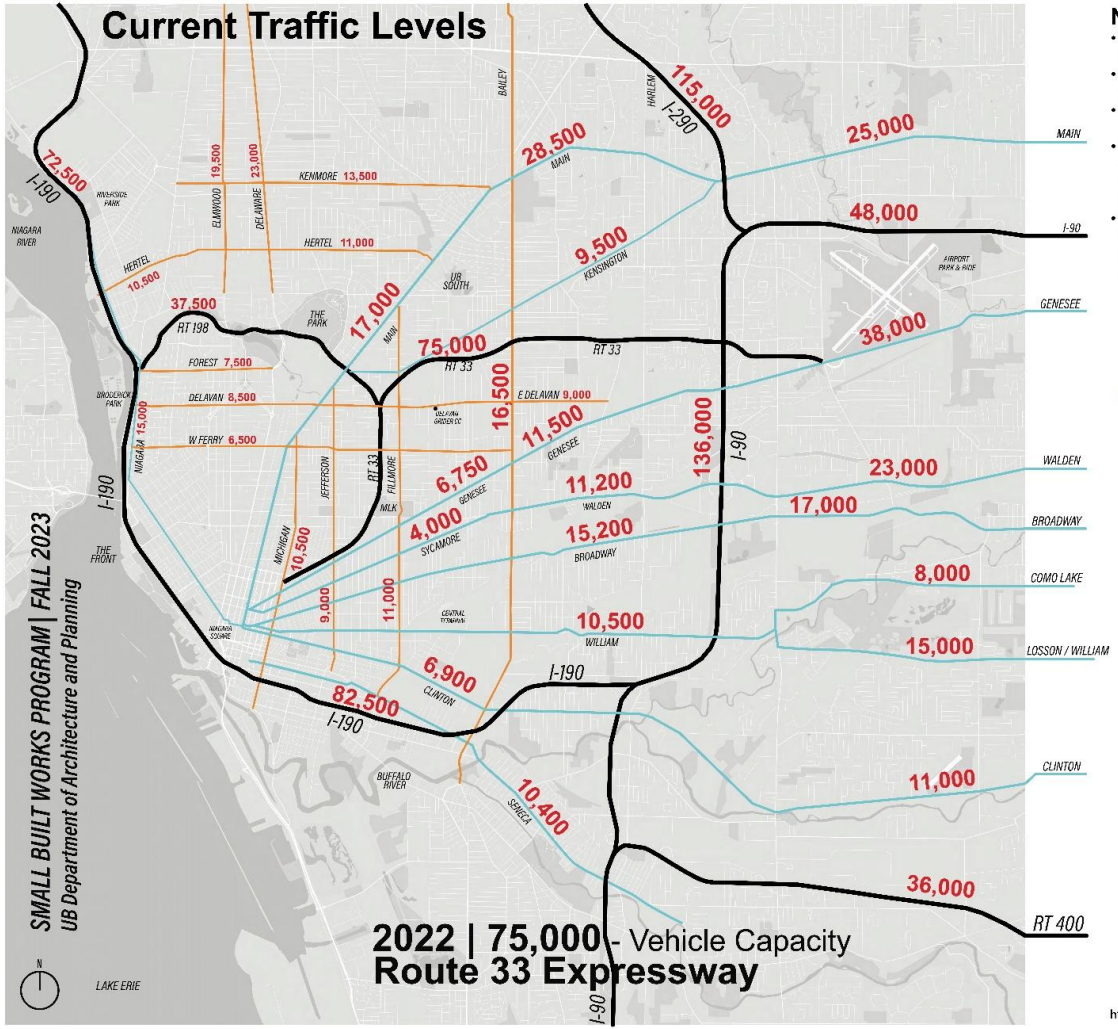
Starting in July, 2022, a series of stories by News reporter Mark Sommer revealed that when more residents of the East Side – and elsewhere in Buffalo – became aware that the now fully funded Kensington cap project was approaching a final go-ahead, many spoke up against it. There were some who thought $1 billion was too much to spend on anything to do with the expressway but, it’s important to note, this money must be spent on the highway, one way or another. On the positive side, it’s money that’s unlikely to leave Buffalo.

Those against the cap project have organized to form the East Side Parkways Coalition. Their ultimate goal is to see the Kensington filled in, connecting MLK Park and Delaware Park with a 1.8-mile parkway, which the cap cannot do unless it is extended at a future date. The Coalition meets regularly and comprises a broad range of East Side residents, community activists and construction professionals. The Olmsted Conservancy has joined this group in objecting to the cap project.

Without coming down in favor of either side, we must acknowledge that those who oppose the cap have raised questions that deserve answers. They include:

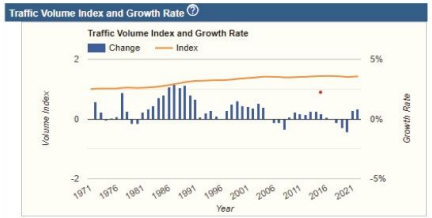
- Will the cap project, meant to alleviate highway fumes, actually make air quality worse? The Coalition’s research suggests toxic exhaust fumes could be concentrated by the tunnel and that initial blasting will release dangerously high levels of radon. Environmental justice is at the heart of this issue; any modifications of the Kensington must reduce the burden of pollution on already disadvantaged communities, not add to it.
- Has the fill-it-in option been studied looking at anything other than traffic flow? A full environmental impact study should look at additional factors. A car-centric mind-set is what contemporary highway projects – like those in Rochester and Syracuse – have tried to escape.
- What is the longevity of the proposed concrete-based cap? If it needs to be replaced, what happens to maturing trees planted in it? Trees are a major element of this project, not to mention the disruption of having to replace the cap.

Whatever happens to the Kensington Expressway, it must be done with care. This highway was forced upon an unwilling community that has suffered from its ill effects for more than 60 years. We hope an environmental review can be done reasonably quickly, but it’s essential that the actions we take actually make things better.



Notes:

- Using data from the GBNRTC, traffic on arterial roadways is shown to decrease west of **Bailey** Ave.
- Between **William** and **Main**, average ADT (Average Daily Traffic) on Bailey is about **16,500**.
- For example, the ADT on **Genesee St**. approaching downtown is about **6,750**.
- The same phenomena happens with other arterial roadways as they cross west of **Bailey**.
  - Notice the difference between **Walden** and **Sycamore**.
  - **West of Bailey, Main St**. has an ADT of about **17,000**.
- The Kensington Expressway (RT-33) handles anywhere between 60,000 ADT and 85,000 ADT (near the I-90 interchange).
  - Along the Humboldt Pkwy, RT-33 averages around 70,000 ADT.



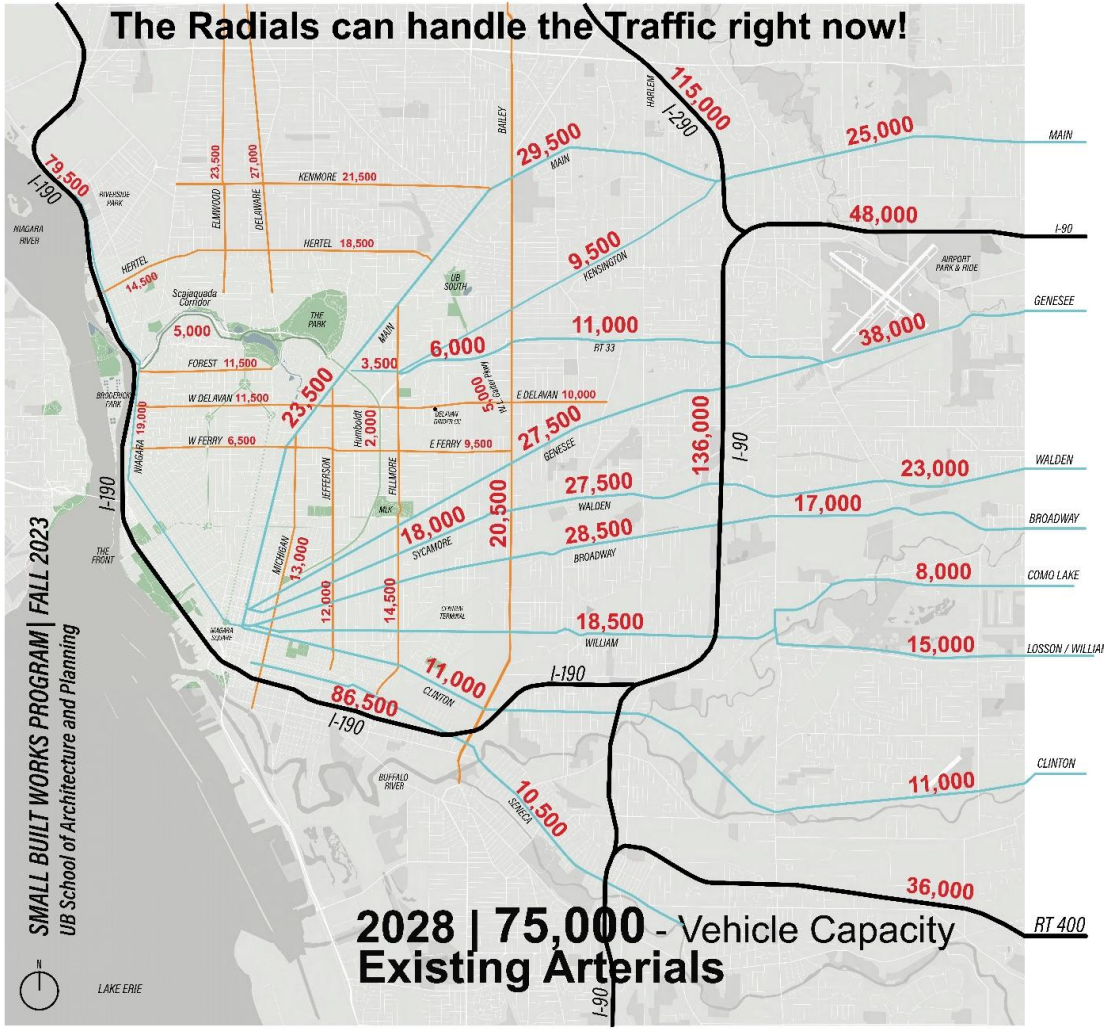
Traffic volume index chart as shown on the GBNRTC website.

ESPCOALITION

GBNRTC Traffic Counts site

https://gbnrtc.public.ms2soft.com/tcds/tsearch.asp?amp%3Bmod&loc=Gbnrtc

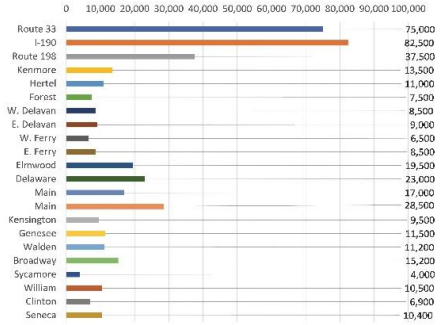
The Radials can handle the Traffic right now!



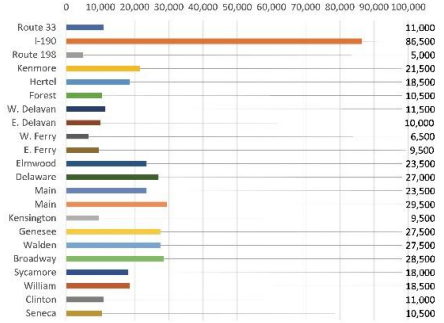
Potential ADTs

- Existing Arterials take a portion of Route 33 capacity.
- I-190 takes a small increase of 4,000 AADT.

2022



2028



Humboldt Parkway - 1953

TRAFFIC VOLUME/CAPACITY

Existing conditions And with $1B Tunnel

Legend:

Red: V/C > 1.0,

Orange: 0.9 < V/C < 1.0

Yellow: 0.8< V/C 0.9

Green: V/C < 0.8

RT 33 Analysis
GBNRTC 2019 Base Model
PM Peak Period VOC
Prepared August 2022

TRAFFIC VOLUME/CAPACITY

Removing the 33 and restoring Humboldt Parkway

Legend:

Red: V/C > 1.0,

Orange: 0.9 < V/C < 1.0

Yellow: 0.8< V/C 0.9

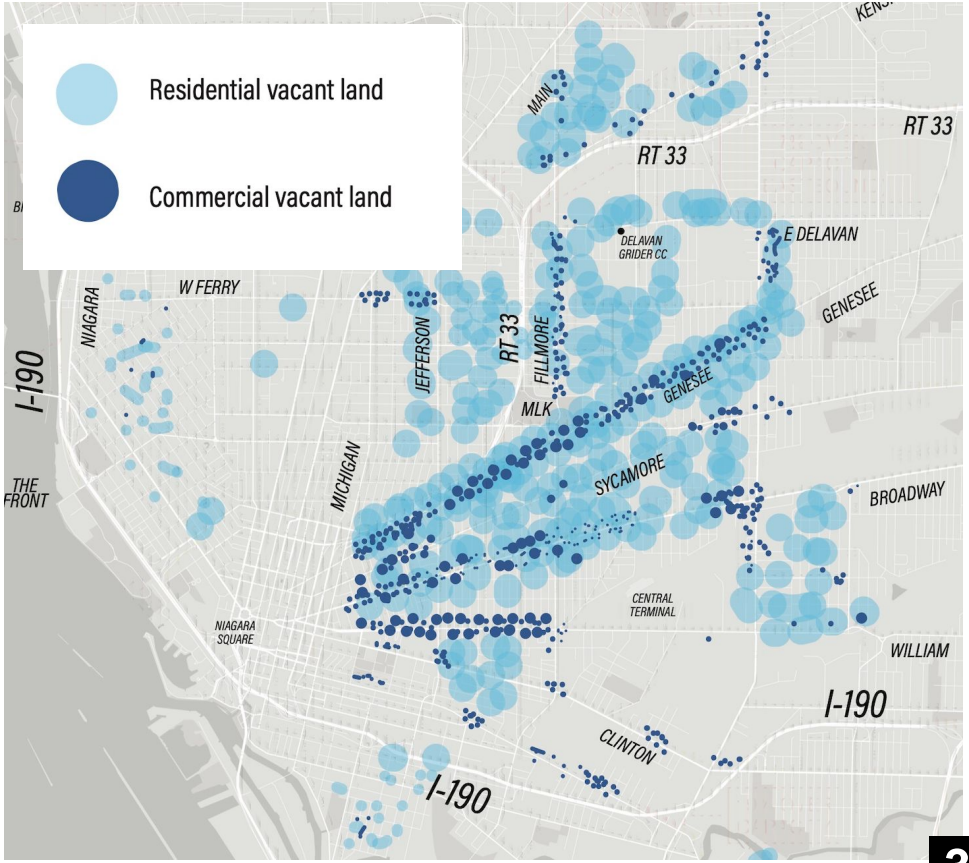
Green: V/C < 0.8

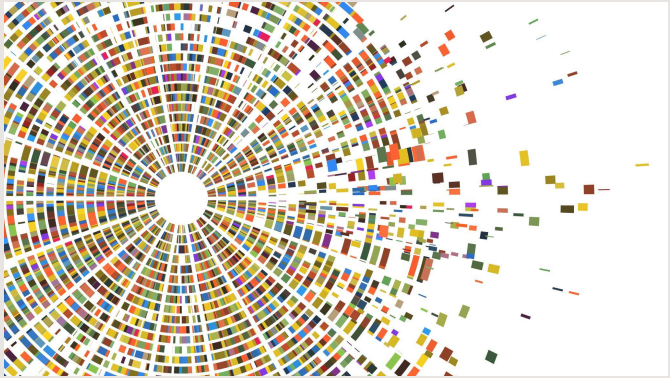
RT 33 Analysis
Alternative 4 - Full Expressway Removal between RT 198 and Downtown
PM Peak Period VOC
GBNRTC Base Model (2019)
Prepared August 2022

VACANT LAND

Low traffic volumes on radial streets contribute to **high commercial and residential vacancy rates on the East Side.**

Increasing traffic volumes supports **thriving local businesses.**





Economic Development

Commercial Districts on the East Side of Buffalo

supported by the State of New York

East Side Avenues / East Side Development

LPA - Preservation Buffalo Niagara

Advantage to State economic investments

- Reinvestments into East Side of Buffalo
- Generation Wealth for owners of businesses in
  the program

- Stronger Commercial Districts
- Empowered Communities with new business

The new home for the “Golden Cup Café” located at 1362 Jefferson Avenue

The state has developed a program to help to stabilize 50+year old mix used buildings on the East Side of Buffalo in our black & brown Commercial Districts.

