

APPENDIX E—PUBLIC COMMENTS

NYS Route 33, Kensington Expressway Project

PIN 5512.52

December 2022

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Introduction

The Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT) received 154 comment submissions during the public scoping comment period for the New York State (NYS) Route 33, Kensington Expressway Project (the Project). The public was provided opportunities to submit comments in several ways throughout the 30-day comment period, which extended from June 30, 2022 through July 29, 2022. Written comments could be submitted via email, the Project website, U.S. mail, and/or comment forms provided at the scoping meeting held for the Project. Comment forms (with a drop box) were also available at the Frank E. Merriweather Jr. Library throughout the comment period. A private stenographer was available at the scoping meeting (both sessions) to record oral comments.

The NYSDOT and FHWA have considered the comments received on the Project. Sections 1 through 11 of this appendix contain summaries of the substantive comments received and responses to those comments. Comments are organized by broad topics and, in some cases, more specific subtopics. When more than one commenter provided a similar comment, these comments were grouped and addressed together. **Table E-1: List of Public/Organization Commenters** includes the comment/response numbers associated with the submitted comments. Section 12 provides the original written comments received from the public as well as transcripts of the oral comments from the scoping meeting. Copies of the original comments are provided in Section 12 (Original Comment Documents) of this appendix and are organized in order of their assigned Unique Document ID, which is shown in **Table E-1**.¹

Some of the responses to comments reference the Build Alternative. As described in Section 5.3.2 of this Project Scoping Report (PSR), the Build Alternative is a combination of Concepts 5 and 6 and will be advanced for further study in the DDR/EA. Concepts 5 and 6 were presented at the Scoping Meeting and are described in Sections 5.2.5 and 5.2.6, respectively, of this PSR.

For additional information regarding public involvement, refer to Section 7 of this Project Scoping Report.

Table E-1: List of Public/ Organization Commenters

Name or Organization Name	Comment Date	Unique Doc. ID	Type	Comment/Response Number(s)
Akers, Shea	7/13/2022	86	Website	C3.3-5
Allen, Joseph	7/7/2022	59	Website	C.3.3-3, C7.2-2
Andrle, Chris	7/8/2022	56	Website	C4-4
Anonymous	6/30/2022	8	Comment Form	C3.4-2, C4-3
Anonymous	6/30/2022	58	Comment Form	C1-2, C7.1-1, C7.2-2, C7.3-1
Badger, Demario	6/30/2022	24	Website	C3.4-1, C8.1-1
Badger, Nia	6/30/2022	23	Website	C3.4-5, C8.1-1
Battaglia, Brett	7/26/2022	99	Website	C4-17
Belton-Cottman, Sharon	7/29/2022	140	Email	C1-1, C3.4-1, C8.1-1

¹ Unique document IDs are not necessarily continuous because only substantive comments are listed in Table E-1 (e.g., excludes comments requesting to be added to the Project email list).

Name or Organization Name	Comment Date	Unique Doc. ID	Type	Comment/ Response Number(s)
Bergen, Joseph	7/27/2022	106	Website	C2-1, C5-9, C7.1-10, C7.3-1, C8.2-6
Betha, Reva	6/30/2022	45	Website	C4-4, C8.1-1, C8.5-23
Bono, John	7/28/2022	121	Website	C4-10, C7.3-1, C8.2-7
Boone, Clifford	6/30/2022	37	Comment Form	C3.4-1
Brice, _____	6/30/2022	69	Comment Form	C11-4
Brierton, Helena	7/8/2022	27	Website	C7.3-3
Brown, Sydney	7/14/2022	151	Email	C1-1, C2-1, C3.2-1, C3.4-13, C5-6, C8.1-1, C8.4-1, C8.5-1, C8.5-18, C8.5-22, C9-13, C9-14, C10-3
Brunskill, Jeff	7/26/2022	96	Website	C4-5
Buffalo Olmsted Parks Conservancy	7/29/2022	152	Email	C1-1, C2-1, C3.2-1, C4-4, C5-6, C8.1-1, C8.4-1, C8.5-1, C9-14, C9-13, C9-15, C10-3
Buffalo Society of Natural Sciences	7/27/2022	125	Email	C1-1, C3.4-14, C7.1-3, C8.1-1, C8.4-1, C8.4-2, C8.5-1, C9-14, C10-3
Cadzow, Daniel	7/5/2022	30	Email	C1-2, C7.3-1, C7.3-4, C8.5-1
Carnevale, Daniel	7/27/2022	110	Website	C4-4
Catalano, Judy	7/27/2022	118	U.S. Mail	C11-6
Christner, Michael	7/27/2022	116	Website	C3.4-10, C3.4-11, C3.4-12, C3.4-15, C7.2-6
Citizens Alliance Inc.	7/22/2022	120	Email	C1-1, C2-1, C3.2-1, C3.4-13, C5-6, C8.1-1, C8.4-1, C8.5-1, C9-13, C9-14, C10-3
Citizens for Regional Transit	7/29/2022	132	Email	C1-5, C4-24, C5-8, C7.1-4, C7.1-5, C7.1-6, C7.1-7, C7.1-8, C7.1-9, C7.1-11, C7.2-3, C7.3-1, C8.2-5, C8.4-3, C8.5-20, C10-7, C11-8
Coe, Michael	7/1/2022	19	Website	C4-31
Colston, Monica	7/1/2022	7	Email	C1-1, C3.4-1
Cooke, Nicole	7/1/2022	61	Website	C7.2-2
Cooper, Sandra	6/30/2022	25	Website	C3.3-4
Cooper Sr, Randy L	6/30/2022	26	Website	C3.3-4

Name or Organization Name	Comment Date	Unique Doc. ID	Type	Comment/ Response Number(s)
Copping, Erin	7/27/2022	112	Website	C4-5, C4-32, C8.5-12,
Cotton, Darren	7/5/2022	31	Email	C4-6
Cotton, Velma	7/21/2022	92	Comment Form	C11-10
Cress, Diane	7/5/2022	46	U.S. Mail	C4-9
Curtis, Henry W.	7/29/2022	137	Email	C1-1, C3.4-1, C8.1-1
Cyr, Meghan	7/29/2022	127	Website	C4-22
Daniels, Geraldine	7/7/2022	63	U.S. Mail	C1-1, C8.5-1, C8.5-12
Davis, Collin	6/30/2022	67	Comment Form	C8.2-2
Davis, Philip	7/11/2022	55	Website	C4-5, C7.3-1, C10-8
Dawkins, Barbara	7/1/2022	20	Website	C.3.3-3, C7.2-1
Dockery, Allita	6/30/2022	70	Stenographer at 6/30/2022 Meeting	C8.1-1, C9-8, C9-9, C9-10, C9-11
Edmunds, David	6/30/2022	13	Stenographer at 6/30/2022 Meeting	C1-1
Emhof, Andrew	7/26/2022	102	Email	C3.4-1
Erhard, Keelan	6/30/2022	5	Email	C1-1, C3.4-1, C7.2-1, C8.5-18
Erhard, Keelan	7/29/2022	5A	Website	C1-6, C4-2, C10-3
Ermer, Thomas	7/5/2022	40	Website	C10-4
Ettestad, David	7/26/2022	104	Website	C3.4-1, C8.5-6
Fischer, Liam	7/25/2022	49A	Website	C1-6, C4-10
Freeland, Howard	7/1/2022	17	Website	C11-3
Fruz, Collette	7/5/2022	29	Email	C6-1
Galbraith, Robert	7/29/2022	133	Email	C2-5, C4-25, C4-26, C4-27, C4-28, C4-29, C4-30
Gardner, Leslie	7/29/2022	148	Email	C1-1, C3.4-1, C8.1-1
Garten, Greg	7/7/2022	3	U.S. Mail	C3.3-2, C3.4-3, C3.4-4, C8.1-1, C8.7-1, C9-1, C9-2
Geyer, Michael	7/26/2022	98	Website	C4-15, C6-1, C11-11
Gist, Ernestine	7/27/2022	154	U.S. Mail	C11-9, C11-12
Glenn, Eric (Buffalo NAACP)	7/11/2022	1	Comment Form	C3.1-1, C7.2-1, C11-10
GObike Buffalo	7/27/2022	109	Email	C1-3, C2-1, C2-2, C2-3, C2-5, C2-6, C2-9, C3.4-9, C5-7, C7.2-2, C7.2-5, C7.3-1, C8.2-3, C8.5-1, C8.5-7, C8.5-8, C8.5-9, C8.5-10, C8.5-11, C8.5-12, C8.5-13, C8.5-14

Name or Organization Name	Comment Date	Unique Doc. ID	Type	Comment/Response Number(s)
				C8.5-15, C8.6-1, C8.6-2
Grayse, Adamaah	7/29/2022	83A	Website	C1-1, C2-1, C3.2-1, C5-6, C8.1-1, C8.4-1, C8.5-1, C9-14, C10-3
Greene, Estherphine (Hamlin Park Community and Taxpayers Association)	7/29/2022	149	Email	C1-1, C3.4-1, C8.1-1, C8.5-18
Greene, Joshua	7/28/2022	122	Website	C4-10, C4-18, C7.2-7
Haag, Luke	7/7/2022	53	Website	C4-12, C9-1
Hall, Rashika	7/11/2022	2	Comment Form	C3.1-1, C3.3-1, C3.4-1,
Hawley, Chris	7/28/2022	155	Website	C1-3
Heaps, Jill	7/29/2022	128	Website	C8.5-19
Heaps, Jill	7/29/2022	128A	Email	C2-1, C2-2, C2-3, C2-5, C8.2-8, C8.5-10, C8.5-24, C8.5-25, C8.6-1
Heffernan, Kevin	6/30/2022	36	Comment Form	C4-9, C7.3-1, C8.1-1, C8.5-20, C10-8,
Heffernan, Kevin	6/30/2022	36A	Comment Form	C7.2-2
Heintzman, Mike	7/12/2022	65	Email	C10-5
Hemphill, Zaheera	7/25/2022	93	Email	C8.1-1, C8.5-4, C8.5-27
Hettrick, Jane	6/30/2022	33	Email	C5-3
Hojczyk, Peter	7/30/2022	126A	Email	C3.1-3, C3.1-4, C3.1-5, C4-20, C4-21, C5-10, C6-1, C8.2-4, C8.5-18, C8.5-21, C9-4, C9-16, C10-6, C11-7
Howard, Beverly (Hamlin Park Community and Taxpayers Association)	7/29/2022	147	Email	C1-1, C3.4-13, C8.1-1
Hunter, H. I.	7/26/2022	153	U.S. Mail	C9-1
Hutchison, Jonathan	7/1/2022	64	Email	C5-4
Hutchison, Jonathan	7/29/2022	64B	Website	C2-4, C2-11, C4-4
Jackson, Delores	6/30/2022	71	Stenographer at 6/30/2022 Meeting	C9-12
Jarvis, Hugh	7/13/2022	50	Website	C2-7, C3.4-16, C8.5-18, C9-17,
Jervis-White, Gwen	7/29/2022	145	Email	C1-1, C3.4-1, C8.1-1
Johnson, Alfreda	6/30/2022	44	Website	C6-1
Johnson, Jackie	7/27/2022	117	U.S. Mail	C3.3-6, C6-1, C8.7-1

Name or Organization Name	Comment Date	Unique Doc. ID	Type	Comment/Response Number(s)
Johnson, Thomas	7/29/2022	142	Email	C1-1, C3.4-1, C8.1-1
Kana, Catherine	6/30/2022	48	Comment Form	C4-8
Keith, A. Renee	6/30/2022	68	Comment Form	C8.2-1, C8.7-1, C8.7-3
Kieffer, Lawrence	7/1/2022	41	Website	C6-1, C6-2, C10-2
Lane, Steve	6/30/2022	43	Website	C4-7
Lattimor, Latonia	7/29/2022	141	Email	C1-1, C3.4-1, C8.1-1
Lowinger, Aaron	7/26/2022	97	Website	C4-14, C4-33
Ludwig, Katie	7/2/2022	60	Website	C7.2-2
Malark, Ken	6/30/2022	42	Website	C6-1
Marriott, Edward	7/29/2022	84A	Website	C4-10, C10-9
McNichol, Patrick	7/26/2022	94	Website	C4-10
Middleton, Crystal	6/30/2022	22	Website	C3.3-3, C3.4-1, C8.2-1
Mitchell, LaLuce	7/9/2022	6	Email	C2-7, C2-8, C3.1-2, C3.2-1, C3.4-2, C5-1, C5-2, C8.1-1, C8.1-2, C10-1
Morgan, Ikea	6/30/2022	66	Comment Form	C5-5, C8.2-1, C8.7-5, C9-6, C9-7
Morganti, Joseph	7/26/2022	95	Website	C6-1, C11-5
Morog, Julia	7/7/2022	54	Website	C4-13, C6-1
Navratil, Emily	7/28/2022	124	Email	C4-10
Neuman, Nathan	7/27/2022	115	Website	C4-8, C7.3-1
Oberst, Alan	7/1/2022	4	Email	C9-1
Oberst, Alan	6/30/2022	4A	Stenographer at 6/30/22 Meeting	C3.2-1, C7.3-1
Oberst, Alan	6/30/2022	4B	Website	C9-3, C11-1
Oberst, Alan	6/30/2022	4C	Website	C3.2-1, C3.2-2, C4-1, C3.4-7, C11-2
Oberst, Alan	6/30/2022	4D	Website	C8.4-1
Oberst, Alan	6/30/2022	4E	Website	C3.4-8, C7.2-4
Oberst, Alan	6/30/2022	4F	Website	C8.5-2
Owcarz, Matthew	7/29/2022	130	Website	C4-4
Palgutt, Krista	7/14/2022	87	Website	C4-11
Pierro, Lorraine	6/30/2022	35	Comment Form at 6/30/22 Meeting	C1-3, C6-1
Pierro, Lorraine	6/30/2022	35A	Stenographer at 6/30/22 Meeting	C1-3, C6-1, C9-5, C11-4
Pinto, Alok	7/28/2022	123	Email	C4-19, C4-34, C6-3,
Pryor, Paige	7/26/2022	100	Website	C4-4, C7.3-1
Ra, Amun (Hamlin Park Community and Taxpayers Association)	7/29/2022	146	Email	C1-1, C3.4-1, C8.1-1

Name or Organization Name	Comment Date	Unique Doc. ID	Type	Comment/ Response Number(s)
Race, Kevin	7/7/2022	51	Website	C4-11, C2-4, C2-10, C4-4, C8.5-26,
Radle, Bernice	7/29/2022	129	Website	C4-4
Reade, Randall	7/14/2022	89	Website	C4-11, C4-35, C4-36
Reed, Jason	6/30/2022	12	Comment Form	C3.4-1
Restore Our Community Coalition	7/21/2022	134	Email	C1-1, C2-1, C3.2-1, C3.4-13, C5-6, C8.1-1, C8.4-1, C8.5-1, C9-13, C9-14, C10-3
Ried, Ryan (Hamlin Park Community and Taxpayers Association)	7/29/2022	150	Email	C1-1, C3.4-1, C8.1-1
Ringer, Alexa	7/1/2022	18	Website	C.3.3-3, C3.4-2
Robertson, Evan	6/30/2022	11	Comment Form	C3.4-1, C7.3-2, C10-2
Rollins, Brent	6/30/2022	38	Stenographer at 6/30/22 Meeting	C6-1
Rosemund, Debra	7/29/2022	139	Email	C1-1, C3.4-1, C8.1-1
Russell, Joel (Hamlin Park Community and Taxpayers Association)	7/7/2022	138	Email	C1-1, C3.4-1, C8.1-1
Sack, Daniel	7/26/2022	101	Email	C4-16, C7.1-2, C7.3-1, C8.3-2, C8.5-5
Sally, Nick	6/30/2022	47	Comment Form	C4-5, C7.3-1
Sankoh, Geraldine	6/30/2022	9	Comment Form	C3.3-3
Saxon, Karen	7/1/2022	74	Website	C11-13
Scott, Andrew	7/29/2022	143	Email	C1-1, C3.4-1, C8.1-1
Seay, Kelvin	6/30/2022	39	Stenographer at 6/30/22 Meeting	C6-1
Seney, Brendan	7/7/2022	28	Email	C1-3, C2-10, C8.1-1, C8.5-3
Shack, Bruce	7/27/2022	107	Website	C6-1
Shafer, Daniel	7/1/2022	57	Email	C7.2-3
Showers, Merle	7/2/2022	16	Website	C1-2, C3.4-1
Simmons, Taniqua	6/30/2022	72	Stenographer at 6/30/22 Meeting	C9-12
Slow Roll Buffalo	7/28/2022	119	Email	C1-1, C2-1, C3.2-1, C3.4-13, C5-6, C8.1-1, C8.4-1, C8.5-1, C9-13, C9-14, C10-3
Smiley, David	6/30/2022	14	Stenographer at 6/30/22 Meeting	C3.4-1, C8.3-1, C8.5-1
Smith, Viola P.	6/30/2022	10	Comment Form	C3.4-1, C3.4-4, C8.1-1
Stahl, Lucas	7/8/2022	52	Website	C4-4

Name or Organization Name	Comment Date	Unique Doc. ID	Type	Comment/ Response Number(s)
Steinmetz, Rosanne	6/6/2022	34	Email	C6-1
Stempien, Ryan	6/30/2022	21	Website	C3.4-2, C4-4, C8.7-2
Stubbs, Gregory A.	7/29/2022	131	Email	C2-6, C4-23
Swanekamp, Charles	7/26/2022	108	Email	C3.4-17, C6-1, C8.7-4,
Tallides, Steven	7/1/2022	62	Website	C7.2-2
Taylor, Henry	7/1/2022	73	Website	C8.2-2
The Black Chamber of Commerce of Western New York NY	7/26/2022	135	Email	C1-1, C2-1, C3.2-1, C3.4-13, C5-6, C8.1-1, C8.4-1, C8.5-1, C9-13, C9-14, C10-3
Thomsen, Eric	6/30/2022	32	Email	C5-3, C6-1, C8.1-1, C10-2
Turkovich, Stephen	7/17/2022	90	Website	C1-4
Tyler, Kat	7/29/2022	144	Email	C1-1, C3.4-1, C8.1-1
Van Ness, Cynthia	7/27/2022	113	Website	C8.5-16, C8.5-17
Watson, Eileen	7/4/2022	15	Website	C3.4-6, C8.7-1, C9-4
Westersund, Chris	7/27/2022	114	Website	C2-1
White, Sandra	6/30/2022	75	Website	C8.1-3
Williams, Dr. Scott W.	7/29/2022	136	Email	C1-1, C3.4-1, C8.1-1
Wutz, Robert	7/26/2022	105	Website	C3.4-1

1. Project Limits / Study Area

C1-1 Commenters requested that the Project scope be expanded to include a larger portion of the historical Humboldt Parkway alignment by extending the Project limits to the north. One commenter suggested extending the limits a few blocks north of East Ferry Street. Most of the commenters requested that the limits be extended to East Delavan Avenue near the NYS Route 33/ NYS Route 198 interchange. This would match with the limits of the Region Central Initiative (Scajaquada Corridor) with the ultimate goal of providing a continuous parkway environment between Delaware Park and Martin Luther King Jr. Park (MLK Jr. Park). Some commenters suggested a phased implementation approach be incorporated, with the Best Street to East Ferry Street section being the first phase of a larger program to cover a portion of NYS Route 33 and restore Humboldt Parkway from MLK Jr. Park to Delaware Park.

R1-1 The NYSDOT and FHWA have established the defined transportation corridor for this Project in consideration of the following factors: the presence of the depressed highway sections with retaining walls, opportunities for connectivity with existing parkland and community resources, and physical and environmental constraints. Section 2 of this PSR describes these factors.

Prior to the June 30, 2022 scoping meeting, the NYSDOT and FHWA initially defined the limits of the transportation corridor as Best Street to East Ferry Street. In consideration of public comments received during the scoping comment period, the lead agencies extended the transportation corridor approximately 600 feet north to Sidney Street.

As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. The Project would not preclude the implementation of future projects along the NYS Route 33 corridor as separate, independent actions.

C1-2 Commenters requested restoration of the Humboldt Parkway and continuation of a new parkway along NYS Route 33 east of the NYS Route 198 interchange, extending to the airport.

R1-2 The NYSDOT and FHWA have established the defined transportation corridor for this Project in consideration of the following factors: the presence of the depressed highway sections with retaining walls, opportunities for connectivity with existing parkland and community resources, and physical and environmental constraints. Section 2 of this PSR describes these factors and documents that Best Street and Sidney Street represent logical termini/rational endpoints for this Project.

One of the concepts that was considered for the Project (Concept 10) involved the removal of the expressway from the NYS Route 198 interchange to Goodell Street and creating a parkway setting along the route of the historic Humboldt Parkway. However, as described in Section 5.2.10 of this PSR, this concept was dismissed from further consideration because it would not meet the project objective and associated screening criterion related to maintaining the existing capacity of the existing transportation corridor. This concept would also result in the distribution of expressway traffic to local streets. The Build Alternative does provide the opportunity to reconstruct elements of the Humboldt Parkway within the limits of the tunnel from Dodge Street to Sidney Street.

C1-3 Commenters questioned the rationale for the defined transportation corridor as presented at the Public Scoping Meeting (Best Street to East Ferry Street) and requested NYSDOT rescope the Project. As the basis for this position, some noted the negative effects of the existing highway on neighborhoods outside the proposed tunnel limits that would remain unchanged after the Project is constructed (air and noise pollution, the loss of green space, the physical separation posed by the highway, and the generational loss of wealth from lower property values). A commenter also requested reconnection of the Fruit Belt neighborhood, which would bring additional traffic to Genesee Street, Broadway, William Street, and Clinton Street helping regenerate economic activity siphoned away by the expressway.

R1-3 The NYSDOT and FHWA have established the defined transportation corridor for this Project in consideration of the following factors: the presence of the depressed highway sections with retaining walls, opportunities for connectivity with existing parkland and community resources, and physical and environmental constraints. Section 2 of this PSR describes these factors.

Prior to the June 30, 2022 scoping meeting, the NYSDOT and FHWA initially defined the limits of the transportation corridor as Best Street to East Ferry Street. In consideration of public comments received during the scoping comment period, the lead agencies extended the transportation corridor approximately 600 feet north to Sidney Street.

As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project.

Reconnecting the Fruit Belt neighborhood to induce economic activity on other roadways is outside the scope of this Project. However, the Build Alternative would not preclude the consideration of potential future projects in this area as separate, independent actions.

The potential effects of the Project will be evaluated and documented in the DDR/EA.

C1-4 Commenter requested the Project scope be extended to include the NYS Route 33 corridor starting at Oak Street downtown, through the NYS Route 33/NYS Route 198 interchange and continuing along NYS Route 198 to Main Street.

R1-4 The NYSDOT and FHWA have established the defined transportation corridor for this Project in consideration of the following factors: the presence of the depressed highway sections with retaining walls, opportunities for connectivity with existing parkland and community resources, and physical and environmental constraints. Section 2 of this PSR describes these factors.

Prior to the June 30, 2022 scoping meeting, the NYSDOT and FHWA initially defined the limits of the transportation corridor as Best Street to East Ferry Street. In consideration of public comments received during the scoping comment period, the lead agencies extended the transportation corridor approximately 600 feet north to Sidney Street.

As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. Improvements to other segments of NYS Route 33 and NYS Route 198 are outside of the scope of this Project. The Project will be designed to not preclude the consideration of potential future projects in the NYS Route 33 corridor or in the NYS Route 198 corridor. Note that NYS Route 198 (including the NYS Route 33/ NYS Route 198 Interchange) is within the study area of the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) Region Central Initiative planning

study (see Section 3.4 of this PSR for information on independent utility and coordination with the Region Central Initiative).

C1-5 Commenter recommended a regional and integrated decision-making perspective would be best served by expanding the scope of the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC's) NYS Route 198 Region Central planning study to include NYS Route 33 between Downtown's Elm/Oak arterial and the interchange for NYS Routes 198 and 33 (e.g., combining Region Central and NYS Route 33 as one project). Commenter also stated that the combined study should include cell phone data from data provider Streetlight for analysis of NYS Route 33 from Bailey Avenue to Oak Street in order to predict traffic run-off onto Jefferson Avenue, Fillmore Avenue, and Bailey Avenue as well as crossroad arterials: East Delavan Avenue, East Ferry Street, Genesee Street, Walden Avenue/Best Street, Sycamore Street, and Broadway.

R1-5 As documented in Section 3.4 of this PSR, the GBNRTC is currently conducting the Region Central Initiative, which is a planning study that is being progressed separately from the Kensington Expressway Project (which has defined funding programmed for implementation). The study and the Project each have independent utility and decisions made regarding the transportation corridor between Best Street and Sidney Street will not constrain the consideration of alternatives in the Region Central Initiative study area.

Although separate, the NYSDOT will continue to coordinate with GBNRTC and the Region Central Initiative as that planning process progresses towards specific recommendations. As documented in Section 7.3 of this PSR, GBNRTC is a Participating Agency on the Kensington Expressway Project.

Regarding the request to consider Streetlight data, see response R7.1-5.

C1-6 Commenters stated that capping the highway for less than a mile will not reconnect the community.

R1-6 The Build Alternative includes the construction of an approximately 4,100-foot tunnel. In addition, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

2. Project Purpose, Objectives, and Need

- C2-1 Commenters expressed concern that the Project objective to “maintain the vehicular capacity of the existing transportation corridor” was unduly restricting the consideration of alternatives that would reduce capacity on NYS Route 33, resulting in a six-lane tunnel alternative as the only outcome. One commenter noted other NYSDOT projects where alternatives with fewer lane miles have been acceptable such as the I-81 Viaduct (Syracuse) and Inner Loop (Rochester) removals. Others noted that the objective to maintain vehicular capacity precludes the consideration of alternatives that would provide the most connection and environmental/health benefits for communities.
- R2-1 Section 3 of this PSR documents the project needs, purpose, and objectives. As described in Section 3.3.2, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. The Kensington Expressway provides a direct link to Downtown Buffalo from major routes, such as the Scajaquada Expressway (NYS Route 198) and the NYS Thruway. The Kensington Expressway is an established commuter route between Downtown Buffalo and the City’s northern and eastern neighborhoods as well as the Buffalo International Airport and many suburban communities. Maintaining the vehicular capacity of the Kensington Expressway is needed based on traffic operations, travel time reliability, access to regional medical facilities/ emergency medical response time, and to preserve space for potential future transit service.
- C2-2 Commenters stated that the objective of maintaining vehicular capacity was arbitrary and has not been supported with data demonstrating the need to maintain capacity. Commenters noted trends impacting vehicle travel such as increased remote and hybrid work that reduces commuter traffic, and population loss in the Buffalo area.
- R2-2 Section 3 of this PSR documents the project needs, purpose, and objectives. As described in Section 3.3.2, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. The Kensington Expressway provides a direct link to Downtown Buffalo from major routes, such as the Scajaquada Expressway (NYS Route 198) and the NYS Thruway. The Kensington Expressway is an established commuter route between Downtown Buffalo and the City’s northern and eastern neighborhoods as well as the Buffalo International Airport and many suburban communities. Maintaining the vehicular capacity of the Kensington Expressway is needed based on traffic operations, travel time reliability, access to regional medical facilities/ emergency medical response time, and to preserve space for potential future transit service.

Despite potential COVID-19 related changes in travel patterns during 2021 traffic data collection, NYS Route 33 Average Annual Daily Traffic (AADT) remained relatively similar to 2019 pre-COVID-19 AADT, demonstrating that the functional importance of the facility has not changed. AADT decreased 4.5% between 2019 and 2021 in the NYS Route 198 to East Utica Street segment, but increased 6.2% between Best Street and Jefferson Avenue. Additional traffic data supporting the need for this objective are provided in the Preliminary Traffic Study (Appendix C) of this PSR.

Population is one of numerous factors affecting travel demand in specific corridors, along with factors such as age, income, number of vehicles in the household, work/school locations, transit availability, remote/hybrid work, and traffic congestion – to name a few. A population increase or decrease does not necessarily indicate a corresponding increase or decrease in travel demand because of the many other intervening factors. However, note that the population in the City of Buffalo increased by 6.5% between 2010 and 2020, and Erie County’s population grew by 3.8% over this same time period.² For more information on travel demand considerations (including remote/hybrid work effects), refer to Appendix F of this PSR.

- C2-3 Commenters stated that the objective of maintaining vehicular capacity was inconsistent with New York’s Climate Leadership and Community Protection Act (CLCPA). The CLCPA requires reducing vehicle miles traveled (VMT) and therefore the Project must prioritize alternatives that reduce vehicle miles traveled by revising the purpose and need statement. A commenter suggested that although a Final Climate Plan has not been issued, NYSDOT assumes a target VMT reduction of 16% through 2050 based on the “Very Low VMT” scenario in the New York Climate Action Council’s Draft Scoping Plan.
- R2-3 The Project would not involve new capacity or other network changes that would be expected to increase VMT.
- The DDR/EA will include an assessment of the consistency of the Project with the CLCPA and Draft Scoping Plan, including an assessment of effects on VMT and greenhouse gas emissions. The Project objectives also include “improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features” and the incorporation of these measures in the Project would be evaluated in terms of the CLCPA goals. Opportunities for enhancement to existing bus stops in the defined transportation corridor will be considered as part of the DDR/EA.
- C2-4 Commenter expressed concern with the lack of climate change considerations in the Project purpose and objectives, given the importance of climate change as a societal issue and the role of NYS Route 33 in encouraging behavior contributing to climate change.
- R2-4 The purpose and objectives of a transportation project must address a transportation need. However, pursuant to NEPA and SEQRA, the potential social, economic, and environmental effects of a Project must be evaluated. Therefore, potential effects on greenhouse gas emissions, energy use, and other environmental topics will be evaluated and documented in the DDR/EA and opportunities to reduce vehicle dependency and encourage alternative transportation modes will be incorporated into the Project design to the extent practicable.
- C2-5 Commenters requested the Project objectives be modified to include reducing health and environmental impacts in surrounding neighborhoods, including air quality. One commenter noted that these health/environmental issues should be studied as an element of the Project purpose to “improve the compatibility of the corridor with adjacent land uses.” Another commenter requested that the existing health and environmental harms of the expressway be identified as part of the Project objectives and that the alternative that maximizes harm reduction be selected.
- R2-5 The purpose and objectives of a transportation project must address a transportation need. However, pursuant to NEPA and SEQRA, the potential social, economic, and environmental effects of a Project

² <https://www.census.gov/quickfacts/fact/table/eriecountynyork,buffalocitynewyork,US/PST045221>

must be evaluated. The NYSDOT and the FHWA are required to assess and disclose the social, economic, and environmental effects of this action and consider mitigation measures for any potential adverse impacts, including those to air quality.

An air quality analysis, including particulate matter (PM) microscale analysis, will be conducted, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect public health. A traffic noise analysis will also be conducted and documented in the DDR/EA, along with evaluation of construction period temporary air quality and noise impacts and mitigation. In addition, opportunities to reduce vehicle dependency and encourage alternative transportation modes, such as walking and bicycling (which have a public health benefit), will be incorporated into the Project design to the extent practicable.

C2-6 Commenter stated the Project objectives lack clarity on coordinating and collaborating with the GBNRTC Region Central Initiative planning study for the Scajaquada corridor. Another commenter requested the NYS Route 33 Project include urban design to restore economic vitality, reconnect and restore neighborhoods using a planning vision similar to that developed by GBNRTC for the Scajaquada Corridor.

R2-6 As documented in Section 3.4 of this PSR, the GBNRTC Region Central Initiative is a separate planning study from the NYS Route 33 Kensington Expressway Project. Although separate, the NYSDOT and FHWA will continue coordination with GBNRTC as the Region Central Initiative planning process progresses toward specific recommendations and will use this input to inform the NYS Route 33 Kensington Expressway Project's design development. Also, as documented in Section 7.3 of this PSR, GBNRTC is a Participating Agency on the NYS Route 33 Kensington Expressway Project.

As stated in Section 3.2 of this PSR, one of the project objectives is to improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features. As described in Section 5.3.2 of this PSR, the Build Alternative would meet this objective by completely reconstructing Humboldt Parkway on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). In addition, the Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park.

C2-7 Commenter requested that the purpose statement clearly state that the goal of the Project include recreation of the original Frederick Law Olmsted-designed landscape as close to what it was historically as possible and that the phrase "Frederick Law Olmsted-designed landscape" should appear in the purpose statement. Another commenter stated the Project objectives are too focused on maintaining the expressway/traffic flow, and do not include mention of the importance of Olmsted's vision (shade trees, calming gardens, pools etc.) or restoring the historic parkway.

R2-7 The purpose and objectives of a transportation project must address a transportation need. However, the project design will be developed in consideration of community input and the historic character of the landscape. As described in Section 5.3.2 of this PSR, the Build Alternative includes landscaping options that will be further evaluated as part of the DDR/EA. These options include both Victorian gardens and a tree-lined parkway setting that resembles the Olmsted designed landscape to the extent practicable with a wide median separating the northbound and southbound Humboldt Parkway.

- C2-8 Commenter requested the purpose statement include language mentioning that the Project will consider the future of the expressway for the next several decades (30+ year lifecycle of a major infrastructure investment).
- R2-8 For traffic forecasting purposes on roadway reconstruction projects, the NYSDOT uses a design year of 20 years from the estimated year of completion. For this Project, the estimated year of completion is 2027; therefore, the design year is 2047. According to the NYSDOT Project Development Manual, the design year is intended to cover the time period necessary to evaluate functionality over the expected service life of the Project. This long-term perspective using design years is standard policy used by NYSDOT and FHWA and does not need to be stated in the purpose statement for the Project.
- C2-9 Commenter noted that the GBNRTC Region Central Initiative study of trip origins and destinations has shown how trips originating in Region Central are longer than necessary because people have to go around the expressway. Commenter requested a similar analysis be done for NYS Route 33 to understand the true cost-benefit basis for "maintaining the vehicular capacity" of this roadway (e.g., longer trips to access basic services because the highway acts as a barrier and the air quality/health impacts of this additional vehicle travel).
- R2-9 The discussion of the need for "community connections" in Section 3.3.1 of this PSR addresses the issue of circuitous trips due to the barrier created by NYS Route 33 and recognizes there is a need to reestablish east-west connections across the defined transportation corridor to improve community cohesion. The DDR/EA will evaluate the transportation effects of the Build Alternative for all modes and potential air quality impacts. A preliminary traffic analysis has been conducted (Appendix C of this PSR) and additional traffic analysis will be conducted and documented in the DDR/EA. Available origin-destination information related to existing east-west travel across the transportation corridor will be considered as part of the DDR/EA.
- C2-10 Commenter notes the Project scope and alternatives do not reduce vehicle miles traveled and reflect an auto-centric perspective (maintaining traffic on the expressway). Commenter recommends the Project focus on sustainable transportation options such as transit, biking, and walking, and disincentivize driving to the downtown core.
- R2-10 Section 3 of this PSR documents the project needs, purpose, and objectives. As described in Section 3.3.2, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. The Kensington Expressway provides a direct link to Downtown Buffalo from major routes, such as the Scajaquada Expressway (NYS Route 198) and the NYS Thruway. The Kensington Expressway is an established commuter route between Downtown Buffalo and the City's northern and eastern neighborhoods as well as the Buffalo International Airport and many suburban communities. Maintaining the vehicular capacity of the Kensington Expressway is needed based on traffic operations, travel time reliability, access to regional medical facilities/ emergency medical response time, and to preserve space for potential future transit service.

The project objectives also include "Improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features" and the need to provide multi-modal accommodations and access is discussed in Section 3.3.3 of this PSR. The reconstructed local streets, including Humboldt Parkway and cross streets within the transportation corridor, would provide improved mobility for multi-modal users such as pedestrians, bicyclists, and

mass transit users. "Complete Streets" roadway design features, such as bike lanes, ADA accessible sidewalks with shortened intersection crossings, appropriate travel lane widths that are not excessively wide, and designated on street parking, are all elements of the Build Alternative (see Section 5.3.2 of this PSR).

- C2-11 Commenter notes effects of urban highways on car dependency, sprawl, infrastructure, and the tax base. "Maintain(ing) the vehicular capacity of the existing transportation corridor" continues to encourage climate-damaging behavior and deplete local resources. Commenter also noted that not only should vehicle dependency in the region be reduced, but that sustainable forms of transportation (bikes, public transit) should be actively encouraged.
- R2-11 See response to comment C2-4 regarding climate change and alternative transportation. Section 3 of this PSR documents the project needs.

3. Six-Lane Tunnel (Concepts 5 and 6)

3.1 Tunnel Design Features

- C3.1-1 Commenters inquired regarding tunnel design details, such as lighting, security cameras, flood-proofing, viable exits, and fire prevention sensors.
- R3.1-1 Tunnel features will be assessed as part of the DDR/EA.
- C3.1-2 Commenter noted the roof of the tunnel shown in Concept 6 appears too thin to support full-size trees. To recreate the Olmsted-designed landscape, the tunnel roof should be thick enough and structurally strong enough to support a mature parkway landscape with full-sized trees. Commenter also noted that in the section rendering, the full-sized trees off to the side are shown with deep tap roots, but that's not actually how trees work. Full-sized mature trees 100+ feet tall still only have root systems 4-5 feet deep maximum.
- R3.1-2 The roof thickness will be designed to carry the anticipated loading above the tunnel plus a safety factor. The Build Alternative (which includes Concepts 5 and 6 landscaping options) would include medium size trees over the tunnel and large size trees off to the side of the tunnel. Note that lowering the tunnel to provide additional soil depth for large canopy trees would increase the cost of tunnel construction (additional rock excavation and pavement reconstruction).

The depiction of trees on the section rendering (Figures 5-6B and 5-6C in Appendix A) are conceptual only and are not intended to represent the specific nature of tree root systems.

- C3.1-3 Commenter requested information regarding the thickness of the tunnel roof and any ground/soil above the roof.

- R3.1-3 Information regarding the proposed tunnel roof and proposed soil thickness will be developed and documented in the DDR/EA. Concepts 5 and 6, as presented in the scoping meeting materials, depicted a roof thickness of 3 feet and a soil depth of 3 feet.
- C3.1-4 Commenter expressed skepticism that tall trees with large canopies would grow on a deck above a tunnel. Commenter noted that tree plantings by the City of Buffalo on Main Street between Hertel Avenue and Sisters of Charity Hospital were not successful and suggested a similar result would occur over the tunnel. The commenter also stated the root system underneath a large tree almost mirrors the size of the tree.
- R3.1-4 The Build Alternative includes two potential landscaping options, one of which would be the tree-lined parkway as depicted Concept 6 with medium size trees. Specific tree species and their likelihood of surviving above the tunnel are dependent on appropriate soil depth. Information regarding the proposed tunnel roof and proposed soil thickness will be developed and documented in the DDR/EA. Note that providing deeper soils on the tunnel cover would necessitate a deeper tunnel in order to provide necessary clearance. Shallow bedrock throughout the corridor would necessitate rock blasting, which would be cost prohibitive.

The depiction of trees on the Concept drawings (Figures 5-6B and 5-6C in Appendix A) are conceptual only and are not intended to represent the specific nature of tree root systems.

- C3.1-5 Commenter asked how the tunnel will be maintained, including repaving.
- R3.1-5 The tunnel would be monitored on a continuous basis and maintenance would be conducted as needed. Within the tunnel, repaving and/or other repairs could be accomplished with temporary short term lane closures. At times, it could be necessary to shift traffic onto one side of the tunnel (two lanes in each direction) in order to have full construction access on the opposite side. An assessment of future maintenance will be conducted for the Project as part of the DDR/EA. The DDR/EA will document the findings of the assessment.

3.2 Length of Tunnel

- C3.2-1 Commenters requested that the southern limit of the tunnel be extended from Dodge Street to Best Street.

One commenter noted that extending the tunnel to Best Street would allow the Buffalo Museum of Science's west stair to look out onto the Olmsted-designed parkway as originally intended. Another commenter explained that extending the tunnel to Best Street would create extensive additional landscaped areas to add to the park and that could also be used by the museum. Commenter noted the Dodge Street to Best Street area was not part of the original parkway and not in the original bounds of the park; therefore, it could be designed and used in ways that are not subject to historic constraints (e.g., museum parking, learning landscape for the museum or a location for active recreational uses like basketball or tennis courts in order to remove those elements from the Olmstedian part of the park).

Commenter provided recommendations for a potential outdoor learning landscape for the Buffalo Museum of Science on the southern end of the tunnel deck (similar to outdoor play spaces at the New York Hall of Science).

Commenter also suggested a concept for a tunnel ventilation structure being incorporated on the southern portion of the tunnel deck in the form of a public art piece developed through a design competition or in a science-related shape such as a rocket.

- R3.2-1 The NYSDOT and FHWA established the defined transportation corridor for this Project in consideration of the following factors: the presence of the depressed highway sections with retaining walls, opportunities for connectivity with existing parkland and community resources, and physical and environmental constraints. Section 2 of this PSR describes these factors and documents that Best Street and Sidney Street represent logical termini/rational endpoints for this Project. The southern tunnel portal is proposed to be located at Dodge Street, rather than Best Street, to minimize the impact of the proposed tunnel on the existing eastbound entrance ramp and westbound exit ramp associated with the NYS Route 33 full interchange at Best Street. Tunnel design guidelines discourage the introduction of exit and entrance ramps located within a tunnel. Tunnel safety for motorists is improved when there are fewer decision points that would require a motorist to make a lane change. In addition, the introduction of entrance and exit ramps within the tunnel would increase the Project cost and could require the acquisition of right-of-way.

Incorporation of Buffalo Museum of Science enhancements such as additional parking, outdoor learning landscapes or public art is outside the scope of this Project. NYSDOT will continue to coordinate with the Buffalo Museum of Science during the design/environmental review process.

Relocation of existing active recreational uses from other areas of the park system to the tunnel deck is outside the scope of this Project. NYSDOT will continue to coordinate with the City of Buffalo and Buffalo Olmsted Parks Conservancy during the design/environmental review process.

- C3.2-2 Commenter recommended that design options for the portion of NYS Route 33 north of East Ferry Street be evaluated now to address the Scajaquada Creek crossing and the 33/198 interchange. Even if the current Project does not include a tunnel north of East Ferry Street, it is important to evaluate the general approach to design issues north of East Ferry Street now because they have major implications for the current Project that could result in rework later.

- R3.2-2 Section 2 of this PSR documents the design and other considerations with respect to establishing Sidney Street as the northern terminus for the Project, including the Scajaquada Creek crossing. There are no planned or programmed projects by NYSDOT or others to construct a tunnel north of Sidney Street at this time. Therefore, further evaluation of the engineering issues associated with constructing a tunnel through the Scajaquada Creek crossing will not be included in the DDR/EA. The NYS Route 33 Kensington Expressway Project would not preclude the consideration of potential future projects in other portions of NYS Route 33 (see Section 3.4 of this PSR).

3.3 New Greenspace/Parkland

- C3.3-1 Commenter suggested consideration of natural security design measures to protect users of the greenspace from traffic without detracting from the aesthetic appeal of the space.
- R3.3-1 New greenspace design (including safety considerations) will be evaluated and documented as part of the DDR/EA. Traffic calming measures will be considered on Humboldt Parkway as part of the Build Alternative (see Section 5.3.2).
- C3.3-2 Commenter asked how potential new parkland would be adequately maintained by the City of Buffalo.
- R3.3-2 Long-term maintenance responsibilities of new greenspace or parkland will be considered and documented as part of the DDR/EA. This will include coordination with the City of Buffalo on maintenance considerations.
- C3.3-3 Commenters provided a variety of specific landscaping recommendations including:
- No weeping willows;
 - Include cherry trees for blossoms;
 - Keep it light and airy;
 - Provide soft grass;
 - Keep the vegetation as you enter the tunnel and exit the tunnel on NYS Route 33;
 - Provide tree lined space to allow for picnics, and playing with kids and dogs;
 - Provide areas for trash receptacles and recycling;
 - Extend the apron to buffer noise for homeowners;
 - Design parkland as functional public space, not just a lawn, by including features such as trees, landscaping, park features like benches and, water fountains (not just restoring it to historic Olmsted aesthetics);
 - Include space for special events such as concerts;
 - Decrease the number of cross streets across the tunnel deck to maximize green space.
 - Focus on connecting people across the greenspace rather than on cars; and
 - A mixture of trees and the Victorian gardens would be aesthetically pleasing, inviting for those who patronize the area, and improve air quality (e.g., combination of Concepts 5 and 6).

Several commenters were supportive of including trees in the greenspace. A commenter also recommended that local community input be a primary aspect in the design of the greenspace.

- R3.3-3 The NYSDOT will continue to evaluate landscaping design options, in consideration of public and stakeholder input, as part of the DDR/EA.
- C3.3-4 Commenters expressed support for new/restored parkland in the Project area.
- R3.3-4 Comment noted.
- C3.3-5 Commenter supported building over NYS Route 33 with more greenspace to help cool the urban area and show Buffalo has a strong environmental commitment.

R3.3-5 Comment noted.

C3.3-6 Commenter stated that they do not want a park in front of their home because it would result in a loss of privacy and create an area for people to congregate at all hours with no monitoring.

R3.3-6 Public safety measures (including lighting/security/maintenance) will be a consideration in the design of the new greenspace on the tunnel deck of the Build Alternative and discussed in the DDR/EA.

3.4 General Comments

C3.4-1 Commenters noted general support or opposition to Concepts 5 and/or 6.

R3.4-1 Comment noted.

C3.4-2 Commenters indicated a preference for Concepts 5 and/or 6 with air treatment/ purification.

R3.4-2 The NYSDOT will continue to evaluate the need for and design of air treatment systems for the Build Alternative as part of the DDR/EA.

C3.4-3 Commenter noted preference for Concept 6 over Concept 5 because Concept 5 would provide less shade for greenspace users and would require higher maintenance costs.

R3.4-3 The NYSDOT will continue to evaluate the landscaping options presented in Concepts 5 and 6 during the design/environmental review process (see Section 5.3.2 of this PSR). Landscaping details and maintenance costs will be evaluated and documented as part of the DDR/EA. NYSDOT will seek input from the public regarding design of the landscaping.

C3.4-4 Commenter noted support for Concept 6 with air treatment and maintenance buildings with an appearance similar to existing housing stock.

R3.4-4 As documented in Section 5.3.2 of this PSR, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment). The NYSDOT will continue to evaluate these options, as well as the need for and design of air treatment systems for the Build Alternative as part of the DDR/EA. NYSDOT will seek input from the public regarding the design of the air ventilation buildings.

C3.4-5 Commenter supported Concepts 5 or 6 but did not like the concept of air treatment (ventilation option 2).

R3.4-5 The NYSDOT will continue to evaluate the need for and design of air treatment systems for the Build Alternative as part of the DDR/EA.

C3.4-6 Commenter indicated support for the Project, a preference for landscapes including trees (more inviting) and suggested more information be provided about ventilation options as more details of that element of the Project are developed.

