

Appendix E3 Attachment 2

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September 12, 2023 and November 10, 2023

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DeleT Abdul Affiliation (if applicable): _____

Address: _____

Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



Department of
Transportation



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Thode". The signature is written in a cursive style with a large, looped initial "R".

From: Ariel Aberg-Riger

Sent: Thursday, November 9, 2023 2:27:56 PM

To:

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

Name: Aberg-Riger, Ariel

Address:

Phone

Email:

Include on future project updates: YES

Affiliation: Resident, Parent

Comment: As a parent, I am always thinking about the future. What is the world we want to build and leave for our children? How are we responsible stewards of this place we call home? The notion that the future should be an endless parking lot filled with fossil fuel guzzling machines was dead on arrival 50 years ago. Urban renewal decimated Buffalo. We are encircled by cement, and exhaust, segregated from one another. Why would you pour over a billion dollars into that same mistake today, and not even fix the problem? Spend a fifth of that money and fill in the 33. Restore Humbolt Parkway. Reconnect the city. We want a full EIS. We want reduced air pollution. We want FULL REMOVAL. The future of Buffalo is a city that is a CLIMATE HAVEN. A refuge of art and parks and community care. It is not some freeway redux. We have the opportunity to truly redress the harms of the last century. Fill in the expressway! Restore our city!!

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--

www.arielaberggriger.com

From: JANUSCZ ADAMCZYK

Sent: Friday, November 10, 2023 1:18:40 PM

To:

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

Name: adamczyk, brian

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Please complete the Environmental Impact Study.

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P.I.N. 5512.52
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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Kiesha Adamczyk-Bennett Affiliation (if applicable): _____

Address: _____

Date 11/9/23

Phone Number _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



Department of
Transportation



From: Michael Affronte
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:32:58 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Michael Affronte

From: Muhammad Aftab
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:28:33 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Muhammad Aftab

From: [Mindy Airhart](#)
To:
Subject: opinion
Date: Thursday, October 26, 2023 6:57:29 PM

[You don't often get email from [Mindy Airhart](#) Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

I support the proposed changes to the Kensington Expressway.

Mindy Airhart

You have been tasked to work on the following record : NYSDOT-23-041796

Subject: HIGHWAYS/ROADS

Name: Cameron Airhart

Address:

City:

Zip:

Email Address:

Comment: Much more thought and discussion needs to be done before we should go ahead with the proposed changes to the 33. The Buffalo News got it right today and you need to take the Congressman's ideas about using the arterials seriously. We are a city built for moving 600,000 people and we could reinvigorate those roads and the businesses along them.

Assigned To: HIGHWAYS/ROADS

Name :

Task: FOLLOW-UP

Notes :

Assigned Date: 11/2/2023

Deadline:

From: [Jomo Akono](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Tuesday, October 24, 2023 6:12:38 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Jomo Akono

From: [Scott Albano](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Wednesday, November 8, 2023 12:30:20 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Scott Albano

From: [Stephen Albin](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:48:28 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Stephen Albin

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Tomber Alexander Affiliation (if applicable): _____

Address: _____ Date 11-9-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

Tomber Alexander
A. Alexander



From: [Joseph Allen](#)
To:
Subject: Opposition to Current Project Plan
Date: Tuesday, October 31, 2023 10:30:32 AM

While the promise of the project to connect neighborhoods was highlighted early on, including a quote that one day a child could ride their bicycle from MLK to Delaware Park safely, this project falls far short.

The currently proposed bicycle "improvements" sets in stone sub standard bicycle lanes in door zones of parked cars while providing no access to the 70+ feet of green space for shade and enjoyment by people riding bicycles through the corridor. There is no innovation or even best practice use of creating a low stress bicycle network that would make any one but the confident rider comfortable let alone a child.

The project team needs to rethink the bicycle network from the perspective of a family or middle school child navigating this area. A true parkway connection should invite people into the space and make car traffic and parking secondary to this active use.

One possibility would be to use the parkway side of the roadway rather than the parking side to introduce a protected bike lane that feels integrated into the parkway. Sidewalks should be placed next to the protected lane in this case to ensure everyone has a place. Alternatively, a shared use path should be placed along the center or sides of the parkway with crossing facilitated by mini roundabouts with fully protected bikeways. If the project is to reach its potential in use, the corridor needs to be designed with the idea that there are three to four roadways (two for cars and one to two for bicycles).

The connection to Delaware Park needs more than a nod to the future with an actual bicycle network to reach the corridor created with the proposed removal of the 198.

In general, the cost of this project is prohibitive for the hostile environment created by a wide median passive park without accomodation for the actual active uses by the residents and citizens in the Buffalo area.

Thank you for the opportunity to comment on this important project.

Take care,
Joseph Allen

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Name: JOSEPH ALLEN Affiliation (if applicable): RETIRED SENIOR

Address: _____ Date 10-19-23

Phone Number: _____ E-mail: _____

COMMENTS*

In the big picture of financial investments - this project seems like way too much money for an area the size of a large postage stamp. And after talking to residents at the meeting and elsewhere - the reason to construct this cover over the expressway will not right a past wrong.

As a taxpayer I would like to see an investment that provides a return. I think an investment that creates long term jobs and helps clean up the environment is the best plan.

On most every vacant lot throughout the Eastside we should grow bamboo and hemp - contact companies that use these items in their products and offer tax incentives to set up shop in Buffalo and the surrounding area. Opportunities and jobs are the best way to right the wrongs of the past.

JWA

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Stacey Miller Affiliation (if applicable): _____
Address _____ Date 11/8/23
Phone Number: _____ E-mail: _____

COMMENTS*

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Comments are due by October 27th, 2023.

From: Kevin Allen
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:28:23 PM

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I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Kevin Allen

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COMMENT FORM

Name: Jackie DeLor Affiliation (if applicable): _____

Address: _____

Date 11/8/23

Phone Number _____

COMMENTS*

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Name: Lilian Alonzo Affiliation (if applicable): _____

Address: _____ Date 11/10/2027

Phone Number: _____ E-mail: _____

COMMENTS*

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Comments are due by **October 27th, 2023.**

From: David Alston
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:54:33 PM

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David Alston

From: Jeanette Alston-Hawkins

Sent: Thursday, November 9, 2023 12:50:03 PM

To:

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

Name: Alston-Hawkins, Jeanette

Address: , ,

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I would like to see the project happen. I believe with cancer growing rampant in the area this is a must. Please cover the 33!

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COMMENT FORM

Name: KARIMA AMIN Affiliation (if applicable): _____

Address: _____ Date 11-07-23

Phone Number: _____ E-mail: _____

COMMENTS*

I am a long-time Buffalonian.
I remember when my parents bought
a beautiful house in Cold Springs.
I could safely walk or bike my
my friends from my home to Humboldt
Park (ML King Park). I recall the
beautiful homes on the Parkway. The
beauty is gone. I miss it.

I am opposed to covering the "33."

I was born in 1947 and I am too often
saddened and angered when I think of
all that we have lost.

***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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Chantel Amrozawis Affiliation (if applicable): _____

Address: _____ Date 1/18/23

Phone Number _____ E-mail _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



Chantel Amrozawis



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Lavinia Hudson Affiliation (if applicable): _____

Date: Oct 20, 2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Safety first, community base only,
No Expressway Project!

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

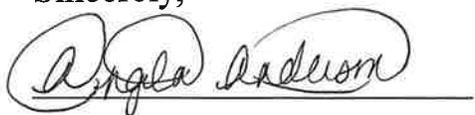
This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



11-8-23

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Michael Andrews Affiliation (if applicable): _____

Date: 10/20/2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Scrap this project! No! We said no to this project! Stop listening to these leaders because they're not servicing the community! We don't want the 33 covered.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



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Commissioner
NYS Dept. of Transportation

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enhance public safety and neighborhood aesthetics.

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Sincerely,

Alicia Andrews

11/08/23

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Helen Andriette
Date: Wednesday, November 8, 2023 12:22:55 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

I support a rail line extension from downtown to the airport, as well.

Name

Helen Andriette

Email

Date

11/8/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From:

Sent: Thursday, October 26, 2023 11:57:40 PM

To:

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

Name: Andrie, Christopher

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Cap and cover is a huge waste of money and resources. The only good fix is to fill the expressway, restore the parkway and put the traffic back on to the original spoke and radial street grid.

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

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From: Scott J. Archambault
Sent: Wednesday, November 8, 2023 10:43 PM
To:
Cc: Michael E. Tuzzo ; Micaela Shauku ; Matthieu Bain
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Archambault, Scott

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident, Architect at Architectural Resources

Comment: I am in favor of the project. Consider extending the cap further South to Best Street to better protect MLK Park and Magnet School from being exposed to the plumes indicated to worsen with the implementation of the tunnel. Exposing children and parkgoers to concentrated exhaust fumes is not a recipe for project longevity or public relations as the project continues. Extending the cap further south extends the protected zone past the park and pushes the exhaust plume to a less populated area with greater protection from pollutants.

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

Scott J. Archambault, RA

sarchambault@archres.com

Architectural Resources

716.286.5108 [Direct](#)

716.883.5566 [Buffalo](#)

212.674.1457 [NYC](#)

www.archres.com

From: Scott J. Archambault

Sent: Wednesday, November 8, 2023 10:43 PM

To:

Cc: Matthieu Bain

Micaela Shauku

Michael E.

Tuzzo

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

Name: Archambault, Scott

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident, Architect at Architectural Resources

Comment: I am in favor of the project. Consider adding the design of the cap and tunnel extending north past the Scajaquada Creek to Delevan Ave. to the project's scope. Even if it isn't constructed as part of the project, adding the design to the scope would demonstrate the commitment and possibility of a fully restored parkway. The project should suggest a future connection to the 198 project at Delavan.

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

Scott J. Archambault, RA

sarchambault@archres.com

Architectural Resources

716.286.5108 [Direct](#)

716.883.5566 [Buffalo](#)

212.674.1457 [NYC](#)

www.archres.com

From: Scott J. Archambault

Sent: Wednesday, November 8, 2023 10:43 PM

To:

Cc: Michael E. Tuzzo

; Micaela Shauku

Matthieu

Bain

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

Name: Archambault, Scott

Address

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident, Architect at Architectural Resources

Comment: I am in favor of the project. Consider studying additional intermittent ventilation dispersed above residences (3+ stories) and its impact on pollution concentration at the ends of the tunnel. Dispersing pollution in the concentrations indicated will result in public backlash and opposition during and after construction- avoiding or mitigating these plumes should be the top priority of the project moving forward.

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

Scott J. Archambault, RA

sarchambault@archres.com

Architectural Resources

716.286.5108 [Direct](#)

716.883.5566 [Buffalo](#)

212.674.1457 [NYC](#)

www.archres.com

From: Stephen Arlington
Sent: Wednesday, October 25, 2023 4:25 PM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Arlington , Stephen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: University Heights Collaborative

Comment: Instead of subsidizing the suburbs, the state and city could better spend the funds elsewhere. If you truly want to encourage revitalization in the city and have more residents living in Buffalo and downtown, stop prioritizing unnecessarily expedient car traffic in and out of the city. Don't cap the 33, take it out all together.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Michelle L Ashley Affiliation (if applicable): _____

Address: 1 _____ Date _____

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by **October 27th, 2023.**

From: Inbal

Sent: Thursday, November 9, 2023 10:45:41 PM

To:

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

Name: Austern, Inbal

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Fill the road and make surface roads instead!

Reconnect the east side to the city.

We don't need a billion dollar tunnel, invest that money in the East side.

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REGION 2
NEW YORK, N.Y. 10007

October 26, 2023

Matthew Michael Seymour
U.S. Department of Transportation
Federal Highway Administration – HPD-NY
Leo W. O’Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

RE: PIN 5512.52 – Draft Design Report / Environmental Assessment
NYS Route 33 Kensington Expressway Project; NYS Route 33
from Best Street to Sidney Street
City of Buffalo, Erie County

Dear Mr. Seymour,

In accordance with our responsibilities under Section 309 of the Clean Air Act (CAA) and the National Environmental Policy Act (NEPA), the United States Environmental Protection Agency (EPA) has reviewed the Draft Design Report/ Environmental Assessment (EA) prepared by the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYS DOT). The CAA Section 309 role is unique to EPA, providing EPA the authority to review and comment in writing on the environmental impact of any major federal agency action and to make EPA’s written comments available to the public.

The EA has been developed to address potential environmental impacts from the proposed action. The purpose and need of the proposed action is to reconnect the community surrounding the below-grade section of the Kensington Expressway (NYS Route 33) and improve the corridor to adequately address multi-modal transportation needs within the City of Buffalo. The preferred alternative selected is to transform this depressed section of NYS Route 33 into a tunnel and recreate accessible greenspace on its grade-level surface.

EPA understands that the EA discusses potential environmental impacts of this proposed action in comparison to the no action alternative. As a result of our review, we are providing detailed comments below for FHWA and NYS DOT to consider prior to the release of the Draft EA.

Thank you for the opportunity to provide comments on this Draft EA. EPA looks forward to the receipt and review of the Draft EA, and we are committed to continuing to work with your team throughout the NEPA process. Should you have questions on our comments noted below or related to this project, please contact Arielle Benjamin at 212-637-3650 or Benjamin.Arielle@epa.gov.

Sincerely,

Mark Austin, Team Lead
Environmental Review Team

Technical Comments:

- **General Comments**
 - EPA acknowledges the inclusion of an Executive Summary, including a table summary of effects and mitigation of those adverse effects. This is a NEPA best practice that helps the public understand potential impacts and identifies commitments by the Lead Agency and Project Sponsors in addressing adverse impacts adequately.

- **Air Quality**
 - EPA concurs that the proposed action follows the required transportation conformity requirements for an area that is in attainment for all National Ambient Air Quality Standards (NAAQS) and the micro and mesoscale emissions analyses follow the standard guidance, though they are not required per transportation conformity.

- **Environmental Justice (EJ)**
 - The EA cites Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629; February 16, 1994) as its basis for the EJ analysis regarding the proposed action. While appreciated, Executive Order 14096: Revitalizing Our Nation's Commitment to Environmental Justice for All (April 21, 2023) was signed to provide updated language regarding EJ and to further value the role of EJ in NEPA documents, including EAs.
 - **Recommendation:** While EPA understands the footnote regarding the clarification provided by the Office of the President, EPA continues to recommend that EO 14096 be incorporated into the EJ analysis for the Final EA. While EO 12898 is a longstanding agency practice, much of what EPA has developed in recent years would require that the Lead Agency heed to the direction given by EO 14096 for federal agencies to consider "...best available science and information on any disparate health effects (including risks) arising from exposure to pollution and other environmental hazards..." Therefore, EPA continues to emphasize the importance of clarifying details particularly as it relates to the population within the study area as clearly as possible.
 - EPA appreciates the visual aids associated with identifying impacts to EJ block groups that will see potential effects from the construction and built environment of the proposed action.
 - EPA acknowledges the inclusion of analyzing individual block groups within the project area in addition to an area wide assessment. This can help identify individual areas within the overall project area that may warrant further consideration, analysis, outreach, and/or mitigation strategies. These best practices should be continued as a NEPA best practice.
 - It is noted that potential increases in property taxes could be a concern for low-income homeowners and renters but such increases could be offset by project benefits (p. 203-204). These benefits include construction spending that would increase employment and earnings in the construction industry.
 - **Recommendation:** EPA recommends the Lead Agency and Project Sponsors consider implementing a Community Benefits Agreement (CBA). A CBA can be designed to assist small businesses and job seekers in finding or obtaining construction contracts, jobs, and training opportunities for residents who live in economically disadvantaged areas. Additionally, NYSDOT can require via the CBA, that contractor(s) must hire 25-50% of workers from the community affected by the project. This will result in actual benefits to the communities near the construction site. Similar commitments were made by the Federal Agency and Project Sponsors in the I-81 Viaduct Project during the Design and Environmental Review process.

- **Cumulative Impacts**
 - EPA acknowledges the inclusion of foreseeable future and potential cumulative impacts that may be experienced within the study area due to other proposed or ongoing projects in the City of Buffalo and surrounding areas.

- **Public Participation**
 - EPA commends the Lead Agency and Project Sponsors on its extensive efforts regarding public participation throughout the development of the Draft EA. EPA has participated in the monthly stakeholder meetings both virtually and in-person and found the sessions to be quite valuable towards effective meaningful engagement, particularly regarding transportation projects, but also in NEPA overall.
 - **Recommendation:** EPA recommends FHWA include this project as a Best Management Practice (BMP) for future NEPA scoping and public engagement. In addition, EPA is currently working on Transportation Technical Guidance and would like to also cite this project as a BMP for future transportation work as well as Environmental Justice guidance through a recommendation to future updates on the guidance document: Promising Practices in NEPA Reviews.
 - There does not appear to be a mention of the community engagement work being led by the New York State Department of Environmental Conservation (NYS DEC) – Region 9 in the study area, nor EPA’s efforts with respect to disaster recovery and resiliency alongside New York State Department of State and their Brownfields program and the East Buffalo Collaborative. We regret that these connections are not yet disclosed for public awareness and understanding of other avenues for engagement beyond the Kensington Expressway Project.
 - **Recommendation:** EPA recommends that these ongoing initiatives be mentioned, especially considering that many internal meetings were held throughout scoping to support interconnectivity between the proposed action on Kensington Expressway and how the reconnection of the neighborhood will lead to necessary improvements on other elements of local infrastructure. Especially as it relates to the environment and public health of the community most impacted by the proposed action. EPA encourages the Project Sponsors and Lead Agency to consider continuing its participation with these other initiatives throughout the completion of The Project.
 - **Recommendation:** EPA recommends NYS DOT continue to host regular community engagement meetings throughout construction in addition to maintaining the community liaison office for ongoing updates through completion. These meetings should be open to stakeholders and local community members at-large. These meetings can be hosted in conjunction with the East Buffalo Collaborative and/or the NYS DEC monthly community engagement sessions.
 - The EA states that the community outreach office is open to the public Tuesday through Friday from 9:30am to 6:30pm and from 10am to 2pm on Saturday, with occasional modifications for staff to conduct direct community outreach.
 - **Recommendation:** EPA recommends that NYSDOT considers having later evening hours on some days or varying hours to accommodate different work schedules, particularly those who work during the day, through completion of the project.

From: [David Aviles](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 5:07:31 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
David Aviles

From: [David Aviles](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 5:03:03 PM

Dear Kensington Expressway Project Team,

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David Aviles

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Rebecca Avorkliyah Affiliation (if applicable): _____

Address: _____ Date 10/14/23

Phone Number: _____ E-mail: _____

COMMENTS*

The health impacts, both long and short-term, should further be analyzed and reported to the community. If there are any health or environmental impacts the state should be transparent so residents can protect themselves if necessary.

After the negative impacts on the East side of Buffalo throughout history done by the State/city, if the community rejects this project, it should not be implemented to prevent the East side's residents from experiencing the trauma of being violated and overlooked once again.

Won't blasting at any scale, walls filled with asbestos spread the toxins to surrounding areas. Doesn't having tunnels concentrate pollution then give it the opportunity to be inhaled/spread out either side of the tunnel.

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Comments are due by October 27th, 2023.

From: [Jeff Ayers](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Tuesday, October 24, 2023 5:24:03 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Jeff Ayers

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: HERETTA B Affiliation (if applicable): Block club

Address: — Date 11-8-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.



Department of
Transportation



-----Original Message-----

From: Mike Baco

Sent: Wednesday, November 8, 2023 6:40 PM

To:

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

Name: Baco , Michael

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Concerned Neighbor - no affiliation

Comment: It is my firm belief that the Humboldt Parkway should be fully restored to its original design, and current traffic should be rerouted through the existing arterial grid, which should be thoughtfully updated to current standards.

I also believe it is not appropriate to conduct any work without the correct environmental impact study.

A complete restoration of the parkway would be a benefit to the city and its residents more than a tunnel that continues to move cars at the expense of the surrounding communities that remain cut off and isolated.

Thank you for listening!

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MJB

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From: Robin Bacon

Sent: Friday, November 10, 2023 6:13:29 PM

To:

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

Name: Bacon, Robin

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident

Comment: Hello, I would like to offer input regarding the Kensington Expressway Project. I feel that it should be put on hold until more studies can be conducted to ensure that what is done is the best possible solution for restoration of the affected area(s). Why rush? It's been this way for a long time and getting it right is far better than getting it wrong for purposes of expediency. Thank you. Robin Bacon

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Sent from [Mail](#) for Windows

From: peter badame <

Sent: Wednesday, November 1, 2023 2:02 AM

To: Fischlein, Eric

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

Name: Badame, Peter

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I think this is a terrible idea, a waist of money and a safety concern. What we have currently is adequate enough. There is more than enough green space in this city. Try using that money to fix the bridges and roads that need repair in this area.

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-----Original Message-----

From: Nia B.

Sent: Tuesday, November 7, 2023 7:08 PM

To:

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

Name: Badger, Nia

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Stakeholder

Comment: I am absolutely thrilled that this project is going to happen! I will be watching to see it unfold with excellence, care for the community and proper safety measures taking place.

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Sent from my iPhone

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-----Original Message-----

From: Demario Badger

Sent: Tuesday, November 7, 2023 7:34 PM

To:

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

Name: Badger, Demario

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Homeowner

Comment: This park needs to be built over the 33 two crew, correct The travesty that was done years ago. This park needs to be built immediately.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

-----Original Message-----

From: Nia B.

Sent: Wednesday, November 8, 2023 10:52 PM

To:

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

Name: Badger, Nia

Address

Phone:

Email:

Include on future project updates: YES

Affiliation: Stakeholder

Comment: I attended a meeting tonight at the Delavan Grider Moselle Center in Buffalo. The people who were in opposition of the Kensington Expressway did not live in Buffalo or the community.

Those who were there that live in the community are in support of the Kensington Expressway Project happening.

We are in support of the Kensington Expressway Project!

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Sent from my iPhone

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From: Eduardo Báez
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:47:14 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Eduardo Báez

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Carl Bailey Affiliation (if applicable): Resident

Address: _____ Date 11-8-23

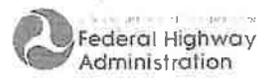
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Rob Baird
Date: Monday, October 23, 2023 6:28:03 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Rob Baird

Email

Date

10/23/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: M Baker

Sent: Saturday, November 4, 2023 2:15:23 PM

To:

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

Name: Baker, Maria

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am all for this project. I would like to see it extended or more covered areas from start to finish.

My concern is to work diligently with homeowners that will be impacted by the project to reduce disruptions and ensure that their personal safety and properties are protected from harm. Also the project should be completed as fast as possible to reduce disruptions.

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Maria Baker - MAB I phone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: MORGAN BAKER ADDRESS: _____

DATE: 11/8/23 PHONE: _____ EMAIL: _____

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
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- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Lena Ballu ADDRESS: _____
DATE: 11/08/23 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Morgan Baker
Date: Thursday, November 9, 2023 3:59:06 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

The stated objective of this project attempts to balance reconnecting the community surrounding Humboldt Parkway and maintaining the existing vehicular capacity of the 33. Based on my reading of the project materials, the Buffalo Green Code, and the NYS Climate Act, these goals are fundamentally incompatible. As currently imagined, this project yields to the preferences of suburban commuters, politicians, and the DOT at the direct expense of city residents’ right to transportation and climate justice.

Regarding transportation justice - The draft Environmental Assessment (EA) for this project recognizes the need for enhanced public transit options in the project

area. The EA notes further that the neighborhoods that surround the project are among those with the highest transportation equity needs. The NYS Climate Leadership and Community Protection Act, moreover, calls for enhanced “availability, accessibility, reliability, and affordability of public transportation services with an emphasis on unserved and underserved communities.” There is no plan for improved public transportation in this project. For the 39% of area households that do not have access to a private vehicle, this project does nothing to improve access to desperately needed opportunities.

Regarding climate justice - Projects that privilege privately owned cars over pedestrian, cycling, and public transit infrastructure are fundamentally at odds with the City’s Green Code, which “encourages...strategies that shift single occupant vehicle trips to modes such as walking, cycling, transit, and ridesharing.” Buffalo’s commitment to these principles was cited when Buffalo was certified as a Climate Smart Community in September 2022. Moreover, the NYS Climate Act states that reducing car usage (“vehicle miles traveled”) will be a key component of NYS’s response to climate change. Policies at the local and state levels advise against projects like the one proposed. So who is pushing this project through, and why? Who is this project for?

The proposed project is a monument to car culture disguised as a token of environmental affection. It is designed to move cars, not people, and spends nearly a billion dollars on that purpose alone. The scope - particularly "maintaining existing vehicular capacity" - is short-sighted and misaligned. It's simply a non-starter given the threat of climate change and the lack of equitable transportation options in Buffalo. We deserve so much more.

It would be an embarrassment, frankly, for the DOT to commit Buffalo to a project that so clearly undermines the future of the city. Our governor, mayor, and other elected officials should be offended at the prospect of spending a billion dollars on car-centric infrastructure in a neighborhood where 39% of people rely on public transportation. With all the problems I and others have raised, the ethics of Nicolas Choubah (the chief engineer), the NYSDOT, the Labella Association, and the other engineers on this project should be called into question.

Name

Morgan Baker

Email

Date

11/9/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten

Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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-----Original Message-----

From: Eliza Pickering

Sent: Monday, November 6, 2023 8:59 AM

To: Fischlein, Eric

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

Name: Baker-Pickering, Theresa

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident

Comment: Please put the breaks on this project! We need an Environmental Impact Statement. A small cap doesn't make sense for this expressway. The exhaust at the end of the tunnels is terrible! We need a real solution not a grossly expensive bandaid for a small section of the expressway. It would be amazing to restore the parkway. What a beautiful, united city we would have. Don't we deserve that?

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Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Willie Ballard](#)
To:
Subject: Meeting on September 27th and Use of a Portion of my property
Date: Tuesday, October 31, 2023 10:09:37 AM

[You don't often get email from [Learn why this is important at https://aka.ms/LearnAboutSenderIdentification](#)]

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

My name is Mrs. Willie Ballard, I own the property at 74,76 West Parade Street. I'm writing regarding my attendance at the last meeting at the Science Museum on September 27th,

At 4:30 pm until 8:30 pm. In attendance, I felt that the public hearing was unproductive to the homeowners in our Community. When is there a public hearing without public officials

being in attendance. Is our community not as important as any other communities in the city of Buffalo? We pay taxes just as the surrounding tax payers, do our dollars not count ?

I have witnessed several town meetings and there were public official in attendance to address any questions homeowners may have. The excuses given, two was here but they left,

one official wasn't there because of illness. Homeowners had concerns regarding imminent domain, trees that are going to be put in a space unable to grow there roots and how will

It effect the piping in our community, also will the construction companies reflex the people in our Communities. Lastly, will the billions allocated to our community not used for the

project stay in our community, and address some of the other issues needed in our communities and, not be distributed to other communities that's not need as badly?

I received a certified letter from DOT regarding a temporary easement from the NYDOT that allows them access to my property, to perform the reconstruction of our community. My

Issue with this is there are many elders in our community that does not know what that means. I think it could have been explained better than this, so that we could better under-

stand what a temporary meant. What if we had Allodial title of our property would the NYDOT be able to give you permission to have access our property without our permission?

Lastly who determines the cost of renting our property, would we just have to take whatever you decide to give us, or do we set our own price? Like car rentals, house rentals, also

when you go to rent a hotel, you don't get to choose your price. I would like to know what are some of the inconveniences are our community faces, because I was around when the

the expressway was being built and when the movie the Turtles being filmed, none of our communities was considered during these process. I member the noises from these pro-

jects and the inability to sleep, having to attend school the next day. We need to know what the Long terms because a lot of people in the Community are still having affects from the

last projects. I would greatly appreciate some of these issues being addressed in a real town hall hearing were people can some of these concerns.

Sincerely,

Mrs. Willie J. Ballard

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Robby Collins Affiliation (if applicable): _____

Address: _____

Date 11/9/23

Phone Number: _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: bill
Sent: Friday, October 27, 2023 1:56:32 AM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Banas, Bill

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Restore Humboldt Parkway to its pre-expressway, Olmsted design & re-connect MLK Park to Delaware Park. Fill-in the ditch — but before you do, install a tube for a train to the airport.

Where will the cars go? Many local streets throughout East Buffalo will easily accommodate & spread-out the traffic (which will benefit local businesses). Currently, the Kensington Expy carries 75,000 cars/day. For comparison, the Embarcadero Fwy in San Francisco used to carry 110,000+ cars/day & the Central Fwy carried 80,000 cars/day. Both were removed and replaced with boulevards. In Seattle, the Alaskan Way viaduct (90,000 cars/day) was completely closed during construction.

In all cases, congestion decreased because cars took other routes (or made fewer trips), and people switched to other modes such as walking, bicycles & public transit.

Furthermore, property values & health outcomes increased significantly. All this has occurred in every city that has removed a freeway.

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From:

Sent: Friday, November 10, 2023 7:43:24 PM

To:

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

Name: Banas, Charles

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: East Side Parkways Coalition

Comment: The current proposal is unjustifiably expensive (\$1.2 billion) and will not restore Humboldt Parkway, MLK Park, & surrounding neighborhoods.

The proposed project covers only a small portion of the parkway & will not allow large shade trees that were originally on the parkway. And the expressway will still cut through the neighborhood. Noise & air pollution will be at the same levels or even more concentrated.

Moreover, it will cost many billions more to complete the project along the entire parkway's length—funding unlikely to ever materialize. And the design's significant drawbacks will still exist.

There must also be an EIS, including analysis of options, especially filling-in the expressway & fully restoring the parkway. The process has seemingly ignored successful examples of urban freeway removal. If the currently proposed project moves forward, future generations will wonder why we squandered our opportunity to undo a significant mistake & embrace our grand civic legacy.

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From: Billie Banks

Sent: Monday, October 23, 2023 6:24:05 PM

To:

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

Name: Banks, Billie

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Hamlin Park Resident

Comment: Benchmark with Rochester NY regarding their success at filling in their Urban planning disaster similar to the 33 expressway.

I implore you on behalf of my community, take the current NYS DOT Tunnel plan OFF the table and replace it with a plan to restore the Olmstead Park system to its original design.

Spend the rest of the \$922 million dollars to study and widen the I-90, I-190, & I-290 (all roads lead to Buffalo). In the interim create some revenue; Install cashless/electronic tolls on the 33, create and monitor HOV lanes, and partner with the NFTA to increase bus service from suburbs to University Rail Station.

It's unfair to inconvenience our community with another massive infrastructure project designed to serve people who do not live or pay taxes in the city. Let's move this infrastructure project into the users backyard, not mine!

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Sent from my iPad

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November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Shirley Banks



October 20, 2023

NYS Route 33, Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

RE: Public Hearing September 27th, 2023 – NY Route 33 PIN 5512.52

Dear Kensington Expressway Project Team:

The Restore Our Community Coalition (ROCC) supports the Kensington Expressway Project to cover a portion of Route 33, with a preference that the project meet limits of the Region Central project at Delavan to complete the "One Road" concept reconnecting MLK Jr. and Delaware Parks. This project and its initial phase is a vital part of attaining the goal to reconnect a community that has been marginalized for decades and disenfranchised from the current economic resurgence of Buffalo. The construction of Route 33 brought tremendous economic and environmental harm and devastation to the residents and businesses along Humboldt Parkway, Hamlin Park, Trinidad Park and MLK Park neighborhoods and business corridors in the City of Buffalo, especially Fillmore and Jefferson Avenues. Recreating a green space and access across East-West segments of streets disrupted by the expressway will help remediate the physical and psychological barrier to social and economic vitality for residents, businesses, and anchor institutions around Humboldt Parkway. Removing the direct impact of pollution from the Kensington Expressway traffic will be a significant health benefit from said project while maintaining an important transportation link for the regional traffic.

To prevent the original mistake of constructing the Expressway against the interests of the immediate community, the ROCC further supports the full involvement of community stakeholders in the design process, and that the designers heed the community goal to insure that the infrastructure designed will lead to a revitalized, walkable, and healthy urban environment. We further request:

- Historic Land Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights with the restored parkway
- Health Impacts Assessment
- Maintenance Sustainability Study including estimated annual budgets and maintenance responsibilities for the concept
- Parking Spaces not be completely eliminated for residents along the parkway
- In-depth examination of the impacts of the pedestrian crossings and movement at the roundabouts

The current concept still needs some clarification and context including a thorough analysis of environmental impact and related public health concerns. We are confident that our neighborhood transformation will thrive with reconnecting our community and restoring the greenspace designed by Frederick Law Olmsted as a capstone parkway within the park system. Converting this now decaying bathtub portion of the expressway to a beautiful connector, improving the visual quality and natural environment of Humboldt Parkway will catalyze improvement of property values and assist in the revitalization of business districts along Fillmore and Jefferson Avenues. A restored Humboldt is essential for a complete renaissance of Buffalo where everyone can participate in the progress, and those neighborhoods once scarred can be restored.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephanie Barber-Geter".

Stephanie Barber-Geter, Chair

60 Hedley Place Buffalo, NY 14208 (716) 883-0529 www.roccbuffalo.org

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dechante' Barleson Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Department of Transportation



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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Edward G. Burns Affiliation (if applicable): _____

Address: _____ Date 10-28-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Kerry Barry Affiliation (if applicable): _____

Address: _____ Date 10/20

Phone Number: _____ E-mail: _____

COMMENTS*

we dont need to shutdown No Highway that
help blacks get to work.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DENNIS BRAR Affiliation (if applicable): _____

Address: _____ Date: 09.18.2023

Phone Number: _____ E-mail: _____

COMMENTS*

I HAVE MANY CONCERNS ABOUT THE ROUNDABOUTS PLANNED FOR
BEST ST AS IT IS ALREADY A VERY CONGESTED AREA WITH MANY FACILITIES
LOCATED IN THAT AREA - ROUNDABOUTS ARE FRUSTRATING AND SOMETIMES
DANGEROUS FOR DRIVERS AND OFTEN DANGEROUS TO CROSS AS PEDESTRIANS -
- AS FOR PARK LAND THE QUESTION IS WHO WILL MAINTAIN THE PARKS AS
EXTRA GARBAGE CANS IN COMMUNITIES CAN'T BE MAINTAINED? ALSO - AS
A RESIDENT OF THE FRUIT BELT I'M NOT CLEAR ABOUT THE BENEFITS
TO THE FRUIT BELT AS WE'VE HAD ENOUGH DAMAGE FROM THE 33.

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Comments are due by **October 27th, 2023.**



From: Liz Barresi <

Sent: Friday, November 10, 2023 12:20:10 PM

To:

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

Name: Barresi , Liz

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Do it right. Connect the parks. This is what Olmsted intended. This is what once made Buffalo a world class city. The disconnection of the parks destroyed our infrastructure. You all know this. Invest in us! As residents of Hamlin Park and as Buffalonians. Let's stop taking shortsighted shortcuts for once.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [David Bartholomew](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 4:35:37 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
David Bartholomew

From:**Sent:** Wednesday, October 25, 2023 2:50 PM**To:****Subject:** [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Bartula, Jeremy

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am greatly disappointed in NYSDOT's plan to cap NY-33. The plan keeps all of the worst parts of the current highway, and shows pictures of tall trees that will not be able to grow in the shallow caps over the highway. This is a waste of a billion dollars. It won't be more benefit to the surrounding community than just passing out \$100 bills. If NYSDOT was serious about improving the city of Buffalo, not just their own egos they would look into removing the highway piece by piece. Start with the last section from Oak street to Jefferson ave then do a phase 2 to best street by filling in and recreating a true parkway with soil that can support large tree growth. I190 can handle traffic from the north and south and surface streets can handle the rest along with the new parkway. I don't know why the state wants to spend a billion dollars to not make any significant changes to the area. At least Syracuse is getting I81 removed from the city.

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

Jeremy Bartula

-----Original Message-----

From: Mike and Deb BARCZAK

Sent: Wednesday, November 8, 2023 11:32 PM

To:

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

Name: Barz, Deborah

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: WNY driver

Comment: I do not see any benefit to making the 33 into an underground expressway. It would be more beneficial to improve the existing streets in this area. Also, where will the money come from to maintain this tunnel in 10 years?

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Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Jason Batz](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:44:17 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Jason Batz

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,


11/10/23

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Mr. Frank Beard Affiliation (if applicable): _____ Date: 9 Nov 23
~~02/23/20~~
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: James Bellanca

Sent: Tuesday, October 31, 2023 1:52:59 PM

To: Fischlein, Eric

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

Name: Bellanca, James

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I'm in favor of this project and think it's a great idea, and will be great for the community and Buffalo as a whole. The original removal of the parkway and green space to create the expressway was a tragedy that this can help remedy. It'll help bring the community back and reconnect the whole area. Hopefully it'll even allow things like farmers markets and other community events to come to the new park area.

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CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Keegan Belleisle](#)
To:
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, October 26, 2023 6:55:45 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Keegan Belleisle

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dayshanna Bell Affiliation (if applicable): N/A
Address: _____ Date 11/8/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



Department of
Transportation



From: Nick/Gail Benedetti

Sent: Friday, October 27, 2023 6:31:32 AM

To:

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

Name: Benedetti, Nick

Address: , ,

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: What a colossal waste of money! People living in the affected areas don't seem to be in favor of it! Comments from the public seem to want to use the money to fix road problems in Buffalo!

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Joseph Benedict](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Project Comment
Date: Thursday, November 9, 2023 3:41:45 PM
Attachments: [ROCC Rte 33 Support Letter.pdf](#)

Please see attached support letter submitted for the Kensington covering project.

Joe

Joe Benedict
Executive Director
(716) 874-3435
jbenedict@conexbuff.com
conexbuff.com





November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Respectfully Submitted,

A handwritten signature in black ink that reads 'Joseph W. Benoit 2'.

Executive Director

Construction Exchange of Buffalo & WNY, Inc.
2660 William St, Cheektowaga, NY 14227
Conexbuff.com
(716) 874-3435

From: David Benes < >
Sent: Wednesday, November 1, 2023 8:18:48 PM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Benes, David

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Consider the health of the project neighbors and the restoration of the Olmstead vision! Restore the expressway to its original design as a parkway, and not a covered tunnel. Use the extra funds to restore the health of the Buffalo radial pattern street design by reestablishing viable commercial streetscapes along the existing streets! If it is a concern regarding the volume of traffic being rerouted, then develop another mass transit solution, such as a designated high speed train from the airport area to downtown (this should have been a part of the light rail rapid transit design).

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

From: [Donald E Benham](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, October 26, 2023 8:13:43 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Donald E Benham

**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Shira M. Benson ADDRESS: _____
DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form will be kept in a confidential 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
Comments are due by November 10th, 2023.



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

JASON BENTON

From: Kimberly A Bernosky-Smith

Sent: Thursday, November 9, 2023 7:57:56 PM

To:

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

Name: Bernosky, Kim

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I urge the project be subject to full Environmental Impact Statement (EIS) review. Please consider all options, including full removal and impact on surrounding areas, structures, and the 190 in the full EIS review.

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Best,

Dr. Kimberly Bernosky

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-----Original Message-----

From: William Berry <

Sent: Saturday, October 28, 2023 6:04 PM

To:

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

Name: Berry , William

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I witnessed the destruction of Humboldt Parkway in the mid-sixties. The only logical way to remedy this mistake is to fill in the ditch, eliminate the expressway entirely and restore the connection to Delaware Park as it was. Traffic can easily be directed to Genesee, Sycamore, Broadway and Jefferson as appropriate, helping to revitalize those streets that have come to resemble a bombed-out war zone. Additionally, a low-cost East side light rail line using existing railroad rights of way should be built through Larkinville and the Galleria area out to the airport, to further facilitate eliminating the Kensington Expressway in its entirety. These proposals are and have been developed and put on the table. NYSDOT should stop ignoring them and pay attention. The alternatives are a much better way to spend a billion dollars

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Amber Berry Affiliation (if applicable): _____
Address: _____ Date 10/23/2023
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: [Michael Best](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 4:50:55 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Michael Best

From: Molly Bethel

Sent: Thursday, November 9, 2023 5:29:23 PM

To:

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

Name: Bethel, Molly

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Homeowner

Comment: Very concerned about extent of blasting= negative effect on nearby homes. Also, lack of safety for people needing to cross Best Street. NO GUARANTEE CARS WILL STOP FOR PEDESTRIANS. MUST COORDINATE WITH BUS STOPS A.

And stop lights.

ND

* this email was generated by kensingtonexpressway.dot.ny.gove=5

From: [Anna Billman-Chiriboga](#)
To: dot.sm.kensingtonexpressway
Subject: SAVE THE PKWY
Date: Thursday, November 9, 2023 9:27:23 PM

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

Hello,

Thank you for listening to our requests. We demand an environmental impact statement for this project.

We want a removal of the highway and a full restoration of Humboldt Parkway because the current proposal is in violation of the Climate Leadership and Community Protection Act mandates.

I appreciate you listening to your community and ask you to focus on what is right for our future.

Thank you,

Anna

From: on behalf of [Terrence Bisson](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 11:23:01 AM

[You don't often get email from . Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Dr. Terrence Bisson

From: [John Black](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 5:29:09 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
John Black

From: raymond Black

Sent: Friday, November 10, 2023 8:26:03 PM

To:

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

Name: Black, Raymond

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Grew up on E Utica, own homes there

Comment: The tunnel is bad for the community, where is the environmental study. Restore Humboldt to a Parkway. This project would do more Harm to the Area, then Good.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: RAYMOND BLACK ADDRESS: _____
 DATE: 11/8/2023 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



From: [Ben Blackmore](#)
To:
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, October 26, 2023 4:38:28 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Ben Blackmore

From: [Casey Bley](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:47:02 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Casey Bley

From: [Michael Boehler](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 8:35:17 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Michael Boehler

From: [Richard Bohrer](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:33:46 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Richard Bohrer

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sammy Bolden Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

yes

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Daniel Bolden Affiliation (if applicable): _____

Address: _____ Date 11/9/2023

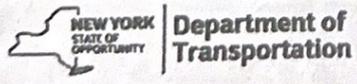
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: on behalf of [Karima Bondi](#)
To:
Subject: Kensington Expressway Project
Date: Monday, October 30, 2023 6:39:20 PM

[You don't often get email from
<https://aka.ms/LearnAboutSenderIdentification>]

Learn why this is important at

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms. Karima Bondi

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Kimberly M Bonds ADDRESS: _____
 DATE: 11/9/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: John Bono < >
Sent: Saturday, October 28, 2023 9:08 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Bono, John
Address:
Phone:
Email:
Include on future project updates: YES
Affiliation:
Comment: Hi,

My name is John Bono. Please accept these comments regarding the September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52):

The Air Quality at Tunnel ends is made worse by focused Portal Exhaust Plumes.

The Tunnel cements in-place that Delaware and MLK Parks will never be connected by a Parkway.

NYSDOT's Tunnel does not comply with CLCPA mandates.

More details are needed from NYSDOT on the extensive asbestos containment required during construction.

Due to these observations and concerns, I demand an Environmental Impact Statement (EIS) Review for this project.

Please also provide a 45-day Extension for the DDR/EA Comment Period. The DDR/EA is over 300 pages, plus nearly 40 Appendices. Providing the public a month and a half to review these materials is not sufficient.

Thank you,

-John Bono

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

From: [Rich Bontempi](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 7:55:44 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Rich Bontempi

From: Andrew Borchik
Sent: Wednesday, November 8, 2023 5:19 PM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: BORCHIK, ANDREW

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation: Buffalo State University

Comment: Covering the expressway would be a massive waste of investment and include a wasteful payment plan. Other options need to be explored and better use of investment needs to be made with actual future generations in mind.

There's an obvious history of state DOT pushing money to agencies and developers for personal gain and it needs to stop.

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Andrew Borchik

-Buffalo State College Music Department: Manager, Ciminelli Recital Hall

-Buffalo State College Performing Arts Center: Assistant Production Manager

From: Jeff Borden
Sent: Friday, September 29, 2023 8:36 AM
To:
Cc: Jeff Borden
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Borden, Jeff

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Cold Spring Construction Co.

Comment: The opportunities and potential generated from this investment into our WNY community are truly once in a lifetime. The video rendering illustrating what the finished product will look like leaves no doubt as to the transformative capability this project has in communities that need it. As someone who hopes to lend a hand in its construction, this is the type of project that myself and anyone else investing sweat equity goes home and brags to their friends and family about being a part of. I sincerely hope our leaders continue to march forward in delivering this project not only to the children that will play tag on it once it is completed, but the thousands of workers that will cherish the opportunity to help build it.

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

Jeff Borden, P.E.

Vice President

Cold Spring Construction Co.

From: [Mark Boyd](#)
To: dot.sm.kensingtonexpressway
Subject: Public Comment Submission - Rt. 33 Kensington Expressway Project - PIN 5512.52
Date: Thursday, November 9, 2023 3:43:52 PM
Attachments: [ROCC Support - Form Letter \(MJB\).docx](#)

Hello,

Please see the attached letter in support of the Rt. 33 Kensington Expressway Project - PIN 5512.52.

Mark J. Boyd

Chief of Staff

Hon. Crystal D. Peoples-Stokes

Majority Leader, NYS Assembly – 141st District

Buffalo: 425 Michigan Ave., Suite 107 Buffalo, NY 14203 | 716-897-9714

Albany: Rm. 926 LOB Albany, NY 12248 | 518-455-5005

<https://www.nyasembly.gov/mem/Crystal-D-Peoples-Stokes>

boydm@nyasembly.gov

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project - PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Dodge Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

This reclamation infrastructure project is at its core, restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautifying and reconnecting the surrounding neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Mark Boyd
425 Michigan Ave., Suite 107
Buffalo, NY 14203

From: Dan Brady

Sent: Friday, November 10, 2023 3:11:43 PM

To:

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

Name: Brady, Daniel

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: The current plan is regrettable for many reasons but I will focus on a single one. The biggest single source of emissions in New York State is tailpipe emissions from motor vehicles. The current plan represents a one billion dollar investment in "transportation infrastructure" that fails to reduce emissions in any way. In fact, given the heavy construction involved in this project, the project will increase overall emissions, counter to New York State's Climate Leadership and Community Protection Act.

It is widely accept across the country and the world that infrastructure projects should take steps to reduce the number of vehicle miles traveled in order to reduce tailpipe emissions. This project, which is expressly centered on maintaining the number of vehicle miles traveled, is counter to New York State's emissions targets, which are enshrined in law, and it represents a billion dollar investment towards continuing our path towards climate catastrophe.

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

Daniel J. Brady
Hagerty & Brady
69 Delaware Ave.
Suite 1010
Buffalo N.Y. 14202

716 856 9443 office

716 856 0511 fax
dbrady@hagerty-brady.com

PRIVILEGED AND CONFIDENTIAL
ATTORNEY-CLIENT PRIVILEGE
ATTORNEY WORK PRODUCT

From: Michael Brady
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:26:01 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Michael Brady

From: Connor Brannigan

Sent: Thursday, October 26, 2023 6:15:44 PM

To:

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

Name: Brannigan, Connor

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Remove the 33 entirely and restore the parkway to it's former glory

And fire your developer for creating the worst contact form I've ever seen in my life

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

-----Original Message-----

From: ccmEnterprise

Sent: Friday, October 27, 2023 6:40 AM

To:

Subject: WEBFORM - You have been tasked to work on the following record : NYSDOT-23-041758

You have been tasked to work on the following record : NYSDOT-23-041758

Subject: BRIDGES

Name: Brauer

Address:

City:

Zip:

Email Address:

Comment: Let?s use our money more wisely than a area over Route 33

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT P.I.N. 5512.52 COMMENT FORM

Name: Brenda Seay Affiliation (if applicable): _____

Date: 10/20/1

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Don't WONT Expressway Project
STOP

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of Transportation



From: Helena Brierton

Sent: Wednesday, September 13, 2023 8:47:20 AM

To:

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

Name: Brierton, Helena

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: My concern for this project is that it doesn't go far enough for the future of Buffalo. If you want to move the city forward you need to find ways to bring people into the city and provide services for those who live within. Why have you not considered an SBahn type plan in addition to the driving plan? Trains are a far more efficient method of transportation within a city. Why not start underground trains with a future vision to connect the city to the airport? Our transportation system is archaic. If we can build a stadium, we can find the funds to develop an underground train system. Buffalo at one time was the biggest, greatest city in America. It's time to modernize for the future while redeveloping our historical parks.

People from the suburbs love coming into the city for events. This brings revenue for the city and encourages the culture we are famous for. Please consider the addition of underground trains and hubs with the vision for expansion.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Slow Roll Buffalo](#)
To:
Subject: Slow Roll Buffalo's Statement on the Future of Humboldt Parkway
Date: Wednesday, November 1, 2023 7:14:03 PM

Dear DOT officials,

Since the founding of Slow Roll Buffalo in 2014, we have advocated for safer streets and social connection as an antidote to segregation, most notably beginning with our 2016 Parkway Revival Ride that took over the Scajaquada Expressway for bicycles to envision a better-connected community. From that point on, we've been members of both the Scajaquada Corridor Coalition (SCC) and Restore Our Community Coalition (ROCC), the latter serving as the lead advocate for the restoration of Humboldt Parkway, which was destroyed to build the Kensington Expressway in a shameful act of systemic racial segregation - or as ROCC leaders called during a 2016 Slow Roll, "the greatest planning mistake in the history of Buffalo."

Slow Roll has stood with ROCC throughout the eight years since, regularly advocating for parkway revival in our rides while quietly attending coalition meetings both in community and with representatives of the New York State Department of Transportation (DOT). During yet another contentious public meeting with DOT officials in 2019 in which they continued to prove that their primary purpose and narrow focus is the convenient commute of drivers to and from the suburbs instead of the health and well-being of surrounding residents, we and others proposed that they step aside and allow more trusted representatives from the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) to lead the community engagement process and produce a more holistic set of options for restoring Humboldt Parkway - as they've done through the Region Central approach to the connected Scajaquada Corridor, after a similarly contentious public meeting there. Uniting the visions and plans for the future of these historic Olmsted-designed parkways would be in keeping with the One Road philosophy championed by leaders from ROCC. Sadly, as usual, these calls were ignored.

More recently, in response to national social unrest and local racial terrorism, government officials from Washington to Albany have finally begun viewing the restoration of Humboldt Parkway as a social justice issue, leading to a commitment of more than \$1 billion for a transformative reconstruction of this highway through the heart of Buffalo. Yet still, after years of stonewalling ROCC and other community groups in their pleas to put the immediate community first, DOT officials have held firm in their commitment to the convenient commute of cars over the continued concerns of the residents most impacted

by air pollution, social segregation, and the economic effects of abandoning East Side commercial corridors in favor of an urban highway.

As we call today for a slowing down of the suddenly speedy plans to turn part of the Kensington Expressway into a tunnel in order to only *partially* restore Humboldt Parkway - a billion-dollar bandaid on this open wound through the heart of our city - we thank ROCC members for envisioning and demanding better for our future, and still stand with the residents who have suffered most from this systemic oppression and still will if this project moves forward as currently proposed. While we applaud DOT officials for extending the current public comment period two more weeks through November 10th, it's merely another half-step. We hereby call for the following:

1. Repeating the calls of fellow community organizations, we request the public comment period be extended 90 days for deeper community engagement.
2. Repeating our 2019 call to install the GBNRTC as liaison between Buffalo residents and DOT officials, more recently echoed by leaders of fellow SCC & ROCC member Buffalo Olmsted Parks Conservancy, who said, "Viewing this as a highway project, only, is short-sighted and does not provide the comprehensive review necessary to determine how to best provide holistic transportation, community restoration and social justice remedies."
3. The DOT should conduct a Full Environmental Impact Statement, including options for both capping the Kensington Expressway and fully restoring Humboldt Parkway. Echoing our partners from the Clean Air Coalition, "A project of this scale within a Disadvantaged Community under the NYS Climate and Community Protection Act needs to have an in-depth environmental review beyond the scope of the Environmental Assessment currently presented. This review should include Air Quality monitoring and analysis as well as modeling and assurances of air quality safety during construction. The presence of asbestos in the retaining walls is of concern and the public safety from this hazardous substance should be further evaluated and more details given to the public. Concentrations of lead in the soil of the highway corridor should be investigated prior to construction."

Partial justice is still injustice. Partial connection still leaves us segregated. Slow Roll will continue in our commitment to connecting communities.

On behalf of our Board of Directors,
Janelle Brooks
President, Slow Roll Buffalo

--

Slow Roll Buffalo
www.slowrollbuffalo.org

From: Shyana Broughton

Sent: Thursday, October 5, 2023 5:28:20 PM

To:

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

Name: Broughton, Shyana

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Our Mommie Village

Comment: I am interested in how I can contribute. I have children, I am very involved in community and I want to see healthy thriving families

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: JERRY BROWN Affiliation (if applicable): _____

Address: _____ Date 10/19/23

Phone Number _____ E-mail: _____

COMMENTS*

I BELIEVE the money for the
KENSINGTON PROJECT would BEST BE
SERVED IN THE AREA'S of JEFFERSON,
FILMORE, BAILEY ST

IT GONNA TAKE YEARS OF TOXIC DIRT DUST
RATE IN CONVINCING TO THE COMMUNITY/
ONE POINT TWO BILLION W/CD FINANCE THE
JOBS BUSINESS THAT COULD BE SPANED

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Michael Brown Affiliation (if applicable): _____

Address: _____ Date 10/19/23

Phone Number: _____ E-mail: _____

COMMENTS*

I don't want it
blatant a rack

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Comments are due by October 27th, 2023.



From: [Solomon Brown](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 5:11:32 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Solomon Brown

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DIANE BROWN Affiliation (if applicable): _____

Address: _____ Date 10-26-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

*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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: MATVA BROWN Affiliation (if applicable): _____

Address: _____ Date 10-25-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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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
Comments are due by October 27th, 2023.



Department of Transportation



U.S. Department of Transportation
Federal Highway Administration

From: on behalf of [Clinton Brown FAIA](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Thursday, November 2, 2023 3:23:20 PM

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<https://aka.ms/LearnAboutSenderIdentification>]

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mr. Clinton Brown FAIA

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Sydney Brown

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

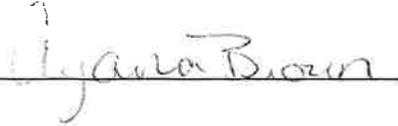
This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



From: [Brown,Phyllis R](#)
To: dot.sm.kensingtonexpressway
Subject: In support of covering the Kensington expressway
Date: Thursday, November 9, 2023 10:12:07 AM
Attachments: [DOC110923-11092023100526.pdf](#)

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

Hello,
Please see my attached signed support of covering the Kensington Expressway with ventilation, to protect our community.

Phyllis R. Brown
Confidential Secretary
Commissioner of Community Services & Recreational Programming
City of Buffalo
1701 City Hall
65 Niagara Square
Buffalo, New York 14202
Phone: 716.851.4001
Fax: 716.851.4018
Email: PRBrown@city-buffalo.com

-----Original Message-----

From: citizenrights@city-buffalo.com <citizenrights@city-buffalo.com>
Sent: Thursday, November 9, 2023 10:06 AM
To: Brown,Phyllis R <prbrown@buffalony.gov>
Subject: Send data from MFP13816183 11/09/2023 10:05

Scanned from MFP13816183
Date:11/09/2023 10:05
Pages:1
Resolution:300x300 DPI

SEPTEMBER 27TH, 10:30AM-2PM & 4.30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Michael Brown Affiliation (if applicable): _____

Address: 222 Delaware St. Buffalo, NY Date: 9/27

Phone Number: 716-835-1234 E-mail: mbrown@buffrom.org

COMMENTS

I support the covering of the Kensington Expressway with vegetation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. I do support the removal of the expressway as a way to Delaware Park.

**Any information provided on this form will be held in confidence and used only for the purpose of the project.*

From: [David Brumsted](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:40:48 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
David Brumsted

From: Alex Bruno
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:39:12 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Alex Bruno

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Gloria A Bryant Affiliation (if applicable): Concerned Citizen

Address: _____ Date: 10-19-23

Phone Number: _____ E-mail: _____

COMMENTS*

- ① Will employment opportunities be made to the general community?
- ② Are contracts obtained through the bidding process?
- ③ Is there a mandatory percentage for minority contractors?
- ④ This project does not seem to be beneficial to the citizens living in the surrounding area. It seems to be more advantageous for those living in the suburbs & outlying areas. Other than aesthetics we are gravely inconvenienced from a commuter standpoint. We will be restricted to side streets to effectively reach our desired destinations. Please reconsider shutting down the existing expts.