This program has $5,000,000 to spend on stabilization efforts, such as new roofs, floors, walls, foundations, and masonry.

Lawrence & Jacqueline Stitts

The home of new “UPS Store” located at 345 Broadway Street

This is the first African American owned UPS Store in one of our Commercial Districts on the East Side of Buffalo.

The owner are Dr. Uzo and Kelechi Ihenko

Can these business thrive if we don’t return vehicles to radio streets on the East Side of Buffalo?

Answer is NO!

Will the state of New York continue to invest $150,000 in buildings if business aren’t able to survive?

Answer is NO!


Portal opening (Sydney St)
THERE IS NO PHASE 2
It is physically and financially impossible
Scajaquada Drain
Humboldt Parkway
Route 33 (East bound)
Route 33 (West bound)
Humboldt Parkway
Northland Ave.
Dignity Cir
NYSDOT Tunnel looking South
UB Small Built Works Program
12-15-23
38

NYSDOT can NOT take the money away.

DOT says, “Patching treatments would NOT sufficiently address the deterioration of the retaining walls. Therefore, the retaining walls NEED replacement” (DDREA 1.3.2.5)

There is no “NO-Build Option”; the current highway walls must be demolished

The Status-Quo plan costs $700 million!!! (i.e. its not possible)

The LOW-COST and BEST option is removing the expressway entirely and Filling IT IN!

We can get the full restoration NOW!!

The way for us to get this is to:

demand NYSDOT be removed
as the **Lead Agency** and **replaced by GBNRTC,**

and/or

be required to conduct an Environmental Impact Statement (EIS) that includes
the full restoration of Humboldt Parkway.

The **EIS process** will also provide an opportunity to get

Community Benefit Agreements

negotiated and signed, rather than just promises.

We need to make sure 100% of this

ONE BILLION DOLLARS

is invested in the East Side!

WE ARE WOMEN WARRIORS

Thank you!

ESP
EAST SIDE PARKWAYS COALITION

Here's what YOU can do!

Fill out the WAWW petition and ESP E-Action, and make telephone calls to elected officials.

People to contact - numbers to call

Assemblymember Crystal D. Peoples-Stokes
Majority Leader of the New York State Assembly
716-897-9714

Senator Timothy M. Kennedy
Chairman of Committee on Transportation
716-826-2683

Governor Kathy Hochul
518-474-8390

Senator Chuck Schumer
Majority Leader of the United States Senate
716-846-4111

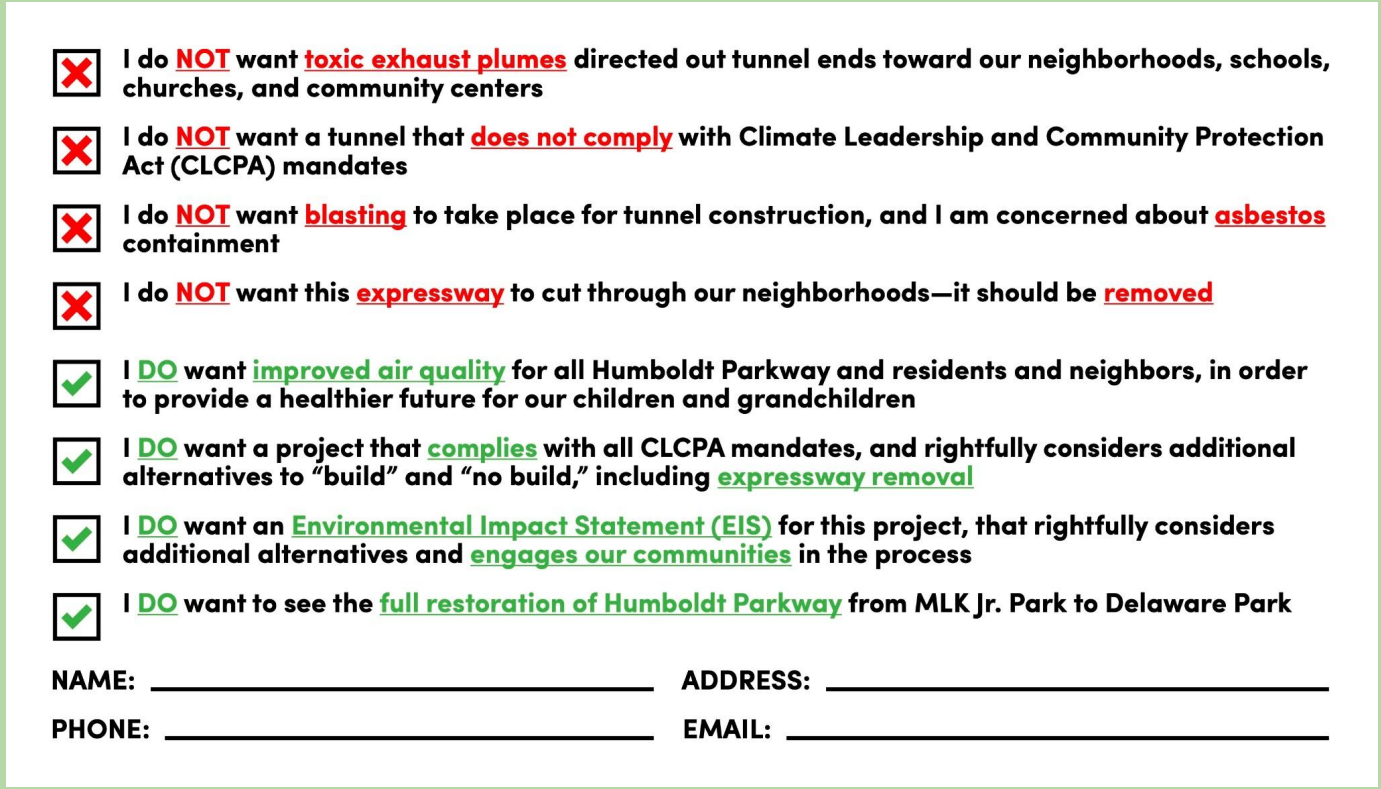
Senator Kirsten Gillibrand
716-854-9725

Secretary Pete Buttigieg
U.S. Secretary of Transportation
202-366-4000

QUESTIONS?

E-Action Letter

	NYSDOT	CR Analysis
Opposed	41%	48%
In favor	48%	47%
Neutral	11%	5%
Total count	1,400	1,310



Card made by
Greg Delaney

Going door-to-door on Humboldt Parkway,

residents were 80-20 against the Tunnel.

This was experienced by both ESP and WAWW

Buffalo News Editorial Board

comes out against the Tunnel…

January 8, 2024

…and calls for an EIS.

EDITORIAL

JOSEPH COOKE, BUFFALO NEWS

A view from Jefferson Avenue of vehicles traveling down Kensington Expressway. Addressing the damage done by this highway has to be done the right way, even if it takes more time.

Answer the questions

Concerns about the Kensington cap project call for an environmental impact study

Press pause on the Kensington project.

There are good intentions and valid arguments on both sides of what is now a "cap it" vs. "fill it in" debate.

Though many still advocate for a cap on the highway, community opposition is substantial. Even more important, key concerns have been raised that must be answered. A full environmental impact study can address questions regarding pollution and structural viability, as well as provide a complete analysis of all the options.

Dedicated activists deserve recognition

For nearly 15 years, a group of East Side advocates, Restore Our Community Coalition, has been working with local political leaders and others to find some way to mitigate the damage done by this highway, which destroyed an Olmsted parkway and split neighborhoods in half. A plan originally conceived by the late Clarke Eaton Jr. in the late 1970s was adopted. It would reconstruct a 3/4-mile portion of the destroyed Humboldt Parkway, complete with trees, bike lanes and gardens, above a covered section of the expressway. Traffic would run underneath. Public meetings were held between 2014 and 2018, in addition to exploratory work with the New York Department of Transportation.

The rationale for adopting this plan rather than attempting to fully recreate Humboldt Parkway by filling in the expressway centers around the difficulties of handling displaced traffic on city streets.

This work took place with little public attention until January 2022, when Gov. Kathy Hochul announced a commitment of nearly $1 billion in state funds. Then, the Biden administration's "Reconnecting Communities" initiative provided a $55 million grant for the project in February 2023.

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- Has the fill-it-in option been studied looking at anything other than traffic flow? A full environmental impact study should look at additional factors. A car-centric mind-set is what contemporary highway projects – like those in Rochester and Syracuse – have tried to escape.
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Whatever happens to the Kensington Expressway, it must be done with care. This highway was forced upon an unwilling community that has suffered from its ill effects for more than 60 years. We hope an environmental review can be done reasonably quickly, but it's essential that the actions we take actually make things better.

ANOTHER VOICE | AIR QUALITY

Route 81 Eastside Express (travels westbound on East Ferry Street, southbound on Humboldt Parkway and then eastbound on the Kensington Expressway, using the ramp from East Utica Street).

The east-west bus routes in the area generally operate every 20 to 30 minutes during the morning and afternoon commuting periods on weekdays. Evening and weekend service is less frequent (hourly or less). Route 66 operation is commute time focused and weekday only. The Route 81 service connects the University at Buffalo South Campus to downtown and operates in the inbound direction only on weekday mornings.

Bus stops are located on Best Street, and near Humboldt Parkway on East Utica and East Ferry Streets. There are also stops for Route 81 on Humboldt Parkway southbound near Winslow Avenue and East Utica Street. There are no bus stop amenities present at any of the bus stops (e.g., shelters and benches).

1.3.2.5 Infrastructure Deficiencies

The aging infrastructure of Humboldt Parkway and the Kensington Expressway creates the needs described below.

1. **Concrete Retaining Walls:**
   Retaining walls within the Project limits were constructed in 1963 (Michigan Avenue to Northampton Street) and 1970 (Northampton Street to Northland Avenue). These walls have been deteriorating at a rapid rate over the past 5 to 10 years. The prominent distress is in the lower third of the walls where snow and salt accumulate during the winter months. Patching treatments would not sufficiently address the deterioration of the retaining walls. Therefore, the retaining walls need replacement.

2. **Bridge Structures:**
   The overhead bridges at Best Street, Dodge Street, and Northampton Street were built in 1963 and the overhead bridges at East Utica Street and East Ferry Street were built in 1970. All five of the bridges have their original decks, which have exceeded their expected 40-year service life. The bridges all have steel multi-girder superstructures with steel slider bearings and are multi-span simple-span bridges. Girder ends are experiencing section-loss up to 64% due to leaking bridge joints. All the bridges have overextended bearings and the Best Street and Dodge Street bridges have girder ends that are touching between spans. The bridges have pier columns without adequate pier protection and are vulnerable to trucks. Additionally, the bridge at Dodge Street has a vertical clearance of 14 feet and 2 inches and the bridge at Northampton Street has a vertical clearance of 14 feet and 3 inches. Both bridges have had their superstructure steel impacted by vehicles traveling on the Kensington Expressway. All the bridges have partial length cover plates with fatigue sensitive welds. The bridges at Best Street, Dodge Street, and East Utica Street have substantial areas of hollow-sounding concrete and exposed rebar on their substructures. Finally, all bridges have inadequate termination of their bridge barriers or railings and need upgrading to current standards.

   All five bridges need deck replacements in the next 5 to 10 years, which would include the upgrading of bridge barriers or railings. New bearings would also be needed within this timeframe. Replacement of the bearings would require new pedestals and pier widths. The piers need to be replaced with solid piers to accommodate the new bearings and make them less vulnerable to truck collisions. Superstructure steel would also need to be repaired and repainted to address steel section-loss. Bridge joints should be eliminated to stop water from leaking onto the superstructure steel, bearings, and substructure. This could be accomplished through the construction of link slabs. Also, concrete substructures need to be repaired and sealed to prevent further deterioration.

NYSDOT can not take the money away.

NYSDOT is behind on their maintenance so much so that the

massive existing concrete Retaining Walls cannot be repaired and must be completely replaced.

Three Bridges are 20-years beyond their “expected service life.”
See page 22 of the DDR/EA.

Replacement of this infrastructure will cost as much as $700 million (vs $985 million for the Tunnel).

This also means, if we all band together, WAWW, ROCC, Jes Breathe, Trinidad, ESP, EVERYONE;
and say we reject the Tunnel, **DOT could never get political backing to support a $700 million status quo.**

Citizens now have the power here, not DOT.

We can get the full restoration now!!

There is no Phase 2

It is physically and financially impossible.

On Friday, December 15, 2023 at 3:00pm Rosaleen Nogle wrote:

There are other underground structures at that location.
The NY-33 was laid at near grade at that location to avoid the Drain, but other utilities were then laid underneath the Drain due to the minimal clearance between the Drain's crown and the roadway.
The Drain was laid in the former creek bed and was not designed for close crossings and the density of the rock does not lend itself to boring, so to lay those other utilities, 5 feet minimum of rock was maintained to separate them from the drain.
To install a tunnel below the Drain due to the intervening utilities and their need for protection (especially as the density of the rock would require blasting) would mean the top of that tunnel would be approximately sixty (60) feet below the existing road surface.
The slope of such a road would be significant and would require a design that also accounts for the 198 interchange and the directional change from East-West to North-South over the next quarter mile.

Rosaleen B. Nogle, PE, BCEE, BC.WRE
Principal Sanitary Engineer
Buffalo Sewer Authority

Piping similar to the 8-foot diameter Scajaquada Tunnel

Figure 3. Bird Avenue sewer and RTC location. *Buffalo Sewer Authority*

Location of the 8-foot diameter Scajaquada Tunnel

The way for us to get this is to demand NYSDOT immediately
be removed
as the Lead Agency and replaced by GBNRTC,
and/or

NYSDOT be required to conduct an Environmental Impact Statement (EIS) that includes the full restoration of Humboldt Parkway.

The EIS process will also provide an opportunity to get **Community Benefit Agreements** negotiated and signed, rather than just promises.

We need to keep as much of the $billion in the local community as possible!!

WE ARE WOMEN WARRIORS

ESP
EAST SIDE PARKWAYS COALITION

Thank you!

Here's what to do –
Fill-out the WAWW petition and ESP E-Action letter, and make telephone calls to elected officials.

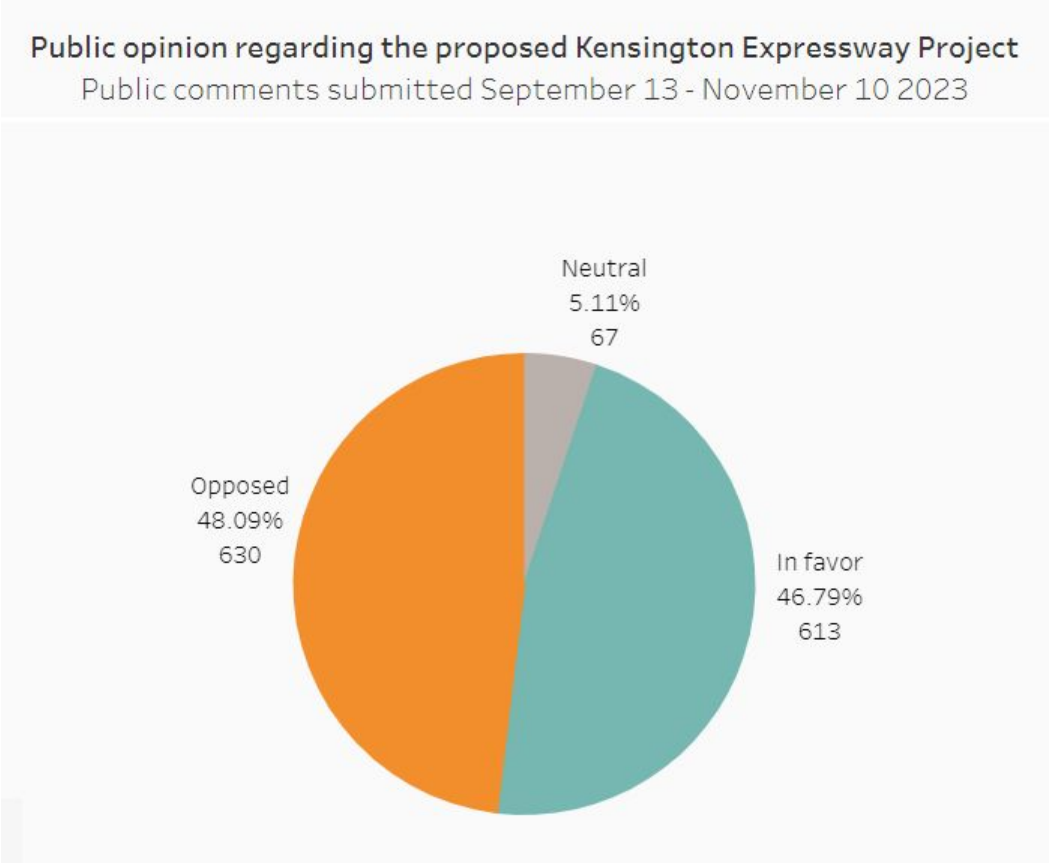
We will open up the floor for questions.