R3.4-6 The NYSDOT will continue to evaluate potential landscaping options and ventilation systems as part of the DDR/EA.

C3.4-7 Commenter indicated a preference for Concept 6 with provisions for light rail or bus rapid transit in the Project.

R3.4-7 Providing light rail is outside the scope of this Project. The NYSDOT and FHWA are coordinating with Niagara Frontier Transportation Authority (NFTA) as a Participating Agency for the Project (see Section 7.3.1 of this PSR). During the design/environmental review process, coordination with NFTA will inform the evaluation of opportunities to enhance existing bus accommodations/ bus stop waiting areas in the defined transportation corridor. The Project would not preclude potential future actions to enhance light rail or bus rapid transit options by others.

C3.4-8 Commenter requested the design for Concept 5 and 6 be modified to remove a one-way section of road from the intersection of Northampton Street and Parade Avenue angling across the newly created treed median to the eastern (northbound) roadway of the restored Humboldt Parkway. Commenter explained that this roadway will interfere with views of the Buffalo Museum of Science for southbound travelers on the Parkway and interfere with direct pedestrian movement through the greenspace to the museum.

Commenter suggested potential design solutions such as traffic circles or roundabouts where Northampton Street runs in front of the front stairs of the Buffalo Museum of Science. Commenter stated that the area in front of the Buffalo Museum of Science needs to be carefully designed in terms of traffic calming and traffic movement as it may become a pickup-and-drop-off zone for the Buffalo Museum of Science and park.

R3.4-8 The diagonal roadway referenced in the comment is necessary to minimize traffic in front of the Buffalo Museum of Science and Charles R. Drew Science Magnet School for pedestrian safety purposes. Without this roadway, northbound traffic approaching the Humboldt Parkway/Northampton Street intersection would have to turn right onto Northampton Street directly in front of the museum, then immediately turn left onto Humboldt Parkway northbound. These traffic movements would conflict with the local traffic destined to the museum/school. Sidewalks on either side of Humboldt Parkway allow pedestrians to reach the museum and MLK Jr. Park without crossing the diagonal northbound roadway from Northampton Street. Documentation supporting proposed street alignments will be included in the DDR/EA for the Project.

Coordination with stakeholders (including the Buffalo Museum of Science) regarding drop off zones, traffic calming and access consideration, will continue during the design/environmental review process. Roundabouts at appropriate locations will be considered during the design process.

Viewsheds associated with the Project, including those affecting the Buffalo Museum of Science, will be evaluated, and documented in a Visual Impact Assessment for the Project, which will be included in the DDR/EA.

C3.4-9 Commenter requested that new surface streets created by the Project conform to latest National Association of City Transportation Officials (NACTO) Guidance using 20 mph design speed and incorporate latest best practices.

- R3.4-9 The Build Alternative would include Complete Street roadway design features to control speed and promote pedestrian/bicyclist safety and comfort. Design criteria, including design speeds, will be evaluated, and documented in the DDR/EA. The NYSDOT will consider public and stakeholder input (including input from the City of Buffalo and GBNRTC) in establishing the design speed and traffic calming elements for Humboldt Parkway.
- C3.4-10 Commenter recommended that the Project use the existing Parade Street and not construct a street parallel to it (use existing streets over creating new infrastructure).
- R3.4-10 Existing infrastructure will be incorporated and not replaced where such incorporation is reasonable based on the age/condition of the existing infrastructure.
- C3.4-11 Commenter recommended including more traffic calming into the Project.
- R3.4-11 Traffic-calming measures will be evaluated and documented as part of the DDR/EA..
- C3.4-12 Regarding the typical sections, commenter stated that Humboldt Parkway is too wide and that approximately 12 feet from travel lane to barrier is a waste of pavement.
- R3.4-12 The typical section for the Build Alternative includes 8 feet for on-street parking, 2 feet of buffer between the parking and bike lane, a 5-foot bike lane, a 10-foot travel lane and 2-foot inside shoulder (see Figure 5-8 in Appendix A of this PSR). The Build Alternative would include Complete Street roadway design features to control speed and encourage pedestrian/bicyclist safety and comfort. Design criteria, including design speeds, will be evaluated, and documented in the DDR/EA.
- C3.4-13 Commenters supported NYSDOT's general approach to Concepts 6 and/or 7, a ventilated tunnel that adds parkland to the Humboldt Parkway, with a goal of reconnecting MLK Jr. and Delaware Parks.
- R3.4-13 As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. Delaware Park is outside of the project limits and connecting MLK Jr. Park with Delaware Park is outside the scope of this Project. Implementation of the Build Alternative would not preclude the consideration of future projects that might make this connection.
- C3.4-14 Commenter supported NYSDOT's general approach to Concepts 5, 6 and 7, a ventilated tunnel that adds much needed greenspace to the community, with a goal of reconnecting MLK Jr. Park and Delaware Park.
- R3.4-14 As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. Delaware Park is outside of the project limits and connecting MLK Jr. Park with Delaware Park is outside the scope of this Project. The construction of the NYS Route 33 Project would not preclude the consideration of future projects that might make this connection.
- C3.4-15 Commenter requested that at the western terminus, the sight line and road configuration should remain straight and in line with the historic road that directed sight lines to the Buffalo Museum of Science. They should not be bowed inward from Northampton Street to Riley Street.
- R3.4-15 The details of the Humboldt Parkway alignment will be refined during the design/environmental review process and documentation of the alignment rationale included in the DDR/EA.

- C3.4-16 Commenter stated the project concepts do not connect to MLK Park.
- R3.4-16 The Build Alternative would provide greenspace connectivity with MLK Jr. Park (see Figures 5-5A and 5-6A in Appendix A of this PSR). Proposed pedestrian and bicycle facility design details for the Build Alternative will continue to be developed and described in the DDR/EA and this will include consideration of connections between the tunnel deck greenspace and MLK Jr Park.
- C3.4-17 Commenter stated the Project is a bad decision and questioned whether the Project would actually reunite the community.
- R3.4-17 The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR). An assessment of potential effects of the Build Alternative on community cohesion will be included and documented as part of the DDR/EA.

4. Removal of NYS Route 33 and Reestablishment of Parkway Setting (Concept 10)

- C4-1 Commenter stated that removing NYS Route 33 is unrealistic, would require decades of planning and would be unable to achieve public consensus. Commenter also noted that filling the Humboldt Parkway section of NYS Route 33 would not work because it would still be connected to a high-volume expressway on either end or would not resemble the original Humboldt Parkway.
- R4-1 As documented in Section 5.2.10 of this PSR, Concept 10, which involves removal of NYS Route 33 from the NYS Route 198 interchange to Goodell Street and creation of a parkway setting along the route of the historic Humboldt Parkway, would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and concerns related to redistributing expressway traffic to local streets, Concept 10 was dismissed from further consideration.
- C4-2 Commenter expressed support for Concept 10, filling in NYS Route 33, investment in radials (Genesee Street, Sycamore Street, Broadway, and Clinton Street) to support diverted traffic, reconnecting the Fruit Belt to Genesee, and creating a world class park from Michigan Avenue and Goodell Street all the way to Agassiz Circle.
- R4-2 As documented in Section 5.2.10 of this PSR, Concept 10, which involves removal of NYS Route 33 from the NYS Route 198 interchange to Goodell Street and creation of a parkway setting along the route of the historic Humboldt Parkway, would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and concerns related to redistributing expressway traffic to local streets, Concept 10 was dismissed from further consideration.
- C4-3 Commenter indicated that full removal of NYS Route 33 should be the ultimate goal of the Project, and that the purpose statement should prioritize environmental justice, community health and reparations. Commenter also requested soundwalls for the remaining portions of the expressway at-grade north of

East Ferry Street and south of Best Street and consideration of Bus Rapid Transit and/or High Occupancy Vehicle lanes in the Project.

R4-3 As documented in Section 5.2.10 of this PSR, Concept 10, which involves removal of NYS Route 33 from the NYS Route 198 interchange to Goodell Street and creation of a parkway setting along the route of the historic Humboldt Parkway, would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and concerns related to redistributing expressway traffic to local streets, Concept 10 was dismissed from further consideration.

As discussed in Section 4.3.3 of this PSR, the potential for the Project to result in disproportionately high and adverse effects on minority and low-income (environmental justice) populations will be assessed and documented in the DDR/EA. Meaningful efforts to engage environmental justice populations in the Project have begun and will continue throughout the environmental review/project development process (see Section 7.2 of this PSR).

The Project's potential effects on social, economic, and environmental topics, including air quality, traffic noise, and hazardous waste and contaminated materials, will be assessed, and documented in the DDR/EA for the Project. Traffic noise impacts and potential noise abatement measures will be evaluated in accordance with the NYSDOT Noise Policy and FHWA noise regulations. As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project.

Opportunities to enhance existing bus stop amenities in the defined transportation corridor as part of the Build Alternative will be considered in coordination with the Niagara Frontier Transportation Authority during the design/environmental review process. Providing new regional transit services are outside the scope of this Project. However, the Project would not preclude the consideration of Bus Rapid Transit (BRT) or High Occupancy Vehicle (HOV) lanes on NYS Route 33 in the future, as part of a separate, independent action.

C4-4 Commenters expressed general support for Concept 10 and removal of all or certain portions of NYS Route 33.

R4-4 Refer to response R4-2 regarding Concept 10 and its dismissal from further consideration.

C4-5 Commenters expressed support for Concept 10 and stated that the small length of tunnel proposed would not restore neighborhoods damaged by construction of the Kensington Expressway. Commenters noted that the expressway primarily serves suburban residents and does not benefit the impacted neighborhoods along the NYS Route 33 corridor.

R4-5 Refer to response R4-2 regarding Concept 10 and its dismissal from further consideration. The Build Alternative includes the construction of an approximately 4,100-foot tunnel. In addition, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park

and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

The effects of the Build Alternative on mobility and community character will be further evaluated and documented in the DDR/EA. The Build Alternative would not preclude potential future projects in other portions of NYS Route 33 or NYS 198 as separate, independent actions.

- C4-6 Commenter supported Concept 10 and noted plans/sections for Concepts 9 and 10 were not available on the Project website, indicating these plans would be helpful for the public to understand the different options.
- R4-6 Plans and typical sections for Concept 9 (Kensington Reconstruction as a Four-lane Boulevard with Traffic Diverted to Other Roads) are included in this PSR (Appendix A, Figures 5-14 and 5-15). There is no graphic for Concept 10; however, information regarding Concept 10 is provided in Section 5.2.10 of this PSR.
- C4-7 Commenter stated that the Project has not considered the damage caused by the original expressway, especially the economic impacts to retail corridors in East Buffalo that resulted when traffic was rerouted from major arterials such as Broadway, Genesee Street, and Kensington Avenue to the expressway. These big picture issues should be considered before focusing on a particular neighborhood. Commenter recommended the restoration of Humboldt Parkway with some accommodation for through traffic, combined with improvements to alternate arterial roads. Commenter stated that covering a small portion of the expressway would not address the problems.
- R4-7 As stated in Section 4.3.25 of this PSR, cumulative effects (effects on the environment that would result from the incremental impact of the action when added to past, present, and reasonably foreseeable future actions) will be assessed as part of the DDR/EA. If adverse effects are identified to occur as a result of the Project action, mitigation measures will be evaluated.

Please refer to response R4-2 regarding Concept 10, which involves removal of NYS Route 33 from the NYS Route 198 interchange to Goodell Street and creation of a parkway setting along the route of the historic Humboldt Parkway, and its dismissal from further consideration.

The Build Alternative includes the construction of an approximately 4,100-foot tunnel. In addition, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

The social, economic, and environmental effects of the Build Alternative will be further evaluated and documented in the DDR/EA. The Build Alternative would not preclude the consideration of potential future projects in other portions of NYS Route 33 or NYS 198 as separate, independent actions.

C4-8 Commenter supported Concept 10 and requested a traffic study to evaluate if there are enough surface streets to carry the traffic. Recommended prioritization of what is best for the neighborhood over traffic. Some commenters noted that new technologies such as synchronized traffic lights and transit signal priority can help meet the need of NYS Route 33 drivers.

R4-8 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration. The dismissal of Concept 10 included traffic considerations as documented in Section 5.2.10 of this PSR.

The Build Alternative would continue serving the travelling public using NYS Route 33, while providing benefits to the community adjacent to the Project. The implementation of the Build Alternative would not preclude the consideration of potential future projects on other sections of the NYS Route 33 or NYS Route 198 as separate, independent actions.

Traffic signals would be updated where appropriate within the defined transportation corridor and traffic signal coordination will be considered during the design/environmental review process and documented in the DDR/EA.

C4-9 Commenter noted that the Kensington Expressway contributed substantially to an economic divide and segregation that this Project can partially right. Commenter recommended Concept 10 and noted that the former major arterials can accommodate the traffic into downtown.

R4-9 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration. The dismissal of Concept 10 included traffic considerations as documented in Section 5.2.10 of this PSR.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

C4-10 Commenters supported Concept 10 and opposed a tunnel between Best Street and East Ferry Street because it would guarantee the existence of the expressway outside the tunnel limits for generations. A commenter supportive of Concept 10 stated capping only a small section of highway will do nothing to help the community. Commenters noted other cities have successfully removed inner city highways and recommended consideration of the example of the NYS Route 198 Project or Rochester’s Inner Loop. Some noted the expressway was designed for a city twice the size.

A commenter noted that the tunnel options would leave neighborhoods north and south of the Project divided and property values depressed, and that the radial streets in Buffalo are underutilized and suffering economically because of traffic diverted to the expressway. The commenter also stated removal of NYS Route 33 would increase property values, equity, and quality of life. A similar comment noted a desire to see economic investment back into the neighborhood as a result of removal of the expressway similar to Rochester’s Inner Loop.

R4-10 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The Build Alternative includes the construction of an approximately 4,100-foot tunnel. In addition, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR). The implementation of the Build Alternative would not preclude the consideration of potential future projects on other sections of the NYS Route 33 as separate, independent actions.

The potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project.

C4-11 Commenters suggested not only restoring the Humboldt Parkway as it existed historically but expanding on it by moving the western terminus of NYS Route 33 to the NYS Thruway interchange. Some commenters recommended a single lane in each direction on the parkway, bike paths and concession stand. Some commenters also stated that the NYS Route 198 expressway should be removed, and parkway restoration should connect to Delaware Park.

R4-11 As documented in Section 5.2.10 of this PSR, Concept 10 (Removal of NYS Route 33 Including Reestablishing the former Parkway Setting) would not meet the project objective and associated

screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. Removing NYS Route 198 and providing a connection to Delaware Park is outside the scope of this Project.

The implementation of the Build Alternative would not preclude the consideration of potential future projects on other sections of the NYS Route 33 or NYS Route 198 as separate, independent actions.

C4-12 Commenter noted the loss of Olmsted’s Humboldt Parkway is a tragedy and that the City of Buffalo is still dealing with the negative environmental, economic, and social impacts. Commenter supports full removal of NYS Route 33 and integration of the original design of the Humboldt Parkway into the fabric of the City of Buffalo.

R4-12 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project. Opportunities to incorporate Olmsted design features into the Project will continue to be assessed, in consideration of stakeholder input.

C4-13 Commenter favors a surface-level parkway to enable the free flow of people from one side to the other and the revitalization of this area of the city (since traffic could easily stop to support local businesses). Commenter uses the example of Los Angeles’s ‘carmageddon’ to demonstrate that freeway closings can be accommodated by surface level streets.

R4-13 The Build Alternative includes a surface level Humboldt Parkway that would allow for the free flow of pedestrians and traffic from one side of the existing expressway to the other (see Section 5 of this PSR). As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

C4-14 Commenter supported Concept 10 to eliminate air pollution and allow trees to grow. Commenter also recommended restoring Agassiz Circle and creating a new circle at the location of the current East Delavan Street/ NYS Route 33 interchange that diverts traffic in multiple directions with downtown bound traffic funneled towards Main Street and to a lesser extent Humboldt Parkway and Jefferson Avenue.

R4-14 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The potential social, economic, and environmental effects of the Project, including air quality effects, will be evaluated, and documented in the DDR/EA for the Project. The NYSDOT will also continue to evaluate potential landscaping options as part of the DDR/EA.

As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. The implementation of the Build Alternative would not preclude the consideration of potential future projects outside of these limits, such as those under consideration as part of the GBNRTC Region Central Initiative (e.g., the NYS Route 198 Scajauada corridor and Agassiz Circle), nor would it preclude the consideration of potential future projects on adjacent sections of the NYS Route 33 as part of separate independent actions.

C4-15 Commenter supports NYS Route 33 removal, stating tunnel options would not undo the damage the expressway causes to residential areas. Commenter also notes that a tunnel merely treats the symptoms, not the disease, since the same amount of exhaust is generated whether or not that traffic is in a tunnel.

R4-15 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The potential social, economic, and environmental effects of the Project, including air quality effects, will be evaluated, and documented in the DDR/EA for the Project.

C4-16 Commenter requested a thorough analysis of Concept 10 and questioned how NYSDOT could not consider that option in the same manner as other concepts for which plans were developed. Commenter

recommends complete removal, restoration of East Side neighborhoods and reducing greenhouse gas emissions.

- R4-16 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The potential social, economic, and environmental effects of the Project, including effects related to air quality, energy, and greenhouse gas emissions, will be evaluated, and documented in the DDR/EA for the Project. Implementation of the Build Alternative would not preclude the City of Buffalo or other groups from progressing potential projects to address economic and concerns in East Buffalo.

- C4-17 Commenter supports NYS Route 33 removal because a ventilated tunnel would continue to have air quality impacts on neighborhoods from the stack emissions.

- R4-17 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The potential social, economic, and environmental effects of the Project, including air quality effects, will be evaluated, and documented in the DDR/EA for the Project.

- C4-18 Commenter supports NYS Route 33 removal and is opposed to tunnel options because they would not eliminate vehicle emissions, and the amount of impervious surfaces will actually increase thus leading to more storm water runoff and urban heat island effect.

- R4-18 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The Build Alternative would create greenspace on soil above the tunnel. This area is currently the Kensington Expressway pavement; therefore, the amount of impervious surface is expected to decline. The potential social, economic, and environmental effects of the Project, including air quality and stormwater effects, will be evaluated, and documented in the DDR/EA for the Project. Stormwater treatment and landscaping/vegetation planting details will be developed further as the design progresses.

- C4-19 Commenter supports filling in NYS Route 33 and indicates that not considering this option is bad oversight if the goal is to reconnect two divided majority Black communities. Commenter recommends improvement to other major arteries into the city to handle dispersed traffic and notes that this traffic would improve economic activity. Commenter stated that needs of the East Side residents that have suffered the existing expressway should be prioritized over suburban commuters.

R4-19 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

The potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project. Implementation of the Build Alternative would not preclude the City of Buffalo or other groups from progressing potential projects to address economic and concerns in East Buffalo.

C4-20 Commenter noted that getting rid of all expressways would isolate the city and impact emergency response. Commenter also questioned negative impacts of expressways on local businesses based on the commenter’s observations of businesses near the Youngman Expressway.

R4-20 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The Build Alternative would maintain the capacity of the existing expressway in its current location (see Section 5.3.2 of this PSR). The potential social, economic, and environmental effects of the Project, including effects to emergency access, will be evaluated, and documented in the DDR/EA.

C4-21 Commenter is skeptical of the impacts of the Kensington Expressway on East Side neighborhoods, noting their experience that living near the Youngman Expressway in the Town of Tonawanda has not degraded their quality of life.

R4-21 Comment noted.

C4-22 Commenter favors removal of NYS Route 33 as a way to measurably fight climate change. Commenter also commented there are no Project objectives related to climate change.

R4-22 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The purpose and objectives of a transportation project must address a transportation need. However, pursuant to NEPA and SEQRA, the potential social, economic, and environmental effects of a Project must be evaluated. The NYSDOT and the FHWA are required to assess and disclose the social, economic, and environmental effects of this action and consider mitigation measures for any potential adverse impacts, including those to air quality, energy use, and greenhouse gas emissions (see Section 4.3 of this PSR).

C4-23 Commenter supports restoration of the full three miles of Humboldt Parkway to the Olmsted design, and also the removal of the rest of the Kensington Expressway through the Fruit Belt. Commenter suggested the remaining section of the expressway to the airport could be redesigned to redirect traffic along the major historical East Buffalo commercial corridors of Michigan, Jefferson, Fillmore and Bailey Avenues and the radials.

R4-23 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. The implementation of the Build Alternative would not preclude the consideration of potential future projects outside of these limits, as separate, independent actions.

C4-24 Commenter proposes restoration of the Humboldt Parkway with a modern, complete street having one travel lane in each direction, parking in both directions, and a separated bike track having one lane less than 8 feet wide in each direction. The roadway footprint should be the same as it was before NYS Route 33 replaced Humboldt Parkway having 36 feet for cars and bikes with an 84-foot-wide median with appropriate soil for full-sized trees, bushes, decorative lighting, plants, benches, and gardens. Commenter stated that radial streets can address traffic impacts of this proposal and that offering light rail transit will provide an effective alternative for downtown commuters.

R4-24 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation

corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource. As described in Section 5.3.2, the NYSDOT will continue to evaluate potential landscaping options as part of the DDR/EA.

Providing light rail transit is beyond the scope of the Project. The Project would not preclude the implementation of future light rail projects by others, as separate, independent actions.

C4-25 Commenter requests complete and fair consideration of removing NYS Route 33, including inclusion of this concept in the environmental review process for comparison with the no build and tunnel options. Commenter also requested the environmental review include study of the public health impacts of removal compared to the tunnel and no build.

R4-25 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

In accordance with NEPA and SEQRA, the potential social, economic, and environmental effects of the Build Alternative, in comparison to the No Build Alternative, will be evaluated and documented in the DDR/EA for the Project.

C4-26 Commenter provided a number of rationales for removing NYS Route 33, including air quality and health (removal as the only way to reduce pollution and disease), and indicated that maintaining the capacity of the Kensington Expressway is not necessary given Buffalo’s population decline. Commenter stated that removal of the Kensington Expressway is in alignment with New York’s climate goals, and removal/parkway restoration will cost substantially less than a tunnel. Commenter stated that it would be a major error to pursue a tunnel project without serious study of removing the highway.

R4-26 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project. The Project will be designed and

assessed in consideration of the requirements of New York's Climate Leadership and Community Protection Act. Section 6 of this PSR documents the anticipated cost of the Build Alternative. Additional information regarding the cost estimate for the Build Alternative will be provided in the DDR/EA.

C4-27 Commenter states that removing the expressway is the only way to reduce automobile pollution and attendant disease in the neighborhoods on both sides of the expressway. Regarding air quality, the commenter provides citations related to impacts of roadways on health (including 2014 UB Regional Institute report), cites political leader's acknowledgement of the health impacts of the expressway, notes that tunnel air treatment does not address particulate matter and volatile organic compounds, and notes that the air treatment technology has not been used in the U.S. and has a number of disadvantages such as cost and maintenance requirements.

R4-27 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project. The air quality analysis for the Project will include a particulate matter (PM) microscale analysis. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect public health. A traffic noise analysis will also be conducted and documented in the DDR/EA, along with evaluation of construction period temporary air quality and noise impacts and mitigation. In addition, opportunities to reduce vehicle dependency and encourage alternative transportation modes, such as walking and bicycling (which have a public health benefit), will be incorporated into the Project design to the extent practicable.

As stated in Section 5.3.2 of this PSR, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment), which will be assessed as part of the DDR/EA. Effectiveness, cost and maintenance needs will be considered in the evaluation. It is acknowledged that air treatment technologies have not been used in the U.S. in a tunnel context to date. Coordination with stakeholders and resource agencies such as the NYSDEC and USEPA, has been ongoing and will continue to help inform the decision-making process associated with ventilation and air treatment options (agency coordination for the Project is documented in Section 7.3 of this PSR).

C4-28 Commenter states that NYS Route 33 is overbuilt for the population of Buffalo and details Census data for the City of Buffalo and Erie County and the shift of jobs from the city to the suburbs as evidence. Commenter notes that the existing level of capacity is not needed and should not override other policy goals such as public health. Commenter notes that providing additional traffic capacity increases vehicle travel and reducing capacity decreases vehicle miles traveled.

R4-28 As documented in Section 5.3.2 of this PSR, the Build Alternative would not change the existing vehicular capacity on NYS Route 33. Section 3.3.2 of this PSR documents the need to maintain the vehicular capacity of the existing expressway. As described in Section 3.3.2, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. The Kensington Expressway provides a direct link to Downtown Buffalo from major routes, such as the Scajaquada

Expressway (NYS Route 198) and the NYS Thruway. The Kensington Expressway is an established commuter route between Downtown Buffalo and the City's northern and eastern neighborhoods as well as the Buffalo International Airport and many suburban communities. Maintaining the vehicular capacity of the Kensington Expressway is needed based on traffic operations, travel time reliability, access to regional medical facilities/ emergency medical response time, and to preserve space for potential future transit service. Additional traffic data supporting the need for this objective are provided in the Preliminary Traffic Study (Appendix C) of this PSR.

Population is one of numerous factors affecting travel demand in specific corridors, along with factors such as age, income, number of vehicles in the household, work/school locations, transit availability, remote/hybrid work, and traffic congestion – to name a few. A population increase or decrease does not necessarily indicate a corresponding increase or decrease in travel demand because of the many other intervening factors. However, note that the population in the City of Buffalo increased by 6.5% between 2010 and 2020, and Erie County's population grew by 3.8% over this same time period.³ For more information on travel demand considerations, refer to Appendix F of this PSR.

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including air quality effects, will be evaluated, and documented in the DDR/EA.

C4-29 Commenter notes that the Project objectives fail to take into account New York's Climate Leadership and Community Protection Act (CLCPA) and that removing the highway would be supportive of reducing vehicle travel and emissions. Commenter notes that even if automobiles are fully electrified in the future, building cars, and maintaining roadways still rely on fossil fuel inputs and tires generate particulate matter emissions. Removal would also be supportive of transit investment, which would also help reduce greenhouse gas emissions.

R4-29 Section 3.3.2 of this PSR documents the need to maintain the vehicular capacity of the existing expressway. As described in Section 3.3.2, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. The Kensington Expressway provides a direct link to Downtown Buffalo from major routes, such as the Scajaquada Expressway (NYS Route 198) and the NYS Thruway. The Kensington Expressway is an established commuter route between Downtown Buffalo and the City's northern and eastern neighborhoods as well as the Buffalo International Airport and many suburban communities. Maintaining the vehicular capacity of the Kensington Expressway is needed based on traffic operations, travel time reliability, access to regional medical facilities/ emergency medical response time, and to preserve space for potential future transit service. Additional traffic data supporting the need for this objective are provided in the Preliminary Traffic Study (Appendix C) of this PSR. The Project would not involve new capacity or other network changes that would be expected to increase vehicle miles traveled (VMT).

The DDR/EA will include an assessment of the consistency of the Project with the CLCPA and Draft Scoping Plan, including an assessment of effects on VMT, air quality, and greenhouse gas emissions. The Project objectives also include "improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features" and the incorporation of these measures in the Project would be evaluated in terms of the CLCPA goals. Opportunities for enhancement to existing bus stops in the defined transportation corridor will be considered as part of the DDR/EA.

³ <https://www.census.gov/quickfacts/fact/table/eriecountynewyork,buffalocitynewyork,US/PST045221>

C4-30 Commenters note that removal of the expressway would cost less than a tunnel. One commenter cites a cost estimate of \$22 million for removing a 0.67-mile section of Rochester’s Inner Loop (3% of the estimated NYS Route 33 Kensington Expressway Project cost of \$725 million with air treatment). Commenter suggests a number of alternative uses for Project funding that would be saved by removing the highway, such as rebuilding homes and businesses impacted by the expressway, new transit routes, and park maintenance jobs.

R4-30 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Section 6 of this PSR documents the anticipated cost of the Build Alternative. Additional information regarding the cost estimate for the Build Alternative will be provided in the DDR/EA.

C4-31 Commenter opposes closing NYS Route 33 because of the importance of the route to fire companies in northern Niagara County in reaching Buffalo Hospitals as quickly as possible (journey to hospital can be over an hour and half).

R4-31 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Section 3.3.2 of this PSR documents the need to maintain the vehicular capacity of the existing expressway, which acknowledges that the Kensington Expressway serves as a direct, uninterrupted thoroughfare to medical facilities and between downtown and neighborhoods to the north and east. The potential effects of the Project on emergency transport services will be evaluated and documented in the DDR/EA. The NYSDOT will coordinate with/obtain input from emergency service providers as needed during the project development process.

C4-32 Commenter requests removal of the expressway and replacing it with protected bike tracks and greenspace.

R4-32 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

Under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches

and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource. Protected bicycle lanes will be considered during the development of the DDR/EA for the Project.

C4-33 Commenter favors restoring Humboldt Parkway, not capping a 0.75-mile stretch. Commenter states that a tunnel is a half-measure and would be more expensive to remedy than the current NYS Route 33.

R4-33 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The Build Alternative includes the construction of an approximately 4,100-foot tunnel. In addition, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

Section 6 of this PSR documents the anticipated cost of the Build Alternative. Additional information regarding the cost estimate for the Build Alternative will be provided in the DDR/EA.

C4-34 Commenter stated that removal of the expressway is the simplest and most effective way to address the environmental concerns that the neighbors of NYS Route 33 have had for decades and is a vital first step in actually revitalizing the economy of the East Side.

R4-34 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project.

C4-35 Commenter notes that the value of residential properties increases when it is next to a park, and this would mean that removing the expressway and restoring Humboldt Parkway would have a beneficial effect on property tax revenue.

R4-35 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects to the local tax base, will be evaluated, and documented in the DDR/EA for the Project.

C4-36 Commenter states the existing thruway system can easily handle the traffic cause by eliminating the NYS Route 33 and that the travel time impact to reach downtown is minimal.

R4-36 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration. The dismissal of Concept 10 included traffic considerations as documented in Section 5.2.10 of this PSR.

5. Other Alternatives

C5-1 Commenters requested more study on alternatives that were dismissed during the initial alternatives screening (Concepts 7-10).

R5-1 As documented in Section 5 of this PSR, the NYSDOT explored and objectively evaluated 10 concepts in identifying the reasonable range of alternatives for the Project that will be carried forward and evaluated in the DDR/EA. In doing so, the NYSDOT evaluated the concepts based on available information, appropriate analyses, and public and agency input received. Each of the concepts was evaluated to determine the extent to which it satisfies the Project purpose and objectives. Those concepts that satisfy the Project purpose and all of the objectives will be evaluated as reasonable alternatives in the DDR/EA.

C5-2 Commenter supports a four-lane tunnel as more compatible with a low carbon future as automobiles are phased out. Commenter also noted supply/demand relationship between highway capacity and vehicle travel, and potential positive economic effects from traffic diversion to underutilized radial avenues.

R5-2 As documented in Section 5.2.7 of this PSR, the four-lane tunnel concept (Concept 7) was dismissed from further consideration, as it would not meet the Project objective and associated screening criteria related to maintaining the vehicular capacity of the existing transportation corridor. As described in Appendix C – Traffic Study of this PSR, a six-lane facility is required in order to maintain the capacity and level of service through the design year (2047). This applies to the NYS Route 33 corridor from I-90 to Goodell Street.

C5-3 Commenter supports the No-Build Alternative. One commenter states that changing NYS Route 33 now would impact jobs, make it harder to access downtown and overrun surrounding neighborhoods with traffic/safety impacts.

- R5-3 As documented in Section 5.2.1 of this PSR, although the No Build Alternative does not address the identified needs or meet the stated purpose and objectives for the Project, it will be carried forward for evaluation in the DDR/EA. As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including those related to jobs, access to downtown, and traffic and safety impacts to the surrounding street network, will be evaluated and documented in the DDR/EA.
- C5-4 Commenter requested plans for Concept 9.
- R5-4 Plans and typical sections for Concept 9 (Kensington Reconstruction as a Four-Lane Boulevard with Traffic Diverted to Other Roads) are included in this PSR (Appendix A, Figures 5-14 and 5-15). Section 5.2.9 of this PSR describes the evaluation of Concept 9.
- C5-5 Commenter supports Concepts 4 and 7.
- R5-5 As documented in Section 5.2.4 and Section 5.2.7 of this PSR, Concept 4 (Kensington Reconstruction with Improved Community Connections through Partial Decking) and Concept 7 (Kensington Reconstruction with a Four-lane Tunnel for Improved Community Connections) do not meet the purpose and objectives of the Project and have been dismissed from further consideration.
- C5-6 Commenters inquired if Concept 7 would meet the community's goals and further enhance the visual and aesthetic environment of the corridor. Other commenters asked if Concept 7 would meet the community's goals while minimizing impact to the housing stock along Humboldt Parkway.
- R5-6 As documented in Section 5.2.7 of this PSR, Concept 7 (Kensington Reconstruction with a Four-lane Tunnel for Improved Community Connections) would not meet the Project objective and associated screening criteria related to maintaining the vehicular capacity of the existing transportation corridor, and thus, has been dismissed from further consideration. Since Concept 7 has been dismissed from further consideration, a comprehensive evaluation of potential impacts that could result from Concept 7, including potential impacts to the housing stock along Humboldt Parkway, will not be conducted.
- The potential impacts of the Build Alternative (see Section 5.3.2 of this PSR) on property acquisitions will be evaluated and documented in the DDR/EA for the Project. The NYSDOT will continue to coordinate with community stakeholders and will minimize the need for property acquisition to the extent practicable.
- C5-7 Commenter requested studies of alternatives to maximize non-vehicular travel (bicycle, pedestrian, transit), noting such studies must be done in conjunction with the planning of the Project because they are integral to the Project purpose.
- R5-7 As documented in Section 3.2 of this PSR, one of the objectives of the Project is to "improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features." As described in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and

sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource. The NYSDOT will continue to evaluate opportunities to promote non-vehicular travel, in consideration of public and stakeholder input received.

C5-8 Commenter provided detailed recommendations on a conversion of NYS Route 33 to an at-grade Complete Street (one 30 mph lane in each direction, parking on one side in both directions, single cycle track in each direction) in conjunction with a new East Side Light Rail Transit Line to help address downtown commuting concerns (on a separate alignment from NYS Route 33). Commenter does not recommend changes to NYS Route 33 between NYS Route 198 and the airport or major changes to the NYS Route 33/198 interchange. Commenter notes that this proposal will best address 21st century priorities, including climate change, Complete Streets, and multi-modal transportation solutions.

R5-8 In terms of traffic diversion to local streets, this proposal would be similar to Concept 10 (described in Section 5.2.10 of this PSR), which would not meet the Project purpose and objectives and has been dismissed from further consideration.

As described in Section 5 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource. Proposed pedestrian and bicycle facility design details for the Build Alternative will continue to be developed, in consideration of public and stakeholder input received, and will be documented in the DDR/EA.

Light rail transit is beyond the scope of the Project. The implementation of the Project would not preclude the consideration of future light rail projects by others, as separate, independent actions.

As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. No changes to NYS Route 33 between NYS Route 198 and the airport or to the NYS Route 33/198 interchange are proposed as part of this Project.

C5-9 Commenter states that no project is better than this project.

R5-9 As documented in Section 5.2.1 of this PSR, the No Build Alternative will be carried forward for evaluation in the DDR/EA.

C5-10 Commenter noted that most City residents don’t want the tunnel, don’t want their homes taken away, and don’t want to live through the construction of the tunnel. They also noted that residents don’t want the neighborhood reconnected due to gang/crime concerns.

R5-10 Meaningful opportunities for community engagement in the Project will continue as the Project progresses (see Section 7 of this PSR).

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects related to property acquisition and construction activities, will be evaluated, and documented in the DDR/EA for the Project.

6. Reallocation of Project Funding

C6-1 Commenters stated that the Project is not necessary, too expensive and a waste of public funds. Multiple areas for public spending were suggested, including grants/loans to repair existing housing, water/sewer infrastructure upgrades, local road/bridge repairs, paving, new curbing, bike paths, healthy food options/fresh foods market, health care, youth services, family services, crime reduction, and parks, among others. Commenters questioned if the funding dedicated to the Project could be reallocated to other uses.

R6-1 Section 6 of this PSR documents the anticipated cost of the Build Alternative. Additional information regarding the cost estimate for the Build Alternative will be provided in the DDR/EA.

The alternative non-transportation and transportation-related uses for the Project funds suggested by the comment would not meet the Project purpose and objectives (see Section 3.2 of this PSR). In addition, the Project would be funded by Federal and State transportation funds. The federal (Federal Highway Administration) share of the total cost would typically be 80%. These funds are specifically designated for federal aid transportation projects. The funds cannot be used towards non-transportation-related purposes.

C6-2 Commenter expressed support for direct investment in the infrastructure of the City of Buffalo to provide new water and sanitary sewers, new streets, roundabouts, bike paths, parks, trees, etc. Commenter stated that these improvements would add value to homes and neighborhoods, while the transportation benefits of the proposed options are minimal. Commenter stated that the objective to reconnect the surrounding community is unrealistic. In support of this position, the commenter notes that the 2014 Humboldt Parkway Deck Economic Impact Study's "Complete Revitalization Scenario" assumed substantial additional direct investment in the community beyond the deck would be required.

R6-2 Direct investment in the infrastructure of the City of Buffalo generally would not meet the Project purpose and objectives (see Section 3.2 of this PSR). In addition, the Project would be funded by Federal and State transportation funds. The federal (Federal Highway Administration) share of the total cost would typically be 80%. These funds are specifically designated for federal aid transportation projects. The funds cannot be used towards non-transportation-related purposes, such as improvements to City infrastructure (e.g., water and sewer systems).

The "Complete Revitalization Scenario" from the 2014 economic study involved objectives beyond the scope of this Project, specifically "re-densification of the surrounding neighborhoods to historical levels and the infill of new mixed-use development along the community's two commercial corridors – Jefferson Avenue and Fillmore Avenue." As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project. The implementation of the Project would not preclude independent actions by others to provide additional direct investment in the community.

- C6-3 Commenter stated that NYS Route 33 could be filled in for 1/10 the cost of the Project and the remaining money could be used to fortify and expand other major arteries into the city. Commenter stated that the NYSDOT needs to coordinate with city and county departments regarding improvements to roads that are not state routes (sub-grants to local governments with authority over these routes).
- R6-3 As documented in Section 5.2.10 of this PSR, Concept 10 (Removal of NYS Route 3 Including Reestablishing the former Parkway Setting) would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration. Thus, the development of a cost estimate for Concept 10 was not warranted.

Section 6 of this PSR documents the anticipated cost of the Build Alternative. Additional information regarding the cost estimate for the Build Alternative will be provided in the DDR/EA. Improving the arterial non-state highways is outside the scope of this Project and outside the authority of the NYSDOT.

7. Transportation Considerations

7.1 Traffic

- C7.1-1 Commenter suggested that a roundabout be considered at the intersection of Best Street and West Parade Avenue.
- R7.1-1 Roundabouts will be considered for the Best Street interchange and other suitable locations identified during the design/environmental review process and will be documented in the DDR/EA for the Project.
- C7.1-2 Commenter inquired if there was a traffic analysis available demonstrating that alternate routes (Kensington Avenue, East Delavan Avenue, Genesee Street, Walden Avenue, Best Street, Sycamore Street, and Broadway) could not handle the traffic if the Kensington Expressway was removed (Concept 10).
- R7.1-2 As documented in Section 5.2.10 of this PSR, Concept 10 would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration. The dismissal of Concept 10 included traffic considerations as documented in Section 5.2.10 of this PSR.
- C7.1-3 Commenter requested that the Project not impede access to the Buffalo Museum of Science entry points/parking areas, and that an analysis of impacts on museum accessibility as a result of shifting traffic patterns be performed during the design phase.
- R7.1-3 The Project will maintain safe and efficient access to the Buffalo Museum of Science, including the existing Best Street ramps. The preliminary traffic analysis (see Appendix C of this PSR) includes the key access points to the museum and shows acceptable intersection operations through the project design

year (2047). Access to the Buffalo Museum of Science will continue to be evaluated during the design/ environmental review process.

- C7.1-4 Commenter asked about the safety record of the infrastructure as currently configured and what can be done to improve safety. Commenter stated that NYS Route 33 is dangerous and noted a recent motorcyclist fatality.
- R7.1-4 Appendix B of this PSR provides a Safety Study that includes crash rates on the NYS Route 33 mainline and at local street intersections. The mainline crash rates are below the statewide average for similar facilities. Traffic and safety will continue to be studied as part of the DDR/EA for the Project.
- C7.1-5 Commenter stated they were pleased with how the transportation/mobility analyses conducted by GBNRTC for the Region Central Initiative study used data (including cell phone data sources such as Streetlight) to show how people use NYS Route 198 and move within Region Central and how the highway acts as a barrier. The commenter noted that Streetlight data are not available for the NYSDOT NYS Route 33 Project and that if these data become available later, it must be adjusted for the lower cell phone penetration in the project area. Streetlight data could also provide information on end-to-end traffic.
- R7.1-5 The Preliminary Traffic Study (see Appendix C of this PSR) used appropriate methods, including extensive field data collection. Available origin-destination information related to existing east-west travel across the transportation corridor will be considered during the design/environmental review process. If suitable additional data on vehicle and pedestrian/bicycle travel patterns are obtained, potential limitations of the data with respect to cell phone penetration will be considered and disclosed in the DDR/EA.
- C7.1-6 Commenter provided various observations regarding transportation network connections and traffic on different portions of the NYS Route 33 corridor from downtown to the airport. Commenter also noted that the Niagara Frontier Transportation Authority uses NYS Route 198 and NYS Route 33 for buses entering into and returning from service in eastern locations, but that alternative routes are available for this purpose.
- R7.1-6 Comment noted.
- C7.1-7 Commenter suggested that NYS Route 33 from the downtown Elm/Oak arterial should be considered the same transportation corridor as the NYSDOT project area because they are connected and flow together.
- R7.1-7 As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. NYS Route 33 south of Best Street is outside the defined transportation corridor. Implementation of the Build Alternative would not preclude the consideration of potential future projects in the NYS Route 33 corridor as separate, independent actions.
- C7.1-8 Commenter pointed out that NYSDOT traffic counts do not add up.
- R7.1-8 The NYSDOT's traffic data viewer provides public access to a variety of estimated and actual traffic data; however, it is not intended to reflect a "balanced network" as would be used in a traffic study (e.g., link volumes appropriately balanced with turning movements) because the counts are frequently at different locations and could be from different time periods. The preliminary traffic analysis for this Project included collection of additional traffic counts and development of a balanced network (see Appendix C of this PSR).

- C7.1-9 Regarding level of service, commenter stated their belief that counting people far outweighs the value of counting cars.
- R7.1-9 Comment noted.
- C7.1-10 Commenters questioned the need for future capacity on the expressway due to remote work trends.
- R7.1-10 Section 3.3.2 of this PSR documents the need to maintain the vehicular capacity of the existing expressway. As described in Section 3.3.2, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. The Kensington Expressway provides a direct link to Downtown Buffalo from major routes, such as the Scajaquada Expressway (NYS Route 198) and the NYS Thruway. The Kensington Expressway is an established commuter route between Downtown Buffalo and the City's northern and eastern neighborhoods as well as the Buffalo International Airport and many suburban communities. Maintaining the vehicular capacity of the Kensington Expressway is needed based on traffic operations, travel time reliability, access to regional medical facilities/ emergency medical response time, and to preserve space for potential future transit service. Additional discussion of the travel demand factors in the NYS Route 33 corridor (including remote work trends) is provided in Appendix F of this PSR.
- C7.1-11 Commenter noted that speed is the enemy of safety, but also an important factor.
- R7.1-11 Speed and safety have been considered in the transportation analyses conducted for this PSR (Appendix C) and will continue to be considered throughout the design/environmental review process and documented in the DDR/EA for the Project.

7.2 Bicycle and Pedestrian

- C7.2-1 Commenters expressed general support for inclusion of bicycle and pedestrian facilities in the Project and/or for the Project improvements to be friendly to people walking and biking.
- R7.2-1 As documented in Section 5.3.2 of this PSR, the Build Alternative meets the Project objective to improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing "Complete Street" roadway design features. Under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource. Proposed pedestrian and bicycle facility design details for the Build Alternative will continue to be developed, in consideration of public and stakeholder input received, and will be documented in the DDR/EA.

- C7.2-2 Commenters requested that the Project incorporate bike lanes protected from traffic. One commenter stated that the bike lanes on the shoulder similar to existing conditions (between moving traffic and parked vehicles) are unacceptable from a safety perspective. Some commenters noted the opportunity to incorporate protected bike lanes with the additional land/greenspace created with the covering of the expressway and one noted an effort in Chicago to protect cyclists by installing concrete barriers on their bike lanes.
- R7.2-2 As documented in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource. Proposed pedestrian and bicycle facility design details for the Build Alternative will continue to be developed, in consideration of public and stakeholder input received, and will be documented in the DDR/EA. Protected bicycle lanes will be considered.
- C7.2-3 Commenter indicated the Project is using “Complete Streets” as a buzzword without actually incorporating Complete Streets concepts (such as protected bike lanes). Commenter asked what improvements can be made to accommodate transit, pedestrian, bike, eBike, and other forms of traffic. Commenter inquired who the NYSDOT is consulting with on Complete Streets to ensure the final product meets the needs of a 21st century Buffalo.
- R7.2-3 As documented in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource. Proposed pedestrian and bicycle facility design details for the Build Alternative will continue to be developed, in consideration of public and stakeholder input received, and will be documented in the DDR/EA. Protected bicycle lanes, shortened crossing distances, and high visibility crosswalks will be considered. As documented in Section 7 of this PSR, Project stakeholders include the City of Buffalo, local community groups, the Buffalo Olmsted Parks Conservancy, elected officials, and others.
- C7.2-4 Commenter noted the general opportunity to develop connecting paths into MLK Jr Park from the restored Humboldt Parkway landscape on the deck. As a specific example, the commenter suggested developing a connecting path within MLK Jr Park from Northampton Avenue to Fillmore Avenue to link the park with the restored Humboldt Parkway landscape on the tunnel deck.
- R7.2-4 Proposed pedestrian and bicycle facility design details for the Build Alternative will continue to be developed, in consideration of public and stakeholder input received, and will be documented in the DDR/EA. Connections between the tunnel deck greenspace and MLK Jr Park will be considered.

- C7.2-5 Commenter requested pedestrian connectivity be prioritized through shortening crossing distances, high visibility crossings and eliminating the need for pedestrian actuated (beg buttons) signalization.
- R7.2-5 See response to comment R7.2-3.
- C7.2-6 Commenter noted that the preliminary concept drawings show sidewalks parallel to roadways and do not show any other pedestrian pathways. Commenter noted that the historic Humboldt Parkway design had a bridle path in the center of the boulevard and suggested a similar type of feature be incorporated to encourage people to use the new greenspace.
- R7.2-6 The preliminary drawings included in the scoping meeting materials and this PSR are conceptual only and intended to provide a general overview of each concept. Proposed pedestrian facility design details for the Build Alternative will continue to be developed, in consideration of public and stakeholder input received, and will be documented in the DDR/EA.
- C7.2-7 Commenter expressed concerns that the tunnel would make people feel no desire to visit this area by foot.
- R7.2-7 As documented in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

7.3 Transit

- C7.3-1 Commenters requested that the Project incorporate improved transit access either through light rail expansion or bus rapid transit to meet the Project objectives and support the mobility needs of a community where a third of the households do not have access to a vehicle. One commenter also noted HOV lanes as a potential option to reduce auto trips.