*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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DREW BRVANT Affiliation (if applicable): _____

Address: _____ Date 9 Nov 23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Mark Bryce](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:56:14 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Mark Bryce

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: KEVIN BUCHWALSKI Affiliation (if applicable): _____

Address: _____ Date 10/23/2023

Phone Number: _____ E-mail: _____

COMMENTS*

THE WELDING OF THESE TWO PIECES OF INHERIT CITY
NEIGHBORHOODS IS LONG OVERDUE. HOPEFULLY THIS WILL BE
A STARTING POINT OF REBUILDING OUR JEFFERSON AND FILMORE
AREA. WHILE ALL OTHER AREAS OF NEW YORK FUNDING FOR
PROJECTS THIS IS LONG OVERDUE FOR BUFFALO.

**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
Comments are due by October 27th, 2023.



From: [Wray Bucklaew](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:32:50 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Wray Bucklaew

From: [Lois Buckland](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 7:54:17 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Lois Buckland

-----Original Message-----

From: edmund budzynski < >
Sent: Monday, October 30, 2023 1:21 PM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Budzynski, Ed

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: The proposed Kensington expressway tunnel is a complete waste of taxpayer money in my view. While I respect Susan Surdaj and the DOT the taxes in NYS are much too high to waste even a small amount let alone 1 billion dollars. Perhaps a simple overpass connecting the two areas would make more sense.

The new stadium and other expensive projects are already on our backs. I'm not a Republican but believe we taxpayers are not a bottomless pit of money.

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

Sent from my iPad

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Cynthia Buchanan-Davis Affiliation (if applicable): N/A

Address: _____

Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

Support removing Expressway &
reuniting the community.
Thanks!

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Lanya Burnett Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

From: [Dana Busch](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project
Date: Friday, November 10, 2023 8:55:32 PM

Affiliation:

I'm a born and raised Buffalonian who has lived in Boston since 2005 and uses public transit or a bicycle when I visit my hometown.

Comment:

When cities like Syracuse and Rochester are getting funded to remove their blighted urban highways, why is the NYSDOT under Kathy Hochul forcing suburban commuters into single-occupancy vehicles for the City of Buffalo? What if you gave them a better set of choices?

I gave up my car in 2006 when I learned about climate change. Wasting \$1 billion of taxpayer money on sending 70,000 cars into the city every day sounds like climate denial and unethical practice by NYSDOT engineers and planners. It is also a public health injustice.

The year I moved to Boston, the Big Dig was nearing completion. Putting the highway underground did not reduce traffic, nor emissions. In fact, traffic increased exponentially, filling downtown Boston with even more polluting cars. Please fill in the 33. If Buffalo continues to increase in population without seriously expanding the public transit network frequency and access, this will be your fate, too.

Buffalo could be a beautiful climate refuge, but a city full of parking lots is unhealthy and ugly.

Sincerely,

Dana Busch
Boston

Note: Your web form for the comment refreshes the page upon submission and it is unclear whether or not the form was actually submitted. It also attempts to open my email client.

...

From: [Eric Bush](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:39:44 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Eric Bush

-----Original Message-----

From: John Bushen

Sent: Tuesday, November 7, 2023 7:04 PM

To:

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

Name: Bushen, John

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident

Comment: Absolutely love the purposed plan!

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Bernd Butcher Affiliation (if applicable): _____

Address: _____

Date 11-9-23

Phone Number: _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Timothy Butler](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 8:48:52 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Timothy Butler

From: Brad Buyers
Sent: Friday, October 13, 2023 2:50 PM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Buyers, Bradley

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: End User

Comment: This project will revitalize the urban corridor of Buffalo and make the second largest city in New York one for generations to come. Its imperative that this move forward as planned as right now the eyesore what is the expressway does no good for the community and people. Lets move this forward without ruining it by those that have skewed interests (bike buffalo, nay sayers, etc)

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

From: [Brad Buyers](#)
To: dot.sm.kensingtonexpressway
Subject: FAIR - Support for the Kensington PINI 5512.52 project
Date: Wednesday, November 8, 2023 2:16:18 PM
Attachments: [FAIR - PIN5512.52 Support Letter.pdf](#)

Please see the attached.

Thank you!

Bradley M. Buyers
Vice President
County Line Stone Co., Inc



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Bill Schmitz, VP, QC & Sales
Gernatt Asphalt Products, Inc.

Doug May, President
Oakgrove Construction, Inc.

Fair Apportionment of Infrastructure Revenue
2660 William Street, Cheektowaga, NY 14227
(716) 874-3435 Fax: (716) 875-4412



Carley Hill, Owner
CaHill Resources



Gary Hill, Vice President
Union Concrete



Brad Buyers, Vice President
County Line Stone



Thomas Saia, President
Iroquois Bar Corp.



Gary Swain, Business Manager
Intl. Union of Operating Engineers Local 17



Anthony G. Milone, P.E., Vice-President
Occhino Corp.



Brian Kirchmeyer, Vice President
United Materials LLC



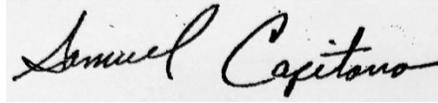
Maria Lehman, VP Infrastructure for NY
Parsons



Curt Resetarits, VP Sales – NY Materials
New Enterprise Stone & Lime Co, Inc.



Ryan M. Forrestel, P.E., President
Cold Spring Construction



Sam Capitano, President
Laborers Local 210

From: [Daniel Cadzow](mailto:Daniel.Cadzow@dot.ny.gov)
To: [dot.sm.kensingtonexpressway](mailto:dot.sm.kensingtonexpressway@dec.ny.gov); contact@dec.ny.gov
Subject: Public Comment on NYS Route 33, Kensington Expressway Project
Date: Tuesday, October 24, 2023 5:30:30 PM
Attachments: [Public Comment10_24_2023.docx](#)

To NYSDOT (Kensingtonexpressway@dot.ny.gov) and NYSDEC (contact@dec.ny.gov)

Re: Public Comment on NYS Route 33, Kensington Expressway Project

New York State Department of Transportation (NYSDOT) must cease and desist with its current efforts to cap a small section of NYS 33 due to its failure to comply in good faith with New York State Department of Environmental Conservation's (NYSDEC) State Environmental Quality Review Act (SEQR). "SEQR requires all local, regional, and state government agencies to equally examine the environmental impacts along with the social and economic considerations for a certain project, or action, during their discretionary review."

<https://www.dec.ny.gov/permits/357.html>

NYSDOT has failed to consider the social and environmental impacts of the proposed project. Further, they have gone so far as to admit the net environmental impacts of capping part of NYS 33 will be worse than the status quo. NYSDOT has misled the public with claims that the traffic on NYS 33 cannot be absorbed by the currently underutilized combination spoke-and-wheel-radial and gridded street network. NYSDOT has also failed to consider calls for reducing net congestion through the establishment of affordable at grade light rail connecting the airport to downtown Buffalo, as proposed by Citizens for Regional Transit.

<http://citizenstransit.org/sites/default/files/070723%20CRT%2033%20Comments%20combo.pdf>

<https://ppgbuffalo.org/buffalo-commons/library/resource:the-eastside-airport-metro-rail-extension/>

A faithful analysis of the environmental, social, and economic impacts must begin with an analysis of the conditions prior to the construction of NYS33. These conditions need to be compared to the conditions that resulted from its construction. This doesn't just mean examining the loss of the largest parkway in the nation's first system of interconnected urban parks and parkways. The construction of this expressway was coupled with racist and classist state, local and federal policies that included red lining (refusing mortgages to non-whites in specific areas), restrictive deed covenances (disallowing future sales of properties to non-whites), federal programs providing low interest loans exclusively for new builds (designed to encourage urban sprawl for white people only), and the direct assault on thriving non-white communities through the construction of urban expressways exemplified by NYS33.

https://ppgbuffalo.org/files/documents/environment/transit/urban_expressway_removal_in_buffalo_the_historical_context_2018.pdf

Since its construction, NYS33 has drained the east side of Buffalo of its commerce-providing traffic, wealth, and diversity to cultivate highly segregated suburbs. Property values declined, jobs were lost, schools suffered, and neighborhoods withered. They also grotesquely concentrated traffic pollution, congestion, and crashes in the neighborhoods along NYS33. No environmental impact study of work relating to NYS33 can be complete without a thorough analysis of the impacts its construction has had on the numerous affected communities. Only then can we begin to decide collectively whether such infrastructure should be maintained or disassembled.

NYSDOT has falsely claimed to have adequately engaged with the public through a handful of public meetings that were actually designed to limit public comment or even gathering at meetings.

https://risecollaborative.com/rise/how-can-we-stop-this-project-150?fbclid=IwAR3Ef0hrOm9utEfnbw7LUh8HPpp43eb35cKQ1_pUsKk0meMXJv7k6S3gsxs

These techniques were developed over decades of failing to convince the residents of North Buffalo to embrace proposed infrastructure along the Scajaquada Corridor that disrupts local connectivity while concentrating congestion, pollution, and crashes. First, they limited public comment time. Then restricted comments to handwritten cards, of which they read a few. They then eliminated the town hall format altogether, in favor of distributed posters and smiling suits who assured us our concerns would be heard. They even went so far as to falsify the public comment section in the Project Scoping Document and Draft Environmental Impact Statement by deleting some comments (including several popular petitions), needlessly repeating others, and even editing some for content.

<https://www.buffalorising.com/2019/05/the-peoples-recap-of-the-scajaquada-corridor-redesign-round-one/>

Every time citizens called for more connectivity, less pollution, more multimodal options, or environmental benefits like restoring Scajaquada Creek, the various regional managers NYSDOT cycled through all claimed there was no money on the table for our roughly \$100,000.00 project and dragged the project design out over two decades, wasting roughly \$5,000,000.00. The dishonesty and mismanagement of the Scajaquada Corridor redesign led NYS Governor Cuomo to remove NYSDOT as lead agency, replacing it with the Greater Buffalo Niagara Regional Transportation Council (GBNRTC).

GBNRTC rebranded the project Region Central and began a one-year process to examine the transportation infrastructure's impacts to social, economic, environmental, and health outcomes to all involved, be they renter, homeowner, business owner, commuter, or tourist. They interviewed locals and determined what they wanted (e.g., safe parks, connectivity, clean air, multimodal transportation options, jobs, etc.) and then built a transportation design that actually fostered these desires.

The project was embraced by a solid majority of those impacted, but NYSDOT's response has been crickets... Less than a year later, NYSDOT claims they want to fast track a \$1,000,000,000.00 proposal to cap a small section of NYS33. That would make it the most expensive stretch of road ever built in the United States... And there is no community benefits agreement. There will be no east side companies hired. They will maintain the pollution, congestion, and crashes. They will just add the extra pollution associated with the replacement of the concrete impregnated with asbestos, blasting, and other construction related pollution.

That's because NYSDOT has no interest in remedying the injuries, pollution related illnesses, and social and economic calamity they have inflicted on Buffalo's East Side. They are willing to spend \$1,000,000,000.00 on this small section of roadway to make those injuries permanent. Coupled with NYSDOT's failure to consider the impacts its construction of NYS33 has had on the city of Buffalo, it makes it hard to conclude that NYSDOT is any less racist than it was in the days of redlining, restrictive deed covenances, and attacking non-white communities with eminent domain and expressway construction to punish them for simply attempting to live well.

A way forward for all of Buffalo can begin with building Citizen's for Regional Transit's well-researched proposal for light rail between Buffalo's airport and downtown. At the same time, we can begin reactivating the eastern radials with complete streets and modern traffic signals, as called for numerous times by Congressman Brian Higgins and others. The upgrading of NYS 33 can begin slowly, allowing people to explore alternative routes or modes of transport. This could happen by removing one lane in each direction or removing one whole side at a time.

Those along the restored and expanded Humboldt Parkway will start enjoying the reduced congestion, crashes, and traffic pollution and contemporaneous increase in connectivity, multimodal transportation, greenspace, and increased property values. At the same time the reactivated streets throughout the East Side will start enjoying the traffic that powers small businesses, cultural attractions, and preservation of great housing stock.

Increasing property values and investments will renew crumbling neighborhoods, while we implement an increasing number of programs designed to minimize displacement and other harms associated with gentrification. As the city's tax base increases, we can start rebuilding our crumbling infrastructure by mitigating problems like combined sewer overflows and century-old water mains lined with pre-EPA pipe scale containing lead and who knows what other toxins. The City of Buffalo moves into a brighter future together, or not at all.

https://ppgbuffalo.org/files/documents/environment/water/the_role_of_water_in_buffalo_lead_exposure.pdf

But first we need to either get NYSDOT out of our way or at least bend them to our will. Aside from Governor Cuomo's one-time action to kick NYSDOT off the Scajaquada Corridor redesign, there seems to be little oversight for NYSDOT. That means it falls on our shoulders.

That's why I am sharing this public comment on NYS Route 33, Kensington Expressway Project. And that's why I will make sure it (all of it) is included in the public comments section. I encourage you to do the same. But you must hurry, because they are closing the window for public comment this Friday, October 27, 2023. It doesn't have to be long or elaborate, just share what you want and make sure they include it. And make noise if they don't!

Sincerely,
Dan Cadzow

From: [Daniel Cadzow](#)
To:
Cc: contact@dec.ny.gov
Subject: Public Comment on NYS Route 33, Kensington Expressway Project
Date: Wednesday, November 1, 2023 4:12:28 PM
Attachments: [Public Comment11_01_2023.pdf](#)

Wednesday, November 1, 2023

To: NYSDOT (Kensingtonexpressway@dot.ny.gov), Senator Tim Kennedy, Assemblymember Crystal Peoples-Stokes, Senators Schumer and Gillibrand, Congressman Higgins, and Governor Hochul
Cc: NYSDEC (contact@dec.ny.gov)

Re: Public Comment on NYS Route 33, Kensington Expressway Project, and the Region Central Project

Dear Senator Tim Kennedy, Assemblymember Crystal Peoples-Stokes, Senators Schumer and Gillibrand, Congressman Higgins, and Governor Hochul

Summary: For too long, New York State Department of Transportation (NYSDOT) has had unchecked power to shape our public spaces in ways that dramatically affect our social, economic, and environmental landscapes with often disastrous effects in both town and country. NYSDOT dogmatically clings to policies enshrined in an era when oil and auto executives like “Engine” Charley Wilson bought their way into our government to write policies that foster the consumption of their goods.

This was also a time when blatantly racist policies like redlining were in place to sow internal division. Despite being released from many of these policies by the Obama Administration’s Transportation Secretary Anthony Foxx, NYSDOT refuses to acknowledge its freedom to implement a wider range of mobility infrastructure as well as its greater social, economic, and health responsibilities to the taxpayers who fund their work. Instead, NYSDOT pushes on with the outdated and unjust policies of the 1950s. Recent efforts by the community to heal those divisions have met with severe resistance and the unethical subversion of public involvement process, all of which is described in more detail below.

As such, I am writing to you to request:

- The termination of NYS Department of Transportation’s (NYSDOT’s) current efforts to fast-track the extraordinarily expensive capping of a small portion of NYS33 due in part to its failure to comply in good faith with NYS Department of Environmental Conservation’s (NYSDEC) State Environmental Quality Review Act (SEQR).
- An investigation of the methods and motives of NYSDOT’s efforts to promote one mode of transportation at the cost of all others. NYSDOT has falsified public comments and attempted to ignore/bury knowledge of changes in federal transportation policy under Transportation Secretary Foxx that released state DOTs from their requirement to prioritize “Level of Service” and allowed them to consider more holistic metrics of community service in evaluation transportation strategies.
- Based on this investigation, a system of checks and balances, or impartial regulatory oversight, must be placed on NYSDOT. They have access to too many of our tax dollars and too much control over the fates of our communities and society to be allowed the continued unfettered design of our economic, social, and environmental landscapes.

1) NYSDOT and the Capping of NYS33. NYSDOT has persistently limited opportunities for the public to be informed and comment on this project. NYSDOT should be forced to cease and desist with its current efforts to cap a small section of NYS Route 33 due to its failure to comply in good faith with New York State Department of Environmental Conservation’s (NYSDEC) State Environmental Quality Review Act (SEQR). “SEQR requires all local, regional, and state government agencies to equally examine the environmental impacts along with the social and economic considerations for a certain project, or action, during their discretionary review.”

<https://www.dec.ny.gov/permits/357.html>

NYSDOT’s consideration of the social and environmental impacts of the proposed project has been insincere at best:

- NYSDOT has admitted the net environmental impacts of capping part of NYS Route 33 will be worse than the status quo for many.
- NYSDOT has misled the public with claims that the traffic on NYS Route 33 cannot be absorbed by the currently underutilized combination spoke-and-wheel-radial and gridded street network. This can be demonstrated with a simple analysis of the radial street capacities versus the current rates of usage. Further, when Governor Cuomo ordered NYSDOT to lower the speed limit on the Scajaguada Expressway from 50 MPH to 30 MPH following the needless death of Maksym Sugorovskiy in Delaware Park, the “cArmageddon” (their word) NYSDOT claimed its traffic modeling proved would happen, did not. Without any preparation or planning traffic just reorganized and the rates of collisions plummeted.
- NYSDOT has also failed to consider numerous calls for reducing net congestion and pollution through the establishment of affordable at-grade light rail connecting the airport to downtown Buffalo, exemplified by Citizens for Regional Transit’s proposal:

<http://citizenstransit.org/sites/default/files/070723%20CRT%2033%20Comments%20combo.pdf>

<https://ppgbuffalo.org/buffalo-commons/library/resource:the-eastside-airport-metro-rail-extension/>

A valid analysis of the environmental, social, and economic impacts must begin with an examination of the social, economic, and

environmental conditions prior to the construction of NYS33. These conditions need to be compared to those that resulted from its construction. This includes examining the historic, social, and economic effects of destroying the largest parkway in the nation's first system of interconnected urban parks and parkways. It must also include the comparison of per capita rates of illnesses associated with traffic pollution (i.e., pre-eclampsia, obesity, autism, several types of cancer, depression, anxiety, pneumonia, asthma, heart disease, kidney disease, and numerous auto immune disorders) in the affected neighborhoods to the same since NYSDOT's construction of NYS 33. It is likely no coincidence that NYS Route 33 makes up the west and north boundary of our so-called "cancer cluster."

<https://ppgbuffalo.org/files/documents/environment-traffic-equity-in-buffalo-new-york.pdf>

<https://www.wkbw.com/news/local-news/residents-in-cancer-cluster-in-buffalo-cheektowaga-seeking-answers#:~:text=The%20so%2Dcalled%20'cancer%20cluster,are%20part%20of%20this%20cluster.>

An authentic analysis of the environmental, social, and economic impacts also means examining the role NYSDOT's construction of this expressway played in promoting racist and classist policies from that era that we still are suffering from today. *The construction of this expressway was coupled with racist and classist state, local, and federal policies that included red lining (refusing mortgages to non-whites in specific areas), restrictive deed convenances (disallowing future sales of properties to non-whites), federal programs providing low interest loans to returning WWII soldiers exclusively for new builds (designed to encourage urban sprawl for white people only), and the direct assault on thriving non-white urban communities through the construction of urban expressways through their neighborhoods -exemplified by NYS33.*

https://ppgbuffalo.org/files/documents/environment/transit/urban_expressway_removal_in_buffalo_the_historical_context_2018.pdf

Since its construction, NYS33 has drained Buffalo's East Side of its commerce-providing traffic, wealth, and diversity to cultivate highly segregated (white) suburbs. As a result, East side property values declined, businesses disappeared, jobs were lost, schools suffered, crime increased, and neighborhoods withered. In some once-thriving neighborhoods, empty lots are now roughly equal in number to the remaining homes. It also concentrated traffic pollution, congestion, and crashes in the neighborhoods along NYS Route 33. Only when we have a complete environmental impact study that includes the consequences of this urban expressway can we begin to decide collectively whether such infrastructure should be maintained, modified, or completely reimaged.

NYSDOT has falsely claimed to have adequately engaged with the public through a handful of public meetings that were in fact designed to limit public comment or even gathering at meetings. NYSDOT also limited much of the public engagement to a small number of "stakeholders" some of which represent increasingly small portions of the affected communities.

https://risecollaborative.com/rise/how-can-we-stop-this-project-150?fbclid=IwAR3Ef0hrOm9utEfnbw7LUh8HPpp43eb35cKQ1_pUsKk0meMXJvZk6S3gsxs

<https://www.wbfo.org/whats-next-2023/2023-10-27/whats-next-the-kensington-expressway-discussion>

2) NYSDOT and Region Central (NYS 198). These techniques were developed over two decades of failing to convince the residents of North Buffalo to embrace proposed infrastructure along the Scajaquada Corridor that would continue the disruption of local connectivity and multimodal travel while concentrating congestion, pollution, and crashes. First, NYSDOT attempted to wear down the public with numerous meetings spread out over many years spanning decades. When that failed, NYSDOT began to reduce the time residents were allowed to speak at the town hall meetings.

NYSDOT then, without notice, restricted public comments at meetings to hand-written statements on tiny forms they provided. NYSDOT picked which of those statements would be read aloud by them (some in a mocking fashion), and responded to them. To cap the censorship off, NYSDOT began that Q and A session by eliminating roughly half of the comments because they were about the interim traffic calming measures, or the lack thereof "...and that's just not what this meeting is about."

The final Scajaquada Corridor redesign meetings excluded public comment altogether, except through casual conversation with NYSDOT representatives next to posters showing proposed alternative road designs – none of which included what most of what the community had been calling for. These methods, adapted to constrain public comment on a project they did not want, are what NYSDOT "engaged" the public with during all the meetings regarding the NYS33 capping project. **NYSDOT even went so far as to falsify the public comment section in the Project Scoping Document and Draft Environmental Impact Statement (DEIS).**

For example, **NYSDOT excluded two Partnership for Public Good (PPG) Policy Briefs from the DEIS.** These briefs were drafted in direct response to this project and were submitted as public comments via email and USPS.

A: <https://ecommons.cornell.edu/items/9cde705a-cb49-4032-82e3-dd29b4125fe3>

B: <https://ecommons.cornell.edu/items/48948e7e-6d9c-4a89-9a53-838e5ae7ea93>

NYSDOT also excluded NYS assembly member Sean Ryan's petition that had over 3,000 signatures.

NYSDOT excluded Buffalo Olmsted Parks Conservancy's petition that had over 5,800 signatures.

NYSDOT also excluded Parents for a Safe Delaware Park's petition that had over 1,500 signatures.

NYSDOT also excluded a petition from 134 residents from just six city blocks of the Parkside Neighborhood.

NYSDOT also deleted an untold number of public comments and even edited some for content. For example, **a public comment that informed NYSDOT of changes in federal transportation policy under Transportation Secretary Foxx that released state DOTs from their requirement to prioritize "Level of Service" was deleted from the record.** This is an important part of the conversation because it would prove that NYSDOT was aware that state DOTs could use more up-to-date and inclusive metrics for roadway functionality, like

Vehicle Miles Traveled (VMT). They could consider the impacts their designs have on health and safety as well as economic and social issues, like the division of neighborhoods, public health, the distribution of goods, jobs, and services, the restoration of our world-class park system, and structured segregation of the City of Buffalo. We need to know why NYSDOT buried that comment/information as deep as they could.

<https://t4america.org/2016/05/12/feds-get-out-of-the-way-of-communities-that-want-to-design-safer-more-complete-streets/>

Half of a public comment that called for a design that would accommodate public transportation was deleted. NYSDOT kept the half of the comment that stressed the importance of the corridor, but **deleted the text that informed them of opportunities for free technical workshops on Transit Oriented Development hosted by the Federal Transit Administration and Smart Growth America.** This supports the contention NYSDOT has a biased focus on transportation infrastructure that benefits oil and auto industries and a concomitant disregard for transportation infrastructure that serves and protects the non-automobile-reliant population.

NYSDOT DID NOT EXCLUDE a petition calling for the retention of the Scajaquada Expressway. At the time the DEIS was finalized this petition that was been circulated through social media had acquired 74 signatures. So **NYSDOT INCLUDED IT IN ITS ENTIRETY 75 TIMES**—once to introduce it and another for each of the 74 people that had signed it.

NYSDOT silenced over 10,000 voices they didn't like and amplified just 75 who agreed with their vision.

<https://www.buffalorising.com/2019/05/the-peoples-recap-of-the-scajaquada-corridor-redesign-round-one/>

Every time citizens called for more connectivity, less pollution, more multimodal options, or environmental benefits like restoring Scajaquada Creek, the various regional managers NYSDOT cycled through all claimed there was no money on the table for our roughly \$100 million project. NYSDOT dragged the project design out over two decades, wasting roughly \$4.5 million, and facilitated a host of avoidable crashes and at least one death. The dishonesty and mismanagement of the Scajaquada Corridor redesign led NYS Governor Cuomo to remove NYSDOT as lead agency, replacing it with the Greater Buffalo Niagara Regional Transportation Council (GBNRTC).

GBNRTC rebranded the project Region Central and began a one-year process (expanded to 18 months due to Covid) to examine the transportation infrastructure's impacts to social, economic, environmental, and health outcomes to all involved, be they renter, homeowner, business owner, commuter, or tourist. They interviewed citizens and stakeholders and determined what they wanted from their tax dollars (e.g., safe parks, connectivity, clean air, multimodal transportation options, jobs, etc.) and then built a transportation design that fostered these desires.

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

The recommendations were embraced by a solid majority, but in the year that has passed since the findings were released, NYSDOT's response has been... crickets... Apparently, NYSDOT does not feel beholden to even the Governor's office. Instead, NYSDOT pivoted to NYS Route 33, claiming they want to fast track an over \$1 billion proposal to cap a small section of NYS33. That would make it the most expensive stretch of road ever built.

Despite the enormous cost and impacts to the already suffering communities, there is no community benefits agreement, other than an offer to temporarily cease the ongoing deliberate neglect to surrounding area. There will be no east side companies hired. They will maintain the pollution, congestion, crashes, and urban decay. They will just add the extra pollution associated with the replacement of the concrete lined with cancer-causing asbestos, dust from blasting, diesel powered heavy equipment, and other construction related pollution.

<https://www.governor.ny.gov/news/governor-hochul-announces-city-street-enhancements-part-kensington-expressway-project-city>

That's because **NYSDOT has no interest in remedying the injuries, pollution related illnesses, and social and economic calamity they have inflicted on Buffalo's East Side. They want to spend over \$1 billion on this small section of roadway to make those injuries permanent.** Coupled with NYSDOT's refusal to consider the economic, social, and environmental impacts its construction of NYS Route 33 has had on the city of Buffalo, it makes it hard to conclude that NYSDOT is any less racist and classist than it was in the days of redlining, restrictive deed covenances, and attacking non-white communities with eminent domain and expressway construction to punish them for simply attempting to live well.

3) A way forward for all of Buffalo can begin with implementing Citizen's for Regional Transit's well-researched proposal for light rail between Buffalo's airport and downtown. At the same time, we can begin reactivating the eastern radials with complete streets and modern traffic signals, as called for by Congressman Brian Higgins and others. These actions will allow residents and commuters to explore alternative options to get where they need to go. Just five minutes of exploring trips around Buffalo, NY with Google Maps illustrates how much urban expressways induce driving by as much as 40% in mileage, often just to save one or two minutes of time. Reactivating the radials and reducing congestion through the better implementation of transit means we can even shave time off that miniscule inconvenience.

The upgrading of NYS Route 33 to a parkway-like (commercial vehicles should be allowed) street can begin slowly, allowing people to explore alternative routes or modes of transport. This could happen by removing one lane in each direction at a time, or removing one whole side at a time as is a common practice in expressway maintenance. We won't need to agitate that cancer-causing asbestos lining on the concrete walls as what the visiting Mayor of Milwaukee called a sewer of traffic if we fill it in to bring the street back to grade.

Those along the restored and expanded Humboldt Parkway will start enjoying the reduced congestion, crashes, and traffic pollution (aka improving health) and resulting increase in connectivity, multimodal transportation, greenspace, and increased property values. At the same time the reactivated streets throughout the East Side will start enjoying the traffic that powers small businesses, cultural attractions, and preservation/restoration of great housing stock. We know this will happen because it has happened many times in many places already:

https://ppgbuffalo.org/files/documents/environment/transit/urban_expressway_removal_in_buffalo_the_historical_context_2018.pdf

Increasing property values and investments will renew blighted neighborhoods, while we implement an increasing number of strategies designed to minimize displacement and other harms associated with gentrification. As the city's tax base increases, we can start rebuilding our infrastructure by mitigating problems like combined sewer overflows and century-old water mains lined with pre-EPA pipe scale containing lead and who knows what other toxins. ***The City of Buffalo moves into a brighter future together, or not at all.***

https://ppgbuffalo.org/files/documents/environment/water/the_role_of_water_in_buffalo_lead_exposure.pdf

But first we need to either get NYSDOT out of our way or at least bend it to our will. Aside from Governor Cuomo's one-time action to kick NYSDOT off the Scajaquada Corridor redesign, **there seems to be very little oversight for NYSDOT.** That means it falls on our shoulders.

That is why we need an official investigation into why NYSDOT is clinging to regulations removed by Transportation Secretary Anthony Foxx in 2016. The investigation needs to address how and why so many public comments, petitions, and policy briefs were manipulated and deleted in the DEIS. It should include a demographic analysis of NYSDOT employees, especially in the upper echelons of the organization. We need to know if the voices of East Side residents, people of color, and women are in those positions at ratios similar with the populations affected by NYSDOT's projects.

Finally, based on the results of the investigation, NYSDOT needs a permanent system of checks and balances or oversight. As it currently stands, ***NYSDOT has too much unchecked power*** to shape the health, safety, connectivity (or lack thereof), and transportation modality (or lack thereof) in our communities. This unchecked power has thus far facilitated Buffalo's 2018 ignominious claim to fame as being the nation's sixth most segregated city as well as hosting an inequitable distribution of grocery stores, hardware stores, healthcare outlets, green space, jobs, walkable streets, etc., etc. We need to have this oversight because, just as our transportation infrastructure was used to cleave communities apart and structure racism and classism into our landscape, it can be also used to bring us back together. Again, ***the City of Buffalo will move into a brighter future together, or not at all.***

That's why I am sharing this public comment on NYS Route 33, Kensington Expressway Project. And that's why I will make sure it (all of it) is included in the public comments section of future reports. I encourage you to do the same. But you must hurry, because the recently extended closing window for public comment is November 10, 2023. It doesn't have to be long or elaborate, just share what you want, make sure they include it, and make noise if they don't!

Sincerely,
Dan Cadzow

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Renee Cadzow
Date: Wednesday, November 8, 2023 10:05:48 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

This is our chance to right a severe wrong of the past. Let's not mess it up. Nearly a billion dollars can be used much more effectively than covering an archaic mode of transportation. Trees will never grow on top of this tunnel. We can learn if we look to other successful projects completed in other cities. . . . this will not be one of them if we proceed with a tunnel. The expressway must go. We must restore the parkway for all to enjoy and spend those funds on better public transportation. Please don't make this enormous mistake.

Name

Email

Date

11/8/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

Mr. Dan Cadzow

County _Other New York
Addressed to: Governor

Email Subject: Reign in NYSDOT and listen to the people.

Issue 1 78001 Dept. of Transportation

Correspondence Number: 1195006P
Date Of Correspondence: 10/26/2023
Date Received: 10/29/2023
Date Entered: 10/26/2023
Referred To: DOT
Date Referred:

Routing History:

10/30/2023 10:19 AM (Routed By --> Kelsey Barrett) (Routed Via Outside Agency Email to --> DOT) This correspondence has been acknowledged and is being forwarded for further action from your agency.
Please provide a copy of response or notation of any other action recommended or taken. -- Please respond to Kelsey Barrett

Incoming Correspondence:

Dear Governor Hochul,

NYSDOT is forcing 1950's infrastructure on a city that is trying to embrace the needs of future generations. They are undermining the public involvement process and refusing to examine the harms their past work has caused our city as well as the many paths forward that can heal and improve the health and economy of our city. They are also ignoring the mandate from your office to allow the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) to design the Scajaquada Corridor.

Please help us!

To NYSDOT (Kensingtonexpressway@dot.ny.gov) and NYSDEC (contact@dec.ny.gov)

Re: Public Comment on NYS Route 33, Kensington Expressway Project

New York State Department of Transportation (NYSDOT) must cease and desist with its current efforts to cap a small section of NYS 33 due to its failure to comply in good faith with New York State Department of Environmental Conservation's (NYSDEC) State Environmental Quality Review Act (SEQR). ?SEQR requires all local, regional, and state government agencies to equally examine the environmental impacts along with the social and economic considerations for a certain project, or action, during their discretionary review.?

<https://www.dec.ny.gov/permits/357.html>

NYSDOT has failed to consider the social and environmental impacts of the proposed project. Further, they have gone so far as to admit the net environmental impacts of capping part of NYS 33 will be worse than the status quo. NYSDOT has misled the public

with claims that the traffic on NYS 33 cannot be absorbed by the currently underutilized combination spoke-and-wheel-radial and gridded street network. NYSDOT has also failed to consider calls for reducing net congestion through the establishment of affordable at grade light rail connecting the airport to downtown Buffalo, as proposed by Citizens for Regional Transit.

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A faithful analysis of the environmental, social, and economic impacts must begin with an analysis of the conditions prior to the construction of NYS33. These conditions need to be compared to the conditions that resulted from its construction. This doesn't just mean examining the loss of the largest parkway in the nation's first system of interconnected urban parks and parkways. The construction of this expressway was coupled with racist and classist state, local and federal policies that included red lining (refusing mortgages to non-whites in specific areas), restrictive deed convenances (disallowing future sales of properties to non-whites), federal programs providing low interest loans exclusively for new builds (designed to encourage urban sprawl for white people only), and the direct assault on thriving non-white communities through the construction of urban expressways exemplified by NYS33.

https://ppgbuffalo.org/files/documents/environment/transit/urban_expressway_removal_in_buffalo_the_historical_context_2018.pdf

Since its construction, NYS33 has drained the east side of Buffalo of its commerce-providing traffic, wealth, and diversity to cultivate highly segregated suburbs. Property values declined, jobs were lost, schools suffered, and neighborhoods withered. They also grotesquely concentrated traffic pollution, congestion, and crashes in the neighborhoods along NYS33. No environmental impact study of work relating to NYS33 can be complete without a thorough analysis of the impacts its construction has had on the numerous affected communities. Only then can we begin to decide collectively whether such infrastructure should be maintained or disassembled.

NYSDOT has falsely claimed to have adequately engaged with the public through a handful of public meetings that were actually designed to limit public comment or even gathering at meetings.

https://risecollaborative.com/rise/how-can-we-stop-this-project-150?fbclid=IwAR3Ef0hrOm9utEfnbw7LUh8HPpp43eb35cKQ1_pUsKk0meMXJvZk6S3gsxs

These techniques were developed over decades of failing to convince the residents of North Buffalo to embrace proposed infrastructure along the Scajaquada Corridor that disrupts local connectivity while concentrating congestion, pollution, and crashes. First, they limited public comment time. Then restricted comments to handwritten cards, of which they read a few. They then eliminated the town hall format altogether, in favor of distributed posters and smiling suits who assured us our concerns would be heard. They even went so far as to falsify the public comment section in the Project Scoping Document and Draft Environmental Impact Statement by deleting some comments (including several popular petitions), needlessly repeating others, and even editing some for content.

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Every time citizens called for more connectivity, less pollution, more multimodal options, or environmental benefits like restoring Scajaquada Creek, the various regional managers NYSDOT cycled through all claimed there was no money on the table for our roughly \$100,000.00 project and dragged the project design out over two decades, wasting roughly \$5,000,000.00. The dishonesty and mismanagement of the Scajaquada Corridor redesign led NYS Governor Cuomo to remove NYSDOT as lead agency, replacing it with the Greater Buffalo Niagara Regional Transportation Council (GBNRTC).

GBNRTC rebranded the project Region Central and began a one-year process to examine the transportation infrastructure's impacts to social, economic, environmental, and health outcomes to all involved, be they renter, homeowner, business owner, commuter, or tourist. They interviewed locals and determined what they wanted (e.g., safe parks, connectivity, clean air, multimodal transportation options, jobs, etc.) and then built a transportation design that actually fostered these desires.

The project was embraced by a solid majority of those impacted, but NYSDOT's response has been crickets? Less than a year later, NYSDOT claims they want to fast track a \$1,000,000,000.00 proposal to cap a small section of NYS33. That would make it the most expensive stretch of road ever built in the United States? And there is no community benefits agreement. There will be no east side companies hired. They will maintain the pollution, congestion, and crashes. They will just add the extra pollution associated with eth replacement of the concrete impregnated with asbestos, blasting, and other construction related pollution.

That's because NYSDOT has no interest in remedying the injuries, pollution related illnesses, and social and economic calamity they have inflicted on Buffalo's East Side. They are willing to spend \$1,000,000,000.00 on this small section of roadway to make those injuries permanent. Coupled with NYSDOT's failure to consider the impacts its construction of NYS33 has had on the city of Buffalo, it makes it hard to conclude that NYSDOT is any less racist than it was in the days of redlining, restrictive deed conveniences, and attacking non-white communities with eminent domain and expressway construction to punish them for simply attempting to live well.

A way forward for all of Buffalo can begin with building Citizen's for Regional Transit's well-researched proposal for light rail between Buffalo's airport and downtown. At the same time, we can begin reactivating the eastern radials with complete streets and modern traffic signals, as called for numerous times by Congressman Brian Higgins and others. The upgrading of NYS 33 can begin slowly, allowing people to explore alternative routes or modes of transport. This could happen by removing one lane in each direction or removing one whole side at a time.

Those along the restored and expanded Humboldt Parkway will start enjoying the reduced congestion, crashes, and traffic pollution and contemporaneous increase in connectivity, multimodal transportation, greenspace, and increased property values. At the same time the reactivated streets throughout the East Side will start enjoying the traffic that powers small businesses, cultural attractions, and preservation of great housing stock.

Increasing property values and investments will renew crumbling neighborhoods, while we implement an increasing number of programs designed to minimize displacement and other harms associated with gentrification. As the city's tax base increases, we can start rebuilding our crumbling infrastructure by mitigating problems like combined sewer overflows and century-old water mains lined with pre-EPA pipe scale containing lead and who knows what other toxins. The City of Buffalo moves into a brighter future together, or not at all.

https://ppgbuffalo.org/files/documents/environment/water/the_role_of_water_in_buffalo_lead_exposure.pdf

But first we need to either get NYSDOT out of our way or at least bend them to our will. Aside from Governor Cuomo's one-time action to kick NYSDOT off the Scajaquada Corridor redesign, there seems to be little oversight for NYSDOT. That means it falls on our shoulders.

That's why I am sharing this public comment on NYS Route 33, Kensington Expressway Project. And that's why I will make sure it (all of it) is included in the public comments section. I encourage you to do the same. But you must hurry, because they are closing the window for public comment this Friday, October 27, 2023. It doesn't have to be long or elaborate, just share what you want and make sure they include it. And make noise if they don't!

Sincerely,

Dan Cadzow

-----Original Message-----

From: Barbara A. Campagna

Sent: Tuesday, November 7, 2023 6:46 PM

To:

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

Name: Campagna, Barbara

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: BAC/Architecture + Planning

Comment: All of my thoughts about this ill-advised billion \$ project are eloquently described in this piece on the threat to the Buffalo Olmsted Parkway System. <https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.tclf.org%2faction-needed-buffalo-olmsted-parkway&c=E.1.hZaFez1188mej1IvirEWpmUA0Zltdf-nl6L1xZ05jpvxDd71GlZFGQrYc-jFmjKyyLTUjflXsk4qkkvfeVj9gvAmAfUdXTQhUMOjGDxrfv69rGUNH3L.&typo=1>

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

Barbara A. Campagna, FAIA, NCARB, FAPT, LEED AP BD+C

Principal,

BAC/Architecture + Planning, PLLC Office 716-931-5827 Cell 917-319-1970

<https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.Barbaracampagna.com&c=E.1.OC-gENS-q12zqRRty6MDdBFXetZc0p3LvTJOIB3B90RAaNniOIPuCoOP4-6NFABUvKvJ1RELhsz4Ky0gWR2-L8INOTmbX4lr-45e28mTBoWurebppvREP9u-yuY.&typo=1>

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Barbara A. Campagna](#)
To: dot.sm.kensingtonexpressway
Subject: THREAT to the Buffalo Park & Parkway System - Kensington Expressway Project (PIN: 5512.52)
Date: Tuesday, November 7, 2023 7:07:33 PM
Attachments: [image001.png](#)

Mr. Sanjyot Vaidya and Mr. Matthew Seymour,

As a preservation architect with my home and office in downtown Buffalo, I demand the following regarding your ill-advised “Kensington cap project”:

[1] an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] a Cultural Landscape Report (CLR) be undertaken; and [3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway.

Also, please review this eloquent piece by The Cultural Landscape Foundation about this threat to our nationally significant Buffalo Olmsted Park System. This national landscape preservation organization headquartered in Washington, DC is supporting our community through their international platform.

<https://www.tclf.org/action-needed-buffalo-olmsted-parkway>

Barbara A. Campagna, FAIA, NCARB, FAPT, LEED AP BD+C

Principal

Licensed: NY, VA, DC

Barbara A. Campagna/Architecture + Planning, PLLC

Tri-Main Center

2495 Main Street, Suite 402

Buffalo, NY 14214

P: 716.931.5827 C: 917.319.1970

bcampagna@bcampagna.com

www.barbaracampagna.com



Barbara A. Campagna/Architecture + Planning, PLLC



Ms. Barbara Campagna

County _Other New York
Addressed to: Governor

Email Subject: Buffalo NY - Kensington Expressway "Cap" Project is Ill Advised

Issue 1 78214 Construction Projects

Correspondence Number: 1198225P
Date Of Correspondence: 11/07/2023
Date Received: 11/07/2023
Date Entered: 11/07/2023
Referred To: DOT
Date Referred:

Routing History:

11/09/2023 01:41 PM (Routed By --> Kelsey Barrett) (Routed Via Outside Agency Email to -> DOT) This correspondence has been acknowledged and is being forwarded for further action from your agency.

Please provide a copy of response or notation of any other action recommended or taken. --
Please respond to Kelsey Barrett

Incoming Correspondence:

As a preservation architect with my home and office in downtown Buffalo, I demand the following regarding FHWA?s and NYSDOT?s ill-advised ?Kensington cap project?:

[1] an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] a Cultural Landscape Report (CLR) be

RECEIVED NOV 10 2023

NYSDOT REGION 5	REGIONAL DIRECTOR
	RD ASSISTANT TO RD
	CLAIMS
	PUBLIC INFO OFF
	HEALTH & SAFETY
	SECRETARY
	ED CONSTRUCTION
	DESIGN
	REAL ESTATE
	OD OPERATIONS
	FLEET
	TRAFFIC & SAFETY
	PPD PLAN & PROGRAM
	ASD ADMINISTRATION

undertaken; and [3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway.

Also, please review this eloquent piece by The Cultural Landscape Foundation about this threat to our nationally significant Buffalo Olmsted Park System. This national landscape preservation organization headquartered in Washington, DC is supporting our community through their international platform.

<https://www.tclf.org/action-needed-buffalo-olmsted-parkway>

Please redirect the \$1 B allocated to this ill-advised project to make it a restoration project that heals our community and our history.

From: Edwin Cando
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:29:37 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Edwin Cando

From: Drew Canfield

Sent: Thursday, November 9, 2023 4:37:45 PM

To:

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

Name: Canfield, Drew

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Central Terminal Restoration Corp.

Comment: As the stewards of a catalytic, historic rehabilitation project in East Buffalo, the Central Terminal Restoration Corp. understands the importance of a thorough and meaningful community engagement process. We spent 12 months talking with the community to build a shared vision for the future of the Buffalo Central Terminal in our Master Plan.

The community has not found consensus on a path forward for the Kensington Expressway. Given the scale, impact, and cost of the Kensington Expressway Project, there needs to be a significant level of analysis and investment of time with the community.

We ask that the NYS DOT reconsider the fast-tracking of the covering alternative and revisit their approach to public engagement to provide meaningful ways for the community to participate.

We also ask that the Kensington Expressway Project complete a full Environmental Impact Statement that thoroughly analyses the socioeconomic, environmental, and traffic-related consequences of ALL alternatives.

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

Drew Canfield, AICP (she/her)

Associate Director

716.754.6142 x 203 (office)

716.597.3776 (cell)

drew@buffalocentralterminal.org



**BUFFALO
CENTRAL
TERMINAL**

BUILDING MOMENTUM TOGETHER

From: Sam Capitano

Sent: Sunday, November 5, 2023 6:25 AM

To:

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

Name: Capitano, Sam

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation: Resident of North Buffalo

Comment: This project has long been in the works and not only will restore Fredrick Law Olmsted's most cherished work. This poor neighborhood was torn apart and separated. This thruway was originally designed to be covered in the first place. The poor residence property values of those beautiful homes have plummeted because of this thruway in their front yards. Being a lifelong resident of Buffalo, I want to see this project approved.

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

From: [Michell Capitano](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 9:25:38 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Michell Capitano

From: [Stephen Cappotelli](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:55:18 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Stephen Cappotelli

From: [Jeff Carballada](#)
To: dot.sm.kensingtonexpressway
Subject: Comments on Kensington Project
Date: Friday, November 10, 2023 7:02:19 PM

To Whom It May Concern:

I am thrilled at the opportunity the City of Buffalo has to right a horrific wrong in addressing the Kensington Expressway, yet I am dismayed by the DOT's proposed solution. I embrace The Restore Our Community Coalition's vision, but we must rely on the experts to think through all the options. And in this case, the DOT has not "met the moment" with any ambition, insight, or thoughtfulness.

The infrastructure funding represents a once in a lifetime opportunity to reconnect the Buffalo Olmsted Parkway system, but the proposed solution only promotes the status quo, rooted in the notion that the automobile is the critical component. Decking the Kensington as proposed is a band-aid, explicitly limiting any potential positive impacts to a small area. This reinforces the prior wrong of the Kensington's construction, ruling out any meaningful rehabilitation of Humbolt Parkway beyond the project area. And, there is much evidence to suggest the decking solution only promotes the existing negative environmental impacts to adjoining neighborhoods. The needs of all the neighborhoods from the 198/33 interchange to downtown must be considered, and therefore a more comprehensive, holistic approach must be adopted.

I am asking that the DOT produce an Environmental Impact Statement (EIS) that includes the alternative of filling in the Kensington expressway and reconnecting MLK Jr. and Delaware Park via a restored Humbolt parkway. Buffalo deserves the opportunity to consider this option. And it makes sense to coalesce this with the proposed changes to the Scajaquada Expressway. Please conduct this EIS, and let the community consider it through a robust, comprehensive engagement process.

With Regards,

Jeff Carballada

From: Flora Cardoni

Sent: Tuesday, November 7, 2023 1:31:57 PM

To:

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

Name: Cardoni, Flora

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: n/a

Comment: The Kensington Expressway should be removed to fully protect community health and safety. Whether that is possible or not, this project should be designed with the best interest of nearby residents in mind and with their active involvement. So I echo their calls for air filtering, expanding and fully connecting green space, and more. In addition, this project should not move forward without an environmental impact statement. A full EIS is critical to ensuring the project will actually benefit the community and environment, not make things worse. Thank you.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Elliott Carlson Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

Reducing sidewalk from 6' to 5', not great for ADA or walking
two abreast. Other parkways (ie Bidwell, Chapin, Lincoln) all
have 6 foot sidewalks. Improve the walking experience greatly.
No designated bicycle facilities proposed for Best St roundabout,
~~is~~ biking on sidewalks is illegal in the city of Buffalo for 14+,
need bike lane (protected) to traverse east to west via Best.
Proposed bike lane of Humbolt Pkwy is in conflict zone between travel
lane and parking lane, better option would be between outside curb
and parked cars with permanent features to keep clear of cars.
Those living near the tunnel entrance and exit will receive half their
daily air emissions simply by staying home, increase scrubbers.
Many potential conflict zones between cars exiting and entering the circle
at Best St, more should be done to slow traffic (rumble strips)
Design figures do not represent traffic calming along Humbolt Pkwy, (bump over
shorter crossings, forced wide turn by autos, build to slow traffic down,
10' travel lane with 2' buffer is basically a 12' lane, without
permanent separate bike infrastructure it becomes a 14' travel lane.

*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
Comments are due by October 27th, 2023.



From: [Don Carlson](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Wednesday, October 25, 2023 6:27:59 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Don Carlson

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Travis Carlson

DATE: 11/19/23

PHONE: _____

ADDRESS: _____

EMAIL: _____

*Any information provided on this form may become part of the project 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
Comments are due by November 10th, 2023.



From: Travis Carlson

Sent: Thursday, November 9, 2023 7:51:55 PM

To:

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

Name: Carlson, Travis

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo Citizen

Comment: I reject the current proposal for the various reasons that this project is in violation of the law and the DOTs own priorities for complete streets.

The project must be halted until an environmental impact study has been created and shared with those of us who will be impacted by it. Especially as preliminary studies from the University of Buffalo indicate increased concentration of pollution at both ends of the proposed tunnel. This being in a predominantly black neighborhood already suffering in the 95th percentile of chronic respiratory illness. It is also my understanding NYS law mandates this study, for good reason.

As we focus on complete streets that safely move cars, pedestrians, transit, bikes and people with disabilities we must acknowledge that the model of a high speed expressway dividing a residential neighborhood fails to serve these goals.

This project needs to be paused with all alternatives considered, especially parkway restoration.
Thank you.

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Travis Carlson

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From: Jennifer Carman

Sent: Thursday, November 9, 2023 1:15:14 PM

To:

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

Name: Carman, Jennifer

Address: ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I am in favor of an environmental study being completed before any plans move forward for the redesign of Rout 33. Residents who live directly next to Route 33 have been plagued with pollution for decades, and not conducting an environmental study to map new levels of pollution that will be created due to the vents for this tunnel is irresponsible and a slap in the face to those we've lost in this community as a direct result of the Kensington Expressway's original installation. Rushing into this project will not result in a healthier community for residents along Humboldt Parkway.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name Carmen Carr Affiliation (if applicable): _____
Address: _____ Date 11-9-23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Mathew Carr](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:15:29 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Mathew Carr

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Marlona Carter Affiliation (if applicable): _____

Address: _____ Date 11-08

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: Catherine Carter
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:50:08 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Catherine Carter

From: Paul Caruana

Sent: Friday, November 10, 2023 4:08:47 PM

To

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

Name: Caruana, Paul

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation:

Comment: This is a waste of taxpayer funds. Use the \$\$ for other projects in Western NY that take precedence over this one. I.E. expand metrorail to airport or TEAR DOWN USELESS SKYWAY or redo the Scjacquada or put a new roundabout @ Parkside /198. I seriously think you engineers have ZERO creativity. There are many cities that dont have expressways running thru EVERY important area of a city. Expressways should b on the perimeter. Stop worryig abut traffic counts. If you werr so concerned about the environmentthn you would be looking @ Metrorail sxtensions

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

From: Alberto Carvalho
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:33:40 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Alberto Carvalho

From: Paula Celestino <
Sent: Friday, October 27, 2023 1:11:18 PM
To: Fischlein, Eric <
Subject: [Ext] Fwd: PIN 5512.52 Kensington Expressway Project Comment Form

Name: Celestino, Paula

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: resident

Comment: Fill in the 33 from Elm to AKG... bring the community-this city- together. Do it right this time. Figure out everything else from there.

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

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-----Original Message-----

From: Summer C.

Sent: Thursday, November 2, 2023 6:52 PM

To: Fischlein, Eric

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

Name: Carbone, Summer

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I wholeheartedly support this project. This is what our city and community needs! Trees!! Green space!! Better air quality!! More aesthetic neighborhoods (for residents and non-residents). ALL Buffalonians DESERVE these beautiful parkways! I often drive this route for work and would love to for this project to come to fruition.

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

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From: Summer C.

Sent: Friday, November 10, 2023 4:22:13 PM

To:

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

Name: Cerbone, Summer

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment:

I would like to retract portions of my previous statement. I do support this project, but not ALL of it. We need an ENVIRONMENTAL IMPACT STATEMENT before this project proceeds. What is the point of doing all these “improvements” to the 33 if they do not genuinely improve the air quality and quality of life of the residents?

I also ask the DOT to FULLY RESTORE HUMBOLT PARKWAY to its former glory! Finish Olmsted’s DREAM of Buffalo being COMPLETELY CONNECTED by PARKWAYS!

What a beautiful thing that would be. All parts of Buffalo deserve these beautiful parkways.

PEOPLE, BUSINESSES, PETS, TOURISTS, will all BENEFIT!!!

RESTORE THE PARKWAY!!!! And create a plan that IMPROVES AIR QUALITY!

Sincerely,

A Buffalo resident

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

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Summer C.](#)
To: dot.sm.kensingtonexpressway
Subject: Comments from a Buffalonian
Date: Friday, November 10, 2023 4:32:45 PM

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

Name: Cerbone, Summer
Address:
Phone:
Email:

Hello, thank you for the time and effort the DOT has put into this plan for Buffalo and the 33. I am so glad we are getting much needed improvements to our east side/Humboldt community.
However, I believe we need an ENVIRONMENTAL IMPACT STATEMENT before this project proceeds. What is the point of doing all these “improvements” to the 33 if they do not genuinely improve the air quality and quality of life of the residents?
I also ask the DOT to FULLY RESTORE HUMBOLT PARKWAY to its former glory! Finish Olmsted’s DREAM of Buffalo being COMPLETELY CONNECTED by PARKWAYS!
What a beautiful thing that would be. All parts of Buffalo deserve these beautiful parkways. PEOPLE, BUSINESSES, PETS, TOURISTS, will all BENEFIT!!!
RESTORE THE PARKWAY!!!! And create a plan that IMPROVES AIR QUALITY!

Sincerely,
A Buffalo resident

From: Silvio Cerrone
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:32:17 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Silvio Cerrone

From: Frank Certo
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 5:15:23 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Frank Certo

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Levar Chamberlain Affiliation (if applicable): _____

Date: _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

no construction on the 33 expressway

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



A handwritten signature in black ink, appearing to be a stylized name, located at the bottom right of the page.

From: [LaRon Chandler](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 3:41:23 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
LaRon Chandler

From: [Logan Chapin](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:47:37 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Logan Chapin

From: [Lanessa Chaplin](#)
To: dot.sm.kensingtonexpressway
Subject: NYCLU Revised Public Comment Submission
Date: Friday, November 10, 2023 6:23:42 PM
Attachments: [NYCLU Kensington Expressway Public Comments Final.pdf](#)

Good Evening,

Please accept this on behalf of the NYCLU submission of public comments on the Kensington Expressway Project.

If you have any questions, please contact me here.

Lanessa L. Owens- Chaplin, Esq.
Director, Environmental Justice Project
New York Civil Liberties Union

Via email to Kensingtonexpressway@dot.ny.gov
Kensington Expressway Project Team
NYSDOT Region 5 100 Seneca Street
Buffalo, NY 14203
Re: Kensington Expressway Public Comments

Dear Kensington Expressway Project Team,

Thank you for providing us with this opportunity to submit public comments on the route 33 (“Kensington Expressway”) redevelopment project. The New York Civil Liberties Union (“NYCLU”) is a non-profit, non-partisan organization with more than 85,000 members and supporters and is the New York State affiliate of the American Civil Liberties Union. The NYCLU’s mission is to advocate for all New Yorkers to have equal access to opportunities and the equal ability to participate in government decisions that affect them. This includes planning and development decisions, which have historically excluded or intentionally discriminated against Black, Indigenous, and Latinx New Yorkers—much like the original design and construction of highway and expressway projects across New York state and their continued harm. During the redevelopment of Interstate 81 (“I-81”) in Syracuse NY, the NYCLU submitted public comments at every stage of the public participation process, published a report, *Building A Better Future, The Structural Racism Built Into I-81 and How To Tear It Down*¹, testified at NYSDOT public hearings, and held dozens of community meetings with stakeholders such as the Environmental Protection Agency, Federal Highway Administration, and Department of Housing and Urban Development and impacted community members.