Kensington Expressway/Humboldt Parkway
NYSDOT PIN 5512.52
Public Comments Analysis Summary

February 5, 2023

Research Credits
Morgan Baker, Jeff Carballada, Sean Sweeney

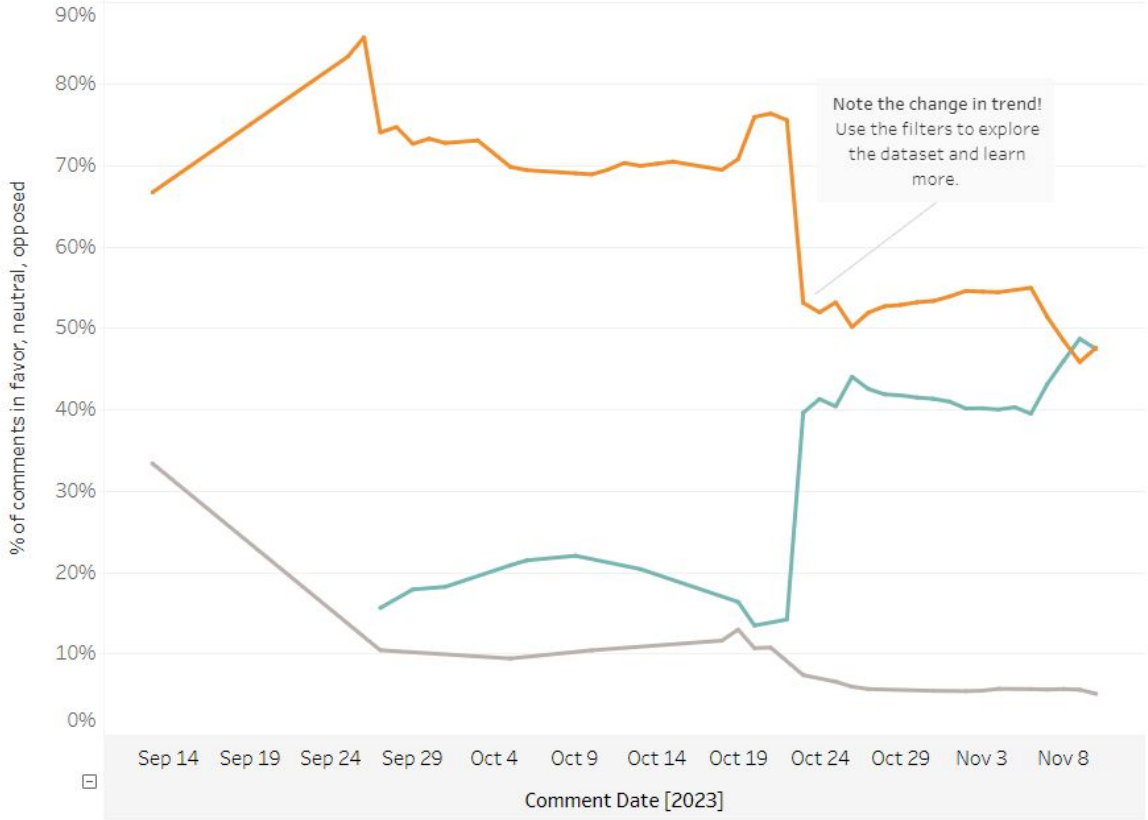
	ESP Results
Opposed	48%
In favor	47%
Neutral	5%
Total count	1,310



	NYSDOT	CR Analysis
Opposed	41%	48%
In favor	48%	47%
Neutral	11%	5%
Total count	1,400	1,310

NYSDOT 5512.52 Public Comment Analysis by Morgan Baker

Percent support by date



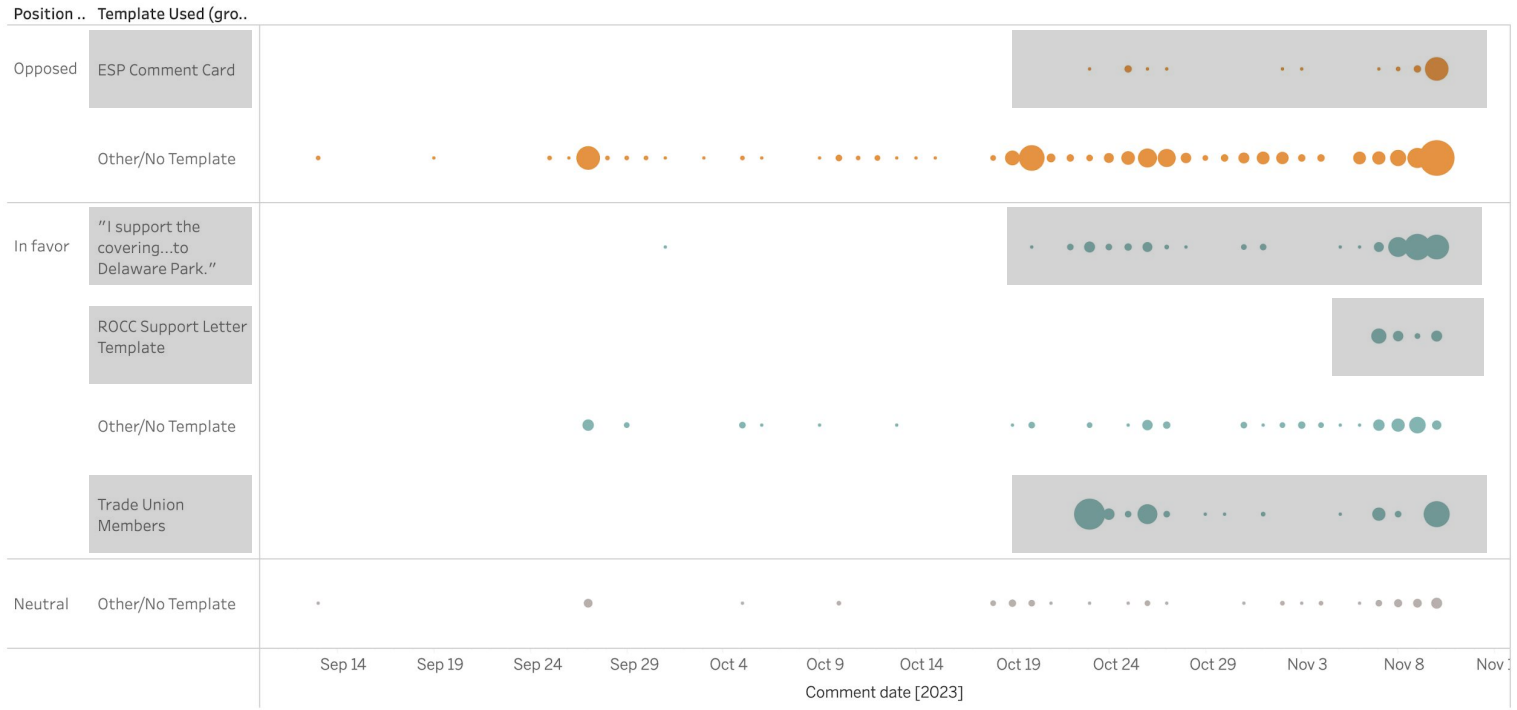
Position (g... Opposed In favor Neutral

Comment Date
9/13/2023 11/10/2023

Template Used (group)
- [x] (All)
- [x] "I support the covering...to Delaware...
- [x] ESP Comment Card
- [x] ROCC Support Letter Template
- [x] Other/No Template

Organization (group)
- [x] (All)
- [x] Architecture and Construction Firms
- [x] Individuals
- [x] Industry Trade Groups
- [x] Trade Union Members
- [x] Government/Nonprofit/Community O...

When were different templates submitted?

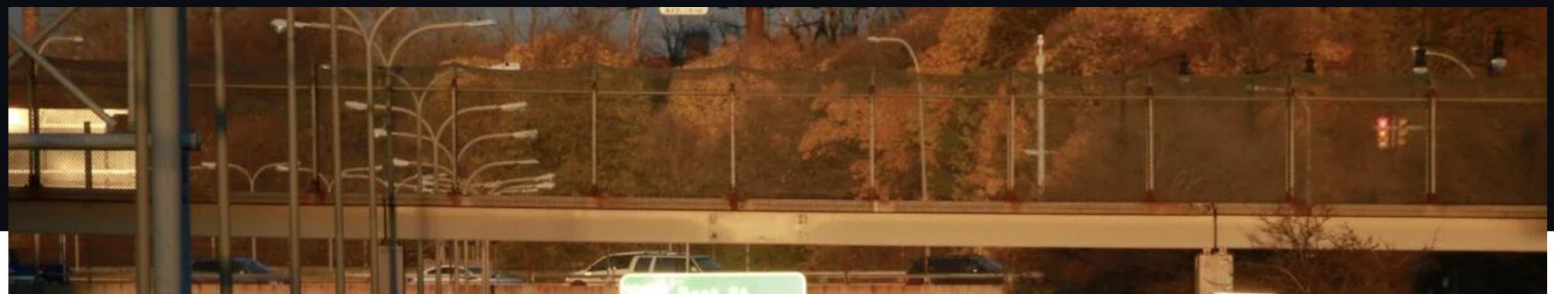


EDITOR'S PICK

DOT's community liaison solicited favorable comments for Kensington project

From the Collection: Kensington Expressway cap and tunnel project scrutinized series

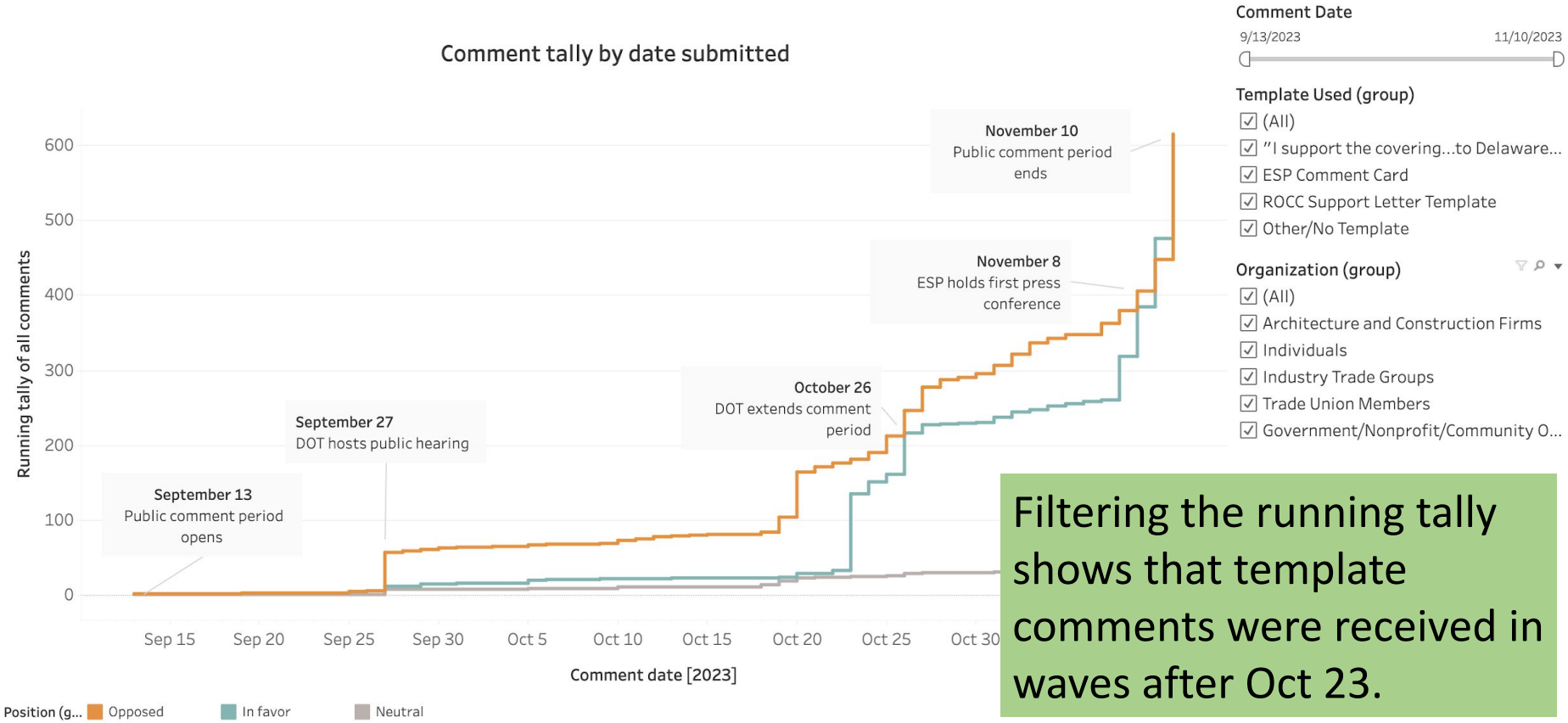
Mark Sommer Jan 2, 2024 41



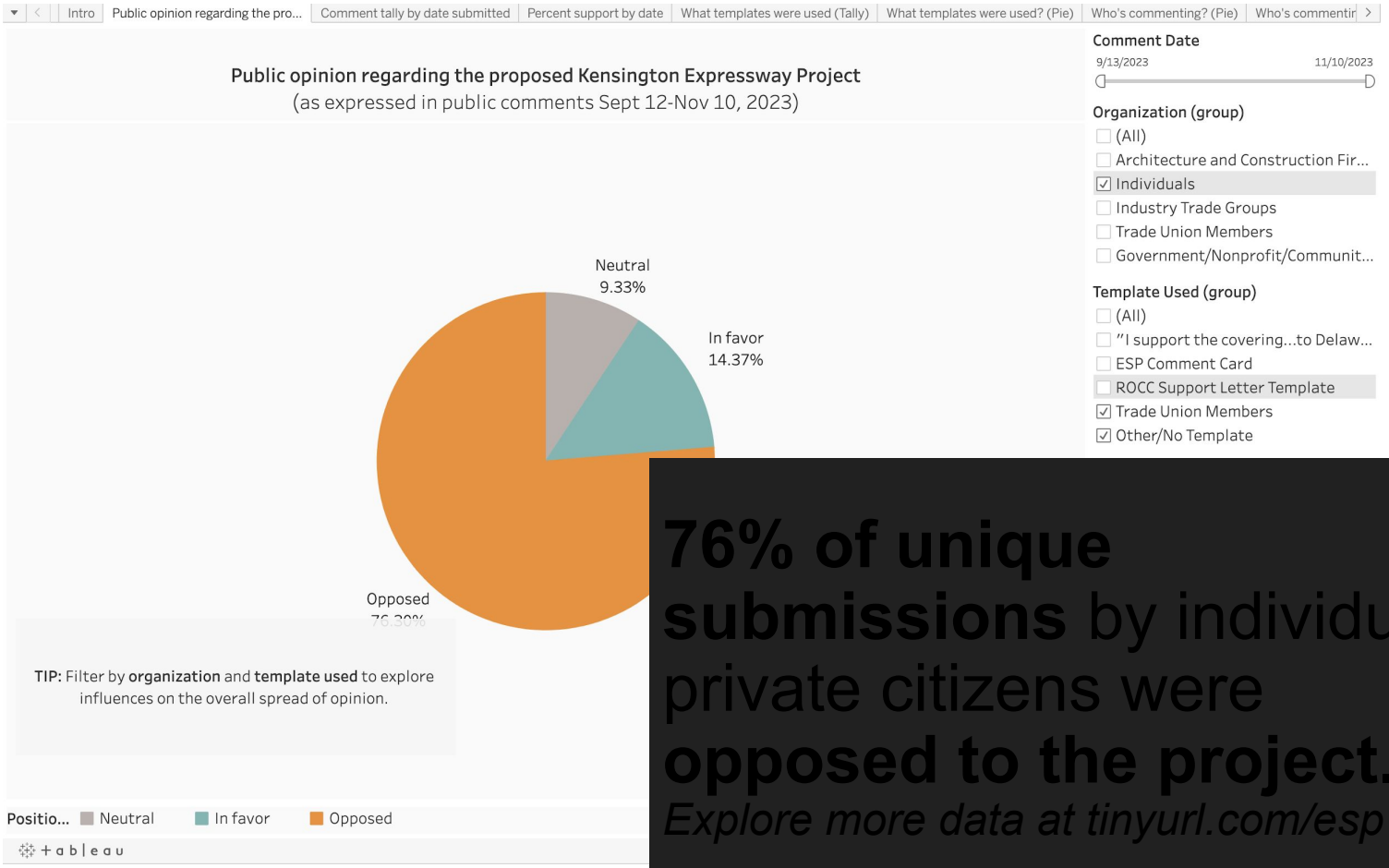
"To ensure the voices of all those potentially impacted by the project are heard, the Department of Transportation will be extending the public comment period for the Environmental Assessment by two weeks through Friday, November 10.