Some commenters saw improving regional transit as a way of addressing the traffic impacts of removing NYS Route 33 and advocated for a specific transit route, such as the high-speed, high-capacity East Side Light Rail concept developed by Citizens for Regional Transit, funding more frequent bus service, or restoring passenger rail to the Buffalo Beltline rail corridor. One commenter also suggested removal of NYS Route 33 to the airport and construction of light rail and park and ride lots in the corridor instead to eliminate traffic-related health impacts and barriers to multimodal connectivity.

Other commenters saw incorporation of transit as complementary to the tunnel concepts and requested consideration be given to incorporating light rail or bus rapid transit in the Project, designing the deck over the tunnel to include space for light rail or bus rapid transit, or at least not precluding the opportunity to add transit to the corridor in the future.

- R7.3-1 As documented in Section 5.2.10 of this PSR, Concept 10 (Removal of NYS Route 33 Including Reestablishing the former Parkway Setting) would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.
- Light rail expansion and bus rapid transit are beyond the authority of the NYSDOT and outside the scope of the Project. However, the Niagara Frontier Transportation Authority (NFTA) is a Participating Agency on the Project, and the NYSDOT will continue to coordinate with NFTA as the Project progresses. The NYSDOT will consider design elements to improve the existing bus stop amenities in the defined transportation corridor, where practicable. Transit amenity improvements will be evaluated and documented in the DDR/EA. The implementation of the Build Alternative would not preclude others from progressing light rail or bus rapid transit projects as independent actions in the future.
- C7.3-2 Commenter asked if new proposed bus stops would be added to the Humboldt Parkway.
- R7.3-2 The Niagara Frontier Transportation Authority (NFTA) is a Participating Agency on the Project, and the NYSDOT will continue to coordinate with NFTA as the Project progresses. The NYSDOT will consider potential enhancements to existing bus stop amenities in the defined transportation corridor, where practicable, as part of the DDR/EA.
- C7.3-3 Commenter suggested incorporating a subway tunnel in the Project (adjacent to the highway tunnel) to connect downtown to the airport and to Niagara Falls as part of a larger coordinated planning effort.
- R7.3-3 A regional subway tunnel is beyond the authority of the NYSDOT and beyond the scope of the Project. The implementation of the Build Alternative would not preclude others from progressing a regional subway tunnel project as a separate, independent action.
- C7.3-4 Commenter compares Buffalo's transit system to that of Portland, Oregon and describes economic benefits in terms of higher spending by pedestrians and bicyclists compared to drivers. Rather than capping the expressway, the commenter requests that the NYSDOT take this opportunity to learn from what has worked elsewhere while providing tangible and long-term reparations to all the communities that have been impacted.
- R7.3-4 As documented in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the

overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA.

8. Social, Economic, and Environmental Considerations

8.1 Property Acquisitions

- C8.1-1 Commenters expressed general opposition to property acquisitions and displacements as part of the Project. Some commenters recommended the use of vacant lots instead of impacting residences. Another commenter asked how much and where property acquisitions would occur.
- R8.1-1 As documented in Sections 4 and 5 of this PSR, right-of-way (ROW) impacts will be determined as part of the DDR/EA. The NYSDOT will minimize property acquisitions to the extent practicable, especially residential, or commercial displacements, in consideration of public and stakeholder input received. The NYSDOT recognizes that there are vacant lots within the corridor and that these could be an option depending on the specific design.
- C8.1-2 Commenter requested ventilation buildings be located on vacant land without demolition of houses and suggested a specific vacant property for a tunnel ventilation building to avoid property acquisition, the former Deaconess Hospital property along the west side of NYS Route 33.
- R8.1-2 Refer to Response R8.1-1
- C8.1-3 Commenter asked if the list of properties to be acquired for the Project has been determined yet and for information on how the properties to be acquired will be determined.
- R8.1-3 Refer to Response R8.1-1.

8.2 Equity and Social Considerations

- C8.2-1 Commenters expressed concern that current residents could be forced out of the area after the Project is completed if property values/ property taxes rise excessively. Another commenter requested information on how NYSDOT will be collaborating with the community and the City of Buffalo on how the Project will address equity and prevent gentrification-related displacement.

- R8.2-1 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including indirect and secondary effects and the potential for disproportionately high and adverse effects to environmental justice populations, will be evaluated and documented in the DDR/EA.
- C8.2-2 Commenters stated that East Buffalo residents should receive a substantial share of the jobs to construct the Project, with one commenter wanting Project-related training programs.
- R8.2-2 The NYSDOT will consider the establishment of a local hiring program and/or partnerships with other stakeholders to support job training for the construction of this Project. Proposed local hire and/or job training programs will be identified in the DDR/EA.
- C8.2-3 Commenter requested that the NYSDOT consider the landscape and neighborhood prior to the Kensington Expressway and document the harms caused to the local community. Commenter also requested assessment of the impacts of each alternative on community cohesion and undoing the harms caused by the Kensington Expressway.
- R8.2-3 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including cumulative effects and effects to community cohesion, will be evaluated, and documented in the DDR/EA.
- The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).
- C8.2-4 Commenter objects to characterization of the Kensington Expressway being a “historic wrong or mistake” since it provides a vital transportation link to the airport. Commenter states that the neighborhood was not low income at the time of expressway construction and objects to relating the Project to restorative justice or systemic racism.
- R8.2-4 As documented in Section 3 of this PSR, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. As such, one of the Project objectives is to maintain the vehicular capacity of the existing transportation corridor.
- As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including cumulative effects and the potential for disproportionately high and adverse effects to environmental justice populations, will be evaluated and documented in the DDR/EA.
- C8.2-5 Commenter requests improvements take into consideration the character of each neighborhood the corridor passes through and the preferences of community groups.
- R8.2-5 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects to neighborhood character and community cohesion, will be evaluated, and documented in the DDR/EA, in consideration of public and stakeholder input received.

C8.2-6 Commenter states it is racist to continue to put the burden of expressway's commuter traffic on minority residents of the affected neighborhoods and that it is subsidizing suburban sprawl at the expense of urban residents.

R8.2-6 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including cumulative effects and the potential for disproportionately high and adverse effects to environmental justice populations, will be evaluated and documented in the DDR/EA.

As stated in Section 3.3.2 of this PSR, there is a documented need to maintain the vehicular capacity of the existing transportation corridor. However, as documented in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

C8.2-7 Commenter calls for addressing multigenerational neglect in the city through investment in mass transportation, parks, and community. Commenter notes that this will encourage residents to live in the city instead of in the suburbs.

R8.2-7 The Project would be funded by Federal and State transportation funds. These funds are specifically designated for transportation projects and cannot be used towards non-transportation-related purposes. However, the implementation of the Project would not preclude independent actions by others to provide additional direct investment in the community.

As documented in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing "Complete Street" roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including cumulative effects, will be evaluated, and documented in the DDR/EA for the Project.

- C8.2-8 Commenter notes studies showing that African American, Asian American, and Latino residents in the Northeast and mid-Atlantic face significantly higher exposure to pollutants known as PM 2.5 and that exposure to high levels of vehicle pollution and traffic noise near major roadways increases the risk of health conditions related to heart disease, stroke, and diabetes for nearby residents.
- R8.2-8 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects related to air quality and traffic noise and the potential for disproportionately high and adverse effects to environmental populations, will be evaluated and documented in the DDR/EA for the Project.

8.3 Local and Regional Economies

- C8.3-1 Commenter notes that the original expressway construction displaced many businesses and that the Project should support increasing local business activities to remedy the expressway economic impact (not just an aesthetic project).
- R8.3-1 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including cumulative effects and effects on local and regional economies, will be evaluated, and documented in the DDR/EA for the Project.
- C8.3-2 Commenter requests that the NYSDOT study the economic impacts of increasing traffic on alternate routes on the East Side (benefits to residents and jobseekers). Commenter also asked how many businesses were on Genesee Street and Broadway between downtown and Cheektowaga before the Kensington Expressway compared to now.
- R8.3-2 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including cumulative effects and effects on local and regional economies, will be evaluated, and documented in the DDR/EA for the Project. The implementation of the Build Alternative would not preclude others from implementing independent projects to address economic/community issues on arterial streets such as Genesee Street and Broadway that serve Buffalo's East Side.

8.4 Historic and Cultural Resources

- C8.4-1 Commenters requested that a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway, including tree heights within the restored parkway. One commenter recommended a specific heritage landscape consultant for this report to support planning and design decisions as the Project is developed (including the Section 106 process).
- R8.4-1 As documented in Section 4.3.15 of this PSR, the Project's effects on historic properties will be evaluated through the Section 106 process. During the design/environmental review process, the NYSDOT will evaluate the incorporation of historic landscape features into the design of the Build Alternative, in

consideration of public and stakeholder input received. Preliminary landscape plans for the Project will be included in the DDR/EA.

C8.4-2 Commenter requests no negative impact to the historic nature and features of the community.

R8.4-2 As documented in Section 4.3.15 of this PSR, the Project is a federal undertaking subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and its implementing regulations, 36 CFR Part 800. Section 106 requires federal agencies to take into account the potential effects of their undertakings on historic properties.

The effects of the Project on historic properties will be evaluated through the Section 106 process, with the goal of seeking ways to avoid, minimize or mitigate any adverse effects. The DDR/EA will include documentation regarding the presence of known historic properties, and an evaluation of the historic properties that could be affected by the Project. As part of the Section 106 process, consultation with the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP), State Historic Preservation Office (SHPO) will be conducted.

C8.4-3 Commenter asked what infrastructure should be kept for the sake of history and recognizes the Olmsted and Vaux park designs were made at a time without automobiles, which now must be accounted for.

R8.4-3 Please see Responses 8.4-1 and 8-4-2. Regarding landscaping options of the newly created greenspace, as documented in Section 5.3.2 of this PSR, the NYSDOT will assess both Victorian gardens and a tree-lined parkway setting under the Build Alternative, with potentially both types of landscaping incorporated into the project design.

8.5 Air Quality, Climate Change, and Health

C8.5-1 Commenters requested a Health Impact Assessment as part of the Project, including effects of the alternatives on asthma, heart disease and other health outcomes. Similar comments requested information on health issues caused by NYS Route 33 in the past and/or present and the desire for the toxic emissions and negative health impacts to be ameliorated as part the Project.

R8.5-1 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including cumulative effects, will be evaluated, and documented in the DDR/EA for the Project. Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect human health and welfare, including the health of sensitive populations, such as asthmatics, children, and the elderly. A traffic noise analysis will also be conducted and documented in the DDR/EA, along with evaluation of construction period temporary air quality and noise impacts and mitigation. In addition, opportunities to reduce vehicle dependency and encourage alternative transportation modes, such as walking and bicycling (which have a public health benefit), will be incorporated into the Project design to the extent practicable.

C8.5-2 Commenter noted the importance to avoid overbuilding tunnel ventilation/air treatment systems in light of projections of electric vehicle adoption that will reduce the need for air treatment over time.

- R8.5-2 As documented in Section 5.3.2, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment); the NYSDOT will continue to assess these options and coordinate with USEPA and NYSDEC on this topic during the design/environmental review process.
- C8.5-3 Commenters objected to large tunnel ventilation buildings in the park or residential areas because they prioritize vehicles over the health of the community.
- R8.5-3 Please see Response R8-5-2. The NYSDOT will continue to assess the size and location of the tunnel ventilation structure(s) during the design/environmental review process, in consideration of agency, public, and stakeholder input received.
- C8.5-4 Commenters were opposed to purified air option for tunnel ventilation.
- R8.5-4 Please see Response R8-5-2.
- C8.5-5 Commenter requested that the NYSDOT take into consideration that vehicle emissions are being reduced by state and federal regulations and this affects the state's assertion about increased pollution from traffic being forced to use alternate routes.
- R8.5-5 Please see Response R8.5-2.
- C8.5-6 Commenter favors ventilation with air treatment for the health of people in the area and prefers the ventilation option with one building.
- R8.5-6 Please see Responses R8.5-2 and R8.5-3.
- C8.5-7 Commenter requested analysis of how the Project could reduce vehicle miles traveled and climate impacts.
- R8.5-7 The Project would not involve new capacity or other network changes that would be expected to increase VMT. As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects related to traffic, air quality and greenhouse gas emissions, will be evaluated and documented in the DDR/EA for the Project.
- C8.5-8 Regarding the air quality poster at the scoping meeting, commenter noted the sampling reflects two days in the winter and is not representative of conditions when air quality would be worse (warm sunny days with higher ozone and particulate matter).
- R8.5-8 As documented in Section 4.3.18 of this PSR, air quality analyses will be conducted for the Project and documented in the DDR/EA. Representative background concentrations will be determined in accordance with USEPA's particulate matter hotspot analysis guidance and will be obtained from NYSDEC's long-term air quality monitors in the region. Typically, the most recent three years of monitoring data are used in establishing background concentrations. The NYSDOT performed short-term air quality monitoring within the transportation corridor on March 22, 2022, and March 23, 2022 to use as a comparison to the data collected at the NYSDEC locations. The NYSDOT and FHWA will continue to coordinate with NYSDEC and USEPA as the air quality analyses are developed.

- C8.5-9 Commenter stated that the PM_{2.5} NAAQS are not protective of human health and the standard is being revisited by USEPA.
- R8.5-9 Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted for the Project, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect human health and welfare, including the health of sensitive populations, such as asthmatics, children, and the elderly. The analysis will also include a comparison of the No Build Alternative to the Build Alternative to disclose the incremental effects of the Project on air quality. The USEPA is participating as a Cooperating Agency for the Project and the NYSDOT will continue to coordinate with the USEPA, FHWA and NYSDEC regarding the air quality analyses for the Project.
- C8.5-10 Commenters requested that the air quality analysis assess hyper-local air quality impact for residences living next to the expressway. Commenter requested that the environmental analysis examine localized air quality impacts by using both community-based air monitoring over a period of time as well as a health impacts assessment that can spot community health impacts directly related to the expressway. Another commenter asked the NYSDOT to identify alternatives that would reduce the total pollution burden on the adjacent neighborhoods and that impacts of living near air vents/ventilation equipment be addressed.
- R8.5-10 Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted for the Project, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect human health and welfare, including the health of sensitive populations, such as asthmatics, children, and the elderly. The microscale (localized) air quality analysis will use dispersion modeling to predict pollutant concentrations in specific locations. Residences adjacent to Humboldt Parkway will be included as receptor locations in the air quality analysis. The microscale analysis will incorporate the tunnel ventilation exhaust point design(s) being considered as part of the Build Alternative. Existing air quality monitoring data will be incorporated in the analysis as noted in Response R8.5-8. The air quality analyses will also include a mesoscale (regional) emissions burden analysis for the No Build and Build Alternatives.
- C8.5-11 Commenter stated that the conclusion that there are no air quality problems from the existing roadway is not supported by community's experience with higher asthma rates and other negative health effects.
- R8.5-11 Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted for the Project, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect human health and welfare, including the health of sensitive populations, such as asthmatics, children, and the elderly. The analysis will be conducted for the Build and No Build Alternatives.
- C8.5-12 Commenter states that the proposed tunnel will cause more pollution problems. Another commenter inquired if ventilation options will actually lead to less pollution from the roadway if capacity, speed and congestion are maintained.
- R8.5-12 Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted for the Project, and documented in the DDR/EA. The microscale analysis will incorporate the design(s) of the ventilation system (e.g., exhaust point locations, heights, air treatment if proposed) under consideration as part of the Build Alternative. The air quality analyses will be conducted for the Build and No Build Alternatives.

- C8.5-13 Commenter requested information on exact stack locations and dispersion modeling of impacts on the adjacent community and more distant residences. If ventilation options lead to different pollutant dispersion patterns, these differences should be examined. Commenter also provided a reference pertaining to tunnel ventilation stack issues on a project in Sydney, Australia.
- R8.5-13 As documented in Section 5.3.2, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment); the NYSDOT will continue to assess these options and coordinate with USEPA and NYSDEC on this topic during the design/environmental review process. The NYSDOT will also continue to assess the size and location of the tunnel ventilation structure(s) during the design/environmental review process, in consideration of agency, public, and stakeholder input received. The microscale air quality analysis being conducted for the Project will incorporate the design(s) of the ventilation system (e.g., exhaust point locations, heights, air treatment if proposed) under consideration as part of the Build Alternative. Residences adjacent to Humboldt Parkway will be included as receptor locations in the air quality analysis.
- C8.5-14 Commenter requested that the Project comply with Section 7 of New York’s Climate Leadership and Community Protection Act (CLCPA) by evaluating whether the Project will interfere with the attainment of statewide greenhouse gas reduction goals.
- R8.5-14 The Project would not involve new capacity or other network changes that would be expected to increase vehicle miles traveled (VMT).

The DDR/EA will include an assessment of the consistency of the Project with the CLCPA and Draft Scoping Plan, including an assessment of effects on VMT and greenhouse gas emissions. The Project objectives also include “improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features” and the incorporation of these measures in the Project would be evaluated in terms of the CLCPA goals. The NYS Department of Environmental Conservation (NYSDEC) is participating in the Project as a Cooperating Agency, and the NYSDOT will continue to coordinate with NYSDEC as the Project progresses.

- C8.5-15 Commenter notes that the Project is in a disadvantaged community under New York’s Climate Leadership and Community Protection Act (CLCPA), and this means that the NYSDOT should look to reduce traffic, speeds, and vehicles miles traveled (VMT) to reduce community pollution exposure and greenhouse gas emissions.
- R8.5-15 The DDR/EA will include an assessment of the consistency of the Project with the CLCPA and Draft Scoping Plan, including an assessment of effects on VMT and greenhouse gas emissions. The assessment of effects will be undertaken in consideration of the local disadvantaged communities as designated by the CLCPA. The potential for disproportionately high and adverse effects to environmental justice populations will also be assessed as part of the DDR/EA.

The Project would not involve new capacity or other network changes that would be expected to increase VMT. The Project objectives also include “improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features” and the incorporation of these measures in the Project would be evaluated in terms of the CLCPA goals. The NYS Department of Environmental Conservation (NYSDEC) is participating in the Project as a Cooperating Agency, and the NYSDOT will continue to coordinate with NYSDEC as the Project progresses.

- C8.5-16 Commenter opposes further investment in car-only infrastructure given the climate emergency and prefers NYS Route 33 removal and restoration of the parkway in full.
- R8.5-16 As documented in Section 5.2.10 of this PSR, Concept 10 (Removal of NYS Route 33 Including Reestablishing the former Parkway Setting) would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.
- As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects on greenhouse gas emissions, will be evaluated, and documented in the DDR/EA.
- C8.5-17 Commenter states building tunnel will lock in health impacts that could be avoided by removing NYS Route 33 and provides a reference to the article *Air Pollution and Dementia: A Systematic Review* Journal of Alzheimer's Disease (2019).
- R8.5-17 As documented in Section 5.2.10 of this PSR, Concept 10 (Removal of NYS Route 33 Including Reestablishing the former Parkway Setting) would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.
- As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects on greenhouse gas emissions, will be evaluated, and documented in the DDR/EA.
- C8.5-18 Commenters stated that the ventilation infrastructure would be visual blight. One commenter requested that investment be made to put the systems underground. Similarly, a commenter requested in general that no ventilation houses be included. Another commenter notes concerns with any type of raised ventilation structure in the restored green space.
- R8.5-18 The renderings of the proposed ventilation infrastructure options in the scoping meeting materials and this PSR are conceptual only, and the NYSDOT will continue to assess the size, location, and appearance/architectural façade of the tunnel ventilation structure(s) during the design/environmental review process, in consideration of agency, public, and stakeholder input received. Note that the ventilation options depicted in the scoping meeting materials (and available on the Project website) did include ventilation equipment below grade (e.g., underground). This was done to show the above ground structures at a size and scale similar to the buildings along Humboldt Parkway. The NYSDOT will continue to consider the placement of ventilation infrastructure underground. As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA. This will include a Visual Impact Assessment.
- C8.5-19 Commenter requested information on what pollution control technologies would be used on the tunnel and what pollution reductions would be seen (on a pollutant by pollutant and aggregate basis) using each technology.

- R8.5-19 As documented in Section 5.3.2, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment); the NYSDOT will continue to assess these options and coordinate with USEPA and NYSDEC on this topic during the design/environmental review process. The DDR/EA will document the results of this assessment.
- C8.5-20 Commenter requests that corridor improvements should reduce noise and pollution, resulting in a more healthful environment. Another commenter called for prioritization of health, transit, parks, and community, over commuter travel times.
- R8.5-20 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects on air quality, traffic noise, transit, parks, and community cohesion, will be evaluated and documented in the DDR/EA.
- C8.5-21 Commenter opposes a tunnel of any size based on the maintenance cost of air treatment systems being too high and wonders if the treatment system stopping will result in driver's lives being in immediate danger.
- R8.5-21 As documented in Section 5.3.2, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment); the NYSDOT will continue to assess these options and coordinate with USEPA and NYSDEC on this topic during the design/environmental review process. The DDR/EA will document the results of this assessment and the safety measures that would be implemented. Safety is a priority on all NYSDOT projects and the Project, including the associated air ventilation system, would be designed to comply with all pertinent safety guidelines.
- C8.5-22 Commenter notes that there is not sufficient data to make the best determination on air treatment without better measurements of air quality during peak times of congestion or when traffic is halted. Concentrations of pollutants such as carbon monoxide should determine the design and need for air treatment.
- R8.5-22 As documented in Section 5.3.2, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment); the NYSDOT will continue to assess these options and coordinate with USEPA and NYSDEC on this topic during the design/environmental review process. The DDR/EA will document the results of this assessment. The design of the tunnel ventilation systems will take into consideration various traffic scenarios, including when traffic is congested or halted in the tunnel. The microscale air quality analysis being conducted for the Project will incorporate the design(s) of the ventilation system (e.g., exhaust point locations, heights, air treatment if proposed) under consideration as part of the Build Alternative. Sufficient data will be obtained to make an informed decision about tunnel ventilation (with or without air treatment).
- C8.5-23 Commenter stated that directing polluted air back into the community does nothing to improve health and livability.
- R8.5-23 Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted for the Project, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect human health and welfare, including the health of sensitive populations, such as asthmatics, children, and the elderly. The microscale analysis will incorporate the tunnel ventilation exhaust point design(s) being considered as part of the Build Alternative. The analyses will be conducted for both the No Build and Build Alternatives.

- C8.5-24 Commenter stated that the air pollution materials made public as part of the scoping process incorrectly assumed that there are no air pollution issues related to the Kensington Expressway. Commenter noted that compliance with NAAQS does not support a conclusion that the existing expressway is not polluting the local air and harming residents' health.
- R8.5-24 The comment is interpreted to be in regard to the "air quality information" poster at the June 30, 2022, scoping meeting and available on the project website. The poster presented information on how short-term air quality measurements in the defined transportation corridor compared with NYSDEC monitoring station data from the same days as the Project-specific monitoring. No air quality analysis or air quality related conclusions were presented during the scoping meeting.

Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted for the Project, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect human health and welfare, including the health of sensitive populations, such as asthmatics, children, and the elderly. The air quality analyses will also include a comparison of the No Build Alternative to the Build Alternative to disclose the incremental effects of the Project on air quality. The USEPA is participating as a Cooperating Agency for the Project and the NYSDOT will continue to coordinate with the USEPA, FHWA and NYSDEC regarding the air quality analyses for the Project.

- C8.5-25 Commenter requested that the pollution-reduction impact of each alternative be measured and compared. Commenter stated that the objective of maintaining vehicular capacity in the existing corridor is likely to lead to the same levels of air pollution being created by the expressway, even if the expressway is in a tunnel. Commenter requested that the NYSDOT identify existing technologies that could be used to reduce air pollution from a tunnel to actually reduce the pollution, instead of merely redistributing where the air pollution is emitted. Commenter requested that the NYSDOT assess localized air pollution impact to the residents living next to the air vents. Commenter requested that the NYSDOT identify alternatives that would actually reduce the total pollution burden on the adjacent community.
- R8.5-25 Air quality analyses, including a particulate matter (PM) microscale analysis, will be conducted for the Project, and documented in the DDR/EA. The results of the PM analysis will be compared to USEPA's National Ambient Air Quality Standards, which are designed to protect human health and welfare, including the health of sensitive populations, such as asthmatics, children, and the elderly. The microscale (localized) air quality analysis will use dispersion modeling to predict pollutant concentrations in specific locations. Residences adjacent to Humboldt Parkway will be included as receptor locations in the air quality analysis. The microscale analysis will incorporate the tunnel ventilation exhaust point design(s) being considered as part of the Build Alternative. The microscale analysis will also include a comparison of the No Build Alternative to the Build Alternative to disclose the incremental effects of the Project on air quality. Existing air quality monitoring data will be incorporated in the analysis as noted in Response R8.5-8. The air quality analyses will also include a mesoscale (regional) emissions burden analysis for the No Build and Build Alternatives.

As documented in Section 5.3.2, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment); the NYSDOT will continue to assess these options and coordinate with USEPA and NYSDEC on this topic during the design/environmental review process. The DDR/EA will document the results of this assessment.

- C8.5-26 Commenter criticized the use of tax dollars on car-based proposals that contribute to climate change. recommends less focus on cars and greater prioritization of climate, transit, walkability, and biking.
- R8.5-26 As documented in Section 5.3.2 of this PSR, under the Build Alternative, Humboldt Parkway would be completely reconstructed on a new alignment while implementing “Complete Street” roadway design features (e.g., bicycle lanes, traffic calming, curb ramps, crosswalks, pedestrian/bicycle crossing signals). The newly created greenspace above the Kensington Expressway (between the northbound and southbound Humboldt Parkway) would be an at-grade median with landscaping and pedestrian amenities. Other streetscape amenities, such as benches and sidewalks/walkways, would be incorporated into the overall design. Additional greenspace would be located adjacent to the MLK Jr. Park and would provide landscaping opportunities, better integrating the corridor with this recreational resource.

The Build Alternative would reconnect the community by providing new east-west crossing options for pedestrians, bicycles, and vehicles, creating a park area on the tunnel deck supportive of non-motorized transportation and recreation, and creating connections to existing greenspace in MLK Jr. Park (see Sections 5.2.5, 5.2.6, and 5.3.2 of this PSR).

As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects on greenhouse gas emissions, will be evaluated, and documented in the DDR/EA for the Project.

- C8.5-27 Commenter stated a concern regarding the Tunnel Ventilation Options 2A and 2B and the trucks that would be necessary to haul water waste on a daily basis.
- R8.5-27 As documented in Section 5.3.2, the Build Alternative includes options for the tunnel ventilation system (required ventilation only and required ventilation with air treatment); the NYSDOT will continue to assess these options and coordinate with USEPA and NYSDEC on this topic during the design/environmental review process. The DDR/EA will document the results of this assessment. As described in Section 5.2.5 of this PSR, the air treatment options (Option 2A and 2B) would require regularly scheduled hauling and disposal of wastewater containing contaminants removed from the air stream. Potential effects of the Project associated with regularly scheduled wastewater disposal will be evaluated and documented in the DDR/EA for the Project. Wastewater disposal would not be necessary under Ventilation Option 1.

8.6 Stormwater

- C8.6-1 Commenters requested a stormwater runoff analysis for each alternative in the environmental review (so that the alternatives can be compared before a final design is selected) and requested that the NYSDOT reduce runoff to the maximum extent practicable. Another commenter asked that the stormwater analysis look at the impact of stormwater on water pollution and sewage spills, noting Buffalo’s issues with combined sewer overflows during rain events.
- R8.6-1 As documented in Section 4.3.12 of this PSR, as part of the DDR/EA, the potential effects to surface water quality, including erosion and sediment control practices proposed in the vicinity of surface water bodies, storm system connections, and combined sewer outfall connections, will be evaluated and documented. The study area will include the proposed limits of construction and an appropriate buffer. Consultation with the NYSDEC and the City of Buffalo will occur, as necessary. If development would result in

discharges outside of the combined sewer area, conformance with the NYSDEC State Pollutant Discharge Elimination System (SPDES) general permit program for stormwater discharges for construction activities (GP-0-015-002) would be required.

- C8.6-2 Commenter requested vegetative cover that offsets carbon dioxide output, and net-zero stormwater discharge.
- R8.6-2 Vegetative cover, and other Project design features to offset carbon dioxide output and/or reduce stormwater discharge will be considered and documented in the DDR/EA for the Project. Potential effects of the Project on stormwater will be evaluated and measures to minimize stormwater runoff will be incorporated into the Project design where practical.

8.7 Construction Impacts

- C8.7-1 Commenters expressed concern with duration of construction and requested information on how construction-related impacts such as noise, pollution and disruption of neighborhoods would be addressed. Another commenter was concerned about construction reducing quality of life and damage to homes on Humboldt.
- R8.7-1 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects related to construction, will be evaluated, and documented in the DDR/EA for the Project. Measures to mitigate potential adverse effects will be identified.

As part of the design/environmental review process, a geotechnical investigation and analysis will be conducted to understand the structural implications involved with building a tunnel, and in particular, the expected conditions that could be encountered when excavating rock and appropriate measures to safeguard existing buildings and infrastructure from damage as a result of Project construction.
- C8.7-2 Commenter requested that construction has the least impact possible on nearby residents and also proposed two specific mitigation measures: no nighttime construction and shutting down NYS Route 33 during construction so that both sides can be worked on simultaneously and the Project finished sooner.
- R8.7-2 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects related to construction, will be evaluated, and documented in the DDR/EA for the Project. Measures to mitigate potential adverse effects will be identified.

The NYSDOT will develop a maintenance and protection of traffic plan and implement temporary improvements as needed to provide reasonable traffic operations during construction. Construction means and methods and phasing will be described in the DDR/EA and various measures to minimize construction-related impacts, including construction time restrictions, nighttime construction, local traffic detours, access to private property, and multiple lane closures, will be considered. Coordination with stakeholders will be conducted to receive input on these subjects.
- C8.7-3 Commenter noted concerns about construction impacts and asked if monetary allowances for repairs to homes in the immediate area will be provided (to compensate for damages due to major construction).

R8.7-3 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects related to construction, will be evaluated, and documented in the DDR/EA for the Project. Measures to mitigate potential adverse effects will be identified.

An inspection will be conducted of each building adjacent to locations where rock excavation is anticipated in order to document the pre-construction condition. Should a property owner believe that damage has occurred as a result of the Project, they would have the right to file a claim.

C8.7-4 Commenter noted concern with effects on the region's inhabitants and downtown businesses from five years of disruption to a corridor used by 80,000 vehicles per day.

R8.7-4 As documented in Section 6 of this PSR, the Build Alternative is expected to take approximately three years to construct. This estimate assumes that traffic is maintained within the NYS Route 33 corridor throughout construction. As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including effects related to construction, will be evaluated, and documented in the DDR/EA for the Project. Measures to mitigate potential adverse effects will be identified.

C8.7-5 Commenter asked about the timeframe of construction, how construction information will be communicated, and whether the NYSDOT can work with or encourage the City of Buffalo to improve the conditions of the streets in the Project area.

R8.7-5 As documented in Section 6 of this PSR, the Build Alternative is expected to take approximately three years to construct. This estimate assumes that traffic is maintained within the NYS Route 33 corridor throughout construction. A communications protocol would be established for implementation during project construction, which would identify how information about the Project would be disseminated to local and regional interested parties. This could include local news outlets, e-blasts, social media, and variable message signs.

The City of Buffalo is a Participating Agency on the Project. The NYSDOT will continue coordinating with the City as the Project processes, and will solicit input from the City during the development of the construction traffic plan, including strategies to minimize the impact of construction on the local community. This could include the design of local detours, access to homes and businesses, and street improvements.

9. Public Involvement

C9-1 Commenters appreciated the public engagement efforts, including the Project website, public scoping meetings and stenographers, including the option of providing comments directly to the stenographers.

R9-1 Comment noted.

C9-2 Commenter noted that the dress of the presenters at the scoping meetings (e.g., sportscoats and suits) gave the impression of a somewhat elitist attitude.

- R9-2 Comment noted.
- C9-3 Commenter requested that the NYSDOT establish a community advisory committee to allow for more meaningful engagement with the community going forward. The advisory committee could investigate a Community Land Trust for the Project corridor.
- R9-3 As documented in Section 7 of this PSR, the NYSDOT has and will continue to meet with community stakeholders as the Project progresses. The NYSDOT has established a stakeholder group for the Project, which will meet on a regular basis during the development of the Project. If it is determined that the Project would result in excess transportation right-of-way, the identification of such properties as surplus and disposal of such properties would be conducted in accordance with applicable law, rules, and regulations.
- C9-4 Commenters questioned the lack of state and local political leadership at the 6/30 public scoping meeting.
- R9-4 As documented in Section 7 of this PSR, public officials have been actively engaged in the Project. On June 29, 2022, the day prior to the public scoping meeting, the NYSDOT held a Community Leaders Meeting, which provided public officials with the opportunity to learn about the Project concepts and provide input to the Project team. Attendees of the June 29th meeting included NYS Senator Tim Kennedy, Howard Johnson from the Erie County Legislature, Marc Pope of the Buffalo Common Council (Ellicott District), staff of the NYS Assembly Member Crystal Peoples-Stokes and staff from the office of U.S. Representative Brian Higgins. Public official attendees of the 6/30 scoping meeting included Ulysees Wingo, Sr. of the Buffalo Common Council (Masten District), Richard Tobe (Director of Special Intergovernmental Projects at New York State Department of Labor), staff from the offices of U.S. Senator Chuck Schumer and NYS Assembly Member Crystal Peoples-Stokes, staff from the Erie County Executive, and staff from the City of Buffalo Mayor's Office of Strategic Planning (including the Director of Planning and Zoning).
- C9-5 Commenter questioned the timing of the scoping meetings near a holiday/holiday weekend.
- R9-5 The June 30, 2022 scoping meeting was held on a Thursday, recognizing that people often travel on the weekends, making Fridays and Mondays not as convenient. The meeting was offered at two different time slots on that day to increase the ability of the public to attend (midday and evening, for a total of six hours), recognizing varying work schedules. The meeting was advertised in a variety of ways during the month preceding the public scoping meeting. Materials that were used at the public scoping meeting are available on the Project website. Please refer to Section 7 of this PSR for more information about public engagement for this Project.
- C9-6 Commenter inquired whether there will be additional public meetings to obtain local resident input as the Project progresses.
- R9-6 As documented in Section 7 of this PSR, the FHWA and NYSDOT have provided, and will continue to provide, meaningful opportunities for public and agency engagement in the Project throughout the environmental review process, including, but not limited to, a public hearing on the DDR/EA. Future Project updates will also be posted to the Project website (<https://kensingtonexpressway.dot.ny.gov>). The public can submit a request through the website at any time to be notified by email of future Project updates, including information on upcoming meetings.

- C9-7 Commenter inquired whether local residents would have the option to select the type of trees/plants used in the Project.
- R9-7 Members of the public are encouraged to provide comments and recommendations on the Project, including on preliminary landscaping plans and the mix of plant species, throughout the project development process. The NYSDOT will consider these comments in developing and refining the landscaping plans for the Project.
- C9-8 Commenter stated that the format of the public scoping meetings limited thoughtful insight on community preferences because comments could only be submitted using a comment form or typed in.
- R9-8 As documented in Section 7 of this PSR, the NYSDOT provided a variety of methods in which to submit comments.
- C9-9 Commenter noted that not all of the Project staff at the presentation boards were able to answer questions on various aspects of the design concepts, the information provided to the public depended on the expertise or specialty of the individual staff person.
- R9-9 Comment noted.
- C9-10 Commenter stated that color printed handouts of the Project display board, and other outreach materials should have been made available for attendees at the scoping meetings to take with them and refer to when formulating their comments after the meeting. Commenter stated that two public scoping meetings on the same day were not enough due to the lack of printed meeting handouts and requested an additional meeting after the materials are made available in print. Commenter also suggested that hardcopies could be distributed from local libraries.
- R9-10 As documented in Section 7 of this PSR, hard copies of Project materials were on display at the two public scoping meeting sessions on June 30, 2022 as well as at the Frank Merriweather Jr. Library until August 1, 2022. A Project brochure was provided at these venues that could be taken if so desired. All meeting materials were and still are available on the Project website. Additional meetings and opportunities for public input will occur during the project development process.
- C9-11 Commenter requested the use of color coding on the design concept exhibits to help differentiate the elements that are unique to each concept vs. those elements common between concepts.
- R9-11 Comment noted.
- C9-12 One commenter expressed concern that the local community had not been sufficiently notified of the Project and noted the importance of allowing for local resident input on the improvements they would like to see. Another commenter expressed concern with the format of the presentation and the communication of the presentation format.
- R9-12 As documented in Section 7 of this PSR, the methods used to notify the community of the Project and scoping meeting sessions included advertising in multiple newspapers/media outlets (Buffalo News, Bee Newspapers, Latino Village, Challenger Community News, Buffalo Rising, Panorama Hispanic News and Twitter). The Project email list was notified, and invitation letters were mailed to residences along the Project corridor.

- C9-13 Commenters noted a lack of communication and community dialogue since the last public meeting.
- R9-13 Section 7 of this PSR documents the public and stakeholder engagement that has occurred and is planned for the Project. During the period between the last public meeting and the scoping meeting held on June 30, 2022, the NYSDOT was evaluating options that would enable the Project to move forward.
- C9-14 Commenters stated that the current set of concepts still need clarification and context including a thorough analysis of environmental impact and related public health concerns, and that community outreach efforts have been insufficient. Commenters requested a series of public meetings in impacted neighborhoods with NYSDOT and elected officials, and extension of the scoping public comment period until after these public meetings are completed.
- R9-14 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project will be evaluated and documented in the DDR/EA for the Project.
- As documented in Section 7 of this PSR, the FHWA and NYSDOT have provided, and will continue to provide, meaningful opportunities for public and agency engagement in the Project throughout the environmental review process, including, but not limited to, a public hearing on the DDR/EA. The scoping comment period was not extended; however, public comments can be submitted at any time during the development of the Project. Additional comments received will be considered and substantive comments responded to in the DDR/EA for the Project.
- C9-15 Commenter noted that there is the risk of public confusion over expectations of “restored” original historic landscapes and that of a reimagined or adaptive concepts, which requires adjusted language.
- R9-15 Comment noted.
- C9-16 Commenter cited a July 26, 2022 Buffalo News article with a quote from Henry Louis Taylor Jr., who directs the Center for Urban Studies at the University at Buffalo, who said that “At the end of the day I don’t think it’s [the current Kensington Expressway proposal] going to do a whole lot to meaningfully stitch the community together.” He further stated that he has been struck by the lack of community engagement, planning and studies for such an important Project.
- R9-16 As documented in Section 4 of this PSR, the potential social, economic, and environmental effects of the Project, including the potential effects to neighborhood character and community cohesion, will be evaluated, and documented in the DDR/EA for the Project.
- As documented in Section 7 of this PSR, the FHWA and NYSDOT have provided, and will continue to provide, meaningful opportunities for public and agency engagement in the Project throughout the environmental review process.
- C9-17 Commenter stated that solutions favored by actual residents and stakeholders are ignored (e.g., removal of NYS Route 33 and restoration of historic Humboldt Parkway).
- R9-17 As documented in Section 5.2.10 of this PSR, Concept 10 (Removal of NYS Route 33 Including Reestablishing the former Parkway Setting) would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor.

Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration.

As documented in Section 5.3.2 of this PSR, the Build Alternative would meet the project purpose and objectives, would address the identified transportation needs within the corridor, and would incorporate elements of the historic parkway, including a proposed landscape option to provide a tree-lined parkway setting within the newly created greenspace above the tunnel.

10. Project Cost

C10-1 Commenter noted that \$12 million/year maintenance cost of air treatment is very high and requests a calculation of the maintenance cost for a four-lane tunnel for comparison.

R10-1 The annual estimated maintenance costs associated with implementation of the Build Alternative will be assessed and documented in the DDR/EA for the Project. The annual estimated maintenance cost is highly dependent on the characteristics of the potential operational systems (e.g., ventilation, air treatment, traffic control, security).

As documented in Section 5.2.7 of this PSR, Concept 7 (Kensington Reconstruction with a Four-lane Tunnel for Improved Community Connections) was dismissed from further consideration because it would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Therefore, developing a cost estimate for this concept is not warranted.

C10-2 Commenter expressed general concern about the maintenance cost of ventilation and/or air treatment systems, as well as the delineation of maintenance responsibilities for other Project elements such as landscaping.

R10-2 The anticipated maintenance costs associated with implementation of the Build Alternative, including tunnel ventilation and/or air treatment and landscaping, will be assessed and documented in the DDR/EA for the Project.

C10-3 Commenters requested a maintenance sustainability study, including estimated annual budgets and maintenance responsibilities for Concepts 6 and 7. Another commenter requested that the required maintenance and sustainability investments be understood and deemed manageable from a time and cost perspective by the entity/entities responsible for the upkeep. Another commenter expressed general concern about the maintenance burden of the tunnel on future taxpayers.

R10-3 The anticipated maintenance costs and responsibilities associated with implementation of the Build Alternative will be assessed and included in the DDR/EA for the Project. The maintenance of transportation infrastructure would typically be the responsibility of the facility owner (e.g., NYSDOT, City of Buffalo). The maintenance jurisdiction of other features, such as landscaping, would be determined and documented in the DDR/EA.

As documented in Section 5.2.7 of this PSR, Concept 7 (Kensington Reconstruction with a Four-lane Tunnel for Improved Community Connections) was dismissed from further consideration because it would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Therefore, assessing the maintenance costs and responsibilities for this concept is not warranted.

C10-4 Commenters expressed general opposition to the Project based on excessive cost and lack of need for the improvements.

R10-4 Section 3 of this PSR documents the project purpose, objectives and needs. Section 6 of this PSR documents the anticipated cost of the Build Alternative. Additional information regarding the cost estimate for the Build Alternative will be provided in the DDR/EA.

C10-5 Commenter requested that the NYSDOT evaluate the cost savings of reducing vehicular capacity in the Project area (including building, maintenance, and public health savings). Requested consideration of making Humboldt Parkway one lane in each direction or pedestrian/bicycle paths only, and how much public funding would be saved with such an option.

R10-5 Section 3 of this PSR documents the project needs, purpose, and objectives. As described in Section 3.3.2, the section of the Kensington Expressway between the NYS Thruway (I-90) and the Elm-Oak arterial functions as a critical link in the regional transportation system with over 75,000 vehicles per day using the facility. The Kensington Expressway provides a direct link to Downtown Buffalo from major routes, such as the Scajaquada Expressway (NYS Route 198) and the NYS Thruway. The Kensington Expressway is an established commuter route between Downtown Buffalo and the city's northern and eastern neighborhoods as well as the Buffalo International Airport and many suburban communities. Maintaining the vehicular capacity of the Kensington Expressway is needed based on traffic operations, travel time reliability, access to regional medical facilities/ emergency medical response time, and to preserve space for potential future transit service.

As documented in Section 5.2 of this PSR, concepts that reduce the capacity of the Kensington Expressway (Concepts 7, 8, 9 and 10), have been dismissed from further consideration as they would not meet the purpose and objectives of the Project, nor would they address the identified transportation needs. Thus, assessing the costs of these dismissed concepts is not warranted.

C10-6 Commenter noted opposition to use of taxpayer money on this Project and requests information on spending to date on the Project (including who the money was paid to), and how much more money will need to be spent to finish the Project.

R10-6 Funds in the amount of \$12,691,000 are programmed on Greater Buffalo-Niagara Regional Transportation Council's Transportation Improvement Program (November 1, 2023, through September 30, 2027) to complete the preliminary design and environmental review for the Project. Funds in the amount of \$986,839,000 are also programmed to complete final design and construction of the Project. The Transportation Improvement Program (Federal Fiscal Years 2023 to 2027) can be found on GBNRTC's website (www.gbnrtc.org)

C10-7 Commenter requested that the NYSDOT consider total lifecycle costs upstream, downstream, and operational. Commenter requested that the costs of infrastructure types (bus, light rail, auto) be compared.

R10-7 The NYSDOT will evaluate the construction and maintenance costs of the Build Alternative, and document these costs in the DDR/EA.

The Niagara Frontier Transportation Authority (NFTA) is a Participating Agency on the Project. The NYSDOT will coordinate with NFTA as the Project progresses regarding potential bus infrastructure improvements on Humboldt Parkway and other local roads within the transportation corridor.

The evaluation of costs associated with light rail is beyond the scope of the Project.

C10-8 Commenter noted opposition to the cost of a tunnel, including support for filling in the expressway as a cheaper option. Similar comments stated the state's money would be better served completely removing the expressway and remaking the original vision for Humboldt Parkway rather than completing a far more expensive cap that provides few benefits over complete removal.

R10-8 As documented in Section 5.2.10 of this PSR, Concept 10 (Removal of NYS Route 33 Including Reestablishing the former Parkway Setting) would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor. Based on this, and the concerns discussed in Section 5.2.10 related to redistributing expressway traffic to local streets (i.e., crash rates and safety, pedestrians and bicyclists, emergency response times, air quality, and travel time reliability), Concept 10 was dismissed from further consideration. Thus, assessing the costs of this concept is not warranted.

As documented in Section 5.3.2 of this PSR, the Build Alternative would meet the project purpose and objectives, would address the identified transportation needs within the corridor, and would incorporate elements of the historic parkway, including a proposed landscape option to provide a tree-lined parkway setting within the newly created greenspace above the tunnel. Section 6 of this PSR documents the anticipated cost of the Build Alternative. Additional information regarding the cost estimate for the Build Alternative will be provided in the DDR/EA.

C10-9 Commenter described the cost of the tunnel options as a wasteful, short-sighted quick fix.

R10-9 Comment noted.

11. Other/ Miscellaneous

C11-1 Commenter stated that the formation of a community land trust would address land values, land acquisition, and land disposition issues.

R11-1 The need for land acquisition associated with the Project will be determined, in consideration of public and stakeholder input received, as part of the DDR/EA. The NYSDOT will minimize property acquisitions to the extent practicable. The acquisition process would follow all applicable Federal and State policy and guidelines and will be documented in the DDR/EA for the Project.

If it is determined that the Project would result in excess transportation right-of-way, the identification of such properties as surplus and disposal of such properties would be conducted in accordance with applicable law, rules, and regulations.