Black people in this country live with, on average, 56 percent more air pollution than white people.² Often carrying the burden of years of discriminatory redlining and systemic and environmental racism in industrial development, placement of highways, and lax regulation enforcement.³ This means that some of the worst pollution problems in the United States burden communities that are especially vulnerable to them. New infrastructure and development projects do not happen on a blank slate. Major projects are often proposed in neighborhoods demographically made up

¹ Lanessa Owens-Chaplin, “Building a Better Future; The Structural Racism Built into I-81, and How to Tear it Down” [2021] available at

<https://www.nyclu.org/en/publications/building-better-future>.

² U.S. Environmental Protection Agency, “Study Finds Exposure to Air Pollution Higher for People of Color Regardless of Income” [Sept. 20, 2021] available at

<https://www.epa.gov/sciencematters/study-finds-exposure-air-pollution-higher-people-color-regardless-region-or-income>

³ Noel King, “A Brief History of How Racism Shaped Interstate Highways”, NPR [Apr. 7, 2021] available at <https://www.npr.org/2021/04/07/984784455/a-brief-history-of-how-racism-shaped-interstate-highways>



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Executive Director

Wendy Stryker
President

of Black people. Thus, creating more air pollution and disruption in neighborhoods that already face increased health risks from decades of past pollution. The injustice is a direct consequence of racism and disregard in the process of planning and building projects in the United States.

I. The Original Construction of Major Infrastructure Projects Across NYS Were Rooted in Racially Discriminatory Policies and Produced Adverse Economic, Social, and Environmental Harms That Impact Black Residents Today.

New York has a history of constructing highways that destroyed Black communities. As a direct result of the construction of I-81, the city of Syracuse has asthma rates that are higher than the state average, and respiratory disease is especially prevalent for Black people in the region.⁴ Syracuse has one of the largest racial poverty gaps of any metropolitan area in the nation. An estimated 40 percent of Syracuse’s Black residents live below the poverty line, far more than the 11 percent of white residents living in poverty.⁵ It is a gap that is more than double the national average. Much of that poverty can be traced back to decisions on government policies that were made decades ago such as redlining and urban renewal that made this community ripe for the devastating impacts of a highway ripping through their neighborhood displacing thousands of residents, plummeting housing prices and exposing residents to vehicle pollution.⁶

The Kensington Expressway, shares in that awful history, something Governor Hochul called an “enduring injustice.”⁷ The construction of the Kensington Expressway in the 1960s destroyed a neighborhood comprised of 94 percent Black residents.⁸ Its construction in Buffalo separated their parks and neighborhoods by race and class, demolished thousands of homes and businesses, and displaced thousands of Black Buffalo residents from their neighborhood.⁹ The lasting impacts are felt today, property values in the neighborhood plummeted and remain among of the lowest in the city, and

⁴ Evan Comen & Michael B. Sauter, “The Worst Cities for Black Americans”, 24/7 Wall St, [Jan. 12, 2020] available at <https://247wallst.com/special-report/2017/11/03/the-worst-cities-for-black-americans-2/>; *Supra* n 1 at 12

⁵ *Supra* n 1

⁶ *Supra* n 1

⁷ N.Y. Governor’s Office, “Governor Hochul and Senator Schumer Announce Major Milestone for \$2.25 Billion I-81 Viaduct Project In Syracuse”, [May 31, 2022] available at <https://www.governor.ny.gov/news/governor-hochul-and-senator-schumer-announce-major-milestone-225-billion-i-81-viaduct-project>

⁸ William Fox, *Segregation Along Highway Lines: How the Kensington Expressway Reshaped Buffalo* at 34, [2017] available at <https://arts-sciences.buffalo.edu/content/dam/arts-sciences/history/documents/FINAL-Segregation-Along-Highway-Lines-by-Will-Fox.pdf>

⁹ Congress for the New Urbanism, “Buffalo | Kensington Expressway: History and Context,” available at <https://www.cnu.org/highways-boulevards/campaign-cities/buffalo-kensington>



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Black residents have some of the highest rates of asthma and respiratory disease.¹⁰

Considering the litany of harms endured by this Black neighborhood both past and present, any project redevelopment must seriously consider, in other words, take a “hard look” at the impacts of this redevelopment plan. As such, we are requesting the New York State Department of Transportation (NYSDOT) in compliance with the State Environmental Quality Review Act (SEQRA) (1) conduct an Environmental Impact Statement to fully assess the impacts of this proposed project (2) create a meaningful public participation process that targets and elevates the concerns of the majority Black residents that live adjacent to the proposed plan, and will **again** shoulder the impacts for generations to come, and finally (3) prioritize the reduction of environmental harms in this “disadvantaged community” in compliance with the Climate Leadership and Community Protection Act (“CLPA”).



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II. The NYSDOT Must Conduct an Environmental Impact Statement to Examine The Negative Impacts of This Project on The Majority Black Community That Have Been Historically Marginalized and Harmed by The Original Construction of Kensington Expressway.

Where the lead agency determines that there is “significant effect” on the environment, both NEPA and SEQRA require that agencies prepare an EIS.¹¹ The threshold for requiring an Environment Impact Statement (“EIS”) is low and the standard for compliance with SEQRA is strict.¹² Adverse changes in existing air quality, impairment of existing community or neighborhood character, and material conflicts with a community’s current plans and goals are all indicators of significant adverse impacts on the environment.¹³ In the environmental assessment (“EA”) for this project the NYSDOT recognize that the build alternative would cause a 6 percent increase in PM2.5 (and decrease in air quality) in the area around the tunnel exit portals.¹⁴ The tunnel exits are intended to sit in areas zoned residential.¹⁵ The majority Black residents who live, work or attend school near Kensington Expressway will have to shoulder this additional air pollution. Again, enshrining the negative impacts of a highway project on this Black community.

¹⁰ *Id.*

¹¹ N.Y. Env’t Conserv. Law § 8-0109; 42 U.S.C.A. § 4336

¹² See Save the Pine Bush, Inc. v. Plan. Bd. of City of Albany, 96 A.D.2d 986, 987 (1983)

¹³ 6 NYCRR 617.7(c)(1)

¹⁴ NYSDOT & FHWA, Environmental Assessment at 201

¹⁵ *Id.* at 163

This community already has an increased incidents of asthma, cardiovascular disease, and premature death.¹⁶ The potential risk of worsened air quality alone should trigger an EIS. Additionally, the only build alternative presented would disturb asbestos containing materials associated with demolition and construction which requires an additional plan for asbestos mitigation for the surrounding community.¹⁷

Performing an EA does not preclude the need for an EIS. To the contrary, where an EA identifies various mitigation measures that should be undertaken to minimize the environmental effects of the project there is an implication of significant environmental impact.¹⁸ The EA in this project identifies the need for the mitigation of construction noise, traffic and air quality effects for two to three years,¹⁹ and long term mitigation of air quality created by the proposed build alternative.²⁰ This should suggest to the agencies that there are significant impacts with respect to construction and air quality which require deeper investigation. Throughout the EA and the scoping documents, the agencies suggest potential adverse impacts that will fall largely on the residents living in the project area but have yet to address them. As the Joint Lead Agencies, the Federal Highway Administration and NYSDOT are under both state and federal obligations to go beyond the Environmental Assessment (EA) and conduct a comprehensive EIS.

III. The NYSDOT Must Illicit Meaningful Public Participation From The Directly Impacted Community That Reside Just a Stone's Throw Away From Kensington Expressway Project Proposal.

SEQR affirmatively identifies public participation as an “important aspect” of state law, noting that public participation allows “the public and other agencies to provide input into the planning or review process, resulting in a review with a broader perspective” and involves sharing timely and accurate information with the public and providing “effective means for the public to provide timely comments.”²¹

¹⁶ Angela Morrison, “Minorities in Buffalo face high asthma rates, air pollution,” WBFO, [Jan. 16, 2018] available at <https://www.wbfo.org/environment/2018-01-16/minorities-in-buffalo-face-high-asthma-rates-air-pollution>

¹⁷ *Supra* n 15 at 296

¹⁸ *S.P.A.C.E. v. Hurley*, 291 A.D.2d 563, 739 N.Y.S.2d 164 (2002) (Town planning board, in performing its environmental review of proposed golf course was required to prepare an EIS prior to approving project, where environmental assessment report implicitly revealed various possible environmental impacts in connection with proposed project by identifying various mitigation measures that would be undertaken to minimize environmental effects)

¹⁹ *Supra* n 15 at 203

²⁰ *Supra* n 15 at 270

²¹ N.Y. State Department of Environmental Conservation, *The SEQR Handbook*, , at 4, 10 [2020] available at https://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf.



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Despite these obligations, the NYSDOT failed to demonstrate meaningful public involvement. In fact, the NYSDOT presented only one redevelopment option and solicited support of a forgone conclusion of their plan before engaging in meaningful public participation. Upon information and knowledge presented to us the NYSDOT brought a pre-drafted form letter to a recent community meeting to solicit signatures of support for the project. (*See* Attached Pre-Filled Form). Thus, thwarting any chance of engaging in meaning public participation. The action of a state official leveraging their authoritative and discretionary power to pressure laypersons to blindly sign a pre-drafted form, raises serious concerns of meeting the strict standards of meaningful public participation. Over a hundred community members attended a recent community meeting and expressed concerns about the lack of options the NYSDOT had presented, providing only one option “capping” the expressway.²² The pre-filled form surfaced mere days after residents raised significant concerns with the project.

Community concerns varied but maintained a consistent theme. A need for more robust understanding of the projects short- and long-term impacts, requesting more than just one option for redevelopment, and additional time to review the hundreds of pages. Specific concerns included concerns about the of increase air pollution at the end of the tunnel,²³ the future use of land that will become available by the Kensington Expressway capping. A valid fear of history repeating itself by displacing residents.²⁴ An analysis of future land use demands an EIS to consider the unintended harms.

The NYSDOT response to the above was unacceptable. The NYSDOT extended the public comment period by a mere 10 days. Ostensibly in hopes of obtaining a late influx of positive comments to crowd out the wide array of concerns raised by community members. These superficial attempts at depicting public positive support—including the pre-script support form—fall woefully short of the state’s obligation to ensure meaningful public participation. Indeed, the NYSDOT, to date, fail to demonstrate proactively seeking community participation, input, and meaningful dialogue—elements that are hallmark to the meaningful public participation requirement. With at least one resident stating “The deal is already done. This is a ‘dog and pony’ show.”²⁵

²² Mark Sommer, “ROCC member calls to fill in Kensington as opposition to current plan grows” The Buffalo News [2021] available at https://buffalonews.com/news/local/rocc-member-calls-to-fill-in-kensington-as-opposition-to-current-plan-grows/article_f981d416-78e0-11ee-befd-87ade5cced7f.html

²³ *Supra* n 15

²⁴ *Supra* n15

²⁵ Eileen Buckley, “There’s a lot of unanswered questions’: Some residents speak out against Kensington Expressway Project” WBKW [Sept. 28, 2023] <https://www.wkbw.com/news/local-news/buffalo/theres-a-lot-of-unanswered-questions-some-east-side-residents-speak-out-against-kensington-project>

IV. The NYSDOT Must Prioritize Efforts to Recue Environmental Harms in Disadvantaged Communities Consistent with The Climate Leadership and Community Protection Act (“CLCPA”)

New York’s landmark legislation enacted to address climate change and its inequitable burdens on disadvantaged communities. The CLCPA makes clear that the state must prioritize the health and safety of environmental justice communities in advancing greenhouse gas reduction goals.²⁶ It recognizes that climate change disproportionately affects “disadvantaged communities” and demands those communities benefit from the state’s transition to cleaner, greener sources of energy, reduced pollution, and cleaner air.²⁷ The CLCPA defines disadvantaged communities as those who “bear the burdens of negative public health effects, environmental pollution, impacts of climate change...or comprise of high concentrations of low- and moderate-income households.”²⁸

Section 7(3) demands that state agencies, when considering and issuing administrative approvals and decisions, “shall not disproportionately burden disadvantaged communities” and “shall prioritize reduction of greenhouse gas emissions and co-pollutants in disadvantaged communities....” Section 7(3) makes clear the Legislature’s intent to prioritize reductions of greenhouse gas emissions and co-pollutants in communities like those next to the Kensington Expressway.

As explained supra—Section I, the Kensington Expressway proposed project increases air pollution to the “disadvantaged community.” The residents, who are predominately Black, have been cut off from meaningful economic resources and exposed to a higher rate of pollutants and toxins. The goals of the CLCPA are to prioritize the safety and health of the community that has been carrying the brunt of harm caused by the original build of Kensington Expressway. Finally, the NYSDOT failed to meaningfully consider any alternatives to reroute traffic that would reduce the exposure from vehicle pollution in this community to meet the demands of the CLPA.

V. Conclusion

We must ensure the awful history of the past does not repeat itself. For the above reasons we are requesting the NYSDOT conduct an Environmental Impact Statement to determine the full impact of the project, including the

²⁶ Env’t Conserv L §75- 15

²⁷ See id. § 1 [7]

²⁸ See New York State, Climate Act: Ensuring Equity and Inclusion [2023] available at <https://climate.ny.gov/Our-Impact/Ensuring-Equity-Inclusion> and mandates that state agencies identify disadvantaged communities using specific criteria including income, race, and proximity to major toxins; Env’t Conserv L §75-0111 [1] [b].



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Executive Director

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future land use and air quality impacts. We are requesting an extended public participation process that includes meaningful public participation from residents in the impacted neighborhoods. Finally, we are requesting compliance with the CLCPA to consider alternative proposals that prioritize decreasing exposure to this community, including rerouting cars traveling through this neighborhood for the benefit of the suburbs. If you have any questions, contact Lanessa Owens-Chaplin Lchaplin@nyclu.org.

Lanessa Owens- Chaplin
Director, Racial Justice Center
Center

Camara Stokes-Hudson
Education Counsel, Education Policy
Center



ACLU of New York

125 Broad Street
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Donna Lieberman
Executive Director

Wendy Stryker
President

From: Ellen Chapman

Sent: Saturday, November 4, 2023 10:14:51 AM

To:

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

Name: Chapman, Ellen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: City Resident

Comment: The Kensington Parkway deserves to be restored to a environmentally conscious space for the neighborhood. Don't throw away the opportunity to do the right thing the first time. Build a parkway for the community.

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

From: Alain Charlier

Sent: Thursday, November 9, 2023 1:41:45 PM

To:

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

Name: Charlier, Alain

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Citizen

Comment: I support the funds for this project and it's current plan

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Jennifer Chazen

Sent: Friday, November 3, 2023 4:07:12 PM

To:

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

Name: Chazen, Jennifer

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Community Member

Comment: I am in full support of this project moving forward!! Years of extensive studies have confirmed that there would be minimal environmental impacts from construction, and the completed tunnel would ultimately improve the environment for the immediate surrounding communities. A tunnel is a great solution for allowing traffic to continue to flow quickly between East Buffalo and West Buffalo & Downtown, while having the desired goal of reuniting the historic Humboldt neighborhoods. Living on the West Side, I fully understand the need for the Kensington expressway as well as the 198 and, while they may have initially been poor placements - doing away with them / filling them in would only serve to increase frustration, traffic jams and would inhibit travel in and out of the city of Buffalo.

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

Blank David chesna

County _Other New York
Addressed to: Governor

Email Subject: Cover Rt.33

Issue 1 78210 Highways/Interstates

Correspondence Number: 1191500P
Date Of Correspondence: 10/14/2023
Date Received: 10/13/2023
Date Entered: 10/14/2023
Referred To: DOT
Date Referred:

Routing History:

10/17/2023 10:59 AM (Routed By --> Kelsey Barrett) (Routed Via Outside Agency Email to -> DOT) This correspondence has been acknowledged and is being forwarded for further action from your agency.
Please provide a copy of response or notation of any other action recommended or taken. --
Please resp ond to Kelsey Barrett

Incoming Correspondence:

I travel this route everyday. I work in this east side neighborhood. Covering this highway is a poor use of money. I can?t see the lines on this route when it rains. We stop our cars every block on nearby Main Street because the traffic lights are not controlled. I think I?ll vote for your opponents next time.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Kelechi Chillis-Ihenko Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Kennedy Chind](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 4:31:30 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Kennedy Chind

From: [Richard Chind](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:49:11 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Richard Chind

From: [Lauren Chmielowiec](#)
To: dot.sm.kensingtonexpressway
Subject: ROCC Draft Support Form Letter
Date: Thursday, November 9, 2023 4:55:07 PM
Attachments: [ROCC.pdf](#)

Hi

Please see attached

Thank you

Lauren Chmielowiec

Upstate Steel | Upstate Rebar | Scranton's Thruway Builders

lauren@upstatesteel.com

Office: 716-892-8434

[250 Lake Avenue, Blasdell, NY 14219](#)

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-



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November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Lauren Chmielowicz

Lauren Chmielowicz
President
Upstate Steel/ Upstate Rebar

From: [Jason Chow](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project
Date: Tuesday, October 24, 2023 9:29:09 PM

Name: Jason Chow

Address:

There's the old saying that two wrongs don't make a right. I am wondering why Buffalo and the NYS DOT are so taken with covering a short section of the 33, while other cities are completely removing expressways which have cut up and divided their neighborhoods?

Compared to other cities, Buffalo in NYS doesn't have the tax base to fund a complete covering of the full Kensington. Why are we not restoring Humboldt Parkway, which would naturally allow the stitching back together of our neighborhoods which have been divided?

This plan is shortsighted, and makes absolutely no sense! Is the plan really to implement another expensive project that will never be fully realized, and only continues to decimate our communities for another 60+ years? This plan is absolutely ridiculous. Please reconsider, and come up with a better solution, or history will show it is another project that didn't achieve its intended goal. The city and area has already lost so much. Please help it, don't hurt it!

From: George Churakos

Sent: Thursday, October 26, 2023 10:08 AM

To:

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

Name: Churakos, George

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: this would be a transformative project for the WNY region

The economic boost created by the construction and completion of this project would be a success to WNY

a major step in revitalizing a long disadvantaged area

the project will create Job for the WNY region

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

From: Joe Bert <

Sent: Wednesday, November 1, 2023 12:17:06 AM

To:

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

Name: Ciliberto , Joseph

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Labor local 210, 52 year resident

Comment: It's what the people want.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name ROBERT CLARK Affiliation (if applicable): _____

Address _____ Date 11-8-2023

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Audrey D. Clark Affiliation (if applicable): _____
Address: _____ Date 11-8-23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Kenya Clark Affiliation (if applicable): _____
Address: _____ Date 11/8/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



Kenya Clark
U.S. Department of Transportation
Federal Highway Administration

From: [Tyler Clegg](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 4:34:56 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Tyler Clegg

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Willie Coggins Affiliation (if applicable): BROMEO

Address: _____ Date 11-11-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: [Danielle Cole](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 3:29:49 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Danielle Cole

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Patricia A. Coles Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: Melissa Collins

Sent: Saturday, November 4, 2023 10:36:21 AM

To:

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

Name: Collins, Melissa

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Community member

Comment: I do not support the current proposed Kensington Expressway project. It is a lot of wasted money without actually fixing any problems. Please consider removing Rt. 33 completely. Restore Humboldt Parkway completely. Utilize Buffalo's brilliant radial street design to accommodate traffic downtown. Use technology to time our traffic lights appropriately, bringing cars in and out of the city efficiently during commute times. I promise, people will adjust to this change just fine. For perspective, I live in Getzville and commute to Community School #53 on Roehrer (off of E. Ferry) everyday. The 33 is part of my daily commute, and I still want it removed. It is what's best. Please listen to the community members. We are the ones who have to live with your decisions everyday.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Max Collins

Sent: Friday, November 10, 2023 9:43:27 AM

To:

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

Name: Collins, Max

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: East Side Parkways Coalition

Comment: A generational project such as this one deserves an Environmental Impact Statement!

This tunnel provides no meaningful return on a \$1.4 billion investment that addresses the devastating segregation and pollution this highway has caused. It's a shame there hasn't been more thorough analysis to explore and develop scenarios that would allow a full-in and full restoration of Humboldt Parkway.

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

Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name Michelle Collins-Tiggett Affiliation (if applicable): _____

Address: _____ Date 10-19-23

Phone Number: _____ E-mail: _____

COMMENTS*

1. Does this project have a maintenance plan in place after it is erected?
2. If so what amount of funds will be set aside and for how long will this be available?
3. Are there any plans to make changes to the road on the other side of the DuSard museum near the MLK Park across from N. Parade Ave

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Riz Colston Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail _____

COMMENTS*

What happens when there's an accident
with fire in the tunnel. How do you get out
The bike lane should be next to the curb
not the traffic

If they say your house is safe who's
responsible if something to your house

Who's gonna maintain the park.

We Don't want this

How do we stop this

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Comments are due by **October 27th, 2023.**

From: Chuck Colston

Sent: Thursday, November 9, 2023 7:59:41 PM

To:

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

Name: Colston, Charles

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Humboldt Homeowner

Comment: When the digging occurs for the expansion of sidewalks and bike lanes the old underground lines from street to the house should be replaced (especially for homes in the direct construction area).

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From: [Jeanne Compo](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 4:07:16 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Jeanne Compo

From: [Tony Comstock](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:51:19 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Tony Comstock

From: Ellen Comstock

Sent: Friday, November 10, 2023 2:49:20 PM

To:

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

Name: Comstock, Ellen Address:

Phone:

Email:

Include on future project updates: YES Affiliation:

Comment: I was raised on Grider St. When they were blasting for the Kensington Expressway, the disruption was awful! It seems to me, that the divided neighborhoods, could be united in a different way. Why not put in two or three covered pedestrian bridges? I'm sure this would cost a lot less money, less mess to the area, and if they are covered, no snow removal necessary. It would certainly be faster to complete. Just a suggestion from a former resident who dearly loves Buffalo. * this email was generated by kensingtonexpressway.dot.ny.gov

From: [Joe Coney](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 8:49:20 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Joe Coney

From: Joe Coney
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:47:34 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Joe Coney

From: [Michael Conmy](#)
To:
Subject: comment on proposed Rt. 33 tunnel
Date: Friday, October 27, 2023 7:25:03 AM

Let me start by explaining how very disappointed I am, after spending way too much time to thoroughly explain my thoughts on-line via the page provided:

<https://kensingtonexpressway.dot.ny.gov/contact.aspx> only to have it apparently FAIL when I hit the send button.

The page wiped out everything I was trying to submit, and now I'm left to start over via e-mail.

Long story short: Thank you for patiently explaining this project to us, now it's time to LISTEN!

Fill in the 33 and restore the original Park...I'll gladly find alternatives to work downtown...spend that money to fix/maintain other modes and routes of transportation. I'd like to ride my bike more and help save the environment, the old fashioned way!

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Carmen Cerejas Affiliation (if applicable): _____

Address _____ Date 11/8/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.



From: Christeatro

Sent: Thursday, November 2, 2023 1:16 PM

To: Fischlein, Eric

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

Name: Cooke, Christina

Address: , ,

Phone:

Email: _

Include on future project updates: NO

Affiliation:

Comment: Subway or Rail between the airport and downtown!!!!

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

From: [William Cooper](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 4:39:04 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
William Cooper

From: [Nicholas Cooper](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Sunday, October 29, 2023 10:29:48 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Nicholas Cooper

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

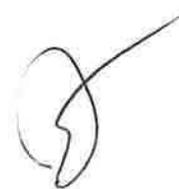
Name: Todd W. Cooper Affiliation (if applicable): Christian
Date: 10/24/23
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

Decrease unfair rent increases for our community
and minority (black ownership) to provide equal opportunity
don't want Expressway project

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: MRS. STELLER COOPER Affiliation (if applicable): _____

Address: _____ Date 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

WE DON'T NEED THE DISTURBANCE & TRAFFIC
THROUGHOUT OUR NEIGHBORHOOD

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Comments are due by October 27th, 2023.



From: Perry Cooper

Sent: Thursday, November 9, 2023 6:21 AM

To:

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

Name: Cooper , Perry

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I'm a Truck driver and traveled all 48 lower states. This is where my insights come from. The tunnels in Boston, Philadelphia New York, Chicago, and a host of others all need repairs after the first few years. This involves closing of one to all lanes and rerouting traffic. The one overpass now had to be fixed this year. It has been several decades since neighborhood have been divided and people have adjusted by now. The money for this project could be spent to improve the area.

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

From:
To: dot.sm.kensingtonexpressway
Cc:
Subject: NYS Route 33 Public Comment
Date: Friday, November 10, 2023 6:50:35 PM

Dear Ladies and Gentlemen:
November 10, 2023

Dear Ladies and Gentleman of NYSDOT:

With the once in generations possibility of an Olmsted Park system restoration within your grasp, with almost a billion dollars in public funds on the table (presuming the project comes in on present budget), in a neighborhood bisected and compromised for decades by the removal of an Olmsted Parkway in favor of a prior large traffic moving project, with rising public discontent with the NYSDOT proposed cover scenario increasingly voiced by our neighbors who will be directly affected by both the construction and the proposed capping, and in light of the sham and rigidly controlled public meeting format which both discouraged public participation by interested residents and community parties and shielded NYSDOT from unified input by those who are discontented, not to mention how unseemly it is that our east side neighbors do not warrant the same treatment that others would get in vetting such a huge project with a full and thorough environmental review and a fair, open and solicitous public participation vetting, how can you proceed with the capping scenario, especially at the estimated cost in dollars and with the already stipulated asbestos and air quality environmental concerns?

You, who are public servants, need to do much better. The possibility of filling-in the decades old scar and the reunification of both this fractured neighborhood and the third leg of Olmsted's initial parkway system with its sister elements is too significant an opportunity to be so casually and callously ignored. Did you learn nothing from the original Erie Canal restoration fiasco on our waterfront. A synthetic parkway is not an Olmsted Parkway. Listen to our east side neighbors who, with Go Bike and the Olmsted Conservancy, want the 33 filled-in and the real parkway restored and re-connected.

Finally, your opinion of the resourcefulness of WNYers is insultingly low; we shall very quickly find alternative routes to and from downtown; we have a wonderful street grid system designed just for disseminating traffic and we have many underutilized (since the construction of the 33) streets and roadways, like Genessee and Broadway, which could

accept increased traffic with the added benefit of potential economic revitalization of these struggling throughfares and environs. Do something better, restoratively transformational and more impactful than the low fruit of just moving the most traffic.

Thank you for your consideration.

John J. Cordes

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: James Coughlin ADDRESS: _____

DATE: 10/25/23 PHONE: _____ EMAIL: _____

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ryan Courton Affiliation (if applicable): City of Buffalo
Address: _____ Date 11/9/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park ^{PAV}

NAME: Winda A. Cowan ADDRESS:

DATE: 1/1 PHONE:

EMAIL: .

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Shawn Craig Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: Therese Cramer

Sent: Thursday, November 9, 2023 12:11:46 PM

To:

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

Name: Cramer, Therese

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation: Impeccable Cleaning & Floorcare

Comment: In my eyes, this Project will bring numerous benefits to our East Side communities. By addressing the current challenges and enhancing connectivity, this project will undoubtedly contribute to the betterment of our neighborhoods and promote sustainable growth by providing: Enhanced Connectivity - It will improve our community by enhancing transportation infrastructure, reducing traffic congestion, smoother traffic flow, and shorter commute times. This will facilitate easier movement for residents, businesses, and emergency services. Economic Growth and Development - will make our community more appealing to entrepreneurs, leading to the revitalization of underutilized areas along the corridor. The infusion of economic activity will create a ripple effect, positively impacting local businesses, property values, and community prosperity. Transforming the corridor into an aesthetically pleasing and functional area, will create a sense of pride, belonging, and improved quality of life.

Mrs. Therese M. Cramer

CEO, Impeccable Cleaning & Floorcare

716.444.0087

tcramerimpeccableflooring@gmail.com

<https://tcramerimpeccablef.wixsite.com/impeccable-cleaning>

Grit determines that life challenges will neither defeat nor define us
Grace gives kindness to ourselves and others even when it's hard
~Pastor Sarah Jakes Roberts

From: melvina o'riley

Sent: Thursday, September 28, 2023 9:50:08 PM

To:

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

Name: Cray-O'Riley, Melvina

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Homeowner

Comment: I think this project will cause damage to the existing homes and the rodent population will get out of control. What good is it to build new homes and the old ones will suffer. I understand there may be demolition by way of explosions (dynamite). Can these old homes withstand this? Take the money and help the homeowners who are trying so hard to keep their homes up. This community needs help and not more problems. I don't think people realize what this program is going to do for us.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Nellie Crews Affiliation (if applicable): _____

Address: _____ Date 10-26-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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Comments are due by October 27th, 2023.



Department of Transportation



U.S. Department of Transportation
Federal Highway Administration

**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date: _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: John F. Cromwell Jr. ADDRESS: _____
DATE: 11/09/23 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: John F. Cromwell, Jr. Affiliation (if applicable): East Side Parkway Coalition

Address:

Date 11-09-2023

Phone Number:

E-mail:

COMMENTS*

Thank you for this opportunity, I attended the NYS DOT Presentation of The Kensington Expressway Project. I attended the Jes Breathe Block Club Q&A on The Kensington Expressway Project, also at the Buffalo Museum of Science. Just last night I attended a press conference and public Q&A at the Delevan-Gridler Center conducted by the East Side Parkway (ESP) Coalition, also about the Kensington Expressway Project. In all three events the Kensington Expressway Project failed to make the sale with most of the attending public. A great deal of the skepticism expressed with attendees was because they believe for over sixty years their health, the health of their families and neighbors has been ruined by that expressway. The NYS DOT's Environmental Assessment has not impressed them because its conclusions are based upon squishy assumptions based upon carefully cherry-picked "evidence" not focused directly on the impacted neighborhoods. The NYS DOT has gone to great lengths to avoid providing evidence that can stand up to challenge. I demand that the NYS DOT conduct a proper and complete Environmental Impact Study that can withstand scrutiny and challenge.

*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
Comments are due by October 27th, 2023.



Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Jonathan Crosby Affiliation (if applicable): _____
Date: 10/20/23
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

We need our expreeway.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Colum Cross Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I am a resident ~~in~~ of Allentown and I am unimpressed with this project. I am unimpressed ~~with~~ ^{with what} the amount of money it's going to cost to put a band-aid on one of Buffalo's scars. I am unimpressed with patchwork of green book standards that this was designed with.

As an urban bicyclist & bicycle commuter I am unimpressed with the "considerations" that were given to cyclists. Olmsted is rolling in his grave seeing how we butchered his parkway.

I am urging we scrap this entire design and rethink it entirely. Preferably returning the parkway to its original Olmsted design.

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Comments are due by October 27th, 2023.



Department of
Transportation



From: [Jon Crowley](#)
To: dot.sm.kensingtonexpressway
Subject: Buffalo Parkway project
Date: Friday, November 10, 2023 12:29:04 PM

Mr Vaidya

Please take a pause on the current proposed project; a growing majority of the community and area organizations support a complete restoration to the original Olmsted designed parkway system. Filling in the area where they want to put a tunnel would actually cost millions less. The DOT seems to have ignored this option and appear more concerned with a project goal of "maintaining the vehicular capacity of the existing transportation corridor" than the residents of this area.

Thank you,

Jon Crowley
Councilman,
Atlantic Highlands

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Andrea
Cumberbatch Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: [Richard A. Cummings](#)
To: dot.sm.kensingtonexpressway
Subject: NYS Route 33 KE Project Comment Form
Date: Monday, October 23, 2023 2:37:28 PM
Attachments: [NYS DOT ROUTE 33 Comment Form.pdf](#)

See attached

Richard A. Cummings
ARC&COMM, Inc./Vice President
790 E. Delavan Avenue
Buffalo, NY 14215
Office: 716.892.4240
Cell: 716.400.2041
Fax: 716.894.7717

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: RICHARD A. CUMMINGS Affiliation (if applicable): ROCC
Address: 172 WOODLAWN AVENUE Date 19 OCT 23
Phone Number (716) 400-2047 E-mail: ARCComm@VERIZON.NET

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by **October 27th, 2023.**



From: [Cathy M. Cummings](#)
To:
Subject: Public Hearing 9/27/236-NY Rt 33 PIN 5512.52
Date: Tuesday, October 31, 2023 3:45:29 PM
Attachments: [Kensington Expressway Proj Ltr of Support.pdf](#)

To whom it may concern;

Please see attached our letter of support for the Kensington Expressway project.

Cathy M. Cummings
President
American Rated Cable and Communications

ARC & COMM

790 E. Delavan Avenue
Buffalo, New York 14215-3041
Tel:(716)892-4240

October 27, 2023

NYS Route 33, Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

RE: Public Hearing September 27th, 2023 – NY Route 33 PIN 5512.52

Dear Kensington Expressway Project Team:

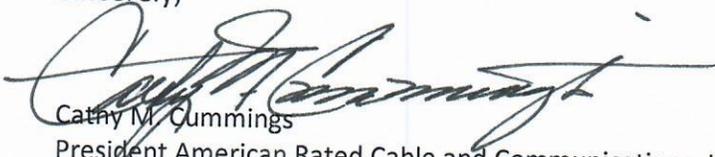
American Rated Cable and Communications, Inc. supports the Kensington Expressway Project to cover a portion of Route 33, with a preference that the project meet limits of the Region Central project at Delavan to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks. This project and its initial phase is a vital part of attaining the goal to reconnect a community that has been marginalized for decades and disenfranchised from the current economic resurgence of Buffalo. The construction of Route 33 brought tremendous economic and environmental harm and devastation to the residents and businesses along Humboldt Parkway, Hamlin Park and MLK Park neighborhoods and business corridors in the City of Buffalo, especially Fillmore and Jefferson Avenues. Recreating a green space and access across East-West segments of streets disrupted by the expressway will help remediate the physical and psychological barrier to social and economic vitality for residents, businesses, and anchor institutions around Humboldt Parkway. Removing the direct impact of pollution from the Kensington Expressway traffic will be a significant health benefit from said project while maintaining an important transportation link for the regional traffic.

To prevent the original mistake of constructing the Expressway against the interests of the immediate community, the American Rated Cable and Communications, Inc. further supports the full involvement of community stakeholders in the design process, and that the designers heed the community goal to insure that the infrastructure designed will lead to a revitalized, walkable, and healthy urban environment. We further request:

- Historic Land Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights with the restored parkway
- Health Impacts Assessment
- Maintenance Sustainability Study including estimated annual budgets and maintenance responsibilities for the concept
- Parking Spaces not be completely eliminated for residents along the parkway
- In-depth examination of the impacts of the pedestrian crossings and movement at the roundabouts

The current concept still needs some clarification and context including a thorough analysis of environmental impact and related public health concerns. We are confident that our neighborhood transformation will thrive with reconnecting our community and restoring the greenspace designed by Frederick Law Olmsted as a capstone parkway within the park system. Converting this now decaying bathtub portion of the expressway to a beautiful connector, improving the visual quality and natural environment of Humboldt Parkway will catalyze improvement of property values and assist in the revitalization of business districts along Fillmore and Jefferson Avenues. A restored Humboldt is essential for a complete renaissance of Buffalo where everyone can participate in the progress, and those neighborhoods once scarred can be restored.

Sincerely,



Cathy M. Cummings
President American Rated Cable and Communications, Inc.
790 E. Delavan Ave.
Buffalo, NY 14215-3041
(716)892-4240 Office

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Richard E. Cummings Affiliation (if applicable): BCE of WNY

Address: _____ Date 11/2/2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Joanne C. Cummings Affiliation (if applicable): _____

Address: _____ Date Nov. 3, 2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name Cathy M Cummings Affiliation (if applicable): ARC & COMM.

Address: _____

Date 11/8/23

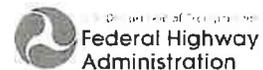
Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DIANNA CUMMINGS Affiliation (if applicable): _____

Address _____ Date 8/20/23

Phone Number: [scribble] _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



BROMEIO FORUM

66 East Oakwood Place
Buffalo, New York 14214
716-380-9523
hcurtisiii@gmail.com

October 23, 2023

Regional Director Francis P Cirillo
NYS Route 33, Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

RE: Public Hearing September 27th, 2023 – NY Route 33 PIN 5512.52

Dear Mr. Cirillo:

BROMEIO is a group of semi-retired and retired men from diverse backgrounds of expertise and professions that spans the gamut and history of the Buffalo Metropolitan area going back over 100 years. Many of our members were present for the tragedy that began the destruction of our community over 70 years ago. We are in support of the direction that the Kensington project is going with this initial phase of a covering to continue the connection of MLK Park and Delaware Park. We do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents.

We want assurance that the ventilation system that is being proposed does not cause severe health ramifications as the construction of Route 33 did originally. While the environmental assessment indicates the air quality levels are below the national ambient air quality standard, this benchmark may not be an adequate measurement to impede diseases that have been prevalent in neighborhoods with highways running through them or in close proximity.

The Best Street roundabout configuration appears to be effective means in maintaining the follow of traffic, however in light of the unique and extremely complex design, we urge further investigation regarding the safety of pedestrian crossing and movement. This is a greater concern during summer months and when annual events take place in MLK Park which draw huge crowds of people and out of towners.

We support the full involvement of community stakeholders in the design process, and that the designers heed the community goal to insure that the infrastructure designed will lead to a revitalized, walkable, and healthy urban environment. BROMEIO urges the inclusion of residents and businesses from the area, especially those in the Jefferson and Fillmore corridors, be included in the construction of the project. The current concept still need some clarification and context including a thorough analysis of environmental impact and related public health concerns. We are confident that our neighborhood transformation will thrive with reconnecting our community and restoring the greenspace designed by Frederick Law Olmsted as a capstone parkway within the park system. Converting this now decaying bathtub portion of the expressway to a beautiful connector, improving the visual quality and natural environment of Humboldt Parkway will catalyze improvement of property values and assist in the revitalization of business districts along Fillmore and Jefferson Avenues. A restored Humboldt is essential for a complete renaissance of Buffalo where everyone can participate in the progress, and those neighborhoods once scarred can be restored.

Sincerely,



Richard C. Cummings
Chairman



Henry W. Curtis III
Chaplain-Secretary



THE BLACK CHAMBER OF COMMERCE OF WESTERN NEW YORK, INC.

836 East Delavan Avenue Buffalo, New York 14215 Ofc: (716) 995-0622 Fax: (716) 597-0263
Email: wnyblackchamber@yahoo.com Web: www.wnyblackchamber.org

October 20, 2023

NYS Route 33, Kensington Expressway Project Team
NYSDOT Region5
100 Seneca Street
Buffalo, NY 14203

RE: Public Hearing September 27th, 2023 – NY Route 33 PIN 5512.52

Dear Kensington Expressway Project Team:

The Black Chamber of Commerce of Western New York (BCCWNY) supports the Kensington Expressway Project, the design and environmental assessment as necessary steps towards the restoration of Humboldt Parkway. This project is a vital part of attaining the goal to reconnect a community that has been marginalized for decades and disenfranchised from the current economic resurgence of Buffalo. The construction of Route 33 brought tremendous economic and environmental harm and devastation to the residents and businesses along Humboldt Parkway, Hamlin Park, Trinidad Park and MLK Park neighborhoods and business corridors in the City of Buffalo, especially Fillmore and Jefferson Avenues. Recreating a green space and access across East-West segments of streets disrupted by the expressway will help remediate the physical and psychological barrier to social and economic vitality for residents, businesses, and anchor institutions around Humboldt Parkway.

Removing the direct impact of pollution from the Kensington Expressway traffic will be a significant health benefit from said project while maintaining an important transportation link for the regional traffic. We request assurance that the ventilation system that is being proposed does not cause severe health ramifications as the construction of Route 33 did originally. While the environmental assessment indicates the air quality levels are below the national ambient air quality standard, this benchmark may not be an adequate measurement to impede diseases that have been prevalent in this neighborhood due to the highway running through it.

The Best Street roundabout configuration appears to be an effective way to maintain the flow of traffic, however in light of the unique and extremely complex design, we urge further investigation regarding the safety of pedestrian crossing and movement. This is a greater concern during summer months when annual events take place in MLK Park which draw huge crowds of people and many out of town visitors. We do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents.

The chamber supports the full involvement of community stakeholders in the design process, and that the designers heed the community goal to insure that the infrastructure designed will lead to a revitalized, walkable, and healthy urban environment. The BCCWNY urges the inclusion of residents and businesses from the area, especially those in the Jefferson and Fillmore corridors, be included in the construction of the project. The potential long-term employment opportunities and the increase in business revenue to be created by a project of this scale will be of great benefit to this community that struggles to be included in the region's current economic advancement. The current concept still needs some clarification and context including a thorough analysis of environmental impact and related public health concerns. We are confident that our neighborhood transformation will thrive with reconnecting our community and restoring the greenspace designed by Frederick Law Olmsted as a capstone parkway within the park system. Converting this decaying bathtub portion of the expressway to a beautiful connector, improving the visual quality and natural environment of Humboldt Parkway will catalyze improvement of property values and assist in the revitalization of business districts along Fillmore and Jefferson Avenues. A restored Humboldt is essential for a complete renaissance of Buffalo where everyone can participate in the progress, and those neighborhoods once scarred can be restored.

Sincerely,

Richard C. Cummings, President

“Unbossed and Unbought”

From: Robert Cummings
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:37:21 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Robert Cummings

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Camille Cunningham Affiliation (if applicable): _____

Address: _____ Date: 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

A major disadvantage to the East Side pipeline
to comment in a safe timely manner

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Comments are due by October 27th, 2023.



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,


Colin Curry

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Christina Cortes Affiliation (if applicable): Bromeo
Address: _____ Date 11.8.22
Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

I'm concerned about displacement, Legacy East home owners being forced to move due to increased property tax and parking violations. If there is no adverse impact or consequences, I'm in support.
-CL.

**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
Comments are due by October 27th, 2023.



From: TC Printing

Sent: Sunday, November 5, 2023 8:42 AM

To:

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

Name: DAgostino, Cory

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation:

Comment: Make this project a Top Priority

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ibrahim Dahir Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



-----Original Message-----

From: Tiana Daniels

Sent: Thursday, November 9, 2023 10:00 AM

To:

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

Name: Daniels, Tiana

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Make East Buffalo beautiful again

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Sent from my iPhone

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: C. L. Dawid ADDRESS: _____
DATE: 11 PHONE: _____ EMAIL: _____

*Any information provided on this form may become part of the project file, _____ 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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Samantha Davis Affiliation (if applicable): _____

Address: _____ Date 11/14/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Berthina Dawcy Affiliation (if applicable): _____

Date: 10-20-23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I do not or would want a tunnel
on the e way

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Marc Davies
Date: Tuesday, November 7, 2023 3:30:53 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Email

Date

11/7/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: MARC DAVIES ADDRESS: _____
 DATE: 11/08/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: Marc Davies

Sent: Friday, November 10, 2023 10:35:13 AM

To:

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

Name: Davies, Marc

Address:

Phone

Email:

Include on future project updates: YES

Affiliation:

Comment: I would like to express my concerns and strong reservations regarding the proposed costly cap for Route 33 in Buffalo. While I appreciate the need for infrastructure improvements, I believe that allocating significant funds to cap the highway may not be the most effective use of public resources. Instead, I strongly urge the DOT to reconsider this project and explore the possibility of highway removal and restoring Olmstead's majestic parkway. We can't go back and change the lives of all those affected by the horrendous highway in the past. But we can make the lives of their children and grandchildren much better and create generational wealth for these folks by removing the highway, which in turn will increase property values all along the highway, and not just on the small section that will be capped. I urge you to stop and do this project the right way, rather than rushing a billion-dollar project which will have little effect for those living in the area. Thank you!

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From: alethea davis

Sent: Wednesday, October 18, 2023 2:38 PM

To:

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

Name: Davis , Alethea

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Love Alive Fellowship Full Gospel Fellowship Church

Comment: Unfortunately, I have not given greater diligence to this comeuppance '. However, I dare day that I become greatly concerned when major projects fall into place, of you will, on the heels of gentrification. Somehow, gentrification doesn't work out so favorably in many Urban communities. All the same, I dare say that I am cautiously optimistic about this machination to some.degree. I pray that however this pans out, it will be expressly for "The.Htrayer.Hood" and not just the, "do goodness" as it were. Shalom

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From: Brandon Davis

Sent: Thursday, November 2, 2023 11:25:44 AM

To: Fischlein, Eric < >

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

Name: Davis, Brandon

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I do not agree the plans to cap the 33. The DOT has failed to properly assess environmental and health impact. More entities than just the DOT should be collaborating on a final solution that addresses more than just the flow of car traffic. All forms of transportation, including cycling and walking should be addressed. The best planned cities in the world do not have highways dividing them or running through them. In the best cities I've been to, highways end at the border of the city and turn into parkways. Once in the city, car traffic should move at a slower pace; car traffic should disperse among myriad boulevard arteries instead of one focused, dividing expressway.

Please engage more community and look at examples outside of the United States—try Europe! The 33 should be completely filled and turned into parkways, similarly to how the Inner Loop in Rochester has been treated. Olmsted's original parkway should be restored.

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-----Original Message-----

From: Samuel Davis

Sent: Tuesday, November 7, 2023 7:24 PM

To:

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

Name: Davis, Samuel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident of Buffalo and Humbolt Park

Comment: I am excited that this project is finally coming to fruition. I look forward to raising my family with this new green space as an option for recreation and exercise.

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Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Zachariah Davis](#)
To: dot.sm.kensingtonexpressway
Subject: NYS Route 33 Kensington Expressway Project
Date: Thursday, November 9, 2023 9:41:06 AM
Attachments: [NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT.pdf](#)

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park /

NAME: Karen Davis

ADDRESS: .

DATE: 10/12/23

**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
Comments are due by November 10th, 2023.



From: [Ni"Jae Davis](#)
To: dot.sm.kensingtonexpressway
Subject: ROCC support letter
Date: Thursday, November 9, 2023 5:14:49 PM
Attachments: [ROCC Support - Form Letter \(002\).docx](#)

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project - PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Dodge Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

This reclamation infrastructure project is at its core, restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautifying and reconnecting the surrounding neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

____ Ni'Jae Davis _____

From: [Dancing Colors deR](#)
To:
Subject: K-Expressway opinions
Date: Thursday, October 26, 2023 3:01:10 PM

Hi,

My name is _____Valenta de Regil_____. Please accept these comments regarding the September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52):

The Air Quality at Tunnel ends is made worse by focused Portal Exhaust Plumes.

The Tunnel cements in-place that Delaware and MLK Parks will never be connected.

DYSDOT's Tunnel does not comply with CLCPA mandates.

More details are needed from NYSDOT on the extensive asbestos containment required during construction.

Due to these observations and concerns, I demand an Environmental Impact Statement (EIS) Review for this project.

Please also provide a 45-day Extension for the DDR/EA Comment Period. The DDR/EA is over 300 pages, plus nearly 40 Appendices. Providing the public a month and a half to review these materials is not sufficient.

Thank you,

Valenta de Regil

From: [James Dean](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 4:34:40 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
James Dean

From: [Jerry Dee](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 8:24:02 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Jerry Dee

From: Brian Degnan

Sent: Friday, November 10, 2023 8:40:53 PM

To:

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

Name: degnan, brian

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: none

Comment: DOT means department of transportation not department of motor vehicles. Where is the funding for public transportation for the entire city?

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From: [Gregory Delaney](#)
To: dot.sm.kensingtonexpressway
Subject: Public Comment for Kensington Expressway Project
Date: Friday, November 10, 2023 4:55:06 PM

First Name: Gregory
Last Name: Delaney
Address:
City:
State
Zip:
Phone:
Email:
Affiliation: East Side Parkways Coalition

Comment:

Since the release of the 9-12-23 Draft Environmental Assessment DDR/EA PIN 5512.52, what has been heard from the community and concerned citizens of the City of Buffalo is a resounding total rejection of NYSDOT's Kensington Expressway Project plan. What I call for here is true restorative justice for the East Side and for Buffalo in the form of highway removal (removing the NY-33 from at least downtown to the NY-198), in order to see the full restoration of Humboldt Parkway, from MLK, Jr. Park to Delaware Park (with the possibility for a further extension through the Fruit Belt and to downtown).

This position is in direct alignment with the overwhelming majority of community voices that have been heard through this process. In attending the evening session of the public hearing on September 27, more than 30 citizens took the microphone, and ZERO spoke in support of the project. Some spoke in pragmatic terms, expressing the belief (and dismay) that this project will move forward with or without community support, and thus turned to concerns on its construction and outcome. But what was heard most resoundingly was a total rejection of NYSDOT's plan, in favor of true restorative justice in the form of highway removal and the restoration of Humboldt Parkway.

This position is in direct alignment with what's happening in cities across the U.S. and world. Further, it is the direction that both public and professional discourse have moved in civil society and the fields of urban planning and design, landscape architecture, and architecture. In this context, there is a decided misalignment between the priorities of the State and those of the community. Because, let's be clear: this is not a billion-dollar investment in the East Side. It is a billion-dollar investment in highway infrastructure, in order to maintain vehicular capacity at the continued expense of the East Side.

I believe, as those who spoke at the hearing do, that the East Side deserves better—to have back what was stolen from it in the first place: Humboldt Parkway, the most spectacular Olmsted parkway in the city, and a cultural landscape of global significance. Further, the East Side deserves economic viability in its commercial corridors, which were robbed of traffic, consumers, and livelihood with the highway's construction. Thus, removing the highway—from downtown to (at least) the 198—is the only fair and just solution in righting the historic wrong that was—and remains—the 33. The radials of William, Broadway, Sycamore, Genesee, and Kensington, along with the corridors of Jefferson and Fillmore, would all benefit tremendously from increased traffic and associated economic viability. The true traffic analysis of what happens to cars when you remove the highway has not been properly studied, and must be properly studied. In short, Concept 10 should not have been eliminated without due diligence in properly studying it as a viable solution, which was done before the possibility for considerable public input. This process is proving that this was a severe misstep by the State and NYSDOT, because it is what the public is demanding. Further, health IMPROVES, because traffic is dispersed (instead of ENTIRELY negatively impacting those that live on one corridor). The idea that health outcomes are worse in Concept 10 is a fallacy that demonstrates irresponsible and wrongful speculation on the side of NYSDOT. Further, our downtown and airport are STILL connected by highway, which would also handle traffic (and accommodation for such should be studied, as is what is happening in Syracuse, which is a very analogous parallel).

Instead of performing a responsible study of multiple concepts, including the “un-build” concept of full removal and restoration, the State is unfairly telling these communities they can never have the Humboldt Parkway back—that it's this: a tunnel and scrappy park (with inadequate soil depth for large trees, which is what was here historically) that dead ends into, and fans toxic pollutants from, the trench as we know it—or nothing. But why does the East Side of Buffalo deserve less than Syracuse, Rochester, Niagara Falls, and “region central” in Buffalo? In all these places, New York State has, is currently, or is in the planning process for, highway removal (including the at-grade-street replacement of the 198 and disconnection from the 190 and 33).

Why? Because when it comes to the 33, the State has decided that minor convenience for white, middle- and upper-class, suburban residents still matters more than the human health, welfare, economic value, viability, culture, quality of life, and overall humanity of Black and Brown Buffalo and the entire East Side—perpetuating decades of racism, classism, and a total lack of proper investment in—let alone restorative justice for—these communities.

The bottom line: we cannot accept the proposed tunnel as the only option for the East Side and for Buffalo. The removal of the 33 and the full restoration of Humboldt Parkway must be on the table for consideration, period. It is what the community is demanding, as we are hearing over and over again (and has been well documented in the Buffalo News and other local media outlets).

Further, this project cannot move forward without an Environmental Impact Statement. It is the absolute responsibility of NYSDOT and the State to recognize that

a project of this scale and magnitude, that requires blasting and asbestos removal, that overlaps with the Scajaquada Creek corridor, that includes MLK Jr. Park in its scoping area, etc., MUST perform an EIS. There is simply no legitimacy to a finding of no significant impact out of the EA process. Further yet, this project DOES NOT adhere to the Climate Leadership and Community Protection Act (CLCPA), which requires a project in this neighborhood (specifically, as it falls within the boundary of what's been included as "disadvantaged") to IMPROVE overall air quality, which this project does not. It is unbelievable that the State would dismiss these mandates—ones that strike at the core of the so-called "community protections" that the State is claiming to care about in passing this important (or, thought to be important) law. Further, air quality of this corridor should be compared with that of Lincoln, Bidwell, and Chapin Parkways in Buffalo, because that is the standard of air quality that these communities have been robbed of.

This project must slow down. You must listen to the community. You must listen to concerned citizens who understand the complexity of such projects. An EIS must be performed. The project must adhere to CLCPA mandates. And Concept 10 must be properly studied in full before ruling it out in advance of significant public input.

Frankly, NYSDOT should be taken off of this project. This is unfolding very similarly to that of the Scajaquada years ago, where the State pulled NYSDOT and turned it over to the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC). That has resulted in a fair process of community engagement, where all scenarios were properly studied, and is now moving forward with community support—the type of community support that NYSDOT did not have when they were overseeing it. What's moving forward now was something that NYSDOT said was impossible, much like they are doing now with the Kensington. This is proof that NYSDOT is not the responsible authority in proving to work in the best interests of the affected communities.

Lastly, I believe it to be wrong that the community outreach office (Janate Solar Ingram) has been pushing pre-filled-out NYSDOT forms and pre-written letters to Commissioner Dominguez in support of this project on area residents, and at community-organized events. I believe the public comment process, as driven by NYSDOT, is meant to solicit ALL comments and feedback through an open process (that blank forms are the only ones that should be coming straight from NYSDOT officials). I would like NYSDOT to respond directly to this, as they must also answer the questions of the public, and respond to all community demands, that have been raised in the September 27 hearing and through this comment process.

Thank you,

Gregory Delaney

Mr. Gregory Delaney

County _Other New York
Addressed to: Governor

Email Subject: Kensington Expressway Project

Issue 1 78001 Dept. of Transportation

Correspondence Number: 1196961P
Date Of Correspondence: 11/01/2023
Date Received: 11/01/2023
Date Entered: 11/01/2023
Referred To: DOT
Date Referred:

RECEIVED NOV 06 2023

NYS DOT REGION 5	
REGIONAL DIRECTOR	
RD ASSISTANT TO RD	
CLAIMS	
PUBLIC INFO OFF	
HEALTH & SAFETY	
SECRETARY	
ED CONSTRUCTION	
DESIGN	<input checked="" type="checkbox"/>
REAL ESTATE	
OD OPERATIONS	
FLEET	
TRAFFIC & SAFETY	
PPD PLAN & PROGRAM	
ASD ADMINISTRATION	

Routing History:

11/03/2023 04:19 PM (Routed By --> Kelsey Barrett) (Routed Via Outside Agency Email to -> DOT) This correspondence has been acknowledged and is being forwarded for further action from your agency.
Please provide a copy of response or notation of any other action recommended or taken. --
Please respond to Kelsey Barrett

Incoming Correspondence:

Dear Gov. Hochul,

As I am sure you know, there is a growing groundswell of opposition to the Kensington Expressway Project. I write to you as a concerned citizen, and as a member of the East Side Parkways Coalition.

I have been talking with dozens of East Side residents and attended the DOT's hearing on

September 27 (where it is important to note that of the more than thirty people who spoke at the hearing in the afternoon, not one spoke in support of the project).

The concerns over this project are real.

1) This project cannot move forward without an Environmental Impact Statement. It is an absolute falsehood to say that this project could have no impact. It is a \$1B infrastructure project that runs through the middle of dense urban neighborhoods that includes blasting, asbestos abatement, and exhaust plumes blowing into neighborhoods, and toward schools, churches, and community centers. There is an environmental impact here, and the health concerns are real.