Many who have supported the project in the past have not yet made their voices heard during the public comment period. As a result, those opposed to the project have filled the void..."

"Statement from Chief Engineer Stephanie Winkelhake"
October 26, 2023



Filtering the running tally shows that template comments were received in waves after Oct 23.



76% of unique submissions by individual private citizens were **opposed to the project.**

Explore more data at tinyurl.com/esp1310

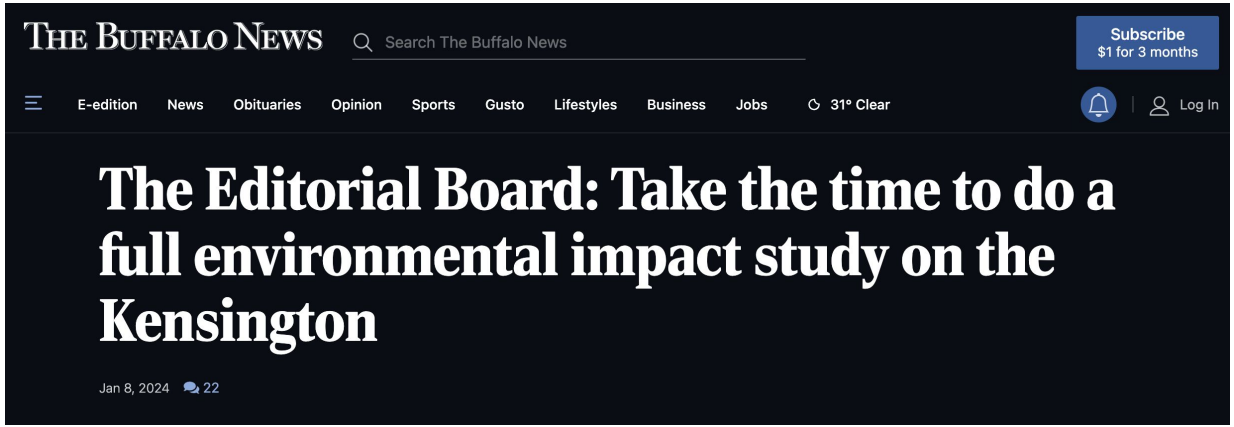
CONCLUSION: No evidence of “overall” support for the tunnel-and-cap.

- Our team was **not able to independently verify** the public comment data that the DOT presented to project stakeholders in early December.
- There is **no public consensus** on whether this project should move forward.

	NYSDOT	ESP Analysis
Opposed	41%	48%
In favor	48%	47%
Neutral	11%	5%
Total count	1400	1310

Community opposition to the tunnel-and-cap has grown substantially.

- Noticeable increase in opinion pieces and letters to the editor that express disappointment about:
  - Only partial “reconnection”
  - Community involvement process shortcomings
  - Compliance with local, state, and federal environmental laws



Morgan Baker looks over a data presentation on public comments for the Kensington Expressway project on Wednesday, Jan. 3, 2024. Public comments for the Kensington Expressway project, seen spread on the floor, suggest citizens without economic interests were opposed to the project.

Joshua Bessex/Buffalo News

East Side Parkways Coalition questions N.Y.D.O.T.'s public comment data for Kensington project

WBFO-FM 88.7 | By Thomas O'Neil-White
Published January 5, 2024 at 12:05 PM EST

LOCAL NEWS

'No public consensus': Opposition group analyzes Kensington project comments

Mark Sommer | Jan 4, 2024

A group critical of the Kensington project said its review of the public comments show there is "no public consensus" for it.

'Our numbers and NYSDOT numbers don't match': Group refutes Kensington Expressway Project favorability data

A group of three people spent hours reading over hundreds of public comment letters to the state on the Kensington Expressway Project. Their determination – the NYSDOT numbers don't add up.

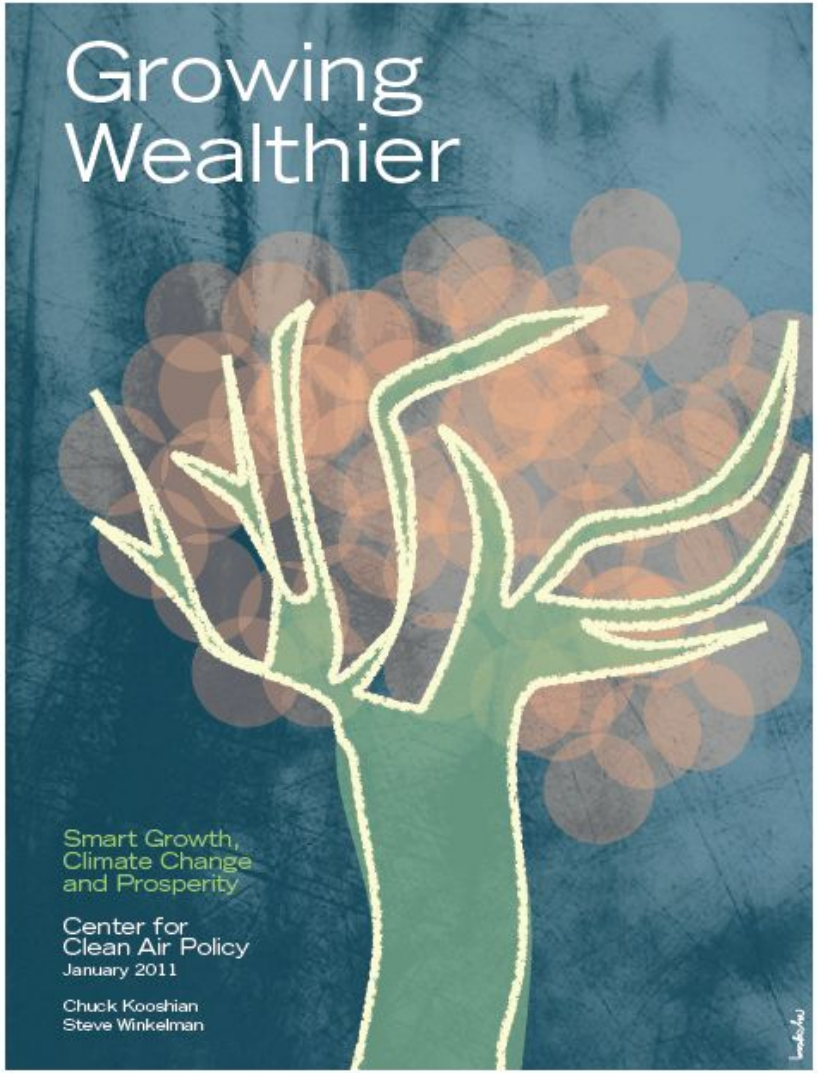
Community organizations want to see **more rigorous studies** completed **before deciding the future of Humboldt Parkway.**

COMMENT DEMANDS

Completion of an **Environmental Impact Statement**	**Strict compliance with local, state and federal law**	**Compliance with Executive Order #12898** "…to Address Environmental Justice in Minority Populations and Low-Income Populations"
Completion of a **Cultural Landscape Report**	**Meaningful collaboration with local agencies** (GBNRTC, BOPC, NFTA etc.)	**Full analysis of complete removal and restoration** ("Concept 10")
Community outreach and education	**Compliance with NYS Climate Leadership and Community Protection Act (CLCPA)**	**Compliance with Smart Growth Public Infrastructure Policy Act**

COMMUNITY: “We want more community benefit from this project than what it provides.”

NYSDOT: “The purpose and objectives of a transportation project must address a transportation need.”



Social and economic benefits of Smart Growth-aligned transportation decisions:

- **More thriving** public spaces
- **More growth** that reflects community values
- **Reduced costs** of urban decline (e.g. zombie properties)
- **Reduced exposure** to congestion
- **Reduced opposition** to development

The Myth of "Carmageddon"

An evidence-based critique of NYSDOT's traffic analysis for the fill-in option

NYSDOT CLAIM:

Full Removal of the Kensington Expressway will cause and unacceptable deterioration of traffic conditions.

OUR HYPOTHESIS:

Traffic Disruptions (e.g., congestion, delay) will be no worse than what is experienced within the transportation region today. This is evidenced by a completed Traffic Analysis

In areas that are most likely to experience changes in vehicular traffic, these changes can be expected to induce desirable effects in the human environment.

Concept 10 Dismissal relating to Traffic

Page 56 of the Project Scoping Report (PSR)

- NYS Route 33 Eastbound from NYS Route 198 to Grider Street V/C ratio would increase over 30% in the AM and PM peak hours and has a V/C above 1.0.
- I-90 is already operating near or above a V/C ratio of 1.0; the V/C ratio would increase with implementation of Concept 10.
- Main Street Southbound from NYS Route 198 to East Ferry Street V/C ratio would increase around 50% in the AM and PM peak hours to have a V/C over 1.0.”

Concept 10 Dismissal cont.

Page 54 of the Project Scoping Report (PSR):

From an operations perspective, Concept 10 would result in a major redistribution of 75,000 average daily vehicles throughout the region.

The reconstructed Humboldt Parkway would not be able to replace the capacity provided by the expressway and drivers would select alternate routes that would minimize their December 2022 Project Scoping Report PIN 5512.52 55 travel time to their destination under the revised network conditions. It would be difficult for the surrounding roadways, such as NYS Route 198 (Scajaquada Expressway), Interstate 190 (I-190),

***and arterial roads, such as Genesee Street, Broadway, and William Street, to accommodate the increase in traffic and delays without capacity improvements.**

Traffic Analysis Fundamentals

What is LOS or V/C Anyway?

Volume to Capacity Ratio (V/C) is just one of a few methods transportation engineers quantify the level of traffic congestion. Each Method is referred to as a **performance measurement.**

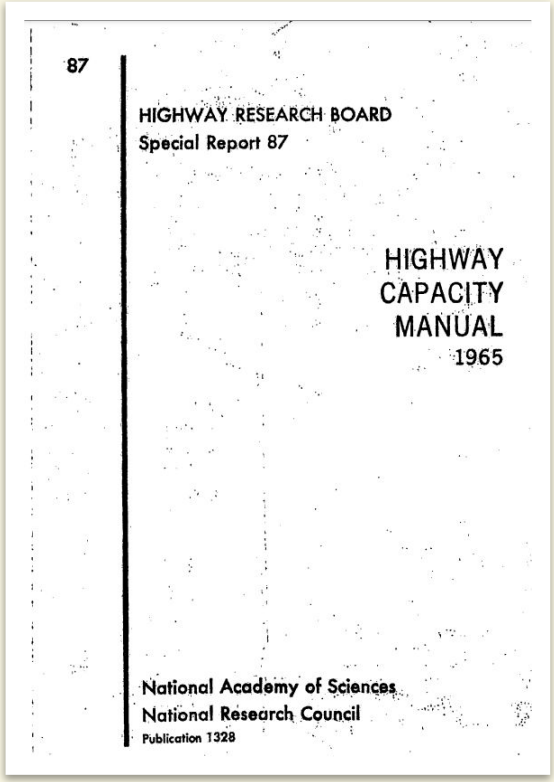
Performance Measurements commonly used by Transportation Officials:

1. Speed
2. Travel Time
3. Delay
4. **Level of Service (LOS)**
5. Congestion Indices

HIGHWAY RESEARCH BOARD
Special Report 87

HIGHWAY CAPACITY MANUAL
1965

Congestion observed 70 years ago leading to the implementation of LOS as a performance measure



LOS as defined in Highway Capacity Manual

3.4. Level of Services (LoS)

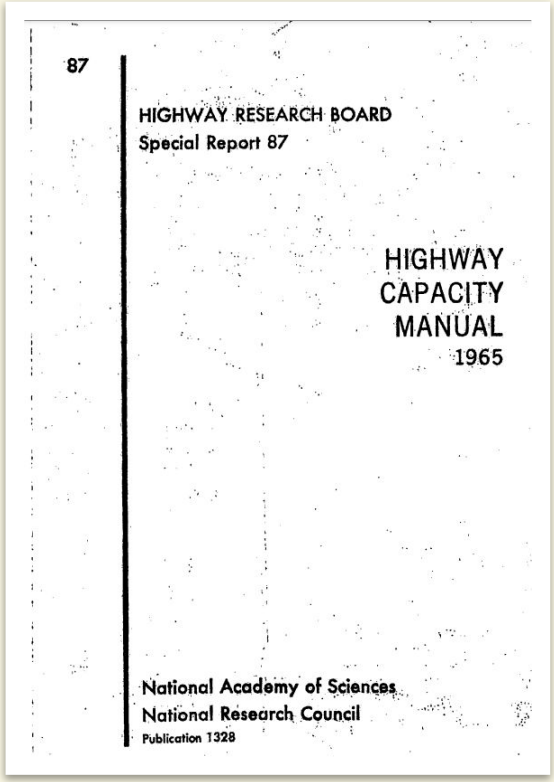
The Highway Capacity Manual (HCM) adopts the LoS approach [48]. Because of the simplicity, LoS has become extremely popular in practice [49,50]. The LoS can be determined by various traffic quantities, such as density, speed, volume to capacity ratio, and maximum service flow rate. The LoS of a roadway can be determined by the scale intervals of the volume-to-capacity ratio (V/C), as shown in Table 2. The V/C ratio can be calculated by

$$\mathrm{V/C} = N_v/N_{max}, \tag{6}$$

where, N_v is the spatial mean volume, and N_{max} denotes the maximum number of vehicles that a segment is able to contain as the capacity [49,50]. It can be further quantified as

$$N_{max} = (L_s/L_v) \times N_l\,, \tag{7}$$

where L_s is the spatial segment length, L_v is the average vehicle length occupancy, and N_l is the number of lanes. L_v includes vehicle length and safety distance. In general, it is assumed that vehicle length is about 14 ft. (approximately 4.27 m), and safety distance is about 15 ft. (approximately 4.57 m) [50].