- C11-2 Commenter stated that there is potential for combining improvements to the Buffalo Museum of Science with the NYS Route 33 Project (such as putting the museum parking underground).
- R11-2 Improvements to the Buffalo Museum of Science, including parking improvements, are beyond the scope of the Project. However, the implementation of the Build Alternative would not preclude others from implementing independent projects to address improvements to the Buffalo Museum of Science.
- C11-3 Commenter stated that noise barriers for NYS Route 33 should be considered if the expressway is not closed.
- R11-3 As stated in Section 4.3.20 of this PSR, a traffic noise analysis will be conducted for the Project and documented in the DDR/EA. If traffic noise impacts are identified, noise abatement measures, such as noise barriers will be assessed.
- C11-4 Commenters stated several personal recollections on their lived experience along Humboldt Parkway.
- R11-4 Comments noted.
- C11-5 Commenter stated their opposition to the 30-mph speed limit on NYS Route 198.
- R11-5 As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. The NYS Route 198 is outside of these limits. As such, speed limit changes on NYS Route 198 are not being considered as part of this Project.
- C11-6 Commenter stated a variety of alternative aesthetic treatment options for the expressway.
- R11-6 As described in Section 4.3.17 of this PSR, a Visual Impact Assessment (VIA) will be conducted for the Project and will be included in the DDR/EA. Potential landscape and environmental enhancements, including aesthetic treatment options within the transportation corridor, will also be assessed, in consideration of public and stakeholder input received.
- C11-7 Commenter indicated opposition to Complete Streets measures based on their effects on vehicular travel, opinions regarding the Town of Tonawanda, the NYS Route 198 corridor, and the influence of the biking lobby.
- R11-7 Section 3 of this PSR documents the project purpose, objectives and needs. The Project objectives include both implementing "Complete Streets" roadway design features and maintaining the vehicular capacity of the existing transportation corridor. The NYSDOT will continue to assess the Complete Street features to be incorporated in the Build Alternative, in consideration of public and stakeholder input received. The effects of the Project on vehicular, pedestrian and bicycle mobility will be assessed as part of the DDR/EA.
- C11-8 Commenter provided historical context regarding the design of the Humboldt Parkway, development patterns in Buffalo and the Kensington Expressway construction history.
- R11-8 Comment noted.

- C11-9 Commenter stated concern regarding the Dr. Martin Luther King Expressway sign and the impact of the Project on this sign.
- R11-9 The Dr. Martin Luther King Jr. sign is located outside of the Project limits (specifically on the pedestrian overcrossing near Jefferson Avenue) and would not be impacted by the Project.
- C11-10 Commenter stated general support for the Project (no specific concept).
- R11-10 Comment noted
- C11-11 Commenter stated that it is unwise to repeat the mistakes of past city and regional leadership by employing half measures and kicking the can down the road. Commenter requested that the NYSDOT make coherent plans for all of the city expressways, secure federal infrastructure funding, and stick to the plan.
- R11-11 As documented in Section 2 of this PSR, Best Street and Sidney Street represent logical termini/rational endpoints for this Project. A citywide expressway plan is outside the scope of this Project.
- C11-12 Commenter stated that consideration should be given to establishing a low interest loan program to assist property owners.
- R11-12 Establishing a low interest loan program is outside the scope of the Project and the jurisdiction of the NYSDOT.
- C11-13 Commenter offered the following ideas to have a quality impact on the community:
- Tutoring/mentoring program, partnerships with surrounding colleges
 - Leadership academy
 - Literacy hub
 - Bistros
 - Ice cream shops
 - Indoor aquatics center, lifeguard training, holistic health, and trauma informed care center
 - Bike trail
 - Family center, parent workshop and counseling support, fresh foods market
- R11-13 These proposed improvements are outside the scope of the Project; however, the implementation of the Project would not preclude these types of improvements being undertaken as separate, independent actions.

12. Original Comment Documents

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: ERIC GLENN Affiliation (if applicable): BUFFALO NAACP

Address:

Phone Number:

E-mail:

COMMENTS*

This is great idea to do. The tunnel should have LED lighting like the Peace Bridge. Definitely install cameras inside and out the tunnels. Bike pathways.

*Any information provided on this form may become part of the project file, which is a public record.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Rashika Hall Affiliation (if applicable): Resident

Address: [REDACTED]

Phone Number: [REDACTED] E-mail: [REDACTED]

COMMENTS*

I am in favor for ~~expanding~~ ^{returning} the green space of the 33. The model that I feel is better suited is Section H-H, under concept 6. My concerns would be safety underneath (flood-proofing, viable exits, fire prevention sensors). Above my concerns would be easy access from the existing neighborhoods by foot & safety while utilizing the green space... some sort of SEPTA or other natural security from traffic w/o detracting from appeal.

*Any information provided on this form may become part of the project file, which is a public record.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Greg Garten Affiliation (if applicable): non-neighborhood concerned citizen

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I attended the 6/30/22 5-8PM session. Overall I thought the presentation was fairly well done. However, there were too many sportcoats and suits on the presenters giving somewhat of an elitist attitude from the start. The option of a stenographer was an excellent option for those with trouble writing or speaking English. I think the Concept 6 Plan would be the best choice for this project. The 5 Plan's Victorian Gardens would be a mistake because there would not be any shade for folks to enjoy. This plan would also require more maintenance ^{dollars} and worker hours to keep it looking good. From what I heard, some of the neighbors are ~~concerned~~ ^{concerned} about "taking property" for this project and how the City will maintain this "park" area since the City does not seem to do much for the properties it already owns in these neighborhoods. More basic and factual information about these areas may help the cause. Concept 6 Plan calls for a ^{or some} maintenance ~~points~~ ^{buildings?} that would look similar to the housing stock already present. I think that is very important to keep that idea a reality. Additional details or ideas about how the timing of the actual construction will fall out is also important. 3-5 years of constant construction noise, pollution, disruption of the neighborhoods are very real concerns. What can be done for those residents in and adjacent to the construction areas to mitigate some of these issues? Thank you for reading this and feel free to contact me if you feel the need.

*Any information provided on this form may become part of the project file, which is a public record.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

YOUR FEEDBACK IS IMPORTANT!

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website:
kensingtonexpressway.dot.ny.gov

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G. Gerten

BUFFALO NY 140
7 JUL 2022 PM 1 L



Department of
Transportation

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT TEAM
NYSDOT Region 5
100 Seneca Street
Buffalo, New York 14203

From: ako_nsog
To: dot.sm.kensingtonexpressway
Subject: Kensington expressway comments
Date: Friday, July 1, 2022 4:40:40 PM

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Hello--

Many thanks to the DOT project team for the great meetings on Wednesday (at DOT) and Thursday. During the public meeting sessions I submitted a number of comments, some to the transcriptionist and some via the laptops. Could someone on the project team take a sec and forward me the text of my comments? I'd like to have them for my records and also to share with my R.O.C.C. (Restore Our Community Coalition) colleagues.

Thank you again -

Alan Oberst

ID#4A

1 ALAN OBERST, [REDACTED]

2 [REDACTED] as follows:

3

13:44:37 4 All right. Well, so I worked on -- with UB
13:44:43 5 on the study in 2013, 2014 on decking -- you know,
13:44:55 6 on the study of decking the Kensington.

13:44:57 7 And one of the professors who was involved
13:45:03 8 with that study told me he felt one of the most
13:45:07 9 interesting results that they explored with the UB
13:45:14 10 study work, was the option for putting transit to
13:45:22 11 the airport along -- along -- I almost said
13:45:25 12 Scajaquada Corridor -- along the Kensington.

13:45:28 13 So this -- the UB study work even showed a
13:45:36 14 couple of visuals showing light rail within the
13:45:44 15 tunnel.

13:45:47 16 So I think that one of -- now that we know
13:45:52 17 that the project is going to be going ahead and
13:45:56 18 that the funding is in place -- which we have not
13:46:00 19 known until recently.

13:46:01 20 Now that we know that and it's time to do
13:46:04 21 the engineering work, I think one of the things we
13:46:09 22 should consider is the opportunity to incorporate
13:46:15 23 light rail or bus rapid transit within the

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13:46:20 1 Kensington project.

13:46:22 2 Or at least design the deck so that it could
13:46:28 3 incorporate light rail or bus rapid transit in the
13:46:33 4 future or at least not preclude that option.

13:46:43 5 So I think that's it for the time being. I
13:46:49 6 may have other stuff as we go along.

7 (Thereupon, at 2:02 p.m., further comments
8 were provided.)

14:02:38 9 All right. So this relates to the southern
14:02:48 10 tail of the deck. Most of the northern part of the
14:02:55 11 deck was originally part of Humboldt Parkway.

14:02:59 12 So everyone wants the treeline deck option
14:03:07 13 because that takes you back close to what Humboldt
14:03:12 14 Parkway originally was.

14:03:15 15 But on the southern end of the deck, there's
14:03:19 16 like a tail that goes around the science museum and
14:03:25 17 that tail was not -- was not part of the original
14:03:28 18 Humboldt Parkway. And that tail may not even be
14:03:32 19 within the park boundaries of MLK Park.

14:03:37 20 So given that, it may be possible to do some
14:03:42 21 interesting and unique things with that tail that
14:03:46 22 you could not do on other parts of the deck.

14:03:50 23 One thing I think that should be seriously

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14:03:53 1 considered is doing something there in conjunction
14:03:59 2 with the science museum.

14:04:03 3 You could create, for example, a learning
14:04:05 4 landscape on that part of the deck that could
14:04:10 5 function, you know, as a feature of the science
14:04:15 6 museum.

14:04:16 7 And the science museum maybe could take
14:04:20 8 ownership of that portion of the deck and design
14:04:25 9 that space maybe with a design competition and then
14:04:30 10 maybe program that space so that it would be used
14:04:35 11 by kids and families visiting the science museum.

14:04:41 12 Again, that could be some kind of learning
14:04:44 13 landscape. One option for that land that I
14:04:49 14 discussed informally with [REDACTED] who works for
14:04:55 15 the science museum but until recently was a
14:05:00 16 [REDACTED] is you could create a feature
14:05:05 17 there with rocks from rocks representing the
14:05:12 18 different rock layers in Western New York.

14:05:15 19 And the kids could come and -- and climb on
14:05:21 20 the rocks and at the same time learn about the
14:05:23 21 geology of Western New York and what kinds of rocks
14:05:27 22 they're climbing on. So that would be one option.

14:05:29 23 Another option that could be done in

ID#4A

14:05:34 1 conjunction with that, is with regard to the
14:05:42 2 ventilation and filtering features of the tunnel.

14:05:49 3 There's a lot of concern about taking
14:05:54 4 property adjacent to the tunnel for ventilation and
14:05:58 5 filtering structures.

14:06:00 6 Well, it might be possible that on that
14:06:05 7 southern tail of the deck, you could -- you could
14:06:10 8 put a ventilation structure that -- that would be
14:06:17 9 designed as a piece of public art and that piece of
14:06:22 10 public art could even be strongly related to the
14:06:26 11 science museum.

14:06:28 12 For example, maybe it would, you know, look
14:06:33 13 like a rocket or something like that. But, you
14:06:39 14 know, the science museum could actually hold a
14:06:41 15 design competition.

14:06:44 16 You know, once it was known what the
14:06:48 17 specifications would have to be and the dimensions
14:06:52 18 to accommodate the ventilation function, then the
14:06:55 19 science museum could hold a design competition to
14:06:58 20 create public art that would accommodate those
14:07:03 21 functions within -- within the public art.

14:07:07 22 But yet it would be attractive and it would
14:07:12 23 also serve as a sort of, you know, visual

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14:07:16 1 advertisement for the science museum.

14:07:22 2 So I think that's probably enough.

3 (Thereupon, at 6:38 p.m., further comments
4 were provided.)

18:38:49 5 Because I was talking in my previous
18:38:51 6 comments about the idea of taking part of the deck
18:38:55 7 near the science museum and putting a learning
18:38:59 8 landscape there.

18:39:01 9 That is a part of the deck that doesn't have
18:39:03 10 to be designed like the Olmsted Parkway because it
18:39:07 11 wasn't originally part of it.

18:39:08 12 Well, I got some more information about
18:39:10 13 that. During the break, I spoke with the [REDACTED]
18:39:14 14 here at the science museum and [REDACTED]

18:39:20 15 [REDACTED]

18:39:22 16 [REDACTED] told me that the New York Hall of
18:39:26 17 Science has outdoor play spaces that are science
18:39:35 18 related and learning landscapes.

18:39:41 19 One of them in fact is a physics playground
18:39:46 20 that shows like rotary motion and there's
18:39:54 21 Archimedes screw which is used, you know, to raise
18:39:59 22 water.

18:40:01 23 So all kinds of fun hands-on physics stuff

18:40:05 1 that's outdoors and I think this is combined with
18:40:11 2 like misting so that there's like maybe a splash
18:40:15 3 pad element to it and that is adjacent to Flushing
18:40:25 4 Meadows Park.

18:40:28 5 So that would be -- that would be a
18:40:33 6 precedent that the -- that the consulting team
18:40:37 7 could look at.

18:40:42 8 Also, I mentioned the possibility that one
18:40:44 9 of the ventilation structures could be actually a
18:40:49 10 piece of public art that would be located in such a
18:40:53 11 landscape that might be, you know, something
18:40:58 12 science related.

18:40:59 13 Or the science museum could hold a design
18:41:03 14 competition for that piece of public art, you know,
18:41:08 15 that also meets the requirements for a ventilation
18:41:10 16 structure.

18:41:12 17 And I mentioned maybe it could look like a
18:41:18 18 rocket or something. Well, as it happens, my
18:41:22 19 friend pulled up on her phone and showed me that
18:41:30 20 outside the New York Hall of Science in these play
18:41:33 21 spaces, there are actually rockets that were given
18:41:40 22 to the New York Hall of Science by NASA. Which of
18:41:48 23 course, they're the people who would have the

ID#4A

18:41:50 1 rockets, right?

18:41:54 2 So -- so I wanted to update with that
18:42:02 3 information. So I -- I did have a couple more
18:42:20 4 comments, but I think I'm going to type those in on
18:42:25 5 the computer.

18:42:26 6 But I did want to give you that one because
18:42:28 7 it -- it -- like a continuation of the one I gave
18:42:30 8 you earlier.

18:42:31 9 (Statement concluded at 6:42 p.m.)

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From: Kensington Expressway [REDACTED]
Sent: Thursday, June 30, 2022 7:43 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Alan Oberst

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: R.O.C.C., Scajaquada Corridor Coalition

Comment about land: Land use, land values, land acquisition, and land disposition are major issues with urban expressway conversion projects. Some projects I'm familiar with are considering options like Community Land Trusts to help address those issues. The project in Austin, TX, that the Urban Land Institute has been involved in is a good example. To set up a CLT takes time, so now that we know that this project is funded and will be moving forward it may be time to get the formation of a CLT in the works. It may also be possible to create another type of organization like a Community Development Corporation (CDC) that can also function as a CLT, or work with an existing organization like CAO (which already has an interest in a site along the 33) or the local land bank (BENLIC) to function as a CLT or set up a subsidiary to specifically engage with this project.

Related to this, I believe (as I and others expressed in Wednesday's meet at the DOT) that it is time to set up an advisory committee for the Kensington project for more meaningful engagement with the community going forward. An early project for such an advisory committee could be looking at options for setting up a CLT or some kind of equivalent entity.

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From: Kensington Expressway [REDACTED]
Sent: Thursday, June 30, 2022 7:17 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Alan Oberst

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: R.O.C.C., Scajaquada Corridor Coalition

Comment about preferred option: My preferred option is Option 6, with provisions for future light rail or bus rapid transit in the project. The idea of just removing the 33 entirely is unrealistic, and would likely require decades of planning and trying to build a consensus that likely couldn't be built. Also, the idea espoused by many of simply filling in the Humboldt Parkway section of the 33 simply wouldn't work. The filled section would still be connected to high-volume expressway at each end, so whatever limited landscape could be created in the filled section would bear no resemblance to the original Humboldt Parkway.

Comment about parking for the Science Museum: Research by the Olmsted Conservancy has found Buffalo has one of the highest concentrations of cultural institutions in its Olmsted parks of any city. One of those is the Science Museum. Although the Olmsted parks provide a beautiful setting for so many cultural, one problem is that each typically requires large surface parking lots which negatively impact the parks. Ever since the Albright-Knox began its project to put its parking underground, I understand that other cultural institutions have discussed the feasibility of doing the same. This project could create an ideal opportunity for the Science Museum to consider such a project, perhaps in conjunction with any other expansion plans they may have in the works (a decade and a half ago, a previous administration of the Science Museum developed a conceptual expansion project including a new building partly cantilevered over the 33). It would make sense to explore whether such a project for the Science Museum could piggyback on the Kensington project in some way.

Comment about the extent of the deck to the south: The original plan to extend the deck to Best Street was the "best" plan, and we should consider going back to that. The principal reason is that the extensive additional landscape that would be created by extending the deck to Best Street could be added to the park and could also be used by the Science Museum. Because that section was not part of the original parkway and not in the original bounds of the park, it could be designed and used in ways that are not subject to historic constraints. Among the potential uses for that space would be some parking for the Science Museum, to get parking out of the park, or to create some kind of learning landscape (mentioned in my other comments) for the Science Museum, or even as a location for active recreational uses like basketball courts or tennis courts, to get those active recreational uses out of the Olmstedian part of the park.

Comment about the extent of the deck to the north: I understand that the current deck plan only extends north to Ferry Street because just north of that is Scajaquada Creek, and just north of that is the 33/198 interchange – and both of those situations may require unique, expensive engineering solutions to recreate Humboldt Parkway or to link the Kensington portion of Humboldt Parkway to the Scajaquada Expressway portion of Humboldt Parkway. Although the current project may not realistically be extended north of Ferry, options for addressing the portion to the north should be considered. Why? Depending on the options that may or may not work at Scajaquada Creek may affect the design and engineering for the section south of Ferry. For example, if the only way to recreate Humboldt Parkway north of Ferry is to put the highway tunnel underneath the creek, that might require digging down south of Ferry Street. If that might be required, it would be good to know that now so that it can be incorporated into the current project, rather than later having to go back and reconfigure some of the current project.

From: Kensington Expressway <kensingtonexpressway1@outlook.com>
Sent: Thursday, June 30, 2022 6:36 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Oberst, Alan

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment:

This project involves a cultural landscape of major significance. Buffalo was the site of Olmsted and Vaux's very first citywide park-and-parkway system, and Humboldt Parkway was a critical component. As a result, many cities created park-and-parkway systems, and within Buffalo the parkway led to a "parkway mania" in which other parts of the city demanded parkways. It is essential that in planning this project the DOT involve a heritage landscape consultant and prepare a cultural/heritage landscape report. As it happens, the firm that is the gold-standard in such work, Heritage Landscapes, is headed by a Buffalo native named Patricia O'Donnell. Due to existing research, for example by Dr. Frank Kowsky, we already have a lot of information available about Humboldt Parkway and MLK Park, so a local advisory committee working with a consulting firm like Heritage Landscapes could probably produce such a report fairly quickly. Such a report would then serve as a reference point for planning and design decisions as this project is being further developed. The Scajaquada Corridor Coalition has recommended a similar report to be prepared for the 198 project, so perhaps one consulting firm on a single contract could prepare a report for both projects. Such work could be very valuable for the Section 106 process, as well.

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ID#4D

From: Kensington Expressway <kensingtonexpressway1@outlook.com>
Sent: Thursday, June 30, 2022 6:18 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Alan Oberst
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Include on future project updates: Yes
Affiliation: R.O.C.C., Scajaquada Corridor Coalition

Comment:

The current concepts for options 5 & 6 show a one-way section of road from the intersection of Northampton and Parade angling across the newly created treed median to the eastern (northbound) roadway of the restored Humboldt Parkway. This should not be included. The Science Museum is a terminal view southbound on the restored parkway, and people will be walking directly south through the treed median to reach the Science Museum and the park. This piece of road inserted into the median will interfere with the views (due to traffic) and also being able to walk all the way south to the Science Museum and park. If this piece of road is being shown as a way to avoid an additional turn for traffic in front of the Science Museum, or as a way to compensate for the removal of the Utica ramps, that is not adequate justification for spoiling the design and intent of the restored parkway. Other options might include putting traffic circles or roundabouts where Northampton runs in front of the front stairs of the Science Museum. That area in front of the Science Museum needs to be carefully designed in terms of traffic calming and traffic movement as it may become a pickup-and-dropoff zone for the Science Museum and park.

Another thing to consider at that location is the opportunity to develop connecting paths into the park from the restored Humboldt Parkway landscape on the deck. For example, southeast of the location where Northampton passes in front of the Science Museum is a broad swath of park that leads southeast to Fillmore Avenue. That could have a lovely path through the trees connecting Fillmore Avenue with the restored Kensington landscape.

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ID#4E

From: Kensington Expressway <kensingtonexpressway1@outlook.com>
Sent: Thursday, June 30, 2022 5:46 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Oberst, Alan

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: YES

Affiliation: R.O.C.C., Scajaquada Corridor Coalition

Comment: It would be helpful to know how the adoption of electric vehicles will affect the need for ventilation and filtering. Of course the need to provide ventilation for fires will remain necessary (although perhaps diminished with the phase-out of fossil fuels), but with vehicle exhaust diminishing year-over-year, the point may soon arise when the capacity of ventilation and filtration systems will begin to diminish, as well. I wonder if NYSDOT or FHWA have official projections (with high/low variance) for the adoption of electric vehicles that can be officially used for highway projects to determine the need for ventilation and filtration. This is important as it may well be that by the time construction of this project begins the ventilation/filtration capacity may be over-built. Given the certain sensitivity to ventilation/filtration facilities due to localized air-quality impacts, property acquisition, and aesthetics, it would be very important to avoid building more capacity than is absolutely necessary.

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ID#4F

From: Kensington Expressway
To: dot.sm.kensingtonexpressway
Date: Thursday, June 30, 2022 6:13:05 PM

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Please contact whoever is maintaining the website because I tried submitting my comments 3 times and each time the form deleted it and this email did not pop up.

Name: Keelan Erhard

Address:

Phone:

Email:

Comments:

I am thankful that this project is finally taking shape; the destruction of Humboldt Parkway was a terrible stain on previous legislators.

In order to truly restore the community, Option 6 must be the selected option. A garden is not sufficient. To truly restore the vision of the parkway, a tree-lined parkway is necessary.

Consideration also must be given for pedestrians and bicyclists with infrastructure improvements accordingly to make the design friendly to people walking and biking.

All ventilation options are ugly and investments should be made to put the ventilation systems underground.

Lastly, in order to truly restore community connections, it is disingenuous to simply have the project scope limited to between Best and Ferry. I would hope that consideration is given to making this project take place in phases to truly restore the whole parkway. Between Best and Ferry could be Phase 1, Ferry to Delavan could be Phase 2, and Delavan to Delaware Park could be Phase 3 (and could play into synergies with 198 redesign). To simply stop restoring the parkway beyond Best and Ferry would be disingenuous. If DOT and our elected officials truly want to make meaningful change and truly want to reconnect the community that was ripped apart, they must not stop at Ferry and must continue down the Parkway and restore it in its entirety between MLK Park and Delaware Park.

Thank you for your consideration.

Sent from [Mail](#) for Windows

ID#5

From: Keelan Erhard [REDACTED]
Sent: Friday, July 29, 2022 4:46:07 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Erhard, Keelan

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: I take back my previous comment. This is a once in a lifetime opportunity. Creating a tunnel for less than a mile will NOT reconnect the community. We cannot settle for this, which will be burdensome on taxpayers to maintain down the road. We must remove the 33 and fill it in. We must invest in street improvements to our radials for the additional traffic. Our radials worked just fine when our city's population was close to 500,000. Genesee, Sycamore, Broadway, and Clinton can be invested in to support the overflow of cars. They can handle the cars. We must reconnect the Fruit Belt back to Genesee. We must create a world class park that stretches from Michigan and Goodell all the way to Agassiz Circle. We can and should do that. A tunnel will not reconnect the community. We must remove the 33, fill it in with a world class park, and invest in the surrounding streets and neighborhoods.

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ID#5A

From: [LaLuce Mitchell](#)
To: dot.sm.kensingtonexpressway
Subject: Comments on Kensington Expressway project scoping
Date: Saturday, July 9, 2022 2:28:08 PM

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Hello,

I am a resident of the City of Buffalo. Below are my comments in response to the scoping documents published on the DOT website for the 6/30 meeting in regards to the Kensington Expressway Tunnel project.

COMMENTS:

- The project purpose statement should more clearly state that the goal is to recreate the Olmsted-designed landscape that was destroyed when the Kensington was built. The words "Frederick Law Olmsted-designed landscape" should appear in the statement and the design should endeavor to recreate that landscape as it was. DOT destroyed it 60 years ago and should bring it back now, as close to what it was historically as possible.
- The project purpose statement should include verbiage that the project take into account the future of the expressway for the next several decades, as this will be a major infrastructure investment that will have a 30+ year life cycle.
- To that end, the later concepts (#7-10) that were rejected out of hand without consideration should receive more study. Given that NYS is trying to move toward a more low-carbon future (decarbonization is a current stated goal of the NYS Governor's office), a 4-lane tunnel specifically may make more sense as automobiles get slowly phased out in terms of alternative transportation options. Also, induced demand states that demand is in direct relation to supply with highways, so less supply will lead to less demand, and could lead to some spillover of traffic onto the underutilized radial avenues of the East Side, which would be a positive development for the city and those struggling commercial corridors.
- Related to the above, \$12M a year of maintenance costs are very high. The maintenance costs of a 4-lane tunnel may be lower and should be calculated for comparison.
- When the project was introduced, the public was sold the idea of the tunnel running from Best to Ferry, but the tunnel shown only runs south to Dodge. The tunnel should actually extend all the way to Best, so that the Science Museum's west stair looks out onto the Olmsted parkway as was originally intended. I drove the 33 yesterday and that portion between Dodge and Best is still pretty sunken so this should be possible. If the south end needs to be sunk a couple more feet, that may make sense to do in order to achieve this.
- Overall, of the options shown at this presentation, my preference is for Option 6 and Ventilation Option 2 with the scrubbers. However, the roof of the tunnel shown in the section drawing in Option 6 looks too thin to support full-sized trees. That is unacceptable. Per my first comment above, the goal is to fully create the Olmsted-designed landscape, so the tunnel roof should be thick enough and structurally strong enough to support a mature parkway landscape with full-sized trees. Note that in the section rendering, the full-sized trees off to the side are shown with deep tap roots, but that's not actually how trees work. Full-sized mature trees 100+ feet tall still only have root systems 4-5 feet deep maximum... They're just wider.
- There is a ton of vacant land around the Kensington Expressway, so the project team should endeavor to build the scrubber plant(s) on vacant land without any demolition of surrounding houses. This neighborhood has already experienced way too much demolition and displacement. The goal of this project is to remedy that, not worsen it. One obvious location

for the scrubber plant would be the former Deaconess Hospital property along the west side of the 33 in this area. That vacant land would probably be big enough for the large-sized scrubber plant option on its own.

Thank you.

LaLuce Mitchell



From: [Monica Colston](#)
To: dot.sm.kensingtonexpressway
Subject: Comments / Feedback- Monica Colston
Date: Friday, July 1, 2022 11:47:56 AM

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Hello DOT team,

I attended the meeting yesterday for the Kensington Expressway. I was impressed by the plans. I would like option 6 with ventilation and with an addition. I live on the block between [REDACTED] and want to know if the project can extend beyond E. Ferry st? Even if only two blocks it would greatly improve/impact property values. I visited the historical museum sometime ago and viewed pictures of parkway before the 33 was installed and fell in love with what it once was. Knowing that there is an opportunity to bring it back gives me hope and an appreciation for the future of Buffalo more specifically East Buffalo.

Please consider option 6 with ventilation and extending beyond ferry.

Thank you,
Monica Colston

[REDACTED]

Sent from my iPhone

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Strong preference for concepts 5 or 6, but only with
FILTERED VENTILATION in ~~2A~~ or 2B.
Disappointed that full removal was not modeled, especially
given the proposed ~~removal~~ removal of the 198
DRAFT SCOPE STATEMENT AND PURPOSE MUST
PRIORITIZE ENVIRONMENTAL JUSTICE, ~~AND~~
COMMUNITY HEALTH AND REPARATIONS - Each
mention of public health in statement/purpose is offensive!
~~If~~ If expressway remains in any form, ~~the~~ the project
MUST include soundwalls for ~~the~~ area of expressway
at grade north of East Ferry - expressway is literally
in the front yards of residents in this stretch, separated
only by a chain link fence! South end as well ~~should~~
maybe integrate BRT and/or HOV lanes? WNY needs to drive less!
Full removal should be ultimate goal for this useless expressway
that has caused so much harm to MBS community

*Any information provided on this form may become part of the project file, which is a public record.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Geraldine Sankoh Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Landscaping - No weeping willows. Yes, Cherry Blossoms
Keep it light + airy. Soft grass.
Keep the vegetation as you enter the
tunnel + exit the tunnel on 33

Concept #6 is the best, Tree / road space to
allow for picnics, playing w/kids + dogs.
Please provide areas for trash receptacles
+ recycling. Expanding the apron for
homeowners will be perfect to Buffalo

I like the concept of maintenance building being
disguised as a house.

Thank you to Nicole Cleary for answering my many
landscaping questions

***Any information provided on this form may become part of the project file, which is a public record.**

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

SCOPING MEETING

JUNE 30, 11AM-2PM & 5PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Viola P. Smith Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I was impressed with the proposed plan.

A Tunnel is a great way to keep our traffic flow and Beautify & Rejoin our neighborhoods

Project 6 - Tree lined Greenspace is my Preferred rendition

Ventilation 2B - 5 houses more extensive Air Ventilation is the way to go

Designing the Above ground ventilation equipment to look like houses that fit in to the neighborhood - is Excellent idea and something I would really like for the plan to keep

**Any information provided on this form may become part of the project file, which is a public record.*

Finally - I'm against property Acquisition for the project. We have enough vacant lots from the

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov

Scoping comments are due by July 29, 2022.

Original Project that I hope can be used instead of taking additional properties



Department of Transportation



U.S. Department of Transportation
Federal Highway Administration

ID#10

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Evan Robertson Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I Love the tunnel idea.

Cc is good

I'm worried about ventilation ~~area~~
costs per year

Atos

* Wondering if there are any new proposed
bus stops along Humboldt or

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jason Theed Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I like mode # 6
Thank you !!

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You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

ID#13

1 DAVID EDMUNDS, [REDACTED]

2 [REDACTED] as follows:

3

18:45:57 4 I would encourage the Department of
18:46:02 5 Transportation and the Federal Highway
18:46:04 6 Administration and the design planners and team to
18:46:09 7 consider beginning the covered portion at East
18:46:16 8 Delavan Avenue where Routes 198 and 33 converge.

18:46:22 9 I understand that the Scajaquada Creek runs
18:46:25 10 underneath the expressway near Northland Avenue,
18:46:29 11 but, again, I would encourage them to be as
18:46:33 12 innovative and as creative as possible to find a
18:46:36 13 way to deepen the Scajaquada Creek bed so that the
18:46:42 14 entire roadway can be below grade and the covering
18:46:46 15 can start at East Delavan Avenue.

18:46:52 16 (Statement concluded at 6:46 p.m.)

17

* *

18

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21

22

23

ID#14

1 DAVID SMILEY, [REDACTED]

2 [REDACTED]

3

17:57:28 4 As a citizen of Cold Spring, I always -- I
17:57:33 5 was also an architect major so I love the concept
17:57:36 6 of Olmsted's plan of a city within a park vise a
17:57:40 7 park within a city.

17:57:41 8 And my dad used to always tell me about them
17:57:45 9 playing on the upper part of the grass there and
17:57:50 10 then the expressway came and displaced many of the
17:58:08 11 businesses that used to be around.

17:58:12 12 Because, you know, with the road coming
17:58:14 13 through, it broke up the neighborhoods therefore
17:58:18 14 broke up a lot of the businesses.

17:58:20 15 So right now my concern is, is there
17:58:22 16 anything -- any concern of financial stability
17:58:26 17 again or bringing back the financial structure, the
17:58:30 18 businesses, the small businesses, or whatever the
17:58:33 19 case may be, for the neighborhood or is this just
17:58:36 20 an aesthetic type of project.

17:58:46 21 And also, will there be any other connecting
17:58:49 22 streets other than just the bridges. Are there any
17:58:56 23 studies of past air quality studies that showed if

JACK W. HUNT & ASSOCIATES, INC.

1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

ID#14

17:59:04 1 there was any health issues that the 33 did cause
17:59:06 2 to our neighborhood during its tenure or even still
17:59:11 3 causing that today.

17:59:13 4 I'm for the fully covered one, but we still
17:59:18 5 have an issue with benefits -- financial benefits
17:59:24 6 for the community as well as making sure we have a
17:59:37 7 healthy environment as well and not just a project
17:59:41 8 that's just here for looks.

17:59:44 9 It needs to still bring back the businesses
17:59:48 10 and financial disparages that we lost when the
17:59:52 11 highway was put in. And that's it, thank you for
17:59:57 12 your time.

17:59:57 13 (Statement concluded at 5:59 p.m.)

14

* *

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JACK W. HUNT & ASSOCIATES, INC.

1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

From: Eileen Watson [REDACTED]
Sent: Monday, July 4, 2022 10:22 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Watson, Eileen

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: None

Comment: I attended Scoping Mtg on 6/30. I am overall in favor of the project. I have the following suggestions.

- 1). A treed landscape plan is vastly more inviting than a treeless one.
- 2). I have inadequate knowledge to prefer one ventilation plan over another. As the plan details come into focus I recommend more explanation about the choices involved in this piece.
- 3). Mitigation of the project inconvenience to the surrounding neighborhood should be front and center in future discussions/presentations.
- 4). Some local political leadership should be in attendance at future information sessions. The absence of such on 6/30 was seen as disrespectful at best and suspicious at worst.

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Eileen Watson
[REDACTED]

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ID#15

From: Merle Showers [REDACTED]
Sent: Saturday, July 2, 2022 8:53 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Showers, Merle

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: My preference for this project is a complete cover of the current expressway (so the expressway is still there but underneath) with a parkway above with trees and park benches and bike trails.

But, I don't want NYS to stop with just this section. I want it to go over the Rt. 198 and further out Rt 33 toward the airport. This doesn't have to be done now, but the intention should be there to do something bigger and more meaningful. The idea and creativity of Olmstead needs to be beyond just what is presently envisioned.

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ID#16

From: Howard Freeland [REDACTED]
Sent: Friday, July 1, 2022 1:26 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Freeland, Howard
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Include on future project updates: YES
Affiliation:
Comment: U should close the 33 from main Street to Parkside
Or put up sound barriers
To improve the quality of life for those that live on Humboldt parkway

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ID#17

From: Alexa Ringer [REDACTED]
Sent: Friday, July 1, 2022 1:36 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Ringer, Alexa

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: This project should absolutely happen! I am in favor of concept #6 with a ventilation system that includes air purification. Please make sure that not only is this a public space, but it is more than just a lawn. Trees, landscaping, park features like benches, water fountains, etc. - make this into a great public space. It is also important to restore the physical connection of this community with their input and not just restoring it to historic Olmsted aesthetics.

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ID#18

From: Michael Coe [REDACTED]
Sent: Friday, July 1, 2022 7:12 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Coe, Michael

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: I know I don't live in Buffalo but, I am past President and EMS Captain of Wilson Vol.Fire Co #1. All of the Fire Companies in northern Niagara County use the Kensington in order to get to most, of not all, Buffalo Hospitals! This route is vital to us so that we can get to the hospitals quickly and return to their districts as quickly as possible. Taking a patient to a Buffalo Hospital can take over an hour and a half. That leaves our district to have to rely on Mutual Aid to cover us which can affect a patient's outcome as that takes extra time. Please don't close the 33 to make a park.

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ID#19

From: Barbara Dawkins [REDACTED]
Sent: Friday, July 1, 2022 7:05 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Dawkins, Barbara
Address: [REDACTED]
Phone:
Email: [REDACTED]

Include on future project updates: YES
Affiliation: Resident
Comment: I would love to see walk paths with plenty of trees.

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ID#20

From: [REDACTED]
Sent: Thursday, June 30, 2022 6:13 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Stempien, Ryan

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: Buffalo DSA

Comment: Personally, I think anything less than full removal of the 33 within Buffalo city limits fails to adequately address the historical injustice that is the Kensington Expressway. But barring that option, option 6, a cap on the lower portion of Humboldt Parkway, with air purification before ventilation, is the best option on the table. Care needs to be taken to ensure the construction has the least amount of impact as possible on the nearby residents. There are still people in the neighborhood alive today who remember the explosions as Humboldt Parkway was excavated in the 60s. This means doing the work during the day, not at night, and shutting the 33 down during construction so crews can do both sides of the highway simultaneously and complete the project sooner.

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ID#21

From: [REDACTED]
Sent: Thursday, June 30, 2022 11:58 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Middleton, Crystal

Address: , ,

Phone:

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: I would like to be included in future updates.

I am very intrigued by both concepts 5 and 6. The tunnel seems to make the sense - accommodating traffic and restoring the fabric of the neighborhood. I think a mixture of both the trees and the Victorian gardens would be aesthetically pleasing, more inviting for those who patronize the area, while simultaneously improving air quality. I would like to see more information on how the State will be collaborating with the community and the City on how these improvements will impact the surrounding community to address equity and the prevention of displacement/gentrification fears. Would like to see it full circle - investments in housing, small businesses, etc. Overall, very excited to see this project come to fruition and restore what the residents in these communities lost and deserve. Bravo!

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ID#22

From: [REDACTED]
Sent: Thursday, June 30, 2022 11:51 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Badger, Nia
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Include on future project updates: YES
Affiliation:
Comment: I love the project direction!

We really like the proposal of Option 5 & 6.

I do not like the Air Infiltration Option 2. To take homes for eminent domain would not be economical fair to the residents.

We want the Olmsted Park restored without displacing any residents.

Thank you!

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ID#23

From: [REDACTED]
Sent: Thursday, June 30, 2022 11:48 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: badger, demario

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: the only concepts worth pursuing are 5 and 6. all other options should not be considered. we should also only use air filtration that does not displace residents which is option 1.

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ID#24

From: Sandra Cooper [REDACTED]
Sent: Thursday, June 30, 2022 9:37 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Cooper, Sandra

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation: Neighbor

Comment: I have lived in the Humboldt Park area for over 40 years and would love to see the park restored in some form or fashion.

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ID#25

From: Randy L Cooper Sr [REDACTED]
Sent: Thursday, June 30, 2022 4:01 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Cooper Sr, Randy

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation: Homeowner

Comment: I was born and raised in the Humboldt community and personally witnessed the demise of its beautiful parkway. Never in my lifetime did I expect to see it transformed back to the green space I once loved as a child. I'm excited to hear more and participate in the revitalization and connectivity of my community. I anxiously await your updates.

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ID#26

From: Helena Brierton [REDACTED]
Sent: Friday, July 8, 2022 10:23 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Brierton , Helena

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: Redoing the Kensington sounds great, but we need to be smart about it. I love the idea of reconnecting both sides of the Kensington and returning the green spaces. The people of Buffalo deserve this upgrade. If you plan to put in a tunnel, how about an adjacent subway tunnel to connect different parts of the city? We should have a subway connecting the city to the airport and to Niagara Falls. Also connections to major universities and colleges would expand public transportation. It's time we plan for the future and consider a reduction in the need for cars. If you build it, people will use it. Consider the city of Boston and their transportation system. Suburban communities are connected to the city with a network of underground transportation. Also consider what Montreal has done. This is smart engineering. We need to look ahead to plans that build the city. The strength of WNY IS the city. We should plan in stages with more than one project that creates a Buffalo metropolis.

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ID#27

From: [Brendan Seney](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project Public Comment
Date: Thursday, July 7, 2022 3:03:42 PM

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Hello,

I tried to submit my comments through the online form, but after hitting submit there was no confirmation message and all the fields went blank, so I want to be sure my comments are submitted in their entirety.

None of the proposed alternatives fully meet the goals of restoring community connectivity, reducing environmental harm from pollution, and prioritizing the well-being of people and their neighborhoods over the efficiency of vehicular travel. Please consider the following points.

1. The project scope's extent means that many residents (and future generations of residents) who live just outside the scope will continue to bear the consequences of air and noise pollution, the loss of green space, the physical separation posed by the highway, and the generational loss of wealth from lower property values.
2. The proposed alternatives that fully cap the highway in the project area, although they restore that section of the parkway the most fully, should not be subjected to large structures designed to funnel air pollutants into the middle of a park in the middle of a residential neighborhood. Unless these ventilation buildings are designed to aesthetically fit within the context of a park AND they can completely filter the air coming from the highway below, this is an entirely unacceptable solution because it prioritizes the vehicles passing through over the health and well-being of the residents who live in that neighborhood. Additionally, destruction of existing structures and the displacement of existing residents for the construction of buildings to house mechanical facilities again prioritizes the vehicles passing through the neighborhood over the well-being of the residents living in the neighborhood above. This solution is unacceptable.
3. The project scope fails to demonstrate how the project can reduce emissions by reducing vehicle-miles-travelled. The shift toward auto-centric urban design and transportation planning over the last 60-70 years has had devastating consequences on quality of life and the built environment of our cities, including the creation of the Kensington Expressway. The alternatives currently being proposed are a continuation of vehicle-focused infrastructure investments (rather than mobility and people-focused infrastructure) that will continue to have negative impacts on our city for generations to come. The Kensington Expressway was a mistake not just for the destruction of a neighborhood and a park system, but for the idea that we should prioritize the movement of private automobiles into and out of our cities as efficiently as possible without an equal or greater investment in the infrastructure needed to support more sustainable modes of transportation such as public transit, biking, and walking. These proposed alternatives ONLY focus on the ways in which the Kensington Expressway, and thus the movement of personal automobiles into and out of the City, can be maintained, when we should instead be focusing on ways in which we can disincentivize driving into our downtown core, so we have to devote less space to storing personal automobiles, and instead investing in places where people can live, work, and enjoy themselves without owning a car.

Thank you,
Brendan Seney



From: [Colette Frysz](#)
To: dot.sm.kensingtonexpressway
Subject: comment
Date: Tuesday, July 5, 2022 9:50:37 AM

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When the expressway was originally built, the neighborhood was not all black. So trying to unite something now is not uniting what was originally. There have been other areas divided by highway development. Those areas have not cried out to be reunited but have adapted and moved on. It would be going backward to cover the expressway and would create energy usage to vent and light the covered area. What kind of structural changes would be needed to create a cover that is not necessary? The funds for this project should be directed to more dire priorities like housing and rejuvenating areas in decline. If there is to be any improvements to be made here it should be to walkways over the expressway.

From: [Daniel Cadzow](#)
To: dot.sm.kensingtonexpressway
Subject: NYS Route 33 Kensington Expressway Project P.I.N. 5512.52 Public Comment:
Date: Tuesday, July 5, 2022 5:52:18 PM

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NYS Route 33 Kensington Expressway Project P.I.N. 5512.52 Public Comment:

As with past NYSDOT projects, the proposed improvements demonstrate a lack of understanding of their impacts on urban and suburban communities. It likewise fails to accommodate the increasingly varied types of transportation best suited to these communities, including their commuters. It also ignores the historical significance of the largest single parkway in the United States' "first and oldest coordinated system of public parks and parkways." That was "**added to the National Register of Historic Places in 1982** and was named one of the best park systems in the world by The Guardian in 2015."

<https://kendev.com/history/history-buffalo-beautiful-olmsted-parks/>
<https://www.buffaloring.com/2018/12/new-contender-for-the-oldest-tree-in-buffalo-happens-to-be-in-a-kind-of-sacred-place/>

Instead of capping a small section, NYSDOT should be apologizing for destroying the historic parkway and moving towards restoring it in its entirety. The parkway has a 200-foot wide right of way. It originally contained two lanes for motorized traffic in each direction, a lane for parking on both sides, and a wide treelined bridle path that was used by that era's non-motorized types of transportation. For any urban space that NYSDOT did not build an expressway through, that is more than enough for urban mobility.

One of the ironies of past transportation mistakes is that they accidentally preserved the land from other forms of development so that we can use it to make better decisions today (without invoking eminent domain). That is to say, the land gobbled up by this urban expressway can be reimagined with today's more comprehensive understanding of how transportation infrastructure integrates with the social, historic, economic, and health and well-being of the communities it serves. See, for example, the Greater Buffalo Niagara Regional Transportation Council's recent work in the adjacent Region Central project area.

<https://www.gbnrtc.org/regioncentral-about>

So Humboldt Parkway should not only be restored but extended along the Length of NYS 33 to the airport. Though they may not all realize it, the communities along that section of this urban expressway are also suffering from the congestion, traffic pollution (and related illnesses), and barriers to multimodal connectivity this urban expressway imposes. There would be plenty of room within the current expressway's right-of-way to include light rail and a scattering of park-and-ride lots. This would not only accommodate commuters but out-of-town travelers and the communities impacted within the corridor.

<https://ecommons.cornell.edu/handle/1813/73277>

While this may seem like a grandiose scheme, Buffalo has taken on similarly monumental projects in the past. Back in the 1980's, for example, the city and state power brokers decided to construct a very expensive, largely underground, section of light rail along Main Street. The problem was that the construction took so long, and was so intensive, that many of the businesses along the corridor failed before it was completed. Because of this and other impacts to the corridor, the total ridership of the new light rail line was less than the bus line that preceded it.

We haven't built another light rail line since. And that's a real shame, because whether people are considering renting an apartment, buying a home, taking on a new job, or starting a business, they are more likely to do it next to entrenched infrastructure like light rail than bus routes that can be modified or removed with the stroke of a pen.

At the same time we learned to fear light rail, Portland, Oregon took a different approach. They built an affordable, at-grade light rail line connecting its downtown to the suburbs of Hillsboro and Gresham. It was such a success that they have continued to build light rail ever since. It includes dedicated rail corridors as well as lines that are integrated with public roadways. Now they have a network of light rail that affordably and safely moves residents all around the metropolitan area.

The "last mile" in between Portland's light rail network is served by busses, taxis, ride share, bicycles, the increasing preponderance of personal electric vehicles (e.g., e-bikes, scooters, hoverboards, skateboards, one-wheels, etc.) and footpaths wherein anyone can navigate the entire metropolitan area affordably and without hurting the environment or the health and wellbeing of the communities they travel through. Study after study show how people using the latter modes of transportation contribute more to the local economy than people in cars. I'm pretty sure they have more fun too. It's hard to imagine any other single factor that accounts for the distinctions between the two city's economies, property values, etc.

<https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers>

So instead of enshrining past mistakes by capping a small section of this urban expressway, let's use this opportunity to learn from what has worked elsewhere while providing tangible and long-term reparations to all the communities that have been impacted. And when NYSDOT complains about the cost, we can tell them to use the same money they use to regularly build monumental concrete spaghetti monster interchanges in our cities while literally leveling mountains and exalting valleys through the countryside. That is, our tax dollars; let's spend them on us for a change.