2) The "un-build" option must be considered (not just "build" or "no build"). This is a call from the communities to remove the NY-33 and fully restore the Humboldt Parkway, one of the most majestic parkways in the world (this is not an exaggeration? I teach urban design at the University at Buffalo), which was stolen from Buffalo's East Side in the 1960s. If the NY-33 had never have been built, we would NOT be talking about building it today (tunnel or no tunnel). Further, the cap is inadequate. As confirmed by the DOT, the 3' of proposed soil depth WILL NOT support large trees, which is what was once here. Further, the DOT is saying that the 70,000 car volume cannot be adequately handled without this highway. That is not true. This is unstudied, and Buffalo is uniquely designed to handle this volume, dispersed among its radials. What we are talking about is 10,000-20,000 cars on each of at least the following: Genesee, Broadway, Sycamore, Fillmore, Kensington, Jefferson, and a restored Humboldt. Most of these streets are commercial corridors that DESPERATELY NEED 10,000+ cars, like they once had, to support commercial viability. Removal of the NY-33 is good for economic re-development, and good for these neighborhoods. It also disperses auto pollutants appropriately (until we are all driving electric), as opposed to fanning out the concentrated pollutants of 70,000 cars into one neighborhood (far worse). Further, ROCC is only in support of the current plan because they have been told it is the best the state is willing to offer them, ever. This is unfair. It is not what they have spent the last decade and a half fighting for. And now there is real momentum from these communities to call on the DOT and your office to do the right thing. Or, to at least start by listening to the people, and the feedback you're hearing in this process.

Lastly, this is Buffalo. Your home. Please listen to this town. Your communities do not want this project. It will be a mistake that we will be talking about undoing in just a couple short decades from now. Trust me on this. I'm writing to you as a citizen, but also as a professor at your flagship institution who teaches this subject.

Please feel free to reach out. These communities are desperate to hear from you, and to interact with you.

All the best, and thank you,

Greg

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Harry DeLano Affiliation (if applicable): Citizen of Buffalo

Address: _____ Date 9/27/23

Phone Number: _____ E-mail: _____

COMMENTS*

Having grown up in Buffalo's East Side, I was often able to enjoy being on Humboldt Parkway before it was destroyed. To me, the civilized thing to do with the expressway that replaced it would be to turn it into a parkway again with walking paths, bike lanes and light rail.

I've been fortunate enough to spend time in Europe and the differences between there and here ~~is~~ in the US regarding how people get around is shocking. There, you can easily get by without needing to drive. Here, not so much. ~~The~~ An inspiring example is the city of Paris, once a car-choked nightmare that is being transformed into a pedestrian and bicycle friendly nice place to live.

This has been done by political leadership that actually

**Any information provided on this form may become part of the project file, which is a public record. Cares about the quality of life in their community. (please see over)*

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
Comments are due by **October 27th, 2023.**

YOUR FEEDBACK IS IMPORTANT!

Please use this form to submit comments. For more information about the project and ways to get involved, please visit our website:

kensingtonexpressway.dot.ny.gov

One more thing; I'm told there's ^{no} consideration of light rail because the MFTA has not asked for it. Why not?

FOLD HERE

FOLD HERE

PLACE
STAMP
HERE



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

From: Harry DeLano

Sent: Wednesday, November 8, 2023 9:18 AM

To:

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

Name: DeLano, Harry

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation: Citizen

Comment: Having grown up in Buffalo's East Side, I was often able to enjoy being on Humboldt Parkway before it was destroyed. To me #replaced it way the civilized thing to do with the expressway that replaced it would be to turn it into a parkway again with walking paths, bike lanes and light rail.

I've been fortunate enough to spend time in Europe and the differences between there and here in the US regarding how people get around is shocking. There, you can easily get by without needing to drive. Here, not so much. . An inspiring example is the city of Paris, once a car-choked nightmare that is being transformed into a pedestrian and bicycle friendly nice place to live.

This has been done by political leadership that actually cares about the quality of life in their community.

One more thing. I'm told there's no consideration of light rail because the NFTA has not asked for it. Why not?

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

-----Original Message-----

From: Jeremy Delgado

Sent: Tuesday, November 7, 2023 8:39 PM

To:

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

Name: Delgado , Jeremy

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I support this project, it will bring more local jobs that's desperately needed.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Craig Dembinski](#)
To: dot.sm.kensingtonexpressway
Subject: Comments on the plan to cap part of the Kensington Expressway
Date: Friday, November 10, 2023 2:28:16 PM

I support the DOT's proposed plan to cap over the proposed area of the Kensington Expressway and proceed with the associated parkway enhancement ideas. The tree plan and North/South/Best street landscaping ideas will restore vital green space. The additional bridges will help reconnect areas on both sides of the expressway, while keeping through traffic beneath the parkway. All of these ideas will go a long way towards mitigating the ill-effects of past designs and reconnecting the divided community, while maintaining the vital traffic flow on the expressway.

The voices of opposition from GOBike Buffalo, the Olmstead Conservancy, and similar organizations, are following the usual pattern: Only THEIR shortsighted and one-sided ideas are viable (if they even have them), their stance is ignorant and reactive, and they cannot comprehend compromise. In this sense, they are the extreme and vocal minority. They ironically follow the same public misinformation patterns as their oft-cited past nemesis, Robert Moses.

Filling it in is a ridiculous and non-viable option. Perhaps the Olmstead Conservancy and GoBike Buffalo can provide comments on their ideas for how the surrounding neighborhoods will deal with 70,000 cars passing through the surface streets, with this option? They always forget about the associated spikes in air pollution and congestion with their options, for any project.

Once again, I SUPPORT the tunnel and capping plan. It's one of those "win-win" type of scenarios.

Thank You,

Craig Dembinski

From: Kate

Sent: Saturday, October 21, 2023 2:06:11 PM

To:

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

Name: DeMerle, Kate

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: In 1959, when I was four years old, I stood on Humboldt Parkway and Main Street with my dad. I asked him “why are they cutting down all the trees?” He explained to me that this was progress, and that they were putting in an expressway. All I could see was destruction, and I felt so bad about the trees. We moved from that neighborhood, but I have always thought of that expressway as an aberration, a terrible gash in what was once a very lovely neighborhood. We have a great opportunity here. I think the time has come to fill in the expressway completely, re-establish the parkway to its original beauty, and reconnect the neighborhood that way. Let’s undo the terrible decision that was made when this expressway was built. Creating a tunnel is not a solution, but a debacle that will create more environmental problems than it fixes, including a permanent necessity for maintenance. We finally have the chance to do it right. Let’s seize the day!

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From: [Kate](#)
To: dot.sm.kensingtonexpressway
Subject: A great opportunity
Date: Thursday, October 26, 2023 11:51:23 AM

In 1959, when I was four years old, I stood on the corner of Humboldt Parkway and Main Street with my dad. I asked him “why are they cutting down all the trees?” He tried to explain to me that this was progress, and that they were putting in an expressway. All I could see was destruction, and I felt so bad about the trees. All these years later, I have never thought of that expressway as anything more than an aberration, a terrible gash in what was once a very lovely neighborhood. Creating a tunnel is not really a solution, but another debacle that will create more environmental problems than it fixes, including a permanent necessity for maintenance. We have a great opportunity here. I think the time has come to fill in the expressway completely, re-establish the parkway to its original beauty, and reconnect the neighborhood that way. Let’s undo the terrible decision that was made when this expressway first went in.. We finally have the chance to do it right! Let’s seize the day!

Kate DeMerle

Sent from my iPhone

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: James Downs Affiliation (if applicable): _____
Address: _____ Date: Nov-9-2023
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: Kira Dennis

Sent: Friday, November 10, 2023 6:26:56 PM

To:

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

Name: Dennis, Kira

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I think the current plan as it stands does nothing to address the injustice created in severing communities and continuing without actual input from the current community is a further injustice. We need infrastructure that works with our communities.. not one that endangers their safety and ability to walk through our neighborhoods. Transportation accessibility includes preparing for safe travel of pedestrians and bicyclists.

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-----Original Message-----

From: Alex Desha

Sent: Wednesday, October 25, 2023 6:46 PM

To:

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

Name: Desha, Alexander

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident

Comment: I live by the 198 which connects to the 33 and I would like to see the parkway restored. The proposal by DOT requires further review and rework.

This \$1 Billion project demands a full Environmental Impact Statement to allow objective and complete consideration of all the project options and their consequences by the public.

The public health consequences of the 65 years of highway traffic have been resulted in documented and disastrous levels of damaging human death and disease, and the new project will still produce virtually the same levels of pollution, with concentrations at the tunnel ends. This is in clear violation of the Climate Leadership and Community Protection Act that protects this already Disadvantaged Community, which already bears the burden of negative public health effects, environmental pollution, impacts of climate change, and are comprised of high-concentrations of low- and moderate- income households

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From: on behalf of [Nancy DeTine](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 11:08:04 AM

[You don't often get email from [Learn why this is important at https://aka.ms/LearnAboutSenderIdentification](#)]

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms. Nancy DeTine

From: [Elysia Diaz](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:34:39 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Elysia Diaz

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jeanique Diaz Affiliation (if applicable): _____
Address: _____ Date 11/8/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



Department of
Transportation



From: Dickinson, Susan
Sent: Friday, October 13, 2023 10:42 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Dickinson, Susan
Address: , ,
Phone:
Email:
Include on future project updates: NO
Affiliation:

Comment: The entire 33 should really be filled in and reconverted to a parkway. The economic impact of that would be far greater for these neighborhoods than your plan would create. However, concerns with your proposed project: 1. Your project should extend farther north (at least to 198) and south to downtown BFL (don't just do something half way). 2. It doesn't look like there are vents along the tunnel route, which is good, but as air will naturally be vented at either end of the tunnel, there will most certainly be a decrease in air quality at those points. What's being done to remedy that, as these are still residential areas? 3. [The top coat](#) of soil over the tunnel should be deeper than 3' so roots can grow deeper and trees grow larger.

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From: John Diebold <

Sent: Thursday, October 26, 2023 4:05 PM

To:

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

Name: Diebold, John

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Private citizen

Comment: Hearing recent criticism of some public outreach meetings, particularly those where the presenters stood on stage and would not engage, and Olmstead's Conservatory views, I am opposed to the project in the current form. I do support improvements and tunneling the traffic to restore the surface parkway and add greenspace. I do appreciate the need to reconstruct the walls (the tunnel accomplishes this) and replace the bridges. However, this falls short of stated goals to restore the parkway and community. With the tremendous costs encumbered for professional services, and rumblings of discontent, more than a two-week pause is warranted. Moving forward and resisting these comments would be an error. Perhaps this is phase one of a much more ambitious endeavor.

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From: Ryan DiFranco

Sent: Wednesday, October 25, 2023 12:04:43 PM

To:

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

Name: DiFranco, Ryan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident

Comment: Rail is the future and not spending an extreme amount of money to cap an already plagued neighborhood. Build a rail line to connect downtown to the airport through the cities east side. This money could be spent better by incorporating rail and also helping build the community.

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Sent from my iPhone

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From: Brian Dillon
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:35:25 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Brian Dillon

From: [Joan Dionne](#)
To: dot.sm.kensingtonexpressway
Subject: Covering the Kensington
Date: Thursday, November 2, 2023 4:24:24 PM

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This is the most incredible, absurd, and ridiculous waste of money and resources.

Sent from my iPhone

From: [Jack Dipasquale](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:37:35 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Jack Dipasquale

From: Vinny Dipiazza
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:44:39 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Vinny Dipiazza

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DALE DIXON Affiliation (if applicable): _____

Address: _____ Date 10/19/

Phone Number: _____ E-mail: _____

COMMENTS*

I'm VERY concerned about My Health.
The pollution at the ends of the tunnels are
Bad for the older people and kids.
I don't like The idea of a tunnel.
The Asbestos is a very Big problem, IF
deme. Please Restore the 33.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: MARQUELLA DIXON Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

Once they build the New Expressway will current occupants afford to live there?

**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
Comments are due by October 27th, 2023.

From: Rich Dombkowski
Sent: Thursday, October 26, 2023 3:50 PM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Dombkowski, Richard

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident and 33 commuter

Comment: I am not interested in a covered tunnel. Please fill in the existing route 33 ditch and recreate the original Humbolt Parkway. 70,000 daily commuters can use the 190, 90, or other routes to get to the city center.

The existing proposed plan is too expensive and the tunnel to be built is too short to restore what was destroyed when the expressway was built.

It would be short-sighted to move forward with yhr plan as presented. Rochester is removing the inner loop with little impact for commuters. We need to have the same priorities for this project.

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

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From: [David Donaghue](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 6:10:50 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
David Donaghue

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: MR. AUGUSTUS DONALDSON Affiliation (if applicable): _____

Address: _____

Date 10-25-23

Phone Number: _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

YES

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

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Comments are due by October 27th, 2023.

From:
To: dot.sm.kensingtonexpressway
Subject: Plan to cap Route 33
Date: Thursday, November 2, 2023 1:16:55 PM

Bad idea. The return on expected benefits is small compared to the projected cost.
Better idea: fill the entire Route in. Cheaper, and avoids creating new problems with capping it; i.e. air quality, maintenance, etc

Again; half-baked, bad idea to achieve a long overdue fix to a historical mistake

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

PUBLIC HEARING

SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Averill Dore Affiliation (if applicable): Home Beneath one Red

Address: _____ Date 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



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Patti L. Stephen

Appointees:

Jack O'Donnell, City of Buffalo
Mary Simpson, Common Council
Sia Rogers, Erie Co. Legislature
Mark Cornell, Erie County
Andrew Rabb, Ex Officio, City of Buffalo

Emeritus: Richard C. Cummings
Mark V. Mistretta
Corinne Rice
Gretchen Toles

Interim Executive Director:

Beth Downing

BUFFALO'S OLMSTED SYSTEM

Parks
Cazenovia
Delaware
Front
Martin Luther King, Jr.
Riverside
South

Parkways
Bidwell
Chapin
Humboldt - lost
Lincoln
McKinley
Porter
Red Jacket
Richmond

Circles
Agassiz
Colonial
Ferry
Gates
McClellan
McKinley
Soldiers
Symphony

Small Olmsted Park Spaces
Days
Heacock Place
Prospect

November 10, 2023

Ms. Sanjyot Vaidya
Project Manager
New York State Department of Transportation,
Region 5
100 Seneca Street
Buffalo, NY 14203

AND

Mr. Matthew Seymour
Senior Area Engineer
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Re: Comments
PIN: 5512.52
September 2023 NYSDOT Draft Design Report/Environmental Assessment
(DDR/EA)
NYS Route 33, Kensington Expressway Project

Dear Ms. Vaidya and Mr. Seymour:

Thank you for including the Buffalo Olmsted Parks Conservancy in the review process for PIN: 5512.52, September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) NYS Route 33, Kensington Expressway Project.

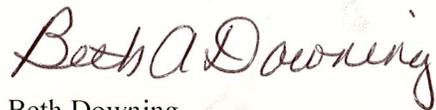
We are an approved Consulting Party for the Section 106 process and submitted comments on that draft report last month. We attended both Environmental Assessment Public Hearings on September 27, 2023. We have reviewed every document provided by the NYSDOT. We have also reviewed the National Register nomination for the Olmsted Parks & Parkway and our 2011 Master Plan for the entire system – “*Buffalo Olmsted Park System, Plan for the 21st Century.*” We have discussed the project and its impacts with many of the other concerned parties and community groups.

You will read that **the process** by which this project was developed and designed is concerning to us. Due to our concerns identified below **we believe that the project should not receive a Finding of No Significant Impact (FONSI) and request that a full Environmental Impact Statement be conducted.**

It is the Conservancy's mission to steward Buffalo's historic Olmsted Park and parkway system to benefit and to welcome all. Advocacy and collaboration with the community are cornerstones of our work. When construction began on the Kensington Expressway in 1961, there was no Conservancy to act on behalf of the community to protect Olmsted's Humboldt Parkway. Today, it is clear to us that this process, to date, has not created clarity or consensus within the neighboring community. Therefore, we again request information that was requested over a year ago – a cultural landscape report and an environmental impact statement – to ensure project clarity and provide better, clearer information for neighboring residents.

Attached you will find our comments which have been separated by the sections listed in the EA. Thank you for your attention to our concerns and we look forward to a dialogue with NYSDOT and FHWA.

Very Truly Yours,

A handwritten signature in cursive script that reads "Beth Downing". The signature is written in dark ink and is positioned above the printed name and title.

Beth Downing
Interim Executive Director

THE BUFFALO OLMSTED PARKS CONSERVANCY (BOPC) - ENVIRONMENTAL ASSESSMENT COMMENTS

NEPA/Environmental Assessment Review Process

1. We believe that assigning this important project to FHWA/NYS DOT, which will greatly impact the lives of residents on the East Side of Buffalo, as well as the legacy of the Buffalo Olmsted Park and parkway system forever, is inappropriate. We understand that the objectives of the FHWA and NYSDOT are related to highways and traffic. This project should be viewed not only as a highway project but should provide the comprehensive review necessary to determine how to BEST provide social and racial justice remedies, mitigation of health concerns, holistic transportation, and community restoration.
2. We believe **the process** for securing feedback on the design and scope of this project from the neighboring residents has been insufficient. The two (2) public hearings held on September 27, 2023, did not clarify the concerns of the attendees as the NYSDOT officials were onstage and did not respond to any questions or comments from the audience.

Health Assessment

Air quality at each end of the tunnel appears to be made worse by focused portal exhaust plumes. A solution must be determined within the design phase and not wait until construction has commenced. The health of the residents in the immediate area has already been negatively impacted by the current emissions. NYSDOT has acknowledged that with this project as designed the emissions at the ends of the tunnel will rise slightly but still within "acceptable levels." Therefore, this project, as designed, **does not** improve health outcomes for the neighboring residents.

Additionally, more details need to be provided on the extensive asbestos containment required during construction. Again, this should be determined within the design phase and not wait until construction has commenced.

We strongly request the preparation of an Environmental Impact Statement (EIS) to evaluate the true health impacts of this proposed project properly and more fully.

Environmental and Sustainability

Given the proposed deconstruction of the Kensington Expressway for 1.2 miles and the lack of a real long-term maintenance or sustainability plan, we observe that we cannot determine whether this proposal will meet the mandates of New York State's new Climate Leadership and Community Protection Act (CLCPA).

The NYSDOT has publicly stated that BOPC will maintain and care for this newly designed space without ever consulting with our organization, creating false expectations for the public. Maintenance is a critical piece. This is a major concern of community members as well as BOPC as to additional cost and capacity within our organization to take on the maintenance of the proposed area.

BOPC's request for a maintenance sustainability study has been responded to by saying that the evaluation of the maintenance requirements and costs will be conducted during preparation of Construction Documents. A true preservation evaluation of this project must include ongoing maintenance and should be completed during the design phase.

Cultural

We disagree with the Section 106 draft findings that this project will have No Adverse Effect on historic properties.

Historic and Cultural Resources

1. We appreciate the historic research and the Cultural Resources Screening that was conducted for this project resulting in the identification of three (3) new National Register Eligible historic districts and five (5) new National Register Eligible individual properties. We request that NYSOPR&HP and NYSDOT work with local preservation organizations to initiate the National Register nominations of each of these districts and properties and that State funding be provided for this.
2. We request consideration of expanding the APE beyond the small sliver of properties identified. We appreciate that it was expanded north to Northland Avenue, but we believe it should be expanded in all directions, including evaluation of the historic Fruit Belt by expanding the Southern end of the APE from Best St. to the Lemon St. connection – this would reconnect the Fruit Belt community that lost the most housing/properties as part of the Kensington Expressway intrusion.
3. We also note that the obviously historic St. Frances de Sales Church complex at 407 Northland, at the corner of the Humboldt Parkway, was apparently not reviewed in the Cultural Resources Screening or included as a potentially eligible property.
4. We request that a CULTURAL LANDSCAPE REPORT (CLR) of the historic Humboldt Parkway/Kensington Expressway be conducted before we can reasonably review and agree with the Section 106 draft findings of "No Adverse Effects" and the suggested FONSI for this EA. A landscape of this historical significance requires the preparation of a CLR. This has been requested multiple times by BOPC and various other organizations and citizens. Its request has not been acknowledged in any document for over a year.
5. Despite BOPC and various other consulting parties, such as the Buffalo Museum of Science and Alan Oberst, requesting the preparation of a CLR, NYSDOT has never officially responded to this request. A historic landscape of this significance should be treated with the same respect, following the same National Park Service guidelines. There do appear to be remnants of the original Parkway still evident, and without documenting them, this will be lost forever. This is the last and only time that this can be done. We fear that the impact on the Olmsted-designed MLK Jr. Park has not been effectively evaluated.

6. A CLR is required to identify remains of the historic parkway, evaluate the existing 33 against the historic parkway and evaluate the proposed designs against the historic parkway. It would also provide the process to evaluate historic cross-sections of the parkway including appropriate tree heights and sustainability against the “reconstructed” parkway. Without the completion of a CLR, no capacity exists to evaluate what remains of the Parkway, what the actual design and landscaping materials of the Parkway were, and therefore how best to design a replacement OR a restoration.
7. While some comments by NYSDOT were made about reviewing the Olmsted Parks Plan, and attempting to follow the “historic plan,” there appears to have been no purposeful evaluation or comparison that only a CLR with its related “Period Plan evaluation” can provide.
8. From all the documents provided, with evaluation and design apparently prepared by LaBella, it is unclear whether there has been any involvement in the project of Olmsted scholars or an experienced landscape historian, historic landscape architect and preservation architect with Olmsted expertise. We do not believe that the proposed “reconstructed” Humboldt Parkway resembles the historic Olmsted-designed Humboldt Parkway which connected MLK Jr Park with Delaware Park in any manner other than it has some grass and trees.

Traffic & Transportation

1. We are seriously concerned about the Project Objectives; especially “to maintain the vehicular capacity of the existing transportation corridor (approximately 76,000 vehicles).” All of our comments about this objective have been acknowledged and responded to with: “this is a given.” Why is this a given? This basic question about the evaluation of public transit in WNY is one of the basic underlying questions about this entire process. The refusal to look outside the Kensington Expressway and consider a more comprehensive evaluation of public transit in WNY is imprudent. Another question is when has the latest traffic study been completed? Traffic volume has likely changed significantly since the pandemic with more people working from home.

Greenspace/Parks and Recreational Resources

It was referenced at recent meetings that there is potential for future phases of this project that could reconnect MLK Jr Park and Delaware Park. The Conservancy requests information about these potential phases and how the tunnel as it is currently designed impacts future expansion of green space.

Design

1. In alignment with the mission of the BOPC, the preferred solution for the 33 – Kensington Highway is to fully restore Olmsted’s original design for Humboldt Parkway, concept 10, as previously stated in past comments. There appears to be growing community support for a “ONE ROAD NOW” concept that restores and reconnects MLK Jr. Park with Delaware Park, in true Olmsted design. We request that NYSDOT, FHWA and NYSOPR&HP initiate truly meaningful design discussions and engage a preservation architect with Olmsted expertise.

2. While the FHWA/NYS DOT documents and proposed design do provide roadway connections across the tunnel deck that would improve limited local roadway connectivity to reconnect the East Side neighborhoods separated by the Kensington Highway, neither the design option/s nor the supporting materials reply to or acknowledge the previous comments of BOPC, the majority of the consulting parties, concerned organizations and the public comments in a meaningful way. We believe it is imperative that the FHWA and NYSDOT respond and give serious consideration to the restored Humboldt Parkway or "One Road Now" concept. We request this again.
3. We remind you of the master plan that BOPC prepared for the Olmsted Parks in 2011 and goals for the restoration of the Humboldt Parkway that included:
 - a. Restore the historic integrity of the parkway element from the period of significance.
 - b. Transition towards historic planting types and restore historic tree plantings.
 - c. Improve safety, access, and circulation for vehicles, bicycles, and pedestrians.
 - d. Install historically appropriate light standards.
 - e. Install appropriate wayfinding and branding signage.
4. This tunnel with a cap is new construction, it is NOT a reconstruction or restoration according to National Park Service Secretary of the Interiors Standards for the Treatment of Historic Properties.
5. The "peanut-shaped traffic circle" on Best Street has no relationship to MLK Jr. Park, the historic Parade or Humboldt Parkway and should be eliminated.
6. Given that a multi-modal transit design approach including Light Rail Rapid Transit could provide more capacity than this remade Kensington Expressway and would potentially come with additional and separate funding streams, we believe that this \$1.2 Billion effort would have a negative impact on the citizens of Buffalo, their health and the historic resources related to the Humboldt Parkway, East side of Buffalo and New York State with few advantages.

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from David Draper
Date: Monday, October 23, 2023 6:29:34 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

David Draper

Email

Date

10/23/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: [Jason Draper](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 6:11:40 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Jason Draper

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Richard A. Dwyer ADDRESS: _____
 DATE: / / EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: Heather Dubick

Sent: Wednesday, November 8, 2023 5:46 PM

To:

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

Name: Dubick, Heather

Address:

Phone:

Email: _

Include on future project updates: NO

Affiliation:

Comment: Though I think it would look beautiful and be a lovely symbolic offering to a community that was separated years ago when the expressway was built, I think it would be a gross misuse of assets. The community does not need symbolic acts like this it needs better education, to break the cycle of social service dependence, and programs that engage children and families in positive ways. I want to believe that it would be beneficial long term for the community, but it's hard to imagine it actually working out that way.

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

From: Patrick Duffin

Sent: Friday, November 10, 2023 2:06:24 PM

To:

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

Name: Duffin, Patrick

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident of Buffalo

Comment: This proposal is a mind-bogglingly expensive mistake. It was a mistake to rip out a majestic parkway in a residential area and replace it with a highway in the first place. It is unconscionable to spend \$1Billion to double down on that mistake.

What will Buffalo city residents for generations to come get from this Billion-dollar project?

Apparently a handful of residences will have the highway in their front yard hidden from view, but a few blocks in either direction they will still have an at-grade 6-lane highway through a residential neighborhood just like they do today, with no hope of correcting that in their lifetimes.

Cities around the world, including Rochester, have filled in their freeway mistakes for streets in urban settings to critical acclaim, yet we are being told this entrenching of the status quo is the best for us. That is utter nonsense. Listen to the community that this project most directly affects. This city and the people who live here deserve much better.

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

From: [Vincent Dugan](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Tuesday, October 24, 2023 11:26:14 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Vincent Dugan

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date 11/8/2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: Michael Dundon
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:28:00 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Michael Dundon

From: [Charles Dunn](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Wednesday, October 25, 2023 9:52:03 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Charles Dunn

**Town Highway Superintendents
Association of Erie County, Inc.**

www.townhwysuptsec.org

First Vice President
Jason Simmons

President
Richard W. Crawford

Treasurer
Edward J. Michalski

Second Vice President
David M. Gunner

Secretary
James A. Dussing



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

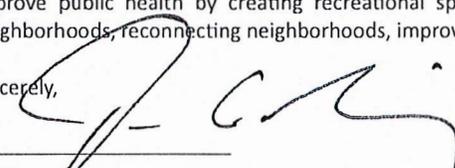
I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



JAMES A. DUSSING
Secretary
THSAEC



TOWN OF CLARENCE
HIGHWAY DEPARTMENT

JAMES A. DUSSING
SUPERINTENDENT OF HIGHWAYS

6185 Goodrich Road
Clarence Center, NY 14032

Office: (716) 741-3210
Fax: (716) 741-8557
email: jdussing@clarence.ny.us

From: Angel Dutan
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:35:07 PM

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I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Angel Dutan

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Monique Eastley Affiliation (if applicable): _____
Address: _____ Date 11-9-23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: George Eberl <

Sent: Friday, October 27, 2023 3:42 PM

To:

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

Name: Eberl, George

Address

Phone

Email:

Include on future project updates: NO

Affiliation: Lifetime City Resident

Comment: I am against spending one billion dollars on 4000' of tunnel.

At 77 years of age I have witnessed the destruction of Humboldt Parkway at the time when "CONCRETE WAS KING" and the decades long requests to FIX the damage done. A 4,000 foot tunnel is like "putting lipstick on a pig".

Return the Parkway to the original Olmstead design. EV's and hybrids are much quieter and healthier for neighborhoods that cars go through.

The near empty and under utilized streets entering downtown would become opportunities for businesses to locate when new traffic patterns are found. Speeding would be drastically reduced.

I lived near Sycamore and Michigan until 1963 and still live in North Buffalo. I would hope today's urban planners take a holistic approach and not be married to just moving cars. George Eberl

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Sent from [Mail](#) for Windows

From: Dashuri Egriu
Sent: Wednesday, November 8, 2023 9:36 PM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Egriu, Dashuri

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: none

Comment: I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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

From: Gregory Eichner
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:30:27 PM

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I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Gregory Eichner

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Shela Ebdie Affiliation (if applicable): _____

Address _____ Date 10/00/23

Phone Number _____ E-mail: _____

COMMENTS*

no ~~care~~ caring the expressway

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Comments are due by October 27th, 2023.



From: [Beth Elkins Wales](#)
To: dot.sm.kensingtonexpressway
Subject: Public Comment
Date: Friday, November 10, 2023 9:46:18 PM

November 7, 2023

To Whom It May Concern:

Governor Hochul said “this is a once-in-a-generation opportunity to correct one of the most damaging planning injustices of the 20th century and help reunite communities in East Buffalo.” She is absolutely correct that this is an immense opportunity. ***But the tunnel is not the answer.***

In fact the tunnel only offers more of the problem– more exhaust fumes, more noise pollution, more health issues, more damage to homes, more blight, more reliance on cars, more East Side businesses being bypassed, more disconnection and injustices for East Side residents.

The DOT’s inference that there could be a Phase Two is pure deception. The location of the buried Scajaquada Creek and the exorbitant cost make this an impossibility.

The DOT’s stated primary goal to “maintain vehicular capacity” is in direct opposition to New York’s Climate Leadership and Community Protection Act (CLCPA). New York State recognizes that addressing the climate crisis is an urgent issue, but because the NYS DOT only manages vehicular traffic (which makes them increasingly obsolete) their non-compliant plan is already outdated.

The DOT must comply with NYS’s climate laws. An EIS needs to be conducted to better identify the many negative impacts included in this project– *and* the DOT must offer more alternatives in order to get the best possible options on the table.

Additionally, the DOT’s community liaison attended an Information Session arranged by East Side Parkways Coalition and asked to speak during the opening Press Conference. She did not introduce herself to the 120 attendees by name or DOT title, and instead represented herself as a concerned East Side resident. Once given the floor, she attempted to belittle the 17 year old MC of the presentation, then passed around pre-filled-out DOT comment letters, and left before hearing any comments from neighbors. This action, along with the DOT’s faulty online submission form, their performative and unhelpful solitary

public meeting, their negligence in maintaining the current highway, and their overall commitment to car-centric objectives, indicates a lack of care for the residents who were forced into hosting this highway.

True opportunity lies in a full restoration of the parkway. True justice lies in filling in the pollution-emitting scar on the East Side and giving back to those residents the parkway that was stolen from them.

Sincerely,

Beth Elkins Wales

Beth Elkins Wales
Nationally Certified Pilates Teacher
IMMA Meditation Leader
she/her/hers
Owner of [The Pilates LAB](#)
716.866.8200
164 Allen Street
Buffalo, NY 14201

From: [Keelan Erhard](#)
To: dot.sm.kensingtonexpressway
Subject: 33 Comment
Date: Thursday, November 9, 2023 12:38:40 PM

Dear DOT,

This project was flawed from the start as one of the stated objectives was to "maintain vehicular capacity". Based on this objective, full removal was never an option. The objective of the project should be determined by the community and the residents who live alongside the highway.

This project does nothing to alleviate the air pollution that was created from the construction of the highway in the 1960s. In fact, air pollution will get worse at the ends of the proposed tunnel, significantly impacting schools, churches, and residences. There is also over 200,000sf of asbestos in the walls of the 33 which will become exposed during construction which will be harmful for neighborhood residents.

This project does not comply with NY's CLCPA mandates.

This project needs a full EIS review, including full removal as an option and how that would impact the community.

There are no economic or environmental benefits to the community from this project. It would only cost \$200-250M to fill the expressway in and create a world class park. That leaves \$750M for NYS to invest directly into the community.

This project leaves out the Fruit Belt and Hamlin Park neighborhoods.

The community deserves better. Fill in the 33. Restore Humboldt Parkway. Reconnect the Fruit Belt to Genesee Street. Doing so will activate over 600 buildable parcels for economic development and create a park for environmental and community benefit.

-Keelan Erhard

From: THOMAS ERMER

Sent: Wednesday, September 13, 2023 9:39 AM

To:

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

Name: ERMER, THOMAS

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: NEW YORK TAXPAYER

Comment: Dear Sir's, All this portion of road needs is to be repairs done to the portion that need repairs. Nothing else needs to be done. Covering it up, making it like a tunnel is not necessary. Saying it will bring the community together will never happen. The people living there by and large don't care what you are trying to do with the expressway. USE THE MONEY FOR BETTER PROJECTS. Fixing outdated sewer systems, lead water pipes to homes and businesses would be only a few. DO NOT PROCEED with this project, it is not needed and needs to be rejected. This should be voted on by the majority as a referendum to the TAXPAYERS, Not proposed by the governor.

This project should NOT go forward.

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Sent from [Mail](#) for Windows

From: THOMAS ERMER

Sent: Monday, November 6, 2023 8:00 AM

To:

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

Name: ERMER, THOMAS

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: ERIE COUNTY TAXPAYER

Comment: Dear Sir's, This project is still not being heard from the people of Buffalo. It is a waste of my hard earned taxes. Using this amount of money will not fix the problems you think are occurring on the East Side. Repair and enhance the road by filling it in or covering it up won't change a thing. There are MANY other roads that could be fixed and renewed with this money, just NOT the KENSINGTON EXPRESSWAY. We DON'T WANT what you are forcing down our throats.

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

Sent from [Mail](#) for Windows

From: Thomas Ersing
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:51:03 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Thomas Ersing

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Louis Eve Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: [Sean Evenden](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 7:53:59 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Sean Evenden

-----Original Message-----

From: Zeneta Everhart

Sent: Thursday, November 9, 2023 9:35 AM

To:

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

Name: Everhart, Zeneta

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident

Comment: For more than 10 years I have lived in this community and I am excited about this project. I cannot wait to have this community reconnected.

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“As you enter positions of trust and power dream a little before you think.” -Toni Morrison

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-----Original Message-----

From: Saturn's Crush

Sent: Thursday, November 9, 2023 10:51 AM

To:

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

Name: Everhart, Janita

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Masten District Resident

Comment: I support the Kensington Expressway Project!

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Janita Everhart

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From: John Evers

Sent: Thursday, November 9, 2023 10:04 AM

To:

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

Name: Evers, John

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: American Council of Engineering Companies of New York

Comment: The American Council of Engineering Companies of New York represents nearly 300 member firms who engage in every discipline of engineering related to the built environment. We are a diverse group of consulting engineering firms from across New York. The purpose of the Project is to reconnect communities while simultaneously addressing the inherent transportation issues throughout the transportation corridor. Through proper planning and engineering, the project overcomes a number of significant issues such as maintaining traffic flow, pedestrian and bicycle mobility while modernizing the corridor, connecting communities cut off from each other, and addressing various geometric and infrastructure issues. The project addresses various land use issues, and creates continuous greenspace, thus enhancing the visual and aesthetic environment. These changes add great transportation and environmental improvements in the NYS Route 33, Kensington Expressway. We look forward to the implementation.

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

Testimony

The American Council of Engineering Companies of New York (ACEC New York)

John T. Evers, President/CEO

November 9, 2023

The American Council of Engineering Companies of New York (ACEC New York) is a proactive coalition representing nearly 300 member firms who engage in every discipline of engineering related to the built environment including civil, structural, mechanical, electrical, environmental, and geotechnical. We are a diverse group of consulting engineering firms from across New York State, ranging from sole proprietors to multinational corporations that collectively employ over 33,000 New Yorkers and nearly ten times that number worldwide.

The New York State Department of Transportation (NYSDOT), in cooperation with the Federal Highway Administration, has prepared an Environmental Document for the NYS Route 33, Kensington Expressway Project, located in the City of Buffalo, Erie County, NY. The draft purpose of the Project is to reconnect the community surrounding the defined transportation corridor and improve the compatibility of the corridor with the adjacent land uses, while addressing the geometric, infrastructure, and multi-modal needs within the corridor in its current location. The transportation corridor is defined as NYS Route 33 (Kensington Expressway) and Humboldt Parkway between Best Street and Sidney Street.

The land use along the project corridor consists of urban residential neighborhoods, generally

6 Airline Drive, Albany, NY 12205-1022 • Tel 518.452.8611

8 West 38th Street, Suite 1101, New York, NY 10018 • Tel 212.682.6336

Email acecny@acecny.org www.acecny.org

constructed in the early 1900s. The properties along the Humboldt Parkway are primarily residential in nature, including single and multi-family houses. The construction of the NYS Route 33 (Kensington Expressway) in the 1950s and 1960s resulted in the removal of the original Humboldt Parkway landscaped median, which severed several local east-west streets, reducing connectivity between the east and west portions of the neighborhood. Vehicular, pedestrian and bicycle travel over the depressed Kensington Expressway was maintained on five (5) bridges that carry the local street network (East Ferry Street, East Utica Street, Northampton Street, West Parade Street, and Best Street) east and west across the Expressway. To address the situation, Governor Hochul has set aside up to \$1 billion for the East Buffalo project which includes restoration of the expansive green space that had once connected the community.

In December 2022, NYSDOT in cooperation with the Federal Highway Administration, completed the scoping report for the Kensington Expressway project, which identified the build alternative to be advanced for further study in the environmental process. Earlier this year, the Biden Administration announced \$55.59 million has been awarded to the Kensington Expressway project through the U.S. Department of Transportation's Reconnecting Communities Program. The program, established by President Biden's Bipartisan Infrastructure Law, is a first-of-its-kind initiative to reconnect communities that are cut off from opportunity and burdened by past transportation infrastructure decisions.

As the leaders in the design and consulting engineering industry, we submit this testimony in support for the NYS Route 33 Kensington Expressway Project. The purpose of the Project is to reconnect communities while simultaneously addressing the inherent transportation issues

throughout the transportation corridor. Through proper planning and engineering, the Project overcomes a number of significant issues such as maintaining traffic flow, pedestrian and bicycle mobility while modernizing the corridor, connection communities cut off from each other, and addressing various geometric and infrastructure issues. The Project addresses various land use issues, and creates continuous greenspace, thus enhancing the visual and aesthetic environment. These changes add great transportation and environmental improvements in the NYS Route 33, Kensington Expressway between Best Street and East Ferry Street, including Humboldt Parkway within these project limits.

The additional funding identified by both state and federal sources will modernize, enhance, improve, and reunite neighborhoods, through thoughtful and carefully engineered plans. ACEC New York supports this project and looks forward to seeing it move towards the implementation stages, construction, and completion.

From: [Allison](#)
To: dot.sm.kensingtonexpressway
Subject: Removal of the 33
Date: Wednesday, October 25, 2023 5:03:32 PM

I support the removal of the 33. Capping it and allowing the degraded and dangerous air quality persist in a community already dented by the building of the 33, redlining, racial inequality and environmental neglect seems short sighted.

Allison Ewing
Buffalo NY 14201

From: Guy Falsetti

Sent: Friday, November 10, 2023 6:59:11 AM

To:

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

Name: Falsetti, Guy

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I fully support the Kensington Expressway Project. It will reconnect the surrounding community by creating continuous greenspace to enhance the visual and aesthetic environment of the transportation corridor. By maintaining the vehicular capacity of the existing transportation corridor it will improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing Complete Street roadway design features. It will also address identified geometric and infrastructure deficiencies within the transportation corridor.

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Thanks,

Guy Falsetti, CSI, CDT

Business Development

DC #4 Painters and Allied Trades

(716) 580-2626

gfalsetti@dc4.org

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-----Original Message-----

From: PATRICIA

Sent: Friday, October 27, 2023 8:00 AM

To: Fischlein, Eric

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

Name: Farley , Patricia

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo resident taxpayer and frequent driver on Kensington

Comment: Not in favor of tunnel project.

Why the threat of the one billion not being used on something else in WNY??

Senior housing in Every council district is SO needed. Many cannot continue to live in the big, old Buffalo homes and can't afford assisted living.

Proposed projects should be put up for taxpayer votes.

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Sent from my iPhone

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From: Dwayne Farquharson
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:35:41 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Dwayne Farquharson

From: Favorito, Tony

Sent: Tuesday, October 31, 2023 3:14:40 PM

To: Fischlein, Eric

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

Name: Favorito, Anthony

Address

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I have a hard time understanding why the Kensington project is more important than many other municipal projects in Buffalo. When I think of the state of many of our streets, our schools, and our neighborhoods across all of Buffalo's expanse, it's hard to justify spending a lot of money to cover a highway. The long term maintenance of a structure like that will only be a further drain on the city. If anything, the road should become a surface level road, but even that makes little sense at this point in time. Move on to more valuable projects.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Nora Felder Truman ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

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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
Comments are due by November 10th, 2023.



From: Felt, Jordan

Sent: Tuesday, October 10, 2023 2:58:56 PM

To:

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

Name: Felt, Jordan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: This project is underwhelming at best. Restoring Humboldt parkway is a noble cause but if the city insist on not narrowing the 33 the project is a mute point. Air pollution in the area will be more or less unchanged. Noise pollution will only be mitigated in a small section of the roadway.

Not only would narrowing/removing the 33 help the city meet it's goal of limiting noise and air pollution, it would also remove several poorly planned dangerous intersections along the route.

It is unfortunate we see the city valuing the comfort and ease of drivers from outside the city over the safety and health of it's own residents. I would love nothing more than to see the restoration of this Olmsted pack, but the way in which this has been proposed in a gross misallocation of funding.

There are a number of overbuilt streets along the 33 which will be just as deadly after this project. Focusing on reducing traffic through this area is the only way in ensure the safety and health of residents.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: GERARD FERGUSON Affiliation (if applicable): N/A

Address: _____ Date 10-23-23

Phone Number: _____ E-mail: N/A

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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Comments are due by October 27th, 2023.



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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Velma Ferguson Affiliation (if applicable): _____

Address: _____ Date 10-23-23

Phone Number _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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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
Comments are due by October 27th, 2023.



From: Lukas Fetzko

Sent: Wednesday, November 8, 2023 9:06 PM

To:

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

Name: Fetzko, Lukas

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Community member + architect

Comment: I demand an environmental study be conducted so that the community is properly informed on any and all environmental impacts of this proposal. Additionally I believe this protect is misguided and a complete removal of the 33 expressway with a restoration of the original Olmstead parkway system to be the only viable solution. This project would be both cheaper and more successful at aiding in reviving both the East side of Buffalo and the city as a whole. The current proposal kowtows to suburban traffic instead of the residents of the city itself. The traffic concerns can be easily absorbed but the existing city grid which supported a population twice the size when the expressway was initially built. Please listen to reason and use these funds to actually improve the city for those that live in it as opposed to appeasing contractors and those who are interested in keeping the city if Buffalo focused on cars instead of people.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: LUKAS FETZKO

DATE: 11/08/23 PHONE: _____

ADDRESS: _____

EMAIL: _____

*Any information provided on this form will be placed in the project file for public review and 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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
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COMMENT FORM

Name: Bertha Fields Affiliation (if applicable): _____

Address: _____ Date 10/19/2023

Phone Number: _____ E-mail: _____

COMMENTS*

Is this project fully funded?
Is this project going to end up with property
tax increase to help pay for it.
There are a lot of older homes concerns about
damage to foundation to these homes

*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
Comments are due by **October 27th, 2023.**



From: Gretchen Fierle

Sent: Friday, November 10, 2023 3:25:11 PM

To:

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

Name: Fierle, Gretchen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: The population of the city of Buffalo was significantly more than now. Olmsted developed a parkway system to accommodate that population. To think that covering a portion of an expressway will connect our parkway system and communities is short sighted. We made a huge mistake taking federal funds for the rapid transit system; let us look down the road with data, strategy, and a plan that will ensure the end we all wish. Just because funds are available should not dictate that we take them to do an incomplete project. A full assessment should be made. And we owed that to our city and the communities we divided. My father and grandparents were raised in that neighborhood which is now ruined due to the Kensington. A full study should be completed! Including assessing the parkway system Olmsted created for far more people than we have now. As a taxpayer, and lifelong resident of our community, I expect this to happen and nothing less.

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Sent from my iPhone so please excuse typos and grammatical errors.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Emanuel Figueroa Affiliation (if applicable): _____

Address: _____ Date 11-8-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Garriet Fischer](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 10:17:32 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Garriet Fischer

B.U.I.L.D of Buffalo, Inc.

October 27, 2023

NYS Route 33, Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

RE: Public Hearing September 27th, 2023 – NY Route 33 PIN 5512.52

Dear Kensington Expressway Project Team:

B.U.I.L.D. of Buffalo, Inc. is a group of community leaders, activists and concerned individuals who have a mission to bring about changes in the lives of all people. We support the Restore Our Community Coalition (ROCC) and the Kensington Expressway Project to cover a portion of Route 33, with a preference that the project meet limits of the Region Central project at Delavan to complete the "One Road" concept reconnecting MLK Jr. and Delaware Parks. This project and its initial phase is a vital part of attaining the goal to reconnect a community that has been marginalized for decades and disenfranchised from the current economic resurgence of Buffalo. The construction of Route 33 brought tremendous economic and environmental harm and devastation to the residents and businesses along Humboldt Parkway, Hamlin Park, Trinidad Park and MLK Park neighborhoods and business corridors in the City of Buffalo, especially Fillmore and Jefferson Avenues. Recreating a green space and access across East-West segments of streets disrupted by the expressway will help remediate the physical and psychological barrier to social and economic vitality for residents, businesses, and anchor institutions around Humboldt Parkway. Removing the direct impact of pollution from the Kensington Expressway traffic will be a significant health benefit from said project while maintaining an important transportation link for the regional traffic.

To prevent the original mistake of constructing the Expressway against the interests of the immediate community, the B.U.I.L.D further supports the full involvement of community stakeholders in the design process, and that the designers heed the community goal to insure that the infrastructure designed will lead to a revitalized, walkable, and healthy urban environment. We further request:

- Historic Land Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights with the restored parkway
- Health Impacts Assessment
- Maintenance Sustainability Study including estimated annual budgets and maintenance responsibilities for the concept
- Parking Spaces not be completely eliminated for residents along the parkway
- In-depth examination of the impacts of the pedestrian crossings and movement at the roundabouts

The current concept still need some clarification and context including a thorough analysis of environmental impact and related public health concerns. We are confident that our neighborhood transformation will thrive with reconnecting our community and restoring the greenspace designed by Frederick Law Olmsted as a capstone parkway within the park system. Converting this now decaying bathtub portion of the expressway to a beautiful connector, improving the visual quality and natural environment of Humboldt Parkway will catalyze improvement of property values and assist in the revitalization of business districts along Fillmore and Jefferson Avenues. A restored Humboldt is essential for a complete renaissance of Buffalo where everyone can participate in the progress, and those neighborhoods once scarred can be restored.

Sincerely,



Charley H. Fisher, III, President

From:
To: dot.sm.kensingtonexpressway
Subject: Public Comments for NYS DOT Kensington Expressway Project - PIN 5512.52 DDR/Environmental assessment 9/23
Date: Thursday, November 9, 2023 6:52:54 PM

Dear DOT,

This is being written by two former residents of Buffalo who are looking to possibly relocate back there for their retirement. We have witnessed many positive recent developments in Buffalo after living in the city during the economic devastation of the 1970's. We are very concerned that the leaders in the state of New York and the city of Buffalo are not seeing this project as part of a gateway to a renaissance for more sustainable and safer living in the Queen city for our future generations.

First, we must make sure the Humboldt Parkway is fully restored from MLK Park to Delaware Park to ensure a healthy and safe environment for Buffalo's present and future residents.

Second, the blasting and toxic exposure of building a tunnel through a neighborhood that has been ravaged for decades would put all the residents and their homes at risk. It would be sheer negligence not to consider the exhaust toxins from thousands of cars being pumped into the air from the tunnel, possible toxic spills and explosions from the frequent accidents which currently occur on a regular basis on route 33, which are witnessed by residents in the Humboldt neighborhood. Not to mention the radon gas that will be released when bedrock is dynamited in front of all their homes.

Third, construction of a tunnel will not comply with Climate Leadership and Community Protection Act mandates. It most certainly will put many Buffalo residents at risk for asbestos contamination when being removed for the construction of a tunnel.

Fourth, the expressway should be covered over and removed! What the DOT is proposing is a step backward in time and so ill advised as far as building a tunnel through an historic neighborhood which will further disrupt people's lives, property, and health.

Finally, ditch the tunnel project and create a more thoughtful plan in partnership with the people who will be most impacted by this reckless tunnel plan which will destroy any hopes of a better future for their children.

With much concern,

Errol and Anthonette Fisher

From: [Shawn Flattery](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Tuesday, October 24, 2023 10:21:39 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Shawn Flattery

From: [Shawn Flattery](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 3:18:58 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Shawn Flattery

From: on behalf of [Laura Fleischmann](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Saturday, November 4, 2023 6:06:45 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Miss Laura Fleischmann

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Safrica Fiening Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ron Fleming Affiliation (if applicable): _____

Address: _____ Date 11-8-23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: Michael Florczak < >
Sent: Saturday, October 28, 2023 8:09 PM
To: >
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Florczak, Michael
Address:
Phone:
Email: _

Include on future project updates: YES

Affiliation: American

Comment: Hello, standing a far and trying to stay up to date on this project, it always seemed to me that spending \$1B on this project was risky. After hearing about the Olmstead Conservancy concerns, I agree more. Is this the best we can do like all other Gov't projects in WNY. I am not totally against, but we need more consideration given to it. Also, my wife who does not like to drive on the Kensington to begin with, and does not like tunnels, will we be able to exit before the tunnel, get on the parkway and then back on the Kensington? What is the return on investment spending the \$1B? Besides reconnect neighborhoods, what else does this project bring to the table. Thanks.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DORENE FORBES Affiliation (if applicable): (D.S.C.C.) DECONESS SITE COMM. COAL.

Address: _____ Date 10-23-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: GARY H. FURBER Affiliation (if applicable): _____

Address: _____

Date 10-23-23

Phone Number: _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DAVID K. FORBES Affiliation (if applicable): _____

Address: _____ Date 11-5-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS, BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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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
Comments are due by October 27th, 2023.



Department of Transportation



U.S. Department of Transportation
Federal Highway Administration

From: Richard E. Forrestel Jr

Sent: Friday, October 20, 2023 12:04:39 PM

To:

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

Name: Forrestel, Jr., Richard

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Let's undo the original error in judgment and reunite these neighborhoods.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Ryan M. Forrestel

Sent: Thursday, October 26, 2023 11:41 AM

To:

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

Name: Forrestel, Ryan

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: We have had too many opportunities for transformative projects in WNY pass us by. Not only will the 33 project be a kickstart to rejuvenating a long disadvantaged area of our community, it will also be a driver of further economic growth for the entire region.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Nate Foster Affiliation (if applicable): Jay Boes

Address: Customer Date Nov 4

Phone Number: _____ E-mail: _____

COMMENTS*

How will jobs be listed for community members to apply?

Do we have the chance to ask any more questions after Nov 10? Or will this be final like the lady said on the news?

I want it to bring jobs to my 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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Chiquita Foster Affiliation (if applicable): _____

Address: _____

Date 10-9-23

Phone Number: _____

E-mail: GAFD

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: [Robert Fox](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Tuesday, October 24, 2023 1:43:26 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Robert Fox

From: Rosemarie Fraser
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:41:30 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Rosemarie Fraser

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: SANTORIA FERRELL Affiliation (if applicable): _____

Date: 10/27/2003

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

What is yall think? yall teyna build a tunnel but we driving around the streets of Buffalo leaving our cars up with these man holes pot holes and other big ass craters in the street. THIS YALL NOT GONNA RETURN OUR MONEY!!!!!!

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



8



From: Vickie L. Frears

Sent: Friday, October 27, 2023 9:56 AM

To:

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

Name: Frears, Vicki

Address: , ,

Phone:

Email: .

Include on future project updates: NO

Affiliation:

Comment: Covering the expressway is not only a huge waste of money, but also extremely dangerous. There are accidents at least once a week on this road. What happens when you are trapped in a tunnel after an accident? If this cover is completed, I will not use it, but instead use the city streets. I am sure I will not be the only person to do this, so this will cause increased traffic to the neighborhoods. How is this benefiting the community?? Why not spend some money tearing down abandoned homes and removing lead from others? Please do not go ahead with this project.

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Please note, coverage cannot be bound or amended without written verification by an agency representative.

From: [Glenn Freeman](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 6:30:32 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Glenn Freeman

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Brenda Truda Affiliation (if applicable): _____
Date: 10/23
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

not necessary
Why?

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of Transportation



From: Sam Friend

Sent: Thursday, October 26, 2023 8:37 AM

To:

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

Name: Friend, Sam

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I believe this would be a great project to provide jobs to people of the community and to continue the beautification of our amazing area. A giant hole in the ground created by the 33 has divided up the city and is against the original layout of the city.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Patricia Freeman Affiliation (if applicable): _____

Address: _____ Date 10-27-2017

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: Andrew Fuchs

Sent: Saturday, October 21, 2023 7:13:32 PM

To:

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

Name: Fuchs, Andrew

Address:

Phone:

Email: _____

Include on future project updates: NO

Affiliation:

Comment: I feel that by pushing to cap the Kensington expressway the NYS DOT is neglecting both the needs of the surrounding community and the future needs of the entire region.

The cap options are preferable over no build, but I don't think adequate consideration was given to option 9 of the scoping report. Judging from anecdotes, the current NY RT 33 absorbed traffic from Genesee St. and Broadway Ave.. Neighborhoods along those streets have decayed in the time since the Kensington opened. Improvements to those streets should have been considered as part of the project instead of simply dismissing option 9, especially considering the massive price tag of the cap options compared to their alternatives.

Even then, that solely focuses on vehicular traffic and ignores if any improvements to pedestrian, public transportation, and/or cycling infrastructure would impact the project, which is something that should be a bigger focus of transportation planning than it currently is.

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

From: Scott Fuller
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:49:49 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Scott Fuller

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Dolores Funke ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form will be kept in a confidential 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
Comments are due by November 10th, 2023.



From: [Douglas Funke](#)
To: dot.sm.kensingtonexpressway
Subject: Public Comments by Citizens for Regional Transit
Date: Friday, November 10, 2023 12:47:28 PM
Attachments: [111023 Humboldt Pkwy Public Comments Citizens for Regional Transit.pdf](#)

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Dear NYS Department of Transportation:

Here are our comments on the Kensington Expressway Project. Please let us know that you received them. Thanks.

- Douglas Funke, President, Citizens for Regional Transit

Public Comment by Citizens for Regional Transit

November 10, 2023

Re: KENSINGTON CORRIDOR PROJECT

PIN: 551252

AGENCY: NYSDOT

AIR QUALITY: NON

DESCRIPTION: RECONNECTING NEIGHBORHOODS ON EAST AND WEST SIDES OF 1.3-MILE SECTION OF NY RT 33 KENSINGTON EXPRESSWAY.

PROJECT SCOPE: STUDIES

LET DATE: FFY 25

TOTAL PROJECT COST: \$1,079,160,000

To Whom it May Concern:

Citizens for Regional Transit (CRT) has attended all NYSDOT's Kensington Project public meetings and your Public Hearing on 27 September 2023. The Comments read by our president, Douglas Funke, at the Public Hearing summarize our comments.

We also stand by the letter we sent NYSDOT on 29 July 2023. Today's letter is an update and expansion.

These comments are in two parts:

(Part 1) The Kensington Project needs to incorporate the larger transportation planning context. The scoping area needs to include more than just 1 mile of expressway. It must consider the Region Central Project and plans for extending Buffalo Metro.

(Part 2) The project must comply with the latest NYS environmental laws, especially the Climate Leadership and Community Protection Act (CLCPA) and NYS' "green Amendment" to the NYS Constitution.

Part 1. The Kensington Project must move forward in the context of WNY transportation long range plans.

Citizens for Regional Transit (CRT) opposes the NYS DOT Kensington Expressway highway improvement project's build alternative after reviewing the NYSDOT design, and the draft Environmental Assessment. The Community requires a comprehensive approach to aging infrastructure. The piecemeal approach taken by NYS DOT is inadequate and does not meet the needs of our region. The Build Alternative does nothing to support the State's goal of reducing emissions via the Climate Leadership and Community Protection Act (Climate Act), and only cements in place truck and car exhaust for a generation or more.