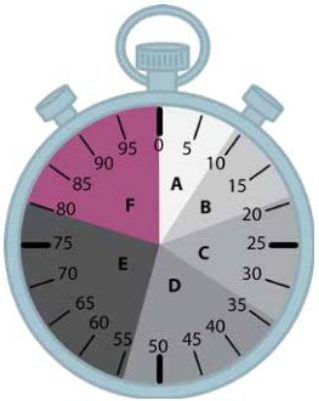


V/C > 1.00; LOS = F

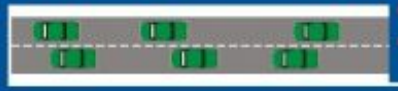
Table 2. Level of service (LoS) based on the corresponding V/C ratio and operating conditions

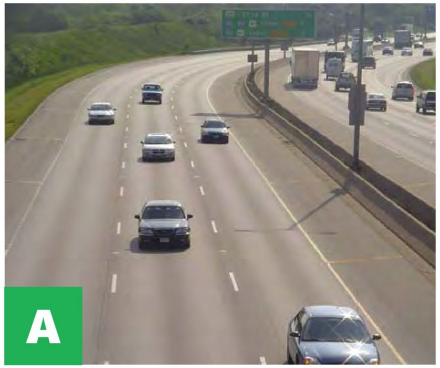
LoS Class	Traffic State and Condition	V/C Ratio
A	Free flow	0–0.60
B	Stable flow with unaffected speed	0.61–0.70
C	Stable flow but speed is affected	0.71–0.80
D	High-density but the stable flow	0.81–0.90
E	Traffic volume near or at capacity level with low speed	0.91–1.00
F	Breakdown flow	>1.00

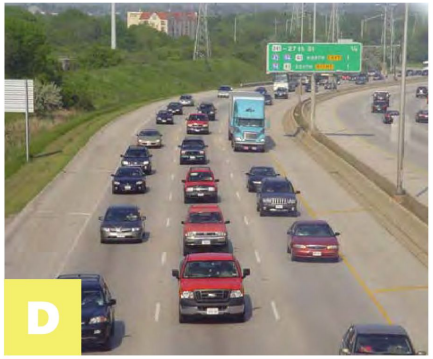
ENOUGH EQUATIONS!
WHAT DOES IT LOOK LIKE?



Intersection Delay is measured in seconds.

Intersection			Roadway
• Highly stable, free-flow condition with little or no congestion • Delay: <10 seconds/vehicle		LOS A	 • Free flowing • Uninterrupted vehicle
• Stable, free-flow condition with little congestion • Delay: 10 to 20 seconds/vehicle		LOS B	 • Stable flow • Other vehicles are more noticeable
• Free-flow condition with moderate congestion • Delay: 20 to 35 seconds/vehicle		LOS C	 • Stable flow • Vehicle operations affected by other vehicles
• Approaching unstable condition with increasing congestion • Delay: 35 to 55 seconds/vehicle		LOS D	 • High density free flow • Operation of vehicle is affected by other vehicles
• Unstable, congested condition • Delay: 55 to 80 seconds/vehicle		LOS E	 • High density traffic flow, nearing capacity • Operating conditions are extremely poor
• Stop and go • Delay: >80 seconds/vehicle		LOS F	 • Forced or breakdown flow • Amount of traffic exceeds capacity





WHAT DOES IT LOOK LIKE IN REAL LIFE?

Despite NYSDOT's identified need for maintaining the vehicular capacity as part of the project scope, a comprehensive traffic analysis of the fill-in option **was never provided to the public** in any documentation to date.

The following maps generated by the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) had to be FOILed to be obtained

V/C RATIOS:

AM PEAK PERIOD
CONCEPT 10

Legend:

Red: V/C > 1.0,

Orange: 0.9 < V/C < 1.0

Yellow: 0.8< V/C 0.9

Green: V/C < 0.8

RT 33 Analysis
Alternative 4 - Full Expressway Removal between RT 198 and Downtown
AM Peak Period VOC
GBNRTC Base Model (2019)
Prepared August 2022

V/C RATIOS:

AM PEAK PERIOD
$1B TUNNEL OPTION

Legend:

Red: V/C > 1.0,

Orange: 0.9 < V/C < 1.0

Yellow: 0.8< V/C 0.9

Green: V/C < 0.8

RT 33 Analysis
GBNRTC 2019 Base Model
AM Peak Period VOC
Prepared August 2022

V/C RATIOS:

PM PEAK PERIOD
CONCEPT 10

Legend:

Red: V/C > 1.0,

Orange: 0.9 < V/C < 1.0

Yellow: 0.8< V/C 0.9

Green: V/C < 0.8

RT 33 Analysis
Alternative 4 - Full Expressway Removal between RT 198 and Downtown
PM Peak Period VOC
GBNRTC Base Model (2019)
Prepared August 2022

V/C RATIOS:

PM PEAK PERIOD
$1B TUNNEL

Legend:

Red: V/C > 1.0,

Orange: 0.9 < V/C < 1.0

Yellow: 0.8< V/C 0.9

Green: V/C < 0.8

RT 33 Analysis
GBNRTC 2019 Base Model
PM Peak Period VOC
Prepared August 2022

	Segment			2019 Traffic					
				AM Peak Hour			PM Peak Hour		
	Roadway	Start	End	Direction	Existing (2019 AM)	Conc 10 (2019 AM)	% Change (2019 AM)	Existing (2019 PM)	Conc 10 (2019 PM)	% Change (2019 PM)
HIGHWAYS	NYS Rte. 33	Harlem Road	I-90	EB	0.64	0.58	-9%	0.93	0.81	-13%
	NYS Rte. 33	I-90	Harlem Road	WB	0.85	0.71	-16%	0.9	0.77	-14%
	NYS Rte. 33	Bailey Ave	Harlem Road	EB	0.6	0.51	-15%	0.97	0.79	-19%
	NYS Rte. 33	Harlem Road	Bailey Ave	WB	0.89	0.7	-21%	0.86	0.69	-20%
	NYS Rte. 33	Grider St	Bailey Ave	EB	0.61	0.46	-25%	1.02	0.72	-29%
	NYS Rte. 33	Bailey Ave	Grider St	WB	0.94	0.63	-33%	0.88	0.59	-33%
	NYS Rte. 33	Rt 198	Grider St	EB	0.93	1.27	37%	1.31	1.74	33%
	NYS Rte. 33	Grider St	Rt 198	WB	0.89	0.47	-47%	0.85	0.45	-47%
	NYS Rte. 198, Scajaquada	Main St	NYS Route 33	EB	0.51	0.67	31%	0.62	0.79	27%
	NYS Rte. 198, Scajaquada	NYS Route 33	Main St	WB	1.56	1.51	-3%	1.57	1.45	-8%
	NYS Rte. 198, Scajaquada	Parkside Ave	Main St	EB	0.87	1.16	33%	0.98	0.71	-28%
	NYS Rte. 198, Scajaquada	Main St	Parkside Ave	WB	0.57	0.7	23%	1.45	1.11	-23%
	NYS Rte. 198, Scajaquada	NYS Route 384	Parkside Ave	EB	0.97	0.95	-2%	1.14	1.12	-2%
	NYS Rte. 198, Scajaquada	Parkside Ave	NYS Route 384	WB	0.96	0.99	3%	1.1	1.1	0%
	I-290	Main St	I-90	EB	0.56	0.55	-2%	0.66	0.65	-2%
	I-290	I-90	Main St	WB	0.29	0.29	0%	0.33	0.35	6%
	I-290	NYS Route 324	Main St	EB	0.73	0.71	-3%	0.91	0.89	-2%
	I-290	Main St	NYS Route 324	WB	0.8	0.77	-4%	0.91	0.89	-2%
	I-290	NYS Route 263	NYS Route 324	EB	0.77	0.76	-1%	0.99	0.99	0%
	I-290	NYS Route 324	NYS Route 263	WB	0.88	0.86	-2%	0.99	0.98	-1%
	I-90, Thruway	NYS Route 33	Cleveland Dr	EB	0.71	0.71	0%	0.87	0.86	-1%
	I-90, Thruway	Cleveland Dr	NYS Route 33	WB	0.77	0.76	-1%	0.91	0.9	-1%
	I-90, Thruway	Walden Ave	NYS Route 33	EB	0.93	0.99	6%	1.03	1.12	9%
	I-90, Thruway	NYS Route 33	Walden Ave	WB	0.82	0.91	11%	1.09	1.16	6%
	I-90, Thruway	William St	Walden Ave	EB	0.96	1.02	6%	0.96	1.06	10%
	I-90, Thruway	Walden Ave	William St	WB	0.7	0.8	14%	1.09	1.18	8%
	I-90, Thruway	William St	William St	EB	0.9	0.96	7%	0.93	1.03	11%
	I-90, Thruway	William St	I-190	WB	0.72	0.8	11%	1.06	1.15	8%
	I-190	S Ogden Annex	I-90	EB	0.4	0.44	10%	0.85	0.91	7%
	I-190	I-90	S Ogden Annex	WB	0.72	0.71	-1%	0.75	0.77	3%
	I-190	Clinton St	S Ogden Annex	EB	0.41	0.44	7%	0.9	0.96	7%
	I-190	S Ogden Annex	Clinton St	WB	0.72	0.71	-1%	0.61	0.66	8%
	I-190	Smith St	Clinton St	EB	0.41	0.43	5%	0.92	0.96	4%
	I-190	Clinton St	Smith St	WB	0.74	0.79	7%	0.61	0.66	8%
	I-190	Hamburg St/Louisiana	Smith St	EB	0.43	0.44	2%	0.95	0.98	3%
	I-190	Smith St	Hamburg St/Louisia	WB	0.77	0.81	5%	0.65	0.68	5%
	I-190	Michigan Ave	Hamburg St/Louisia	EB	0.45	0.46	2%	0.9	0.91	1%
	I-190	Hamburg St/Louisiana	Michigan Ave	WB	0.73	0.76	4%	0.66	0.68	3%
RADIAL	William St	Harlem Road	I-90	EB	0.48	0.48	0%	0.59	0.61	3%
	William St	I-90	Harlem Road	WB	0.44	0.48	9%	0.51	0.53	4%
	William St	Bailey Ave	Harlem Road	EB	0.25	0.26	4%	0.49	0.51	4%
	William St	Harlem Road	Bailey Ave	WB	0.39	0.42	8%	0.33	0.4	21%
	William St	Fillmore Ave	Bailey Ave	EB	0.39	0.38	-3%	0.65	0.65	0%
	William St	Bailey Ave	Fillmore Ave	WB	0.56	0.56	0%	0.57	0.57	0%
	William St	Jefferson Ave	Fillmore Ave	EB	0.23	0.24	4%	0.39	0.44	13%
	William St	Fillmore Ave	Jefferson Ave	WB	0.31	0.36	16%	0.32	0.38	19%
	William St	Michigan Ave	Jefferson Ave	EB	0.1	0.12	20%	0.18	0.22	22%
	William St	Jefferson Ave	Michigan Ave	WB	0.15	0.19	27%	0.15	0.22	47%
	Walden Ave	Harlem Road	I-90	EB	0.53	0.55	4%	0.87	0.88	1%

RADIALS

Segment				2019 Traffic					
				AM Peak Hour			PM Peak Hour		
Roadway	Start	End	Direction	Existing (2019 AM)	Conc 10 (2019 AM)	% Change (2019 AM)	Existing (2019 PM)	Conc 10 (2019 PM)	% Change (2019 PM)
Walden Ave	I-90	Harlem Road	WB	0.76	0.79	4%	0.8	0.83	4%
Walden Ave	Bailey Ave	Harlem Road	EB	0.43	0.49	14%	0.67	0.75	12%
Walden Ave	Harlem Road	Bailey Ave	WB	0.55	0.64	16%	0.6	0.68	13%
Walden Ave	Sycamore Ave	Bailey Ave	EB	0.42	0.5	19%	0.75	0.89	19%
Walden Ave	Bailey Ave	Sycamore Ave	WB	0.68	0.82	21%	0.65	0.76	17%
Walden Ave	Genesee St	Sycamore Ave	EB	0.25	0.21	-16%	0.44	0.5	14%
Walden Ave	Sycamore Ave	Genesee St	WB	0.41	0.48	17%	0.37	0.41	11%
Sycamore Ave	Fillmore Ave	Walden Ave	EB	0.24	0.31	29%	0.43	0.6	40%
Sycamore Ave	Walden Ave	Fillmore Ave	WB	0.36	0.49	36%	0.38	0.53	39%
Sycamore Ave	Jefferson Ave	Fillmore Ave	EB	0.18	0.3	67%	0.31	0.56	81%
Sycamore Ave	Fillmore Ave	Jefferson Ave	WB	0.31	0.49	58%	0.29	0.5	72%
Sycamore Ave	Michigan Ave	Jefferson Ave	EB	0.09	0.18	100%	0.22	0.32	45%
Sycamore Ave	Jefferson Ave	Michigan Ave	WB	0.18	0.28	56%	0.19	0.3	58%
Genesee St	Harlem Road	NYS Route 33	EB	0.39	0.4	3%	0.5	0.52	4%
Genesee St	NYS Route 33	Harlem Road	WB	0.37	0.38	3%	0.52	0.55	6%
Genesee St	Bailey Ave	Harlem Road	EB	0.33	0.37	12%	0.58	0.66	14%
Genesee St	Harlem Road	Bailey Ave	WB	0.53	0.62	17%	0.5	0.58	16%
Genesee St	Fillmore Ave	Bailey Ave	EB	0.31	0.56	81%	0.47	0.76	62%
Genesee St	Bailey Ave	Fillmore Ave	WB	0.43	0.62	44%	0.45	0.72	60%
Genesee St	Jefferson Ave	Fillmore Ave	EB	0.08	0.28	250%	0.23	0.53	130%
Genesee St	Fillmore Ave	Jefferson Ave	WB	0.24	0.49	104%	0.23	0.49	113%
Genesee St	Michigan Ave	Jefferson Ave	EB	0.11	0.26	136%	0.18	0.38	111%
Genesee St	Jefferson Ave	Michigan Ave	WB	0.18	0.34	89%	0.19	0.35	84%
Broadway	Harlem Road	Dick Road	EB	0.25	0.25	0%	0.54	0.53	-2%
Broadway	Dick Road	Harlem Road	WB	0.49	0.49	0%	0.44	0.45	2%
Broadway	Bailey Ave	Harlem Road	EB	0.33	0.36	9%	0.58	0.63	9%
Broadway	Harlem Road	Bailey Ave	WB	0.48	0.54	13%	0.51	0.58	14%
Broadway	Fillmore Ave	Bailey Ave	EB	0.37	0.38	3%	0.6	0.6	0%
Broadway	Bailey Ave	Fillmore Ave	WB	0.49	0.49	0%	0.53	0.54	2%
Broadway	Jefferson Ave	Fillmore Ave	EB	0.2	0.23	15%	0.33	0.37	12%
Broadway	Fillmore Ave	Jefferson Ave	WB	0.29	0.33	14%	0.3	0.33	10%
Broadway	Michigan Ave	Jefferson Ave	EB	0.14	0.21	50%	0.17	0.29	71%
Broadway	Jefferson Ave	Michigan Ave	WB	0.15	0.23	53%	0.17	0.26	53%
Main St	NYS Route 198	I-290	NB	0.45	0.45	0%	0.53	0.53	0%
Main St	I-290	NYS Route 198	SB	0.37	0.37	0%	0.46	0.45	-2%
Main St	E Ferry St	NYS Route 198	NB	0.45	0.6	33%	0.71	0.97	37%
Main St	NYS Route 198	E Ferry St	SB	0.66	1.04	58%	0.72	1.06	47%
Main St	Tupper St	E Ferry St	NB	0.36	0.32	-11%	0.28	0.26	-7%
Main St	E Ferry St	Tupper St	SB	0.24	0.24	0%	0.51	0.48	-6%
Kensington Ave	Harlem Road	I-290	EB	0.41	0.41	0%	0.49	0.48	-2%
Kensington Ave	I-290	Harlem Road	WB	0.41	0.39	-5%	0.5	0.48	-4%
Kensington Ave	Bailey Ave	Harlem Road	EB	0.5	0.56	12%	0.78	0.9	15%
Kensington Ave	Harlem Road	Bailey Ave	WB	0.68	0.82	21%	0.7	0.84	20%
Kensington Ave	Fillmore Ave	Bailey Ave	EB	0.29	0.39	34%	0.58	0.76	31%
Kensington Ave	Bailey Ave	Fillmore Ave	WB	0.5	0.66	32%	0.42	0.55	31%
Kensington Ave	Main St	Fillmore Ave	EB	0.42	0.41	-2%	0.59	0.7	19%
Kensington Ave	Fillmore Ave	Main St	WB	0.39	0.51	31%	0.54	0.59	9%
Jefferson Ave	E Ferry St	Main St	NB	0.34	0.44	29%	0.46	0.63	37%
Jefferson Ave	Main St	E Ferry St	SB	0.33	0.64	94%	0.35	0.62	77%