The Cadzow Family



From: [Darren Cotton](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project Public Comment
Date: Tuesday, July 5, 2022 11:34:04 AM

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Hello,

My name is Darren Cotton and I'm a resident of Buffalo living at [REDACTED]
[REDACTED] as well as a board member of the University Heights Collaborative.

I would like to share my emphatic preference for Concept #10 "Removal of NYS Route 33 including Reestablishing the former Parkway Setting" as the alternative that should be chosen for the Kensington Expressway project.

I also wanted to let you know that the "Scoping Meeting Materials" section on the project website is missing the plan/section drawings for Concepts #9 and #10, which would be helpful as individuals are trying to understand the different options that are available.

Thank you!
Darren

--

Darren Cotton
[REDACTED]

From: [eric thomsen](mailto:eric.thomsen@nyassembly.gov)
To: [dot.sm.kensingtonexpressway](mailto:dot.sm.kensingtonexpressway@nyassembly.gov)
Cc: PeopleC@nyassembly.gov
Subject: P.I.N. 5512.52 - NYS Route 33, Kensington Expressway Project
Date: Thursday, June 30, 2022 1:37:28 PM

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To Whom It May Concern:

I attended the Scoping Meeting for the NYS Route 33, Kensington Expressway Project and came away with critical information that is not being told to everyone.

1) Until today there has been no mention that Houses will be taken. I am sure that the owners will be given fair market value assistance in relocating but the community will not be happy.

2) Ventilation - One system will ventilate the exhaust from the motor vehicles at a cost of 5 Million dollars per year. It will not clean the exhaust. It will dump it back into the surrounding neighborhood. I don't think the general public will accept this.

3) The second proposed ventilation system will clean the air at a cost of 12 million dollars per year. I don't think the general public will accept this.

4) You are proposing to spend \$575 million to \$625 million dollars to plant grass and trees. Who is going to mow the grass? The NYSDOT? They only mow two or three times per year. You are proposing to grow future DFO's when the trees grow.

5) My vote is Do Nothing and spend the money on new water lines, new sewer lines, repair/replace sidewalks, etc.

I do not live in this neighborhood now, but I grew up on the East Side of Buffalo until the eight grade.

Eric Thomsen


From: [Jane Hettrick](#)
To: dot.sm.kensingtonexpressway
Subject: Public comments
Date: Thursday, June 30, 2022 11:43:49 PM

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Spending millions/billions of dollars to “remedy” the Kensington Expy is the worst idea and should not happen. Keep it the way it is! Politicians who work in Albany and DC hardly ever drive the Kensington and are pandering to a small, biased, anti development, anti city regressive group of intransigents. It’s decades too late to question building the Expressway. It’s done. We’ve been living with it for as long as most can remember. We’ve planned our work and routines around it. Changing it now will NOT erase past inequities. Instead, it will destroy jobs and make it much harder/nearly impossible for citizens to get downtown for work, worship, shopping, entertainment and leisure activities. When Buffalo is finally on the upswing why on earth would we want to destroy that progress and make it impossible for people to get around our city?! To do so would overtax/ruin the surrounding roadways/neighborhoods and create a clear and present danger to neighbors, bikers, pedestrians and drivers.
Sent from my iPhone

From: [Rosanne](#)
To: dot.sm.kensingtonexpressway
Subject: Misuse of funds
Date: Monday, June 6, 2022 2:59:40 PM

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I would seriously reconsider spending \$1 billion on the Kensington Expressway Project. I'm sure this project will benefit many, but will not "correct past injustices for communities of color". These funds could make a big impact by improvements to housing (roofs, windows, insulation, etc.), better transportation options, healthier food options, programs and training for youth to steer them in the right direction, removal of lead pipes, better health care options, better roads, help with mortgages and financing, etc.

Spending \$1 billion on a ¾ mile section of road will end up looking like the project to remove vehicle traffic on Main Street in downtown Buffalo. As you know, this was meant to spur development when in fact it did nothing of the sort and the project was reversed.

WGRZ news interviewed many in that community and none thought the Kensington project would benefit them. If I lived there, I would be insulted that the funds used for this project would somehow make up for "historical injustices" when it's so badly needed in other areas.

Rosanne Steinmetz

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: LORRAINE PIERO Affiliation (if applicable): FORMER HUMBOLDT RESIDENT

Address: [REDACTED]

Phone Number: [REDACTED] E-mail: N/A

COMMENTS*

This is a total waste of taxpayer monies. Pay the Streets, get gas & dry deals off the streets! What about the rest of Humboldt Pky, who rebuilt these streets 1/2 mile? really? Why don't you talk to someone (like me) who actually lived on Humboldt Pky before the expressway???

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.



ID#35A

1 LORRAINE PIERRO, [REDACTED]

2 [REDACTED] states as follows:

3

19:28:55 4 I lived on Humboldt Parkway before the
19:29:01 5 expressway came through when I was a child and it
19:29:06 6 was great consternation to my family.

19:29:10 7 Because as usual before these projects
19:29:15 8 materialize, it's like are they going to tear down
19:29:17 9 the houses, aren't they going to tear down the
19:29:20 10 houses.

19:29:20 11 And so we had my grandfather with me -- with
19:29:24 12 us at the time as well whose house had been torn
19:29:27 13 down on Swan Street for those ugly projects that
19:29:30 14 they put up there.

19:29:31 15 So when push came to shove -- you know,
19:29:36 16 obviously I wasn't involved in the decision, but my
19:29:39 17 parents decided it was time to leave the city.

19:29:41 18 Now, having lived on the Parkway when it was
19:29:44 19 the Parkway, the house is still there, [REDACTED]
19:29:48 20 [REDACTED], it's still there, it was not -- they're
19:29:52 21 trying to make it sound like only black people
19:29:56 22 lived here.

19:29:57 23 That is not true. It's absolutely not true.

JACK W. HUNT & ASSOCIATES, INC.

1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

ID#35A

19:30:02 1 Maybe after the -- they started the construction.
19:30:04 2 I don't know. I don't know who stayed, who came,
19:30:07 3 who left. People were upset, you know.

19:30:11 4 The Parkway was very wide. The Parkway,
19:30:16 5 they never -- to my knowledge, they never took a
19:30:19 6 house. So my guesstimation is that Humboldt
19:30:25 7 Parkway, I calculated from the beginning up there
19:30:29 8 near Delaware Park, it's approximately six miles
19:30:34 9 long.

19:30:34 10 And the width, I don't -- nobody can tell me
19:30:41 11 what the width was of the Parkway, but I'm saying
19:30:44 12 now with the expressway it's at least six lanes.

19:30:46 13 So when you say a neighborhood, you couldn't
19:30:50 14 stand here and wave to your neighbor across six
19:30:53 15 lanes of -- you know, six -- whatever the
19:30:57 16 calculation is. Do you know what I'm saying?
19:30:59 17 That's impossible.

19:31:00 18 Nobody knew who -- we knew people on the
19:31:03 19 same side of the street where I lived, but we
19:31:07 20 didn't really know many people on the other side of
19:31:10 21 the street.

19:31:10 22 I mean, how could you -- hello, you know,
19:31:13 23 this is ridiculous. Whoever came up with this is

ID#35A

19:31:16 1 lying in their teeth or they were delusional on
19:31:19 2 something.

19:31:20 3 So now from what I'm gathering here, they
19:31:25 4 want to reconnect, reconnect, the magic word. But
19:31:27 5 they don't want to reconnect where I lived up there
19:31:30 6 near Northland.

19:31:31 7 They only want to connect -- reconnect a
19:31:34 8 mile. Do I have this correct? As far as I can
19:31:40 9 figure out, it's only from Best to Ferry. What
19:31:45 10 about the rest of the Parkway? All of it was
19:31:48 11 destroyed. Not just from Best to Ferry.

19:31:51 12 I mean, who -- this is such a lie. It's a
19:31:55 13 blatant lie. This was not thought through, nobody
19:31:59 14 did any historical research.

19:32:03 15 What they should do is contact people -- I'm
19:32:05 16 alive. There are people alive who lived on it when
19:32:08 17 it was Humboldt Parkway. Why don't they contact us
19:32:10 18 and ask us what it was like?

19:32:11 19 I can tell you one incident, it was not the
19:32:15 20 proverbial walk in the park. Because I did walk
19:32:19 21 through the Parkway from my house to here, to the
19:32:26 22 Museum of Science, every Saturday for whatever it
19:32:30 23 was. Science hour or something.

JACK W. HUNT & ASSOCIATES, INC.

1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

ID#35A

19:32:31 1 And then one day, the school that I attended
19:32:36 2 for a few years, St. Francis de Sales which, you
19:32:41 3 know, it's been changed hands bounty now. It was a
19:32:47 4 catholic church and a school there.

19:32:49 5 Fortunately, I was on the same side of the
19:32:52 6 street as the school so I did not cross Humboldt
19:32:58 7 Parkway to come and go to school. You know, it was
19:33:00 8 on the same side and it was like maybe three houses
19:33:03 9 away from my house.

19:33:05 10 Some people had to cross the Parkway. Some
19:33:09 11 children had to cross and I remember one time there
19:33:12 12 was a terrible accident.

19:33:13 13 The -- there were eight children, you know,
19:33:16 14 similar to what happened at Delaware Park not too
19:33:20 15 long ago. I don't know what -- who got -- who
19:33:24 16 was -- you know, who was -- I don't know the
19:33:26 17 specifics, but I do know one child that I knew in
19:33:29 18 that school was killed.

19:33:31 19 So it wasn't the proverbial, you know, romp
19:33:34 20 in the park as they're trying to make it either.
19:33:38 21 It was very dangerous. Probably, you know, maybe
19:33:41 22 just as dangerous as it is now. I mean, it was
19:33:45 23 prettier.

19:33:45 1 And I just -- I don't think that they did
19:33:48 2 this because the people were black. I think they
19:33:51 3 did this because Frederick Law Olmsted planned this
19:33:57 4 Parkway to be -- how should I say it?

19:34:04 5 To be a way to -- you know, to connect
19:34:11 6 Delaware and -- whatever that was called --
19:34:14 7 Humboldt Parkway and also, you know, to proceed
19:34:18 8 down towards the center of the city.

19:34:22 9 Now, Robert Moses, when he looked at these
19:34:26 10 maps, he said ah-ha, Olmsted has planned this for
19:34:31 11 us. You know, that was the easiest way -- easiest
19:34:35 12 way down.

19:34:35 13 He also did the same thing in Niagara Falls
19:34:38 14 and cut off Niagara Falls from the rest of the
19:34:41 15 city. So I -- you know, this racial thing I think
19:34:45 16 is bologna. It's just bologna. Everybody was hurt
19:34:49 17 by this.

19:34:49 18 Now, to say you want to reconnect two or
19:34:54 19 three -- what is it, two or three streets, I don't
19:34:56 20 see what good that's going to do. What about the
19:34:58 21 rest of the place?

19:35:00 22 What could any -- I mean, what about
19:35:03 23 Northland, what about Brunswick, what about these

19:35:05 1 other places?

19:35:06 2 You can't -- you can't just cross the

19:35:08 3 expressway to get there. I think this is an

19:35:11 4 absolute waste of the taxpayers' money.

19:35:14 5 It would be better spent on public roads

19:35:18 6 which are horrendous anywhere you go in the city.

19:35:23 7 I mean, it's -- it's a total disaster.

19:35:26 8 I drove down Jefferson where that Tops

19:35:29 9 Market is. That's pretty good compared to if you

19:35:33 10 go to Seneca Babcock down Elk Street. I thought I

19:35:37 11 was going to lose all my Strut's.

19:35:39 12 I mean, there are just places, you know, all

19:35:42 13 over. You can't even say this is worse than that.

19:35:45 14 Everywhere needs to be repaved, everywhere needs

19:35:48 15 new curbing, everywhere needs bike paths and that.

19:35:53 16 I mean, you could spend that money on something

19:35:54 17 that would be useful to more people than this.

19:35:57 18 Now, I don't -- I understand that there are

19:35:59 19 pots of money that sometimes are tagged for this or

19:36:03 20 that. I don't know, you know, what this money --

19:36:07 21 what pot this is, but I would suggest that they

19:36:11 22 re -- look this over and reallocate it to benefit

19:36:15 23 more people.

19:36:16 1 This is a lot of money. This is a lot of
19:36:19 2 money for three little bridges. I mean,
19:36:22 3 ridiculous, nonsense.

19:36:25 4 I -- I have -- you know, the New York State
19:36:32 5 legislators in my opinion have really gone downhill
19:36:35 6 and they all need to be replaced and I'm not even
19:36:38 7 sure about the new governor. She probably needs to
19:36:41 8 be replaced too.

19:36:42 9 She's supporting. What does she know about
19:36:44 10 this? She's lived her whole life in Hamburg. Oh,
19:36:47 11 yeah, that's -- well, I drive down the expressway
19:36:48 12 when I'm coming from the airport. Well,
19:36:51 13 yippee-skippy, Kathy. You never lived here.

19:36:54 14 I'm just -- I'm so disgusted with these
19:36:57 15 people. I don't know if they want me to fill this
19:36:59 16 out too. Total -- total waste of -- of my money.

19:37:08 17 Well, I would like to talk to somebody as
19:37:10 18 to -- nobody in there seems to know how they came
19:37:13 19 up with this plan. Who's responsible? Nobody
19:37:18 20 wants to take responsibility.

19:37:32 21 Until I can find out more as to why they
19:37:34 22 targeted those three blocks or whatever they are
19:37:37 23 or -- you know, and why they're leaving the rest of

19:37:40 1 Humboldt Parkway out.

19:37:41 2 You know, it seems to me -- you know, this
19:37:43 3 is just like everything in Buffalo. We got a
19:37:46 4 subway. Okay. It goes from here to here. You
19:37:50 5 know, nothing ever gets completed.

19:37:52 6 Take this money and make the subway go where
19:37:54 7 it was supposed to go, to UB Amherst campus or to
19:37:58 8 the airport or to the Southtowns. Nope, we got a
19:38:01 9 subway that takes you nowhere.

19:38:05 10 I just -- and then, you know, they start
19:38:09 11 these projects and they never get done ever. I
19:38:13 12 don't know what's going on with the NFTA just as an
19:38:22 13 example. I'm using the subway as an example that
14 was never completed.

19:38:33 15 In conclusion, I would like to speak to who
19:38:38 16 is responsible for this proposal because nobody out
19:38:43 17 there says they are. Nobody's claiming ownership.

19:38:46 18 So -- and why they have all these people
19:38:49 19 there. How many people do we need in suits to --
19:38:53 20 never mind. Yeah, I want to talk to whoever
19:38:55 21 responsible because I think this is a total waste
19:38:58 22 of taxpayer money.

19:39:00 23 I can think of a million other money

19:39:07 1 projects that they could put this to. Namely --
19:39:11 2 namely repaving the streets. Everywhere --
19:39:14 3 everywhere.

19:39:15 4 You can even leave -- Erie County needs it
19:39:18 5 too, but even if you just do it in Buffalo it would
19:39:21 6 be to everyone's advantage.

19:39:22 7 Get the guns off the street, you know, get
19:39:25 8 the drug dealers -- so many things that we need.
19:39:29 9 This is on the bottom of my list.

19:39:32 10 And like I said, I'd like to know which pot
19:39:34 11 of money this is coming from and do they have to
19:39:39 12 designate it specifically for this. Can it not be
19:39:45 13 reallocated?

19:41:10 14 P.S., why are all these meetings -- whatever
19:41:15 15 you want to call them. What is this thing called?
19:41:21 16 I don't know what -- scoping meetings.

19:41:23 17 Why are all these -- why are these scoping
19:41:27 18 meetings always held close to a holiday -- as close
19:41:31 19 to a holiday as they can get it or some oddball
19:41:36 20 place or some oddball time?

19:41:40 21 Or, you know, the public isn't really let --
19:41:44 22 let in on it until -- I just heard it tonight on
19:41:46 23 the 5 o'clock news. This is a holiday weekend, is

19:41:52 1 it not?

19:41:57 2 (Statement concluded at 7:41 p.m.)

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

SCOPING MEETING

JUNE 30, 11AM-2PM & 5PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: KEVIN HEFFERNAN Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

YOU KNOW HOW INSANE THIS IS RIGHT?
To spend all that money and kick more people
out of their homes just to cap ferry to West?
We could fill it in for less! let the arterials
do what they're designed to do. Build a rail line.
Why are we still tolerating the asthma and
cancer in residents along thruway just to
save the subsidized suburbs from 10 additional
minutes on their commute?
IT'S 2022! NOT 1982. How many times do we
have to say this?
Get Real.

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: KEVIN HEFFERNAN Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

WHY WITH ALL THE SPACES CREATED, WOULD THE BIKE LANES STILL BE ON THE SHOULDER ON THE RIGHT? EVEN YOU RENDERING HOW A CYCLIST LOOKING OVER HIS SHOULDER!

PUT BIKE LANES ON LEFT OR ACTUALLY DO SOMETHING NICE FOR THESE RESIDENTS AND PUT THEM IN THE CENTER OF THE PARKWAY, SAFE FROM SPEEDING CARS.

THANK YOU.

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Difford Boone Affiliation (if applicable): Ham

Address: [REDACTED]

Phone Number: [REDACTED] E-mail: [REDACTED]

COMMENTS*

I am adamantly opposed to this!!!
And I will make my position known!
#6

*Any information provided on this form may become part of the project file, which is a public record.

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Scoping comments are due by July 29, 2022.

1 BRENT ROLLINS, [REDACTED]

2 [REDACTED] states as follows:

3

18:19:41 4 Back in the olden times, the 1950s, on
18:19:49 5 summer evenings a couple of times a week, my
18:20:03 6 sisters and I would walk up our street to Humboldt
18:20:10 7 Parkway and walk the seven or so blocks along the
18:20:14 8 grassy treed median on our way to the Museum of
18:20:28 9 Science, as it was known back then, to study about
18:20:34 10 plants, bugs, stars, and all that stuff.

18:20:41 11 We greeted the birds, squirrels, and the
18:20:45 12 horses and the riders as we walked along. Yes, the
18:20:52 13 Parkway median invited walking, biking, horseback
18:20:59 14 riding, or just chilling.

18:21:04 15 On either side of the Parkway, we admired
18:21:08 16 the stately homes while wondering how rich these
18:21:16 17 people must be.

18:21:19 18 We didn't realize at the time that they were
18:21:21 19 not wealthy, but hardworking, accomplished
18:21:27 20 professionals, educators, and the like. Upper
18:21:31 21 middle class.

18:21:32 22 Covering the Kensington Expressway would do
18:22:49 23 nothing to restore our community. Adjacent housing

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Redacted for inappropriate language

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From: THOMAS ERMER [REDACTED]
Sent: Tuesday, July 5, 2022 7:55 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: ERMER, THOMAS

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: NEW YORK TAXPAYER

Comment: DEAR SIRs, This project, filling in the Kensington and covering it up is a TOTAL WASTE OF MY MONEY. Spending \$725 to \$1 billion dollars is such a waste it can be compared to past money spent on the proposed Peace Bridge that never happened. I hope you open your eyes and see SO MUCH MORE could be done with this money. I also hope a group that opposes this will sue the state and stop this project. Make new bridges, fine, there are only 2-4 but cover it up is mindless.

This PET project devised by a FEW is ill advised and I hope the rest of the community rises up against this. There should be a vote BY THE PEOPLE of WNY to determine if WE want or need it. I know we DON'T need it. Thumbs down on the DOT pushing this on us.

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ID#40

From: Lawrence Kieffer [REDACTED]
Sent: Friday, July 1, 2022 6:49 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Kieffer, Larry

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: NYSDOT

Comment: According to the UB Center for Urban Studies Report "The Harder We Run: The State of Black Buffalo in 1990 and the Present" written by Henry L. Taylor "There is not a single example where these symbolic projects have stimulated anything" DO NOT BUILD THIS PROJECT.

The costs are way too high, for example, the ventilation system estimate alone is \$100 M. with annual maintenance costs between \$5M to \$12M.

I would favor a project that directly invested in the infrastructure of the City of Buffalo that would provide new water and sanitary sewers, new streets, roundabouts, bike paths, parks, trees etc. These improvements would add real value to the homes and neighborhoods. The transportation benefits of the proposed options are minimal. The PROJECT OBJECTIVE of "Reconnect the surrounding community .." is unrealistic. In the 2014 Humbolt Deck Economic Impact Study under the Complete Revitalization Scenario, it states that substantial amounts of additional direct investment be required.

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ID#41

From: K wny [REDACTED]
Sent: Thursday, June 30, 2022 9:03 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Malark, Ken

Address: , ,

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation: none

Comment: I think it is crazy to spend so much money on something that already works. Spend the money o needed road repairs and bridge repairs. Are there so many people outside that they would actually cross over to the other side of the area if the expressway was covered up???? Ditch the plan and stop wasting money.....

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ID#42

From: [REDACTED]
Sent: Thursday, June 30, 2022 5:47 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Lane, Steve

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: St. Philip's Episcopal Church

Comment: I am concerned that the project has not considered all the damage that was caused to the city by the construction of the expressway. While the destruction of a solid middle class neighborhood is the closest visible damage; I suggest that the damage done to the retail corridors in East Buffalo is even larger and negatively affected more citizens. The Major arterial roads were stripped of their traffic when most traffic was rerouted to the expressway. Major Arterial roads such as Broadway, Genesee, Kensington lost their traffic counts. As a direct result, most of the business on these streets has disappeared.

I would ask that the project look at the big picture before focusing down to just this neighborhood.

If the Parkway is restored with some accommodation for through traffic, and alternate arterial roads were improved, that would provide a better solution to the problem.

By covering a small portion of the expressway, the major problems would not be addressed and in fact, they would be more entrenched.

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ID#43

From: [REDACTED]
Sent: Thursday, June 30, 2022 12:21 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Johnson, Alfreda

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: Trinidad Neighborhood Association Block Club

Comment: I understand that the money coming from DOT, but it is too much for the amount of support it will give the community. It only covers a few blocks that the community will not have that great of access to. Money should be diverted to streets, sidewalks and curbs in that community. Handicap accessibility needs to be addressed. Who is this for? The community with rundown houses? With many vacant lots? With people who have lived in this community, those who are not able to get assistance from the government, elderly. Assistance with the upkeep of their homes. Who is this for? How do you see the community benefiting from this 7 blocks only expressway construction. Who will this benefit? If you lived in this community, how would you see it?

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ID#44

From: [REDACTED]
Sent: Thursday, June 30, 2022 12:09 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Betha, Reva

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: Hamlin Park Taxpayers' & Community Assn

Comment: The proposal to direct polluted air back into the community does nothing to improve the health and livability of the community.

Filling in and/or covering the entire expressway (concept #10) would be the best option to serve the community.

Dislocation of residents is not an option.

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ID#45

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

SCOPING MEETING

JUNE 30, 11AM-2PM & 5PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Diane Cress Affiliation (if applicable): citizen

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Buffalo has historically been a segregated city with an enormous economic divide - that divide is in great part due to the construction and use of the Kensington Expressway.

Astute and socially aware individuals at the DOT must be aware that this is an opportunity to partially right a grievous wrong by mending the knife wound that is the expressway.

After studying each concept my desire is to see the expressway totally eliminated and replaced with Humboldt Parkway once more. Traffic into downtown can be diverted to the many, now desolate, streets that once

*Any information provided on this form may become part of the project file, which is a public record.

formed major arterials. Thank you.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov

Scoping comments are due by July 29, 2022.

YOUR FEEDBACK IS IMPORTANT!

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website:
kensingtonexpressway.dot.ny.gov

FOLD HERE

FOLD HERE

Diane Cress



Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT TEAM
NYSDOT Region 5
100 Seneca Street
Buffalo, New York 14203

TAPE OR STAPLE HERE

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Nick Solly Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Fill the entire highway in. None of the Proposals presented at today's public meeting meet the demands of the neighborhood. Today, we would not rip up Bidwell Parkway and put a highway in, why should this community have to deal with a highway (even covered). ~~only~~ The people of this community deserve a RESTORED Olmsted Parkway, not a half assed cap that is ONLY an aesthetic fix. All this to save suburban commuters a couple of minutes on their drive into the city where they don't pay taxes. Promoting Highways and MUSTING Billions into Highway systems in 2022 is ignoring our climate crisis, we are currently living in another way to transport ~~hundreds~~^{thousands} of people going to the same place ~~is~~ a Bus Rapid Transit or a subway extension. ~~The~~ Single occupancy vehicles are not sustainable and take up enormous amounts of space as Buffalo grows parking will become more and more of an issue, we need to think about how we can address this now.

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You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.



Department of Transportation

ID#47



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Catherine Kana Affiliation (if applicable): landscape designer

Address: [REDACTED]

Phone Number: _____ E-mail: [REDACTED]

COMMENTS*

I would like to see a traffic study / plan for the Kensington Parkway to be completely removed. Are there enough surface streets to carry the traffic.

I think the priority for the project should be what is best for the neighborhood, not the traffic. How can this project take a broader look at the neighborhood as a whole and address some social justice issues!

Its great to see the design of the complete street with parkway!

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

From: Liam S Fischer [REDACTED]
Sent: Monday, July 25, 2022 8:37 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Fischer, Liam

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: Why is the state going to spend so much money only to cover a small section of highway? Urban planners and experts agree that this highway has been a disaster, why not spend that money to fully remove the highway and restore Humbolt Parkway instead? We don't need to look far for inspiration. Look at the success of the inner loop project in Rochester. Capping only a small section of highway will do nothing to help the community. Instead we should commit to actually righting the wrongs of the 33 and remove it entirely!

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ID#49A

Subject:

FW: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

From: Hugh Jarvis [REDACTED]**Sent:** Wednesday, July 13, 2022 10:57 AM**To:** [REDACTED]**Subject:** [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Jarvis, Hugh

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: YES

Affiliation: city resident, taxpayer, voter

Comment: You pay lip service to unifying a divided community but ignore how that community was disrupted and solely focus on maintaining the expressway that destroys our city.

Everyone lauds Olmsted's work in our city but it is ignored in your objectives despite being a defining quality for our city and its destruction is the problem this project is supposed to fix.

You casually reject all but two scenarios because they don't meet YOUR objectives. Solutions favored by actual residents and stakeholders are ignored. The most effective solution is to employ modern planning methods to eliminate the 33 and completely restore Olmsted's historic parkway.

Your sole preferences require Frankenmonsters that do nothing to reinstate Olmsted's vision (shade trees, calming gardens, pools etc), require disruptive mechanical structures, and do not even connect to MLK Park.

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ID#50

From: Kevin Race [REDACTED]
Sent: Thursday, July 7, 2022 1:45 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Race, Kevin

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: State Taxpayer, Buffalo Visitor and Supporter

Comment: REMOVE THE ENTIRE EXPRESSWAY IN THE CITY OF BUFFALO. MOVE THE WESTERN TERMINUS OF NY-33 TO THE THRUWAY INTERCHANGE. FILL IN THE CAR SEWER YOUR DEPARTMENT CREATED AND PLANT MATURE TREES RESTORING THE OLMSTEAD VISION. STOP WASTING TAX PAYER DOLLARS ON CAR-BRAINED PROPOSALS THAT FURTHER CEMENT OUR SPECIES IN A CLIMATE-PERILED REALITY. LESS ROBERT MOSES MORE JANE JACOBS. THE AMERICAN TRANSPORTATION PLANNING PROFESSION IS AN ABSOLUTE JOKE, TAKE A PAGE OR 10,000 FROM THE DUTCH AND START PRIORITIZING PUBLIC TRANSIT, WALKABILITY, AND BIKING.

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ID#51

From: Stahl, Lucas S (OMH) [REDACTED]
Sent: Friday, July 8, 2022 8:32 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Stahl, Lucas
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]

Include on future project updates: YES

Affiliation: Anderson Place Block Club

Comment: I appreciate the efforts of the NYSDOT in trying to rectify the division of the Humboldt community. Yet, as a resident of the city proper; I believe the only true measure of correction would be a recognition of the mistake of making the 33 and restoring the vision of the original Olmsted design. We both know it is the right thing to do. Thanks for your time.

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From: Luke Haag [REDACTED]
Sent: Thursday, July 7, 2022 11:08 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Haag, Luke
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Include on future project updates: YES
Affiliation:
Comment: To whom it may concern,

First off, I have to say, I appreciate this website and forum to allow communication between the citizens of Buffalo and the DOT. It's much needed considering the extent and magnitude of this project.

I'll make this short. The 33 has and always will be a colossal mistake. The removal of a Parisian-style boulevard designed by Olmsted that anchored the East Side of Buffalo is a tragedy that has had negative environmental, economic, and social impacts this city is STILL dealing with.

Capping the 33 for a few blocks is also a mistake. It will not undo the damage done. The only discussion that should be happening is how to implement a FULL REMOVAL of the 33, and how to integrate the original design of the Humboldt Parkway back into Buffalo's fabric.

Urban highways have no place in the future of cities, especially the future we envision for Buffalo.

Sincerely,
Luke Haag

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Sent from [Mail](#) for Windows

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ID#53

From: Johann&Julia [REDACTED]
Sent: Thursday, July 7, 2022 12:33 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Morog, Julia

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: I am from Buffalo and visit there frequently. This project is a further destruction of a once great neighborhood and HUGE waste of taxpayer money. The only realistic fix for the abomination that presently is the Kensington Expway would be to replace it with a surface level parkway, enabling the free flow of people from one side to the other and the revitalization of this area of the city. One only has to refer back to the 'carmageddon' in LA, when the closing of a freeway was thought to snarl traffic and no such thing happened. Traffic routed to surface level streets with no problems, and that was LA, Buffalo would have fewer issues. In any city, highways are most definitely not the solution. Replacing the K Expressway with the originally designed Olmstead parkway would not only enable the free flow of traffic, but that traffic would not be rushing through the neighborhood, people could easily stop, shop, get a coffee, you know, things that actually make a city a livable place to be.

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ID#54

From: Philip Davis [REDACTED]
Sent: Monday, July 11, 2022 3:53 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Davis, Philip

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: The Kensington Expressway is an unnecessary artery that solely exists to aid residents of suburban towns rather than residents of the City of Buffalo. The state's money would be better served completely removing the expressway and remaking the original vision for Humboldt Parkway rather than completing a far more expensive cap that provides few benefits over complete removal. In a city where many people don't own cars, spending money on restoring passenger rail to the Buffalo Beltline rail corridor would be a more equitable solution to traffic issues, and a restored Humboldt Parkway could still be repurposed with additional traffic lanes as well as computerized traffic lights in order to ameliorate any traffic issues arising from the removal of the expressway.

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ID#55

From: Chris Andrie [REDACTED]
Sent: Friday, July 8, 2022 7:57 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Andrie, Christopher

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: ***** The only realistic option for the 33 is to just fill it in and restore the parkway. *****

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ID#56

From: [Dániel Shafer](#)
To: dot.sm.kensingtonexpressway; [REDACTED]
Subject: NYS 33 Kensington Expressway - Feedback (Complete Streets)
Date: Friday, July 1, 2022 9:51:12 AM

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Dear NYS DOT,

I've reviewed the June 30, 2022 meeting materials and agree with the objectives of reconnecting communities and increasing greenspace. I am concerned, however, that while the objectives reference Complete Streets as a buzzword, none of the Concepts shown depict complete street features such as protected bike lanes. Under all of the proposed concepts, bicycle users would be relegated to 5' unprotected lanes placed between moving traffic and parked vehicles.

Given the scope and opportunity this project presents, it would be a great injustice to execute the project under the guise of complete streets only to repeat the decades old misfocus on vehicular traffic. There is an opportunity to do things right this time.

I would like to see more detail on complete streets, including protected bike lanes. I would also like to know who NYS DOT is consulting with on complete streets to ensure the final product meets with the needs of a 21st century Buffalo.

Thank you,
Daniel Shafer

Daniel Shafer Studio LLC

[REDACTED]

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: Buffalo, NY 14216

Phone Number: _____ E-mail: _____

COMMENTS*

Project must be multimodal, including pedestrian, cyclist, and transit facilities, such as bus rapid transit or light rail.

Cyclist facilities should be protected.

Consider installing roundabout @ West Parade + Best.

Future phases should extend project limit to include entire expressway.

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

From: Joseph Allen [REDACTED]
Sent: Thursday, July 7, 2022 11:20 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Allen, Joseph

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: Please ensure that protected bikeways and pedestrian pathways are included in the final plan. To have over a 100' ROW and then squeeze in a door zone 5' bike lane on either side is unforgivable. Please use modern design for imagining the parkway rather than a green space that will go unused a majority of the time. Encourage people to use this space for active transportation and wandering as well as preserve space for events like on Bidwell parkway where the streets are closed for major concerts. Decrease the number of streets that cut across to those that have access now so more green space can be preserved and traffic speeds on nearby streets remain low. Place an emphasis on connecting people across the green space rather than cars cutting across the city.

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ID#59

From: Katie Ludwig [REDACTED]
Sent: Saturday, July 2, 2022 12:21 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Ludwig, Kathryn
Address: [REDACTED] Phone:
Email: [REDACTED]

Include on future project updates: YES
Affiliation:
Comment: Please stop building unprotected bike lanes!
My friend Sara Rogers was just killed by a driver two weeks ago who then continued on to hit two other cyclists and two parked cars. Her death was COMPLETELY PREVENTABLE.

The city of Chicago has just announced they are putting concrete barriers on 100% of their bike lanes. Paint on the pavement does absolutely nothing to protect cyclists from reckless drivers, of which there are MANY.

I beg you to finally start thinking like it's the year 2022 and stop with the half-hearted bike infrastructure.

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ID#60

From: Nicole Cooke [REDACTED]
Sent: Friday, July 1, 2022 2:58 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Cooke, Nicole

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: Please include protected bike lanes! Cyclist safety begins with infrastructure and should be a top priority following the death of a member of our community who was recently struck by a vehicle. A huge percentage of people in Buffalo cannot or choose not to drive and they deserve to get around safely!

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--

Nicole Cooke
716.983.0562

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ID#61

From: Steven Tallides [REDACTED]
Sent: Friday, July 1, 2022 12:12 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Tallides, Steven

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: Please make protected bike lanes an element of this project. Thank you.

* this email was generated by kensingtonexpressway.dot.ny.gov

Steven Tallides

Sent from my iPhone

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ID#62

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

SCOPING MEETING

JUNE 30, 11AM-2PM & 5PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Erna Laine Daniels Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Excited me bringing back the glory of Humboldt PK area. As a 80 year old Cape Town resident of Bflo living on east side the time spent in this area always gave us hope & joy as we visited the area. The negative thoughts re tips 14211, 04, 15, 08 is we are the highest rates of all medical issues HBP, Breast cancer, Diabetes, + on + on due to the poor environment caused by traffic, gases & emissions of toxic fumes. However we be assured that your plan will address this issue and provide reconciliation of the fumes gases coming from a tunnel. Also why does it not extend all the way to Edgewood library out a whole section of homeowners from Ferry - Edgewood. I am a nurse 26 years of service & knowledgeable on health disparities.

*Any information provided on this form may become part of the project file, which is a public record.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

YOUR FEEDBACK IS IMPORTANT!

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website:
kensingtonexpressway.dot.ny.gov

FOLD HERE

FOLD HERE

G. Daniels

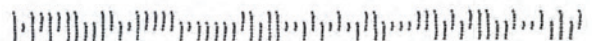


Department of
Transportation

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT TEAM
NYSDOT Region 5
100 Seneca Street
Buffalo, New York 14203

TAPE OR STAPLE HERE

1420382933 C031



From: [Jonathan Hutchison](#)
To: dot.sm.kensingtonexpressway
Subject: Missing Project Plan
Date: Friday, July 1, 2022 12:33:31 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello, I'm am looking at your page for the plans of the [Kensington Expressway \(Rt\) project](#) but I don't see the plans for Concept 9. It is possible to be sent a copy of those plans or have them uploaded to the project web page?

Thank you,
Jonathan Hutchison

ID#64

From: Jonathan Hutchison [REDACTED]
Sent: Friday, July 29, 2022 4:42:58 PM
To: Kensingtonexpressway@dot.ny.gov <Kensingtonexpressway@dot.ny.gov>; [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Hutchison, Jonathan

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: Buffalo Resident

Comment: There is no mention of climate change in the Purpose or Objective documents outlined for this project, this is extremely concerning. Climate change is one of the most significant issues we face as a society, today. The 33 encourages behavior that significantly contributes to climate change. Without addressing this problem, this project should be considered a failure.

Beyond climate change, urban highways encourage expensive car dependency, deplete cities of valuable resources by needing to support sprawling infrastructure, and thin the community tax base due to sprawling populations.

By "Maintain(ing) the vehicular capacity of the existing transportation corridor" we continue to encourage climate-damaging behavior and deplete local resources. Not only should we reduce vehicle dependency in the region, but we should be actively encouraging sustainable forms of transportation (bikes, public transit).

Removing the 33 altogether is the only viable and future-proof option.

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ID#64B

From: [Mike Heintzman](#)
To: dot.sm.kensingtonexpressway
Subject: PIN 5512.52 Kensington Expressway Project Comment Form
Date: Tuesday, July 12, 2022 7:00:09 PM

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Name: Heintzman, Mike

Email: mbheint@yahoo.com

Include on future project updates: YES

Comment:

Hello,

I'd like to implore the project coordinators to consider and present to the public the annual cost savings (in both building, maintenance, and public health savings) of reducing the amount of vehicular capacity in the project area. There also is not currently a presented option of reducing the surface level (Humboldt Parkway) number of lanes of vehicular traffic to one lane in each direction, or even making surface level completely pedestrian and cycling paths. This would mean significant cost savings to taxpayers in terms of reduced building and maintenance cost for roads, while also bringing back the character and connectivity of the neighborhood. Cross streets would still allow for vehicular traffic, and of course a tunnel would allow NYS-33 vehicular traffic beneath the surface. The taxpaying public deserve to see estimates of how much savings would be incurred with such an option.

Thank you,
Mike Heintzman

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ID#65

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

SCOPING MEETING

JUNE 30, 11AM-2PM & 5PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Ikea Morgan Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

The options to best address the Kensington Expressway in my opinion are: Concept #4, Concept #7

once the project begins what are the time ~~now~~ frame for construction? What can the resident in the area expect in terms of communication, road closures etc...

Can the DOT work with or encourage the city of Buffalo to improve the conditions of the streets in the targeted area?

Will you have more public meetings as the project progress to continue to get input from the local residents?

Would you we have option to select type of trees, plants used in project?

I hope this new project does not force current residents out after completion if it becomes too expensive to stay (ie - property tax increase excessively)

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov

Scoping comments are due by July 29, 2022.



Department of Transportation

ID#66



U.S. Department of Transportation
Federal Highway Administration

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Collin Davis Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

My only concern is for residents to have a financial stake in the Plan. meaning if not all but most jobs be for people who are residents.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: A. Renee Keith Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

- What contingencies are in place for the noise, dirt etc control
- Will there be some monetary allowances for repairs on homes in the immediate area (collateral damages due to the major construction)
- How long is there a tentative date of completion once construction begins (3 yrs, 5 yrs etc)
- Being that this construction will indeed improve the value of residences in the area will there be some type of conditions in place for property taxes - being many are on fixed income

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You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Boice Affiliation (if applicable): Environmental

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

concept concern view
impliment profile

community environment Emission (vehicle traffic)
excess to suburb.

view eye soar no Deacons Hospital
all community churches are like closed

view of the family that moved to neighborhood
are long removed no real interest or concern
for community

outlook conclusion welfare Buffalonians
visitor and stakeholders

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You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

ID#70

1 **ALLITA DOCKERY**, address not provided, states as
2 follows:

3
18:28:48 4 I feel like the public input process on this
18:28:51 5 for this particular meeting fell far short. The
18:28:56 6 fact that we are given a sheet to put comments on
18:29:01 7 and either can mail it in or type it in at one of
18:29:06 8 the stations, limits an opportunity to give
18:29:10 9 thoughtful insight into this project and what it is
18:29:16 10 we want and don't want.

18:29:18 11 The presentation itself was good because it
18:29:27 12 was concise, but when you go out into the lobby
18:29:31 13 area, it was more like a free-for-all of people who
18:29:37 14 may be able to answer questions dependent on what
18:29:41 15 particular stand you're at and others who can not.

18:29:44 16 I was in front of a particular board and had
18:29:57 17 a question about the images and the elevations and
18:30:01 18 the descriptions.

18:30:02 19 And the person standing there to answer
18:30:05 20 questions, was part of real estate and had no idea
18:30:10 21 the answer to any of my questions.

18:30:12 22 Whereas his colleagues that may have been
18:30:14 23 more knowledgeable, were -- were not available to

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1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

ID#70

18:30:19 1 speak because they were with so many others.

18:30:22 2 Any community comment document that they're
18:30:28 3 expecting people to comment on, should have every
18:30:31 4 single image that is located in that lobby area
18:30:35 5 full color print to go with the comments section.

18:30:40 6 It becomes irrelevant if people are
18:30:44 7 misunderstanding what it is they read before or
18:30:47 8 just immediately heard and -- and not able to ask
18:30:52 9 another question of the staff that's here.

18:30:58 10 I feel like, you know, just the two meetings
18:31:01 11 on the same day for this is really not enough.
18:31:05 12 It's quite regressive when you consider true civic
18:31:12 13 engagement, true community input. Especially on
18:31:17 14 issues that are this complex

18:31:19 15 You know, the options and they gave, you
18:31:22 16 know, the different concepts and their numbers and
18:31:27 17 which ones were preferred and which ones were less
18:31:30 18 preferred based on what it is the goals of the
18:31:33 19 project.

18:31:33 20 That was good, but like I said, the -- the
18:31:38 21 package and the print material is so important in
18:31:44 22 community planning that for them to not do this, it
18:31:48 23 requires another meeting where they do provide it.

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1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

ID#70

18:31:51 1 There should be another meeting during this
18:31:54 2 30-day period. Because they said there's a 30-day
18:31:57 3 period today to when there's another review of all
18:32:01 4 comments.

18:32:01 5 Within that 30-day period, they need to get
18:32:04 6 out to everyone or make available in print because
18:32:08 7 some of us can't afford to print it off.

18:32:10 8 Colored prints are very expensive and this
18:32:13 9 is already on the public dime so we shouldn't be
18:32:16 10 expected to.

18:32:17 11 If they want to make color prints available,
18:32:20 12 they should do it at every local library as a
18:32:23 13 courtesy service that it be printed.

18:32:26 14 That's my -- that's my comment and I -- oh,
18:32:31 15 also, with all drawings and -- and concepts, there
18:32:37 16 should be -- there should be a level of color
18:32:42 17 coding.

18:32:42 18 So that you see between the concepts,
18:32:45 19 concept A, so everything you see in X color or X
18:32:50 20 highlight is part of that concept.

18:32:52 21 They were overlapping some things concept to
18:32:54 22 concept and you didn't know which belonged to
18:32:58 23 which.

ID#70

18:32:58 1 Also, when they talk about some land
18:33:02 2 acquisition, how much, where? Are they talking
18:33:05 3 about acquisition of -- and reuse of other public
18:33:12 4 spaces or are they talking about reuse of property
18:33:16 5 that is currently residential?

18:33:19 6 Because, you know, a lot of this is
18:33:22 7 historic, you know, and quality architectural grade
18:33:26 8 so those things need to be considered.

18:33:29 9 And that's about all I can think of. The
18:33:31 10 rest I'll put in here after I finish looking at it
18:33:34 11 online which I'm sure won't be very helpful.

18:33:41 12 (Statement concluded at 6:33 p.m.)

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* * *

ID#71

1 DELORES JACKSON, [REDACTED]

2 [REDACTED] states as follows:

3

13:14:39

4

I am feeling like today's opportunity to

13:14:44

5

learn of the plans for the 33 is a waste of my time

13:14:49

6

because of the format wasn't explained that they

13:14:52

7

was doing things in a rotating way with the

13:14:55

8

presentation. Thank you.

13:14:58

9

(Statement concluded at 1:14 p.m.)

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* * *

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JACK W. HUNT & ASSOCIATES, INC.

1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

ID#72

1 TANIQUA SIMMONS, [REDACTED]

2 [REDACTED] states as follows:

3

13:55:48 4 I would like to say for the record, I've
13:55:51 5 been in my home for 18 years and I am kind of upset
13:56:04 6 that -- that I -- that the community wasn't more
13:56:08 7 engaged during this entire process.

13:56:13 8 I understand that there's an organization,
13:56:17 9 Restore Our Community Coalition. I've tried to
13:56:20 10 engage them several times.

13:56:21 11 Those are not my neighbors, those are not
13:56:23 12 the people who will be most directly affected, but
13:56:28 13 they seem to be the -- the community body that has
13:56:37 14 been participating and representing our community.

13:56:41 15 And I want to say for the record, that
13:56:46 16 they -- my community, we don't know -- those are
13:56:50 17 not our neighbors.

13:56:51 18 We -- I started a block club I want to say
13:56:54 19 maybe six years ago. The block club that I started
13:56:58 20 was not -- we weren't even aware of this process.

13:57:02 21 I knew that there was an effort by people to
13:57:06 22 get the -- the 33 covered, but I just thought that
13:57:11 23 it was a conversation, if you will.

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1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

13:57:15 1 This is like very tangible and the fact that
13:57:20 2 the people who would be most directly impacted
13:57:24 3 haven't been engaged in this process, nobody has --
13:57:27 4 I haven't received anything.

13:57:30 5 And when I did receive -- I do recall
13:57:34 6 receiving some information, but -- previously, but
13:57:38 7 it was some years ago and it was during a time that
13:57:42 8 I was at work so there was a conflict for me to
13:57:45 9 participate in those meetings.

13:57:47 10 But there needs to be a better effort to
13:57:52 11 communicate with the people who own the property in
13:57:56 12 the affected area.

13:57:58 13 We really need to be a part of this process
13:58:03 14 as, you know, it would be our -- our -- our
13:58:08 15 properties that would be directly impacted.

13:58:10 16 And the fact that land is going to have to
13:58:12 17 be acquired for this plan, that our community, my
13:58:20 18 neighbors, we really need to be a part of -- of
13:58:25 19 this process.

13:58:27 20 And I just wanted to say that what I seen in
13:58:31 21 there is very disconcerting because of our lack of
13:58:41 22 input.

13:58:42 23 Even if there are various concepts that are

ID#72

13:58:44 1 being illustrated, none of the concepts that are
13:58:48 2 being illustrated actually include the -- the
13:58:56 3 desire of the people who live -- who live there.

13:58:59 4 Like 18 years and -- and no one has asked me
13:59:03 5 well, what improvements would you like to see. I
13:59:07 6 am just shocked.

13:59:08 7 And there's been a lot of money put into
13:59:11 8 this process so moving forward, I would like to
13:59:15 9 ensure that we -- we are included.

13:59:21 10 What's the name of -- I can't even think.
13:59:26 11 Oh, my God. I was about to tell you the name of my
13:59:30 12 block club, but it is totally -- my mind is blown.
13:59:34 13 I'm so sorry.