History

Today we have the benefit of learning from history. Plans for the Kensington Expressway were announced November 3, 1950. In a news story published by the Buffalo Evening News, "State Offers Expressway Plan to City" the Buffalo Common Council was approached by NYS with plans for the Kensington Expressway.

The article states the objectives of the proposed Kensington expressway project as:

"The expressway is designed to break traffic out of its present shackles and to allow an auto driver to cut his running time in half from the airport to downtown or Bailey Ave. to downtown with proportionate saving of time between intermediate points and also to relieve traffic congestion on adjacent streets."

"...to build a two-way, six-lane arterial, separated by a park strip and landscaped along the sides. Its capacity will be 75,000 vehicles a day. It will be devoid of traffic lights, but will have large directional signs."

The cost of the project includes the taking of "639 Residences, 71 other buildings in its path."

Between 11/3/1950 and the start of construction, the plan evolved. NYS championed an elevated highway, but the neighborhood wanted a depressed roadway. The Buffalo Common Council ultimately approved the depressed version we have today.

Does the Kensington Expressway meet its original objectives?

Today we can evaluate whether the project goals were met. NYS DOT traffic count data indicates the highway carries 75,000 cars daily at East Utica Street. Congestion on nearby urban streets and arterials was eliminated. Time savings for motorists was achieved. By these measures and by “level of service” standards the Kensington Expressway is a success story, although at times level of service suffers.

The projected costs were realized. 639 Residences and 71 other buildings were destroyed. Families were displaced. Businesses were ruined. The linear park of Humboldt Parkway connecting Delaware Park and Humboldt Park was ruined. Olmsted parks were disconnected.

Unanticipated consequences and costs

The Kensington Expressway planners thought the expressway would add value to the neighborhood. They said values would rise. They didn't. Property values fell by 80% on Humboldt Parkway and surrounding streets. The most beautiful street in the city, some said in the nation, was transformed into the ugliest street imaginable, ruining Buffalo's reputation as an Olmsted City and costing the entire city immense loss of value and tax revenue.

Inducing 75,000 cars daily from city streets and arterials to the expressway resulted in streets having little traffic. The consequence was economic collapse of the East Side. While reducing congestion and improving safety on Buffalo's arterials, the lack of traffic caused most businesses to close and ruined the east side neighborhoods transitioning them from livable, walkable neighborhoods to business deserts and deteriorated housing.

The collapse of the neighborhood business districts is recognized and is now being remediated by NY State's East Side Avenues Initiative to the tune of \$200M. It is counterproductive for NYS DOT to rebuild the Kensington expressway which induces traffic away from the business districts NYS is working to restore. Business districts need the traffic the expressway captures.

The safety record of the Kensington Expressway is appalling. Disabled vehicles put into precarious positions, crashes, injuries, and deaths plague this highway. During the period of October 2022 through January 2023 there were four fatalities on the highway adjacent to the project area.

Deterioration of the expressway walls and bridges leads to today's NYS DOT proposal to rebuild the 6-lane expressway thus repeating the 1960s mistake of destroying a renown Olmsted parkway for the sake of prioritizing travel by car. If the build alternative were to be implemented, Buffalo will have missed an opportunity to reconnect and restore historic infrastructure while applying 21st century priorities and wisdom.

Proposed Build Alternative Objective Deficiencies

According to the [NYS DOT Kensington Expressway web site](#) on October 23, 2023:

“The purpose of the Project is to reconnect the community surrounding the defined transportation corridor and improve the compatibility of the corridor with the adjacent land uses, while addressing the geometric, infrastructure, and multi-modal needs within the corridor in its current location. The transportation corridor is defined as NYS Route 33 (Kensington Expressway) and Humboldt Parkway between Best Street and Sidney Street.”

NYS DOT’s project objectives in the DDR/EA include “maintaining the vehicular capacity of the existing transportation corridor”. This project objective overwhelms all the other objectives and constrains the nature of the project. Many of the comments in previous comment periods were dismissed out of hand because they did not meet the criteria of “maintaining the flow of vehicular traffic.” Regardless, there are fundamental problems with the objective as currently stated.

Objective failure #1: Scope

The limits of the defined corridor are too narrowly defined. There is an unacceptable gap between Sidney St. and East Delavan Ave. The Fruit Belt neighborhood is excluded. These constraints doom the project. The communities that ought to be reconnected extend beyond Best and Sidney Streets as defined in the project scope. To reconnect the community, the project must reconnect MLK Park with Delaware Park and include the Fruit Belt. The defined corridor fails to reconnect the community.

The scope fails in that it is limited to highways and cars and to perpetuating today’s car-centric transportation system. The project scope must include multimodal transportation components, especially public transit. And it must include current and future multimodal transportation components. We need to invest in the future. The Kensington build alternative is investing in the past.

Objective failure #2: New York’s Climate Leadership & Community Protection Act Requirements are Ignored

State law demands that the Kensington Expressway project reduce vehicle miles traveled and consider public transportation. The CLCPA requirements are not met by the NYS DOT project objectives. The project objectives must include CLCPA requirements.

Additional Factors to Consider

Population changes

MacroTrends¹ from the United Nations shows the Buffalo Area Metro Area Population as follows:

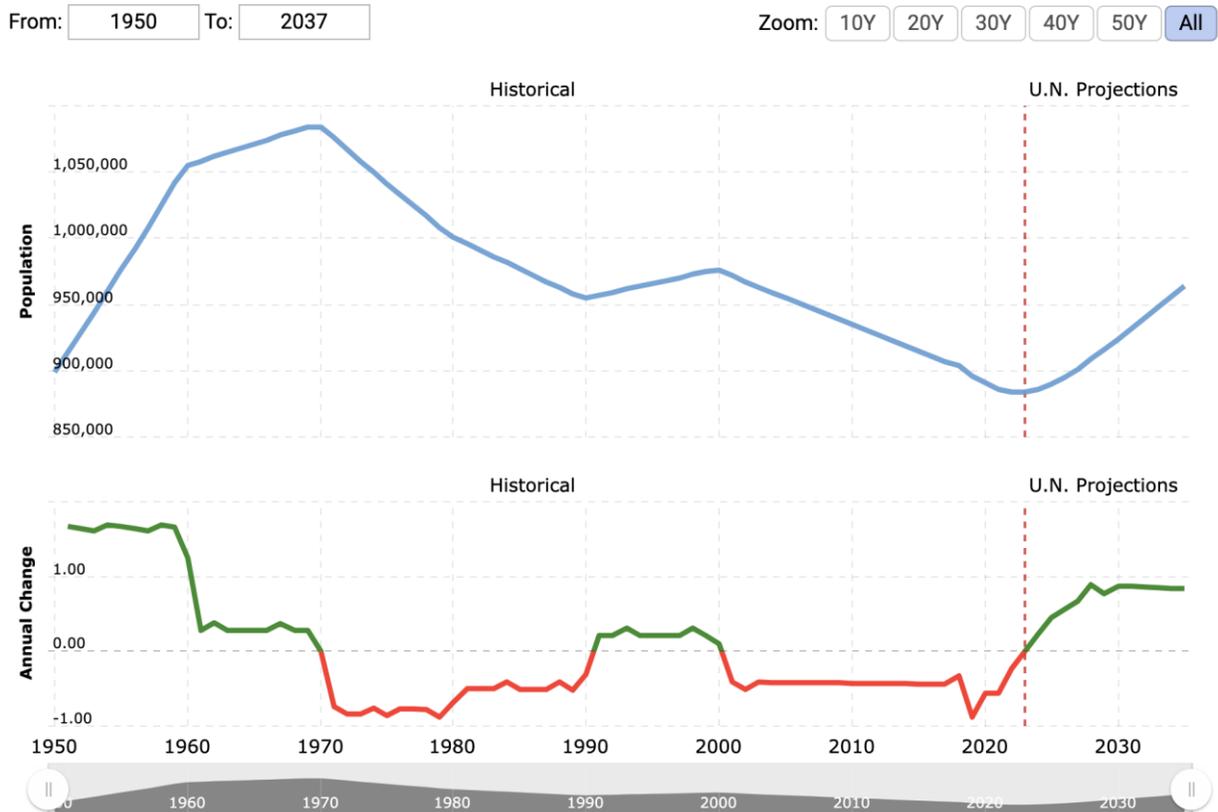
1950 899,000

2023 884,000

The current population represents a 1.17% decline, which is negligible. There are more cars today than in 1950 and there is more sprawl.

According to UN projections, we should be planning now for population growth. This is the perfect time to add light rail rapid transit capacity to the region.

Figure 1 Buffalo Metro Area Population 1950-2037



¹ [Buffalo Metro Area Population 1950-2023 | MacroTrends](#)

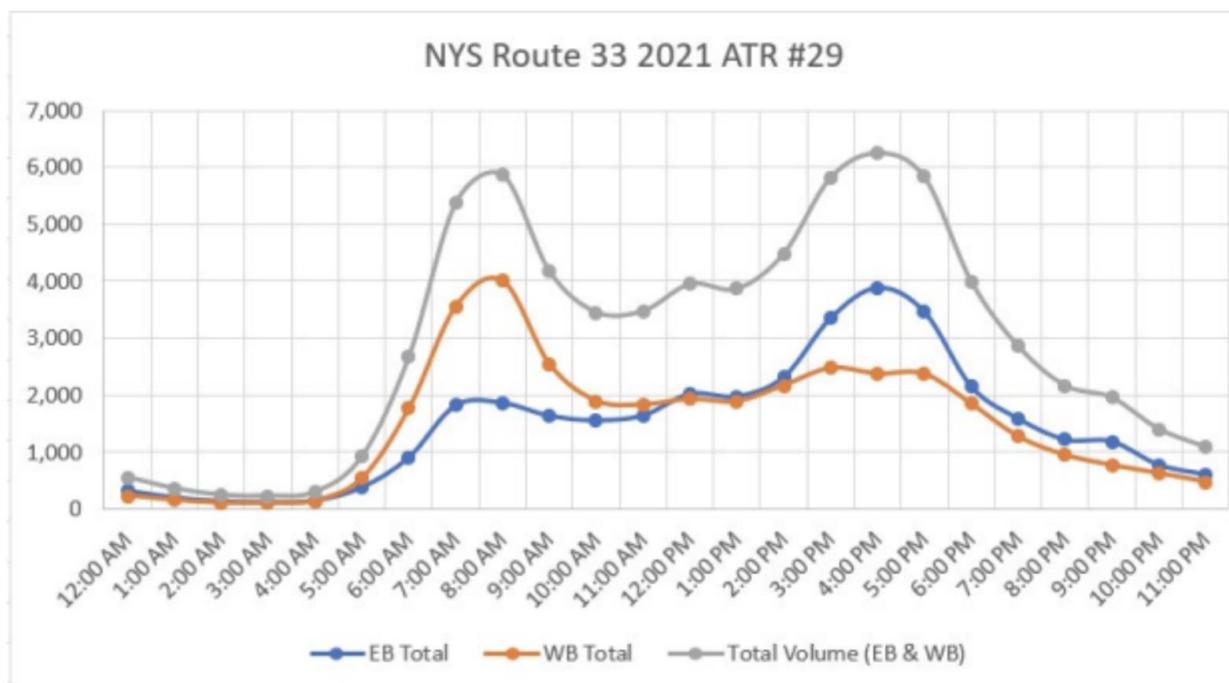
Aging Infrastructure

The Kensington Expressway is not the only infrastructure in WNY that has passed its useful lifespan. CRT is aware that the Skyway Bridge, NY 198, and NY 33 are high priority projects under consideration.

Highway Capacity vs Light Rail Rapid Transit (LRRT) Capacity

Kensington Expressway's traffic peaks at 6,000 cars per hour in both directions.

Figure 2 NYS Route 33 Existing 24-hr Traffic Counts



A full 4-car Metro Rail train comfortably carries 560 passengers. Trains having 10-minute headways peak at 6,720 passengers per hour for both directions. There is even room for additional train capacity by increasing train departure frequency and by boarding up to 700 passengers per train. Rail capacity is about the same as the peak number of people the Kensington expressway currently carries.

Facing Kensington Expressway reconnection facts

NYS DOT and the Governor need to admit it is impossible to reconnect the parks without completely restoring Humboldt Parkway between the Science Museum and Agassiz Circle. Doing so would be the best option for the community, the City, and the region. This involves filling in the Kensington Expressway in more than the currently defined project area.

NYS DOT simply throwing their hands up and doing nothing between Sidney St and East Delavan Ave. proves that the goal of maintaining the continuous flow of traffic is incompatible with reconnecting the parks and neighborhoods. Reconnecting the parks requires new thinking and abandoning the idea of capping the expressway.

CRT Recommends Taking a Comprehensive, Regional Approach

There are large interdependent infrastructure projects planned and underway that should be considered from a regional perspective:

:

- The Buffalo Bills Stadium
- Extending Metro Rail to and refurbishing DL&W Terminal
- Extending Metro Rail to Amherst
- Region Central
- East Side Avenues
- Central Terminal Restoration
- Bus Rapid Transit on Bailey Ave
- NFTA Metro Rail East Side/Airport and Southtowns exploratory studies

NY-198, Scajaquada Expressway/Region Central

Great progress has been made by the Metropolitan Planning Organization (MPO), the Greater Buffalo Niagara Regional Transportation Council (GBNRTC), on the NY-198 project under the name of Region Central. The MPO plan for NY-198 between I-190 and East Delavan Ave. should be integrated with the Kensington Project. Construction of Region Central should be accomplished by NYS DOT while Kensington plans are finalized.

NY-33, Kensington Expressway

The MPO should be tasked with expanding the NY-198 plan to be continuous and contiguous with plans for NY-33 from East Delavan Ave to the Elm/Oak arterial. The planning process should begin immediately.

We think construction of the NY-198 portion should be started right now. The Region Central cross-section proposal for Humboldt Parkway between Agassiz Circle and East Delavan Avenue should be promoted as the candidate preferred alternative. We think it is worth challenging the MPO to complete the plan within 8 months.

The overall WNY population today is about the same as it was in 1950, but there's a lot more cars. The expressway today is carrying 75,000 cars daily. Buffalo arterials, which are now underutilized, can handle added traffic from expressway closure.

CRT has long advocated for expanding Metro Rail from downtown to the airport and Transit Road using existing publicly owned rights-of-way in accordance with longstanding NFTA plans. City streets can handle today's Kensington traffic without gridlock, but anticipated population growth in the near future will require a new high capacity, high speed LRRT alternative. We think the LRRT expansion should be fast-tracked along with the removal of the Scajaquada and Kensington expressways because these projects all affect the same motorists and populations.

This is the environmentally friendly answer to moving large numbers of people now jammed and congested on the Kensington and other area expressways. As we stated, LRRT from Downtown to the Airport and beyond would provide ample capacity for today and future population growth. LRRT meets the NY CLCPA objectives of reducing Vehicle Miles Traveled.

LRRT reduces demand for fossil fuel, while eliminating greenhouse gas emissions. LRRT would also eliminate microplastic and fish-killing 6PPD-quinone pollution from tires. LRRT provides opportunities for equitable transit-oriented development (eTOD). The proposed Kensington Expressway highway project offers no development opportunities for the City of Buffalo or the Town of Cheektowaga.

CRT anticipates not all motorists will switch to LRRT. CRT expects that a good percentage will transition to LRRT while others will use cars on City streets and arterials providing additional, much-needed traffic to traffic-starved commercial streets without causing overwhelming congestion and safety concerns. We think LRRT would bring more people to and from downtown faster than the Kensington Expressway.

The NFTA is currently working on expanding Buffalo Metro into the DL&W terminal and to Amherst. The DL&W extension sets the foundation for subsequent extensions to the East Side and airport. The NFTA expects to have funding in FY2025 (during 2024) to study other extensions, building on the many prior Metro Rail extension studies done over the years.

CRT proposes that design and building the Amherst and DL&W extensions be completed while East Side / airport and other Metro Rail extensions are studied.

The East Side Metro Rail extension should be fast-tracked so that the system is up and running as soon as possible to relieve traffic on Buffalo's arterials and remaining expressways (e.g., the I-190) and to expedite meeting environmental mandates of the CLCPA law. We recognize this is a very ambitious timeline but are confident that NYS DOT and the NFTA are up to the task.

Skyway Bridge

In order to avoid a similar time-crunch for Skyway Bridge removal, we think now is also the best time to embark on the southtowns extension for Metro Rail in conjunction with the new Bills stadium. Having LRRT in place before removal of the Skyway bridge makes the awkward shunt for Route 5 Fuhrmann Blvd traffic to I-190 unnecessary.

The same capacity, equity, eTOD and pollution reduction advantages available for the East Side/airport extension are also provided by the southtowns Metro Rail extension. CRT has confidence that NYS DOT and NFTA are capable of handling the two large construction projects of the East Side and southtowns Metro Rail extensions simultaneously.

Part 2 Complying with NYS Environmental laws.

Introduction

Beyond the many reasons the build alternative should not be undertaken as proposed, summarized in Part 1 above, it should be immediately rejected and disqualified based on environmental considerations and NYS legal mandates. The original sin of the Kensington Expressway is that it pollutes and poisons the disadvantaged communities that it goes through. As originally stated on Reconnect Our Community's (ROCC) website:

"Pollution from Route 33 traffic has caused inordinate respiratory illnesses for families in the community. Give our children a clean, safe environment by decreasing pollution and health hazards caused by heavy traffic volume. Capping the Humboldt section of the Kensington doesn't do anything to help with health outcomes. As a matter of fact, it concentrates car and truck exhaust."

The DDR/EA build alternative as currently defined fails to meet the most important injustice suffered by the impacted community, Buffalo's East Side.

NYS Environmental Laws Violated

Based on a legal expert's opinion, CRT believes the DDR/EA build alternative selected by the NYS DOT fails to comply with the NYS Constitution's "Green Amendment" and recent environmental laws put in place to combat the existential threat of climate change that we all face.

These laws are too important to the wellbeing of our planet and NYS's economy and health to ignore. The NYSDOT's build alternative fails to comply with:

- The NYS Constitution's "Green Amendment."
- The mandates of the NYS CLCPA law.

The NYS Constitution's "green Amendment" simply states:

"... each person shall have the right to clean air and water and a healthful environment."

This Constitutional Amendment was approved November 2nd, 2021, directly by NYS voters in by a 2 to 1 margin! It is a direct reflection of the will of NYS citizens and must be respected by all State agencies.

NYS CLCPA Law provides specifics. It mandates that NYS projects be developed in ways that participate in achieving 40% reductions in greenhouse gases economywide by 2030 (and 85% by 2050). It's not even close. The NYSDOT build alternative has completely failed to address and meet these legal requirements.

Specific DDR/EA CLCPA and Draft Scoping Plan Violations

The DDR/EA cites the CLCPA law 17 times. On Page 148 it says,

"... the Project has been designed and assessed in consideration of the requirements of New York's CLCPA law."

But on Page 275 the DDR/EA says that:

"... the Build Alternative will reduce CO2 by 0.04% by 2047 and therefore the Project would be consistent with CLCPA."

This is not a meaningful decrease and is many orders of magnitude below the CLCPA mandates. And on Page 201 the DDR/EA says that particulate matter increases.

"... particulate` matter equal to or less than 2.5 micrometers (PM2.5) would ... increase slightly (6% or less) near the tunnel exit portals."

We don't agree that 6% is a "slight" increase when levels of pollution are already causing serious health problems for East Side residents as ROCC pointed out so many years ago and is reiterated in this letter with updated specificity.

The project DDR/EA says nothing about concentrations and distribution of micro-plastics, 6PPD-quinone from car tires, or asbestos known to be generated from brakes, pollutants known to cause serious environmental and health damage. Also, the NYSDOT DDR/EA fails to address how the asbestos in Kensington Expressway walls will be contained during construction. If NYSDOT insists on moving ahead with this build alternative, at a minimum, we call for a full Environmental Impact Statement (EIS) analysis that sorts out these issues and fully involves the local communities.

The CLCPA requires DOT to prioritize alternatives that reduce vehicle miles travelled (VMT). Therefore, NYSDOT's DDR/EA section S.2.1 Purpose and Objectives must be rewritten. The following DDR/EA objective itself violates the CLCPA and must be removed:

"Maintain the vehicular capacity of the existing transportation corridor."

The project objectives need to be changed to comply with the CLCPA. In fact, the DDR/EA objectives should include meeting the CLCPA mandates.

Project Scope Shortcomings

Since the project only extends from Dodge to Sidney Streets the noise and environmental pollution will not change at all in the Fruit Belt or between Sidney and Delavan Streets. Sadly, the build alternative will ensure that the expressway and all its pollution will be in place for decades to come. This is the Kensington's core injustice, which is not being addressed.

The CLCPA Draft Scoping Plan identifies and recommends implementation approaches. It calls for coordination with and improvements in other less polluting modes. The CLCPA specifically calls for transportation plans to be made in ways that encourage use of other less polluting modes. It calls for investments to enhance the availability and viability of other modes, especially public transit. It recommends extending high-capacity transit systems, like Buffalo's light rail rapid transit (LRRT) system.

The DDR/EA NYSDOT website says that the Niagara Frontier Transportation Authority (NFTA)

“... is not currently proposing rail service in the transportation corridor...” but that the project will “not preclude potential future light rail projects.”

This is misleading and untrue. NYS DOT defines the Build Alternative scope in a way that intentionally disregards the possibility of LRRT. The NFTA has plans for extending Buffalo Metro Rail. These Buffalo Metro plans for East Side, South Towns and North Towns extensions were laid out in the 1970s and have been updated many times, most recently in 2010. ^{2,3,4,5,6}

² Niagara Frontier Transportation Authority Strategic Transit Assessment Working Paper, August 27, 2001.

³ Niagara Frontier Mass Transit Study, Federal Project No. NY-T0-4, NY State Project No. 5820.00, November 1971

⁴ Erie County Transit Service Restructuring and Fare Study – Strategic Assessment, Final Report, August 2010.)

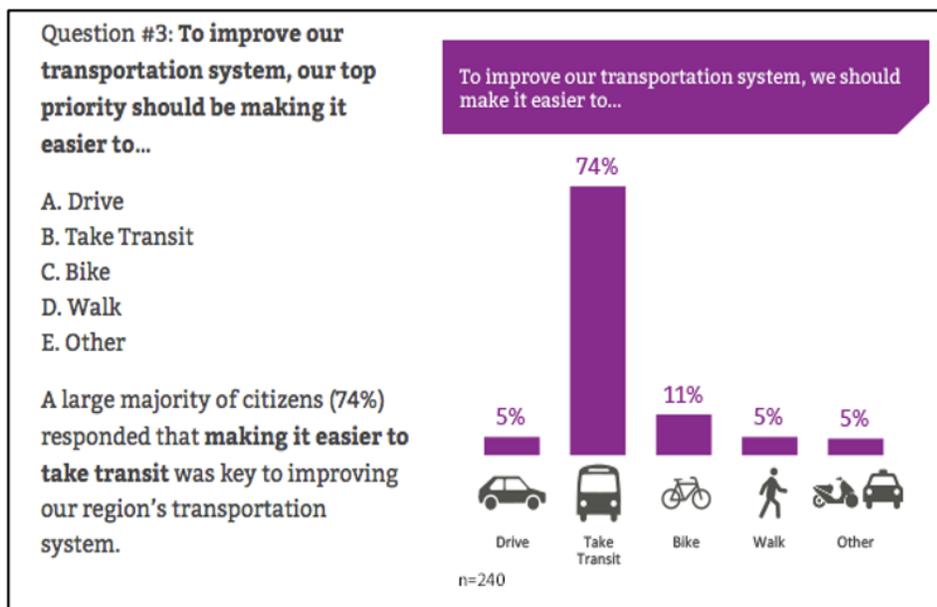
⁵ Comprehensive Transit Oriented Development Final Report. GBNRTC / WSP. August 2018. (https://www.nftametrorailexpansion.com/pdfs/buffalo_tod_book_export_20180919.pdf)

⁶ NFTA-METRO Transit Development Plan, April 2019. (http://www.nfta.com/pdfs/2019/public_info/2019-transit_development_plan.pdf)

In addition to the NFTA transit expansion plans, the GBNRTC conducted a comprehensive community driven plan defining regional priorities including desired transit services, under the One Region Forward Program. Here is a reference and link to the One Region Final Report in 2015.⁷

One Region Forward was led by the GBNRTC, the UB Regional Institute, and the Buffalo-Niagara Partnership. It held workshops in both urban and rural areas across the 2-county WNY region. There was a strong consensus that we need more investments in improving public transit rather than highways. Here’s a chart from one of the surveys followed by a sampling of what the people said should guide us moving forward.

Figure 3 UB Regional Institute Survey Results



⁷ One Region Forward Final Plan. GBNRTC. 2015. http://bap-home.net/solarize/wp-content/uploads/28/2017/05/1RF_A-New-Way-To-Plan-For-Buffalo-Niagara_FinalPlan_Reduced.pdf.

Figure 4 One Region Central Participant Comments

How should we move forward?

- “106 out of 115 (92%) maps said increase ways to get around without a car is a guiding principle”
- “On average participants added 59 miles of metro rail

How do our choices play out?

- “A larger percentage of jobs and homes would be served by transit”
- “We would depend less on cars for our daily trips, conserve more energy, and emit less carbon”

What could we do differently?

- “Connect land use to transportation, especially public transit”
- “The region should make transit funding and system improvement a top priority for advocacy and action”

We call on NYSDOT to follow the guidance of the One Region Forward Project and apply a community-focused process in the program.

The East Side/Airport LRRRT extension CRT has proposed based on NFTA plans would directly affect the Kensington Expressway traffic study even though it is not in the very limited NYS DOT’s defined project scope.

The NFTA intends to initiate a study to update Buffalo Metro extension plans in FY 2025 (commencing in 2024).

The extension of Buffalo’s light rail is specifically called for in the Erie County Climate Action Plan, which brings the CLCPA mandates to Erie County. The off-handed dismissal of these plans is an insult to the hard work of the NFTA and Erie County Climate Action Task Force.

One major failure of the DDR/EA is that it does not consider long-term alternatives to driving and cements in place the six lane Kensington Expressway for decades. The plan spends \$1B for 1 mile of expressway assuming that this will be the way everyone travels. This is arbitrary and capricious and wastes \$1B of tax money. By assuming that maintaining today’s vehicle capacity is the right solution long term ignores 21st Century changes in how we travel, like:

- Changes in travel habits due to the pandemic and the ability to work remotely. For example, many companies like M&T already have hybrid work schedules.
- NYS CLCPA Scoping Plan calls for improvements in public transportation.
- NFTA plans call for extending Buffalo Metro Rail over time.
- Plans for adjacent Region Central Project. These need to be part of the planning for the NYS DOT Kensington Expressway project.

To spend \$1B on this 1 mile of road in isolation without considering the larger transportation system is myopic and wrong. It misses the bigger picture and locks us into a future based on 1950’s priorities and values.

Failure to Address Economic Justice Requirements

An important part of the CLCPA mandates is for economic justice. In fact, the CLCPA specifically states that investment benefits should be targeted to disadvantaged communities. For example, the CLCPA states:

“Actions undertaken by New York state to mitigate greenhouse gas emissions should prioritize the safety and health of disadvantaged communities...”

And should “... identify measures to maximize reductions of both greenhouse gas emissions and co-pollutants in disadvantaged communities ...”

The targeted community of this project qualifies as disadvantaged, as the NYSDOT DDR/EA correctly points out. However, the pollution levels stay the same or get worse. This is a violation of the CLCPA.

The DDR/EA states that 39% of the Humboldt community does not have access to cars. But they will have access to 100% of the pollution. Further, with so few people with cars in the targeted area, the question of who this road is for should be asked. Where are all these cars coming from and going? Answering this question will help make the right decision on this project. We believe a community-based decision considering these data, like was done on the Region Central Project is called for.

Conclusion

We believe the NYSDOT Build Alternative violates both the spirit and letter of the CLCPA law and should be rejected immediately. A balanced, community-driven approach to the Kensington Project that meets CLCPA mandates is called for.

On behalf of Citizens for Regional Transit.

Sincerely,

Douglas Funke
President
Citizens for Regional Transit

From: Dolores Funke

Sent: Friday, November 10, 2023 3:04:07 PM

To:

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

Name: Funke, Dolores

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This project must receive a complete environmental assessment.

A proper assessment of greenhouse gas pollution must be included.

Particulate matter and CO pollution must be included.

Also, structural impacts from the mechanical, chemical and explosive work on the rock strata must be assessed in the full radius of potential impact around the site.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [James Furman](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 7:14:23 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
James Furman

From: Jonathan Fuzak

Sent: Friday, November 3, 2023 5:50:15 PM

To:

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

Name: Fuzak, Jonathan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Laborer

Comment: This is a very important project for our, completing a vision of equality in our city

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

Jonathan Fuzak

Organizer/Business Development

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

-----Original Message-----

From: Jonathan Fuzak

Sent: Monday, November 6, 2023 10:05 AM

To:

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

Name: Fuzak , Jonathan

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Local 210

Comment: We need our neighbors and neighborhoods connected the way they were designed to be

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

Jonathan Fuzak

Organizer/Business Development

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Jonathan Fuzak](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 10:02:23 AM

[You don't often get email from postal@sparkinfluence.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Jonathan Fuzak
jfuzak@nyslof.org

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Allene Gadley Affiliation (if applicable): _____

Address: _____ Date 11-8-2023

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



Department of Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Darryl Gonzalez Affiliation (if applicable): _____

Address: _____ Date 10/21/2023

Phone Number: _____ E-mail _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

D

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Joyce Gaiter Affiliation (if applicable): _____

Date: 04/20, 2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I do not want that construction
on the express way

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



A handwritten signature in black ink, appearing to be "G".



From: Adam Galbraith

Sent: Friday, October 27, 2023 7:46:01 AM

To:

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

Name: Galbraith, Adam

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation: Buffalo native

Comment: This project is just a blatant waste of taxpayer money in a weak effort to greenwash a neighborhood that has already been irreparably damaged by the original project. why can't that money be spent on repairing and maintaining the infrastructure we already have? or investing in bike infrastructure? we already have great paths now but being so isolated from each other they are ineffective as a means other than recreation. If you want to connect the community of buffalo there needs to be easy access for anyone regardless of income, race, ect to get around in a safe and car free way. This project is an expensive solution to one that could be solved by reducing speed limits, installing sound suppressing panels along the roadway, and overall providing infrastructure that reduces that requires a car. please reflect on what the original goal is here. I'd rather see the money go to helping connect all the great places in this city be connected in a way that's accessible for everyone.

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

From: [Bronwyn Gammons](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:43:35 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Bronwyn Gammons

From: Ryan Garby

Sent: Friday, September 29, 2023 7:37:07 AM

To:

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

Name: Garby, Ryan

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Buffalo City Resident

Comment: Love this idea. I know there will be some negative pushback (there always is) but just look at what they did in Boston and how well it worked for that city. I think this would bring the community together and be an excellent project for the city of Buffalo.

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

From: [Erik Garcia](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Tuesday, October 24, 2023 1:16:48 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Erik Garcia

From: [Erik Garcia](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 9:59:22 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Erik Garcia

-----Original Message-----

From: Saroya Garcia-Ladiana

Sent: Thursday, October 26, 2023 12:51 PM

To:

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

Name: Garcia-Ladiana, Saroya

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Neighborhood/Community

Comment: Please do not build this tunnel, it's not a safe way to create the parkway and the risk is too high to the neighboring community. Buffalo received a billion dollars, why are these resources being cheaply & recklessly used?!?? This would never be allowed on Lincoln parkway or higher net worth neighborhoods & homes. Not to mentioned the hazardous off gassing that will occur and this will definitely create a class action law suit. **SCRATCH THE TUNNEL IDEA!!!!!!**

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

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-----Original Message-----

From: Saroya Garcia-Ladiana

Sent: Wednesday, November 8, 2023 8:25 PM

To:

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

Name: Garcia-Ladiana, Saroya

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: The New York Climate Legislation

New York State's Climate Act requires New York to reduce economy-wide greenhouse gas emissions 40 percent by 2030 and no less than 85 percent by 2050 from 1990 levels. This tunnel plan goes completely against this law. No surveying has been done.

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

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- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: BARBARA GARDNER ADDRESS:

DATE: 10/25/23 PHONE: _____ EMAIL:

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jeanice Gans Affiliation (if applicable): _____

Address: _____ Date: Nov 8, 2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

-----Original Message-----

From: Linda Gellman

Sent: Thursday, October 26, 2023 1:12 PM

To: Fischlein, Eric

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

Name: Gellman , Linda

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Ashland Avenue Block Club Leader

Comment: I am not in favor of a tunnel system. I prefer the whole thing filled in. Return it to its original design. Fix the roadways and people's homes and foundations and water tables that were damaged when the 33 was put in.

I do like the plans for the surrounding roadways being fixed up and rerouted with roundabouts.

The people who come in and out of the city for work can use the 190-290 roadway or use local roadways Main St. , Kensington Ave, Bailey to Broadway or Genesee to get into the city.

Fix up all our roadways with this money. Clean up and bring life back to Broadway, Genesee St, Jefferson & Fillmore area.

Figure out who is going to care for the parkway and trees.

By 2028 the mess this construction is going to make, people will have figured out how to get around the city.

The digging up of an Olmstead Parkway for a 6 lane highway would never have gotten passed today. The right thing to do is put it back, fill it in and let's upgrade our public transportation!

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Matthew Gemmati
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:27:41 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Matthew Gemmati

From: Giuseppe Gentile
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:24:04 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Giuseppe Gentile

From: Ginger Geoffery, APR >
Sent: Saturday, October 28, 2023 1:40 AM
To: >
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Geoffery, Ginger

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation: Citizen

Comment: I support the proposed Kensington/Route 33 project. The covered section will reconnect neighborhoods while also maintaining the expressway which is a vital road for connecting area residents with the airport, the 90, downtown, and other areas. Please do not give in to those who want the 33 gone. That would be a transportation nightmare.

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

From: Jarell Gibbs
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:22:14 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Jarell Gibbs

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Monetia Gidree Affiliation (if applicable): _____

Address: _____ Date 11/11/23

Phone Number _____ E-mail: _____

COMMENTS*

I Support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: Gregory Gima

Sent: Friday, November 10, 2023 3:08:48 PM

To:

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

Name: Gima, Gregory

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: The only acceptable solution is to fill it in and fully restore the Olmsted parkway. It will add a few minutes to my commute, but that's fine with me!

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Sent from my iPhone

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From: Susan Gingrich

Sent: Thursday, October 26, 2023 6:29:15 PM

To:

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

Name: Gingrich , Susan

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I am not in favor of the current plan to slap a cover on-a mile or so of the Kensington expressway. The one billion \$ price tag could be put to better use to improve areas around the expressway so that residents would actually be fit from better housing and services.

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

Sent from my iPhone

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From: Kaitlin Girard

Sent: Wednesday, November 8, 2023 4:53 PM

To:

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

Name: Girard, Kaitlin

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: While capping the expressway is a much better solution and righting of historic wrongs than doing nothing, the proposal is still missing some aspects of consideration and long term planning. I would like to see a deeper soil bed for trees to grow, 3'-0" is quite shallow and will not allow for large tree species that would create a quality park environment, whose root systems may interfere with structural components. I also would like to see alternatives for ventilation, as the current proposal creates pollution clouds at both ends of the tunnel, which could have adverse health affects on the adjacent school and the science museum, which is highly concerning. Additionally, I think that the construction of this cap should consider the possibility of extending it further down the historic parkway in the future, and be built in a way that either allows easy extension, or that it can act as a prototype for additional extension. Thank you.

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

Sent from [Mail](#) for Windows

-----Original Message-----

From: Scott Glasgow < >

Sent: Sunday, October 29, 2023 12:22 PM

To:

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

Name: Glasgow , Scott

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Black Rock Historical Society

Comment: Restore the parkway, the current proposal will have no appreciable impact on the city or neighborhood, the project as planned is simply extremely expensive lipstick on a pig.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Jacob Glauser](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 9:40:08 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Jacob Glauser

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Samuel Glavey Affiliation (if applicable): _____

Address: _____ Date 9/27

Phone Number: _____ E-mail: _____

COMMENTS*

I was disappointed to see the absence of senator Kennedy at a project he has championed; considering his prominence on the Transportation committee. Moreover, the complete absence of any elected officials at a constituent hearing was political malpractice. This project will go down as a disastrous waste of tax payer dollars. It is nothing more than a ~~virtue~~ virtue-signaling attempt to avoid substantive progress. It also comes with an absurd \$1.2 billion price tag. Do not double down on the same mistake from sixty years ago. Fill in the 33 and restore the parkway system.

**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
Comments are due by October 27th, 2023.

From: [Sam Glavey](#)
To: dot.sm.kensingtonexpressway
Subject: Comment on Kensington Exp. Project
Date: Friday, November 10, 2023 6:04:03 PM

Dear NYS Department of Transportation,

My name is Samuel Glavey. Please accept these comments regarding the September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52):

NYSDOT's Tunnel does not comply with Climate Leadership and Community Protection Act mandates.

The air quality at tunnel ends is **made worse** by focused Portal Exhaust Plumes (exhaust will go up by 6%, per NYSDOT's documents).

More details are needed from NYSDOT on the extensive **asbestos containment** required during construction.

Due to these observations and concerns, ***I demand an Environmental Impact Statement (EIS) Review for this project.***

The tunnel cements in-place that ***Delaware and MLK Parks will never be connected by a parkway***. The tunnel cannot be extended because it will run into the underground Scajaquada Creek. To properly reconnect the community that was divided by the Kensington Expressway's original construction, **a removal of the expressway and a full restoration of the historic Humboldt Parkway needs to be considered.**

There have been comments made to the media that if there is community opposition to elements of this plan (due to the lack of EIS, the removal of highway removal and full parkway restoration from consideration, among other things) that the money will be removed from the community. **This is unacceptable.** I call on the NYSDOT, Governor Hochul, Congressman Higgins, State Senator Kennedy, State Representative Peoples-Stokes, Mayor Brown, and Secretary Buttigieg to **pledge that this money will not be taken from this community** – simply because the community wants to get the best possible project for itself.

Thank you,

--
Samuel J. Glavey
B.A. in Political Science
B.A. in History

From: [John Godin](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:52:52 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
John Godin

-----Original Message-----

From: John Godwin

Sent: Thursday, October 26, 2023 3:39 PM

To:

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

Name: Godwin, John

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Neighbor

Comment: I agree with the Olmsted Parks Conservancy. This project should not proceed. Instead, the Kensington should be filled and Humboldt Parkway restored. This project cannot replicate Humboldt Parkway, and it would be highly unlikely that it would ever be extended to the Science Museum due to the buried creek running underneath the 33. Do the right thing by Buffalo. The 33 was grievously wrong when designed and constructed. It should be removed and Humboldt Parkway restored. Governor Hochul as a native Buffalonian should put an end to this and do what is right.

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

Sent from my iPhone

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From: Jared Good <

Sent: Thursday, October 26, 2023 6:28:10 PM

To:

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

Name: Good, Jared

Address: , ,

Phone:

Email:

Include YES

Affiliation:

Comment: Is there not any possibility where a greater range of Kensington could be capped? I mean, it seems like a bit of a waste to not even cap more than a mile of the road. Does \$1B really not lead to a greater amount of expressway being capped? How did we get to that figure and have so little to show for it.

And then along with that, there remains the issue with fumes being released from the structures being constructed on the cap. Is there really no other way to effectively solve this problem so that the community isn't still subject to continuous vehicle fumes?

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

From: [Scott Goodheart](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:49:31 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Scott Goodheart

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: URSUA GOODWIN ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may be used for 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
Comments are due by November 10th, 2023.



-----Original Message-----

From: Zeneta Everhart

Sent: Thursday, November 9, 2023 9:37 AM

To:

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

Name: Goodman , Zaire

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident

Comment: I live here in this neighborhood and love the project.

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

“As you enter positions of trust and power dream a little before you think.” -Toni Morrison

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From: [Jim From Buffalo](#)
To: dot.sm.kensingtonexpressway
Subject: My EA feedback
Date: Friday, November 10, 2023 1:50:07 PM

NYS DOT

Re: Sept 12, 2023 draft design report / environmental assessment, Kensington Expressway Project.

Dear NYS DOT,

Although I am a member of several community organizations that are taking positions on the Kensington expressway project, these comments are my own.

After attending all public forums that I was aware of, including DOT, ROCC, Les Breathe, and East Side Parkway Coalition, I am still in favor of Option #10, which you dismiss out of hand as not meeting the project objective of maintaining the flow of vehicular traffic. I think your project objectives and project limits are far too narrow.

What you do with the Kensington Expressway affects far more than the project area. As you point out, I think correctly, removal of the expressway will cause traffic on city streets to increase. The expressway was built to relieve congestion from city streets, which it did.

Full restoration of Olmsted's famed Humboldt Parkway, but with a complete streets focus, would create problems that need to be addressed. It's been 60 years since city arterials carried the volume of traffic that expressway removal would restore. Entire generations have grown up with very light traffic volume on these roadways. Closing the expressway would suddenly change the character of long abandoned local arterials filling them with an unfamiliar level of cars, bustle, and economic activity and growth. Some will welcome these changes. Others would complain about noise, accidents, and pollution.

While most trips on the expressway are short hops, there are some expressway users that commute between Downtown and Cheektowaga, Amherst, Lancaster, and other suburbs. Expressway removal would cause only minor inconvenience for most users. Travelers who run most of the expressway's length would face double travel times.

To me, the obvious solution is the one proposed in the 1970's to provide light rail

rapid transit. Citizens for Regional Transit and the NFTA have long advocated for extending light rail. Light rail offers the capacity and speed that answers DOT concerns about traffic from removing the Kensington Expressway.

Currently, the NFTA has their hands full with the Amherst Metro Rail extension. Perhaps NYS DOT could pick up the ball and run with it and become the agency that builds Metro Rail Extensions on the East Side and to the SouthTowns. When LRRT infrastructure built by NYS DOT is complete, it could be turned over to the NFTA to operate the system. NYS DOT has a Public Transportation department, and obviously has an eagerness to build things and build them well.

My proposal is to have the NYS DOT commence all these projects as soon as possible:

- Remove NYS-198 as per the Region Central Proposal
- Restore Olmsted Parkway to its original alignment
- NYS DOT (in collaboration with NFTA) Build LRRT connecting Downtown with Larkinville, Central Terminal, Galleria Mall, the airport, and Transit Road
- NYS DOT (in collaboration with NFTA) Build LRRT connecting Downtown with the new Bills stadium in Orchard Park

The impression I have is that politicians want to see transportation projects funded by the infrastructure law completed and the money spent as soon as possible. They want something to show taxpayers right away. Removing Rt 198 and Rt 33 expressways could be done quickly, giving the public something to admire NYS DOT for. Yes, there would be a period of congestion while the LRRT lines are built, but once completed everyone would again give NYS DOT a gold star for doing the right thing.

Thanks.

James Gordon

From: [Phillip Gore](#)
To:
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Friday, October 27, 2023 4:27:40 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Phillip Gore

From: [Fischlein, Eric](#)
To: [Tidd, Leo](#); [Weisbeck, Valerie](#)
Subject: Fwd: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form
Date: Tuesday, November 7, 2023 12:03:37 PM

From: Kate Gorman
Sent: Tuesday, November 7, 2023 11:57:28 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Gorman, Kate

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I live 2 blocks away from the 33 and am most concerned about the environmental impacts to our health and the shortsightedness of not fully restoring the entire parkway. Viewing this as a highway project, only, is short-sighted and does not provide the comprehensive review necessary to determine how to best provide holistic transportation, community restoration and social justice remedies. The DOT should conduct a Full Environmental Impact Statement, including options for both capping the Kensington Expressway and fully restoring Humboldt Parkway. A project of this scale within a Disadvantaged Community under the NYS Climate and Community Protection Act needs to have an in-depth environmental review beyond the scope of the Environmental Assessment currently presented. This review should include Air Quality monitoring and analysis as well as modeling and assurances of air quality safety during construction, as well as ensure no homes are damaged by the construction.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Douglas Gortas ADDRESS: _____
 DATE: 11/18/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
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NAME: Harry Gottesman ADDRESS: _____
DATE: 10/19/23 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



From: [Bruce Grady](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 4:04:12 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Bruce Grady

From: Tom Graham

Sent: Thursday, November 9, 2023 11:55:58 AM

To:

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

Name: Graham, Thomas

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Like many residents on the East Side, I am against spending nearly \$1 billion to cover 3/4 of a mile of route 33. The pollution from vehicle exhaust at each end of the tunnel will make it worse for those living near the tunnel ends. The project doesn't restore the original Olmstead park. A cost benefit study would clearly show, at nearly \$1 billion, the juice isn't worth the squeeze. As a Habitat for Humanity volunteer, I have been directly involved in building 100's of homes in Buffalo with the majority on the Buffalo's East Side. The single most important way to break the cycle of poverty, is through home ownership. Buffalo has some of the highest vacancy rates in NY state with many city-owned vacant lots on Buffalo's East Side.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name Betty Jean Grant Affiliation (if applicable): Community activist
Address: _____ Date 20-29-23
Phone Number: _____ E-mail: _____

COMMENTS*

I believe the redevelopment of Humboldt Parkway at a cost of over 1 billion dollars is a waste of money when children in Buffalo are live in substandard housing and homeless shelters.

Also will the blasting cause flooding and the destruction of homes.

Children are going to be hungry and living with relatives due to lack of affordable housing.

There are better ways of spending the money that will benefit our children instead of proving a few trees for a few.

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Comments are due by October 27th, 2023.

-----Original Message-----

From: amani grant

Sent: Wednesday, November 8, 2023 8:42 PM

To:

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

Name: Grant, Amani

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I fully support the covering of the Kensington Expressway with the guarantee that the levels of ventilation will be below the national ambient air quality standard and will not cause health issues for the community. Covering the 33 from the library to around viola is an important part of building the community once destroyed back together. And make it back into a park way like it use to be. Bidwell park use to connect to it and it use to look just like the park by Hoyt lake. But back in the 50's select groups of individuals thought that was to nice for a black community so they got rid of it and put the expressway there. Now we're trying to turn it back, house values in black neighborhood would go back up to being \$450,000+ like they are over at Bidwell. I personally want it because homes would double in price, which is what power that be don't want because that's actually how you break black generational poverty.

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

Thank you,

Amani K. Grant

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Lashawnda Grant Affiliation (if applicable): _____

Address _____ Date 11.8.23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
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- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: George Grant ADDRESS: _____
 DATE: 11/07/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may be used for record.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dr. Dee Green Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
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NAME: Ernita Green ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



From: [Louis Greer](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:48:08 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Louis Greer

From: [Shane Griffin](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:48:49 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Shane Griffin

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ronald P. Griffin Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: [Zachary Gross](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:08:37 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Zachary Gross

From: Melissa Gross
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:23:16 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Melissa Gross

-----Original Message-----

From: Anita Guess

Sent: Wednesday, November 8, 2023 7:33 PM

To:

Subject: [Ext] Kensington express way project

I am not in favor of covering the express way just for partial beautification . We must still remember that it's full coverage to all residents was for decrease in car fumes which would help health issues improve.

Sent from my iPhone

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From: [Todd Gugino, Sr.](mailto:Todd.Gugino.Sr@dot.sm.kensingtonexpressway)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 5:12:27 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Todd Gugino, Sr.

From: on behalf of [John Gulick](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 8:14:20 AM

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<https://aka.ms/LearnAboutSenderIdentification>]

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mr John Gulick

SUPERVISOR
James J. Bach
(716) 652-7590
jbach@townofaurora.com



TOWN CLERK
Martha L. Librock
(716) 652-3280
townclerk@townofaurora.com

TOWN OF AURORA
Aurora Municipal Center
575 Oakwood Avenue, East Aurora, NY 14052
www.townofaurora.com
November 9, 2023



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for fifteen plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Gunner".

David M. Gunner
Town of Aurora
Superintendent of Highways



www.townofaurora.com

251 Quaker Road
East Aurora, NY 14052

David M. Gunner
Superintendent of Highways

Fax: 652-1123
Cell: 983-0313
Office: 652-4050

Email: highway@townofaurora.com

From: Angel Gutierrez

Sent: Saturday, October 21, 2023 10:16:34 PM

To:

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

Name: Gutierrez, Angel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am against this ill-advised and poorly-timed project. One billion dollars is money that the community cannot afford to spend on construction which will likely have a negative influence on the downtown area at a time when it can hardly afford it (Four years of closure!!???). Please consider spending that money and effort to improve the area surrounding the expressway itself.

Acknowledging that the original construction of the expressway was poorly researched and executed would be a welcome act. Apologies accepted! Move on to something more reasonable. This project is not welcome.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Scher, WA Affiliation (if applicable): _____
Address: _____ Date: 11-8-23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Luke Haug Affiliation (if applicable): _____

Address: _____ Date 9/27/23

Phone Number: _____ E-mail: _____

COMMENTS*

The current proposal is an expensive half measure that fails to correct a generational mistake. It only serves as a protection of automobile dominance and will continue to pollute the East Side. The correct and most sustainable solution is full removal of the Kensington and the re-implementation of the Humboldt Parkway to it's original state. This corridor could become a foothold for proper sustainable transportation, like light rail, electrified rail, cycling, etc. maintaining the connection to the airport. The future is not for the movement of cars, but for green neighborhoods & connected streets. This cap is another generational mistake.

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Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

From: [Mike Habberfield](#)
To: [dot.sm.kensingtonexpressway](#)
Subject: comment on Kensington
Date: Friday, November 10, 2023 10:00:08 AM

Hello, surely an EIS is required given the magnitude of an impact on the community, and that this isn't occurring in isolation (the 198 project is linked, conceptually if not physically, and other parks/parkways). Please think outside the DOT box and evaluate holistic concepts. I am eager to explore alternative commuting options, including the subway. And an EIS should be required solely due to Environmental Justice issues, given that the entire impetus for this project is correcting an injustice for this community (environment). How can you rectify a past injustice without fully investigating the context and project's possible outcomes relative to that injustice?

Do you really stand by a decision to make this the most expensive stretch of highway in the world? What is the benefit-to-cost ratio for this?

-----Original Message-----

From: Svein Hagen

Sent: Friday, October 27, 2023 8:19 AM

To:

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

Name: Hagen, Nicole

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: It's important that this projects include bike paths and walking trails. And parking should have level 1 chargers

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Sent from my iPhone

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-----Original Message-----

From: Svein Hagen

Sent: Friday, October 27, 2023 11:17 AM

To:

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

Name: Hagen, Nicole

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Also, I want a tunnel, I've lived in the area as a child and the fumes definitely contributed to my asthma. It's time to restore the full walk way. In other solutions would a lazy waste of tax payer money

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P.I.N. 5512.52
PUBLIC HEARING
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jason Hall Affiliation (if applicable): _____

Address: _____ Date 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

NO to the Expressway Project

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Comments are due by October 27th, 2023.



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Deandra Hull

11/8/23

From: Joe Hall

Sent: Wednesday, November 8, 2023 5:23 PM

To:

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

Name: Hall, Joseph

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: As a resident of Buffalo's East Side, I am opposed to this project in its current iteration. It maintains most of the 33. It will still pollute the communities it passes through. It keeps Buffalo a car-centric town when this money could be invested in more equitable public transportation. Instead of remedying the historical injustice that the 33 represents, it puts an enormously expensive band-aid over it. Remove the 33 altogether. Use the rest of the money to invest in the communities that the 33 sliced in two. Give those communities a say over how this massive sum of money will be spent.

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

From: [G HAMMER](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project Comments!
Date: Wednesday, November 8, 2023 2:57:12 AM

Hi! I tried to send this through the NYSDOT website but I don't have Outlook so I'm not sure it went through so here it is again!

This Kensington Expressway project is a complete waste of money. For the cost of this project, many other much more important and useful projects can be done. There was talk years ago about buying up the first 5-10 houses on Ludwig Ave. so that the on-ramp to the I-90 could be moved back, allowing traffic to flow much better on William St. and cut down on all the congestion and traffic accidents that occur in this area. Also, the noise and air pollution in this area is unbearable. The expansion joints on the bridge crossing over William St. as well as the one going over the railroad tracks are horrible. When those 18 wheelers go over them, all you hear, especially on the empty ones is a "Boom". This is completely unacceptable. Since there are no sound barriers in this section, this would be the perfect time to buy up those Ludwig houses and use this area for the I-90 on ramp, alleviating traffic jams in this area....much more productive & at a fraction of the cost! THANKS!

From: [Jeff Hannon](#)
To: [dot.sm.kensingtonexpressway](#)
Subject: Public comment
Date: Friday, November 10, 2023 6:31:25 PM

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: JEFF HANIKON Affiliation (if applicable): EAST SIDE PARKWAYS

Address: _____ Date 10/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

THIS IS ABOUT THE WORST PROJECT I COULD'VE EVER IMAGINE BEING PROPOSED FOR THE KENSINGTON EXPRESSWAY. 6 ROWS OF MASSIVE ELM TREES TRAFFIC CIRCLES TRANSVERSES SCENIC STROLLS IN PARKS ARE FAR AND AWAY THE MORE ENVIRONMENTALLY POSITIVE CHOICE. BUT THE DOT ISN'T REALLY GIVING US A CHOICE ARE THEY. THIS PROJECT WILL REINFORCE AN INJUSTICE COMMITTED BY THE STATE TO EVERY BUFFALONIAN RESIDENT AND THOSE OF US WHO HAD TO LEAVE FOR LACK OF OPPORTUNITY. MILLIONS OF BUFFALONIANS KNOW THAT WHAT OLMSTED PRECLAIMED TO THE WORLD IN EUROPE, NYC, CHICAGO ETC THAT THE CITY OF BUFFALO IS THE BEST PLANNED CITY IN THE COUNTRY IF NOT THE WORLD. THIS PUBLIC INPUT COMMENT PERIOD I KNOW IS SOLELY FOCUSED ON IMPACTS OF THE PLAN THAT THE DOT HAS ALREADY CHOSEN FOR US BUT IT IS THE WORST BY FAR ENVIRONMENTALLY SPEAKING. WE HAVE SO MANY POOR SICK CHILDREN AND FAMILIES IN BUFFALO THAT DESERVE A BETTER QUALITY OF LIFE. GIVE US BACK OUR PARKWAYS AND STOP TELLING AND FORCING US TO ALLOW THIS HIGHWAY TO CONTINUE TO EXIST. WE CAN CHANGE THE TRAJECTORY OF THIS CITY BY JUST GETTING THIS PROJECT RIGHT. USE WHAT WE ALREADY HAVE AND FIX, IMPROVE AND TAKE GOOD CARE OF OUR OLMSTED CITY.

***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
Comments are due by November 10th, 2023.



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

-----Original Message-----

From: Dawn Hansen

Sent: Thursday, October 26, 2023 12:44 PM

To:

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

Name: Hansen, Dawn

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This is an amazing opportunity to grow our area. This project can have a domino effect on reuniting neighborhoods and communities that have been divided by the current traffic flow.

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

Thanks,

Dawn

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Roxie Harbison Affiliation (if applicable): _____

Address: _____ Date 9/27/23

Phone Number: _____ E-mail: _____

COMMENTS*

This a huge waste of money. There is no part of WNY
(esp city) not effected by a thruway. I'd rather see
the money go to cleanup/improve the East side of Bflo
• cut the end by the tunnel - into snow - will it be allowed
to handle the traffic?
• Someone falls on the 'path' and breaks a leg (from not
plowing) - who pays? The City?
• There is a car crash in the tunnel - how many cars
will be effected?
Not happy. Shoot ourselves in the foot, again, and
Reload!

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Comments are due by **October 27th, 2023.**



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Aminah Hardy Affiliation (if applicable): _____

Address: _____ Date 11-9-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Capree Hardy Affiliation (if applicable): _____

Address: _____ Date 11/11/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

-----Original Message-----

From: Alexander Harold

Sent: Wednesday, November 8, 2023 9:28 PM

To

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

Name: Harold, Alexander

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am in favor of installing ventilation systems if they can effectively maintain air quality standards and ensure the well-being of the community beneath the covered Kensington Expressway. However, I am against the removal of parking along Humboldt Parkway, especially if it completely eliminates parking options for residents. Additionally, I support the idea of extending this project all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Cheryl Harris Affiliation (if applicable): Block Club
Address: _____ Date 9/27/23
Phone Number: _____ E-mail: _____

COMMENTS*

SEND THE MONEY BACK
REALLOCATE HOUSING FOOD INFRASTRUCTURE
JOBS - LEAD LINES - WATER
COMMUNITY NO LONGER EXIST. THIS
SOLVES NO PROBLEMS. Fill in!!!
I will walk in STREET to get
to STRUCTURE.
- multi use lane INSTEAD of
extending FRONTAGE.
NO BLASTING! will you pay
if my house IS DAMAGED

*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
Comments are due by October 27th, 2023.



Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

PUBLIC HEARING

SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: BARBARA HARRIS Affiliation (if applicable): _____

Address: _____ Date OCT. 24, 2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Tony Hawk Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I don't want the expressway road blocked
off. No construction on the 33.

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Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: William Harris Affiliation (if applicable): _____

Address: _____ Date Nov. 5 2023

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS ARE BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THE WORK ALL THE WAY TO DELAWARE PARK

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Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Shawntique Harris Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

From: Ellen Harvey

Sent: Wednesday, September 27, 2023 5:03:13 PM

To:

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

Name: Harris-Harvey, Ellen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: ROCC Member,

Trinidad Neighborhood Association, President.

Olmsted Parks Administrator.

Community Ambassador

Comment: The NYSDOT 33 Kensington Project plan is a viable solution that will re-connect our Humboldt Parkway communities in this historic district of the East side of Buffalo.

Our African American communities were done a Grave injustice and severed by both the 33 Kensington and 198 Scajaquada expressway projects.

Please Restore our Entire Humboldt Parkway COMMUNITY!

Suggestions:

(Phase I) 33 Kensington Expressway Tunnel and Humboldt Pkwy. Restoration Project.

(Phase II) Humboldt Parkway Restore our Trinidad Neighborhood/Hamlin Park East Side Community @The 33/198 Scajaquada Juncture. Start@Sydney Street -Northward -End at Parkside Avenue!

(Phase III) 198 Scajaquada Restoration Project. Olmstead Principles create needed green spaces, restore Scajaquada Creek, control traffic flow, increase park use, add valuable walkable trails & mobility spaces to enhance the quality of life of all residents who utilize the 198 Scajaquada Highway, and residents in the Corridor Project Community.

(RECONNECT TRINIDAD & HAMLIN PARK NEIGHBORHOOD)

(RESTORE THE GAP)

(DON'T FORGET THE GAP)

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From: [Ellen HarrisHarvey](#)
To: [dot.sm.kensingtonexpressway](#)
Cc: [Restore Our Community Coalition](#)
Subject: 33 Kensington Public Comment Submission
Date: Wednesday, October 25, 2023 3:26:08 PM
Attachments: [Trinidad LOS NYSDOT Sept 27 Public Hearing NYS Route 33 PIN 5512.52.docx](#)

Good afternoon,

I hope this message finds you well.

Please see the attached document which contains a letter regarding my support for the 33 Kensington project.

Public Comments for the 33 Kensington Expressway are due this Friday, October 27th, 2023. We need more supportive comments as there are some groups putting out false information and trying to divert the efforts of this project.

Sincerely,
Ms. Ellen Harris-Harvey
President, Trinidad Neighborhood Association Block Club
Executive Board & Membership Chair, NAACP Buffalo Branch
***"Life is not measured by the number of breaths we take,
but by the moments that take our breath away." Maya Angelou"***

NYS Route 33, Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

RE: Public Hearing September 27th, 2023 – NY Route 33 PIN 5512.52

Dear Kensington Expressway Project Team:

The Trinidad Neighborhood Association Block Club supports the Kensington Expressway Project to cover a portion of Route 33, with a preference that the project meet limits of the Region Central project at Delavan to complete the “One Road” concept reconnecting MLK Jr. and Delaware Parks.

We agree this project and its initial phase is a vital part of attaining the goal to reconnect a community that has been marginalized for decades and disenfranchised from the current economic resurgence of Buffalo. The construction of Route 33 brought tremendous economic and environmental harm and devastation to the residents and businesses along Humboldt Parkway, Hamlin Park, the Trinidad Park neighborhood, MLK Park neighborhoods and business corridors in the City of Buffalo, especially Fillmore and Jefferson Avenues.

Recreating a green space and access across the East-West segments of our streets disrupted by the expressway will help remediate the physical and psychological barrier to social and economic vitality for residents, businesses, and anchor institutions around Humboldt Parkway.

Removing the direct impact of pollution from the Kensington Expressway traffic will be a significant health benefit from said project while maintaining an important transportation link for the regional traffic.

To prevent the original mistake of constructing the Expressway against the interests of the immediate community, the Trinidad Neighborhood Association further supports the full involvement of community stakeholders in the design process, and that the designers heed the community goal to ensure that the infrastructure designed will lead to a revitalized, walkable, and healthy urban environment. We further request:

- Historic Land Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights with the restored parkway
- Health Impacts Assessment
- Maintenance Sustainability Study including estimated annual budgets and maintenance responsibilities for the concept
- Parking Spaces are not completely eliminated for residents along the parkway
- In-depth examination of the impacts of the pedestrian crossings and movement at the roundabouts

- We need further assurance that the ventilation system that is being proposed does not cause severe health ramifications as the construction of the Route 33 did originally.
- We further urge the proper treatment and disposal of any hazardous materials such as asbestos during construction, being that the construction levels of dust be minimized, and residents' well-being remain at the forefront of this project.
- While roundabouts are highly effective in keeping traffic patterns flowing, the Best Street configuration is quite unique and extremely complex.
- We urge further investigation regarding the impacts of the pedestrian crossing and movement, especially during summer months and when annual events take place in MLK Park for the safety of our community.
- We have concerns regarding the acquisition of small parcels of land for ADA walkway accessibility. If the parkway adds frontage to the houses along Humboldt Parkway, why is it necessary to acquire small portions of homeowners' land?

The current concept still needs some clarification and context including a thorough analysis of environmental impact and related public health concerns. We are confident that our neighborhood transformation will thrive with reconnecting our community and restoring the greenspace designed by Frederick Law Olmsted as a capstone parkway within the park system.

Converting this now decaying bathtub portion of the expressway to a beautiful connector, improving the visual quality and natural environment of Humboldt Parkway will catalyze improvement of property values and assist in the revitalization of business districts along Fillmore and Jefferson Avenues. A restored Humboldt Parkway is essential for a complete renaissance of Buffalo where everyone can participate in the progress, and those neighborhoods once scarred can be restored.

Sincerely yours,

Ms. Ellen Harris-Harvey, President

Trinidad Neighborhood Association Block Club

-----Original Message-----

From: Paul Harrod

Sent: Thursday, November 9, 2023 9:42 AM

To:

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

Name: Harrod Sr, Paul

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I fully support the Kensington Expressway Project...Time To Rebuild and Repurpose That Neighborhood Which Has Been A Gem For Along Time....Our Own Urban Central Park

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Thursday, October 26
Allentown, Buffalo

Dear NYS DOT Kensington Expressway Project Team,

Thanks for your transparency on the project thus far. I saw on the cable news the Comment Period has been extended to Nov. 10, so I would like to share my views. Please do not cover the Expressway - it will cause more hassle than good, and sadly I think the PARKS will only add to the East side sprawl, causing for an increase of crime, as I don't even think super-dense, mixed-use space could "save" this area, as the city has already moved on from the placement of the Expressway over the decades. I would kindly suggest that part of the earmarked 1 billion be used to help fix the roads leading in to the heart of downtown - parts of Main Street and Broadway have pot holes that could double as caves. I do agree that updates should be made to the Expressway in regard to safety, beautification and other elements that will make it better, but I hope your team will consider not covering it.

Many thanks,
Jeffrey Hartinger
Erie County Resident

From: [Travis Hartloff](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:49:33 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Travis Hartloff

From: T Hart

Sent: Tuesday, October 31, 2023 4:14:50 PM

To:

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

Name: Hartnett, Timothy

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation: Local 210

Comment: Super big waste of money, as usual. Use the money for schools, existing parks, homelessness or help veterans. 1 billion was wasted on solar city. The green spaces created will not be taken care of. But, what else would u expect from the city of Buffalo. Great job.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Diamond Harwell Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I have a lot of concerns concerning the project
traffic noise. My family has medical
difficulty how is this going to help improve
our health.

① a itemize cost of this project

② what if owners refuse to sell the home

③ ^{District Homes} Historic Homes that's part of our history
putting children at risk.

Hamlin Park Concerns

* why do we need a tunnel - Homeless up
Do not agree with this project. EA

*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
Comments are due by **October 27th, 2023.**

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Thea Hassan Affiliation (if applicable): resident

Address: _____ Date 9/27/23

Phone Number: _____ E-mail: _____

COMMENTS*

I live/own a house very close to a "portal" and I am very concerned about the air quality impacts from this project. I am also disappointed by the limited project scope - while this may improve quality of life for the people living on ^{the} 3/4 mile of the 33, those of ^{us} living in other parts of the neighborhood alongside the highway will only experience increased air pollution. This project is so disappointing. In ~~the~~ the midst of a climate crisis, ~~the~~ the DOT needs to do better to encourage the reduction of vehicle miles traveled. I would like to see the full removal of the highway.

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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
Comments are due by October 27th, 2023.

-----Original Message-----

From: Thea Hassan <

Sent: Friday, October 27, 2023 9:07 AM

To:

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

Name: Hassan, Thea

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident

Comment: I am writing as a concerned resident about the proposed cap project for Rt. 33. I live in the Fruit Belt, and my neighborhood is divided by the monstrous highway. If the proposed cap is constructed, increased air pollution will also impact my neighborhood. As a resident, I support complete removal or significant downsizing. The DOT built this monster and caused decades of social, economic, and environmental damage to the neighborhood. You are now responsible for removing it and mitigating the damage you have caused. The highway does nothing to serve people living in Buffalo and only supports quick urban access for suburbanites. There are many streets (Genessee, Broadway, Clinton) to keep moving cars in and out of Buffalo. When a highway is removed, transportation planners predict carnageddon, but, time and again, it doesn't happen. Remove the highway, restore our community. Reconnect our neighborhoods. Listen to the people who live here. Please do the right thing.

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From: Hayley Hastings

Sent: Saturday, November 4, 2023 12:43:15 PM

To:

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

Name: Hastings, Hayley

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Please make the Kensington expressway into a parkway instead. Asthma rates are significantly higher in surrounding neighborhoods due to the expressway. Streets such as Humboldt could bustle with business, but instead it has been reduced to just a neighborhood to drive through. Creating a parkway would be a safe way to bring integrity and promise back to the area.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Hiro Hata ADDRESS: _____
 DATE: 11/10/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: [Chris Hawley](#)
To: dot.sm.kensingtonexpressway
Subject: Central Terminal Neighborhood Association - comments
Date: Friday, November 10, 2023 4:56:21 PM
Attachments: [CTNA Kensington Expressway 11-10-2023.pdf](#)

To whom it may concern:

Please see attached, the Central Terminal Neighborhood Association (CTNA)'s comments on the Kensington Expressway project.

Thank you,
Chris Hawley

Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

November 10, 2023

Re: Kensington Expressway

To whom it may concern:

The Central Terminal Neighborhood Association (CTNA) registers its opposition to the Kensington Expressway “partial cover” project as currently conceived, and calls for an Environmental Impact Study (EIS) that will evaluate all options for ameliorating the effects of the Kensington Expressway, including the full restoration of Humboldt Parkway from Delaware Park to Martin Luther King, Jr., Park.

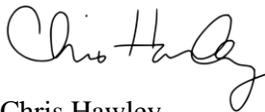
If the Kensington Expressway “partial cover” project proceeds as planned, never in history will the State of New York have spent so much to produce so little benefit. For the once-in-a-generation expenditure, anything less than the full restoration of Humboldt Parkway and the redistribution of commuter traffic onto the East Side Radials would be unacceptable.

Broadway Fillmore is a neighborhood profoundly affected by the Kensington Expressway’s robbery of commuter traffic that sustained hundreds of businesses along the East Side Radials at one time. More than a half century ago, traffic engineers assured this community that it was here to solve congestion, and they have succeeded. Genesee Street, Sycamore Street, Broadway, and William Street have never had so little congestion—congestion of people, money, and commerce. We welcome the day when traffic engineers would recognize the benefit that this traffic would bring to the East Side if Humboldt Parkway were ever fully restored.

The CTNA calls for an Environmental Impact Study (EIS) that includes evaluating the full restoration of Humboldt Parkway and returning some of the Kensington Expressway’s traffic and commerce to East Side neighborhoods.

Thank you for your consideration.

Sincerely,



Chris Hawley
President

From: [Nicholas Haynoski](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:48:02 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Nicholas Haynoski

From: [Peter Healy](#)
To: dot.sm.kensingtonexpressway
Subject: Great project!
Date: Tuesday, November 7, 2023 7:17:10 PM

I love the project. It's a great idea and a great investment in our community. Would make a real eyesore in the city look much nicer.

Thank you,

Peter Healy

From:
To: dot.sm.kensingtonexpressway
Cc:
Subject: NYS Route 33, Kensington Expressway Project P.I.N 5512.52--Comments
Date: Friday, November 10, 2023 5:40:34 PM

Ladies and Gentlemen,

Thank you for the opportunity to comment on the proposal to build a deck over a portion of the Kensington Expressway.

I think the proposed project will not accomplish its objective of restoring the neighborhood, and it presents many problems requiring complicated solutions that may or may not be successful. Filling in the expressway and restoring the parkway would better serve the community and motorists be a much sounder use of the tax dollars allocated for the project.

One reason given for building a deck instead of filling in the expressway is that alternate routes are not adequate for the motorists who use the expressway. I speak as someone with a lifetime of experience traveling on the expressway and in the surrounding neighborhoods, having lived in Eggertsville until 1979 and then in the Elmwood Village, going to school and then working downtown, and frequently going back and forth to Amherst. I know the alternate routes; I take them frequently—Main Street, Kensington Avenue, Genesee Street, Broadway. They are wide streets, capable of handling vast traffic volume, and located in neighborhoods I expect would benefit from increased traffic.

Motorists are adaptable. They will find the alternate routes. If the project is undertaken in any form, expressway traffic will be disrupted for years and motorists will use alternate routes by necessity. Use of the alternate routes will become habitual, and motorists eventually won't miss the expressway.

The environmental issues presented by the decking proposal—asbestos exposure, air pollution in and at the ends of the tunnel, concentration of traffic at the ends of the tunnel, among others—have not gotten the serious attention they merit. The proposed solutions are complicated and would require constant maintenance. Filling in the expressway could avoid these problems.

Finally, it would be tragic to waste our chance to truly restore this historic Olmsted parkway. It should be one of Buffalo's grand legacies. We have been given this opportunity now and should seize it.

Very truly yours,
Michele O. Heffernan

From: [Cheryl Heist](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Wednesday, November 8, 2023 12:17:14 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Cheryl Heist

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Shanathi Henderson Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail _____

COMMENTS*

I support the covering of the Kensington Expressway with Ventilation provided that the levels below the National ambient air quality standard do not cause health issues for the Community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated further. I also support continuing this work all the way to DeLaware Park.

***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
Comments are due by October 27th, 2023.

From: Marc Hennig <

Sent: Friday, October 27, 2023 1:42:25 PM

To:

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

Name: Hennig, Marc

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Buffalo resident

Comment: Please restore the parkway to original design or as close to it as possible .

No Cap Fill in the 33 and restore the parkway. Connect neighborhood that have been harmed

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From: on behalf of [Howard Henry](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 8:55:29 AM

[You don't often get email from [Learn why this is important at https://aka.ms/LearnAboutSenderIdentification](#)]

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mr. Howard Henry

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Alec Herbert
Date: Monday, November 6, 2023 9:42:49 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Alec Herbert

Email

Date

11/6/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Jane Herbert
Date: Thursday, November 9, 2023 12:20:41 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Jane Herbert

Email

Date

11/9/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Gabriella Herrera Affiliation (if applicable): _____

Address: _____ Date 11/7/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: [Fahey, Chris](#)
To: dot.sm.kensingtonexpressway
Subject: Comment from Rep. Higgins
Date: Friday, November 10, 2023 2:28:35 PM
Attachments: [rep higgins 33 comment.pdf](#)

Dear NYSDOT official:

Attached please find a comment from Rep. Higgins regarding the Kensington project as part of the public comment period now underway. Thank you.

Chris Fahey

Chief of Staff

Office of Rep. Brian Higgins

BRIAN HIGGINS
26TH DISTRICT, NEW YORK

COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH
SUBCOMMITTEE ON TRADE
SUBCOMMITTEE ON SOCIAL SECURITY

COMMITTEE ON THE BUDGET

ASSISTANT WHIP

Congress of the United States
House of Representatives
Washington, DC 20515-3226

November 10, 2023

2459 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3306
(202) 226-0347 (FAX)

726 EXCHANGE STREET
SUITE 601
BUFFALO, NY 14210
(716) 852-3501
(716) 852-3929 (FAX)

800 MAIN STREET
SUITE 3C
NIAGARA FALLS, NY 14301
(716) 282-1274
(716) 282-2479 (FAX)
higgins.house.gov

Marie Therese Dominguez, Esq.
Commissioner
New York State Department of Transportation
50 Wolf Road
Colonie, NY 12205

Re: Support for Kensington Expressway Project

Dear Commissioner Dominguez:

In the context of the ongoing environmental review for the Kensington Expressway Project, the New York State Department of Transportation has solicited comments from stakeholders and the public broadly. I write today to convey my own input in that process.

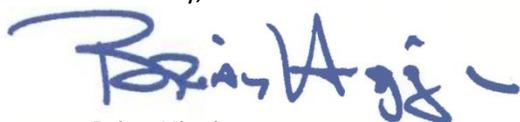
The current design is largely based on a concept that grew out of the organizing of dedicated members of the local community, the Restore Our Community Coalition. For at least a decade, they have made clear to me and to other governmental leaders what their vision is for their own community. I am pleased to support their vision for their community, and pleased to support the project generally as articulated in the September 12 Draft Design Report.

I respect the views of many others, of course, who would prefer the elimination of this section of expressway altogether and the more complete restoration of the Olmsted design. Were it achievable, this would likely be the consensus option. But I have learned at length and with great difficulty the hard truth that NEPA and SEQRA and their related body of public policy are, in significant ways, deeply flawed. Because of these deficiencies, the complete elimination of this section of the Kensington Expressway would not survive an environmental review under any circumstances.

As the model of the Rose Kennedy Greenway in Boston shows us, new urban greenspace on top of a capped highway *can* be of very high quality and *can* serve to reverse the blighting effects of highways and to increase property values and the life quality of a community. It is important, however, that NYSDOT pay close attention to the details of how this greenspace is built out and not cut corners with regard to the landscaping and streetscape finishes of the final product.

Thank you very much.

Sincerely,



Brian Higgins
Member of Congress

From: Gary Hill

Sent: Friday, September 29, 2023 4:31:30 AM

To:

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

Name: Hill, Gary

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Business owner

Comment: The investment in this project will be a major step in improving both residential neighborhoods and commercial districts on the east side of Buffalo

The project will result in creating vibrant neighborhoods that coexist with the efficient movement of people

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From: [Carley Hill](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:37:51 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Carley Hill

From: [Chad Hill](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 5:28:26 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Chad Hill

**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Ka'Chona Hill ADDRESS: _____
 DATE: 10/12/23 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
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- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Laverne Hillman-Adams ADDRESS: _____
 DATE: 10/19/2023 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



From: Scott Hilyard
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:43:59 PM

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I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Scott Hilyard

From: [Richard Hirliman](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 4:26:41 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Richard Hirliman

From: [Judy Hoch](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 9:03:19 AM

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I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Judy Hoch

From: Susan Hocko

Sent: Tuesday, October 24, 2023 7:00:19 PM

To:

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

Name: Hocko, Susan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Please don't do the tunnel project.

Use the money for regular street and road repairs, more lights on routes and bridge maintenance and repairs.

The money needs to be used for these projects not the tunnel project.

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From: [Susan Hocko](#)
To:
Subject: No to Kensington project
Date: Thursday, October 26, 2023 4:56:21 PM

[You don't often get email from [Susan Hocko](#). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Please do not build the tunnel.
Spend the money more wisely on fixing all roads and bridges and install better lighting in those areas that need it most.
That would benefit a lot more people in erie county.

Thank you
Susan Hocko

Sent from my iPhone

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: ROBIN HODGES Affiliation (applicable): _____
Address: _____ Date 11/8/2023
Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: [David Hoffman](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 3:13:13 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
David Hoffman

From: T H < >
Sent: Friday, October 27, 2023 12:42:03 PM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Holder, Tyrie

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I think this is what the city needs more trees create more clean air more space create place for people to take their families just like they do on Elmwood or Delaware this will help families come together and enjoy outdoors and be one with the city instead of being neglected the 33 expressway is NOT a pretty site nothing about it is beneficial to the community if anything it's damaging from the accidents to the pollution a lot of people are not going to be around when this gets done but to know that the future holds something that we all can be proud of is the key and also this will give people a chance to visit a community full of historical events landmarks and so on a connection with people with the same view and ideas we tend to wonder where the disconnection is between races and one answer I have is distance I think this we help us come together not just for people of color but as Buffalonians of all complexion

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Lattreque Hollie Affiliation (if applicable): _____

Address: _____ Date 10-20-23

Phone Number: _____ E-mail: _____

COMMENTS*

No thank you! Leave it alone! Leave our
community alone

**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
Comments are due by October 27th, 2023.

-----Original Message-----

From: DARYLL HOLLINS < >
Sent: Friday, October 27, 2023 2:14 PM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Hall, D

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I feel that this is a huge waste of money that will benefit no one. I agree with improving the infrastructure of the surrounding communities. But to waste 1 billion dollars to cover the 33 so people can look at more trees and grass benefits no one! After school programs, community centers and senior services are where the extra money should go after the infrastructure is completed. The community will truly benefit more that way. That is if you are sincere about improving the community. A billion dollars for trees and grass is astatine!!

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Sent from my iPhone

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From: [Jourdain Holly](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Friday, October 27, 2023 3:49:29 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Jourdain Holly

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: LARRY HOLMES Affiliation (if applicable): _____

Address: _____ Date 10-25-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

YES

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: ORLANDO HOTITZ Affiliation (if applicable): _____
Address: _____ Date: 11/16/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Josh Howard Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number _____ E-mail _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: TONY HOWARD Affiliation (if applicable): _____

Address: _____ Date: 11/7/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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From: [billqh3](#)
To: dot.sm.kensingtonexpressway
Subject: Concerns Regarding Community Input on the Buffalo "Tunnel" Project
Date: Friday, November 10, 2023 11:49:13 AM

I am writing to express my concerns about the Buffalo "Tunnel" project proposed by the New York State Department of Transportation (NYSDOT), particularly regarding the apparent lack of substantial community input and the potential environmental impacts of the project.

The proposed capping of a 4,100-foot section of Route 33, also known as Humboldt Parkway, at a cost of \$1 billion, with 80% funded by federal funds, is a matter of significant public interest. While the proposal includes the creation of new greenspace above the tunnel, there are pressing concerns regarding the health impact of fumes emitted from the tunnel, as no comprehensive Environmental Impact Study has been conducted.

Furthermore, the project appears to have been fast-tracked with limited public meetings and insufficient time for the community to understand its implications fully. Given the project's scale and its potential long-term effects on the community, particularly concerning environmental health and heritage conservation, it is crucial that more time is allocated for public consultation and consideration of alternative solutions.

I urge the commission to consider the voice of the community, which seeks a more thoughtful, less carbon-intensive plan that addresses both the environmental and health concerns of those most directly impacted by the project. A pause for a full review of alternative options seems not only prudent but necessary to ensure that the best interests of the community are upheld.

I appreciate your attention to these concerns and hope that the commission will advocate for a more inclusive and transparent decision-making process regarding this significant project.

Sincerely,

Bill Howard

From: Megan Howe

Sent: Friday, November 10, 2023 6:41:34 PM

To:

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

Name: Howe, Megan

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Buffalo has an opportunity to take care of it's most neglected communities and honor their experiences. We can be an example to other cities as we work to not just take care of those who already have many resources, but also those who have been left out. Restore Humboldt Parkway and reconnect the neighbors who want to live up to the name of the city of good neighbors.

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

From: [conrad howell](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Wednesday, October 25, 2023 6:32:47 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
conrad howell

From: Yuri Hreshchyshyn < >
Sent: Sunday, October 22, 2023 11:38 PM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Hreshchyshyn, Yuri

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo resident

Comment: This project must be done correctly or not at all. Build the highway under the Scajaquada drain. Continue the green median above, repurposing the ramp 33E to 198W to connect with Delaware Park via a greenway under Main St. Instal tall chimneys with fans above the tunnel to suck fumes.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sur. Hreshkumar Affiliation (if applicable): Buffalo Resident

Address: _____ Date: 10/9/23

Phone Number: _____ E-mail: _____

COMMENTS* Do full EIS - pay all state & local costs
Full the gap (connect MLK Park to Delaware Pl)
Encapsulate asbestos in place (build wall inside)
Reduce lanes to 2 lanes in tunnel; Keep 2 lanes
through 19B interchange. This allows for full
depth and width in median for very large trees
Plant more small trees throughout (install
chimney with scotcher down entire length
create negative pressure in tunnel, very high
humidity wide open illumination. For highway
under eajequada drain, connectivity to 19B W
and E side driveway (Need black map to show
alignments) Increase scope of project by necessity
of with capacity change in traffic patterns & volume
Cost increased capacity with support for light rail
Match funding for services (construction & on
going costs) more in subject above to honor the trust
certificatory area, Guarantee trees for life of project - Mary

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Lewis Hug Affiliation (if applicable): _____

Address: _____ Date 11-9-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: Nathan Huff

Sent: Thursday, November 9, 2023 10:09:13 PM

To:

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

Name: Huff, Nathan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am very excited about this project! The project seems to strike some difficult and impressive compromises between the ideal and realistic. This seems to compliment the cities existing infrastructure plans well and would be vast improvements for non motorized east-west mobility. The considerations for the Olmsted Parks as a system are not perfect but I find acceptable. I cant wait to utilize roads like North Hampton and Dodge on my bike between Main and Jefferson! I am optimistic that entrepreneurs, would be home owners, developers, and the like also look at this project, in conjunction with other projects, and the general city's trajectory as a catalyst for possitive change in the area! My wife and I moved here from Chicago over a year ago and exciting projects like this were a serious factor in our decision to move here. This project is not perfect and I recognize concerns brought up while still feeling very strongly in favor of the project! Thank you for all of your hard work!

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From: Karen Huffman

Sent: Friday, November 10, 2023 4:59:59 AM

To:

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

Name: Huffman, Karen

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation:

Comment: The Kensington (33) needs to be filled in and restored to it's original state as much as possible. Capping part of the Kensington is a short term solution that still has significant health hazards between car traffic and car exhaust. Other cities, Rochester for example, have successfully removed these types of destructive roadways. Yes, it will cost more upfront, but in the long-term so much more money will be saved with improved health and mental well-being.

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-----Original Message-----

From: Edward Hughes

Sent: Wednesday, September 13, 2023 10:44 AM

To:

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

Name: Hughes, Edward

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Home owner

Comment: We are concerned how this affects our property.

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Sent from my iPad

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From: [Charles Humphrey](#)
To: dot.sm.kensingtonexpressway
Subject: The tunneling of the 33- EIS
Date: Friday, November 10, 2023 12:56:45 PM

Hello,

My name is Charles Humphrey and I live in the city of Buffalo. Please conduct an Environmental Impact Statement on the Humboldt Parkway project and restore the parkway in full, to reprioritize the well-being of our local residents. The locals, as well as the greater community, need greater resilience against increasingly intense and recurring disastrous weather-events. The local people and ecological community deserve better than to be a secondary consideration behind cars and the well-being of the automobile industry. Climate resilience and supporting ecosystem services is imperative for our social, ecological, and economic future.

Restore our great Queen City

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Hugo Huntington Affiliation (if applicable): _____

Address: _____ Date 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

No to covering the 33 e-way

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Arlene Husband Affiliation (if applicable): _____

Address: _____ Date 10.8.23

Phone Number: _____ E-mail: _____

COMMENTS*

This is quite disturbing. It sends the neighborhood into a frenzy of pollution-disturbance. Not to mention the traffic and slow of. You do not care about the people or what they want or how it should be. This is political and it sucks big time. Shame on you all for just taking over, taking matters into your own hands without even thinking of the people here w/ health issues - children and elderly. You making yourselves look good at the risk of making people sick and this will be years in the making. Let us tell your children what you're doing to our children & elderly etc. And still see you with your head held high. God have mercy on you, (if he sees fit)

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Comments are due by **October 27th, 2023.**



Department of Transportation

588

You didn't even allow us to have a say or vote. All this was done behind closed doors, behind our backs. Shame on you



-----Original Message-----

From: Milkman Michael

Sent: Wednesday, November 8, 2023 7:03 PM

To:

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

Name: Hutton , Jacob

Address:

Phone:

Email

Include on future project updates: NO

Affiliation: DSA

Comment: Build the park, everyone likes parks

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: OBI IFEDIGBO Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Ashley Infantino ADDRESS: _____
 DATE: 10/19/22 PHONE _____

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PUBLIC HEARING
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Baba Ing Affiliation (if applicable): _____
Address: _____ Date Nov 10 2023
Phone Number: _____ E-mail: _____

COMMENTS*

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: CARRIE Ingram Affiliation (if applicable): Coldspring Association Coalition
Block 41B

Address: _____ Date 9/30/23

Phone Number: _____ E-mail: _____

COMMENTS*

Dear Madama or Sir's
I am a native Buffaloin (Born and Raised) and I have lived and worked in this project area for over 30 yrs. I am a Home owner, at my present Resident for over 17 yrs. Our Community appreciates the information and the inclusion of the work that's going to take place on the 33 Route. There are many who agree with this project; but on the other hand there are many who disagree including myself. There are so many topics in this project to be considered; Contaminants; ~~maintainance~~ maintenance of open space also the cost to taxpayers that will be passed on to our already high TAXES??
Thank you

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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Tommy IRVING Affiliation (if applicable): _____

Address: _____ Date Oct 20 2023

Phone Number: _____ E-mail: _____

COMMENTS*

NO! Hell NO!

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From: [Robert Isaacs](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 5:40:11 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Robert Isaacs

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



11/8/23

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Zaid B. Islam Affiliation (if applicable): Community

Address _____ Date 10/30/23

Phone Number _____ E-mail: _____

COMMENTS*

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40% Minority development

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PUBLIC HEARING
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Delores Jackson Affiliation (if applicable) Citizen

Address: _____ Date 10-18-23

Phone Number _____ E-mail: _____

COMMENTS*

NO! NO! NO!

This Project will cost more devastation to the Eastside Colsping deserves to thrive. The Resoures \$\$ should be spend to (Bring Back more pain) Increase the quality of Life. NO Absolutely!

**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
Comments are due by October 27th, 2023.



Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: DARLINS JACKSON Affiliation (if applicable): _____

Date: _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

we want a ✓
space - we don't need this project!

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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

From: Cheryl Jackson

Sent: Tuesday, November 7, 2023 8:51 AM

To:

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

Name: Jackson, Cheryl

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Employed by Buffalo Board of Education

Comment: I am writing to say that I believe a FULL Environmental Impact study be conducted for this project. Thank you.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Denale Jacobs Affiliation (if applicable): _____

Address: _____

Date 11/9/2023

Phone Number _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Raymond Jacobson](#)
To: dot.sm.kensingtonexpressway
Subject: Public comment on the Kensington Expressway Project
Date: Tuesday, October 10, 2023 3:13:51 PM

Hello,

My name is Raymond Jacobson. I live at
My phone number is . My email is
I am affiliated with the UB School of Architecture.
Here is my comment:

I have to say that the project is incredibly underwhelming and doesn't go far enough to reinvigorate Olmsted's original plan for a parkway system. There are also health concerns in regards to the plumes and where the particulates will blow.

First, if you blast 25 feet deep and build this tunnel, MLK park and Delaware Park will never be able to connect as you won't be able to blast north of Sidney St. due to the Scajaquada Creek running below the 33 just north of Hamlin Rd.

Second, instead of spending almost \$1 billion on a tunnel only 3/4 of a mile, why not spend that money to remove the 33 from downtown to Eggert, or even to Genesee St. by the airport? Convert the whole thing into a parkway system. Rochester was able to infill the East Inner Loop for \$21 million. You can do the same for maybe less than \$500 million to turn the entire 33 into a parkway system!

Third, if you convert it into a parkway system, it'll allow drivers commuting to the city the choice of once again using the radial system, boosting economic activity across the city, helping reinvigorate Buffalo's east side.

Fourth, I understand the need to move traffic. However, the radial system is largely unused during rush hour and could easily pick up the traffic without impeding the daily commute time by much time.

Lastly, there's the issue of the exhaust system, the proposed plumes are located in close proximity to schools, parks, daycares, community centers, and the science museum. There's already been issues on Humboldt of increased cases of cancer due to the daily exhaust fumes polluting homes parallel to the expressway. The filtration system suggested isn't good enough. Sure, it meets regulations, but the regulations are weak. The proposed system will do nothing to change health issues in the area.

These are my comments. Please reconsider the design of the project. \$1 billion for a tiny tunnel is insane, when you have the opportunity to change greater Buffalo with something better.

Sincerely,

Raymond Jacobson

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Raymond Jacobson
Date: Saturday, October 21, 2023 4:58:30 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Raymond Jacobson

Email

Date

10/21/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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You have been tasked to work on the following record : NYSDOT-23-041813

Subject: HIGHWAYS/ROADS

Name: Stephen Jakiel

Address:

City:

Zip:

Email Address:

Comment: Please don't waste millions of dollars on the ridiculous idea of "capping" part of the Kensington Expressway. Put that money toward REMOVING IT. Don't you hear the people of Buffalo opposing the "cap" project???

Assigned To: HIGHWAYS/ROADS

Name :

Task: FOLLOW-UP

Notes :

Assigned Date: 11/5/2023

Deadline:

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Anthony James Affiliation (if applicable): Fillmore Forward board member, Broadway-Fillmore Neighborhood Housing Services
 Address: _____ Date 10-19-23 board member
 Phone Number: _____ E-mail: _____

COMMENTS*

The original expressway project built in the 1960s was a huge mistake, destroying the longest, and very beautiful, Olmsted designed (Humboldt) Parkway. But not just the destruction of an iconic historic resource of national, in fact international, significance, but also the devastation of a very intact residential community, splitting it in half. Then there is the huge financial cost of this project, not just the initial construction cost, but also the ongoing yearly maintenance costs, and then periodic upgrades that will be necessary. Billions of dollars initially, then millions of dollars in ongoing financial costs. Based on the costs of filling in the depressed Inner Loop removed project in Rochester filling in the 33 would be significantly cheaper. Then there are the health issues. The project representative said that the fill it in approach would create more pollution. Not only is this statement counter intuitive but I do not believe the science behind it is universally accepted. The traffic will find alternate routes, this has been proven in other highway removal projects, in San Francisco, in Milwaukee, in Rochester, etc.

So, in conclusion, this project will likely give us another 60 years of not doing project optimally for the community. It will just be another mistake listed on the community for another 60 years+.

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
Comments are due by October 27th, 2023.



From: Damario James

Sent: Thursday, November 9, 2023 8:37:02 PM

To:

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

Name: James, Damario

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Inner City

Comment: I would love for this project to happen !

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From: [Matt Janiszewski](#)
To: dot.sm.kensingtonexpressway
Subject: Support for Kensington project
Date: Friday, November 10, 2023 10:44:47 AM

I am supportive of the DOT's concept for the Kensington Expressway to reconnect the streets and neighborhoods surrounding this section of the expressway as this concept was a long-time coming and the result of a community driven initiative by the Restore Our Communities Coalition or ROCC, made up of individuals that live in the surrounding neighborhoods divided by the highway decades ago.

I refer you to a Buffalo News article by Mark Sommer dated November 6, 2023 "Small East Side group was catalyst for Kensington project", which explains the catalyst behind ROCC, their original ideas that influenced the DOT's concept, and the community support for this project that has been building for the last 10-15 years.

Here is a link to the article: https://buffalonews.com/news/local/small-east-side-group-was-catalyst-for-kensington-project/article_7d226ae6-7522-11ee-846a-3341eb101b22.html

Matthew Janiszewski

--

Matt Janiszewski

From: [Scott Janus](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Wednesday, October 25, 2023 12:15:34 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Scott Janus

From: Molly Jarboe

Sent: Friday, November 10, 2023 5:12:22 PM

To:

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

Name: Jarboe, Molly

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalonian

Comment: The current proposal is too focused on automobile culture, makes restoration of Humboldt Parkway impossible, does not connect MLK Park and Delaware Park via the parkway and poses environmental threats to the community, therefore, it should not move forward. An environmental impact study is needed.

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From: Comment via East Side Parkways Coalition
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Molly Jarboe
Date: Friday, November 10, 2023 5:10:33 PM

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<[To the New York State Department of Transportation](https://feabega.r.bh.d.sendibt3.com/tr/op/9HhV15FAcv76F65k5o1T0_cSUoa5ph_YlZibUtOjIg8giaY0hES2CFPxVd3iR_9-7I2DtMV_TeEMfpUXqTSM-w3NRNwui17gKAJXLgLF2vL2oCgZkOalsNAzA4xXGhM8E8kvnR6ajIeYXPERNRd6jzrCmtdCZc5XBuXnk4MxKSNCoiQAMo_Q-762SGeq46zbypKO9HOZiuMMZS3MmS-D0eoPHzNo5W7x71hrp28Yuw></p></div><div data-bbox=)

- * I do NOT want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- * I do NOT want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- * I do NOT want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- * I do NOT want this expressway to cut through our neighborhoods—period!

- * I DO want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- * I DO want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- * I DO want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- * I DO want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

The current proposal is too focused on automobile culture, makes restoration of Humboldt Parkway impossible, does not connect MLK Park and Delaware Park via the parkway and poses environmental threats to the community, therefore it should not move forward. An environmental impact study is needed.

Name
Molly Jarboe
Email

Date
11/10/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: on behalf of [Emily Jarnot](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Wednesday, October 25, 2023 6:37:28 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms. Emily Jarnot

From: Hugh Jarvis
Sent: Thursday, October 26, 2023 1:25 PM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Jarvis, Hugh

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: resident and taxpayer

Comment: NYSDOT must stop its misguided efforts to cap a small section of NYS 33 which are not in compliance with NYSDEC State Environmental Quality Review Act. This billion dollar pork project will be the most expensive section of road in the US. NYSDOT has publicly admitted the net environmental impact of capping NYS 33 will be worse than the status quo and has actively mislead the public claiming the traffic cannot be absorbed by our underutilized street network. The more popular alternate plans spend our tax dollars to better advantage existing streets network, with long overdue complete streets development and modern traffic signals, and will accommodate additional congestion through affordable and long overdue light rail out to the airport, as proposed by Citizens for Regional Transit. A restored Humboldt Parkway will bring overall reduction in congestion, crashes, and traffic pollution, and increase connectivity, multimodal transportation, greenspace, financial viability of our community

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-----Original Message-----

From: Annemarie Jason < >
Sent: Sunday, October 29, 2023 10:01 AM
To: >
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Jason, Annemarie

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This absurd new project will waste taxpayer money for questionable benefits to Buffalo residents, especially those who reside on the East Side. Like the creation of the Kensington Expressway, its long-ago predecessor, it is another way of writing off the needs of East Side residents. Taxpayer money would be much better spent there on real-life problems that desperately need solutions. For the sake of the environment in the Buffalo area, it seems that the crazy plan to cover part of the highway would be a negative force rather than a positive one. It is hard not to be skeptical, for Buffalonians have learned the hard way that their concerns are not honored when it comes to opportunities for a select few to line their pockets. This is just one more example. In fact, I may be writing this to the wind.

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From: Gwendolyn

Sent: Tuesday, November 7, 2023 10:44 AM

To:

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

Name: JervisWhite, Gwendolyn

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Hamlin Park stakeholder

Comment: I commend Stephanie Barber Geter and the ROCC for their dedication and hard work. I remember the greenery on Humboldt Parkway as a little girl, when I came to visit my family in Buffalo. Coming from NYC, this excited me and helped me make my decision to relocate here. I am sure ROCC has had many discussions on how to proceed and how to secure funding for the betterment of all concerned. I hope their plans are given a chance.

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Sent from [Mail](#) for Windows

Record
10/3/23
SJSPublic hearing SEPTEMBER 27TH 10:30 AM - 2 PM & 4:30 PM - 8PM**COMMENT FORM**date: oct 1st 2023

JACQUELYN JOHNSON RESEIDENT OF HUMBOLDT PARKWAY

Living on Humboldt Parkway near Northampton, I know that we are going to experience bad air quality specifically the dust. I would like to know how you plans to control it so that the residents on Humboldt and surrounding areas are safe and to ensure that we will still be able to sit on our front porch during the summer for the next 4 years. I do not want to have close my front windows and stay in my backyard or at worse stay in the house. This is a health concern for me and I am sure there are other residents in the neighborhood that deal with upper respiratory and other help issues. My second concern that I was just advised of on September 28th, that you plan on running a roadway from Best St. To East Parade right through to Girard St. I am extremely against this, as it will bring unwanted traffic that we have never had to deal with onto the Humboldt Parkway. You are routing traffic coming from off the expressway on to Best and right into a residential neighborhood. It will bring traffic all day an all-night seven days a week right into our front doors. This is very inconsiderate to the people who live in this block. I do not see why you would not take it all the way down to East Utica where the off ramp that you are removing used to You are going to create a Raceway for people speeding from Best Street right through this roadway dead smack into a residential street. There are kids playing on a regular basis both summer and winter on Girard Street not to mention people taking walks to the park with their family and their pets and who will not be expecting to have to watch out for second Road. Another concern of mine is what is being done to protect the foundation of the homes closest to the construction Humboldt Parkway ...what information is being given to the homeowners so that in the event that we incur damage to our property? We need a specific contact name, telephone number and something in writing stating that the Kensington Expressway organization will reimburse for any damage done. Last but not least what is going to be done to provide protection against an over run of rodents that we know will start to run toward our homes?

From: Starr Johnson

Sent: Thursday, October 5, 2023 6:15:52 PM

To:

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

Name: Johnson, Starr

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: #A1Day1Group

Comment: This decision was not made or suggested by our community to rejoin the roadway....when the decision was made 70yrs ago to separate the city by buildn an expressway to give immediate Downtown access to those that labeled the area less desirable was of their own and we have made good use of our Separation, now yall have sat behind desk and made the decisions to TAKEBACKOVER our community using "the community asked"as an excuse further proves that the use of a Unwarranted but Targeted Gun Violence to Emotionally Destroy us as a Unit further proves the Malicious Intent behind this decision and many others that were not beneficial to us as a people.

Your Taking funds for unnecessary actions....we need proper infrastructure , we need adequate housing, we need proper healthcare, we need emergency shelters and quality running water and sanitation....Stop building in the name of Affordable that no1 can afford. Stop Politicizing our Poverty and Move Out our way, We will Not Be Silenced... TO HELL WITH UR PLAN TO DISPLACE US AGAIN

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From: ANGELEAH JOHNSON

Sent: Monday, October 9, 2023 9:31 AM

To:

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

Name: Johnson , Angeleah

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: UCLA Public Health - Community Health Science Graduate Student Researcher

Comment: I support restoring the expressway to its original structure. I have family members that live right on the expressway that will be greatly affected by tunnel construction, especially since they have serious health conditions. The tunnel will only end up benefitting a few and the construction/the final project may have serious effects on those living near and around it. Restore it to the homestead, greenway it used to be! This will encourage safer traffic conditions, remove the threat of negative health impacts, improve community and cultural relationships, decrease the amount of projects that are racist/unjust in nature (which will make Buffalo look really good to the rest of the country & world) and may even improve physical and fiscal health of the people of Buffalo! Let's do right by them!

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

From:
To:
Subject: Kensington project public comment form
Date: Saturday, October 21, 2023 12:37:39 AM

Jackie Johnson

It's a lot to ask of the residents to endure 3 to 4 years worth of consistent noise pollutants inconveniencing our everyday life. How do we get compensated when we need to get away from the construction just to have a peace of mind and some personal time ? not everyone works an 8:00 to 5:00 job.. some of us sleep during the time this project will be in progress.. we should not have to spend additional money just to go somewhere to have a good night's rest or just to do what normal people do during the summer months..

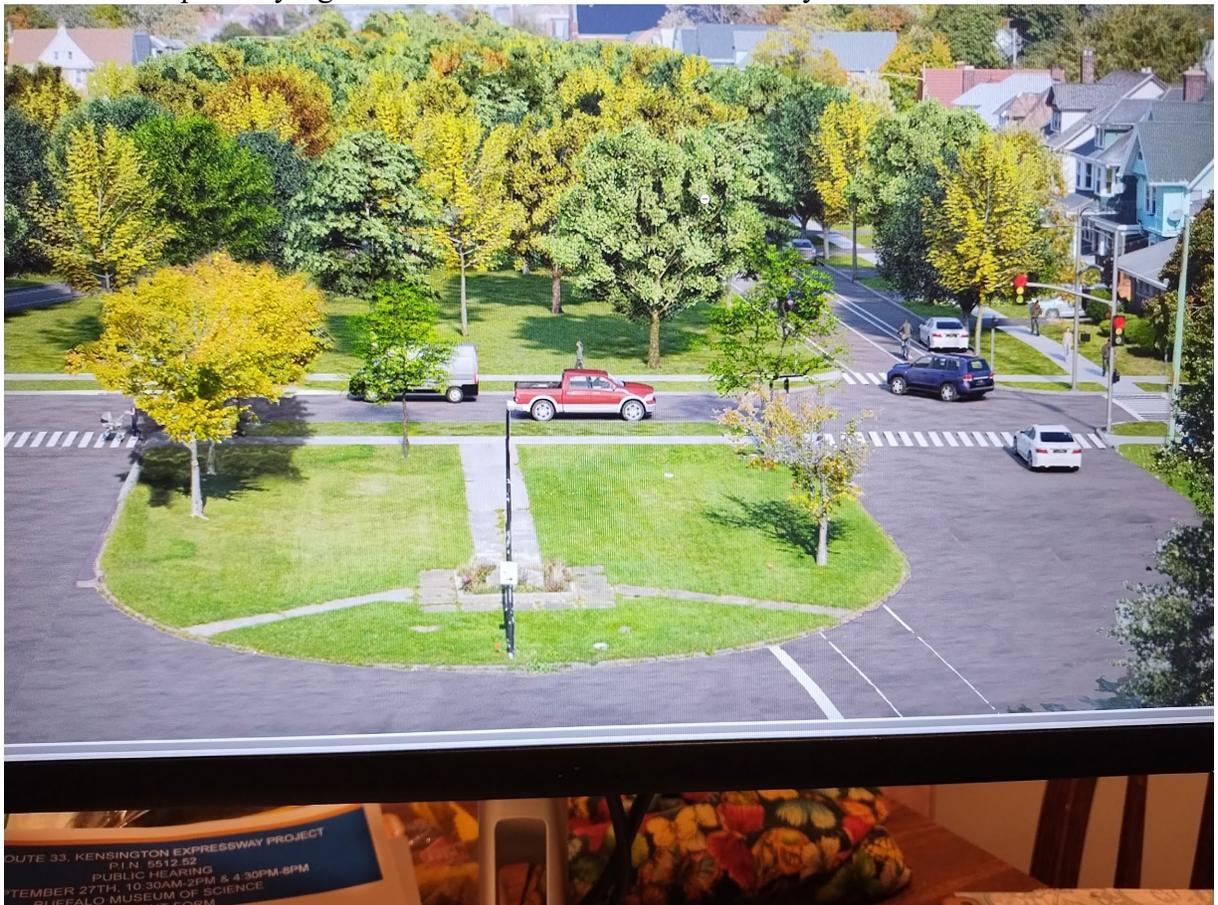
I sit on my porch every day in the summer and I am very concerned I will not be able to do that.. is there some type of funding set aside so that if I along with others wanted to screen our porches in to keep the dust out will that be available to us??

My other concern is during one of the meetings, it was brought to our attention that the Kensington project committee does not have anyone assigned to maintain the park.. so again the question came up who will maintain the park including regular garbage pickup, grass cutting, tree trimming and will that information be available to the residents who live across from the park so that in the event an issue comes up we know who to contact..

[Sent from AOL on Android](#)

From:
To: dot.sm.kensingtonexpressway
Subject: Kensington expressway comet form safety issue
Date: Saturday, October 21, 2023 11:26:39 PM

With all of the trees being planted how does the project plan to keep lighting at night on Humboldt parkway when there's so many trees that will block even the sunlight .. this is a safety issue for anyone outside after dust. also who's going to maintain all of the leaves that fall off once fall hits; and did anyone consider what that many leaves are going to do to our gutters ...we have very high roofs on Humboldt parkway... It's like you're taking all of the sunshine that we normally get away... I'm also concerned about this extra roadway that is coming out on to Humboldt in the block where there's property ..why would they not run that road between Girard and Riley where there's several empty lots ...you now have traffic coming on Humboldt parkway right in front of two residential driveways...





Sent from AOL on Android

From: [Cornelius Johnson](#)
To: dot.sm.kensingtonexpressway
Subject: CAI letter of support
Date: Monday, October 23, 2023 12:44:20 PM
Attachments: [CAI support ltr.pdf](#)



Citizens Alliance, Inc.

836 East Delavan Ave
Buffalo, NY 14215
Office: (716) 597-0262
Fax: (716) 597-0263
c_alliance836@yahoo.com
www.citizensallianceinc.org

October 19, 2023

NYS Route 33, Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

RE: Public Hearing September 27th, 2023 – NY Route 33 PIN 5512.52

Dear Kensington Expressway Project Team:

Citizens Alliance, Inc. (CAI) supports the Kensington Expressway Project to cover a portion of Route 33, with a preference that the project meet limits of the Region Central project at Delavan to complete the "One Road" concept reconnecting MLK Jr. and Delaware Parks. This project and its initial phase is a vital part of attaining the goal to reconnect a community that has been marginalized for decades and disenfranchised from the current economic resurgence of Buffalo. Recreating a green space and access across East-West segments of streets disrupted by the expressway will help remediate the physical and psychological barrier to social and economic vitality for residents, businesses, and anchor institutions around Humboldt Parkway.

To prevent the original mistake of constructing the Expressway against the interests of the immediate community, CAI further supports the full involvement of community stakeholders in the design process, and that the designers heed the community goal to insure that the infrastructure designed will lead to a revitalized, walkable, and healthy urban environment. We further request:

- Historic Land Report be completed as part of the process for adherence to historic cross-sections of the parkway including tree heights with the restored parkway
- Health Impacts Assessment
- Parking Spaces not be completely eliminated for residents along the parkway
- In-depth examination of the impacts of the pedestrian crossings and movement at the roundabouts

The current concept still need some clarification and context including a thorough analysis of environmental impact and related public health concerns. We are confident that our neighborhood transformation will thrive with reconnecting our community and restoring the greenspace designed by Frederick Law Olmsted as a capstone parkway within the park system. A restored Humboldt is essential for a complete renaissance of Buffalo where everyone can participate in the progress, and those neighborhoods once scarred can be restored.

Sincerely,



Cornelius Johnson, Executive Director

From: [Michael Johnson](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:49:38 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Michael Johnson

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Kevin H. D. Johnson Affiliation (if applicable): _____

Date: _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

We need A Black Business's
Not the expressway covered

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jaquelyn Johnson Affiliation (if applicable): _____

Address: _____

Date 10/21/23

Phone Number: _____

E-mail: _____

COMMENTS*

It's a lot to ask of the residents to endure 3 to 4 yrs of consistent noise, pollutants, inconveniencing our everyday lives.

How do we get compensated, when we need to get away from the construction, just to get some private time and a piece of mind? Not everyone works 8-5 jobs some of us sleep during the hours this project will be in progress. We should not have to spend our money to go somewhere (hotel) to get a good night/days rest.

I sit on my porch every day in the summer and I am very concerned I will not be able to do that. Is there some funding set aside so that if I want to screen my porch in to keep dust out, is that available?

Who will maintain the park including Reg Garbage Pick Grass cutting, Tree trimming. Will this info be avail. to the resident that live across from the park?

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Comments are due by October 27th, 2023.



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

-----Original Message-----

From: ENA JOHNSON

Sent: Monday, November 6, 2023 11:34 AM

To:

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

Name: Johnson, Ena

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Hamlin Park Taxpayers Association

Comment: The plan was to restore like the original design. If there isn't a total covering, the partial covering is NOT adequate in my opinion. The blasting will compromise the integrity of the structure of the homes, NOT just those on Humboldt, but the nearby streets also. The quality of health to the community, which should be the ultimate consideration, has NOT been adequately corrected and appears to be a repeat of the original plan that considers the outsiders convenience over those that live there.

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

Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Kenneth J Johnson Affiliation (if applicable): _____

Address: _____ Date 11/28/2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Cornelius Johnson Affiliation (if applicable): Rocc

Address _____ Date 10/24/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

(YES)

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Comments are due by October 27th, 2023.



Department of
Transportation

633



U.S. Department of Transportation
Federal Highway
Administration

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Carl W. Johnson Affiliation (if applicable): CAHWA
Address: _____ Date: 11-1-2023
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: [Callie Johnson](#)
To: dot.sm.kensingtonexpressway
Subject: NYS ROUTE 33 KENSINGTON EXPRESSWAY PROJECT
Date: Wednesday, November 8, 2023 3:39:16 PM
Attachments: [NYS ROUTE 33 KENSINGTON EXPRESSWAY PROJECT.pdf](#)

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

-----Original Message-----

From: Howard Johnson

Sent: Thursday, November 9, 2023 9:28 AM

To:

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

Name: Johnson, Howard

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident who lives one minute from the 33 Kensington Expressway

Comment: I am full support of the proposed "33 Project" capping from Dodge st to Sidney st. The ROCC coalition has done a wonderful job of advocating for this and I want to add my commentary to this project.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Holly Johnson](#)
To: dot.sm.kensingtonexpressway
Subject: Fill in Kensington Expressway
Date: Thursday, November 9, 2023 12:33:01 PM

Hello,

I am writing to express my opposition to the current plan to cap just four blocks of the Kensington Expressway. I live less than a mile from the expressway in the Vernon Triangle area and I am an avid cyclist who often bikes in the Olmsted Parks system. I also have asthma so I am concerned about air quality issues for myself and the rest of the community.

I do not think the current plan is an effective use of the funding and could create a greater negative environmental impact on the neighborhoods nearest the expressway. I am in favor of:

- Conducting an environmental impact statement study, not just an assessment, to address asbestos mitigation during construction and the impact of the exhaust systems nearest the capped sections of the expressway.
- Developing a strategy to improve the artery streets and neighborhoods like Williams St, Broadway and Genesee before any construction begins to redirect traffic and revitalize surrounding neighborhoods.
- Producing a new plan to fill in the entire expressway, creating a greater amount of green space and better connecting the parkway to the rest of the Olmsted parks as was originally intended.

This decision is too important to accept the first plan presented to the community without considering other options. What we decide to do now could not just heal past wrongs but also reshape the future of our city. We can't afford to make another mistake. I think it's important that we improve as many neighborhoods as possible with the funding available, rather than spending it all on an impractical and expensive cap that only addresses a small part of the problem.

Thank you for your consideration,
Holly Johnson

From: Cecilia

Sent: Thursday, November 9, 2023 1:59:59 PM

To:

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

Name: Johnson, Cecilia

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Where is the environmental impact study? How can you justify the cost of this project that will be less than a mile long? We should be looking to fill in the 33 like Rochester did with the inner loop!