Segment				2019 Traffic					
				AM Peak Hour			PM Peak Hour		
Roadway	Start	End	Direction	Existing (2019 AM)	Conc 10 (2019 AM)	% Change (2019 AM)	Existing (2019 PM)	Conc 10 (2019 PM)	% Change (2019 PM)
Jefferson Ave	Best St	E Ferry St	NB	0.18	0.31	72%	0.22	0.44	100%
Jefferson Ave	E Ferry St	Best St	SB	0.2	0.44	120%	0.26	0.53	104%
Jefferson Ave	Genesee St	Best St	NB	0.68	0.78	15%	0.71	0.65	-8%
Jefferson Ave	Best St	Genesee St	SB	0.48	0.26	-46%	0.77	0.57	-26%
Jefferson Ave	Sycamore Ave	Genesee St	NB	0.27	0.3	11%	0.28	0.31	11%
Jefferson Ave	Genesee St	Sycamore Ave	SB	0.21	0.15	-29%	0.29	0.29	0%
Jefferson Ave	Broadway	Sycamore Ave	NB	0.23	0.23	0%	0.26	0.27	4%
Jefferson Ave	Sycamore Ave	Broadway	SB	0.19	0.16	-16%	0.27	0.27	0%
Jefferson Ave	William St	Broadway	NB	0.34	0.32	-6%	0.39	0.34	-13%
Jefferson Ave	Broadway	William St	SB	0.28	0.23	-18%	0.34	0.32	-6%
Fillmore Ave	E Ferry St	Kensington Ave	NB	0.25	0.5	100%	0.58	0.88	52%
Fillmore Ave	Kensington Ave	E Ferry St	SB	0.65	0.94	45%	0.5	0.77	54%
Fillmore Ave	Best St	E Ferry St	NB	0.35	0.51	46%	0.34	0.57	68%
Fillmore Ave	E Ferry St	Best St	SB	0.27	0.4	48%	0.44	0.58	32%
Fillmore Ave	Sycamore Ave	Best St	NB	0.42	0.48	14%	0.46	0.51	11%
Fillmore Ave	Best St	Sycamore Ave	SB	0.34	0.38	12%	0.52	0.56	8%
Fillmore Ave	Broadway	Sycamore Ave	NB	0.4	0.43	7%	0.43	0.46	7%
Fillmore Ave	Sycamore Ave	Broadway	SB	0.32	0.33	3%	0.48	0.53	10%
Fillmore Ave	William St	Broadway	NB	0.33	0.39	18%	0.32	0.44	38%
Fillmore Ave	Broadway	William St	SB	0.23	0.29	26%	0.38	0.5	32%
Bailey Ave	E Ferry St	Kensington Ave	NB	0.49	0.44	-10%	0.59	0.48	-19%
Bailey Ave	Kensington Ave	E Ferry St	SB	0.49	0.36	-27%	0.63	0.5	-21%
Bailey Ave	Genesee St	E Ferry St	NB	0.39	0.48	23%	0.42	0.58	38%
Bailey Ave	E Ferry St	Genesee St	SB	0.3	0.42	40%	0.45	0.59	31%
Bailey Ave	Walden Ave	Genesee St	NB	0.49	0.59	20%	0.56	0.76	36%
Bailey Ave	Genesee St	Walden Ave	SB	0.43	0.58	35%	0.58	0.75	29%
Bailey Ave	Broadway	Walden Ave	NB	0.72	0.78	8%	0.84	0.95	13%
Bailey Ave	Walden Ave	Broadway	SB	0.61	0.69	13%	0.85	0.96	13%
Bailey Ave	William St	Broadway	NB	0.48	0.53	10%	0.66	0.76	15%
Bailey Ave	Broadway	William St	SB	0.56	0.62	11%	0.65	0.76	17%
Best St	Fillmore Ave	Genesee St	EB	0.3	0.3	0%	0.5	0.6	20%
Best St	Genesee St	Fillmore Ave	WB	0.45	0.54	20%	0.41	0.5	22%
Best St	Wohlers Ave	Fillmore Ave	EB	0.34	0.31	-9%	0.51	0.56	10%
Best St	Fillmore Ave	Wohlers Ave	WB	0.5	0.45	-10%	0.5	0.43	-14%
Best St	Jefferson Ave	Wohlers Ave	EB	0.3	0.32	7%	0.56	0.59	5%
Best St	Wohlers Ave	Jefferson Ave	WB	0.46	0.51	11%	0.39	0.46	18%

Cited Area of Dismissal

Page 56 of the Project Scoping Report (PSR)

NYSDOT: NYS Route 33 Eastbound from NYS Route 198 to Grider Street V/C ratio would increase over 30% in the AM and PM peak hours and has a V/C above 1.0.

- **31% over capacity for the Tunnel Option**
- **74% over capacity for the Fill-in Option**

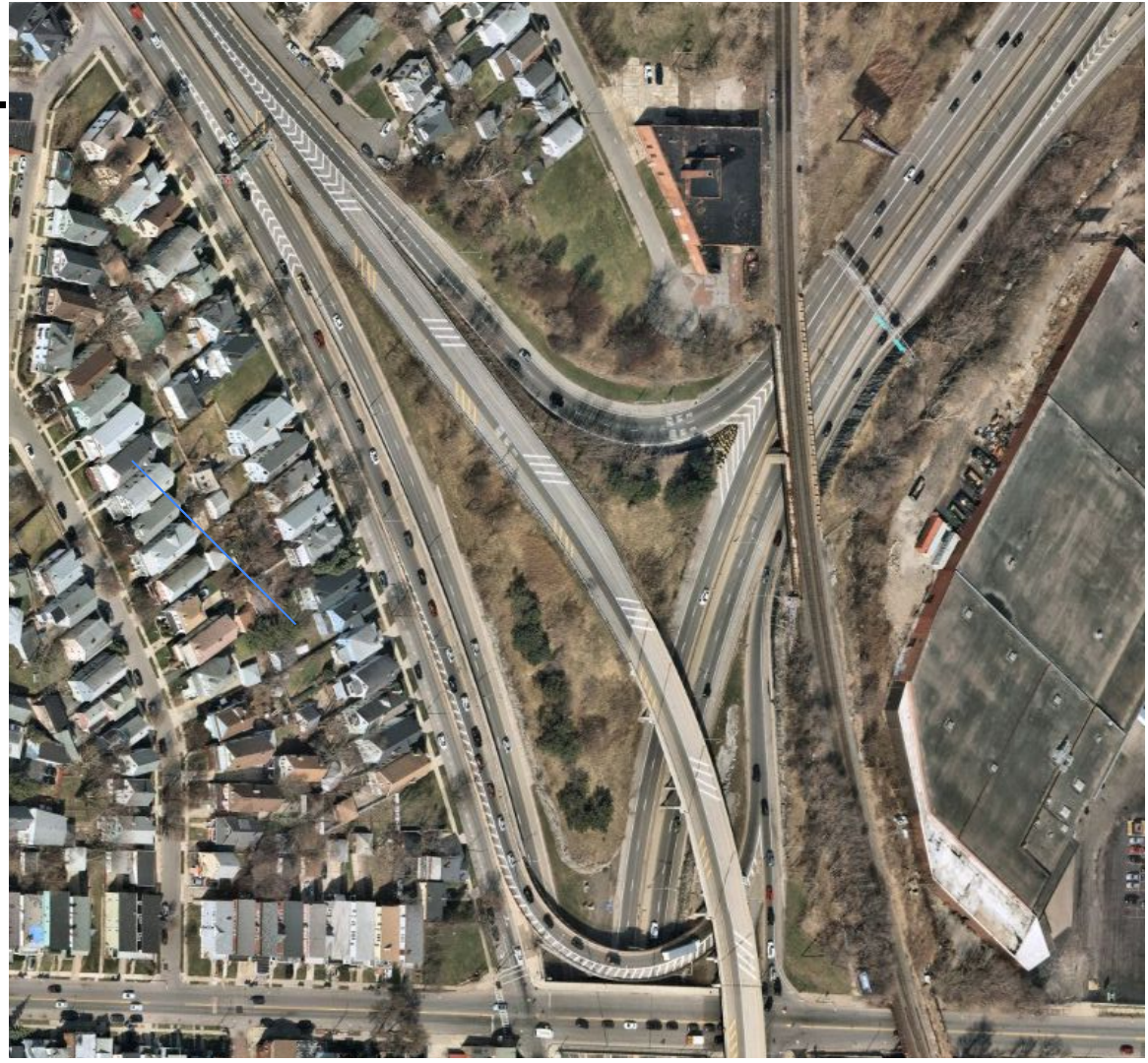
This simply explained by the fact that there is only **a single lane available for traffic.** This bottleneck increases the % change disproportionately.

NYSDOT: I-90 is already operating near or above a V/C ratio of 1.0; the V/C ratio would increase with implementation of Concept 10.

- **9% over capacity for the Tunnel Option**
- **18% over capacity for the Fill-in Option**

NYSDOT: Main Street Southbound from NYS Route 198 to East Ferry Street V/C ratio would increase around 50% in the AM and PM peak hours to have a V/C over 1.0."

- **6% MAX over capacity for the Fill-in Option**

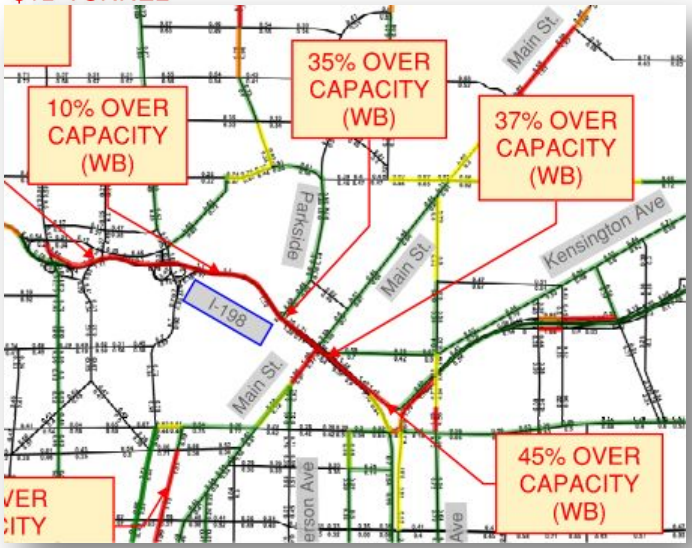


Area with highest V/C Ratio

Agassiz Circle: Parkside @ Rte. 198 – Outside of the Project Area

PM PEAK PERIOD
CONCEPT 10

PM PEAK PERIOD
$1B TUNNEL



Segment				2019 Traffic					
				AM Peak Hour			PM Peak Hour		
Roadway	Start	End	Direction	Existing (2019 AM)	Conc 10 (2019 AM)	% Change (2019 AM)	Existing (2019 PM)	Conc 10 (2019 PM)	% Change (2019 PM)
NYS Rte. 198, Scajaquada	Main St	NYS Route 33	EB	0.51	0.67	31%	0.62	0.79	27%
NYS Rte. 198, Scajaquada	NYS Route 33	Main St	WB	1.56	1.51	-3%	1.57	1.45	-8%
NYS Rte. 198, Scajaquada	Parkside Ave	Main St	EB	0.87	1.16	33%	0.98	0.71	-28%
NYS Rte. 198, Scajaquada	Main St	Parkside Ave	WB	0.57	0.7	23%	1.45	1.11	-23%
NYS Rte. 198, Scajaquada	NYS Route 384	Parkside Ave	EB	0.97	0.95	-2%	1.14	1.12	-2%
NYS Rte. 198, Scajaquada	Parkside Ave	NYS Route 384	WB	0.96	0.99	3%	1.1	1.1	0%

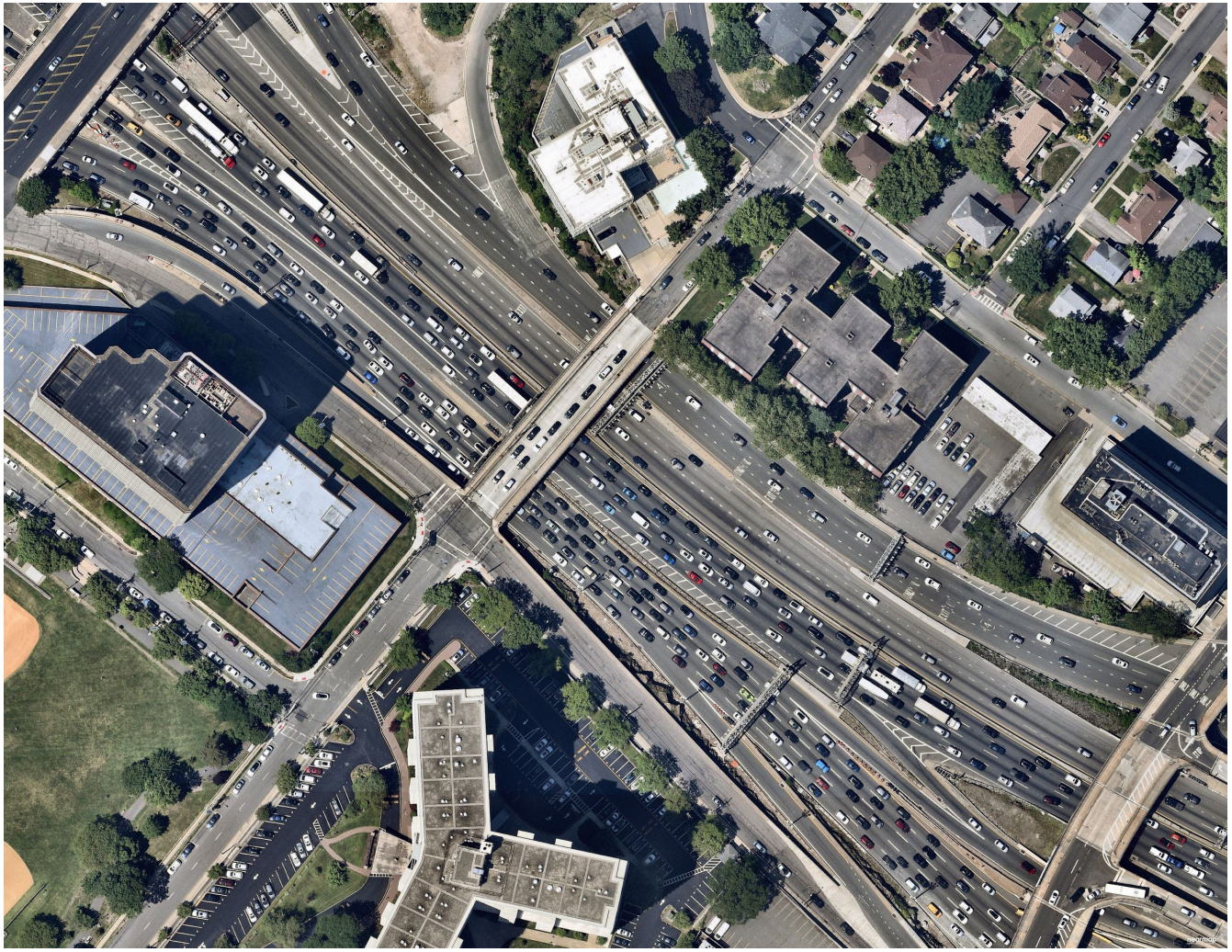
Intersection V/C for the Tunnel Option – Provided by NYSDOT (DDR/EA Appendix C)