13:59:35 14 And I'm the head of the -- the block club.
13:59:38 15 I can't even think right now. It's -- but it's
13:59:42 16 okay if you have my address.

13:59:47 17 I'm sorry. I'm just -- my brain is -- I
13:59:50 18 just got a lot of things running through my mind,
13:59:58 19 but that was it.

13:59:59 20 (Statement concluded at 1:59 p.m.)

21

* * *

22

23

JACK W. HUNT & ASSOCIATES, INC.

1120 Liberty Building

Buffalo, New York 14202 - (716) 853-5600

From: Henry Taylor [REDACTED]
Sent: Friday, July 1, 2022 11:29 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Taylor, Henry-Louis

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: University at Buffalo

Comment: What type of job training programs will be developed to ensure that East Siders get a significant share of the jobs to do the project?

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ID#73

From: Karen Saxon [REDACTED]
Sent: Friday, July 1, 2022 4:27 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Saxon , Karen

Address: [REDACTED]


Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: These are the following ideas to offer quality impact:

- Tutoring/ Mentoring Program: partnerships with surrounding colleges
- Leadership Academy
- Literacy Hub
- Bistros
- Ice Cream shops
- Indoor Aquatics Center: Lifeguards Training -Holistic Health and Trauma Informed Care Center
- Bike  trail
- Family Center: Parent Workshop and Counseling Supports -Fresh Foods Market

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ID#74

From: Kensington Expressway <kensingtonexpressway1@outlook.com>
Sent: Thursday, June 30, 2022 12:24 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: White, Sandra

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: Mustard Seed World Consulting Group

Comment: Please provide information of the properties to be purchased to make way for development. Have they been identified? Please provide information on how you will determine this list.

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ID#75

ID#83A

From: Adamaah Grayse [REDACTED]
Sent: Friday, July 29, 2022 12:14:11 PM
To: [REDACTED]
Cc: Adamaah Grayse [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Grayse, Adamaah

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: Concerns that the project meets limits of the Region Central project at Delavan to complete the "One Road" concept reconnecting MLK Jr. and Delaware Parks.

Concerns that tunnel options should extend to Best Street.

Concerns about the Project Objectives including "maintain the vehicular capacity of the existing transportation corridor." Would Concept #7 of a 4-lane tunnel with a tree-lined parkway meet the community's goals and further enhance the visual and aesthetic environment of the corridor?

Concerns that property acquisition be part of the project.

Request a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights within the restored parkway.

Request Health Impacts Assessment.

Request maintenance sustainability study including estimated annual budgets and maintenance responsibilities for Concepts # 6 and #7

calling for a series of public meetings with DOT and elected officials

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Sent from [Mail](#) for Windows

From: Edward Marriott [REDACTED]
Sent: Friday, July 29, 2022 9:16:18 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Marriott, Edward
Address: , ,
Phone:
Email: [REDACTED]
Include on future project updates: YES
Affiliation: Intermittent Guest Author at Buffalo Rising
Comment: Comment sent by E-mail.

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I was born and spent the first twenty-one years of my life on Humboldt Parkway. My family bore personal witness to the wholesale destruction of the tree-lined medians in which we played as children. We watched in horror as one of the world's grandest streets was turned into the dangerously unsafe and unhealthy "car sewer" it is today.

The decision to select Olmsted's peaceful masterwork as the site for the movement of high-volume traffic was a tragic blunder almost beyond comprehension. One may have found an excuse for such action within the context of mid-twentieth century thinking. Today, however, it is impossible to see it as anything other than the indefensible defilement of one of Buffalo's most valuable and beloved treasures.

In a recent article (below) I wrote for Buffalo Rising, I attempted to show that there was opposition to inner-city highways from the very beginning. That opposition was among some of the earliest supporters and shapers of the interstate highway system itself. Seventy to eighty years later we have abundant evidence that those early trepidations were well founded. A once utopian vision for a transcontinental interstate highway system degenerated into a nightmare for American cities as those highways began to progressively plow their way into the very center of our cities.

Sadly, Buffalo was to become an unfortunate victim of this devolution. The I-190 cut us off from the water, our most valuable asset and the source of our historical identity. The Scajaquada Expressway (198) and the

Kensington Expressway (33) sliced our city in half. They divided and destroyed neighborhoods. They intensified toxic pollutants and noise levels by concentrating all traffic into a limited number of channels. Originally propagandized as a means of resuscitating our central business district they had exactly the opposite effect. They actually facilitated suburban sprawl and wound up emptying once thriving commercial arterials.

While these destructive consequences may have been duplicated in other cities, there is one particularly disheartening outcome that is uniquely shameful for Buffalo. That is the utter defilement and desecration of the unrivaled magnificence that once was Olmsted's landmark design for our city. We have debased his flagship Delaware Park and completely pillaged what was once regarded to be amongst the most beautiful streets in the world, Humboldt Parkway. We were entrusted with stewardship of a priceless treasure and what have we done? We have treated it with disdain. We have blighted much of it and, in the case of Humboldt Parkway, we have destroyed it altogether.

Along with cities such as Paris and Washington D.C, Buffalo is blessed with Grand Manner Design and its unrivaled hallmark of nineteenth century grandeur. The Westside is fortunate enough to have preserved that grandeur with its opulent traffic circles and elegant parkways such as Bidwell, Chapin and Lincoln. On the other hand, with the demolition of historic Humboldt Parkway, the Eastside has been brutally robbed.

The extravagantly costly proposal to cap a small section of the Kensington Expressway (33) between Best Street and East Ferry Street is no more than a wasteful, short-sighted "quick fix" designed to literally "cover up" an historic blunder that has been a plague on this city since its very inception. Worse still, it all but guarantees the continued existence of the expressway for those living outside the immediate area of the cap for generations to come.

We also should have more respect for ourselves than to accept the appeasement of some pathetically fraudulent Olmsted imitation. We once had a world admired success story and we wantonly destroyed it. We have Olmsted's original plans. It won't require rocket science to rebuild it. It only requires some of the pride and the determined, aspirational resolve of the ancestors who gave it to us.

Buffalo has made some tragic, costly mistakes in its past. Now, is not the time to pour a billion more taxpayer dollars into the revitalization of one of the most egregious of these. It is time to let go of the 33.

One city after another has successfully removed its inner-city highways. So far there have been no carnageddons. Drivers quickly found alternate routes. While there may have been some grumbling to begin with, I suspect there are few who would choose to see those highways rebuilt again.

Perhaps it is time to consider the example of the Scajaquada Expressway (198) on the other side of Main Street. There the dead end fate of the 198, perpetrated through exclusive dependence on NYSDOT's insular approach, was finally broken as the matter was appropriately turned over to a holistic planning agency like the Greater Buffalo Niagara Regional Transportation Council (GBNRTC).

Our city's forefathers once blessed us with invaluable treasures. We have been shameful stewards. We have wrecked them. We must begin to think of future generations the way those in the past once thought of us. We must finally face up to our profligacy and right our wrongs.

The time is long overdue for removal of the Kensington expressway and for the complete, undiminished restoration of Humboldt Parkway in all its Olmstedian grandeur. The proud citizens of Buffalo deserve nothing less.

Great Streets Make For Great Cities II – Humboldt Parkway

Author: Edward Marriott

Buffalo Rising June 28, 2022

<https://www.buffalorising.com/2022/06/great-streets-make-for-great-cities-ii-humboldt-parkway/>

NYSDOT's \$Billion Tunnel – Let's Think About It

Author: Edward Marriott

Buffalo Rising July 7, 2022

<https://www.buffalorising.com/2022/07/nysdots-billion-tunnel-lets-think-about-it/>

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From: The Rose Garden [REDACTED]
Sent: Wednesday, July 13, 2022 7:14 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Akers, Shea

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation: Self

Comment: We should build over the 33 with more green space. It would counter gas emissions, cool down the area, and really be a strong environmental impact for our city and the residents. Other cities have a strong commitment to being green, and Buffalo has a chance to shine.

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ID#86

-----Original Message-----

From: Krista Palgutt [REDACTED]

Sent: Thursday, July 14, 2022 4:24 PM

To: [REDACTED]

Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Palgutt, Krista

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation: Kleinhans community association

Comment: The 33 from Tupper to the 90 should be filled in and a single two way driving lane, tree lined park and cycle bike path should be built on top of it. Restore the parkway and Olmsted's original plan. Covering does the solve the problem of disinvestment to the community. We need people to stop at the bank or the stores in these communities to bring investment to them. Also remove the 198 expressway. Commuters could easily take the 190 that circles the city to get down time with minimal increase in drive times. Thank you

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ID#87

From: Randall Reade [REDACTED]
Sent: Thursday, July 14, 2022 10:09:17 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Reade, Randall

Address: [REDACTED]

Phone: [REDACTED]

Include on future project updates: YES

Affiliation: The Washington DC ArchAngels

Comment: \$1 billion to cover a small portion of Humboldt Pkwy is silly. Much better would be to remove 33 all the way from Goodell and East Tupper to the point it joins the NYS Thruway in Cheektowaga, and to the point where it enters Delaware Park at Agassiz Circle. Restore the four lanes of trees, and put single car lanes on the sides, as originally. Put in a bike path, and concessions stands along the way.

We know that the property values of residential go way up where it exists on the edge of a park. So property taxes would increase all along the way. It would provide needed parkspace and reunite Mt. Calvary cemetery.

A Google map search indicates that traveling to Shea's to Clarence via the southern part of the NYS Thruway lengthens a 33 commute by less than five minutes, so no one is affected. Our existing thruway system can easily handle the traffic caused by eliminating the 33.

Having a real parkway will not only restore Olmsted's vision, but expand upon it.

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Randall Reade,
[REDACTED]

ID#89

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-----Original Message-----

From: Stephen Turkovich [REDACTED]

Sent: Sunday, July 17, 2022 8:50 PM

To: [REDACTED]

Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Turkovich, Stephen

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: The project scope is too small and should be extended to the entire stretch of the 33 and 198 from Main Street to oak st. If we really want to restore our neighborhoods and right the wrong of systemic racist infrastructure, we can't hide just a portion of the highway with a roof. If the 198 and 33 were proposed today at the expense of numerous vibrant neighborhoods and parkways, the politicians who advocated for them would be voted out and the public would stop it with protests and lawsuits. Our east side neighbors deserve much better than this limited proposal. Let's think big, fix our catastrophic mistakes, and repair the wounds of systemic racism.

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ID#90

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Velma Cotton Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I think the project is long over due
to right the wrongs of racially &
economically splitting our fine
city in half.
It will be a great way to unite
the city of good neighbors.

(W)

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

From: Zaheera Hemphill [REDACTED]
Sent: Monday, July 25, 2022 4:34 PM
To: [REDACTED]
Subject: [Ext] 33 Expressway tunnel comment

I attended the public forum regarding the 33 Expressway tunnel. My concerns are the acquisition to house the buildings needed for the tunnel, the trucks that will haul the water waste daily, and the unnecessary need for a purified air initiative as Buffalo does not have that issue like other congested countries like Japan, where they are currently located. I am in opposition to the tunnel feature addition for these reasons.

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ID#93

-----Original Message-----

From: Patrick McNichol [REDACTED]
Sent: Tuesday, July 26, 2022 8:50 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: McNichol, Patrick
Address: [REDACTED]
Phone:
Email: [REDACTED]

Include on future project updates: NO
Affiliation:

Comment: The plans to do not go far enough and in fact, would solidify the expressway for generations to come. It would keep neighborhoods divided and suppress property values for decades.

Buffalo's radial street pattern is underused in large part due to the opening of Rte 33 more than 50 years ago. Those once bustling commercial streets desperately need more traffic. An expensive tunneling is unnecessary and will not achieve restoration of Humboldt Pkwy. Indeed, it will only reinforce the existing highway indefinitely which tore through the entire east side. It would prevent reconnecting the neighborhoods immediately to the north and south of the project, robbing millions of dollars in equity from the neighborhoods that need it the most.

Every highway removal project results in increased property values, increased equity, and a higher quality of life. EVERY ONE. The Kensington was not given divine status by God. Remove the highway.

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.cnu.org%2fwhat-we-do%2fbuild-great-places&c=E,1,jbyRV_ufge7acP99-2iDYWx9ItcGm2Rkn_6D3IETkpvWpJ6ldlvTQKy1v_7iATrc2jgVic3-uQ3Rfsaen6Tplt_JPdJg_IRdeNu4wM1bPQDxvWcWOU62Q,,&typo=1

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Subject:

FW: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

From: Joseph Morganti [REDACTED]**Sent:** Tuesday, July 26, 2022 9:37 AM**To:** [REDACTED]**Subject:** [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Morganti , Joseph

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: Covering over a section of the 33 is a complete waste of taxpayer money. That money could be better used to help build affordable housing in the affected area.

Also, regarding the 30 mph speed limit on the 298. The safety issue was resolved by installing barriers along the Delaware Park side of the 298, yet the ridiculous 30 mph speed limit continue for no good reason.

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ID#95

-----Original Message-----

From: Brunskill, Jeffrey [REDACTED]

Sent: Tuesday, July 26, 2022 8:52 AM

To: [REDACTED]

Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Brunskill, Jeff

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: I would like to see the neighborhoods returned to Olmsted's original vision. Fill it in. I don't see why the local neighborhoods should continue to suffer so I can save a few minutes on my drive to the city. Let's start making real investment's in the East Side.

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ID#96

From: Aaron Lowinger [REDACTED]
Sent: Tuesday, July 26, 2022 12:23:05 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Lowinger, Aaron

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: The answer to restoring Humboldt Parkway is actually restoring it, not capping a .75 mile stretch and tunneling the traffic. This is a half-measure that will be even costlier in the future to remedy. This is a once in a generation chance to get this right. Fill in the expressway so that air pollution is eliminated and trees can grow. Restore Aggasiz circle and create new circle at location of Delavan/33 interchange that diverts traffic in multiple directions with downtown bound traffic funneled towards Main Street and to lesser extent Humboldt Parkway and Jefferson. Thank you.

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ID#97

-----Original Message-----

From: michael paul geyer [REDACTED]

Sent: Tuesday, July 26, 2022 12:48 PM

To: [REDACTED]

Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Geyer, Michael

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: Do not waste money and effort on sweeping the problem under the rug. A tunnel doesn't undo the damage of having an unnecessary expressway cut through the middle of urban residential areas. Use the finances and energy toward removing that portion of the 33 entirely and investing in a community whose resources and real estate value have been hijacked by suburbanites and predatory development.

Half measures like a tunnel merely treat the symptoms, not the disease. And in this case it's unclear that any symptoms-like pollution- are actually receiving treatment. If the same amount of traffic uses the tunnel, the same amount of exhaust is generated.

It is unwise to repeat the mistakes of past city and regional leadership by employing half measures and kicking the can down the road. Make a coherent plan for all of the city expressways, secure federal infrastructure funding, and stick to the plan!

End cronyism and corruption!

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ID#98

From: brett m battaglia-szyjka [REDACTED]
Sent: Tuesday, July 26, 2022 1:32 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Battaglia, Brett

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: buffalo resident

Comment: I disagree with the tunnel proposal for the 33 because pollution will continue to deteriorate the nearby neighborhoods, even if vented via smokestacks or buildings. I urge you to instead remove the 33 highway, which does not serve the people of Buffalo well at this point.

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ID#99

-----Original Message-----

From: Paige Pryor [REDACTED]
Sent: Tuesday, July 26, 2022 1:54 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Pryor, Paige
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]

Include on future project updates: YES

Affiliation: Commuter into Buffalo

Comment: I commute into Buffalo everyday from [REDACTED] and do not understand why there has never been a discussion about light rail, as part of this project. I've lived in other major cities throughout my life and there is always some semblance of public transportation in the suburban and exurban areas to connect into the city. Buffalo is a major metropolitan area and it is honestly shameful how car-centric Western New York is. Full removal of the Kensington Expressway would spur a sustainable (community approved!) shift toward better transportation in this region. The suburbs of Buffalo will always be resistant to any change because they are full of wealthy, powerful elites, who want to preserve the status quo. But, this comes at the expense of the Black and Brown communities in Buffalo who have been forced to live through unimaginable conditions in their own neighborhoods. Highway removal is the only way forward here...it's being supported even from the US Secretary of Transportation.

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ID#100

From: [Daniel Sack](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington scoping comments
Date: Tuesday, July 26, 2022 1:15:01 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

My comments for the “scoping” of the
NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52

Consider complete removal of the Kensington Expressway. Covering part of the Expressway solves only a small part of the problem and will create new problems that will negate any of the advantages of the covering.

Complete removal was an option on a poster at the public meeting at the Buffalo Museum of Science. But I see no analysis or rendering of what it would look like as there are with Concepts 1 – 6 and 8. How can the DOT not consider that option with a thorough analysis?

New York State’s priorities should be the restoration of large East Side neighborhoods and saving the planet through curtailing global warming. Building expensive highways for the benefit of white only suburbanites and the detriment of those remaining in the city was an environmental and societal disaster - for the city’s economy and the planet’s health.

The DOT’s penchant for enabling vehicles to go swiftly from point A to point B must end. Our city and planet deserve better.

IT IS A FACT that transportation routes induce commerce. Natural harbors such as in New York City, San Francisco, Boston, Baltimore, all made for cities where commerce flourished because of those harbors. Rivers such as the Hudson and Mississippi naturally made for economic vitality along their paths. When highways bypass formerly prosperous towns those towns decline and development at the highway exits flourishes.

Everyone who knows the history of the Erie Canal, Buffalo, and Weiland Canal knows the effect of transportation routes on commerce along those routes; positive and negative.

I heard from DOT staff at the scoping meeting of the problems with removal of the Kensington:

DOT: There would be too much traffic on the alternate routes.

Is there an analysis that shows that Kensington Avenue, East Delevan, Genesee, Walden/Best/Sycamore, and Broadway could not handle the traffic? Looking at the DOT's LOS maps it appears that those streets could easily handle the expressway traffic.

Traffic is not always bad. Traffic brings commerce. The Kensington Expressway took traffic away from the alternate routes and commerce along them declined. Exactly what happened when the Weiland Canal removed shipping traffic from Buffalo.

The DOT must study the positive effects of traffic along the alternate routes and how it would solve, for the long term, the issue of reduced commerce on Buffalo's East Side. What would the benefits be for those living and wanting to work on the East Side? How many businesses were on Genesee and Broadway between downtown and Cheektowaga before the Kensington Expressway; and how many now?

DOT: Increased pollution because of traffic forced to use the alternate routes.

Vehicles emissions are being reduced by Federal and State regulations. The DOT must take that into consideration. The DOT should be about "transportation", not simply highways. New York State could encourage greater use of public transportation by funding better and more frequent buses that run every ten minutes or less. A billion dollars goes a long way. This option must be considered.

I know. Politically, removing the expressway is difficult. Mostly difficult for politicians looking for suburban votes. 65 years ago no one cared about the effect of the expressway on East Side residents because they had little to no influence. New York State must correct its mistakes. Not continue them.

Daniel Sack



ID#101

From: [Andrew Emhof](#)
To: dot.sm.kensingtonexpressway
Subject: Comments in Support of Concept #6
Date: Tuesday, July 26, 2022 2:51:42 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

I am writing in support of rehabilitating the Kensington Expressway Corridor by implementing Concept #6 (Kensington Reconstruction with a 6-lane tunnel for improved community connections, including a tree-lined parkway setting).

The construction of the Kensington Expressway unfortunately bisected and ultimately devastated entire neighborhoods. The removal of the original Humboldt Parkway and its landscaped median was a terrible loss for the neighborhoods and the region. This was a mistake that must be remedied.

Considering the importance of the Kensington Expressway as a connection between Downtown Buffalo and the eastern side of the city and neighboring suburbs, the 6-lane highway should be made into a tunnel and not eliminated outright.

Concept #6 is most appropriate because it best matches what the original parkway looked like. Installing air purification would be an excellent option, but if the additional capital and maintenance commitment throws the entire project in jeopardy, creating the tunnel and its tree-lined parkway setting is paramount.

Thank you.

Andrew Emhof


From: Dave and Liz Ettestad [REDACTED]
Sent: Tuesday, July 26, 2022 4:12:50 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Ettestad, David

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: I'm not sure I sent my email last time so I'm resending my message in case it didn't get through. I attended the meeting in June on the project at the museum. I STRONGLY favor the overpass option (#6). It is important to restore the area to how it was years ago. I also am very much in favor of the ventilation option since it is important to the health of the people in the area. I have a slight preference for the variation with just one ventilation building.

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Sent from [Mail](#) for Windows

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ID#104

From: Robert Wutz [REDACTED]
Sent: Tuesday, July 26, 2022 4:44:15 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Wutz, Robert
Address: [REDACTED]
Phone:
Email: [REDACTED]
Include on future project updates: NO
Affiliation:
Comment: Seems like a great project! I support concept 6

* this email was generated by kensingtonexpressway.dot.ny.gov

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ID#105

From: Joseph Bergen [REDACTED]
Sent: Wednesday, July 27, 2022 7:53:44 AM
To: [REDACTED]
Cc: Bergen Joseph [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Bergen, Joseph

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: City resident

Comment: The requirement that 33 carry the same traffic seems to be a purposeful design limitation to land on one of the six lane tunnel options as the only outcome. If an effort is made to reduce trips via mass transit, HOV, etc and real analysis of future demand due to remote work, we'd not be tied to 40,000 one way trips per day. People find other routes, and to continue to put the burden of this commuter highway on the largely minority residents of this part of the city, is racist. It's just a new, billion dollar covered hole that enriches the construction industry and continues to subsidize suburban sprawl at the expense of urban residents. No project is better than this project.

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ID#106

From: B Shack [REDACTED]
Sent: Wednesday, July 27, 2022 8:46 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: bruce

Address: , ,

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation: none

Comment: This has to be, without a doubt, one of the dumbest ideas and wastes of taxpayer money EVER!!!!
We cant come up with a better use of 1 billion dollars other than to make 3/4 of a mile stretch of green space?

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ID#107

From: [REDACTED]
To: dot.sm.kensingtonexpressway
Subject: PIN 5512.52 Kensington Expressway Project Comment Form
Date: Tuesday, July 26, 2022 7:27:58 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Name: Swanekamp, Charles

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation:

Comment: Remember New Coke? Arguably one of the worst business decisions of our time. This Kensington Expressway project rivals New Coke in the Hall of Fame of epically bad decisions. This bad decision unfortunately impacts the entirety of our region. Driven by a cadre of politicians touting the benefits of this project (each of which should read the Emperor's New Clothes) this project will spend in excess of \$1 billion to supposedly "reunite a neighborhood". Although it will do the former, accomplishing the latter is far more questionable. DOT Studies have indicated over 80,000 vehicles use this corridor daily. This project will involve an up to five year disruption of this corridor. Effect on the regions inhabitants as well as downtown businesses will be palpable. Although our region can certainly use \$1 billion of our tax money returned there are far better uses for that money. Let's have region wide discussions and hearings regarding other uses for OUR money.

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ID#108

From: [Justin Booth](#)
To: dot.sm.kensingtonexpressway
Cc: [Justin Booth](#)
Subject: NYS Route 33 Kensington Expressway Project PIN 5512.52 comments
Date: Wednesday, July 27, 2022 8:47:39 AM

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To whom it may concern:

Provided are our organization's formal comments on the information provided at the scoping meeting for the NYS Route 33 Kensington Expressway Project PIN 5512.52. Please include me on any future project updates.

Project Objective

- The dual objectives of reconnecting the community by creating continuous greenspace while also maintaining "the vehicular capacity of the existing transportation corridor" is so specific that it constrains alternatives.
- The objectives say nothing about reducing the health and environmental impacts experienced by those that live in the surrounding neighborhood.
 - The project purpose indicates that the project should improve compatibility of the corridor with adjacent land uses, which should necessitate study of the health and environmental impacts negatively impacting households on Humboldt Parkway.
- Assuming that vehicular capacity must be the same violates the CLCPA because it fails to consider the impact of maintaining traffic capacity on the state's climate goals. Further, is it necessary to maintain the existing vehicular capacity when the future of work is transitioning to hybrid/work-from-home models with fewer commuters?
 - A major takeaway of the Region Central process has been the determination of how many trips originating in "Region Central" are longer than they need to be because people have to go around the Expressway. This is an important piece of analysis that must be done for Kensington as well in order to understand the true cost-benefit basis for "maintaining the vehicular capacity" of this roadway. How many households must take longer trips to access basic needs because of the highway as a barrier? What is that cost in both emissions and negative health impacts?
- The project objectives lack clarity on coordinating and collaborating with the Region Central study for the Scajaquada being conducted by the GBNRTC.
- Because this project is limited in scope to just a segment of the highway, the project inherently fails to address health, economic, environmental, and social impacts of the highway in the adjacent neighborhoods outside the project boundaries, but still affected by the existence of the highway.

Environmental Considerations

- There should be a health impacts assessment that looks at current conditions and the health impacts of each of the alternatives. This will go beyond an air quality assessment looking solely at NAAQS and will look at the impacts of living adjacent to a roadway or any of the proposed ventilation sites such as asthma rates, heart disease, and other health impacts associated with vehicle pollution. The air quality analysis must also look at the possibility of using this project to reduce vehicle miles traveled

and thereby reduce climate impacts.

- The project must consider stormwater impacts and the impact of stormwater on water pollution and sewage spills. It should look at the stormwater and water quality impacts of the existing road and each alternative. Stormwater impacts and management are particularly important in Buffalo because of the combined sewer systems that lead to overflows during rain events. Stormwater analysis cannot be limited to merely asserting that best management practices will be used during construction.

- Adequate Vegetative cover should offset carbon dioxide output and storm water discharge should be net zero.

- Social considerations must consider the landscape and the neighborhood prior to the construction of the Kensington Expressway and document the harms the expressway has caused to the local community and neighborhood. It must assess each alternative for increasing community cohesion and undoing the harms the Kensington Expressway caused.

- There must be a study done looking at alternatives to maximize non-vehicular travel, including cyclist, pedestrian, and public transit modes. These studies must be done in conjunction with the whole planning of the project because they are integral to the project purpose. They cannot be done as an afterthought.

Air Quality

- This poster reflects two days of sampling during the winter when it was raining one day. This is not representative of the conditions during which the air quality would be worse, such as a warm, sunny day that would facilitate the creation of ground-level ozone and see increases in particulate matter.
- The PM 2.5 NAAQS is not protective of human health. The Trump Administration's decision not to update the PM 2.5 standard was challenged in court and EPA agreed to revisit the standard in order to ensure the NAAQS protects public health.
- NAAQS conformity is only one measure of air quality and does not address the hyper-local impacts experienced by those living near heavily traveled roads like the Kensington Expressway.
- The conclusion that there are no current air quality problems from the existing roadway is not supported by the community's lived experience, which shows that residents have higher asthma rates and other negative health effects from living next to the expressway.

Ventilation Options

- Please clarify whether the ventilation options will actually lead to less vehicular pollution from the roadway if the road capacity, speed and congestion are maintained. It is my understanding that the proven ways to reduce vehicular pollution are to: (1) reduce the number of vehicles/vehicle miles traveled, (2) reduce vehicular pollution at the tailpipe through stricter pollution standards for cars, trucks, and buses, (3) reducing vehicular speeds, and (4) reducing traffic congestion.
- If the ventilation is meant to emit vehicular emissions higher into the air, there should be modeling to show the dispersion of the air emissions and the effects on both the adjacent community and those residents living further away from the roadways.
- The exact location of the ventilation stacks should be identified. They should not be located near schools, parks, or other sensitive receptors. Please look to evidence from other places that used stacks, like Sydney, to evaluate the potential harm of the ventilation stacks. <https://theconversation.com/tunnel-exhaust-stacks-dont-dare-harm-our-kids-but-expose-workers-81257>

- The design of the ventilation system should be examined if there are multiple types of systems that lead to different patterns of pollution dispersion.

Climate

- This project must comply with CLCPA section 7. The NYSDOT must “consider whether such decisions are inconsistent with or will interfere with the attainment of the statewide greenhouse gas emissions” goals.
- The project area is located within a “Disadvantaged Community” for CLCPA purposes. This means that NYSDOT should look for ways to reduce traffic, reduce speeds, reduce overall vehicle miles traveled in order to reduce the overall pollution burden on this community as well as the overall GHG emissions of the roadway.

Mobility

- New resulting surface streets shall conform to latest NACTO Guidance using 20 MPH design speed and incorporate latest best practices.
- Any new bicycle facilities should be protected or separated from traffic, standard bicycle lanes are not acceptable.
- Pedestrian connectivity should be a key objective and prioritized in all design concepts through shortening crossing distances, high visibility crossings and eliminating the need for pedestrian actuated (beg buttons) signalization.
- Improved transit access either through light rail expansion or dedicated bus lanes should be a key strategy to meet the project objectives and support the mobility needs of a community where a third of the households do not have access to a vehicle.

Thank you

Justin Booth
Executive Director
GObike Buffalo



-----Original Message-----

From: Daniel Carnevale [REDACTED]

Sent: Wednesday, July 27, 2022 12:08 PM

To: [REDACTED]

Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Carnevale, Daniel

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: Please do not cap the 33 expressway, let us instead be an example to the Country. Let us be an example of how to repair broken bonds. Show them that a positive change is possible. Also have you seen what the city looked like before that ugly racist road was added!? For the love of Olmsted's Ghost please do the right thing.

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ID#110

From: Erin C [REDACTED]
Sent: Wednesday, July 27, 2022 12:15:28 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Copping, Erin
Address: [REDACTED]
Phone:
Email: [REDACTED]
Include on future project updates: NO

Affiliation:

Comment: The best use of money and land is for the Kensington to be totally ripped out. The saying "it takes 20 minutes to get anywhere in WNY" that we hear so often as a brag basically means "People from the suburbs that commute downtown can get there quickly because a highway was made for them right through the heart of the city" - the neighborhood deserves to be made whole and for this mistake to be rectified and capping a mile or so of it for millions or a billion dollars isn't what the city and neighborhood needs. The proposed tunnel will only cause more problems as far as pollution. The Kensington should be removed and made a parkway complete with protected bike tracks as well as a lot of greenery. There is no sense in spending so much to just cap off part of it, the neighborhoods will still be divided. Make Buffalo whole!! So many cities have been removing highways such as this and it has ALWAYS made a positive impact on the neighborhood and the whole community. We don't need it!

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ID#112

From: Cynthia Van Ness [REDACTED]
Sent: Wednesday, July 27, 2022 1:03:14 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Van Ness, Cynthia
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Include on future project updates: YES
Affiliation: City resident

Comment: Now that we are in a climate emergency and it is no longer off in the distant theoretical future, any investment that doubles down on car-only infrastructure is not just a waste of taxpayer dollars but professional malpractice on the part of engineers and public officials. Olmsted got it right the first time when he designed Humboldt Parkway. Please cancel the tunnel and restore the parkway in full.

If you build this tunnel, then you should be held liable for the disease that you locked in instead of preventing*. No one is entitled to a speedy commute. Driving is a privilege, not a right. Clean air is a right, not a privilege.

*<https://pubmed.ncbi.nlm.nih.gov/30775976/>
Air Pollution and Dementia: A Systematic Review

* this email was generated by kensingtonexpressway.dot.ny.gov

:~::~:~::~:*~::~:*~::~:*~::~:*~::~:*~::~:*~::~:*~::~:*~::~*

Cynthia Van Ness, MLS
[REDACTED]

She/Her
Featuring [Is Buffalo the Most Segregated City in the US?](#)

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From: Chris Westersund [REDACTED]
Sent: Wednesday, July 27, 2022 2:49 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Westersund, Chris
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Include on future project updates: YES
Affiliation:

Comment: I'm curious why the possibility of restricting traffic volume along the studied corridor is a big enough issue to the NYDOT team that it justifies fully rejecting any option that involves fewer vehicle lanes, even though this has been acceptable for projects like the I-81 or Inner Loop removals. It is deeply embarrassing that you are deflecting community criticism of this by hiding behind "climate change" or "pollution increases", on top of treating car traffic as an unchanging, untouchable number that you are powerless to affect as the State Transportation Department. It would be a pointless, costly mistake to proceed with simply hiding away the existing freeway that had such a massive negative impact on the community when it was first built. I hope that the number of comments on this proposal from individuals and organizations in the community, all expressing the same concerns, will convince your team and NYSDOT in general to take a step back and reconsider the path forward.

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ID#114

ID#115

From: Neuman, Nathan C. [REDACTED]
Sent: Wednesday, July 27, 2022 4:31:56 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Neuman, Nathan

Address: [REDACTED]

Phone: [REDACTED]

[REDACTED]

Include on future project updates: YES

Affiliation: City of Buffalo resident

Comment: Please restore Humboldt Parkway to its pre-expressway condition!! Do not tunnel or cap over the expressway!! The expressway should be removed in its entirety.

Existing traffic, to include future demand, can be rerouted using the existing city street grid and enhancements to public transit. New technologies allow for synchronized lighting and bus route prioritization that will satisfy the level of service of NYS-33 motorists. Traffic dispersion is the answer.

The Kensington Expressway is damaging and degrading. It should never have been built. Let's fix this mistake and make whole our city again.

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From: MFC [REDACTED]
Sent: Wednesday, July 27, 2022 6:13:40 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Christner, Michael
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]

Include on future project updates: YES

Affiliation: Former NYSOT Regional Landscape Architect, Region 5

Comment: Western terminus -the sight line and road configuration should remain straight and in line with the historic road which directed sight lines to museum. They should not be bowed inward from Northampton to Riley.

The trees, a scattering of fallen leaves in the vicinity of the museum is lackluster at best. Where are the pedestrian pathways here? Someone is only thinking like a highway engineer when the sidewalks only parallel roadways.

Use existing Parade Street and don't construct a street parallel to it. If people want us to utilize city streets, then use them, don't create new infrastructure.

There was a bridle path through the center of the boulevard. Where is it? If you want people to use the mall, create something there as Olmsted did.

The pedestrian connections between the two neighborhoods are very weak. These should be enhanced and celebrated. Include more traffic calming.

Sections - Humboldt is way too wide, approx. 12 feet from travel lane to barrier is a waste of pavement?

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ID#116

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

SCOPING MEETING

JUNE 30, 11AM-2PM & 5PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Jackie Johnson Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I think it a waste of Government/funding's money, there are so many other areas of the city that need improvement. I do not want an open bank in front of my home. I have been here since 1972 and have come to enjoy the privacy. What you are proposing will create areas for people to Congregate ALL hrs of the day & evening w/NO monitoring. My plans for retirement in the next 2 yrs was to sit on my front porch and enjoy the morning quietness and evening sunset. What you are going to do is destroy my retirement years. Not to mention the damage this construction will do to our homes on Humboldt. ALL AROUND BAD IDEA

*Any information provided on this form may become part of the project file, which is a public record.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.



Department of
Transportation

ID#117



YOUR FEEDBACK IS IMPORTANT!

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website:
kensingtonexpressway.dot.ny.gov

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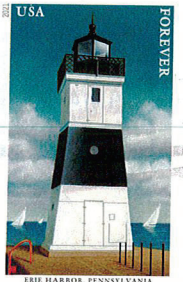
FOLD HERE



Jacquelyn C. Johnson



Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT TEAM
NYSDOT Region 5
100 Seneca Street
Buffalo, New York 14203

TAPE OR STAPLE HERE

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: JUDY CATALANO Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

PLEASE DON'T SPEND 12 MILLION A YEAR TO CIRCULATE AIR IN THE PROPOSED KENSINGTON EXPRESSWAY TUNNEL. SO MUCH CAN BE DONE FOR THE EAST SIDE WITH SUCH FUNDING.

Instead of covering up the road, why not dress it up? Is it possible to install Emerald Green Arborvitae bushes on the front lawns of the homes visible from the Humboldt Park section of the expressway? These bushes are plush, hardy, don't need trimming and tall (20-30") enough to shield the front yards from the expressway.

SECOND IDEA: Drape and secure strings of LED lights from the top stone walls of the expressway. Hang one foot from the top. Medium blue lights would be visible during the day and thus decorative. Medium turquoise might be great.

THIRD IDEA: Painted designs beneath the hanging lights or at road level. Each symbol 5' apart (not too many for sake of upkeep)

FOURTH IDEA: Six archs, placed over the expressway, each 4" wide. Made of steel with black finish and small white lights and fake ivy attached. Also, black steel fixtures on top side of archs.

REGARDING THE EMERALD GREEN ARBORVITAE BUSHES, IF PLANTED PROPERLY, WITH NEW SOIL AND WATERED AT FIRST AS RECOMMENDED, THEY SHOULD THRIVE WELL.

AS FOR THE SPACE AVAILABLE ALONG HUMBOLDT PKWY FOR ARBORVITAE BUSHES: SOME HOMES HAVE SPACE BETWEEN THE STREET AND SIDEWALK AND SOME DON'T. SOME HAVE TREES, BUT THEY BARELY SHIELD THE HOUSE FROM THE EXPRESSWAY. THE PRESENTS OF THE EXPRESSWAY ISN'T PLEASANT.

APPARENTLY, THERE ARE 2 OR 3 TYPES OF ARBORVITAE BUSHES, BUT THE PEAR SHAPPED ONES SEEM VERY DESIRABLE.

JUDY CATALANO

Scoping comments are due by July 29, 2022.



Department of
Transportation

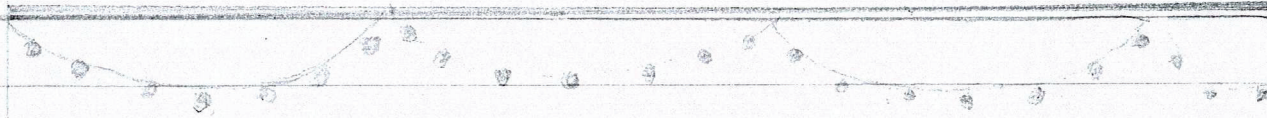
ID#118



ARCH



TOP OF WALL



POWDER
BLUE
AROUND
EDGES

WHITE

PINK

RED

VIOLET

WHITE





ID#118

From: [Slow Roll Buffalo](#)
To: dot.sm.kensingtonexpressway
Subject: Humboldt Parkway public comment
Date: Thursday, July 28, 2022 10:04:29 AM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good morning,

Slow Roll Buffalo supports the exploration of the New York State Department of Transportation's (NYSDOT) general approach to Concepts #6 and #7, a ventilated tunnel that puts the park back in Humboldt Parkway with a goal to reconnect MLK and Delaware Parks.

The lack of communication and community dialogue since the last public meeting raises a series of concerns and requests with the current set of concepts:

- Concerns that no property acquisition be part of the project.

- Concerns that the project meets limits of the Region Central project at Delavan to complete the "One Road" concept reconnecting MLK Jr. and Delaware Parks.

- Concerns that tunnel options should extend to Best Street.

- Concerns about the Project Objectives including "maintain the vehicular capacity of the existing transportation corridor." Would Concept #7 of a 4-lane tunnel with a tree-lined parkway meet the community's goals and further enhance the visual and aesthetic environment of the corridor while minimizing the potential impact of the housing stock along Humboldt?

- Request a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights within the restored parkway.

- Request Health Impacts Assessment.

- Request maintenance sustainability study including estimated annual budgets and maintenance responsibilities for Concepts # 6 and #7.

These issues are not all inclusive. Since the current set of concepts still need clarification and context including a thorough analysis of environmental impact and related public health concerns, and NYSDOT officials continue to insufficiently conduct community outreach, Slow Roll joins in solidarity with the Restore Our Community Coalition (ROCC) in calling for a series of public meetings in impacted neighborhoods with NYSDOT and our elected officials, along with an extension of the current public comment period until after these public meetings are completed.

--

Slow Roll Buffalo


ID#119



Citizens Alliance, Inc.



July 22, 2022

To: kensingtonexpresswsay@dot.ny.gov

RE: NYS Route 33 – Kensington Expressway Project P. I. N. 5512.52

Citizens Alliance, Inc., a not-for-profit organization serving the East Side of Buffalo, supports the exploration of the New York State Department of Transportation's (NYSDOT) general approach to Concepts #6 and #7, a ventilated tunnel that puts the park back in Humboldt Parkway with a goal to reconnect MLK and Delaware Parks.

The lack of communication and community dialogue since the last public meeting raises a series of concerns and requests with the current set of concepts:

- Concerns that no property acquisition be part of the project.
- Concerns that the project meets limits of the Region Central project at Delavan to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks.
- Concerns that tunnel options should extend to Best Street.
- Concerns about the Project Objectives including “maintain the vehicular capacity of the existing transportation corridor.” Would Concept #7 of a 4-lane tunnel with a tree-lined parkway meet the community’s goals and further enhance the visual and aesthetic environment of the corridor while minimizing the potential impact of the housing stock along Humboldt?
- Request a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights within the restored parkway.
- Request Health Impacts Assessment.
- Request maintenance sustainability study including estimated annual budgets and maintenance responsibilities for Concepts # 6 and #7.

These issues are not all inclusive. Since the current set of concepts still need clarification and context including a thorough analysis of environmental impact and related public health concerns, and NYSDOT officials continue to insufficiently conduct community outreach, we join in solidarity with the Restore Our Community Coalition (ROCC) in calling for a series of public meetings in impacted neighborhoods with NYSDOT and our elected officials, along with an extension of the current public comment period until after these public meetings are completed.

Cornelius Johnson, Executive Director

ID#120

From: John Bono [REDACTED]
Sent: Thursday, July 28, 2022 3:38:05 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Bono, John
Address: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]
Include on future project updates: YES
Affiliation: Self

Comment: Please don't cover the Kensington Highway. Fill it in completely, maybe add a train line. But do not cover it for automobiles and do not leave it uncovered.

Our city has seen too much damage caused by poor and/or intentional decisions. Covering or leaving it as is would continue to effect the people living in and around the expressway.

It's time we think about those citizens and the citizens of Buffalo. Help begin the process of undoing multigenerational neglect. Invest in mass transportation, parks, and community. Encourage people to live here, in the city, instead of out in the suburbs.

I appreciate that you've opened feedback. I hope our comments are heard and considered. This is a once in a multigeneration opportunity. We can be a model city if we just get it right!

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From: Josh.Greene [REDACTED]
Sent: Thursday, July 28, 2022 4:41:18 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Greene , Joshua

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation: Concerned resident

Comment: I am against the capping of the 33. With the intent of this project to reduce environmental harm, capping the 33 will only exacerbate these harms. Cars will continue to use the 33 pumping now concentrated amounts of harmful gases right into neighborhood the 33 cuts through; the amount of impervious surfaces will actually increase thus leading to more storm water runoff and urban heat island effect; people will still feel no urge to visit this place by foot as cars will still be king. I urge the DOT to instead fill the 33 like the Inner Loop in Rochester was so land can finally be given back to the people and we can see economic investment back into this poorly needed part of the city.

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ID#122

From: [Alok Pinto](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway project public comment
Date: Thursday, July 28, 2022 4:09:06 PM

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If the stated goal of the Kensington Expressway is to correct a wrong created by dividing an overwhelmingly black neighborhood in two and economically empower those neighborhoods, not seriously considering full removal of the 33 is a bad oversight. For 1/10th of the cost, the 33 can be filled in, and the location restored to its former splendor. The remaining money can then be used to fortify and expand other major arteries into the city, including on the East Side, to handle dispersed traffic patterns, which, with proper planning, can result in an upturn of economic activity along those thoroughfares. This is, incontrovertibly, the most just option for the East Side. It is the simplest and most effective way to address environmental concerns neighbors of the 33 have had for decades, and is a vital first step in actually revitalizing the economy of the East Side. That it isn't being considered for "traffic concerns" is foolish, at best, and malicious at worst. Firstly, traffic in Buffalo is already a miniscule problem in Buffalo, as anyone who has lived in other cities could testify. Secondly, highways have been removed elsewhere, including in nearby Rochester, and eased commute times and congestion as traffic spread through other major traffic arteries.

Why must the East Side compromise in rectifying this wrong for the commute concerns of suburbanites who rarely give a thought, let alone a penny, for this community? How much longer can the commute be? 5-10 minutes? Versus economic justice for the East Side? It would be hypocritical for the citizens of Tonawanda, Cheektowaga, Amherst, etc, to continually gush about their #OneBuffalo and #JeffersonAveStrong hashtags, and their insistence that Buffalo is the City of Good Neighbors, only to turn around and complain about a longer commute. Consider the devastation this project has wreaked for decades on the East Side. Consider that many WNYers thought about the East Side for the first time in decades a few months prior when a supremacist attacked this community. And then consider that speaking out of one side of your mouth to insist such supremacy "isn't from Buffalo" and then support the continued weight and burden of the 33 on Hamlin Park and the rest of the East Side is rank hypocrisy. Commuters haven't been willing to support this community before, I don't see why the East Side should give a second thought to whether it'll upset the morning commute for outlying suburbs.

Perhaps the only "valid" concern I've heard with what I've outlined above is NYSDOT's insistence it can only use these funds on numbered roads, like the 33, and trying to disperse these funds into the East Side itself would be impossible. While it would be difficult, I must insist it be possible that the state work with local authorities to sub-grant these projects to city and county departments who *do* have the authority over such projects. This is the literal role of government - to coordinate between entities too large for everyday citizens to coordinate themselves. To throw one's hands up and say "well, we can't navigate this bureaucracy" when one is the bureaucracy themselves is unacceptable.

Thank you for the time it took to read this comment.

Yours,
Alok P. Pinto

ID#123

From: [Emily Schuchardt Navratil](#)
To: dot.sm.kensingtonexpressway
Subject: No to tunnel
Date: Thursday, July 28, 2022 3:27:18 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello,
Please reject the tunnel and instead remove the 33, which was built for a city with twice Buffalo's population and which will continue to poison the east side for generations under the tunnel plan.

Best,
Emily Navratil



ID#124



ID#125

To: NYS Route 33, Kensington Expressway Project Team
Via email: kensingtonexpressway@dot.ny.gov

Date: July 27, 2022

From: [REDACTED]
Marisa Wigglesworth, [REDACTED]

RE: NYS Route 33 – Kensington Expressway Project PIN 5512.52

The Buffalo Society of Natural Sciences (BSNS) supports the exploration of the New York State Department of Transportation's general approach to concepts #5, #6, and #7, a ventilated tunnel that adds much-needed green space to the community and reestablishes Humboldt Parkway as a parkland connection between MLK Jr. and Delaware Parks.

The BSNS encourages pursuit of a project that meets the following objectives:

- No impediments to accessing the Buffalo Museum of Science entry points or parking areas
- No negative impact to historic nature and features of the community
- Does not require acquisition of personal property
- Generates no further – and ameliorates existing – negative health impacts
- Meets limits of the Region Central project at Delavan to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks
- Required maintenance and sustainability investments are understood and deemed manageable from a time and cost perspective by the entity/entities responsible for the upkeep

In support of the objectives noted above, the BSNS requests the following studies be completed to inform this project:

- Impact on Buffalo Museum of Science accessibility as a result of shifting traffic patterns
- Health impacts assessment to understand potential long-term effects
- Maintenance/sustainability study including estimated annual costs and maintenance responsibilities
- Historic landscape report for adherence to historic cross-sections of the parkway including tree heights within the restored parkway

The BSNS joins with the Restore Our Community Coalition in calling for:

- A series of public meetings in impacted neighborhoods with NYSDOT and our elected officials, and
- Extension of the current public comment period until after these public meetings are completed.