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

Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Veronica Johnson Affiliation (if applicable): _____
Address: _____ Date 11/4/23
Phone Number: _____ E-mail: _____

COMMENTS*

Has an adequate feasibility/assessability study taken place. Are the stakeholders from the Buffalo area. This may cause an undesirable impact on the people living in the neighborhood.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Spencer Jones Affiliation (if applicable): UB

Address: _____ Date 9/27/23

Phone Number: _____ E-mail: _____

COMMENTS*

While this project is supremely well intentioned, it does nothing to make the City of Buffalo a less car-dependent city. Spending \$1-2 billion on improving and expanding public transit, especially on the East Side, would do far more to help correct decades of racial and environmental justice. Also the proposed bike lanes are conflict-prone design. Creating a more walkable, bikeable, transit oriented city would do wonders to revitalize Fillmore, Genesee, Sycamore areas far more than a cosmetic improvement to the expressway that ruined them. As a passionate advocate for the City of Buffalo, I oppose this project in its current form, until such improvements can be offered.
Car dependency perpetuates poverty

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Department of
Transportation



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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: JAMES H. JONES Affiliation (if applicable): _____

Address: _____ Date OCT-22-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Tamika Jones Affiliation (if applicable): _____

Date: 10-20-2023

Address: _____

Phone Number: _____

E-mail: _____

COMMENTS*

Our communities
Please do not cover up with the
expressways.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Marlo Sanchez Affiliation (if applicable): _____

Address: _____ Date 10/20

Phone Number: _____ E-mail: _____

COMMENTS*

NO We dont want this project, the community
skuz NO

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Shareeka Jones Affiliation (if applicable): _____

Address: _____ Date 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

no to covering the 33 expressway

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Melissa Jones Affiliation (if applicable): _____

Date: 10/23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

not necessary
what the benefit for
our community?

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Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: VALESSA JONES Affiliation (if applicable): JANU/CAO
Address: _____ Date: 9/8/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: James Jordan Jr
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:24:40 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

James Jordan Jr

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Sharawn Josey Affiliation (if applicable): _____

Date: 10/20/2023

Address: _____

Phone Number _____ E-mail: _____

COMMENTS*

I do not support any construction
done to the 33 expressway

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Job Ju Affiliation (if applicable): _____

Address: _____ Date 8/11/2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: on behalf of [Judith Judelsohn](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Thursday, November 2, 2023 2:48:21 PM

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Learn why this is important at

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms Judith Judelsohn

From: Cynthia Juhre

Sent: Thursday, November 2, 2023 1:07 PM

To:

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

Name: Juhre, Cynthia

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I support the Kensington expressway project

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Paulette Jurn Affiliation (if applicable): _____

Date: 10/20/2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Don't want the
expressway.
We don't even know
what even going on
in our community

(Signature)

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(Signature)



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Paulette Turner Affiliation (if applicable): _____
Address: _____ Date 10/23
Phone Number: _____ E-mail: _____

COMMENTS*

Don't want them to tear
up our neighborhood
Put the money in the
eastside community.
No one explains nothing
about this to us. U
Paulette
Turner

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Comments are due by October 27th, 2023.



-----Original Message-----

From: Iris Kahris < >

Sent: Friday, November 3, 2023 1:53 AM

To: >

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

Name: Kahris, Iris

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Restore the parkway!!!!

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Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Clay Kardas](#)
To: dot.sm.kensingtonexpressway
Subject: Kardas - Public Comment
Date: Friday, November 3, 2023 10:36:44 AM
Attachments: [Kensington Project - Public Hearing Comment Form - Kardas231103.pdf](#)

Hello,

Please see attached for my comments on the Kensington Expressway project.

All the best,
Clayton Kardas

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Clayton Kardas Affiliation (if applicable): _____

Address: _____ Date 11/03/23

Phone Number: _____ E-mail: _____

COMMENTS*

The project for Route 33, as it stands, is a superficial solution, a bandage over the deeper wounds of neglect and indifference that have marred Buffalo's East Side. The representatives who preceded us were misled into a deal that continues to echo through our streets, leaving a trail of disparity that the citizens, particularly those on the East Side, have had to navigate for far too long.

Including public transportation in the project isn't just a suggestion—it's an imperative. Our current predicament isn't just about the inconvenience of a longer commute; it's a reflection of a deeper societal divide. The "Draft Design Report/Environmental Assessment" touches on the need for enhanced connectivity and addresses the requirements of transit-dependent populations, yet it stops short of a full commitment to an inclusive transportation transformation that serves all.

The bus system's delays and the metro's limited north-south reach are symptomatic of a larger issue: a failure to acknowledge the role of public transport as a bridge between communities and classes. The talk of expanding north to Amherst, while potentially beneficial, sidesteps the urgent need for an east-west corridor—a lifeline that could reconnect the severed arteries of our city.

Imagine a metro station on the East Side, not just as a standalone structure but as the heart of a newly revitalized public space, a hub of activity and growth. This isn't just about reducing expressway congestion; it's about restoring a sense of unity to a city divided by lines of concrete and steel.

The proposed "beautification" efforts, as they stand, risk being little more than window dressing. We need more than just a "container garden"—we need a project that digs deep, upturning the very soil of inequity and planting the seeds for a truly interconnected Buffalo.

So, as we consider this project, let's not repeat the errors of the past. We have before us an opportunity, a duty, to lay down tracks that lead to a future where all of Buffalo moves forward together. It's time to build not just for necessity but for the potential of what our city can become—a city unbound by the lines that once divided us.

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Comments are due by November 10th, 2023.

From: linda k

Sent: Tuesday, October 31, 2023 1:57:59 PM

To:

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

Name: Kasprzak, Linda

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: none

Comment: The proposed Kensington Project is the most ridiculous concept and waste of money I've seen yet.

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

Sent from [Mail](#) for Windows

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Lindsay Kay Affiliation (if applicable): EC
Address: _____ Date: 10/27/23
Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: ZACHARY B. KAW Affiliation (if applicable): _____

Address: _____

Date 10/27/23

Phone Number: _____

E-mail: _____

COMMENTS*

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Comments are due by October 27th, 2023.

From: M Keller- Cogan

Sent: Tuesday, October 24, 2023 2:54:15 PM

To:

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

Name: KELLER-COGAN, Meg

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Live and work (at Canisius University) in the area

Comment: Given all of the infrastructure and safety needs that exist in Buffalo and have for years, this money would be better spent on road, infrastructure and safety concerns. The pace with which road improvements has been made is too slow. Crime, break-ins and drug issues are pervasive. Hire more police, fix the road issues through repayment and forget this project.

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

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Amy Kelly

Sent: Thursday, October 26, 2023 8:08 AM

To:

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

Name: Kelly, Amy

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This would be a transformative project for WNY, connecting neighborhoods, bringing a boost to the WNY community, a helpful step in revitalizing a long disadvantaged area. Thank you NYSDOT for bringing this much needed project to the table.

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

From: Erin Kelly <

Sent: Friday, October 27, 2023 1:01:12 PM

To:

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

Name: Kelly, Erin

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Historic Linwood Association

Comment: I fear a concentration of pollution in a tunnel being vented into the neighborhood the project is intended to mend. It's a massive cost when our city is amongst the poorest in the nation. We have a crisis level of families living in poverty, hungry children and failing public schools. We have urgent infrastructure needs for the sewer (they dump into the lake if they're not completely corroded and blocked) and water lines, potholed streets, a need for improved public transit. Covering a short piece of the 33 is not solving our city's poverty, racism and infrastructure crisis.

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

From: [Timothy Kennedy](#)
To: dot.sm.kensingtonexpressway
Cc: [Robert Davidson](#)
Subject: Senator Kennedy public comment submission
Date: Wednesday, November 1, 2023 12:25:44 PM
Attachments: [Senator Tim Kennedy - Kensington Expressway Public Comment.pdf](#)

Good afternoon,

Please find attached Senator Kennedy's submission to the public comment period for the Kensington Expressway Project.

Sincerely,

Timothy M. Kennedy
New York State Senator, 63rd District
37 Franklin St., Suite 550
Buffalo, New York 14202
Phone: (716) 826-2683
Fax: (716) 826-2793
Email: kennedy@nysenate.gov

THE SENATE
STATE OF NEW YORK



TIMOTHY M. KENNEDY
SENATOR, 63RD DISTRICT

CHAIRMAN
TRANSPORTATION
SELECT COMMITTEE ON
STATE-NATIVE AMERICAN RELATIONS

COMMITTEES
BANKS
CITIES 2
ENERGY AND TELECOMMUNICATIONS
FINANCE
INSURANCE
RULES

□ ALBANY OFFICE:
ROOM 708
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
(518) 455-2426 OFFICE
(518) 426-6851 FAX

□ DISTRICT OFFICE:
37 FRANKLIN ST., SUITE 550
BUFFALO, NEW YORK 14202
(716) 826-2683 OFFICE
(716) 826-2793 FAX

E-MAIL ADDRESS:
KENNEDY@NYSenate.GOV

November 1, 2023

Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

Re: NYS Route 33, Kensington Expressway Project

Dear Kensington Expressway Project Team Members,

As Chairman of the Senate Transportation Committee and the New York State Senator representing the communities that would be most impacted by the proposed reimagining of a 4,150 foot section of the Kensington Expressway from Dodge Street to Sidney Street, I write in strong support of this proposal and the positive impact it will have on the community.

As you know, the location of this section of the Kensington is a depressed high-speed expressway which was formerly home to Humboldt Parkway, a scenic tree-lined Olmsted parkway that connected Delaware Park to now-MLK Jr. Park in the heart of Buffalo's East Side. Regretfully, during the era of expressway building and so-called urban renewal, the decision was made to use that right-of-way for an expressway. The community was left physically divided by an expressway, where they were previously connected by greenery. Housing values and conditions fell, negative health outcomes increased, and a community was damaged. This project promises to begin the process of rectifying those wrongs and reconnecting the community with a newly-treed green space that helps to recreate a portion of what was lost. The proposal in question was developed through extensive work with the neighborhood stakeholders, led by the Restore Our Community Coalition, a grassroots organization that has led the fight for decades to reconnect this community with Olmsted's original vision in mind. I applaud ROCC for their tireless efforts, and I know that with their ongoing participation and input, this project will deliver the results the community wants and deserves.

The loss of Humboldt Parkway was tragic, but any decisions made now must be made in the context of our lived reality, which includes acknowledging the 70,000+ vehicles that use this route every day. If the expressway were to be removed tomorrow and fully filled in, those individuals would still need to find a way to their destinations, which would deposit them instead onto Buffalo's street grid, clogging the city with traffic and increasing pollution in countless neighborhoods from the addition of tens of thousands of cars and trucks idling at stop signs and red lights. Simply put, that is not environmental and social justice and does not meet the aims of this project. The goal of the Kensington Expressway Project is to build a tunnel from Dodge Street to Sidney Street to recreate the heart of Humboldt



Parkway. This will reduce noise and air pollution that impacts surrounding neighborhoods, and does not resort to flooding the streets of Buffalo with cars that the current street grid and traffic system simply cannot absorb.

The addition of 11 acres of green parkland to a disadvantaged community is a once-in-a-generation opportunity for the City of Buffalo. It will increase home values, helping longtime residents to build generational wealth, and it will provide new options for healthy recreation for children and families. The view out the front window of many of the beautiful and architecturally notable homes along the expressway will be transformed from an open-cut highway into a scenic greenway. This is a laudable, achievable, and transformative vision for the future of this community. It's an opportunity that we must seize while we can.

For these reasons, I strongly support this proposal and will continue to work with the Department of Transportation and other stakeholders to bring this project to fruition. Thank you for your hard work. Should you have any questions, I welcome your call.

Sincerely,

A handwritten signature in black ink that reads "Timothy M. Kennedy". The signature is fluid and cursive, with a large, sweeping flourish at the end of the name.

Timothy M. Kennedy
New York State Senator, 63rd District

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ruth L. Kennedy Affiliation (if applicable): _____
Address: _____ Date 11/8/2023
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

-----Original Message-----

From: John Kennedy King

Sent: Wednesday, November 8, 2023 8:40 PM

To:

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

Name: Kennedy-King, John

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I'm not in favor of the removal of parking along Humboldt Parkway, primarily where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Matt Kenny

Sent: Sunday, October 22, 2023 7:19:03 PM

To:

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

Name: Kenny, Matthew

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I believe that spending 1 billion + on such a project, without a full environmental impact study, should definitely NOT happen! Furthermore, I believe capping such a small stretch of the 33 is not what we as a community should be focusing on. Instead, I believe a full restoration of the original parkway should be taken into consideration, as well as how it would effect the 198 (scope should be expanded to include both projects) should also be aligned and looked at in full.

Filling in the Kensington seems to be the right way forward, for both the local area (healing the “scar” of the 33 pit) and for the city has a whole, as well as for the county and greater metro area.

The arterial roads will absorb most of the traffic that does not want to use the new parkway, and the citizens of the east side deserve the green ribbon of Olmsted’s design for traffic calming, recreation, improvement in air quality, and for both equality and equity.

Thank you for your consideration.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Larry Kieffer](#)
To:
Subject: Route 33 Kensington Project
Date: Wednesday, November 1, 2023 11:21:24 AM
Attachments: [Kensington Project Rev4-1.pages copy.pages](#)
[Kensington letter.pages](#)

Find attached several comments on the subject project. Our elected officials have created a monster, they gave the impression that this proposal would restore the Humbolt Parkway setting and only recently has the public realized that will not be the case. You now have a project costing \$1 Billion and it does not meet the public's expectation.

What to do now? Go with a smaller scale project that retains the 75,000 vehicle capacity, but provides wider bridges w/ landscaping amenities such as Alternate 4. At the same time initiate a project to begin addressing the outdated water supply system that will begin to replace lead water lines and provide fluoride. Also look at replacing the outdated combined sewer system to separate sanitary and storm water.

Project Scoping Report - Kensington Expressway January 16, 2023

This report was released in December 2022 and not surprisingly, it recommends Concepts 5 and 6 which "meet the purpose and objective of the project". Both Concepts include a 6 lane tunnel requiring a complex ventilation system. The cost of this ventilation system alone was estimated to be approximately \$100 M with maintenance costs between \$5-12M annually. These figures came directly from a power point presentation at the Scoping Meeting held on June 30, 2022.

There were other Concepts that I believe would be more practical and affordable including Concept 4 that calls for a partial decking proposal and considerable landscaping (gardens, shrubs and trees).

An editorial in December "Kensington's moment" sites a comparison of this project to that of Boston's Big Dig. It should be pointed out that the Big Dig original estimated cost was \$2.6 B , but ended up with a final price tag of \$ 14.8 B.

The NYSDOT and the City of Buffalo need to put on the brakes, step back and revise their purpose and objective of the project to reflect reality and prudent spending of taxpayer dollars. They need to take another look at Concept 4 which meets many, if not all of the original objectives.

Larry Kieffer

LAWRENCE J. KIEFFER
80 PARKVIEW DRIVE
GRAND ISLAND, NY 14072

July 4, 2022

Senator Tim Kennedy
37 Franklin Street #550
Buffalo, New York 14202

Re: P.I.N. 5512.12 NYS Route 33 Kensington Expressway Project

Dear Senator Kennedy;

In response to the recent scoping meeting on June 30th, I am asking you to take another look at this project and your apparent support for it.

I attended the scoping meeting and was absolutely blown away at the estimated costs for the project. Do you have any appreciation for how much this effort to reconnect the surrounding community is eventually going to cost? Did you read the Buffalo News article on June 23rd by Rod Watson "**Bottom-up fixes-not just money-needed on E. Side**". In that article, Dr. Henry L. Taylor is quoted as saying that splashy symbolic projects "create an illusion that something is happening when nothing is happening." He further states "There is not a single example where these symbolic projects have stimulated anything".

So why are you supporting this project? Why not develop an actual investment in the City of Buffalo infrastructure in the form of new water and sanitary sewer lines, sidewalks, bike paths, parks, streets with roundabouts. Provide tangible improvement to increase home values and provide an incentive for private investment

Sincerely yours,

Lawrence J. Kieffer

Kensington Project

I attended the Scoping Meeting for this project on June 30th at the Museum of Science. Several alternatives were presented with the primary focus being the option of covering a portion of the Kensington Expressway (Route 33) with a 3700 foot tunnel, a total length of .8 miles in an effort to restore the area along the former Humbolt Parkway. Currently \$1 billion in both state and federal funding is available for the project.

On June 23, 2022, an article appeared In the Buffalo News by Rod Watson where he discusses the work of H. L.Taylor, founding director of the UB Center for Urban Studies. In that article Taylor describes the notion of “splashy, silverbullet“ projects that can make people feel good immediately, but have little catalytic effect. Politicians and others promote such projects that Taylor says “create, an illusion that something is happening, when nothing is happening.” Citing three examples of such projects, the \$1 billion schools reconstruction, \$7 million for Martin Luther King Jr. Park splash pad and casino and the Buffalo Niagara Medical Campus expansion, Taylor states “there is not a single example where these symbolic projects have stimulated anything”.

So, if these splashy symbolic projects have NOT stimulated anything, why are we proposing to embark on another such project on the Kensington Expressway? The cost of \$1 billion (a thousand million dollars) is just the start of the total investment needed to meet the complete revitalization scenario according to the **Humbolt Deck Economic Impact Study** prepared by the UB Regional Institute in March 2014. Where is this additional funding going to come from?

Among the details posted at the Scoping Meeting is a tunnel ventilation system that alone is estimated to cost \$100 million with annual maintenance costs of between \$5 to 12 million depending on the type of system specified. A 3700 foot tunnel with amenities WILL NOT revitalize the surrounding area.

I believe our elected officials Crystal Peoples, Sen Tim Kennedy and Congressman Brian Higgins must be held accountable for this poorly conceived project and an outrageous waste of taxpayer dollars. Gov. Hochul attempts to compare this Kensington Project to the removal of the Inter Loop in Rochester. These are NOT the same type of project at all, a case of apples & oranges.

If these representatives are capable of obtaining \$1 billion in funding for a transportation project with virtually zero transportation benefits, perhaps they could instead find funds to improve the infrastructure in the City of Buffalo. One could start with a new municipal water system that doesn't leak and remove once and for all the issue of lead content in the water. Add to that a modern sanitary sewer system that totally separates storm water from waste water preventing waste water from entering creeks and streams and eventually Lake Erie during heavy rain. Also, it would helpful to have new streets, curbs, sidewalks, trees, bike paths and neighborhood parks. Give the City of Buffalo and its residents tangible improvements that will encourage investment, raise the value of their homes and provide benefits that last beyond the next election cycle.

A common definition of insanity is described as continuing to do the same thing over and over and expecting different results. Do we really want yet another splashy symbolic project?

L. J. Kieffer
Grand Island

Lawrence J. Kieffer

From: [Larry Kieffer](#)
To: dot.sm.kensingtonexpressway
Subject: PIN 5512.52 Kensington Expressway
Date: Wednesday, November 8, 2023 2:12:01 PM

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

NYS DOT needs to rebuild the Kensington and should proceed with a more practical version (Alternate 4) and enhance the area with wider bridges & include parklike amenities, trees, sidewalks, bike paths etc. The current proposal is now facing major opposition and will never satisfy those who believe that Humbolt Parkway can be restored. Those who believe that this is possible have yet to identify how the NYS DOT will address the issue of 75,000 AADT

In addition to this highway project our elected officials should seek to obtain state & federal funds to begin improvements to the existing waterlines to remove all lines containing lead and to provide fluoride to the water. In addition, the City should seek to improve the sanitary sewer system to provide for separating the storm from waste water thus reducing the contamination streams and creeks draining into Lake Erie. These water & sewer project would benefit everyone in the City, not just a narrow corridor of Route 33.

If some transportation dollars go to another part of the state, as Gov. Hochul has indicated, so be it. It would be a mistake to spend \$1 Billion on a project that the public does not want. There are very few transportation benefits derived from the currently proposed project. Address the crumbling Kensington Expressway and add reasonable amenities to enhance the area. DO NOT proceed with a tunnel that has a \$100 Million ventilation system along with \$5-12 Million in maintenance costs.

From: [Derek King](#)
To: [dot.sm.kensingtonexpressway](#); [Councilmember Wingo - Masten](#)
Subject: Don't Cap the 33: REMOVE IT
Date: Thursday, October 26, 2023 1:52:40 PM

To whom it may concern,

To put it simply: do not just cap the 33, remove it entirely. From at least downtown to ECMC, if not all the way to the city line, this blighting and toxic stain on our city needs to be removed. It's an embarrassing reminder of Buffalo's racist planning policies of the mid-twentieth century, and it would be a travesty to band-aid over a small portion of it, ensuring it continues to scar our city for another half-century.

My business has operated in Hamlin Park for the last decade, first on Hedley, and now at the corner of Jefferson and Florida Street. I'm 34, and I bought my first house in Hamlin Park in 2015, living there for 5 years. Knowing we are planning on having kids, my wife and I made the decision to move partly with the impact of the highway in mind: I know that the fumes and particulate matter have caused upper respiratory illnesses in my neighbors, and that there is a higher incidence of asthma and bronchitis in children in the community. A cap won't fix that.

I had the privilege to be able to move where I call home, but many of my neighbors don't. I don't plan on moving my business; Hamlin Park is a great neighborhood with a strong sense of community. It deserves better than a short-sighted solution meant to pacify the most vocal supporters, at the sacrifice of long-term financial and physical health for all the other people along that horrific mistake.

Please: Do not cap the 33. For the sake of children and families who live along it now, and who will continue to experience the impacts of that highway, remove it entirely.

Thank you. CCing our Councilmember as well.
-Derek

--
Derek King
Director of Operations

Preservation Studios LLC

www.PreservationStudios.com
Connect with us: [LinkedIn](#), [Facebook](#), [Twitter](#)

PLEASE NOTE OUR NEW ADDRESS AS OF JANUARY 1, 2018

From:**Sent:** Tuesday, November 7, 2023 11:40:01 AM**To:****Subject:** [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: King, Daniel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: NYS taxpayer

Comment: There has been no mention of the lifespan of this "TEMPORARY" Kensington cover project. The community, and its designers, must realize that it is not permanent. It will deteriorate and the fix will be left to future generations. Is it designed to last only 100 or 200 years? This cover project is a huge waste of citizens' resources. The public recognizes stupid ideas, especially from the government. Just remember "Urban Renewal".

Let's accept why the Kensington Expressway was designed and the benefits that have been realized and just do better planning in the future. Shame on the NYS DOT for pushing this wasteful project. Our infrastructure has great needs for improvement. Spend our tax dollars in more worthwhile ways.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Melinda King Affiliation (if applicable): _____

Address: _____

Date 11/8/2023

Phone Number _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Aretha King Affiliation (if applicable): _____

Address: _____ Date 11-9-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Aretha B. King

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Indea King Affiliation (if applicable): _____
Address: _____ Date 10/10/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Lauryn King
Date: Thursday, November 9, 2023 10:25:33 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Lauryn King

Email

Date

11/9/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: Kevin Kirby

Sent: Tuesday, November 7, 2023 6:23 PM

To:

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

Name: Kirby, Kevin

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Moving forward with this project can right another wrong made by former planners in this City. Make the city's neighborhoods stronger and get this done.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Mark Kleinsmith ADDRESS: _____
 DATE: 10/19/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may be used in the public hearing 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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Isaiah Knight Affiliation (if applicable): _____

Date: 10/20/23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

no construction I do not support, 33 Expressway

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



-----Original Message-----

From: Dan Kosowski

Sent: Thursday, November 2, 2023 1:33 PM

To:

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

Name: Kosowski, Dan

Address

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I am in full support of this project and believe it will make Buffalo even better!

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

Sent from my iPhone

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From: Edward Koziol
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:45:23 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Edward Koziol

From: [Joseph Krickovich](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 7:30:20 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Joseph Krickovich

From: [Ashley Kroetsch](#)
To: dot.sm.kensingtonexpressway
Subject: PIN 5512.52 Kensington Expressway Project Comment Form
Date: Wednesday, November 8, 2023 10:06:49 PM

Name: Kroetsch, Ashley
Address:
Phone:
Email:
Include on future project updates: yes

Affiliation:

Comment:

I do NOT want a tunnel to be built that doesn't satisfy the ongoing needs to the city.

I have lived in WNY for my entire life, and time and time again, I have seen these ideas (such as the tunnel proposition) that don't do what is needed and cost so much money to fall short of everyone's wishes and expectations.

The tunnel proposition does not span the length of the 33, and is dangerous for workers and citizens alike. It comes at an astronomical cost and offers few benefits. It just will not work. The more cost effective option, with high potential for influx of revenue and economic opportunity, is to fill in the 33 and reconnect all of the surrounding communities to make urban life sustainable in our great city. This leaves so much room for economic prosperity, especially in areas where much disparity is present.

I DO want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park. I DO want our great city to grow and prosper. * this email was generated by kensingtonexpressway.dot.ny.gov

From: [Jim Krueger](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, October 26, 2023 9:56:23 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Jim Krueger

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: MARK KUBINIEC ADDRESS: _____
 DATE: 10/19/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
 - I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
 - I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
 - I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
 - I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
 - I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
 - I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
 - I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park
- NAME: Mark Kobziiec ADDRESS: _____
 DATE: 11/18/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: [Mark K.](#)
To: dot.sm.kensingtonexpressway
Subject: Fw: 11/10/2023 Comment on KENSINGTON CORRIDOR PROJECT PIN: 551252
Date: Friday, November 10, 2023 5:00:18 PM

11/10/2023

To Whom it May Concern:

The current highway has an enormous negative effect on the health of neighboring residents, as there is low life expectancy, and the high incidence of asthma, cancer, heart disease and stroke ranking amongst the worst in the United States. Specific and accumulated effects of noise, vibration, and microplastic pollution on health and behavior have not been fully considered. Long term studies have not been conducted, nor has the geographic project area had objective selection criteria applied. Encompassing a larger area to the north, southeast, west and east may benefit a greater number of residents, at a same price, with a different project design. How is it possible to make comparison without a hard look being taken?

The current health conditions occurring in the project area is a public health disaster, and any transportation facility improvements must prioritize public health above all other consideration.

SEQRA requires a hard look be taken at alternatives before selection of final project be made. My review of the lengthy DDR/EA does not reveal a hard look has been made, the only consideration is given to the tunnel build option/keeping the same "level of (automobile) service" or a no build option. It is unacceptable that a \$1 Billion project has dismissed alternatives so callously and has the expectation that there is no significant effect on the environment, much less the immediate community neighbors.

If built as proposed, the project will continue to have negative effect, though in a manner concentrated at the ends of the tunnel portals, where there are schools, parks, churches, community centers and the Buffalo Museum of Science. The DOT's projections show a miniscule .04% change, by the year 2047. Even the most modest statistical margin of error could push DOT's projections into a more deadly result.

An Environmental Impact Study is required in this project.

Sincerely,

Mark Kubiniec

From: Alexandra Kuhns

Sent: Friday, October 20, 2023 7:04:40 AM

To:

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

Name: Kuhns, Alexandra

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation: Comuter

Comment: Covering the Kensington is the biggest waste of money. Use these exorbitant funds to repair crumbling bridges. Hochel can still put her name on 10 repaired bridges instead of one stupid tunnel. The dangers for drivers in a tunnel are exacerbated. Why cover something that doesn't need to be covered.

The proposed vegetable garden on top will be tended to by caring residents and the food will be eaten by uncaring residents and who did not partake in the planting; only the eating.

Stop this tunnel project. If you care about the community, you would add food access and medical help, not a waste of money covered bridge. Whose horrible ideas was this?

Considering the dangers most residents face: lead pipes and health hazards in aging homes, put your money there.

Fixing homes may not be glamorous, but it has a bigger impact on safety, health, and emotional well-being. Do better Buffalo.

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

Sent from my iPhone

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From: Cynthia Kunkel
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:46:34 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Cynthia Kunkel

From: dave and karen
To:
Subject: project comment
Date: Saturday, October 28, 2023 12:10:29 AM
Attachments: [Kensington Project - Public Hearing Comment Form.pdf](#)

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: David Kut Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

PLEASE PLEASE PLEASE DO NOTHING ON THE
KENSINGTON PROJECT !!!!!!!!!!!!!!!!!!!!!!!

Moving forward would be a complete waste of
taxpayer dollars and connecting the neighborhoods
would do absolutely nothing to improve them.

The monies for this project would be much better spent
elsewhere like repairing all the unsafe, crumbling bridges
all across New York State.

**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
Comments are due by November 10th, 2023.

From: [Marcia Ladiana](#)
To: dot.sm.kensingtonexpressway
Subject: Public Comments_DDR/EA_NYS DOT PIN 5512.52
Date: Friday, November 10, 2023 11:28:26 PM
Attachments: [M.Ladiana Public Comments NYSDOT PIN 5512.52 Nov 10 2023.pdf](#)

Kensington Expressway Project Team,

Please see the attached pdf file containing my comments on the Kensington Expressway Project Draft Design Report/Environmental Assessment, NYSDOT PIN 5512.52. If you have any questions, please contact me by email or phone at (914) 491-3333. Thank you.

Marcia Ladiana

Marcia E. Ladiana

November 10, 2023

SUBMITTED BY EMAIL: kensingtonexpressway@dot.ny.gov

Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

Transportation Project Report, Draft Design
Report/Environmental Assessment, NYS Route 33,
Kensington Expressway Project, PIN 5512.52, City
of Buffalo, Erie County

On September 12, 2023, the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA), and the New York State Department of Transportation (NYSDOT) released the Draft Design Report/ Environmental Assessment (DDR/EA) for NYS Route 33, Kensington Expressway Project, initiating a 45-day public comment period. On October 26, 2023, the deadline for comments was extended to November 10, 2023.

The DDR/EA presents two options for the Rt 33 Kensington Expressway Project - a No Build Alternative and a Build Alternative. The No Build Alternative will maintain the status quo. NYSDOT's preferred Build Alternative includes the construction of a tunnel for the main purpose of maintaining vehicle miles traveled, with the planting of small trees and shrubs in three feet of soil on the cover as a green space to enable residents to cross to the opposite side of Humboldt Parkway. This alternative will exclude easy access to the Kensington Expressway for residents in the project area due to the elimination of on/off ramps at Humboldt Parkway and Utica Streets. The Build Alternative has no plan for maintenance of the "green" cover. The Kensington Expressway is currently in a state of gross disrepair and will require action soon.

I have been a resident of Masten Park, included in the proposed Rt 33 project area, for more than 37 years with most of that time spent on Humboldt Parkway. I have worked as an environmental engineer for 33 years. My review of the DDR/EA and associated documents and preparation of these comments are based on my personal and professional experience.

Air Quality Review

- 1) NYSDOT generated emission factors and emission rates for the contaminants "evaluated" using MOVES3 with estimated vehicle (Erie County DMV info, Inspection/Maintenance Info, etc.) and traffic information. These simulated emission rates were input to Lakes Environmental AERMOD to evaluate the ambient impact of each pollutant on the receptors in the Project Area. Normally emission factors are used only when actual data are not available and should not be used to evaluate a project of this magnitude in a Climate Leadership Community Protection Act (CLCPA) disadvantaged community (DAC) and environmental justice (EJ) area. Aclima collected air pollution data in the Project Area for NYSDEC for at least one year (6/22-6/23). Pollutants evaluated include NO, NO₂, CO, CO₂, black carbon, and VOCs, with the ability to be speciated for at least benzene, toluene, ethylbenzene, and xylene (BTEX). Although air pollution data was collected with sensors, which are not acceptable for regulatory purposes, these results should have been considered in lieu of emission rates simulated by MOVES3 for input to AERMOD. NYSDOT "evaluated" CO, PM 2.5, and PM 10 at the microscale (local) level and looked (or didn't look) at the remaining contaminants regionally including Erie/Niagara Counties (mesoscale level), which is completely unacceptable. NYSDOT conducted air quality analyses to meet their needs in support of their preferred "Build a Tunnel" alternative. The impact was further minimized by comparing their preferred Build alternative to a "No Build" alternative that only postpones a Build alternative that will maintain the vehicular capacity of the existing transportation corridor and the air pollutants emitted. NYSDOT has done the minimum required by law and less to evaluate pollutants and their impact on project area receptors. Regarding the classification of this community as disadvantaged and an environmental justice area, special measures must be taken to evaluate the true impact of air pollutants on the health and well-being of the children and staff at several elementary schools, residents, including elderly and health-compromised, staff and visitors at the Buffalo Science Museum, churches, etc. directly affected by Kensington Expressway emissions. A community air monitoring study of the area along Humboldt Parkway is warranted and is appropriate for this \$1.3 billion project. The Project Area must be evaluated using actual data collected along the Kensington Expressway, including criteria pollutants, ultra-fine particulates (nano-sized particles from mobile sources), mobile source air toxics (MSATs), such as benzene, ethylbenzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, naphthalene, polyaromatic hydrocarbons, etc.
- 2) A Community Air Monitoring Study designed to accurately measure criteria and toxic pollutants, combined with a thorough and honest traffic study/analysis is mandatory to evaluate the ambient impact on receptors in the Project area and must be included in any further design. Similar studies have been conducted for our local communities including the Tonawanda Community Air Quality Study, the Peace Bridge Air Study, and the ongoing air study near PVS Chemical Solutions.
- 3) NYSDOT failed to evaluate emissions (NO_x, CO, PM, PM-10, PM-2.5, VOCs, black carbon (from diesel), mobile source air toxics, etc.) generated during the 4-5 years of proposed construction. NYSDOT's air quality analysis starts in 2027 after the construction period ends. MOVES3 can simulate the emissions from non-road (construction equipment) emission sources. NYSDOT must evaluate the total ambient

impact from combined on-road (vehicles) and non-road sources for each pollutant during the construction period prior to 2027. The only emissions NYSDOT evaluated to some degree, are greenhouse gases (GHGs) listed in Table 4.10-6 on Page 275 of the DDR/EA. This must be corrected, and truthful total ambient impacts presented to the community.

- 4) NYSDOT intentionally excluded input data, output data, assumptions made, and other important information that was used in their inferior air quality analysis to prevent our community from fully assessing their results. This leads me to believe their approach was consistent with garbage in garbage out (GIGO), which allowed them to reverse engineer the results to suit their need to minimize the ambient impact of pollutants on my community, a disadvantaged community under NYS CLCPA and an Environmental Justice Area.

Environmental Justice

Environmental justice (EJ) efforts focus on improving the environment in communities, specifically minority and low-income communities, and addressing disproportionate adverse environmental impacts that may exist in those communities. It is well documented that people who live, work, or attend school near major roadways have an increased incidence of severe health problems associated with exposure to air pollution caused by traffic. The residents in my community, located in the Project Area, are continuously exposed to traffic-related air pollutants and toxins through inhalation, ingestion, and dermal absorption. These routes of exposure lead to numerous diseases, including higher rates of asthma and other respiratory diseases such as COPD, cardiovascular disease, cancers, such as leukemia, and lung cancer, premature and low-weight births, and other reproductive disorders, compromised immune systems, developmental and neurological disorders, and premature death. The traffic-related air pollutants and toxins are in our garden soil and are absorbed by the vegetables we grow and ingest and enter our homes through our doors and windows. This has been happening in my community every day for decades. People are suffering.

NYSDOT's Build Alternative includes the construction and use of a tunnel in an EJ area within 40 feet of the front door of our homes. The environmental impacts of blasting bedrock, potential exposure to toxic gases and radon, potential exposure to asbestos during demolition of retaining walls and bridges, exposure to MSATs, particulates (PM, PM-10, and PM-2.5), and other air pollution from equipment and activities for 4-5 years or more of construction, continuous noise pollution, and other deleterious effects of this Build alternative are unacceptable. Once the tunnel is constructed, we will be subjected to the same traumatic experiences and deleterious effects as the Kensington Expressway trench. The only way to stop this egregious assault on our community is to remove the Kensington Expressway and restore the Olmsted Parkway that was destroyed when this monstrosity was constructed.

EO 12898 Title VI of the Civil Rights Act of 1964

Per federal guidance, environmental justice is the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, or national origin with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Ensure opportunities for minority and low-income communities to influence the transportation planning and decision-making processes through enhanced engagement and meaningful input. As a recipient of federal transportation funds, the NYSDOT must promulgate Title VI of the Civil Rights Act of 1964, as amended, in all of its business operations and practices. NYSDOT's Build Alternative and its heavy-handed approach to this transportation project violates Title VI of the Civil Rights Act of 1964, as amended.

NYS Climate Leadership and Community Protection Act (CLCPA)

The proposed Build Alternative is not consistent with the NYS Climate Leadership Community Protection Act (CLCPA). In accordance with NYS CLCPA, ensuring equity and inclusion in our climate actions means New York will ensure that all communities, but especially populations within disadvantaged communities, will benefit from the State's investments and opportunities, including reducing pollution and creating new jobs and economic opportunities. The Project Area is a CLCPA disadvantaged community (DAC), on the frontline of climate change. The proposed Build Alternative which includes the construction of a tunnel through this CLCPA DAC will have a devastating effect on the residents and their homes. It will not result in meaningful changes that will benefit our climate and our economy.

1. Air pollution will not be reduced. NYSDOT's subpar air quality analysis shows significant increases in the ambient concentration of CO and PM 2.5 at the tunnel portals ranging from 25% to 138%, directly affecting the health and welfare of school children, employees at the Buffalo Science Museum, residents, and others.
2. The Build Alternative requires increased power demand for tunnel operations and will include the construction of two underground electrical substations. The tunnel will greatly increase energy use, which contradicts NYS CLCPA requirements and goals.
3. The planting of stunted-growth trees and shrubs in 3 feet of soil on the cap of a tunnel cannot provide the climate resilience required for intense storms brought by climate change. Removal of the Kensington Expressway and restoration of the Olmsted Parkway from Delaware Park to MLK Park and down to Goodell and Oak Streets will provide approximately 42 acres of parkland with trees planted in actual overburden containing a steady supply of groundwater allowing them to survive and grow to maturity. This is the type of action required if we plan to survive the devastating effects of climate change. The climate change-related blizzard of 2022 predominantly affected residents in disadvantaged communities, causing numerous unnecessary deaths and hardship. We need to act now to prevent similar climate events by planting trees that will act as a carbon sink for greenhouse gases sequestering carbon in the soil, grass, trees, and other vegetation.
4. NYSDOT's preferred Build alternative does not create jobs or economic opportunities. The community will remain disconnected from Best to Sydney streets, With access to and from Rt 33 eliminated within the project area, the community that will host the construction and operation of the tunnel, and endure the devastating effects, will be walled off from the expressway. This is not conducive to job creation or economic

growth. Lack of access to the project area due to the presence of the tunnel will prevent businesses from opening and subsequent job creation in the project area. Our homes will be devalued by the aftereffects of this project. The proximity of the tunnel to our homes, which will be even closer than the current Rt 33 trench, and the structural damage caused by constant vibrations from blasting bedrock, continuous pounding/hammering, the use of heavy equipment during construction, the potential stigma of radon gas in our homes, and other detrimental impacts will make homes in the project area less desirable, ensuring the continuation of redlining practices.

Vehicular Traffic

NYSDOT has stated, “Diverting traffic onto radial streets would result in higher crash rates on local streets with intersections compared to retaining the expressway”. However, Route 33 is the most lethal roadway in the area and accidents, caused by the existence of Route 33, occur regularly at the intersections of Humboldt/East Ferry and Humboldt/Utica Streets. NYSDOT’s existing highway system currently directs vehicles along one roadway, Rt 33, which results in congestion with usually no way to avoid it. This concept is outdated and dysfunctional. The removal of Rt 33 and Rt 198 will reconnect the City of Buffalo through the well-designed radials and cross streets. NYSDOT transportation engineers and technicians, with their consultants, have the skills to develop a viable transportation plan to divert traffic equitably throughout the City of Buffalo and to minimize accidents and congestion. Other areas of Buffalo, like Elmwood Village, one of the safest places to live, experience traffic at certain times each day with very few accidents or congestion. Bidwell, Chapin, and Lincoln Parkways help in this process and provide mature trees that alleviate the level of pollution caused by traffic. Air pollution generated by stop-and-go traffic will be dispersed throughout Buffalo as traffic patterns change with the removal of Route 33 and as NYSDOT pointed out, an increase in electric vehicles required under the CLCPA will result in a reduction in air pollution. The residents in the project area should not have to bear the excessive burden of construction, with potential damage to our homes, and our health, so that people traveling from the north and east of Buffalo can get to their destination faster through a tunnel designed to minimize their exposure to our neighborhood. Emergency vehicles will revise their travel routes once the Rt 33 is removed, like their practices in other parts of Buffalo and the surrounding communities. Radials can be updated as smart streets with pervious pavement, synchronized traffic signals, traffic calming, and other measures to bring these streets into the 21st century. Transportation planning must prioritize improved and expanded bus and rail transit to reduce vehicular traffic and associated greenhouse gases and air pollution.

Additional Environmental Impacts

Radon Gas

NYSDOT has not evaluated the effect of blasting bedrock for the formation of the tunnel regarding the release of radon and other toxic gases. Blasting can cause fissures in the remaining bedrock creating a pathway for radon gas. Based on the permeability of the overburden, the

radon gas can travel into our homes through the cracks in the foundations, some of which will be caused by NYSDOT blasting. This naturally occurring radioactive gas cannot be detected in our homes without monitoring equipment and will increase our risk of radon-induced lung cancer over time. NYSDOT must conduct an Environmental Impact Statement to evaluate the potential for exposure to Radon Gas released from bedrock they fracture. Radon testing must be conducted pre-construction and post-construction. Remediation must be included in the design to address potential increases in radon gas in project area residences, with costs covered by NYS. This would be another environmental injustice placed on our disadvantaged community if the NYSDOT proposed Build Alternative for the Kensington Expressway is implemented.

Other Radioactive Material

NYSDOT “brushed off” the potential for encountering radioactive material during construction activities and does not include a mitigation plan in the DDR/EA, even though records show that a slag subbase material was utilized during construction of Rt 33 and was listed as an “optional type” on the record drawings. However, during the time of construction, it was common practice to use radioactive slag in roadways, as evidenced by the ongoing problem in Niagara Falls, NY. Potential exposure of residents in the project area to radioactive material in slag in the Rt 33 roadway must be evaluated and included in the DDR/EA.

Asbestos

The Build alternative proposed by NYSDOT and FHWA requires the removal of approximately 250,000 square feet of existing concrete retaining walls and bridges. This material contains asbestos, which causes the deadly mesothelioma. NYSDOT indicated the asbestos-containing material (ACM) was originally classified as nonfriable. However, considering the age and deterioration of retaining walls and bridges, it is likely the ACM has become friable. The removal of this ACM will be accomplished using jackhammers, concrete saws, and other methods that will release asbestos fibers into the ambient air in the project area and will be present in and around our homes. NYSDOT and HHWA have stated that they will minimize exposure, but this will not eliminate exposure adding an additional unwanted dangerous burden on our community.

Blasting

The Build Alternative requires blasting of 5-20 feet of bedrock to accommodate the tunnel walls, cover, and underground mechanical rooms and utilities. Ground vibrations, measured as Peak Particle Velocity (PPV), are commonly viewed as the major concern for off-site damage resulting from blasting. An acceptable distance to the point of concern is 500 meters (1640 feet). Blasting will occur 40 to 100 feet from homes likely resulting in structural damage to our fragile 120-year-old homes, including cracked foundations, walls, ceilings, roofs, and chimneys, damaged sewer, water, and gas lines. The people in the project area must not be burdened with NYSDOT’s devastating and reckless Build Alternative. It is unacceptable. Abandoning the Kensington Expressway and restoring the Olmsted Parkway will not cause extensive damage to our homes.

Procedures for Implementation of State Environmental Quality Review Act (SEQRA)

17 NYCRR 15 (NYSDOT), Section 15.11(a)(5), (6), and (7)

6 NYCRR 617 (NYSDEC), Section 617.7(c)(1)(v), (vi), and (vii)

In accordance with Sections 15.11(a)(5), (6) and (7) and 617.7(c)(1)(v), (vi), and (vii) an action may have a significant effect on the environment when the action can reasonably be expected to have one or more of the following effects:

- the impairment of the character or quality of important historical, archaeological, architectural, or aesthetic resources or of existing community or neighborhood character.
- a major change in the use of either the quantity or type of energy.
- the creation of a hazard to human health.

The NYSDOT Build Alternative requires blasting of 5-20 feet of bedrock to accommodate the tunnel walls, cover, and underground mechanical rooms and utilities. Ground vibrations, measured as Peak Particle Velocity (PPV), are commonly viewed as the major concern for off-site damage resulting from blasting. An acceptable distance to the point of concern is 500 meters (1640 feet). Historic structures in the project area including St Frances de Salles Church, Faith Missionary Church, historic homes, the Museum of Science and its historic artifacts, and other historical and architectural resources in the project area are located less than 100 feet from blasting activities. This action can reasonably be expected to cause structural and other damage that will impair the character or quality of these important historical, archaeological, architectural, or aesthetic resources or of existing community or neighborhood character.

The NYSDOT Build Alternative requires the installation of two underground substations to provide power for tunnel operations. This will result in a major change in the use of the quantity of energy compared to existing Rt 33 electrical requirements.

The NYSDOT Build Alternative requires removal of asbestos-containing material some of which may be released to the ambient air creating a hazard to human health.

The NYSDOT Build Alternative requires the blasting of 5-20 feet of bedrock to accommodate the tunnel walls, cover, and underground mechanical rooms and utilities. Blasting can cause fissures in the remaining bedrock creating a pathway for radon gas. Based on the permeability of the overburden, radon gas can travel into residential homes and buildings through cracks and holes in the foundations. This naturally occurring radioactive gas cannot be detected without monitoring equipment and will increase the risk of radon-induced lung cancer over time creating a hazard to human health.

The NYSDOT Build Alternative requires the blasting of 5-20 feet of bedrock to accommodate the tunnel walls, cover, and underground mechanical rooms and utilities, and various high-decibel construction activities over a period of 4-5 years with the potential to affect the hearing of residents living close to these activities, creating a hazard to human health.

Smart Growth Requirements under New York State Smart Growth Public Infrastructure Policy Act (SGPIPA)

The Build Alternative proposed in NYSDOT Kensington Expressway Project PIN 5512.52 (Project) fails to meet the relevant smart growth criteria set forth in ECL § 6-0107. IT DOES NOT:

- protect, preserve, and enhance the state’s resources in the Project Area, including the air quality, surface water, and significant historic resources.
 - 1) Based on NYSDOT’s simulated emissions, the Project will increase 1-hr and 8-hour carbon monoxide (CO) emissions by 138% and 117%, respectively, and the 24-hr and annual PM 2.5 emissions by 25% and 40 %, respectively at the tunnel portals, which are located proximate to several schools, churches, and hundreds of residents.
 - 2) NYSDOT failed to evaluate the potential risk of exposure to radon gas. Blasting bedrock for removal to accommodate the tunnel may cause fissures in the remaining bedrock near our homes, generating pathways for radon gas in bedrock to enter the overburden. Radon can enter homes through cracks in the foundation, some of which will be caused by blasting within 50 feet of our homes. Radon, a naturally occurring radioactive gas, cannot be detected in our homes without monitoring equipment and will increase our risk of radon-induced lung cancer over time.
 - 3) NYSDOT labels the Scajaquada Creek as the Scajaquada “Drain” and will use this to discharge stormwater runoff from NYS Route 33. The Buffalo Niagara Water Keeper recently received funding from NOAA for a community-driven watershed-wide Scajaquada Creek Restoration Plan. Using Scajaquada Creek to dispose of contaminated water from the NY Rt 33 Kensington Expressway may negatively impact restoration efforts upstream and downstream of the Project Area.
 - 4) The Project fails to acknowledge numerous historic resources, including St Francis De Salle Church, the Jewish Temple, and numerous historic homes along Humboldt Parkway. NYSDOT proposes to blast bedrock from 5-20 feet below the current elevation of the Kensington Expressway and Humboldt Parkway to accommodate the tunnel walls, cap, and utilities. These historic structures are old, some over 120 years, and cannot withstand continuous vibrations caused by the removal of bedrock and the pounding and hammering that will occur during the 4-6 years of construction.
- provide mobility through transportation choices including improved public transportation and reduced automobile dependency. The Build Alternative offers no improvements to public transportation, such as a light rail system, and promotes the use of vehicles at the expense of the health and welfare of the community.
- participate in community-based planning and collaboration. NYSDOT failed to notify and engage the residents in the Project Area, especially on Humboldt Parkway, sufficiently and timely, has not included residents in project planning, and has refused to

collaborate with our community. The “stakeholders” NYSDOT engaged with to meet the minimum requirements are few and don’t represent the community on the frontline of the proposed Build Alternative. Some of NYSDOT’s “selected stakeholders” represent at least two community groups at the same time. For example, one person who lives approximately 3000 feet from the Humboldt Parkway blast and construction zone is a member of Restore Our Community Coalition (ROCC) and Hamlin Park Community and Taxpayers Association. Two people are members of ROCC and the Black Chamber of Commerce and they live 1500 feet and 3950 feet from the Humboldt Parkway blast and construction zone. These people support the NYSDOT Build Alternative. However, they will not have to endure the assault on health and welfare from air pollution and noise, damage to their homes, and other problems during the 4-5 years of construction, and increased traffic and air pollution due to the closure of the on/off ramps at Utica Street. Most stakeholders living on or in the vicinity of the frontline do not support the proposed NYSDOT Build Alternative. Instead, we demand the removal of NY Route 33 and the re-establishment of the former Parkway setting between Delaware and MLK Parks, with the parkway extended to Goodell and Oak Streets. NYSDOT rejects this because it does not meet their project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor, which is antithetical to the requirements of Smart Growth requirements. NYSDOT has refused to engage with us as stakeholders or consider our preferred Build Alternative. The well-designed radials and major cross streets in the City of Buffalo are more than capable of handling the redistribution of expressway traffic and the associated noise and air pollution. NYSDOT has not evaluated traffic redistribution for this alternative.

- promote sustainability by strengthening existing and creating new communities that reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad-based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement. NYSDOT’s Build Alternative does not reduce greenhouse gases. There is no difference between the GHG emissions for the No Build and Build Alternatives. NYSDOT has not encouraged broad-based public involvement and has limited public involvement to a few stakeholders chosen by them (see previous bullet) to do NYSDOT’s bidding. The removal of NYS Route 33 and the re-establishment of the former Parkway setting between Delaware and MLK Parks to the end of the Kensington Expressway at Goodell and Oak Streets would generate at least 42 acres of green space with mature trees that act as carbon sinks to increase the storage of carbon and resilience to climate change/events.

NYSDOT did not sign the Smart Growth Impact Statement attesting project compliance with the New York State Smart Growth Public Infrastructure Policy Act, and that it meets the Smart Growth criteria. Therefore, the requirements of SGPIPA have not been met.

For decades, the residents of the project area have suffered an immense burden caused by Route 33 Kensington Expressway including, but not limited to, acute and chronic exposure to toxic air pollutants, noise pollution well above acceptable levels caused by motorcycles, drag races, low-flying helicopters, overnight construction operations, etc., horrific, deadly accidents, redlining

resulting in grossly undervalued homes, high insurance rates, and little to no access to healthy food and other necessary items. The Build alternative does not alleviate these problems and cements them in place for decades to come with no ability for improvement.

Most of the residents in the project area who have spoken out, including me, do NOT want NYS DOT's Build alternative. Many of us prefer the abandonment of the Kensington Expressway and restoration of Olmsted's Parkway system between Delaware and MLK Parks, with a possible extension of the parkway from Best Street to Oak Street to allow for the development of the area, including housing and shopping in the Fruit Belt/Medical Corridor.

Lately, NYSDOT representatives and Assemblywoman Crystal People Stokes have threatened to take funding away from this project if residents do not accept NYSDOT's preferred Build Alternative. This 'You'll take this and like it, or get nothing' bullying attitude, disregarding our legitimate concerns, is extremely disrespectful to our community and is clearly a scare tactic. The reality is NY Rt 33 is many years past its life expectancy and is in a state of gross disrepair. The NYSDOT must do something. We demand that NYSDOT abandon its 1950s auto-centric approach to one that considers people over vehicles and honestly complies with NYS climate change and environmental justice regulations and goals. Olmsted's world-renowned Buffalo Parkway system, destroyed more than half a century ago by this expressway, must be restored. If NYSDOT cannot advance to the 21st century, including honest engagement with the community and consideration of their needs and comments, then it must be replaced with an organization such as the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) to plan and design the Kensington Expressway Project.

Thank you for your consideration of my comments.

Sincerely,

Marcia E Ladiana

Marcia E. Ladiana

From: [Stephanie Ladiana](#)
To: dot.sm.kensingtonexpressway
Cc:
Subject: NYS Route 33, Kensington Expressway Project - COMMENT SUBMITTED 11.10.2023
Date: Friday, November 10, 2023 4:45:05 PM
Attachments: [Letter to NYSDOT RE Kensington Expressway Project 11.10.2023.pdf](#)

Dear Mr.Vaidya and Mr. Seymour -

Kindly accept the attached letter as my comments on the above referenced project. I understand the project will use federal funds, and as a US taxpayer, I submit the attached comments for your consideration on this project..

Please do not hesitate to contact me if you have any questions or concerns.

Kind regards,

Stephanie Ladiana

11/10/2023

Ms. Sanjyot Vaidya
Project Manager
New York State Department of Transportation, Region 5
100 Seneca Street Buffalo, NY 14203

Mr. Matthew Seymour
Senior Area Engineer Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Subject: PIN: 5512.52
NYSDOT Draft Design Report/Environmental Assessment (DDR/EA)
NYS Route 33, Kensington Expressway Project

Dear Mr. Vaidya and Mr. Seymour;

As a former resident of NY state whose mother transplanted from NYC to Buffalo in the late 1980's - **specifically to Humboldt Pkwy** - and since my federal dollars are being used on the above referenced project, I feel it is my duty to express my concerns over this project and to honor my 95-year-old mother, who passed away, less than one week ago.

I have read much about the NYSDOT's proposed project, reviewed the plan & watched the videos, and reviewed a multitude of other sources – many proposing complete restorations of the parkway system in Buffalo that were destroyed in the 1950's-1970's when vehicular traffic was once again the major concern of the entities proposing the Kensington Expressway at that time. Ironically, Buffalo's current population is half of what it was in the 1950's -1970's which likely indicates less vehicular traffic today than when the Kensington Parkway was built. I've also spent several hours reviewing the process and proposed plans for a nearby project being led by the Greater Buffalo Niagara Regional Transportation Council (GBNRTC), in Region Central, the Scajaquada Corridor. which currently connects the "198" (part of the GBNRTC project) and the "33" (part of the NYSDOT project). The GBNRTC project stops right where the "198" meets the "33", yet **the area designated as Region Central runs as far south as E Ferry St, encompassing the cross street location that NYSDOT proposes the tunnel entrance at Northland Ave. (Maps ATTACHED)**

While some of the images, slides and videos provided for the NYSDOT's proposal look beautiful and include restorations of green spaces, pedestrian traffic and bike paths, **it was truly disappointing to read that the NYSDOT's project goal was to "maintain the vehicular capacity of the existing transportation corridor"**! I was further appalled to learn that a "Concept 10" (which included much of what Buffalo's local park, conservancy and community organizations called for - the complete restoration of Humboldt Parkway) was "dismissed" by NYSDOT because it **"would not meet the project objective and associated screening criterion related to maintaining the vehicular capacity of the existing transportation corridor."**

We are living in unprecedented times, given the effects of climate on our cities, and it is inconceivable that this state agency was not more forward thinking on a project of this size and cost (\$1 billion), especially given that Buffalo is New York's 2nd largest city. Access to public transportation which is cleaner and greener than most cars in use today, less cars on the road post pandemic as more and more companies offer hybrid work schedules that allow employees to work from home. This in turn allows these same employees/residents to spend more time with their families, thereby

utilizing the trails, bike paths and parks of Buffalo's fabulous park system in addition to boosts to economic development in an area that has long been disenfranchised and forgotten - starting with the construction of the Kensington Parkway in the 1950's.

This brings me to the issue of righting that's wrong. The people of this community have expressed concern over the health effects of the fumes that will be "blown" out of the tunnel by a jet fan not to mention the potential damaging effects on their homes due to blasting for the construction of the tunnel. With older siblings, and young nieces and nephews living on Humboldt Pkwy I stand in full support of their concerns for their health and wellbeing as a result of what seems to be a short-sighted project. Toxic tunnel fumes and blasting at close proximity to their homes will yet again disenfranchise residents of Humboldt Pkwy and the East Side.

Then there is the cost of this project. One Billion dollars is A LOT of money! I understand that filling the Kensington in and restoring it to its pre-1950's grandeur, could **potentially cost 14 time LESS that building a tunnel?** Why on earth would the state of NY choose this more expensive, more dangerous, and more unhealthy option? The only answer I can come up with is that the pockets of the contractors that will be hired to fulfill the project will have one billion dollars more in them!