#	Intersection	Control	Dir.	Lanes	AM Peak Hour		PM Peak Hour	
					2027	2047	2027	2047
1	Best Street & EB Ramps	S	EB	L	A (7.4)	A (7.7)	A (7.5)	B (12.2)
				LT/T	A (6.0)	A (6.3)	A (5.9)	A (9.2)
			WB	T/TR	D (48.7)	E (67.1)	F (89.6)	F (91.6)
			NB	LT	D (37.4)	D (38.0)	D (42.2)	D (46.7)
				R	A (7.7)	A (7.7)	A (7.2)	A (7.4)
				Overall	C (23.6)	C (30.0)	D (38.8)	D (41.6)
2	Best Street & WB Ramps	S	EB	T/TR	D (48.3)	D (53.0)	E (79.9)	F (187.9)
			WB	L	A (5.6)	A (5.6)	A (6.8)	A (5.4)
				T	A (4.9)	A (5.3)	A (7.3)	A (5.9)
			SB	LT	F (81.1)	F (92.9)	F (88.1)	F (88.4)
				R	C (31.8)	A (5.9)	D (41.4)	D (45.6)
				Overall	D (41.2)	D (38.7)	E (58.2)	F (100.9)
3	Best Street & Herman Street & West Parade Avenue	S	EB	L	A (7.8)	A (7.5)	A (7.4)	A (7.1)
				T	D (53.5)	E (57.9)	C (28.1)	D (44.5)
				R	A (2.1)	A (1.8)	A (2.1)	A (2.2)
			WB	LTR	D (39.2)	D (36.0)	C (34.5)	C (33.2)
			NB	LTR	B (16.2)	B (18.5)	B (19.6)	C (21.2)
			SB	LT	B (16.2)	B (18.6)	B (19.3)	C (20.7)
				R	A (2.3)	A (3.4)	A (4.5)	A (4.8)
				Overall	D (36.7)	D (37.4)	C (25.4)	C (30.6)
8	Humboldt Parkway SB & E Ferry Street	S	EB	TR	B (15.0)	B (15.3)	B (19.1)	C (27.5)
			WB	L	A (8.5)	A (8.8)	B (13.6)	C (27.0)
				T	A (6.8)	A (6.8)	A (7.7)	A (7.9)
			SB	LT	C (20.6)	C (26.8)	F (87.0)	F (86.0)
				R	A (3.0)	A (3.1)	A (3.2)	A (3.1)
				Overall	B (12.7)	B (15.1)	D (39.0)	D (41.5)
9	Humboldt Parkway NB & E Ferry Street	S	EB	L	C (25.6)	C (29.9)	E (69.3)	F (119.0)
				T	B (12.7)	B (12.9)	C (25.4)	D (49.1)
			WB	TR	B (12.7)	B (12.9)	B (14.5)	B (15.2)
			NB	LT	B (10.2)	B (10.4)	B (14.7)	B (12.6)
				R	A (3.7)	A (3.7)	A (3.8)	A (3.3)
				Overall	B (14.6)	B (15.7)	C (28.2)	D (44.4)

- The newly designed Best Street ramps are expected to operate at an unacceptable Level-of-Service
- Other intersections within the project area will operate at an unacceptable Level-of-service:
  - (i.e. Humboldt Parkway @ Ferry Street)
    - Crash rates well above statewide average where a bicycle lane will be installed despite concerns about safety

With all of these models and all of this math,

Have we solved traffic congestion?



Senate Bill No. 743

CHAPTER 386

An act to amend Sections 65088.1 and 65088.4 of the Government Code, and to amend Sections 21181, 21183, 21186, 21187, 21189.1, and 21189.3 of, to add Section 21155.4 to, to add Chapter 2.7 (commencing with Section 21099) to Division 13 of, to add and repeal Section 21168.6.6 of, and to repeal and add Section 21185 of, the Public Resources Code, relating to environmental quality.

[Approved by Governor September 27, 2013. Filed with Secretary of State September 27, 2013.]

LEGISLATIVE COUNSEL'S DIGEST

- California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts.

- With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

Does the tunnel option reduce VMT?

Table 4.10-1 compares vehicle miles travelled (VMT) and vehicle hours of travel (VHT) for roadways for the year 2047 for the No Build and Build Alternatives. These data, which provide insight into the overall traffic use of the road network under each alternative, forms the basis for much of the energy and GHG analyses. As shown in the table, the Project would provide a slight reduction in overall VMT and VHT in the Study Area.

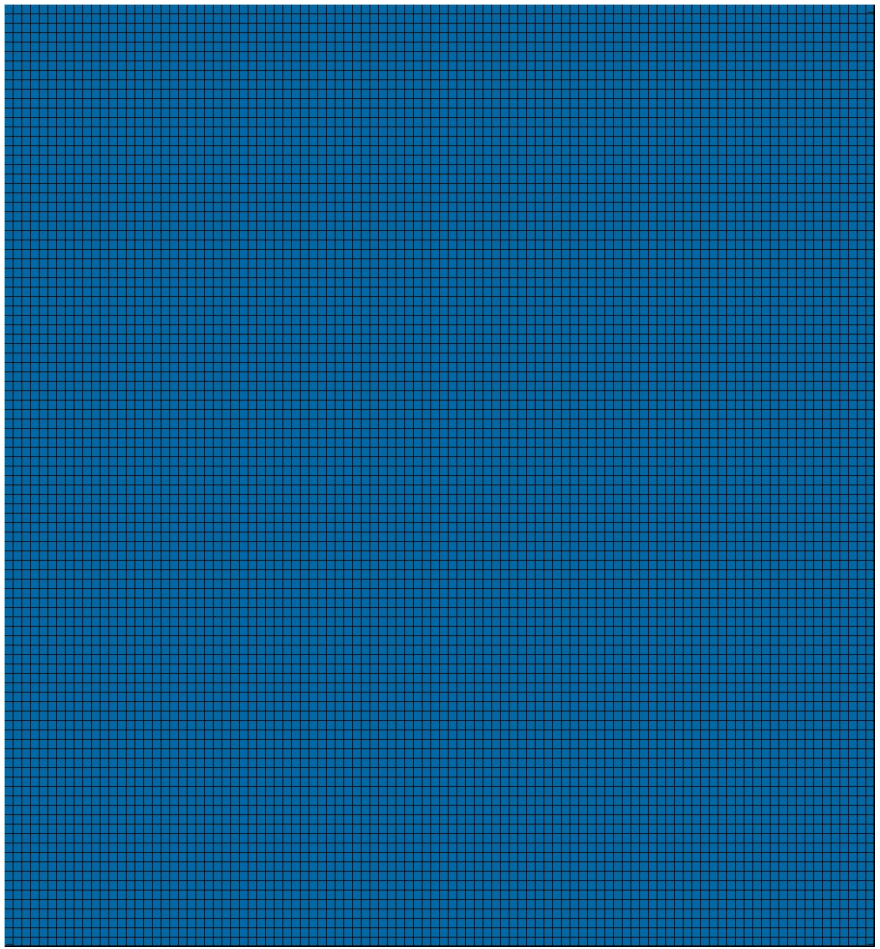
Table 4.10-1: VMT and VHT in 2047			
	No Build	**Build**	**Percent Change**
VMT (Daily)	24,318, 698	24,309,759	-0.04
VHD (Daily)	798,024	797,554	-0.06

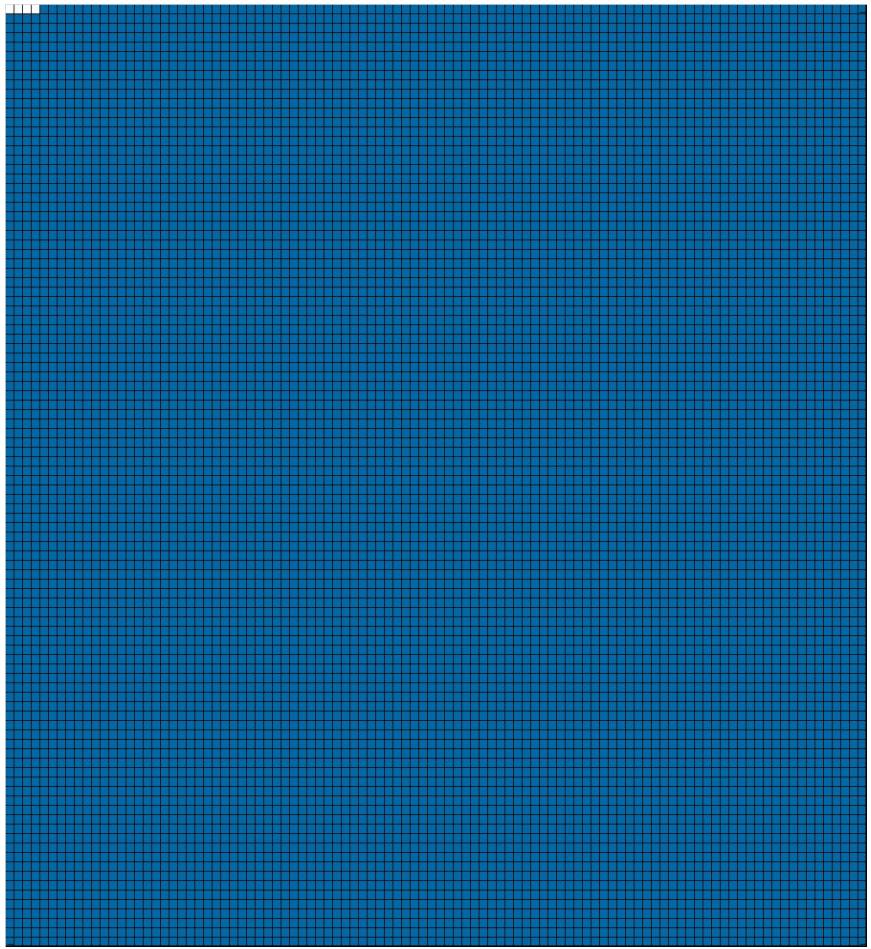
Table 4.9-18: Regional VMT in the No Build and Build Alternative			
Analysis Year	**Alternative**	**Annual VMT**	**% Difference**
2027	No Build	24,212,178	0.00%
	Build	24,211,186	
2037	No Build	24,265,438	-0.02%
	Build	24,260,473	
2047	No Build	24,318,309	-0.04%
	Build	24,309,759	

Note: Based on 2019 and 2047 VMT provided by GBNRTC (interim years interpolated)

A reduction of 0.04% is akin to removing 4 marbles out of a jar of 10,000

0.04% ***less*** Vehicle Miles Traveled





What Can we do? - Follow other guidelines

- Olympia Washington's Regional Transportation Planning Authority has determined that Vehicular Levels of Service do not apply to Urban districts.

Regional Level of Service Standards

During the two-hour p.m. peak, the regional LOS standards are as follows:

- LOS E or better in urban centers and corridors.
- LOS D or better elsewhere inside city limits, urban growth boundaries, and rural/urban transition areas.
- LOS C or better elsewhere in rural areas.

Strategy Corridors

Strategy corridors are places where road widening is not a preferred option to address congestion problems. This may be because the street or road is already at the maximum number of lanes, or that adjacent land uses are either fully built out or are environmentally sensitive. In strategy corridors, LOS may exceed adopted standards, suggesting instead that a different approach is needed for maintaining access in these areas.

In urban areas, these approaches can include:

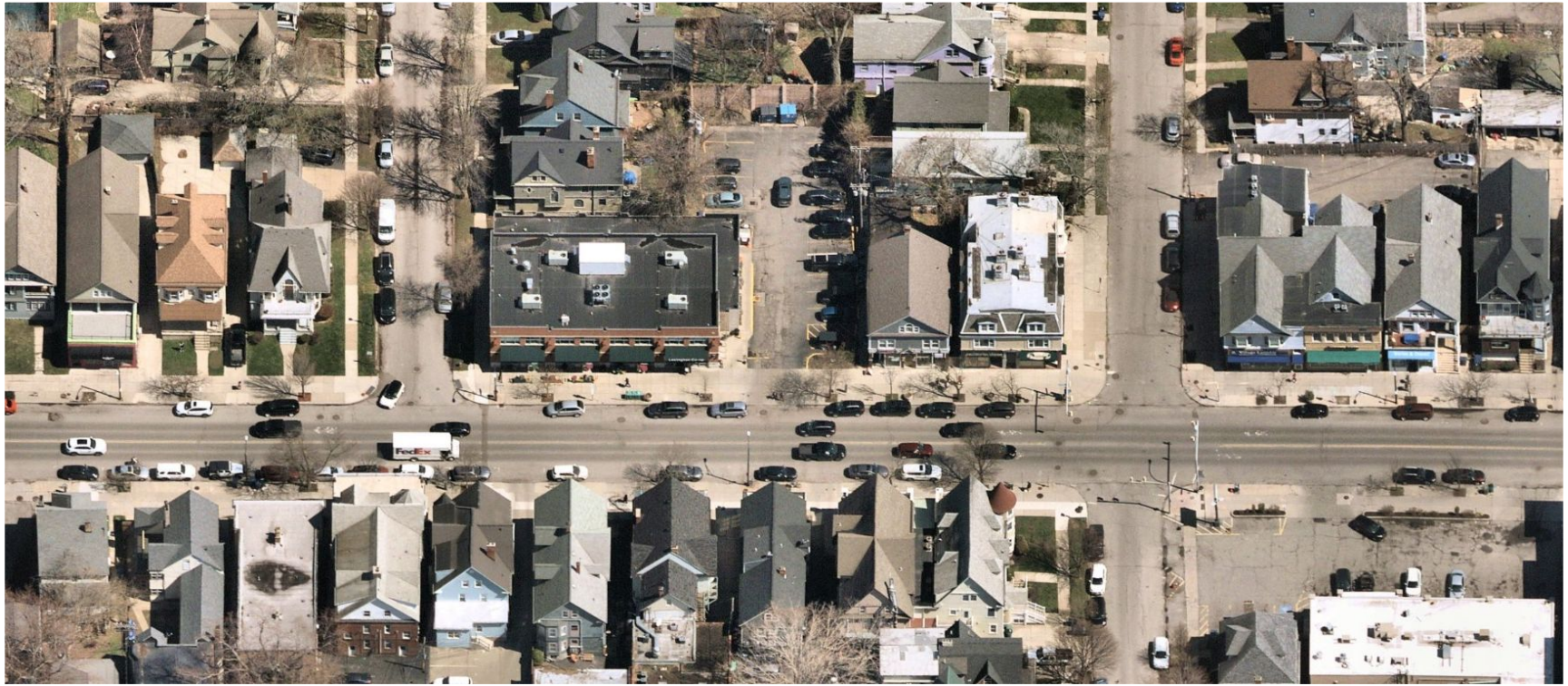
- Increased transit service
- More sidewalks or bicycle facilities
- A complete and connected street grid
- Transportation technology measures that improve system operating efficiency
- Access management
- Parking management
- Incentives for employees to telework or carpool.

In rural areas, alternatives to road widening can include:

- Intersection improvements
- Connections to regional trails
- Extending/increasing transit service

Thurston Regional Planning Council, "What Moves You: Regional Transportation Plan," 376.