Thank you for your consideration and attention to these comments.

From: Hojczyk, Peter [REDACTED]
Sent: Saturday, July 30, 2022 12:19 AM
To: dot.sm.kensingtonexpressway
Subject: NYS Route 33, Kensington Expressway Project PIN 5512.52 Scoping Meeting Comment Form

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Here's my submission.

Putting a tunnel around any section of the Kensington Expressway, no matter how small or large, is a stupid idea for many reasons.

Who's going to pay the \$12 Million/year maintenance cost of the air purification system necessary to be built so WNYer's driving thru the new tunnel don't die (of carbon monoxide poisoning)? If any air filtration system stops working for any reason while drivers are in the "new" tunnel, will these driver's lives be in immediate danger? Not only will it be ridiculously expensive and dangerous, but, Buffalo Olmsted Parks Conservancy Executive Director Stephanie Crockatt fears an above-ground air-ventilation system would be a visual blight.

If a tunnel was to be built, what would the thickness of the tunnel roof be and what would the thickness of any ground above the roof be?

How are you going to grow trees who's roots don't destroy the tunnel? The City of Buffalo changed Main Street between Hertel Ave. and Sisters hospital by adding concrete medians in which to plant trees and such. They all died. How will this not happen to the plants you intend to grow over the new tunnel. I expect that trees won't grow above this proposed tunnel. Then what?

By the way, Ms. Crockatt doubts that picturesque tall trees with big canopies along Humboldt are possible on a deck. She's skeptical of the Department of Transportation's claim that tall trees could grow there as 80,000 vehicles a day travel underneath in the tunnel. She added "It's possible to have trees, but there is a root system underneath the tree that almost mirrors the size of the tree. It's going to be hard to grow the tall trees that I think the community is imagining would come back for Humboldt." I concur.

How will the tunnel be maintained? How will it be repaved? It's already a monumental task in open air.

Where were the State and local politicians to answer questions from the actual City residents who live near the Kensington Expressway that showed up at the scoping meeting I attended? If these politicians had showed up, they would have to acknowledge that most of those City residents that spoke up during the meeting don't want the tunnel. They don't want their home taken via Eminent Domain. They don't want to have to live thru the construction of the tunnel unless they are temporarily relocated during that time. They don't want the neighborhood reconnected as they explained this would cause added friction between gangs that live on either side of the Kensington once a tunnel is built. As such, despite what the ROCC fact sheet said, the actual City residents that I heard speak at your meeting expect "reconnecting the neighborhood" to increase crime. In a July 26, 2022 Buffalo News article, Henry Louis Taylor Jr., who directs the Center for Urban Studies at the University at Buffalo, said that "At the end of the day" I don't think it's [the current Kensington Expressway proposal] going to do a whole lot to meaningfully stitch the community together." He further stated that he has been struck by the lack of community engagement, planning and studies for such an important project. I heard the residents in attendance at the scoping sessions. I'm not sure if Mr. Taylor attended either of the scoping sessions, but, he obviously doesn't understand that the actual City residents in attendance that day don't want this Project! I thought our Politicians were eager to hear from the people in these neighborhoods. Hey politicians, start listening!

Since it doesn't appear that the affected City residents really want the tunnel, the whole plan is obviously an attempt by the biking lobby to screw up another Expressway. The fact that "complete streets" design is proposed for the area over the new tunnel proves this. Why was this fact hidden during the scoping sessions? I forget where I eventually came

across this information, but, this part of the Project proposal should be front and center. The Town of Tonawanda has actually proposed a "complete streets" design for a Town of Tonawanda road to avoid having to pay for an expensive traffic signal that has to be replaced. Our local Town politicians claim they can't afford the traffic signal (in my opinion this lack of funds is due to their own incompetence), yet, they can use "grant" money for "complete streets" so it won't cost taxpayers anything. But, grants are still tax money! Hasn't the City already screwed up enough streets for vehicular traffic to accommodate this "complete streets" loving bike community lobby. Car drivers now avoid these "bike friendly" areas due to the traffic jams created by eliminating car lanes for bike lanes (like in other areas of the City or on parts of Main Street) and also screwing up the whole Scajaquada Expressway for no good reason other than the bike lobby wanted it screwed up. That doesn't even account for the safety issues the bike community causes by ignoring traffic laws that apply to them as soon as they share the streets with cars. I read that the folks researching a screwed-up proposal for the Scajaquada Expressway have cell phone data that supposedly proves no drivers traverse the entire Expressway from beginning to end. These data have been suggested to be the basis for getting rid of the Scajaquada Expressway. So what? Do you have these cell phone data for a time period before the speed limit on the Scajaquada Expressway was reduced making it a less useful way for automobile traffic to navigate the City? If not, these data are a joke.

What I did hear the actual City residents say was that they wanted funding to repair their homes. I don't feel you can use taxpayer money to provide such assistance directly to residents of any WNY community, but, what you could do is get more money into the City grant and loan programs that already exist. See link: <https://nwcpcbuffalo.org/lending-services-buffalo-ny/> If our politicians really wanted to help the residents of the neighborhoods around any of WNY's Expressways, they would better fund these programs.

How much money has already been spent on researching this Project and who was this money paid to? How much more money will need to be spent and to whom will this money be paid to? I asked DOT folks at the Informational Scoping Session on June 30th, 2022 at the Buffalo Museum of Science and all I could get as a response was "millions" of dollars and the research is not done yet. The time is now to stop wasting taxpayer money on this project and the other WNY Expressway killing Projects. The "process" by which politicians and NY State agencies waste taxpayer money on stupid projects is a "relic" and the time has come to do something about this taxpayer money wasting "process" that doesn't work.

If you get rid of all of the Expressway's in the City, won't that basically turn the City into a huge, more isolated "autonomous" zone and make it harder for Emergency personnel to respond? Is that the plan? How have any Expressway located neighborhood businesses (near any Expressway in WNY) succumbed to their regular traffic and customers being rerouted onto an Expressway completely bypassing them? That didn't happen to the businesses located near the Youngman Expressway where I live? How do you explain that?

How was creation of the Kensington Expressway a "historic wrong" or have anything to do with "restorative justice". It was built to provide City dwellers quicker access to the Airport. It was intentionally built for this purpose not as a transportation mistake. Do you realize how much more difficult it would be for WNYers to travel to and from the City without our WNY Expressways? Thru speaking with City residents that actually lived in the City at the time it was built, the Kensington Expressway was not built through a low-income neighborhood. As far as the Humboldt Parkway neighborhood goes, wasn't this one of Buffalo's oldest and very well to do neighborhoods. Back when the City wanted to be connected to that useful part of the suburbs called the Airport! Do City dwellers no longer want this connection? This problem will only be exacerbated if instead of a tunnel, you get rid of the entire Kensington Expressway. Didn't the residents that live near the Kensington Expressway expect their residential property values to be decimated before they bought these homes? Can anyone really claim that not moving forward with this Project is a racial justice issue? Can anyone prove what City residents actually lived in neighborhoods near the Kensington Expressway before this highway was built? If you can't, anyone that moved into these neighborhoods has no one to blame for their home property values than themselves. Also, please better explain to me how our highway system has a legacy of systemic racism. How is building this tunnel going to benefit the homes and businesses in the community surrounding the Kensington Expressway?

How has "this community ... suffered terribly because of this great divide (the Kensington Expressway)?" Also a sentiment of Stephanie Crockatt. I live in the Green Acres neighborhood in the Town of Tonawanda. Our neighborhood is divided by the 290 - Youngman Expressway. I expect that my Town of Tonawanda neighborhood gets just as much automobile noise and pollution as the Kensington Expressway neighborhoods experience. I've lived in my house near the Youngman Expressway for over 20 years and I haven't experienced any negative health impacts. You don't see me complaining about either issue (divided neighborhood or pollution). I actually like having quick access to an Expressway near my house. But then, I don't want to live in an "autonomous" zone. Living near the Youngman Expressway has not decreased my quality of life or stopped Town of Tonawanda community development. What damage/generational harm has really been caused by either the Youngman or the Kensington Expressways that divide neighborhoods? As the world population rises so does the need for more roads and better transportation systems. Getting rid of all of the Expressways

will slow our WNY transportation system down to the point where no one will want to go into the City anymore. The NY State Department of Transportation said removal of the Kensington Expressway was rejected from the outset since doing that would not meet a project objective to "maintain the vehicular capacity of the existing transportation corridor." Duh! And yet, others like Crystal Peoples-Stokes recently said "restoring Humboldt Parkway from Delaware Park to Martin Luther King Jr. Park, remains the goal. This is a phased approach, and this is the first phase of it." NY State Senator, Sean Ryan concurs. He said "that would connect neighborhoods and get us closer to linking Delaware and Martin Luther King parks. If that were to happen, it would leave the connection from East Ferry to Delavan to complete the parkway." Ellen Harris-Harvey, president of the Trinidad Neighborhood Association, said she wishes the project would extend to Delaware Park. "It's a good start [the current Project proposal], but how could they forget about the rest of it?" I can't imagine how much more taxpayer money will be wasted by the "process" it will take to pull off the ridiculous idea of these three individuals. Can you?

Peter Hojczyk



From: Meghan Cyr [REDACTED]
Sent: Friday, July 29, 2022 4:15:25 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Cyr, Meghan

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation: Resident

Comment: There are massive red flags with the goals of this project. There are no objectives around climate change, which would be to reduce car traffic. Removing it all together is the only resolution that would measurably fight climate change.

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ID#127

From: Jill Witkowski Heaps [REDACTED]
Sent: Friday, July 29, 2022 4:34:30 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Heaps, Jill
Address: [REDACTED]
Phone:
Email: [REDACTED]
Include on future project updates: YES

Affiliation:
Comment: Community activists are asking for a tunnel with "scrubbers" that would reduce the air pollution to the local community. I have been unable to identify technology that would reduce the air pollution from the tunnels. If you are considering tunnel alternatives, please identify what pollution control technologies would be used on the tunnel and what pollution reductions would be seen (on a pollutant by pollutant and aggregate basis) using each technology.

Thank you

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ID#128

From: Jill Witkowski Heaps [REDACTED]
Sent: Friday, July 29, 2022 4:30 PM
To: dot.sm.kensingtonexpressway
Subject: Comments on Scoping for Kensington Expressway Project
Attachments: 7-29-22 Heaps Comment Ltr.pdf

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Attached please find my comments on the scoping for the Kensington Expressway Project. I reserve the right to rely on comments submitted by other commenters. Please acknowledge receipt of these comments.

Thank you,
Jill Witkowski Heaps

Via email to Kensingtonexpressway@dot.ny.gov
Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

Re: Kensington Expressway Project Scoping Comments

Dear Kensington Expressway Project Team,

Thank you for this opportunity to comment on the scoping process for the Kensington Parkway removal project. New York state's investment in a project for the purpose of reconnecting the neighborhoods torn apart by racist highway building practices of the past is an important first step. However, the project alternatives must be carefully considered and fully vetted in order to achieve the maximum health and community revitalization benefits for adjacent neighbors. Further, the Department of Transportation's (DOT) outdated primary objective of focusing primarily on serving cars—particularly commuters from the suburbs—must not drive or limit decision-making for this project. Given the devastating impact that transportation planning has had on communities in New York and throughout the country, DOT must center equity by building a system for people rather than cars. This means reducing vehicle miles traveled contributing to greenhouse gas mitigation, reducing air pollution, while increasing mobility options and enhancing safety for nearby residents.

1. New York's Climate Law Requires the DOT to prioritize alternatives that reduce vehicle miles traveled.

New York's Climate Leadership and Community Protection Act (CLCPA) requires a variety of strategies to address the looming climate crisis. One key strategy is reducing overall vehicle miles traveled. In order to comply with the CLCPA's mandates, this highway project must consider and prioritize alternatives that reduce vehicle miles traveled. Therefore, DOT's statement of purpose and need must be rewritten. The project's purpose cannot be to maintain traffic service.

a. Our climate goals require reducing Vehicle Miles Traveled.

The CLCPA mandates that all agencies must participate in achieving 40% reductions in greenhouse gases economywide by 2030 (and 85% by 2050). Vehicle emissions is a significant contributor to greenhouse gases. Vehicle Miles Traveled (VMT) is on an upward trend, and these trends are expected to continue without meaningful State support for policies that reduce VMT. The CLCPA Draft Scoping Plan notes that recent trends, including the prevalence of larger, single-occupancy vehicles for discretionary trips, the growth of e-commerce, and land use policies promoting sprawl have all served to increase VMT.¹ These trends will be challenging to reverse. The Integration Analysis Technical Supplement accompanying the Draft Scoping Plan

¹ CLCPA Draft Scoping Plan at 94.

notes that “vehicle ownership and VMT are expected to grow in all scenarios.”² But the Draft Scoping Plan does model policies that can help mitigate this growth. Scenario 4, described as the “Very Low VMT” scenario, would reduce VMT by 16% through 2050 compared to business-as-usual.³ Although the Final Climate Plan has not been issued, the DOT should complete the environmental analysis for this Project assuming that the state will be attempting to reduce VMT by 16%.

b. The Project Objective of “Maintaining Vehicular Capacity of the Transportation Corridor” is Inconsistent with New York’s Climate Goals.

The CLCPA requires that the environmental review for this Project must identify the current GHG emissions from the Kensington Expressway and identify what the GHG emissions would be for each alternative. CLCPA § 7(1), S.B. 6599, 242d Sess. (N.Y. 2019). DOT should prioritize alternatives that reduce GHG emissions. Further, Section 7(2) of the CLCPA directs all state agencies to “consider whether [its] decisions are inconsistent with or will interfere with the attainment of the statewide greenhouse gas (GHG) emissions limits established in article 75 of the environmental conservation law.” CLCPA § 7(2), S.B. 6599, 242d Sess. (N.Y. 2019). DOT must consider whether the Project and its alternatives are consistent with the state’s climate goals, which require an overall reduction of GHG and vehicle miles traveled. By pre-determining that an objective of the Project is “maintaining vehicular capacity of the transportation corridor,” prior to completing the necessary greenhouse gas analysis and vehicle miles traveled analysis for all alternatives violates section 7(2) of the CLCPA. .

2. The Project Objective of “Maintaining Vehicular Capacity of the Transportation Corridor” Unnecessarily Limits Considerations of Alternatives that Could Most Benefit the Community Adjacent to the Expressway.

The primary purpose of this Project is to reunite and reconnect the communities devastated by the Kensington Expressway and to reduce the health and environmental harms the expressway has caused and continues to cause. By DOT adding in its own, competing objective of “maintaining vehicular capacity of the transportation corridor, DOT has foreclosed consideration of alternatives that would provide the most connection and most environmental and health benefits to the community. DOT limiting consideration of alternatives based on an unsupported desire to maintain vehicular capacity of the transportation corridor flies in the face of environmental justice. It also violates New York’s climate law. Section 7(3) of the CLCPA supports the goal of the reduction of vehicle miles traveled because the Kensington Expressway has “disproportionately burdened” the adjacent community for decades. Now, with the opportunity to undo the harm done by the expressway, DOT must prioritize the option that best serves the community and reduces the health and environmental impacts to the nearby residents.

² See Technical Supplement sec. 1 at 35.

³ See *id* at sec. 1 at 94–97.

3. The Project Objective of “Maintaining Vehicular Capacity of the Transportation Corridor” is Arbitrary and Capricious without an evidence-based showing that there is an actual need to maintain capacity.

Changes to how and where employees work will drastically reduce the need to serve suburban commuters to downtown Buffalo and must alter DOT’s traffic needs analysis in order to justify whether or not there is a need to maintain the capacity in the corridor. The COVID-19 pandemic has caused a massive shift in the way employees work. Many employees prefer working from home all or some of the time, and to retain these employees, many employers are changing their policies to allow employees to work remotely. DOT must consider these shifts in working location and commuting patterns in order to more accurately predict the actual demand for roadway usage during peak commute times. As recent academic research from Australia noted, “Not only does [the influence of working from home] change the performance of the transport network, it also means that the way in which transport modellers and planners use models estimated on a typical weekday of travel and expand it up to the week and the year must be questioned and appropriately revised to adjust for the quantum of working from home.”⁴

Locally, both M&T Bank and Key Bank have instituted hybrid work policies. Under Key’s plan, 50% of Key employees across its territories will be in the office four to five days a week, 30% will be in the office three days or less, and 20% will be fully remote.⁵ When M&T Bank employees came back to the office in late 2021, Many M&T employees will be in the office three days a week: Tuesdays, Wednesdays and one other day of their choice.⁶ DOT must first evaluate actual transportation need for the entire Buffalo area transportation network, evaluate current work from home policies and trends toward more hybrid work, and then evaluate the impact of reducing vehicular capacity in the transportation corridor on the Buffalo transportation network as a whole.

In addition to the new trend of working from home, we have a continuing trend of the Buffalo metro region seeing population loss. When the Kensington Expressway was completed in 1971, the population of the Buffalo metro region was 1,076,000. In 2022, our current population is 884,000. The region has lost 192,000 people since the Kensington Expressway was completed. That population loss, on its face, supports a conclusion that there is no longer the same need to maintain vehicles in the transportation corridor as there was in 1971.

As we know from many transportation projects over the years, increasing travel lanes does not reduce congestion. On the flip side, removing travel lanes or corridors does not necessarily increase congestion throughout the transportation network. Many with the option of remote work would increase their remote work options, which would further reduce VMT and help the state achieve its climate goals.

⁴ Hensher *et al.* “The impact of working from home on modal commuting choice response during COVID-19: Implications for two metropolitan areas in Australia.” *Transp Res Part A Policy Pract.* 2022 Jan; 155: 179–201. Published online 2021 Nov 23. doi: [10.1016/j.tra.2021.11.011](https://doi.org/10.1016/j.tra.2021.11.011)

⁵ Buffalo News, “Key Bank, M&T announce plans to bring workers back to the office,” Nov. 21, 2021

⁶ *Id*

4. The Project’s Objectives Should Include Reducing the Health and Environmental Harms Suffered by the Local Residents Because of the Kensington Expressway and the most health-enhancing alternative must be selected.

The Project objectives are silent as to addressing the health and environmental harms residents of the adjacent neighborhood have suffered due to the Kensington Expressway. The existence of the expressway is not merely a nuisance that divided a neighborhood in two. We know that living near a highway has a litany of negative impacts on an individual’s health and harms the health and the environment of the whole community.⁷ This Project must identify the existing harms that the expressway is causing and then seek to maximize harm reduction. The alternative that most enhances the community’s health and environment must be selected, regardless of the inconvenience that alternative may cause suburban commuters. The community has suffered enough localized traffic-related air pollution and noise—these harms must be minimized and community health must be enhanced to the greatest possible degree.

5. DOT’s air impacts analysis must look at hyper-local pollution impacts from the roadway and evaluate the varying local air impacts of each alternative.

Pollutants directly emitted from cars, trucks and other motor vehicles—particulate matter (PM), carbon monoxide (CO), oxides of nitrogen (NOx), benzene and other toxic and hazardous air pollutants—are found in higher concentrations near major roads. Exposure to high levels of vehicle pollution and traffic noise increases the risk of health conditions related to heart disease, stroke, and diabetes for nearby residents.⁸ EPA notes that “[p]eople who live, work or attend school near major roads appear to have an increased incidence and severity of health problems that may be related to air pollution from roadway traffic.”⁹ EPA recognizes that “[h]ealth effects that have been associated with proximity to roads include asthma onset and aggravation, cardiovascular disease, reduced lung function, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.”¹⁰

⁷ See EPA, Near Roadway Air Pollution and Health: Frequently Asked Questions, 2014, https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf.

⁸ See Yu Yu et al., “Air Pollution, Noise Exposure, and Metabolic Syndrome—A Cohort Study in Elderly Mexican-Americans in Sacramento Area,” *Environment International* 134 (2020): 105269, <https://doi.org/10.1016/j.envint.2019.105269>.

⁹ See EPA, Near Roadway Air Pollution and Health.

¹⁰ *Id.*

In a 2019 analysis, the Union of Concerned Scientists found that African American, Asian American and Latino residents in the Northeast and mid-Atlantic face significantly higher exposure to pollutants known as PM 2.5—airborne particles smaller than 2.5 micrometers in diameter.¹¹

Yet the air pollution materials made public as part of the scoping process assume that there are no air pollution issues related to the Kensington Expressway. This assumption is false, and compliance with NAAQS does not support a conclusion that the existing expressway is not polluting the local air and harming residents' health. The environmental analysis must examine localized air impacts by using both community-based air monitoring over a period of time, as well as a health impacts assessment that can spot community health impacts directly related to the expressway.

Additionally, the pollution-reduction impact of each alternative must be measured and compared. Specifically, DOT must examine and document how its goal of maintaining vehicular capacity in the existing corridor is likely to lead to the same levels of air pollution being created by the expressway, even if the expressway is in a tunnel. Further, DOT must identify existing technologies that could be used to reduce air pollution from a tunnel to actually reduce the pollution, instead of merely redistributing where the air pollution is emitted. Furthermore, for alternatives where DOT plans to use fans and ventilation to remove air pollution from the tunnel, DOT must look at the localized air pollution impact to the residents living next to the air vents. DOT should also identify alternatives that would actually reduce the total pollution burden on the adjacent community

6. DOT must consider impacts from stormwater runoff and must reduce stormwater runoff to the maximum extent practicable.

DOT must examine the impacts from the various alternatives on stormwater runoff, and ultimately, on surface water quality. This analysis must be done during the environmental review and cannot be left until after the alternative is selected. Each alternative is likely to have a different stormwater impact, and those must be studied and compared before the final design is selected.

Respectfully Submitted,

Jill Witkowski Heaps, Esq.

¹¹ Union of Concerned Scientists, "In the Northeast, Communities of Color Breathe 66% More Air Pollution from Vehicles," 2019. <https://www.ucsusa.org/about/news/communities-color-breathe-66-more-air-pollution-vehicles#:~:text=In%20a%20new%20analysis%2C%20the,than%202.5%20micrometers%20in%20diameter.>

ID#129

From: Bernice Radle [REDACTED]
Sent: Friday, July 29, 2022 5:55:30 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Radle, Bernice

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: Please remove and fill in the 33. It should be a street. Not a giant wide street with a million alert signs or off ramps - just a street that is safe and brings the community together. Thank you.

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Thank you!

With Buffalove,
Bernice Radle

[sent from my iPhone]

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From: Matthew Owcarz [REDACTED]
Sent: Friday, July 29, 2022 6:05:38 PM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Owcarz, Matthew

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: Remove the Kensington expressway in Buffalo, NY. It's racist and divides the city

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ID#130

From: [REDACTED]
Sent: Friday, July 29, 2022 7:01 PM
To: dot.sm.kensingtonexpressway
Subject: Comments: Humboldt Parkway Project
Attachments: Restore Humboldt Parkway.pptx

Importance: High

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Gentlemen:

1. The scope of the project is too narrow in its scope. The NYSDOT is suited to the design of highways, roads and bridges but this project should and must include urban design to restore economic vitality, reconnect and restore neighborhoods. There needs to be vision similar to the vision that was put forth for the Scajaquada Corridor and this project and the Scajaquada Corridor need to have coordinated planning.
2. The project does not restore the Humboldt Parkway. The proposal to cover the expressway from Best Street to East Ferry Street only a fraction of the nearly 3 miles of Humboldt Parkway that was destroyed when the expressway was constructed. What about the rest of Humboldt Parkway? The entire Humboldt Parkway needs to be filled in and Humboldt Parkway restored to its original Olmsted design.
3. The project does not address the devastation along the rest of the Kensington Expressway. What about the rest of the Kensington Expressway that divides other East Buffalo neighborhoods like the Fruitbelt? The rest of the Kensington Expressway should be removed and either the original streets restored or Humboldt Parkway extended from MLK Park to the Medical Campus.
4. With the Kensington Expressway removed from Humboldt Parkway to downtown the remaining section of the Rt.33 from the Airport to Humboldt Parkway could be redesigned to redirect traffic along the major historical east side commercial corridors of Michigan, Jefferson, Filmore and Bailey Avenues and the radials.
5. I have attached a short PowerPoint presentation with some additional detail of what I believe should happen.

Thank you for considering and addressing my comments.

Gregory A. Stubbs

ID#131

Restore Humboldt Parkway

The proposal to cover the expressway from Best Street to East Ferry Street only addresses 1.4 miles of the nearly 3 miles of Humboldt Parkway that was destroyed when the expressway was constructed.

This is wholly inadequate. The entire original Humboldt Parkway must be restored from Delaware Park to MLK Park to its original Olmsted design.

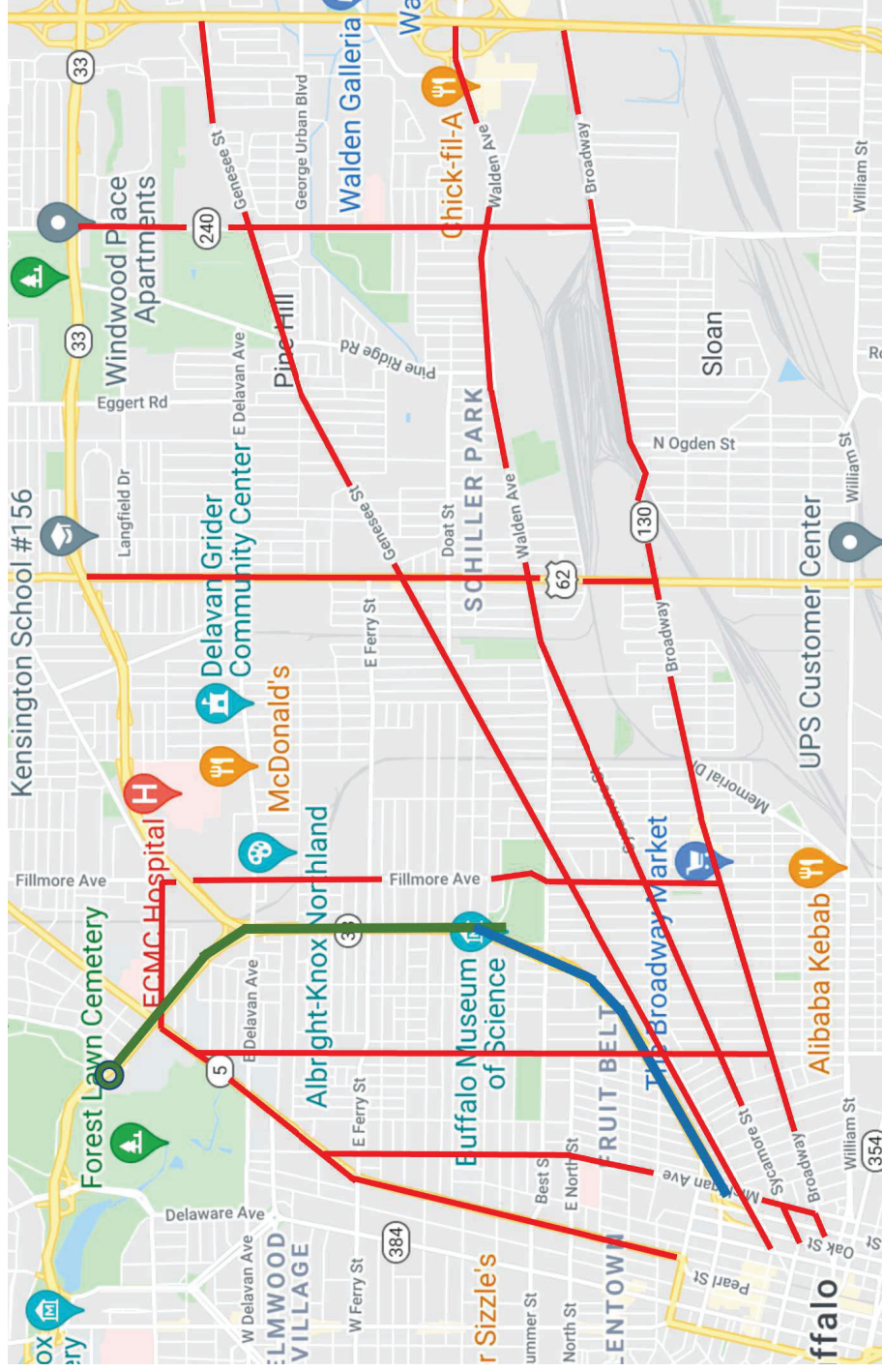
In Addition, there is an opportunity to remove the entire Kensington between Humboldt Parkway and Downtown and extend the Parkway utilizing Olmstedian design.



Restore Humboldt Parkway

Prior to the Kensington Expressway, local street grid accommodated traffic of a city twice the current population.

- Maintain Rt. 33 Expressway to Humboldt Pkwy. (yellow).
- Fill in and restore Humboldt Pkwy. and Agassiz Circle to its original Olmstedian design (green).
- Utilize main north-south avenues, Harlem, Baily, Fillmore, Jefferson to connect to radials to downtown. Utilize Kenmore Ave. to connect to Main and from Main to Jefferson and Michigan Avenues (red).
- Restore the original street grid south of MLK Park or convert the existing Rt. 33 to a parkway, extending Humboldt Pkwy. from MLK Park to downtown using the same Olmsted Humboldt Pkwy. design (blue).
- Use traffic calming measures to ensure Humboldt Pkwy does not become a de facto expressway.
- Utilize coordinated and sequenced traffic lights to expedite traffic flow on main north-south streets and radials.



Restore Humboldt Parkway

An alternative to extending the parkway to downtown/Medical Campus after removal of the expressway would be to restore the original street grid and reconfigure and enhance Genesee Street as a “complete” street.

Original street grid prior to the construction of the Kensington (Rt. 33) Expressway



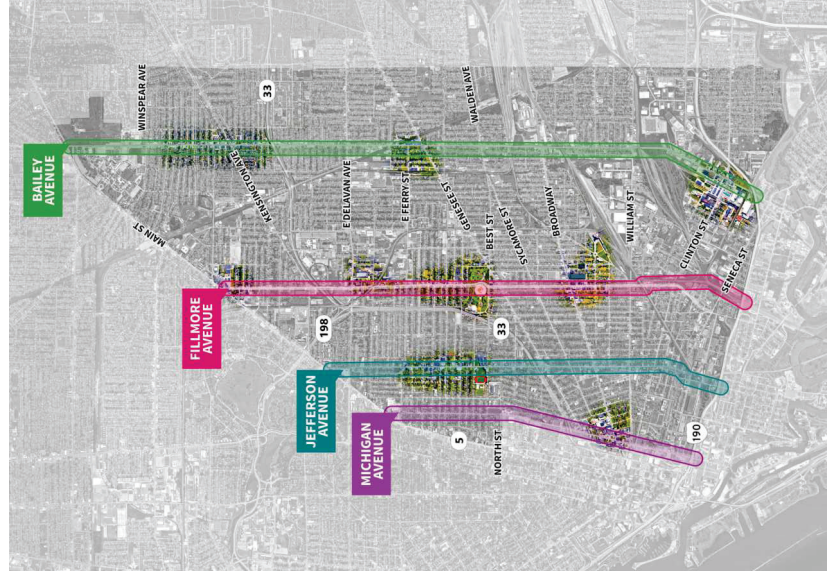
Restore Humboldt Parkway

The complete restoration of Humboldt Parkway to its original Olmsted design should be the goal.

Not only does it restore the original integrity of the Olmsted Park System but also the East Side Neighborhoods.

It would also restore traffic flow back to the historical east side commercial corridors of Michigan, Jefferson, Fillmore and Bailey Avenues and the radials.

Diverting traffic flow from the Kensington Expressway through these commercial corridors would reinforce and support the East Side Collaborative Fund and the \$65 million [East Side Corridor Economic Development Fund](#) that is in place to help revitalize the East Side with needed investment along the significant commercial arteries of Michigan, Jefferson, Fillmore, and Bailey. Those four crucial corridors are the lifeblood of much of the East Side.



EAST SIDE AVENUES SUPPORTED INITIATIVES

East Side Commercial Districts Program
funds building renovations and public space enhancements.
The Black Chamber of Commerce, Citizens Alliance, Business Districts Enhancement Working Group, University District Community Development Association

Michigan Street African American Heritage Corridor
will work to create a unified, unique tourist destination.
Michigan Street African American Heritage Corridor Commission

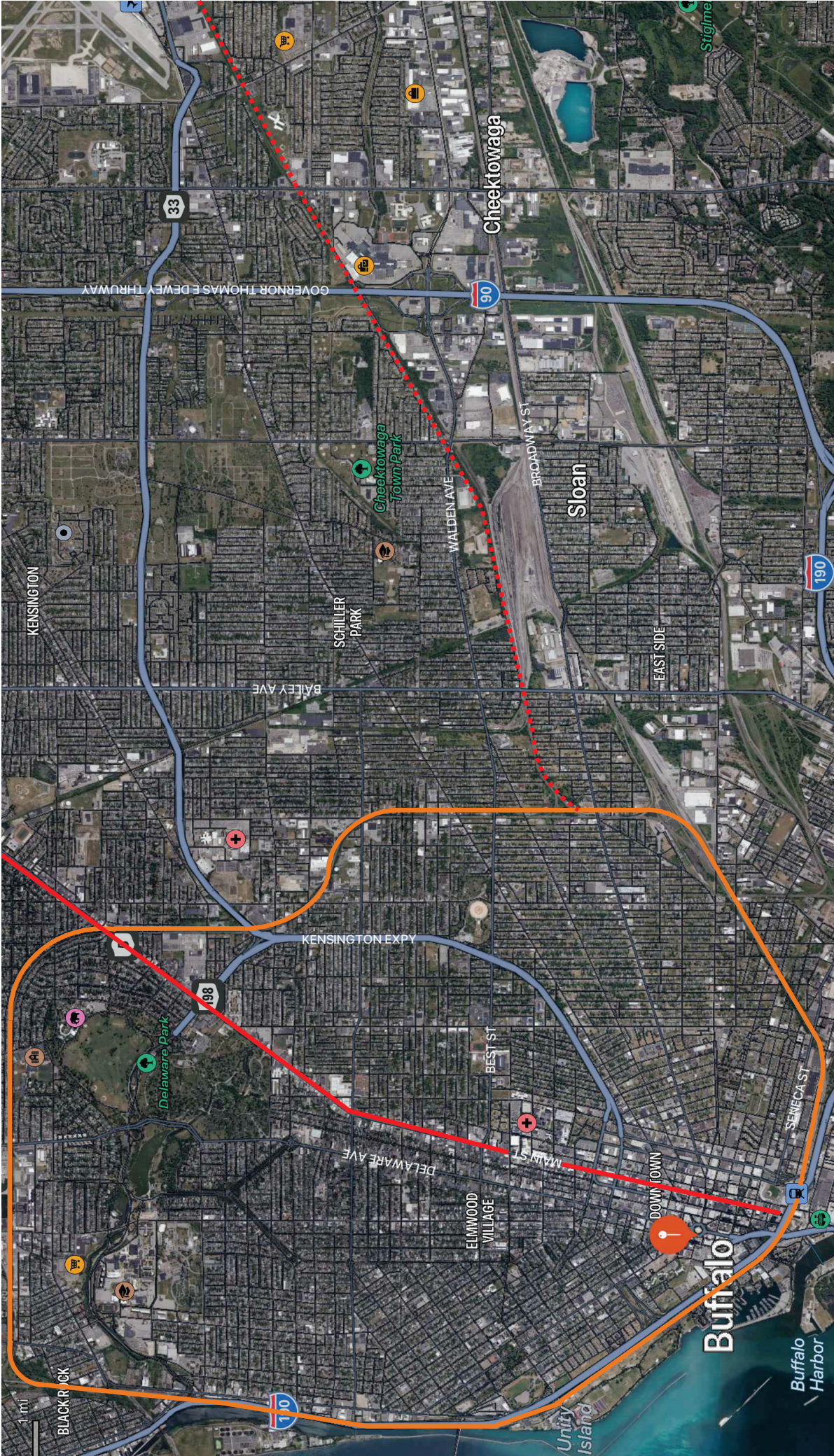
Central Terminal Restoration Corporation
to develop a plan for the site's future and create a robust organization to guide capital improvements.
Central Terminal Restoration Corporation

EAST SIDE AVENUES

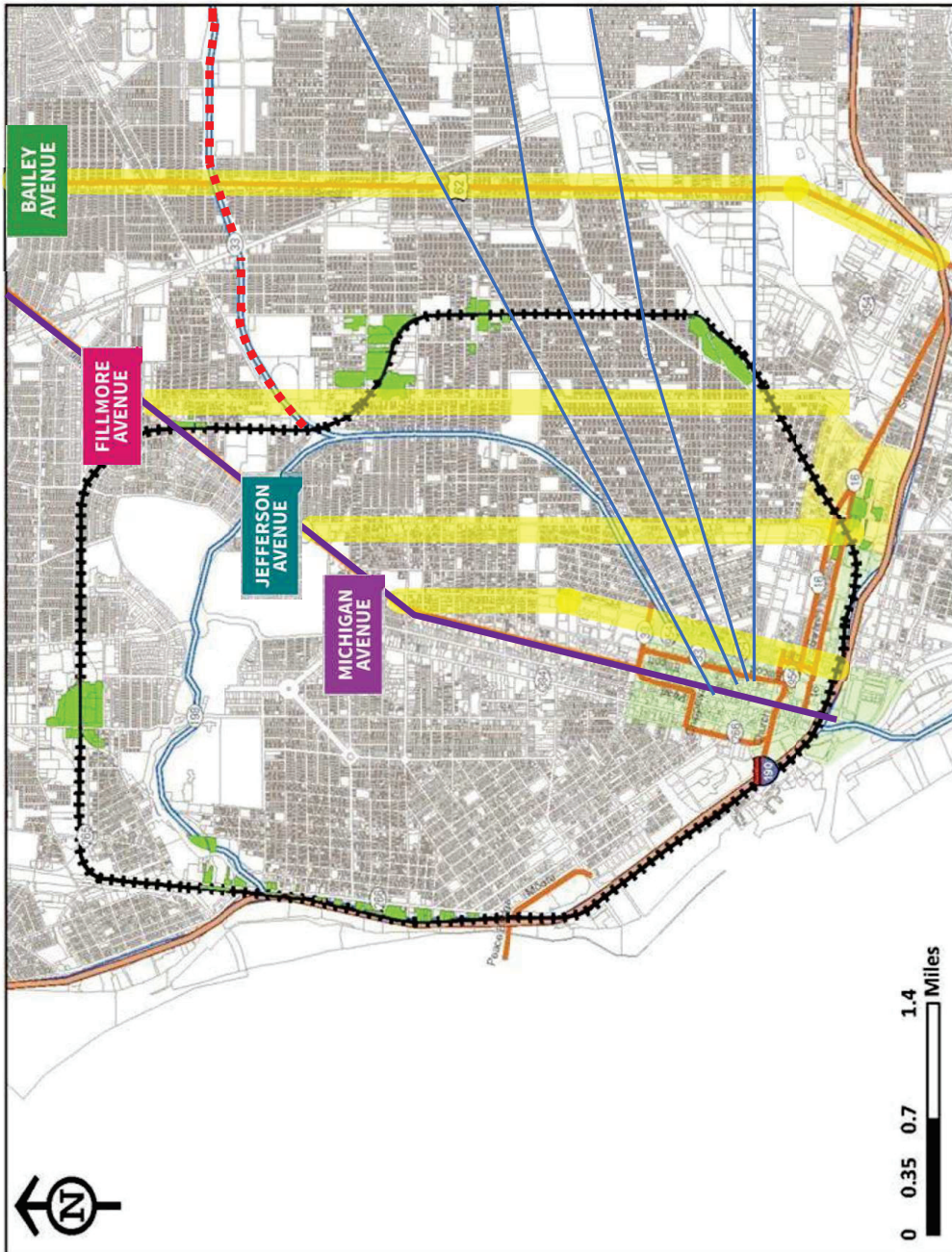
Building Preservation Fund supports the stabilization of at-risk historic buildings.
Preservation Works Project

Community-Based Real Estate Development harnesses the East Side's human capital.
UIC Chicago, University of Illinois School of Architecture and Planning

Learn more at EastSideAvenues.org



ID#131



NEW YORK CENTRAL BELT LINE

ID#131

From: JBG [REDACTED]
Sent: Friday, July 29, 2022 4:42 PM
To: dot.sm.kensingtonexpressway
Subject: Public Input for Route 33 Kensington Humboldt Parkway project
Attachments: 0722 CRT 198 and 33 Comments Compressed.pdf

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear NYSDOT,

Please find attached Citizens for Regional Transit submission for public comment on PIN 5512.52 Route 33 Humboldt Parkway project. The pictures have been compressed in this version. If you want a version with full fidelity pictures, it is available on request.

Thank you.

Sincerely,
James Gordon

ID#132



Public Comment submission for NY Route 33 Reconnecting Humboldt Parkway

July 29, 2022

Executive Summary

Frederick Law Olmsted and Calvin Vaux got it right when they designed Buffalo’s Park System. Our parks made Buffalo a city people wanted to live in. The parks spurred economic and population growth along with Buffalo’s location and affinity for transportation technology. The Parks were imagined and built at a time without cars. By the 1950’s, cars had overrun Humboldt Parkway, which unintentionally induced traffic from Buffalo’s radial streets.

Sadly, in the 1950’s and 60’s planners got it wrong. They catered to cars and destroyed the parks. We think the objective today of NYSDOT to maintain traffic flow with the current project is just as wrong.

Route 33 was a potent force for making people leave Buffalo. Urban highways across the country had similar effects. Today we can look back and see how much Route 33 damaged Buffalo. As pressure from traffic mounted, we now know urban planners should have limited traffic by putting Humboldt Parkway on a road diet while keeping the beautiful parks.

CRT has attended public meetings, completed site visits, analyzed New York State Department of Transportation (NYSDOT) traffic count data, studied Region Central and offers these recommendations for NYS Route 33, aka The Kensington Expressway. We think the NYSDOT cap proposals are too expensive, provide minimal connectivity, and don’t go far enough to restore the park aspect of Humboldt Parkway and does little to heal the neighboring community.

It is CRT’s opinion within the Route 33 project limits as defined by NYSDOT, that Humboldt Parkway should be restored with a modern, complete street having one travel lane in each direction, parking in both directions, and a separated bike track having one lane less than 8 feet wide in each direction. The roadway footprint should be the same as it was before Route 33 replaced Humboldt Parkway having 36 feet for cars and bikes with an 84 foot-wide median with appropriate soil for full-sized trees, bushes, decorative lighting, plants, benches, and gardens.

CRT understands that our recommendation will have a significant impact on traffic. We believe Buffalo’s radial streets can readily absorb most of the displaced traffic with increased bus frequency. CRT believes that offering high-speed, high-capacity Light Rail Rapid Transit on publicly owned rights of way will provide a small-footprint, zero emissions, and an effective alternative for those suburbanites who want a fast commute downtown and to East Side locations.

Introduction

Citizens For Regional Transit (CRT) is a not-for profit organization whose purpose is to advocate for better and more sustainable public transportation and policy. We do this by communicating the benefits of transit through facilitating public conversation and participation, advocacy of better and equitable transportation and climate policy via educational events, information sharing, constructive feedback, and other outreach efforts.

CRT understands the NYSDOT logic of treating current NY Routes 33 and 198 transportation corridors as independent, but we think doing so is unwise. As our name suggests, we think it is important to view transit policy and solutions from a regional, integrated perspective.

Project scope

CRT recommends that the scope of GBNRTC Route 198 Region Central be expanded to cover Route 33 between Downtown's Elm/Oak arterial and the interchange for Routes 198 and 33. Planning work should include cell phone data from data provider Streetlight for analysis of Route 33 from Bailey Ave to Oak Street in order to predict traffic run-off onto Jefferson, Fillmore, and Bailey Avenues as well as crossroad arterials: East Delavan, East Ferry, Genesee, Walden/Best, Sycamore, and Broadway. Restore Our Community Coalition's website speaks to returning traffic to the Jefferson and Fillmore business districts.

CRT recommends that Route 33 project scope be expanded to include and be incorporated with Region Central. At a minimum, it should follow the principles established by Olmsted's vision and plan.

History

Thanks to Frederick Law Olmsted and Calvin Vaux, Buffalo was famous world-wide for the "city within a park" concept, along with the Ellicott radial street layout patterned after Paris, France. Humboldt Parkway was cited by some as the most beautiful street in the world from the late 1800's to the mid-1900's.

It had been less than 100 years since President Lincoln signed the Emancipation Proclamation freeing slaves when Humboldt Parkway was constructed. It was before suburbs and malls existed. There was no Amazon, but there was Buffalo's Larkin company. Jobs, shopping, food, and entertainment were still primarily in downtown Buffalo. When the Humboldt Parkway was built, there were no cars.

By the late 1950's Buffalo's first ring suburbs had taken on a life of their own. Upwardly mobile mostly White folks were enticed by modern single-family homes having fenced yards, modern forced-air furnaces, detached garages as compared to old wooden homes with multiple apartments, thin walls, coal gravity furnaces, and less than airtight doors and windows. Fast, easy access to downtown was critical for the early success of suburbs. Eventually, shopping and jobs migrated to suburbia, but Downtown continues to attract as many commuters to the city as those who live within the city limits.

Plans for Route 33 in the current NYSDOT project scope were announced in 1946 at a time when automobiles had supplanted streetcars and horse-drawn buggies. Cars dominated. Projections were being made that Buffalo's population would soon exceed 1 million. Money

designated for interstate highways was flowing instead to urban highway projects. While there was opposition to urban highways, the push to promote suburban middle-class lifestyles was all-consuming.

Delaware Park and Humboldt Parkway were sacrificed to provide capacity for cars. The beauty of Olmsted’s vision was erased. In hindsight, the cost of losing these treasures exceeded the benefit of providing fast access for commuters. When CRT examined maps of pre-Route 33 Humboldt Parkway, we were shocked by how much housing, businesses, parks, and amenities were lost for the sake of Routes 198 and 33 in the defined project area as well as Buffalo’s Fruit Belt. It is astonishing that anyone ever thought these urban highways could possibly be a good idea.

By the 1960’s, Humboldt Parkway had become a daily 6-lane free-for-all during rush hours. Known as the “hourglass,” Humboldt Parkway had a reputation of being detested by motorists due to traffic congestion.

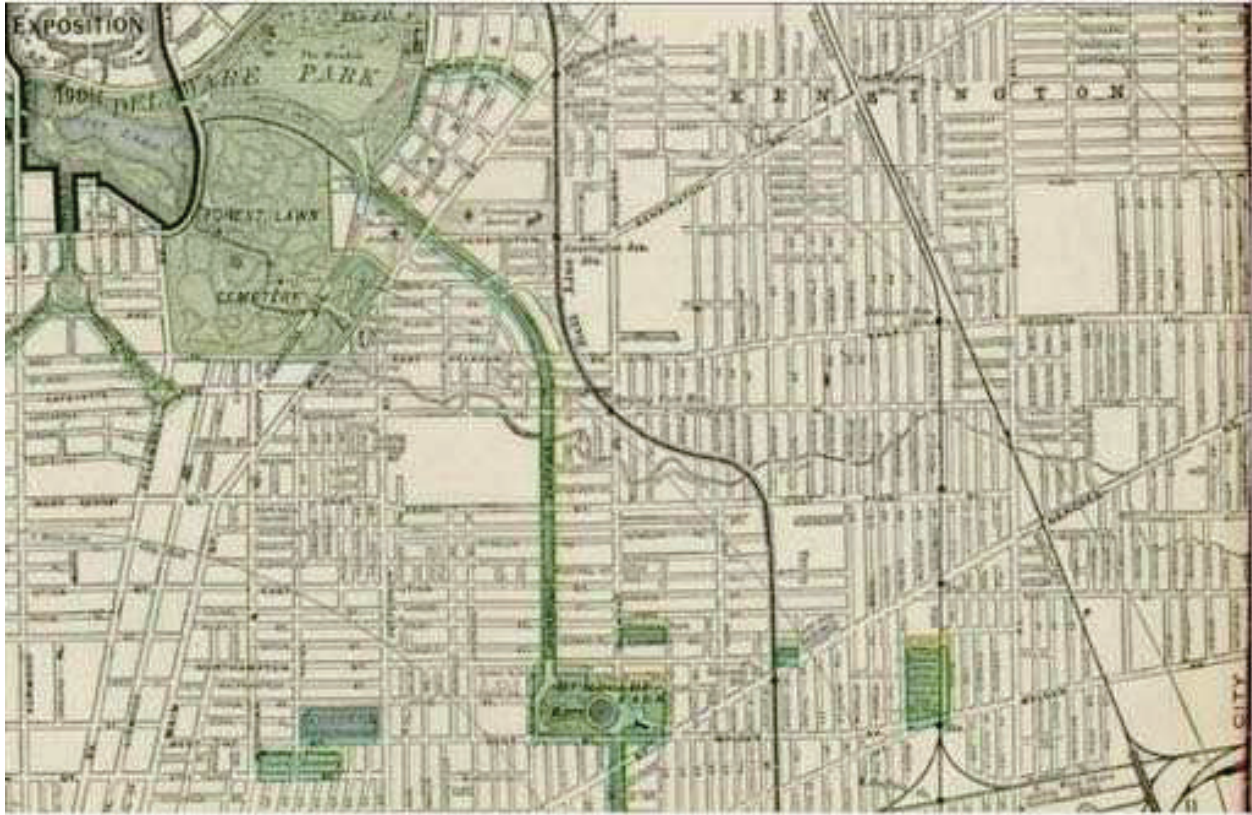


Figure 1 Pre-construction map of the original Humboldt Parkway

Plans were made. Overwhelming community opposition was ignored. Construction commenced and Buffalo was saddled with Routes 198 and 33 as presently configured.

Figure 1 (pre-construction map) shows the historical reason why Routes 198 and 33 should not be considered separately. In combination, they replaced Humboldt Parkway. They are locked together by a complex interchange.

The purpose of Humboldt Parkway was to connect what is now named Martin Luther King Park with Delaware Park while providing city residents with a peaceful, leisurely park setting within their neighborhood. The parkway was to extend south on Fillmore Avenue to Seneca Street. The importance of the park setting was ignored when Routes 33 and 198 were planned. The character and alignment of Humboldt Parkway were radically changed. The parkway was destroyed.

Route 198 planning has been turned over to the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) as the Region Central project. Route 33 planning is being conducted by NYSDOT. While NYSDOT is a member of GBNRTC, NYSDOT is not availing themselves of the many analysis capabilities of GBNRTC. CRT thinks NYSDOT should turn their Route 33 planning over to GBNRTC to examine the entire corridor cohesively.

Following the obliteration of Humboldt Parkway and highway intrusion into Delaware Park, Buffalo went into a steady decline. CRT considers the destruction of the beauty of the city a key factor in Buffalo's decline. Formerly beautiful neighborhoods and parks were devastated by the scars that are Routes 198 and 33. The housing stock and park surroundings were among the finest in the USA. It was ruined by these urban highways and Redlining. A deadly, ugly, noisy, stinking, polluting trench forced many people to leave. Those who stayed saw their property values fall and their health deteriorate.

Route 33 is Dangerous

One does not need to search far for evidence of the dangers of Rt 33. From last week's Buffalo News:

*Motorcyclist, 21, dies after crash that closed inbound Route 33
By Dale Anderson, July 16, 2022*

A motorcyclist who struck a guardrail, causing the inbound Route 33 (Kensington Expressway) to shut down for nearly three hours Saturday, has died in Erie County Medical Center, a Buffalo Police Department spokesman said Sunday.

Spokesman Michael J. DeGeorge said the 21-year-old Buffalo man was westbound when he struck the guardrail just after 5:30 p.m. near the Best Street exit ramp. He was taken by ambulance to ECMC.

It is telling that this news story focuses on the fact that traffic was shut down and makes no mention of the consequences of the man's death other than affecting traffic flow.

Lately, residents have been spontaneously shutting Route 33 down. Here's an example from 7/24/22 Buffalo News, about the above recent death:



Figure 2 Buffalo News story about expressway death

Who uses Route 33 and why?

Downtown Core

Rt 33 connecting the Downtown Elm/Oak arterial and Humboldt Parkway should be considered the same transportation corridor as the NYSDOT project area, as they are connected and flow together.

Starting at I-190, the Elm/Oak arterial acts as an on and off ramp for I-190 distributing and collecting traffic to and from the downtown core.

Route 33 feeds traffic to and distributes traffic from I-190 to the west and I-90 to the east.

Route 33 brings commuter traffic from northern and eastern city neighborhoods and suburbs to and from the downtown core.

Heavy commercial and local delivery truck traffic, while a relatively small component, is important, nonetheless.

Fruit Belt

CRT is pleased with the methodology being used by the GBNRTC to analyze Route 198 and Region Central. There is data explaining how people use Route 198 and move within Region Central and how the highway acts as a barrier.

Because CRT has no Streetlight data for Route 33, CRT makes its recommendations building upon and making inferences from Region Central data. We know approximately 30% of Buffalo households are car-free (do not own cars), and that the percentage increases in inner-city neighborhoods including the Fruit Belt through which Route 33 traverses. We think these household residents are more likely to walk, and probably have fewer cell phones per household than wealthier areas such as Region Central. We note that should Streetlight data become available, it must be adjusted for lower cell phone penetration to be accurate.

Region Central suggests that almost 40% of Route 198 area trips taken are walking. Given the higher concentration of car-free households in the NYSDOT project area and the Fruit Belt, we think in these areas more than 50% of all trips are by walking. CRT expects about 30% of the remaining trips are taken by automobile. CRT estimates about 20% of trips in the corridor are taken using public transportation, bicycle, and other modes. In other words, for the most part, Route 33 is mostly useless to these residents. CRT believes truck traffic involving the Fruit Belt is primarily local delivery. Most truck traffic on Route 33 merely passes through the Fruit Belt.

Humboldt Parkway

CRT estimates about 15 to 20% of traffic on Route 33 involves trips to and from streets in the Humboldt Parkway neighborhood. Again, we wish Streetlight cell phone data would become available to help with analysis.

Grider Street to I-90

This segment of Route 33 primarily serves as an on/off ramp for Interstate 90. Secondly, this segment provides intracity connections to adjoining neighborhoods while also acting as speedy corridor for suburban commuters.

I-90 to Genesee Street

The easternmost segment connects the Buffalo Niagara International Airport with I-90. It is an on and off-ramp for I-90. Route 33 collects and distributes traffic to and from eastern suburbs with traffic connecting with Genesee Street.

NFTA

CRT notes that the NFTA uses Routes 198 and 33 as important corridors for buses entering into and returning from service in eastern locations, although alternative routes are also available for this purpose.

End to End traffic

Streetlight cell phone data would be especially helpful providing this metric, but it is not available to CRT. In Region Central, a surprisingly small percentage of traffic goes end-to-end on Route 198.

NYSDOT traffic count data indicates more than 98,000 cars travel on Rt 33 at Harlem Road. (See Figure 2) At Grider Street, the count is more than 111,600.

At the Downtown end of Route 33 the count is only 57,500, which tells us nearly half of Route 33 traffic is exchanged with Route 198 traffic at the Route 198/33 interchange. CRT estimates a traffic count only about 30,000 (representing 15,000 people each way) for traffic traveling the entire length of Route 33 between the Airport and Downtown. NSYDOT traffic counts are weekday counts on a typical day. (See Figure 3)

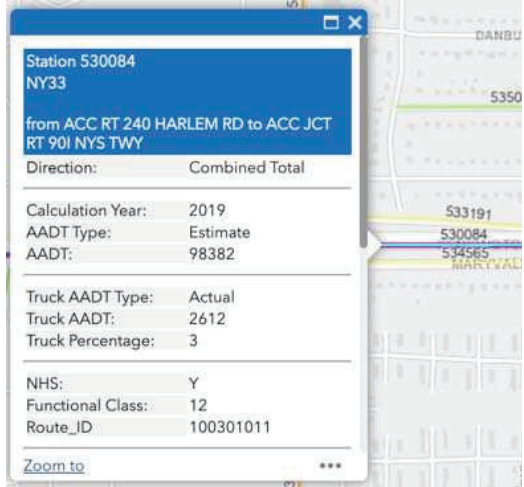


Figure 3 NYSDOT traffic count for Route 33 near Harlem Rd

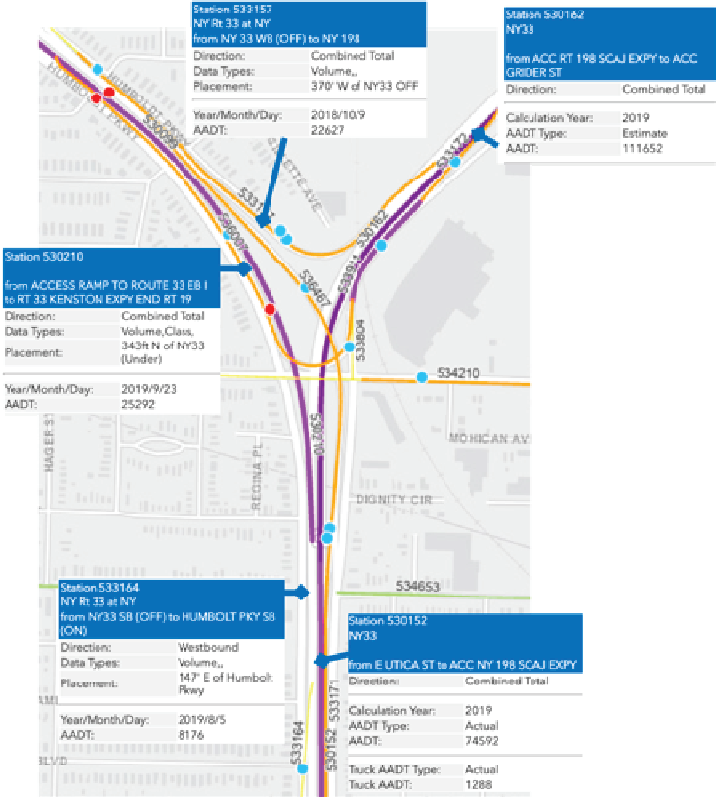


Figure 4 Routes 198 and 33 interchange

All traffic counts are sourced from the NYS Traffic Data Viewer using 2019 data.



NFTA Metro Rail carries almost 20,000 people per week day in an alignment that is roughly parallel to most of Route 33 between Route 198 and Downtown. This number will increase when the Metro Rail Amherst extension is completed and increase even more if the Tonawanda branch is completed. Elmwood Ave and Delaware Ave carry about 25,000 cars each. Main Street near Route 198 carries about 20,000 cars.

Other parallel streets include Sycamore (3,500), Genesee St (6,000), and Broadway (8,000). CRT believes these arteries are very underutilized because of demand induced to Route 33. CRT finds it noteworthy that NYSDOT traffic counts do not add up. In order to make judgements, CRT board members performed a site visit to get a better idea of how traffic is flowing in the corridor.

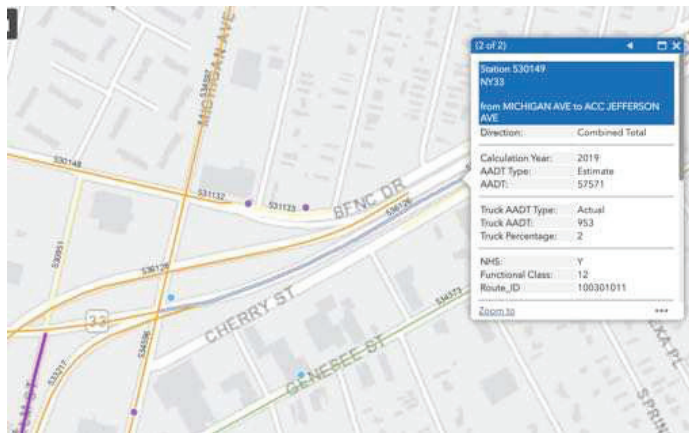


Figure 5 NYSDOT Downtown End of Rt 33 traffic count

Considerations

CRT recommendations consider the following factors:

Safety: What is the safety record of the infrastructure as currently configured? What can be done to improve safety?

Complete Streets: What improvements can be made to accommodate transit, pedestrian, bike, eBike, and other forms of traffic?

Preservation: What infrastructure ought to be kept for the sake of history?

History: CRT recognizes that the bucolic park scenes designed by Olmsted and Vaux were made at a time when there were no automobiles. Street cars were the order of the day when it came to transportation other than horses, walking and bikes. We recognize that automobiles must now be accounted for.

Beautification and access to parks: CRT espouses the aspirations of Frederick Law Olmsted and Calvin Vaux and eschews Robert Moses and his followers.

"If your downtown isn't photogenic, don't bother trying to sell it." – Design Block, Fritz Abell

Level of Service: CRT believes that counting people far outweighs the value of counting cars. The service is moving people, not cars.

Environmental impact: Environmental factors are integrated into the CRT decision making process. CRT believes corridor improvements should reduce noise and pollution resulting in a more healthful environment.

Neighborhood character: CRT believes improvements must take into consideration the character of each neighborhood through which the corridor passes.

Costs: CRT considers total lifecycle costs including upstream, downstream, and operational costs. Taxpayer money should not be wasted. Costs are intrinsically tied to environmental impacts. Costs of various infrastructure types such as bus, LRRT, and car must be compared with each other.

Community Groups: CRT considers the positions of Restore Our Community Coalition, Hamlin Park, Parkside Association, FruitBelt Coalition and the Olmsted Conservancy.

Speed: Speed is the enemy of safety. Nevertheless, speed is prized and is an important factor. CRT seeks to maximize both safety and speed by proposing safe transportation on high-speed, high-capacity frequent East Side LRRT as a viable transportation alternative.

Analysis and Recommendations

Region Forward tells us Route 198 acts as an on/off-ramp for Route 33. It takes cars from Elmwood Ave, Delaware Ave, and Parkside Ave and channels them to and from Route 33.

Route 33 acts as a shortcut between Downtown Buffalo and points both north and east within the city, as well as for Amherst, Cheektowaga and eastern suburbs. Route 33 induces traffic from the Parkside, Kensington, and University neighborhoods siphoning traffic from Main Street, Jefferson Ave, Michigan Ave, Genesee Street and many other local roads.

CRT understands that decreasing capacity on Route 33 between Downtown and Route 198 means that other corridors will face increases. CRT proposes to add a new high speed LRRT East Side corridor that would be able to easily handle 40,000 to 60,000 boardings per day.

CRT also understands that many travelers have become accustomed to driving and expect to be able to get to and from downtown quickly, regardless of where they live. Doing anything that takes away this entitlement is likely to cause opposition. The entitlement comes at the expense of those living on Buffalo's East Side. Our proposal for a new high speed East Side LRRT corridor addresses this concern.

CRT does not romanticize returning to bucolic pre-car days, but would like to propose returning Route 33 to pre-expressway condition and proposes improvements between Downtown and the Route 198 interchange.

Downtown connection and Fruit Belt

Homes and businesses on the north side of Cherry Street were destroyed to provide up to 12 lanes of highway through the Fruit Belt. Homeowners and businesses were displaced. There is something that ought to be criminal about the way this highway was designed. We should correct the past mistakes now.

CRT's recommendation is to reconstruct Route 33 between Northampton Street and Northland Avenue as a complete street at grade resembling the new Niagara Street, having one 30-mph travel lane in each direction, parking on one side in both directions, and a single lane for a cycle track in each direction. The cycle track must be narrow enough that cars can not drive or park on it. There will be ample sidewalks and walkways. All bridges in the NYSDOT project area will be removed and cross streets restored.

CRT recommends the removal of all expressway elements between Northampton Street and downtown. CRT recommends the restoration of Cherry Street as a complete street zoned for business, light-industrial, mixed-use, and residential. CRT recommends the restoration of Cherry Street connection with Elm Street. CRT recommends that local street connections with Cherry Street and crossing the removed highway be restored between Michigan Ave and Northampton.

CRT expects most traffic from the Elm/Oak arterial will disperse to radial streets instead of using Route 33.

CRT proposes high-speed, high-capacity East Side Light Rail Rapid Transit (LRRT) be offered to supplement cars.

Far safer, quieter, more environmentally friendly, and less expensive than highways and cars, East Side LRRT would allow commutes from Transit Road to Downtown to be accomplished in

minimum time. The LRRT right-of-way is already publicly owned, which reduces acquisition costs. The East Side LRRT corridor is part of the original plan for Buffalo's Metro Rail system.

It is important understand that CRT does not advocate using Route 33 Humboldt Parkway as an alignment for East Side LRRT Metro rail service. Our proposal is for an alignment that is more southern and direct to the Airport.

See Figure 5

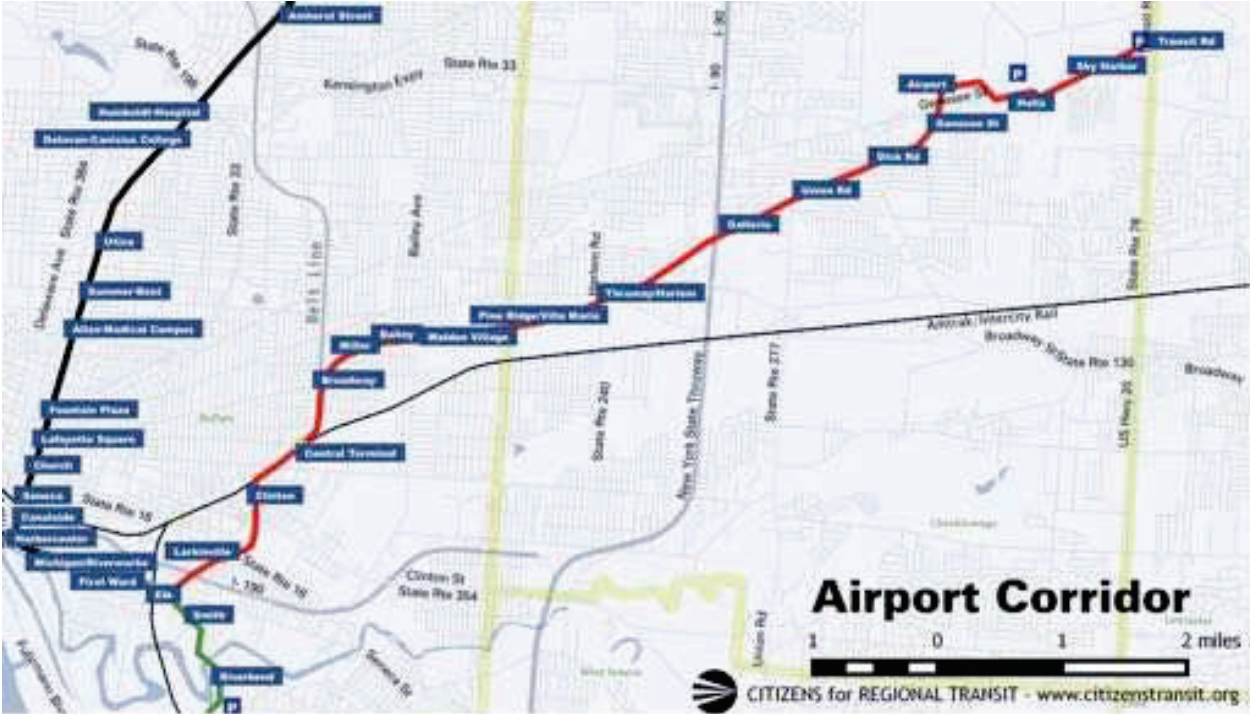


Figure 5 CRT East Side LRRT proposed alignment

Routes 198 and 33 Interchange

This complex interchange handles a lot of traffic. It is complicated by CSX railroad tracks that cross through the middle of the interchange. CRT has heard proposals to turn the interchange into a traffic circle, but we cannot envisage such a circle without tearing down more homes and businesses. We think it is best to keep this interchange as-is except for new striping to accommodate the reduction of capacity for Routes 198 and 33.

CRT recommends the same complete street treatment we suggested for Humboldt Parkway for Route 198 between Loring Avenue and Main Street.

Routes 198 and 33 Interchange east to the Airport

At public scoping meetings, CRT heard residents ask that a Humboldt Parkway-like restoration continue all the way from the Route 198 interchange to the Airport. CRT does not think that replacing or downsizing Route 33 between Route 198 and the Airport with a complete street is currently feasible. We would like to see how the public reacts to the complete street proposals we have put on the table before tackling the corridor east of Route 198. CRT's East Slide LRRT

proposal should reduce demand for handling the 111,000+ cars on Route 33 east of Route 198. For now, we recommend Route 33 between Route 198 and the Airport remain as-is.



Figure 6 Recommendations for Route 198/33 interchange

Conclusion

Today we have an opportunity to do it right this time using twenty-first century priorities, which include addressing climate change, complete streets philosophy, and truly multi-modal transportation solutions. Instead of spending \$1 billion to do it the wrong way again, let's do it right this time. Let's restore Humboldt Parkway and supplement Buffalo's roads and streets with viable, high-speed, high-capacity East Side LRRT on its own alignment, not on Humboldt Parkway. Let's restore Humboldt Parkway to a modern version of the vision of Olmsted and Vaux while healing the community.

The Department of Transportation must give complete and fair consideration of removing the Kensington Expressway (Route 33) entirely and restoring the street grid that was destroyed in order to construct it.

The objectives of the Kensington Expressway project must be modified to also include improving the air quality and health outcomes in the neighborhoods that have been harmed by the Kensington Expressway since its construction, especially since advocates of the Department of Transportation plan have repeatedly made misleading public comments suggesting that turning the expressway into a tunnel will reduce pollution in the surrounding neighborhoods, when that assertion is not supported by any studies or reports that have been made public. It is entirely inadequate that project objectives be limited into “enhanc[ing] the visual and aesthetic environment of the transportation corridor” and “maintain[ing] the vehicular capacity of the existing transportation corridor” and not include improving the air quality and reducing pollution for people living adjacent to the expressway.

Further, removal of the expressway and re-establishment of the former parkway must be studied as an alternative in comparison to no-build and tunnel options when the lead agency completes an environmental review for this state action and such review should include the public health impacts of removing the highway compared to converting highway into a tunnel as well as the no-build option.

Removing the Kensington Expressway and re-establishing the former parkway deserves to be seriously considered – including and especially during environmental review and through participatory public hearings – for a number of reasons:

1. Removing the expressway is the only way to reduce automobile pollution and attendant disease in the neighborhoods on both sides of the expressway;
2. The Kensington Expressway was built for a city of twice the population that Buffalo currently has and maintaining its level of capacity is unnecessary;
3. Removing the expressway and restoring the former parkway is in far better alignment with state climate goals than preserving an urban highway for generations to come; and
4. Removing the expressway and restoring the former parkway will cost significantly less than constructing a tunnel, especially if air filtration is to be installed.

Removing the expressway is the only way to reduce automobile pollution and attendant disease in the neighborhoods on both sides of the expressway

First, removing the Kensington Expressway is the only option of any of the 10 presented by the DOT that will reduce automobile pollution and the disease that it causes in the neighborhoods impacted by the expressway.

In her January 2022 State of the State address, Governor Hochul declared her intent to “reverse the damage that was done more than half a century ago”¹ by the construction of the

¹ <https://www.governor.ny.gov/news/remarks-prepared-governor-hochul-delivers-2022-state-state>

Kensington Expressway. Beyond its aesthetic and mobility impacts, the Kensington Expressway has been a major source of damage to the health of people living nearby. The health impacts of the highway have driven activism in the neighborhood for decades and has been acknowledged by elected officials as well as by Department of Transportation studies.

In a May 2022 press conference about the expressway, Rep Brian Higgins referenced “environmental injustices that have negatively impacted low-income communities nationwide by way of increased traffic and pollution which led to many health complications (cancers, lupus, asthma).”² State Assembly Majority Leader Crystal Peoples-Stokes announced environmental health as a priority for the redesign of the expressway at the same press conference.

A 2014 study³ on the expressway prepared by the UB Regional Institute funded by the Department of Transportation, researchers noted (internal citations omitted):

To date there has been several studies that point to the adverse impacts of highways on nearby residents’ health. Road traffic is a major source of air pollutants such as nitrogen dioxide, carbon monoxide, particulate matter and volatile organic compounds which have major negative impacts on the health of children and adults who live in close proximity to them. There is also considerable epidemiologic evidence on the relationship between ambient air pollution, morbidity due to respiratory diseases, and chronic respiratory disease in school aged children.

[...]

Locally, a study was carried out in Erie County that has linked asthma and other breathing disorders of children and adults to the effect of highways near residential areas. The results of this study also estimated that children living within 200 meters of roads with heavy truck traffic or a high density of automobile traffic have a higher risk of asthma hospitalization.

Because of the documented harm from automobile pollution and policymakers stated intent to “reverse the damage” done by the construction of the Kensington Expressway, removing the expressway must be considered as an option.

Merely constructing air filtration systems while retaining the highway is not adequate. Beyond the expense (discussed below), according to Slide 16 in the Department of Transportation’s presentation, filtration systems will remove some carbon monoxide and nitrogen oxides from the pollution ventilated from the highway, but these are not the only pollutants that cause harmful

2

<https://higgins.house.gov/media-center/press-releases/reconnecting-our-community-peoples-stokes-kennedy-higgins-join-rocc-to>

3

<https://www.dot.ny.gov/content/delivery/region5/projects/551252-Home/551252-Repository/Ken%20Deck%20Report%20Final%204-25-14.pdf>

health impacts. Volatile organic compounds and particulate matter, as acknowledged in the DOT's 2014 expressway study, also cause significant health problems and would be better mitigated by removing the expressway than by converting it into a tunnel whose effluent will still pollute the neighborhood.

Further, as acknowledged in the DOT's 2022 presentation, the air filtration technology that is under consideration has never been deployed in the United States and will require significant energy inputs as well as traffic and upkeep to maintain and to haul away waste. The health of generations of neighborhood residents now and into the future should not be gambled on unproven and expensive technologies that, even if successful, will require even more resource and traffic inputs to operate.

The simpler option of removing the highway must be studied and given a fair hearing.

The Kensington Expressway was built for a city of twice the population that Buffalo currently has and maintaining its level of capacity is unnecessary

According to US Census Bureau data, Buffalo's population was 532,759 in 1960, two years after construction on the Kensington Expressway began.⁴ In 2020, the population of Buffalo was 278,302⁵, less than 53% of the population of the time when the highway was built. The population of Erie County has also declined, though not as much, from 1,064,688⁶ to 954,236⁷. As Buffalo has shrunk at a faster rate than Erie County, local jobs have shifted out to the suburbs⁸, reducing the need for a high-speed expressway to bring commuters into the city.

All of these facts render the Kensington Expressway overbuilt for the population we have. Whether there ever was a need for the expressway in the first place considering the enormous costs it has imposed is debatable, however the fact that currently there is not such a need is not. With far fewer people to use it, maintaining the current vehicular capacity of the Kensington Expressway is not a legitimate goal in the first place and certainly does not override other public policy objectives, especially public health.

Just as it is well-established that building new highways and adding additional traffic capacity creates new demand and causes more vehicle miles to be traveled⁹, so does removing urban highways actually reduce the number of vehicle miles traveled.¹⁰

⁴ <https://buffaloah.com/h/bflopap.html>

⁵ <https://www.census.gov/quickfacts/fact/table/eriecountynewyork,buffalocitynewyork/PST045221>

⁶ <https://buffaloah.com/h/bflopap.html>

⁷ <https://www.census.gov/quickfacts/fact/table/eriecountynewyork,buffalocitynewyork/PST045221>

⁸ https://ppgbuffalo.org/files/documents/working_toward_equalityfinal.pdf

⁹ See, e.g. <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>, <https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/>

¹⁰ See, e.g. <https://freakonomics.com/2011/05/does-destroying-highways-solve-urban-traffic-congestion/>, <https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html>

In sum, there is no need for a highway of the size of the Kensington Expressway cutting through the heart of Buffalo. It is overbuilt for our population and is causing more car trips to be made, which in turn cause increased pollution, worse climate change, and more motor vehicle accidents.

Removing the expressway and restoring the former parkway is in far better alignment with state climate goals than preserving an urban highway for generations to come

New York State passed one of the most ambitious climate change laws in the United States in 2019 with the passage of the Climate Leadership and Community Protection Act. While that act is focused primarily on carbon pollution from the electrical generation and transmission sector, it is unambiguously the intent of voters and policymakers to use public resources to slow and mitigate climate change.

With that in mind, it is inexplicable that slowing and mitigating climate change – like reducing other pollutants – has been omitted as an objective of the Kensington Expressway redesign project.

The Department of Transportation, in its environmental impact study as well as in its holistic consideration of options for redesigning the expressway, must consider the climate impacts of removing the expressway in addition to studying the impacts of concealing the expressway under a tunnel and of doing nothing.

There is considerable reason to believe that removing the highway will be the best option from a climate perspective.

As mentioned above, a reduction in vehicular capacity will likely induce a reduction in demand and thus a reduction in overall vehicle miles traveled, which will result in reduced carbon emissions.

Further, removing the highway and restoring the original parkway and street grid that existed prior to highway construction will be far more conducive to an expansion of public transit, especially critically needed crosstown public transit in Buffalo, which will further drive down the number of vehicle miles traveled and the carbon and other pollution that accompanies increased auto travel.

Finally, even in an a hypothetical future scenario where all internal-combustion automobiles have been replaced with electric cars, reducing the number of vehicle miles traveled and demand for personal automobiles will still be of critical importance. Building and maintaining roads and manufacturing cars all rely on fossil fuel inputs beyond just the fuel burned for propulsion: asphalt and plastic are both derived from petroleum, and cars still move on rubber tires that create particulate pollution that is a health hazard.

From the long-term perspective and considering the social imperative to mitigate climate

change, removing the expressway when there is the money and political will to invest in redesign is clearly the best option and must be seriously considered alongside tunnel options.

Removing the expressway and restoring the former parkway will cost significantly less than constructing a tunnel, especially if air filtration is to be installed

Finally, judging from the costs of other highway removal projects and cost estimates for proposed tunnel conversion options, removing the Kensington Expressway appears to be far more fiscally prudent than preserving it.

The cost of converting the Kensington Expressway redesign has ranged from an estimated \$600 million in a 2012 Department of Transportation study¹¹ to \$560 million in the 2014 UB Regional Institute study¹² to the proposed \$725 million for a tunnel with air filtration in the most recent public documents.¹³

By comparison, removing a 0.67-mile segment of Rochester's Inner Loop cost only \$22 million¹⁴, just 3% of the \$725 million projected cost of converting a slightly longer segment of the Kensington Expressway into a tunnel with air filtration.

From a financial standpoint, this would be what is commonly referred to as a “no-brainer”. By removing the highway rather than building an enormously expensive tunnel, hundreds of millions of dollars of the \$1 billion allocated for the project could instead be used for rebuilding homes and businesses lost to the construction of the expressway, establishing new public transportation routes, creating jobs to maintain new trees and green spaces, or any number of other valuable public investments.

For all of the above-stated reasons, it would be a blunder of astronomical proportion to continue pursuing a tunnel project for the Kensington Expressway without giving serious study to removing the highway altogether. Removing urban highways has proven to improve communities in the past, and it has been a major error to pre-emptively remove this option from the table in the case of the Kensington Expressway. The interests of public health, New York's climate goals, and sound public investment all demand that the Department of Transportation give highway removal a fair hearing.

¹¹

<https://www.dot.ny.gov/content/delivery/region5/projects/551252-Home/551252-Repository/Concept%20Design%20Study.pdf>

¹²

<https://www.dot.ny.gov/content/delivery/region5/projects/551252-Home/551252-Repository/Ken%20Deck%20Report%20Final%204-25-14.pdf>

¹³ <https://kensingtonexpressway.dot.ny.gov/Documents.aspx>

¹⁴

<https://www.whcc.com/rochester-new-york-news/mayor-warren-federal-bill-could-clear-path-to-fill-in-north-section-of-inner-loop/6104146/>

To do otherwise would constitute (another) deep betrayal of east Buffalo, belie the statements of the public officials who have declared their intent to remedy the harms that have been inflicted by the expressway over the past three generations, and consign future generations to more disease and poor climate.

Robert Galbraith





July 21, 2022

To: NYSDOT - Kensington Expressway Project Team
Via email: kensingtonexpressway@dot.ny.gov

From: Stephanie Geter, Chair

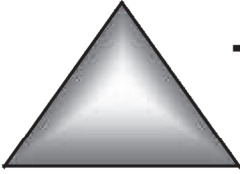
RE: NYS Route 33 – Kensington Expressway Project P. I. N. 5512.52

The Restore Our Community Coalition (ROCC), led by residents most impacted by the destruction of Humboldt Parkway to build the Kensington Expressway, supports the exploration of the New York State Department of Transportation's (NYSDOT) general approach to Concepts #6 and #7, a ventilated tunnel that puts the park back in Humboldt Parkway with a goal to reconnect MLK and Delaware Parks.

The lack of communication and community dialogue since the last public meeting raises a series of concerns and requests with the current set of concepts:

- Concerns that no property acquisition be part of the project.
- Concerns that tunnel options should extend to Best Street.
- Concerns that the project meets limits of the Region Central project at Delavan to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks.
- Concerns about the Project Objectives including “maintain the vehicular capacity of the existing transportation corridor.” Would Concept #7 of a 4-lane tunnel with a tree-lined parkway meet the community’s goals and further enhance the visual and aesthetic environment of the corridor while minimizing the potential impact of the housing stock along Humboldt?
- Request a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights within the restored parkway.
- Request Health Impacts Assessment.
- Request maintenance sustainability study including estimated annual budgets and maintenance responsibilities for Concepts # 6 and #7.

Since the current set of concepts still need clarification and context including a thorough analysis of environmental impact and related public health concerns, and NYSDOT officials continue to insufficiently conduct community outreach, ROCC is calling for a series of public meetings in impacted neighborhoods with NYSDOT and our elected officials, along with an extension of the current public comment period until after these public meetings are completed.



THE BLACK CHAMBER OF COMMERCE OF WESTERN NEW YORK, INC.

Date: July 26, 2022

To: NYSDOT - Kensington Expressway Project Team
Via email: kensingtonexpressway@dot.ny.gov

From: Richard C. Cummings, President

Re: **NYS Route 33 – Kensington Expressway Project P. I. N. 5512.52**

The Black Chamber of Commerce of WNY supports the exploration of the New York State Department of Transportation's (NYSDOT) general approach to Concepts #6 and #7, a ventilated tunnel that puts the park back in Humboldt Parkway with a goal to reconnect MLK and Delaware Parks.

The lack of communication and community dialogue since the last public meeting raises a series of concerns and requests with the current set of concepts:

- Concerns that no property acquisition be part of the project.
- Concerns that the project meets limits of the Region Central project at Delavan to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks.
- Concerns that tunnel options should extend to Best Street.
- Concerns about the Project Objectives including “maintain the vehicular capacity of the existing transportation corridor.” Would Concept #7 of a 4-lane tunnel with a tree-lined parkway meet the community’s goals and further enhance the visual and aesthetic environment of the corridor while minimizing the potential impact of the housing stock along Humboldt?
- Request a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights within the restored parkway.
- Request Health Impacts Assessment.
- Request maintenance sustainability study including estimated annual budgets and maintenance responsibilities for Concepts # 6 and #7.

These issues are not all inclusive. Since the current set of concepts still need clarification and context including a thorough analysis of environmental impact and related public health concerns, and NYSDOT officials continue to insufficiently conduct community outreach, we join in solidarity with the Restore Our Community Coalition (ROCC) in calling for a series of public meetings in impacted neighborhoods with NYSDOT and our elected officials, along with an extension of the current public comment period until after these public meetings are completed.

ID#135

“Unbossed and Unbought”

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dr. Scott W. Williams Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to Delaware Park. From Best to Delaware Park

Additional Comments: _____

**Any information provided on this form may become part of the project file, which is a public record.*

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.



Department of Transportation

ID#136



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

CSM(R)
Name: Henry W. Carter Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Joel Russell Affiliation (if applicable): Hawlin Park Community + Taxpayers Association
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark.

Additional
Comments: Joel Russell 7/7/22

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Debra Rosemond Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

Debra Rosemond

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sharon Beaton-Cotman Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: KATONIA KATHMORE Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark.

Additional

Comments: I want the Kensington Expressway covered with tree lined streets and a ventilation system.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: John S. Johnson Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Andrew Scott Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: KAT TYLER Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

Kat Tyler

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Gwen Jervis-White Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Amun Ra Affiliation (if applicable): Hamlin Park Taxpayers Assoc.

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. yes!!! I thraughly support

Additional
Comments: _____

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: Bruce Howard Affiliation (if applicable): Hamlin Park Assoc.
Address: [REDACTED]
Phone Number: [REDACTED] E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: Leslie Gardner Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark. _____

Additional
Comments: _____

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Estherphine Greene Affiliation (if applicable): HPC TH

Address: [REDACTED]

Phone Number: [REDACTED] E-mail: [REDACTED]

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark.

Additional

Comments: Could build with grass & trees. No ventilation
houses no seizure of property

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ryan R. J Affiliation (if applicable): HPCTA

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support Concept #6 with ventilation that will not require property acquisition. Further, I also support continuing this work all the way to DelawarePark.

Ryan R. J

Additional
Comments: _____

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Scoping comments are due by July 29, 2022.



Date: 07-14-22

Name: Sydney Brown Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

TO: kensingtonexpressway@dot.ny.gov

RE: NYS Route 33 – Kensington Expressway Project P. I. N. 5512.52

I supports the exploration of the New York State Department of Transportation's (NYSDOT) general approach to Concepts #6 and #7, a ventilated tunnel that puts the park back in Humboldt Parkway with a goal to reconnect MLK and Delaware Parks.

There is not sufficient data to make the best determination on filtration of the air without better measurements on the air quality during peak times of traffic on the expressway when the volume is most congested or when traffic is halted. The levels of hazardous chemicals, like carbon monoxide would dictate the design and need for filtration if fans were not sufficient to minimize negative health impacts.

The lack of communication and community dialogue since the last public meeting raises a series of concerns and requests with the current set of concepts:

- Concerns that no property acquisition be part of the project.
- Concerns of any type of raised ventilation structure in the restored green space.
- Concerns that the project meets limits of the Region Central project at Delavan to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks.
- Concerns that tunnel options should extend to E. Delavan and Best Street.
- Concerns about the Project Objectives including “maintain the vehicular capacity of the existing transportation corridor.” Would Concept #7 of a 4-lane tunnel with a tree-lined parkway meet the community’s goals and further enhance the visual and aesthetic environment of the corridor while minimizing the potential impact of the housing stock along Humboldt?
- Request a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights within the restored parkway.
- Request Health Impacts Assessment.
- Request maintenance sustainability study including estimated annual budgets and maintenance responsibilities for Concepts # 6 and #7.

These issues are not all inclusive. Since the current set of concepts still need clarification and context including a thorough analysis of environmental impact and related public health concerns, and NYSDOT officials continue to insufficiently conduct community outreach, I join in solidarity with the Restore Our Community Coalition (ROCC) in calling for a series of public meetings in impacted neighborhoods with NYSDOT and our elected officials, along with an extension of the current public comment period until after these public meetings are completed.



PUBLIC COMMENTS

ROUTE 33 KENSINGTON – NYSDOT CONCEPTS

The Buffalo Olmsted Parks Conservancy (BOPC) is keenly aware of the lost Olmsted design connection between Delaware Park and MLK Jr. Park due to the destruction of Humboldt Parkway to build the Kensington 33 Expressway. While the BOPC prefers, by mission, to see the full restoration of Humboldt Parkway (Concept #10) which does not currently have requisite public support, BOPC has collaborated with key community groups in support of exploring the New York State Department of Transportation's (NYSDOT) general approach to Concepts #6 and #7, with a ventilated tunnel that returns a type of connective parkway concept back for Humboldt Parkway. However, it is noted that a broader area of study and more comprehensive planning is needed at this scoping stage to achieve the goal of reconnection for MLK Jr. and Delaware Parks and the affected neighborhoods.

The lack of communication and community dialogue since the last public meeting raises a series of concerns and requests with the current set of concepts. There is the risk of public confusion over expectations of “restored” original historic landscapes and that of a reimagined or adaptive concepts, which requires adjusted language. Please note these comments and recommendations:

- Concerns that the project meets limits of the Region Central project at Delavan Avenue to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks
- Concerns that tunnel options should extend to Best Street
- Concerns about the Project Objectives including “maintain the vehicular capacity of the existing transportation corridor.” It is questioned whether Concept #7 of a 4-lane tunnel with a tree-lined parkway is viable in meeting the community’s goals, and NYSDOT’s objective, while minimizing the potential impact of the housing stock along Humboldt.
- Concerns that no property acquisition be part of the project
- Request a Historic Landscape Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights and sustainability within the restored parkway
- Request a Health Impacts Assessment
- Request a maintenance sustainability study including estimated annual budgets and scope of maintenance responsibilities for Concepts # 6 and #7

Since the current set of concepts still need clarification and context, including a thorough analysis of environmental impact and related public health concerns, and a need for sufficient community outreach, BOPC stands with key stakeholders in calling for a series of public meetings within impacted neighborhoods. These should occur with NYSDOT and elected officials, and should allow for an extension of the public comment period until after these public meetings are completed.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
SCOPING MEETING
JUNE 30, 11AM-2PM & 5PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: H.T. Hunter Affiliation (if applicable): _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Happy to those involve in this process and also to the fact let's do it right this time. It was once all about getting from downtown to the suburbs. Thanks for allowing a process of community input no matter what color it comes from.

Glad to see you will consider input from Psychologist, Behavior of Social Worker, Environmentalist etc. Its vital -

Black people in general don't hang out their dirty laundry. There's still exist "Secrets + lies - things they don't talk about - that will not be in the books. Consider Behavior + Survival skills that exist in all sub populations affected by this endeavor. Behavior change takes generations and it all begins at home + family. —

*Any information provided on this form may become part of the project file, which is a public record.

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Scoping comments are due by July 29, 2022.

YOUR FEEDBACK IS IMPORTANT!

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website:
kensingtonexpressway.dot.ny.gov

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Hunter
[Redacted]
BUFFALO NY 14203

26 JUL 2022 PM 2 L



Department of
Transportation

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT TEAM
NYSDOT Region 5
100 Seneca Street
Buffalo, New York 14203

14203-293300

TAPE OR STAPLE HERE



Ernestine Gist



July 27, 2022

To: Members of the NYS Route 33, Kensington Expressway Project
NYS DOT REGION 5
100 Seneca Street
Buffalo New York 14203

Hello, members of the NYS DOT REGION 5, Route 33, Kensington Expressway Project

Thursday, June 30, 2022, I attended the "Restore Our Community Meeting." As I watched the incredible video, "NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT," I could not help but to focus back. My mind drifted back to the time I wrote letters to different Political Leaders in Buffalo, NY.

These letters relating to the Kensington Expressway, and Route 33, was written in 2011, 2012, 2016, 2017, and 2018. My comments in those letters related to some of the following:

What's behind the above sign on the Kensington Expressway stating, "The Dr. Martin Luther King Expressway." Why do we have this sign up?

Each year as we celebrate the Birthday of Dr. Martin Luther King, we pay great tribute to a man who sacrificed his life relating to a dream.

A dream that would benefit people. People in general seeing this small sign on the Expressway, they all feel his character has been taken away especially when people in the city of Buffalo NY does not know where the MLK Expressway is.

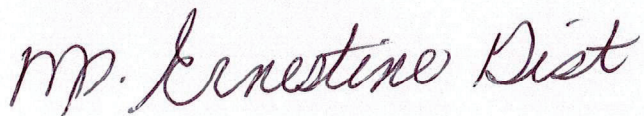
Now that we are working on the fact of "Restoring Our Community," will this sign disappear? If not, will the citizens of Buffalo, New York have and understanding of why the sign is there? What will the sign state?

Will consideration be given to the fact of establishing some type of program so that people owning property, can apply for some type of "Low Interest Rate Loans?"

Of course, there is a great need for such a program in this city. Just think of what the Restoring of our Community would look like when the "NYS Route 33, Kensington Expressway Project gets underway."

I appreciate your consideration to my comments, and thanks for your time.

Ms. Ernestine Gist



cc: Kathy Hochul. Governor of New York State

From: Chris Hawley [REDACTED]
Sent: Thursday, July 28, 2022 1:25 AM
To: [REDACTED]
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Hawley, Chris

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Include on future project updates: YES

Affiliation: Central Terminal Neighborhood Association

Comment: This project is fundamentally broken if the objective is to maintain the current traffic flow through the corridor. If the project corridor is limited to the area between Best Street and East Ferry Street, it goes without saying that the assumption is that expressway will continue to exist on either side. The Fruit Belt deserves to be reconnected to its historic heart at Genesee Street, Humboldt Parkway ought to be restored (with its tall shade tree canopy) from Delaware Park to MLK Jr. Park, and boulevards like Genesee Street, Broadway, William Street, and Clinton Street ought to get their commuter traffic back, helping regenerate economic activity siphoned away by the expressway. On behalf of the Central Terminal Neighborhood Association, a block club encompassing several blocks of Broadway Fillmore, we ask that you go back to the drawing board and rescope the project.

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ID#155

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, October 18, 2022 12:25 PM

To: [REDACTED]

Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: [REDACTED]

Address: [REDACTED]

Phone:

Email: [REDACTED]

Include on future project updates: NO

Affiliation:

Comment: Ridiculous to spend a billion dollars on such a project . Fix what's broken first . Bridges that are under the 12ft height , hampering movement of goods. Sewers , water and gas lines . Sewage treatment plants along our water ways improving water quality. How. About a sizable water park on the waterfront at canal side .

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Sent from my iPhone

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ID#162