Increased traffic volumes (congestion) provides benefits for businesses located in commercial corridors



800 block, Elmwood Avenue

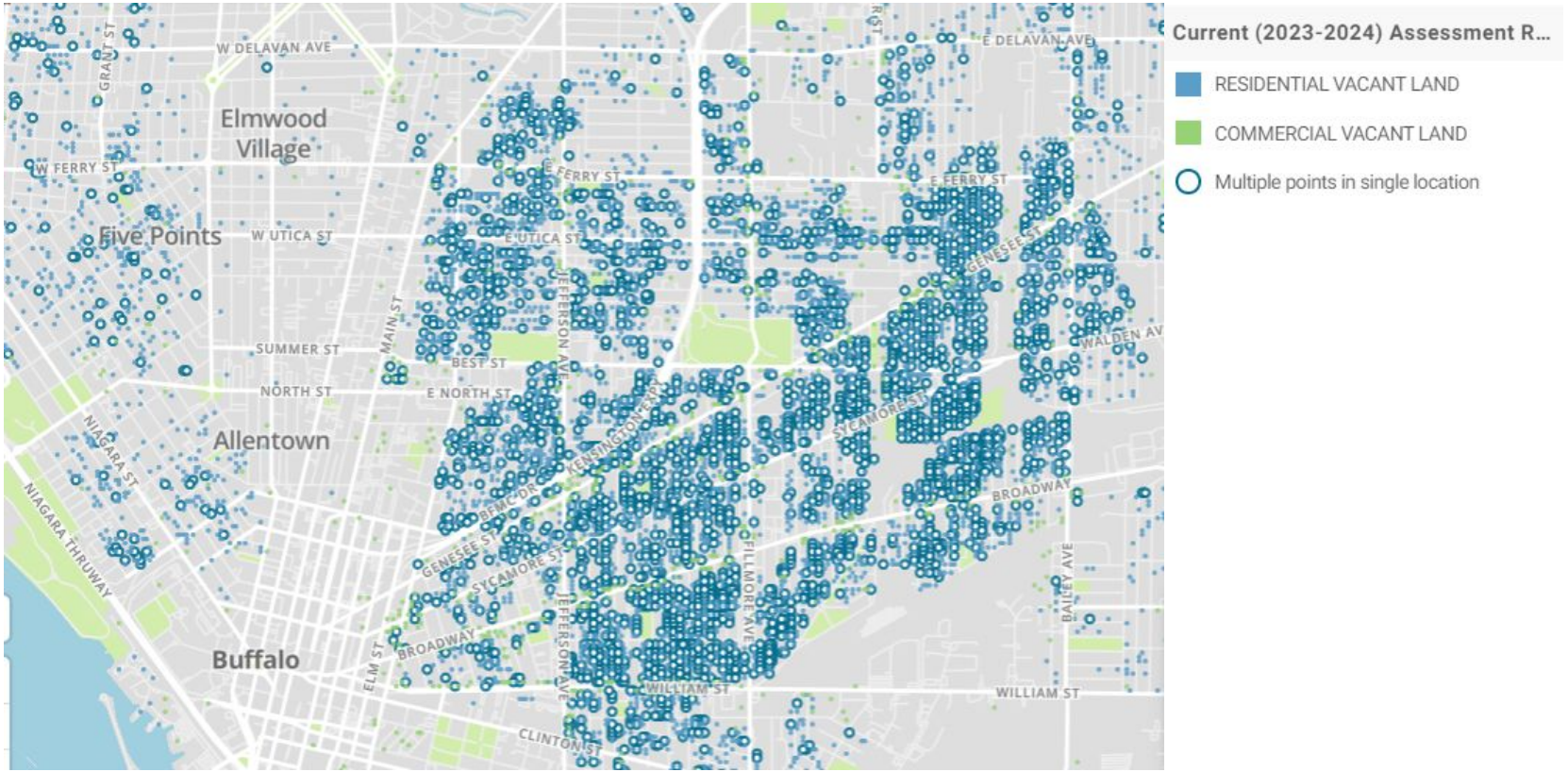
A Connected Community

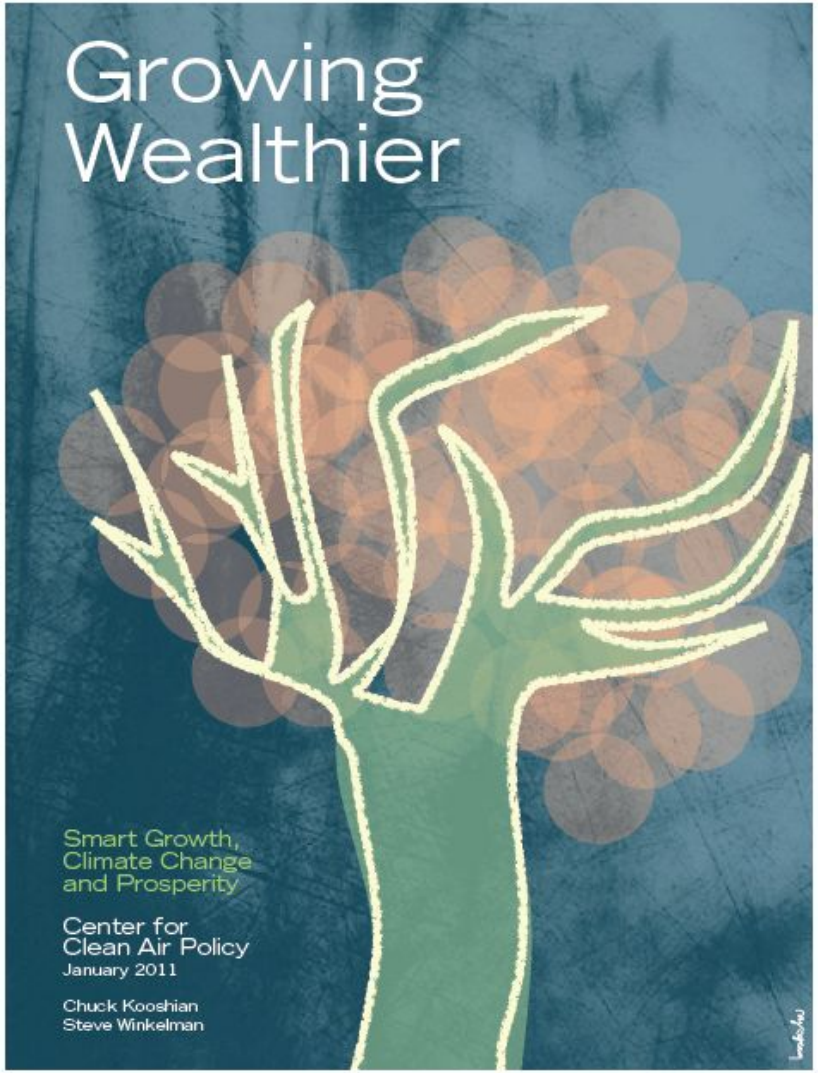
Elmwood street festival in the same location

LOS A on Genesee Street, with little to no economic activity

LOS A on Broadway, with little to no economic activity

Why might we want to Apply that in Buffalo?





Social and economic benefits of Smart Growth-aligned transportation decisions:

- **More thriving** public spaces
- **More growth** that reflects community values
- **Reduced costs** of urban decline (e.g. zombie properties)
- **Reduced exposure** to congestion
- **Reduced opposition** to development

ESP East Side Parkways Coalition

PROJECT COSTS - DESIGN BID BUILD	AMOUNT
PAVEMENT	
Local Street Connections	$ 5,100,000.00
Cherry Street	$ 855,000.00
Humboldt Parkway NB/SB	$ 4,400,000.00
TRAFFIC SIGNALS	
In Kensington Removal limits (no additional lanes)	$ 7,500,000.00
Per traffic Study In Kensington Removal limits (additional lanes)	$ 30,000,000.00
Per traffic Study outside Kensinton Removal limits (additional lanes)	$ 12,000,000.00
EARTHWORK	
Embankment (Filling the Bathtub Section)	$ 24,020,000.00
CURB AND SIDEWALKS	
Local Street Connections	$ 4,540,000.00
Cherry Street	$ 650,000.00
Humboldt Parkway NB/SB	$ 3,000,000.00
GUIDE RAIL AND MEDIAN BARRIER	
Rail Removal (Kensington (Oak/Elm to High Street))	$ 125,000.00
Rail Removal (Kensington (High Street to E Delavan))	$ 125,000.00
LIGHTING	
Local Street Connections	$ 2,680,000.00
Lighting Cherry Includes Removal (Kensington (Oak/Elm to High Street))	$ 836,000.00
Lighting Humboldt Includes Removal (Kensington (High Street to E Delavan))	$ 2,680,000.00

UTILITIES		
Local Street Connections		$ 1,114,000.00
Cherry Street		$ 1,565,000.00
Humboldt Parkway NB/SB		$ 1,800,000.00
DRAINAGE		
Local Street Connections		$ 3,235,000.00
Cherry Street		$ 835,000.00
Humboldt Parkway NB/SB		$ 4,800,000.00
OVERHEAD SIGN STRUCTURES		
Humboldt Parkway NB/SB (Kensington removals)		$ 10,000.00
Cherry Street (Kensington Removals)		$ 10,000.00
SUBTOTAL IN BASE YEAR DOLLARS		**$ 111,880,000.00**
SIGNING AND PAVEMENT MARKINGS (2%)	2%	$ 2,237,600.00
LANDSCAPING (10%)	10%	$ 11,188,000.00
ENVIRONMENTAL (4%)	4%	$ 4,475,200.00
WZTC (13%)	13%	$ 14,544,400.00
SURVEY OPERATIONS (1%)	1%	$ 1,118,800.00
SUBTOTAL IN BASE YEAR DOLLARS		**$ 145,444,000.00**
BRIDGE		
STRUCTURES DEMOLITION		
NYS Route 33 on Ramp Bridge from Elm Street/ Tupper Street over Michigan Ave		$ 455,000.00
NYS Route 33 off Ramp Bridge over Michigan Avenue		$ 230,000.00
NYS Route 33 off Ramp Bridge over Elm St		$ 540,000.00
Pedestrian Bridge over NYS Route 33 (Hickory/Mulberry)		$ 120,000.00
Pedestrian Bridge over NYS Route 33 (Near Peach St))		$ 150,000.00
Jefferson Avenue Bridge over NYS Route 33		$ 450,000.00
Pedestrian Bridge over NYS Route 33 (Near Cayuga St)		$ 80,000.00
High Street Bridge over NYS Route 33		$ 520,000.00
Best Street Bridge over NYS Route 33		$ 680,000.00

Dodge Street over NYS Route 33		$ 320,000.00
Northampton Street over NYS Route 33		$ 410,000.00
E Utica Street over NYS Route 33		$ 320,000.00
E Ferry Street over NYS Route 33		$ 300,000.00
Scajaquada Trail Ped Bridge		$ 300,000.00
E Delavan Avenue over NYS Route 33		$ 740,000.00
NYS Route 33 Ramp Bridge to NYS Route 198 over E Delevan/ NYS Route 33 Ramp		$ 920,000.00
BRIDGE REMOVAL SUBTOTAL IN BASE YEAR DOLLARS		**$ 6,535,000.00**
SUBTOTAL IN BASE YEAR DOLLARS		**$ 263,859,000.00**
MISCELLANEOUS/INCIDENTALS	10%	$ 26,360,000.00
FIELD CHANGE	5%	$13,180,000.00
MOBILIZATION	4%	$ 10,550,000.00
SUBTOTAL IN BASE YEAR DOLLARS		**$ 313,949,000.00**
CONTINGENCY/RISK	20%	$ 115,450,000.00
SUBTOTAL IN BASE YEAR DOLLARS		**$ 429,399,000.00**
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	**2023**	**2026**
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	3%	$ 469,215,881.07
AWARD/CONSTRUCTION COST		**$ 429,399,000.00**
FINAL DESIGN	10%	$ 42,915,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	$ 12,875,000.00
CONSTRUCTION INSPECTION	7%	$ 30,040,000.00
ROW		$ -
TOTAL PROJECT COST		$ 515,229,000.00
TOTAL PROJECT COST (ROUNDED TO NEAREST $10K):		**$ 515,230,000.00**

Annual Maintenance Cost		
Annual Maintenance Cost	$	4,950,000.00
Inflation Rate		4%
Year		**Cost**
0	$	4,950,000.00
1	$	5,148,000.00
2	$	5,353,920.00
3	$	5,568,076.80
4	$	5,790,799.87
5	$	6,022,431.87
6	$	6,263,329.14
7	$	6,513,862.31
8	$	6,774,416.80
9	$	7,045,393.47
10	$	7,327,209.21
11	$	7,620,297.58
12	$	7,925,109.48
13	$	8,242,113.86
14	$	8,571,798.42
15	$	8,914,670.35
16	$	9,271,257.17
17	$	9,642,107.45
18	$	10,027,791.75
19	$	10,428,903.42
20	$	10,846,059.56
21	$	11,279,901.94
22	$	11,731,098.02
23	$	12,200,341.94
24	$	12,688,355.62
25	$	13,195,889.84
26	$	13,723,725.43
27	$	14,272,674.45
28	$	14,843,581.43
29	$	15,437,324.69
30	$	16,054,817.67

Annual Maintenance Cost		
Annual Maintenance Cost	$	4,950,000.00
Inflation Rate		4%
Year		**Cost**
31	$	16,697,010.38
32	$	17,364,890.80
33	$	18,059,486.43
34	$	18,781,865.89
35	$	19,533,140.52
36	$	20,314,466.14
37	$	21,127,044.79
38	$	21,972,126.58
39	$	22,851,011.64
40	$	23,765,052.11
41	$	24,715,654.19
42	$	25,704,280.36
43	$	26,732,451.57
44	$	27,801,749.64
45	$	28,913,819.62
46	$	30,070,372.41
47	$	31,273,187.30
48	$	32,524,114.80
49	$	33,825,079.39
50	$	35,178,082.56
51	$	36,585,205.87
52	$	38,048,614.10
53	$	39,570,558.67
54	$	41,153,381.01
55	$	42,799,516.25
56	$	44,511,496.90
57	$	46,291,956.78
58	$	48,143,635.05
59	$	50,069,380.45
60	$	52,072,155.67
61	$	54,155,041.90

Annual Maintenance Cost		
Annual Maintenance Cost	$	4,950,000.00
Inflation Rate		4%
Year		**Cost**
62	$	56,321,243.57
63	$	58,574,093.32
64	$	60,917,057.05
65	$	63,353,739.33
66	$	65,887,888.90
67	$	68,523,404.46
68	$	71,264,340.64
69	$	74,114,914.26
70	$	77,079,510.83
TOTAL MAINTENANCE COST	**$**	**1,875,367,281.68**

3.6.3 Maintenance Cost

Build Alternative Tunnel Yearly Inspection, Testing, and Maintenance (ITM) Costs

Tunnel Systems	$	2,500,000
Tunnel Structure	$	2,450,000
Total Yearly ITM Cost	$	4,950,000
Yearly Operating Costs	$	100,000

Environmental laws require assessments meet standards of scientific integrity.

- Transportation experts understand that V/C and level of service are not appropriate performance measures for dense urban environments (National Association of City Transportation Officials).
  - NACTO recommends that cities use “varied and holistic performance measures into their development review process, including measures that frame potential benefits, as well as those that capture risk.”
- LOS and V/C (as applied by NYSDOT in this project design process) only captures the experience of those in motor vehicles.
- By definition, vehicular V/C and LOS **do not capture the experience of pedestrians, bicyclists, or transit users.**
  - This is especially problematic in a project area where only the slim majority (61%) have access to a motor vehicle.
- V/C and vehicular LOS-based traffic studies **unjustly prioritize the needs of drivers** over those of other transportation users (DeRobertis et al, Dumbaugh et al, Dowling et al).

Highway removal case studies dispute NYSDOT claims about traffic risks of the fill-in option.

In multiple instances, case studies demonstrate that highway removal has been associated with:

- Reduced vehicle miles traveled (VMTs)
- Decreased overall traffic volumes
- Decreased crime rates
- Promotion of walking, biking, mass transit use
- Increased property values
- More infill housing

*"A surprising view that has emerged is that **removing these freeway sections has not resulted in traffic disruption as conventional theory would suggest**. Instead, it appears that the overall traffic volume in many of these areas has actually decreased. Much speculation exists as to the cause of these counterintuitive observed outcomes, but the underlying mechanisms are still largely not understood."*
– Garrick & Billings, 2013

Key Takeaways

- Relevant literature and case studies cast doubt on the validity of the performance measures that were used in NYSDOT's traffic analysis.
- These performance measures undermine equitable, climate-forward community development.
- NYSDOT failed to provide adequate supporting evidence for the following key decisions:
  - The dismissal of Concept 10 (The fill-in option)
  - The justification for the project scope of Maintaining the vehicular capacity through the transportation corridor.

Elected officials are well-positioned to push for increased scrutiny and transportation policy reform.

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