At this time I respectfully request that the NYS DOT pause this project for the following:

[1] an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) must be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic.

[2] a Cultural Landscape Report (CLR) must be undertaken.

[3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway.

[4] consideration given to replacing NYSDOT on this project with the Greater Buffalo Niagara Regional Transportation Council.

The first three (3) above requests are consistent with those of The Cultural Landscape Foundation (TCLF) whose mission it is to connect people to places....not vehicles to places! In addition, Buffalo's community organizations must be heard and respected. This includes East Side Parkways Coalition, Buffalo Olmsted Parks Conservancy, Citizens for Regional Transit, Preservation Buffalo Niagara, Clean Air Coalition, and GObike Buffalo.

I believe if all the above is considered, the only alternative is restoration of Olmsted's Humboldt Parkway in its entirety. This resolves all the issues at hand - cost, design, righting wrongs- not only for a disenfranchised community but from that of an ecological standpoint as well, and lastly the health and wellbeing of the immediate community impacted for generations to come.

Thank you for your consideration.

Respectfully,

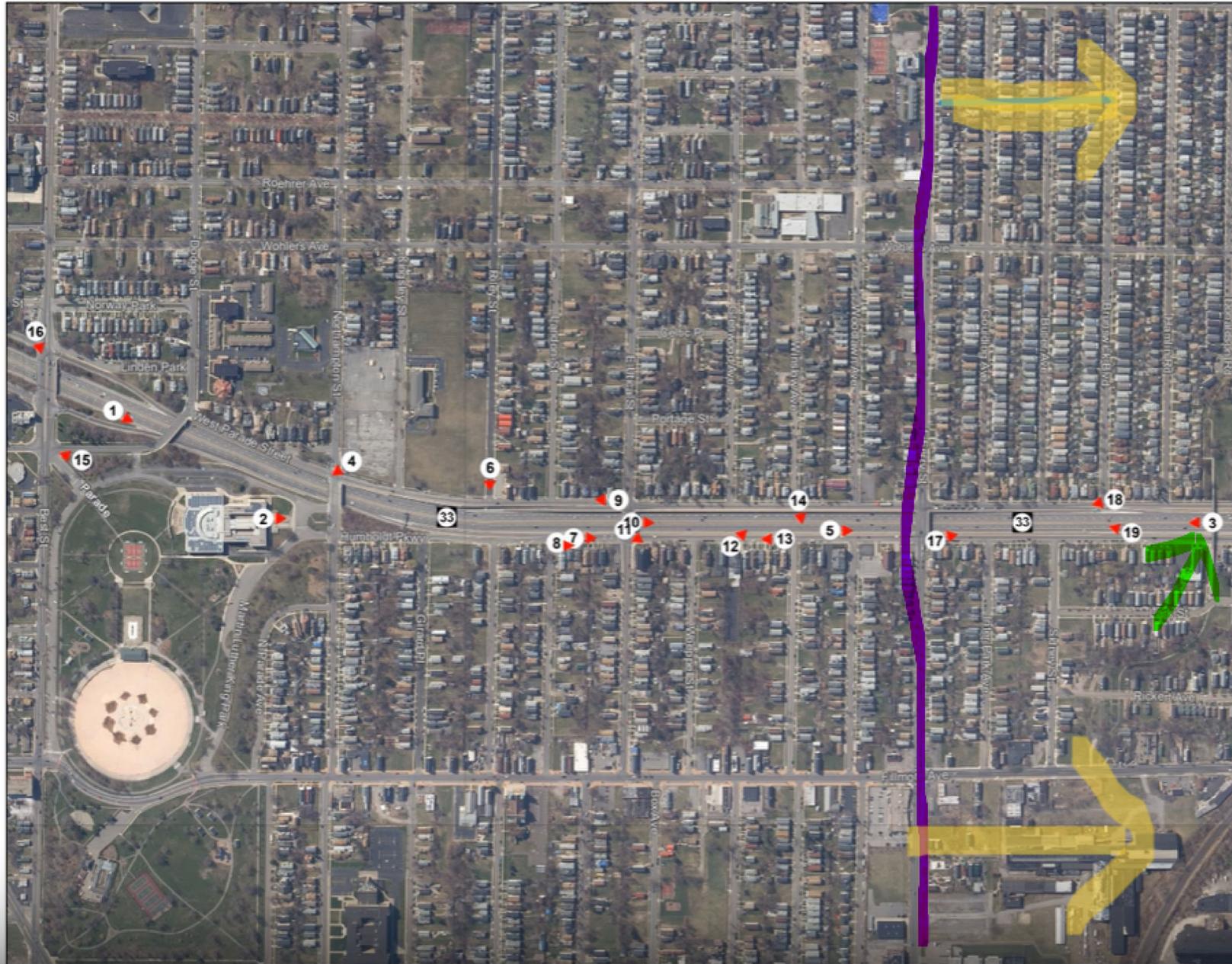

Stephanie Ladiana

ATTACHMENTS

CC: Honorable Pete Buttigieg, U.S. Secretary of Transportation
Jessica Prockup Environmental Specialist 3, New York State Department of Transportation

Visualizations Viewpoints Map

Picture in picture



Viewpoints Map

PIN 5512.52

NYS Route 33,
Kensington Expressway Project

Erie County, NY

Legend



NOTE : Area to right of Purple line (Ferry Street) on the map are part of the GreaterBuffalo Niagara Regional Transportation Council's "Region Central"



Source:
LaBella 2023, NYSGIS Clearinghouse 2021-2022.



From: Steve Lane

Sent: Wednesday, September 27, 2023 3:46:25 PM

To:

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

Name: Lane, Stephen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: St. Philip's Episcopal Church

Comment: Putting a cover over Rt 33 will cement this mistake into place for generations.

The damage that this road caused is a lot more than just to the immediate neighborhood.

The whole East Side was impacted when all the traffic was taken off the streets and onto this highway.

If the roadway was restored at normal elevation with a slower traffic pattern, and the alternative arteries are restored, then more traffic will flow on those arteries. This would reconnect the East side to the rest of the city.

Please don't cement the mistake that was made by covering Rt. 33

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

From: Steve Lane

Sent: Wednesday, October 25, 2023 9:51 AM

To:

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

Name: Lane, Stephen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: St. Philip's Episcopal Church

Comment: Please rethink this project. Repair of the existing radial streets and restoring the parkway would be more beneficial to the East Side. Further entrenching the highway would benefit the suburban commuters, but further cement the racial divide that was created in the East side.

Pastor Steve

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

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Steve Lane
Date: Wednesday, October 25, 2023 9:27:50 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Steve Lane

Email

Date

10/25/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: [Sal LaScala](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:52:24 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Sal LaScala

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: LATONIA LATTIMORE Affiliation (if applicable): _____

Address: _____ Date 10-31-23

Phone Number: _____ E-mail: L. Lattimore

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels are below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further I also support continuing this work all the way to Delaware Park.

*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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Robbie Lattimore Affiliation (if applicable): _____

Address: _____ Date 10-26-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS, BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

*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
Comments are due by October 27th, 2023.



Department of Transportation



From: [Matthew Lawrence](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:52:07 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Matthew Lawrence

From: Savannah Smiles

Sent: Friday, November 10, 2023 8:00:22 AM

To:

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

Name: Lea, Teena

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident of buffalo

Comment: This money should be used to build more housing, grocery stores, cleanup plant trees, programs with grants for direct job placement ,programs for buying new hones. We should not be blackmailed by the governor or state to " take it or leave it" , its our tax money its our life and we know best what is needed. We should not be used to get grants and funds just to take them away when " big players are in talks with reshaping our communities and the money doesn't wind up in there pockets. None which live in the actual community this is supposed to help. This does not give job offers to the people in that community either. Unless there is proper training and the people of that community can benefit from these jobs. No expressway cover! That money should be spent on fixing the pipes and the communities.

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

Teeny

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Kim Lee Affiliation (if applicable): _____
Address: _____ Date 11/09/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Stephanie Lee-NBTA ADDRESS: _____
 DATE: 11/18/23 PHONE: _____ EMAIL: _____

*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
Comments are due by November 10th, 2023.



From: [Kyla Lefave](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 7:35:52 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Kyla Lefave

-----Original Message-----

From: Mark Lefler

Sent: Tuesday, November 7, 2023 9:43 PM

To:

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

Name: Lefler, Mark

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: This project should not move forward in its current form. It does nothing to connect the original Olmsted park system together and instead will keep it separate for another 60 years. Unless there is a way to tunnel past the underground Scajaquada creek, which does not seem to be the case, this is a Billion dollar lawn that will never do anything to connect the east side with the rest of the city. The DOT should at least present a plan that shows what a full removal of the highway would look like for the community. It is being done in Syracuse and Rochester, why not Buffalo?

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

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From: Jeremy LeGasse
Sent: Wednesday, November 8, 2023 11:59:22 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: LeGasse, Jeremy
Address: , ,
Phone:
Email:
Include on future project updates: NO
Affiliation:
Comment: This project will likely result in nothing being done and was launched as a feel good campaign point. Just more empty words

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

Jeremy LeGasse
Quality Assurance Manager

VIANT. We're in it for life.

Jeremy.LeGasse@viantmedical.com
o: +1-716-515-6679 x9579 | c: +1-716-946-9685
3902 California Road, Orchard Park, New York, 14127
www.viantmedical.com

From: Leichtnam, Jeffrey
Sent: Friday, October 27, 2023 11:23 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

This message was sent securely using Zix[®]

Name: Leichtnam, Jeff
Address:
Phone:
Email:
Include on future project updates: YES
Affiliation: City resident
Comment: I support the initiative to restore Humboldt Pkwy and cover the Kensington Expressway. I believe it will improve the surrounding neighborhood and increase property values in that area.

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

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This message was secured by [Zix[®]](#).

From: James Lenker

Sent: Friday, November 10, 2023 11:58:11 PM

To:

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

Name: Lenker, James

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: The Kensington Expressway Project being presented by NYS DOT is an ultimatum, not a proposal. You are presenting us with only 1 path forward and do not even bother presenting a comparison option. Rochester is taking out its Inner Loop, Syracuse is moving toward removal of the I-81 segment that divides its city, and Albany is announcing a new Bus Rapid Transit line — yet somehow these options are unsuitable for Buffalo's Rt. 33? At a time of climate crisis (Buffalonians were forced to spend almost 2 weeks indoors this past June because of the climate-induced Canadian wildfires), DOT is prioritizing the pre-eminence of personal vehicular travel without even a discussion of potential public transit options?? No comparisons of this ultimatum with an at-grade, reduced-speed parkway into the city? If this billion dollar "proposal" is really the best and most creative option, then we clearly need better and more creative people involved with the decision making, from the Governor on down.

Sincerely,

James Lenker

Buffalo

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

Sent from my iPad

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Dan Leonard

Sent: Friday, October 27, 2023 6:00:23 AM

To:

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

Name: Leonard, Daniel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: City Resident

Comment: We need a similar process to 198. This should not be primarily about maintaining existing traffic - it should start with how we can best serve the neighborhood around the 33 and the city as a whole. Covid has completely changed the possibilities with commuting - allowing more flexibility and alternatives to the archaic and damaging rush hour commute. It would be GREAT if our radial streets were congested - the highways destroyed them in the first place!

I do not support a cap, but I do support major investment to change the 33. The most viable option is removal and restoration/expansion of Humboldt Parkway.

Do not make the monumental mistake of investing ~\$1B to preserve a piece of infrastructure that most successful cities are finding ways to move on from.

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--

Daniel J. Leonard, AICP

From: Greg Leonard

Sent: Friday, October 27, 2023 10:51 AM

To:

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

Name: Leonard, Gregory

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: City Resident

Comment: Problem: New York State does not have the credibility with the public on these local projects. From exploding rocks (erie canal harbor), to the 198 process that steamrolled over public sentiment, to the giant vents that suddenly have disappeared from the rendering for this project, the perception is the state is not honest and trustworthy. The feeling it is that it is rigidly layered with bureaucrats who can not make any decisions themselves or help push the conversation forward.

I support full removal of the highway and restoration of the Olmsted network of parks and parkways. Post covid, we are in a different era and now is the time to think differently about infrastructure and the city. The state and others conceive of projects with a defensive posture and in fear. Time to move beyond that mindset.

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-----Original Message-----

From: Tommy Leone

Sent: Sunday, November 5, 2023 6:50 AM

To:

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

Name: Leone, Thomas

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I am in support of this project because it will restore one of Buffalos most cherished parks and neighborhoods. It will be a great job creator for members of the communities surrounding the project

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From: [Thomas Leone](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 9:52:02 AM

[You don't often get email from postal@sparkinfluence.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Thomas Leone

From:**Sent:** Monday, November 6, 2023 5:12:32 PM**To:****Subject:** [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Lester, Thomas

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Neighbor to the Kensington

Comment: As much as I would love to see some sort of progress begin on this project, I cannot endorse the current DOT plan at this time. For decades members of this community set out to restore what was not only a thriving community, but also an integral part of a historic park system. Most importantly I'm concerned with the potential health issues that may arise, as my home sits at one end of this tunnel design. I really feel this project needs to be looked at from a new angle as this is not just about moving cars, but restoring a long festering injustice. I just don't feel that the current situation will lead to a successful outcome. There have been successful redesigns done in both Rochester and Syracuse, yet despite community efforts for years we can't seem to restore an important part of upstate NY history.

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From: [Rick Levey](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Tuesday, October 24, 2023 9:09:50 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Rick Levey

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Tanya Levy Affiliation (if applicable): _____

Address: _____ Date 11-8-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



11-8-2023

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: ROBERT LEWIS Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Denzel Lewis Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: Libutti, Joseph

Sent: Friday, November 10, 2023 3:34:44 PM

To:

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

Name: LiButti, Joe

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I'm fully against this project as proposed. The only change I want to see to the 198 is to downgrade it to a parkway and complete Olmstead's original vision connecting MLK and Delaware parks and allowing for better pedestrian and bike travel and less disruption in the park system.

Spending 1.1 billion dollars with little to no economic or environmental impact to our community, to say nothing of the millions in annual maintenance costs we'll have to shoulder for this tunnel, is just outrageous. That money could be spent in far better ways to tangibly improve our community, and going forward on this without even so much as an Environmental Impact Study is wholly unconscionable.

In reality this project was doomed from the start when full removal of the expressway that's ludicrously bisected an Olmstead park was taken off the table. The Olmstead park system has always been badly abused and mismanaged in this city, I implore you to throw this plan out and go back to the drawing board.

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From: [John Lillig](#)
Subject: Buffalo Olmsted Park System
Date: Friday, November 10, 2023 2:07:34 AM

To:

Mr. Sanjyot Vaidya
Project Manager
New York State Department of Transportation, Region 5
100 Seneca Street
Buffalo, N.Y. 14203

Mr. Matthew Seymour
Senior Area Engineer
Federal Highway Administration Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719 Albany, N.Y. 12207

cc: Honorable Pete Buttigieg, U.S. Secretary of Transportation
New York State Senator Tim Kennedy
Assembly member Crystal Peoples-Stokes

Dear Mr. Vaidya and Mr. Seymour:

I visited Buffalo for the first time last year and was enthralled with the city and especially with the system of Olmsted boulevards and parks that run throughout the city. I am from Chicago and am familiar with Frederick Law Olmsted's South Park system here. However, Buffalo's system impressed me as more fully realized and more representative of Olmsted's vision inasmuch as Buffalo's size and configuration allow the boulevards to carry less traffic and have fewer stoplights and other intrusions. The result is a system that is pedestrian and bicycle-friendly and whose vistas are more open to appreciation by citizens and tourists alike, without the intrusion of excessive congestion that would deter visits to and use of the boulevards.

Therefore I was concerned when I read that the NYSDoT was contemplating capping the expressways on the east side of Buffalo rather than restoring them to Olmsted's design. Before any such cap plan can proceed, I strongly encourage you seek the preparation of an Environmental Impact Statement for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52), including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has

decreased post-pandemic. Furthermore, consistent with federal guidelines, I strongly encourage you to prepare a Cultural Landscape Report (CLR) for all cultural assets related to and adjacent to or near the Project. Finally, I strongly encourage you to explore and prepare all design options, with community participation, including the full rehabilitation of, rather than a cap over, Humboldt Parkway.

Sincerely,

John C. Lillig

From: Catherine Carr Lincoln

Sent: Thursday, October 26, 2023 9:18 AM

To:

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

Name: Lincoln, Catherine

Address: , ,

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo resident and member of the East Side Garden Walk committee

Comment: The DOT is not doing what ROCC fought so hard for. The DOT let the 33 deteriorate "20 years beyond expected service life" (page 22 of their draft EA) so they are pushing this through and attempting to skip an Environmental Impact Statement. What they are proposing will blow greater amounts of unfiltered, concentrated exhaust plumes across neighborhoods at the tunnel ends AND will cement-in-place that MLK and Delaware Parks will not be connected by a parkway. (There can not be a Phase 2 because the buried Scajaquada Creek prohibits the tunnel continuing north.) The neighborhood does not want this; they deserve the full restoration of the parkway and less pollution near their homes!

I INSIST that you do an Environmental Impact Statement.

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From: joel lippes

Sent: Friday, October 20, 2023 1:10:34 PM

To:

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

Name: Lippes, Joel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Friend of Olmsted Parks and local Citizen.

Comment: Dear DOT,

Has the option of a “true” Humboldt Parkway restoration been explored? “True” means filling in the recessed expressway, NOT covering it.

If this option has been explored, why was it rejected? I’d like to know.

Below is my opinion of the advantages of filling in the expressway:

1. Far less expensive
2. Much quicker
3. Large trees will definitely do well.
4. Will result in the use of other underutilized routes (e.g. Genesee St., William St, Clinton St., Main St, etc) to access the suburbs.
5. Will promote urban living
6. Will promote public transportation (specifically Metro).
7. Will require virtually no annual maintenance versus a tunnel, which requires a lot of maintenance and depreciates.
8. Potentially four lanes (two inbound and two outbond) of surface parkway traffic will be restored to Olmsted’s vision.

I appreciate your future response.

Yours truly

Joel Lippes.

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From: [joel](#)
To: dot.sm.kensingtonexpressway
Subject: Fwd: PIN 5512.52 Kensington Expressway Project Comment Form
Date: Thursday, October 26, 2023 12:20:00 PM

Sent from Joel

----- Forwarded message -----

From: **joel lippes**
Date: Fri, Oct 20, 2023 at 1:42 PM
Subject: PIN 5512.52 Kensington Expressway Project Comment Form
To:

Name: Lippes, Joel
Address:
Phone:
Email:
Include on future project updates: YES
Affiliation: Friend of Olmsted Parks and local Citizen.

Comment: Dear DOT,
Has the option of a “true” Humboldt Parkway restoration been explored?
By “true” I refer to filling in the recessed expressway, NOT covering it.
If this option has been explored, why was it rejected?
Below is my opinion of some advantages of filling in the expressway:

1. Far less expensive
2. Much quicker
3. Large trees will definitely do better than if there was only 3 feet of soil above a tunnel.
4. Will increase use of alternative, underutilized routes (e.g. Genesee St., William St, Clinton St., Main St, etc) which may in turn stimulate commercial development along those routes.
5. Will promote urban versus suburban living, certainly a goal of the city.
6. Will promote public transportation (bus and Metro) and car pooling,, both environmentally superior to single car use.
7. Will require virtually no annual maintenance versus a tunnel, which requires a lot of maintenance and the tunnel will depreciate/deteriorate.

8. Will result in four lanes (two inbound and two outbound) of surface roads alongside the parkway, consistent with Olmsted's original vision.

9. Reflects the decline in commuting for work as technology allows work from home. (In other words, expressways are less needed).

Once again, has filling in, versus covering, the expressway been considered? And, if so, why was it rejected?

I appreciate your future response.

Yours truly
Joel Lippes.

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

Sent from my iPhone

From: Nathan Lis

Sent: Wednesday, October 25, 2023 3:44:54 PM

To:

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

Name: Lis , Nathan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident

Comment: The 33 is a route that I would gladly give up as a resident, and as a commuter. The \$1Bn needs to be spent on local companies that will remove the 33 and FULLY RESTORE the lost park and parkway, and join together a city that was so wrongfully separated.

We as a city should invest in smarter traffic infrastructure, such a traffic circles that do not have traffic signals, timed lights on critical city veins, and even a rail system that makes sense.

If the 33 is covered, and this construction is allowed to move forward, this will certainly devastate East Buffalo further and even more permanently.

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- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Quentin Zetter ADDRESS:

DATE: 10/26/23 PHONE

EMAIL:

From: William Locking
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:49:25 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

William Locking

PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name Janelle Long Affiliation (if applicable): _____
Address: _____ Date 11/7/23
Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: Allison Long

Sent: Friday, November 10, 2023 11:18:10 AM

To:

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

Name: Long, Allie

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Restore as much green space as possible! This should be transformed into a place that is safe for all Buffalonians to use. Please continue to listen to the amazing community organizations that have voiced support for safe bike paths and eco diversity

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Sent from my iPhone

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From: [Angel Lopez](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:46:37 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Angel Lopez

From: Eleazer Lopez
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:44:29 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Eleazer Lopez

From: Jean Loughran

Sent: Tuesday, October 31, 2023 9:16:00 PM

To: Fischlein, Eric

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

Name: loughran, jean

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Please remove the 33 and fix up the roads and parkways as they were originally designed for Buffalo. I live in Cheektowaga and use this route often. It's time to treat the east side as an equal part of Buffalo. We are wasting valuable real estate by continuing old racist policies.

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-----Original Message-----

From: sharon lovallo

Sent: Thursday, November 9, 2023 7:11 AM

To:

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

Name: lovallo, Sharon

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I think that spending money to cover the 33 is a waste of money. It is unfortunate that the parkway was destroyed but it disrupted other neighborhoods as well. Replacing it with a parkway will do nothing for the surrounding infrastructure. I also think that at this time any obstacles for people to reach downtown would result in economic harm and also since we have a core medical corridor it would add critical time to emergency traffic. Money would be better spent on better community centers that could provide youth with a safe place activities and possibly job opportunities in their areas.

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Sent from my iPad

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From: [Andrew Love](#)
To: dot.sm.kensingtonexpressway
Subject: KensingtonExpressway
Date: Wednesday, November 8, 2023 3:44:42 PM

Dear Sirs,

Writing to request Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] a Cultural Landscape Report (CLR) be undertaken; and [3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway.

Andrew Love
Resident of City of Buffalo

Sent from my iPhone

Mr. Andrew Love

Phone

County Other New York
Addressed to: Governor

Email Subject: Kensington Expressway

Issue 1 78214 Construction Projects

Correspondence Number: 1198492P
Date Of Correspondence: 11/08/2023
Date Received: 11/08/2023
Date Entered: 11/08/2023
Referred To: DOT
Date Referred:

Routing History:

11/10/2023 12:16 PM (Routed By --> Kelsey Barrett) (Routed Via Outside Agency Email to -> DOT) This correspondence has been acknowledged and is being forwarded for further action from your agency.

Please provide a copy of response or notation of any other action recommended or taken. --
Please respond to Kelsey Barrett

Incoming Correspondence:

I am writing to you to request an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] a Cultural Landscape Report (CLR) be undertaken; and [3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway.

From: Aaron Lowinger

Sent: Monday, September 25, 2023 1:00 PM

To:

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

Name: Lowinger, Aaron

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: The historical imperative is clear, 100% of Humboldt Parkway must be restored. The idea of creating a tunnel and restoring .75 mile for \$1B is absurd when the expressway can be filled in, and the parkway restored in full. There are many alternate traffic and public transportation routes that can be invested in to get inbound cars to their destination. We can no longer afford to sacrifice an entire community for the convenience of suburban car commuters.

The parkway's namesake, Alexander von Humboldt, is credited as being science's first naturalist, the first person to describe the effect of man-made disruption to the natural world, the first person to describe KEYSTONE species that hold an entire ecosystem together, without which, it would fall apart entirely. Humboldt Parkway is a KEYSTONE masterpiece of urban design, grander and longer than Bidwell Parkway by orders of magnitude. We've seen the result of destroying it. This wrong perpetrated on the East Side must be made right.

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

From: Laura Lubniewski

Sent: Thursday, November 9, 2023 11:24 AM

To:

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

Name: Lubniewski, Laura

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: University at Buffalo Department of Architecture and Planning

Comment: I do not support the DOT's proposed capping of the Kensington Expressway as is. There must be an Environmental Impact Assessment completed providing information on air pollution, noise pollution, and impacts on local residents' health. There has not been an adequate transportation study on how this money might be used for public transportation and complete streets improvements that move people around the city by bus, lightrail, and bicycle. Furthermore, this proposal is in direct violation of the Climate Leadership and Community Protection Act (CLCPA). The CLCPA requires prioritization of reducing greenhouse gas emissions and co-pollutants in disadvantaged communities. The capping will concentrate car emissions on either end of the tunnel and result in lower health outcomes for those who live and work in that area, a historically disadvantage, red-lined, black neighborhood. This is unacceptable. Buffalo deserves better. I support a full restoration of Olmstead's Parkway system.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Laura Lubniewski ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form will be placed in the 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
Comments are due by November 10th, 2023.



-----Original Message-----

From: Katie Ludwig

Sent: Wednesday, October 25, 2023 11:02 AM

To:

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

Name: Kathryn Ludwig

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Please fill in the expressway and get rid of it altogether. Induced demand is real and the normal street grid is more than capable of absorbing the traffic. Plus, people will actually stop in the neighborhoods they drive through and patronize local businesses instead of zipping by at 60 mph. As a taxpayer, I find the cost of this tunnel inexcusable.

Thank you

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Charlene Lucia Miles ADDRESS: _____
DATE: 10/21/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may become 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
Comments are due by November 10th, 2023.



From: [Joseph Luna](#)
To:
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, October 26, 2023 3:36:34 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Joseph Luna

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Natalie M Affiliation (if applicable): _____

Address: _____ Date: 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

No construction on the 33 express
way

**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
Comments are due by October 27th, 2023.



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Alexander Maccallini

Alexander Maccallini

From: [Elizabeth Maccubbin](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Monday, November 6, 2023 10:09:15 AM

To whom this may concern:

I have lived in Buffalo and it's suburbs my entire life. The proposed intent to cover the expressway is a wasteful use of tax payer dollars. That money could be put to good use in many other ways to improve the entire city and benefit so many more residents than just those few living alongside the expressway. If they can't make their way from one side to the other, they have a problem. It's time to act on making the city of Buffalo a place to be proud to live in, and covering the expressway will not accomplish that.

Elizabeth Maccubbin

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Christina MacIntyre Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with Ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

***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
Comments are due by October 27th, 2023.

From: Jen MacQueen

Sent: Thursday, October 26, 2023 9:00 AM

To:

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

Name: MacQueen, Jennifer

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I am very much in favor of reconnecting neighborhoods split by this stretch of the 33 and proud the NYSDOT is behind it.

The economic impact in job creation from this project alone will be such a boost to WNY and hopefully as a spin off; inspire entrepreneurial growth for residents in these neighborhoods.

By improving noise pollution and offering more green space for residents in the area; the quality of life improvement will be tangible. It's a long term win for not just the City of Buffalo, but for the WNY region.

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From: [Tyler Madell](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project, Buffalo, NY
Date: Wednesday, November 8, 2023 4:46:18 PM

Mr. Sanjyot Vaidya
Project Manager
New York State Department of Transportation, Region 5
100 Seneca Street
Buffalo, N.Y. 14203

AND

Matthew Seymour
Senior Area Engineer
Federal Highway Administration Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719 Albany, N.Y. 12207

As a lifelong resident of the City of Buffalo, I urge you to please reconsider how this historic investment in Buffalo's transportation infrastructure can truly reverse the decades of harm caused by destroying our city's neighborhoods to build this highway.

Additionally, I ask that [1] an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] a Cultural Landscape Report (CLR) be undertaken; and [3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway.

Thank you

From: Gabriella Madrid

Sent: Friday, November 10, 2023 2:24:20 PM

To:

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

Name: Madrid, Gabriella

Email

Include on future project updates: YES

Affiliation: Resident of Buffalo, and student of architecture and planning at UB

Comment: The project statements lists its main goal as “reconnecting the community”, while ignoring the negative health effects this project will bring surrounding residents - as if pumping tons of exhaust into these residential neighborhoods and school areas won’t make people sick. This definite eventual outcome cannot be ignored and it’s one of the reasons why this project absolutely should not be approved. This will also ensure that Buffalo’s park and parkway systems may never be restored, which is one of its most famous historical/cultural features. Buffalo’s historical roots have already been desecrated enough by the highway systems.

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-Ella Madrid

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Gail Lynette Mage Affiliation (if applicable) E. Africa St Homeowner

Address: _____ Date 11/9/23

Phone Number: _____ E-mail _____

COMMENTS*

1. I still have questions about the sewer lines and water quality. If a water main break during construction will the water be safe to drink, bathe, cook and do laundry. I went to meeting and Mr Lewis answered a lot of questions for me. Will the air quality be bad will residents have to wear a mask?

Gail Mage

*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
Comments are due by **October 27th, 2023.**

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jewelina Naze Affiliation (if applicable): E. 21st Homeowner

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*
The meeting that I had with Robert Lewis was very informative! He gave me the answers that I was looking for. I hope through him the residents on this block can be put at ease about some of the issues around this project.

Jewelina Naze

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Comments are due by October 27th, 2023.

From:**Sent:** Friday, November 10, 2023 9:01:37 PM**To:****Subject:** [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Magyar , Wayne

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Remove it, the Kensington is not needed there already enough ways to get into the city.
The ones that seem to need it are not the ones that live in the city.

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

Sent from my iPhone

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From: [Jason Maio](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:44:25 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Jason Maio

From: [Thomas Mairs](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:57:48 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Thomas Mairs

From: [Grace Makin](#)
To: dot.sm.kensingtonexpressway
Subject: NYS Route 33, Kensington Expressway Project
Date: Friday, November 10, 2023 8:29:10 PM

To whom it may concern at the Department of Transportation,
I am asking for [1] an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] a Cultural Landscape Report (CLR) be undertaken; and [3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway.

Thank you,
Grace Makin

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

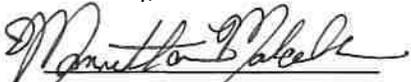
I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



From: Terrance Malone
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:49:04 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Terrance Malone

From: [Howard Maltbie](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 5:48:02 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Howard Maltbie

From: Patra Mangus

Sent: Sunday, October 22, 2023 3:13:57 PM

To:

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

Name: Mangus, Patra

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: resident

Comment: Please restore the parkway. Repair the damage done to this community and allow us to be whole once again.

Let the suburban commuters use the city streets to access downtown or improve the rapid transit to accommodate them

Don't waste any tax more dollars on this misguided cover up

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

Sent from [Mail](#) for Windows

From: Matthew Mangus
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:53:43 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Matthew Mangus

From: [Kevin Mannix](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Wednesday, November 1, 2023 8:41:22 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Kevin Mannix

P.H.N. 5512.02
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: KIM MAJUS Affiliation (if applicable): _____

Address: _____ Date: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: Morgan L. Mansfield

Sent: Friday, November 10, 2023 12:40:51 PM

To:

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

Name: Mansfield, Morgan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Architectural Resources

Comment: The destruction of Humbolt Parkway for construction of the 33 was detrimental to communities of Buffalo's East Side. That act, rooted in racism and with complete disregard of a vital and established community amenity in favor of suburban commutes, cannot be undone. A full restoration of the parkway and reparations to surrounding community members would be the best step forward. I understand the funding for this project is allocated to this plan only and will not consider the full restoration.

While the lawn, trees, and sense of community space cannot be restored to its former state, the cap is a step towards the due diligence of repairing the city's historical wrongs. Please extend the cap to Best Street to prevent harmful pollution from affecting the Magnet School and MLK park. It is necessary to study the impacts of additional ventilation and filtration to mitigate the pollution at the cap's ends. Please make a plan for addressing the underground creek for future cap extension.

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

Morgan Mansfield

mmansfield@archres.com

Direct: 716-332-5079

Architectural Resources

716.883.5566 [Buffalo](#)

212.674.1457 [NYC](#)

www.archres.com

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: SPIN FM 47PS Affiliation (if applicable): _____

Date: 10 _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

We need the store - we
need money spent in the community

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



From: Andrew Maravilla

Sent: Wednesday, November 8, 2023 3:21:23 PM

To:

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

Name: Maravilla, Andrew

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Wanted to suggest a tunnel and better options for merging into the expressway to provide a more safer and efficient flow of traffic.

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Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Jay Marks Affiliation (if applicable): City Taxpayer
Date: 9/27/23
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

With 1 Billion dollars in Expense and 5 to 10 Million Annually to upkeep, is this a smart project?

We are putting a bandaid on communities guilt to build a park when there is Delaware park not 10 min away.

Are the Annual cost a good expense when sewers are backing up into basements, Roads are crumbling, There are very few grocery stores or needed supply stores in these neighborhoods. And you want to build a pretty park to reconnect a neighborhood, that has been separated and will be separated even with 1 Billion dollars spent AS a pesty.

Also better Publication of when the MTG's are and holding them more than during regular work hours may help you get honest opinions of the public, not just those that can learn of the MTG or be able to get away for the 1 or 2 sessions

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of
Transportation



From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Edward Marriott
Date: Friday, November 10, 2023 4:59:18 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

Comment from Edward Marriott

I spent the first twenty-one years of my life living with my family in our home on Frederick Law Olmsted’s majestic Humboldt Parkway. There I remember playing with other neighborhood children amongst the gigantic shade trees that filled the center median of this glorious landscape: trees that constantly paraded before my eyes an opulent display of Buffalo’s ever-changing seasons.

On so many occasions, I can remember thinking how lucky I was to be living in such a beautiful city. It was that beauty and memories of it that have endeared

Buffalo to me forever.

However, as we know, a heartless savagery was soon to strike. From my bedroom window I watched with dreaded horror as all was transformed into the hideous scar that divides our city today; a scar which insults our humanity; a scar that threatens our lives with its lethal pollutants and deafening noise; a scar that has sucked the life from the East Side's once thriving business streets and proud arterials; a scar which has stolen from the citizens of Buffalo, its rightful heirs the key connecting link of a National Historic Landmark.

In Buffalo's history of mid-century planning blunders, it is hard to imagine one that has been equally as destructive on so many levels. And yet NYSDOT, with resounding approval and support from Governor Hochul and other federal and state politicians, is now proposing a billion-dollar misadventure that will only serve to preserve and reinvigorate what a recent Buffalo News Editorial referred to as an "urban infrastructure crime." Furthermore, it will terminate forever any realistic hopes of reconnecting the most important link in Olmsted's historic original design for the City of Buffalo.

The wanton destruction I witnessed as a youth has tormented my soul ever since and has left me determined, before my death, to do all I can to help redress a grievous injustice. Toward that end I have written extensively on this issue in Buffalo Rising (links below).

Since I am lucky enough to be among an ever-dwindling number of citizens to have had first-hand experience of Olmsted's masterwork in all its pristine wonder, I have decided to start my plea to NYSDOT and Governor Hochul with these personal experiences and memories.

As for the much broader range of relevant issues involved, I have covered those in specific detail in my writings. I am familiar with the comments sent to you by members of the Eastside Parkways Coalition, most particularly those of fellow Buffalo Rising author, Dan Cadzow. As I believe my own articles show, I am in full agreement with their comments, as well as those of other organizations such as the Citizens for Regional Transit, GObike and the Buffalo Olmsted Parks Conservancy.

It is my strong opinion that the present "fast-tracking" of this improvident taxpayer expense must be halted until there is evidence of compliance with the NYS Department of Environmental Conservation's State Environmental Quality Review Act (SEQR).

In my article, "Thank You GBNRTC.... You Are Needed Again!," I maintained that complicated matters such as urban design and planning which have multifaceted effects over a broad area of the city cannot be left exclusively to the siloed perspective of traffic engineers, no matter how skilled they may be in their particular craft. I congratulated GBNRTC on the wide territory and variety of metrics taken into consideration in their handling of the Scajaquada Expressway (Route 198). I find those consistent with the changes to federal transportation

policy initiated by Transportation Secretary Foxx

As her predecessor had done with the Scajaquada Expressway, I urge Governor Hochul to bring in GBNRTC to provide a desperately needed broader perspective on the matter of Humboldt Parkway and the future of the Kensington Expressway.

In my three-part article “Our Way – AND – The Highway,” I condemned NYSDOT’s attempts to stymie genuine public participation. So-called “public meetings” were rarely held and turned out to be little more than glorified press conferences in which NYSDOT officials announced what they had pre-decided. There were no Q & A’s allowing citizens to engage with NYSDOT officials publicly as a group. Citizens were strategically denied any interactive public engagement with officials that would have allowed their expressed opinions to be shared with and discussed by all in attendance. Any contact with NYSDOT representatives was intentionally restricted to individuals in private discussion or in writing.

Last month a frustrated citizenry finally called their own meeting in the Science Museum Auditorium. Shamefully, there had been no genuine public meeting on the Humboldt Parkway issue since the one held there on November 13, 2019.

Meetings with so-called “stakeholders” were not publicly announced and, to my knowledge, no publication of minutes or those in attendance was ever made available to the public.

There should be no need to remind you that this lack of transparency and public participation pertains to the expenditure of more than a billion taxpayer dollars: this for a project which appears to have little or no public support.

Once again, Buffalo is faced with one of those “Sixty Year Decisions;” a decision that will be with us for lifetimes to come. We can’t allow political pressures of the moment to – once again – force us into a future we will regret. A hasty, ill-considered decision now could be as burdensome to Buffalo’s next sixty years as has been that tragic decision of sixty years ago.

Links to Relevant Buffalo Rising Articles
Authored By This Commenter – Edward Marriott

Edward Marriott, “Our Way – AND – The Highway - Part III,” Buffalo Rising, June 13, 2023

---. “Our Way – AND – The Highway - Part II,” Buffalo Rising, June 8, 2023

---. “Our Way – AND – The Highway - Part I,” Buffalo Rising, June 7, 2023

---. “Thank You GBNRTC.... You Are Needed Again!,” Buffalo Rising, January 25, 2023

---. “NYSDOT’s \$Billion Tunnel – Let’s Think About It,” Buffalo Rising, July 7, 2022

---. “Great Streets Make For Great Cities II – Humboldt Parkway,” Buffalo Rising, June 28, 2022

Name

Edward Marriott

Email**Date**

11/10/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: [Scott Marsh](#)
To:
Subject: PIN 5512.52 Kensington Expressway Project Comment Form
Date: Friday, October 27, 2023 8:52:20 AM

Name: Marsh, Scott

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I think that the Kensington project, while not perfect (no plan can appease everyone), should move forward with utmost haste. This will be yet another step forward in the revitalization of Buffalo.

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

PS: The e-mail address that the website supplies automatically when generating the form information, , bounced the e-mail, it was invalid.

From: [Dwayne Marsh](#)
To: dot.sm.kensingtonexpressway
Cc:
Subject: Public Comment on NYS Route 33, Kensington Expressway Project
Date: Friday, November 10, 2023 6:01:31 PM

To: NYSDOT (Kensingtonexpressway@dot.ny.gov), Senator Tim Kennedy, Assemblymember Crystal Peoples-Stokes, Senators Schumer and Gillibrand, Congressman Higgins, and Governor Hochul

Cc: NYSDEC (contact@dec.ny.gov)

Re: Public Comment on NYS Route 33, Kensington Expressway Project

Dear NYSDOT, NYSDEC, Senator Tim Kennedy, Assemblymember Crystal Peoples-Stokes, Senators Schumer and Gillibrand, Congressman Higgins, and Governor Hochul,

The Kensington Expressway tunnel project that is slated to begin review and implementation over the next several years is fundamentally flawed and does not represent the direction that the Buffalo Niagara region, nor the state and the country needs to head in. This project is a continuation of policies that have literally ripped apart communities such as the East Side neighborhoods of Hamlin Park and the Fruit Belt, which once had the magnificent Humboldt Parkway. It also ignores the potential of alternative transit options, which will only grow in popularity with the shift away from car dependency and preferences from younger generations.

On a personal note, I was born and raised in the Town of Hamburg, but both of my parents were born and raised in Hamlin Park. Because they grew up in the 1960s after the completion of the Kensington Expressway, they never had the chance to experience the parkway before it was ripped out. Let us not forget that the parkway was designed by Frederick Law Olmsted himself, well known for the Buffalo Parks system, the first of its kind in the country, and of course Central Park. The planning mistakes of the 1960s are now coming back in 2023, and NYSDOT is charting the wrong course.

It has been said that by halting progress on the tunnel project, funds allocated for it will be diverted away from the project and Western New York and towards other infrastructure projects statewide. If this is the case, I say let's go back to the drawing board. The alternative project of filling in the roadway itself was never seriously considered, but may be the best and cheapest option of them all.

For one billion dollars, you could fill in the below-grade portions of the Kensington Expressway, terminate the west end of the expressway at either Humboldt Parkway or Kensington Avenue, and beautify the surrounding area with hearty trees while adding multimodal transportation access, such as bike lanes and tramways. With less people commuting to work downtown overall, more people interested in ditching their car period, and more interest in public transit by younger Americans, now is not the time to make the wrong decision. Now is the time to take bold actions. Full in the expressway, extend the Metro Rail to UB North and the Northtowns to capture the latent demand, and encourage drivers to utilize park-and-ride facilities to get downtown.

Buffalo has lost over half of its population since its peak in the 1950s, and still has hundreds of lane miles of highways that must be maintained. A $\frac{3}{4}$ mile long, billion dollar tunnel is only going to add to the capital expenditures budget and is the wrong direction to go in. The radial streets in Buffalo such as Broadway, Genesee Street, Clinton Street, Walden Avenue and others are derelict and underutilized. Pushing traffic to these streets would not cause undue harm or significantly add to travel times. In fact, we could see a resurgence of business to these corridors which have been neglected due in part to the construction of the expressway itself, white flight and redlining.

NYSDOT, please do not make this mistake. I spoke with one of your engineers over the summer at a festival in the city out of curiosity and asked whether the tunnel could be extended past the Scajaquada Drain. According to him, if the "political will" is there, it may be possible. However, we can all imagine the astronomical figures needed to accomplish this. If this project can't be completed properly for the good of the neighborhood, it's best not to do it at all.

Sincerely,

Dwayne Marsh Jr.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Tamara Martin Affiliation (if applicable): _____

Date: 10/19/23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

No thank you! Our community does not want this project! Our leaders have failed the community.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Charnice Martin Affiliation (if applicable): _____

Address: _____ Date 10/19/23

Phone Number: _____ E-mail: _____

COMMENTS*

Will there be a full EIS completed before the start of the project?

EIS - environmental impact study is important for community members to know the full impact this project will have. Specifically various health concerns.

What is the ~~DOT~~ planning to do about the asbestos in the walls of the highway??

Is there another way to approach the project that won't displace families and cause major health issues.

*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
Comments are due by October 27th, 2023.



From: [Lawrence Martin](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Tuesday, October 24, 2023 3:20:23 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Lawrence Martin

From: on behalf of [Mary Martin](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 2:57:24 PM

[You don't often get email from <https://aka.ms/LearnAboutSenderIdentification>] Learn why this is important at

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms. Mary Martin

From: Bonita Martin

Sent: Wednesday, November 8, 2023 12:31:41 PM

To:

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

I was born in Deaconess hospital 80 yrs. ago and grew up in Buffalo. I left there in 2011 and still have ties there. I love natural areas and live in one. I am commenting on the plan to build a tunnel over the expressway and plant trees and plants on top of it.

Have the changes in weather in recent years been considered? Winds keep getting stronger and more numerous. Snow storms and rain storms are heavier. Trees and the ground needed to plant them are heavy. Trees will grow and be beautiful for a time.

That said, I see a serious danger in the "plan" to build the tunnel. As the weather continues to change and be more violent, trees may be blown over on people or cars in the area. The age and weight of the infrastructure could crash down in the wake of heavy storms.

Please reconsider restoring the expressway to the original parkway, linking the two sides back together and slowing traffic. I believe that would be a better option for the city & community that resides there. Thank you.

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



From: William Martin

Sent: Friday, November 10, 2023 3:22:11 PM

To:

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

Name: Martin, William

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: resident

Comment: This tunnel will ensure that MLK Park and Delaware Park can never be connected as Olmsted originally designed; in order to create the tunnel they need to dig 20ft deeper, and it won't be able to extend north of Sidney Street because it will hit the buried Scajaquada Creek.

They keep saying this is the first phase and there will eventually be a second or third phase to connect the two parks, but it is impossible due to: 1) the buried Scajaquada Creek and 2) NYS is facing a looming budget deficit of \$36B over the next three years which means there will be no money remaining for additional phases.

This \$1.1 Billion project will result in very little or no long term economic or environmental benefits to the community. It would only cost \$200-250 Million to fill the expressway in and create a world class park between MLK and Delaware Park. That leaves \$750M that could be spent on tangible community benefits.

The poor air quality will become concentrated and worse at each end.

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

From: William Martin

Sent: Friday, November 10, 2023 3:24:32 PM

To:

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

Name: Martin , Laurie

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident

Comment: Just Fill it in. The tunnel is a bad idea. The expressway is redundant.

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

From: Katrinna Martin
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:45:03 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Katrinna Martin

From: on behalf of [Mary Martin](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 2:57:24 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms. Mary Martin

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Michael Mason Affiliation (if applicable): _____

Address: _____ Date Nov 8th 2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by **October 27th, 2023.**



From: [John Massaro](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 9:39:47 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

John Massaro

From: Nanette Massey

Sent: Wednesday, October 18, 2023 2:52:04 AM

To:

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

Name: Massey, Nanette D

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: community resident

Comment: I'm not feeling this project at all. The rendition is lovely, it's not a BAD idea. I just kinda' feel like this project came out of nowhere. I know I'm wrong, about that. Still, it was people other than neighborhood residents who decided "hey, I know what would be a good idea! \$55 million to build Humboldt Parkway back up!" instead of "hey E. Buffalo, we've got \$55 million to spend. What would YOU like to see? How do YOU think this money should be used for your benefit?"

I'll tell you what, black kids in Buffalo are so-o-o-o-o far behind as a result of covid. I volunteer tutor 2nd graders at my neighborhood public school #74. 20% proficiency rating for the whole school. I am literally teaching them to count to a hundred, kindergarten math. I feel like a pebble in the ocean of the school-to-prison pipeline. If you'd asked me, I'd have said funnel that dough into tutors. These teachers are fighting an uphill battle with no help in sight.

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Sent from [Mail](#) for Windows

From: on behalf of [Sarah Mast Bragg](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 8:21:02 AM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mrs. Sarah Mast Bragg

From: [Rick Matava](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 5:52:34 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Rick Matava

From: [Dominique Matthews](#)
To: dot.sm.kensingtonexpressway
Subject: NYS Route 33, Kensington Expressway Project
Date: Wednesday, November 8, 2023 1:55:57 PM
Attachments: [DOC110823-11082023134722.pdf](#)

Good afternoon,

Please see my attached support for the continuation of the Kensington Expressway Project.
Thank you.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dominique Matthews Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Matthew MAY](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:46:07 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Matthew MAY

**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Keith A May ADDRESS: _____
DATE: 10/21/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: n behalf of [Barbara Maynor](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 10:44:58 AM

[You don't often get email from [Learn why this is important at https://aka.ms/LearnAboutSenderIdentification](#)]

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mrs. Barbara Maynor

From: M Mazur

Sent: Tuesday, November 7, 2023 4:02:30 AM

To:

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

Name: Mazur, Michelle

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Homeowner

Comment: Please consider Black Rock in your plans. Our community was devastated by the expressway. I'd like to see more attention to our area from Delaware Park to the mouth of the creek at Niagara Street.

The Historical Society lake and creek area to Niagara Street and the mouth must be considered. It's been neglected for too long. The removal of the expressway from Niagara to Parkside is getting little to no attention. Especially between Niagara and Elmwood. We deserve better.

Black Rock played a large part in Buffalo's history. Our community has gotten polluted for too long. Black Rock has no playground, no library, no pool, no community space or park. We matter too.

Restore the creek width, stop the contamination, restore the spring at the mouth of the creek, make it a park and better bike path/ walkway to connect with the rest of the city instead of being forgotten again and again.

Thank you Michelle Mazur

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

M. Mazur, M.A.

“I can never read all the books I want;

I can never be all the people I want and live all the lives I want.

I can never train myself in all the skills I want.

And why do I want?

I want to live and feel all the shades, tones and variations of mental and physical experience possible in my life.

And I am horribly limited.”

— Sylvia Plath. (The Unabridged Journals of Sylvia Plath

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name MARSHAW McBurns Relation (if applicable) _____

Address _____ Date 11/7/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: JANILE MCCOY Affiliation (if applicable): N/A

Address: _____ Date 10/10/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

P.N. 531232
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name Jenyelyn McClary Affiliation (if applicable): _____

Address _____ Date 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jennifer McLary Affiliation (if applicable): _____

Address: _____ Date: Nov 8, 23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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P.R. 531232
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sandra McClary Affiliation (if applicable): _____

Address: _____ Date 9/7/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: [Anne McCooey](#)
To: [dot.sm.kensingtonexpressway](#)
Cc: [Deneb Pirrone](#)
Subject: Comments on the Route 33, Kensington Expressway Project
Date: Friday, October 27, 2023 5:22:45 PM
Attachments: [BRRAlliance 33 Statemnet of concerns.pdf](#)

Attached please find the BRRAlliance comments on the Route 33, Kensington Expressway Project. We strongly encourage you to continue community outreach and expanded environmental studies in order to make this project beneficial to all.

Should you have any questions or would like to discuss these comments in more detail, please do not hesitate to contact me at any time.

Anne

Anne K.C. McCooey (she/her)

Executive Director

BRRAlliance, Inc.

52 Amherst Street

Buffalo, NY 14207

Phone: 716-202-9070

Web: brralliance.org

Working to improve the quality of life for those who live and work in the Black Rock, Riverside, Grant-Amherst and West Hertel communities of Buffalo!



27 October 2023

TO: NYS Department of Transportation
FROM: BRRAlliance, Inc. Board of Directors
RE: NYS Route 33, Kensington Expressway Project

The BRRAlliance is a 501(c)3 not for profit incorporated in 2011 with a focus on improving the quality of life for those that live and work in the northwest corner of Buffalo. Our work has been focused on preserving the historic significance of this community, revitalization by stimulating economic development and fostering environmental stewardship.

Our traditional service footprint covers the most waterfront of any district in the city with over 4.3 miles of waterfront along the Scajaquada Creek and the Niagara River. But we recognize that the environmental health of one community can positively or negatively impact a region, and therefore we have taken our environmental focus broader than just our service community through projects such as The Habitat Project, where over the last four years we have certified the City of Buffalo and Erie County, through the National Wildlife Federation, as Community Wildlife Habitats, making them the 16th and 6th largest such certified communities in the nation. We are currently working to complete the certification of Niagara County and we have been mentoring Chautauqua County to achieve the same, thus creating the first corridor of certified communities in the country and ensuring that healthy environments for wildlife to thrive will exist along the full west coast waterfront of NY State.

We recently have been granted funding by the DEC to begin a residential air quality monitoring program since being surrounded on three sides by air born pollution generators (the 198 on the south, the 190 on the west and north, and industry to the north) our community, much like the community along Route 33 is a Designated Area of Concern/Disadvantaged Community due to high rates of health issues that can be attributed to the quality of the air and our diverse and low income population.

We have been actively engaged in convening and/or participating in community forums for numerous community planning initiatives that both the city and state have done and we recognize the significant undertaking that having community driven plans for a project of this magnitude can be, while at the same time knowing how important it is to not just create change for the sake of change, but to create change that will make a significant positive difference for those most impacted by the change.

With that said, the BRRAlliance submits the following recommendations regarding the Route 33, Kensington Expressway project:

1. Given what we know from our experiences with community outreach and input, the comment period and the methods of outreach by the NYSDOT have been inadequate to truly get a consensus from the community on what their needs and concerns are regarding the redesign of the 33. A longer comment period should be allowed and more active engagement with the community needs to happen and while

Working to improve the quality of life in Black Rock, Riverside, West Hertel and Grant-Amherst!

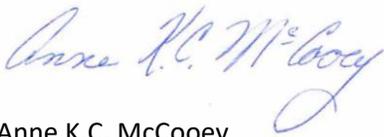
52 Amherst Street | Buffalo NY 14207 | (716) 322-6602
www.BRRAlliance.org

the original comment period has been extended by 14 days, a longer comment period is needed, with additional meetings convened to explain the complex findings in the environmental assessment document to stakeholders.

2. The environmental health of this community given its central location in the city, will impact the health of the city as a whole and should not be put in jeopardy without thorough investigation. The environmental impact of covering a section, albeit a small section, of the 33 could have serious negative impacts on a community that already is a DAC with high incidents of heart disease, respiratory illnesses, low birthweight babies and premature deaths. A full environmental impact study should be mandated before any design moves forward in order to ensure that the air born pollutants that currently come from the high traffic volume on the 33 are not simply concentrated on the ends of the proposed cap, causing even more risk for serious and life-threatening illnesses for the people in those areas. This more thorough study should also look at the impacts of disturbing potential dangerous particulate matter into the air during construction process.

We urge the NYSDOT to slow down this process and allow this once in a lifetime opportunity to create a healthier more community centric environment and safer, more connected complete street neighborhoods and city.

Respectfully submitted on behalf of the BRRAlliance Board of Directors,



Anne K.C. McCooey
Executive Director

Working to improve the quality of life in Black Rock, Riverside, West Hertel and Grant-Amherst!

52 Amherst Street | Buffalo NY 14207 | (716) 322-6602
www.BRRAlliance.org

From: Mike McCormick

Sent: Friday, October 20, 2023 8:01 AM

To:

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

Name: McCormick, Mike

Address: , ,

Phone:

Email:

Include on future project updates: YES

Affiliation: Certified Safety Products of NY

Comment: Having been part of several projects on this roadway since 2010 I can very much see the need to do a transformative project. Many of the safety upgrades were last performed in 2014 and it wont be long until they are needed again with the heavy traffic flow. Eliminating the open cut of a roadway would make room for so much usable space. Greenspace would take over a once steel and concrete area.

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

Sent from [Mail](#) for Windows

From: [Aaron McCormick](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:46:29 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Aaron McCormick

From: Mike McDonald

Sent: Wednesday, October 25, 2023 10:09 AM

To:

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

Name: McDonald, Mike

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I strongly oppose DOT leadership for this project; they should be fired. The proposed solution prioritizes traffic throughput over the needs of surrounding neighborhoods and communities within. This "billion dollar band-aid" is a negligent use of hard earned community advocated funds. This project exacerbates the existing problem with the "trench", directing traffic beneath the east side; our streets and businesses deserve to be seen, commuted, and included.

This money will better serve the neighborhoods when distributed towards streets, lights, sidewalks, small businesses, and of course filling "it" in.

Is anybody listening?

Shame on Kathy Hochul, Tim Kennedy. and Byron Brown. At the last public hearing in September, I was shocked how each of these leaders had an opportunity to speak, but their "representation" left the before hearing the public comment session; skipping out and forfeiting their scheduled time to address community.

They're not here for us, shame on them.

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date: _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: PAULY Mc DANWELL

DATE: 11 PHONE: _____

ADDRESS: _____

EMAIL: _____

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Comments are due by November 10th, 2023.



From: [Luana McDowell](#)
To:
Subject: Kensington Expressway
Date: Friday, October 27, 2023 6:49:07 PM

A day late and a dollar short. A waste of money and resources. It's too late to repair the damage the building of the expressway did to the black community under the guise of progress.

The money has to be used for transportation. Then build more pedestrian crosswalks over the Kensington expressway. Extend the rapid transit to the airport.

Do it without major disruptions to neighborhoods by building it down the middle of the Kensington. Do we really need three lanes to rush the commuter away from the city?

Yours truly,
Luana McDowell

From: [Robert McEvoy Jr](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:46:04 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Robert McEvoy Jr

From: McGilvray Jr, Richard
Sent: Friday, October 27, 2023 10:18 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: McGilvray, Richard

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation: Commuter who uses East Side Streets

Comment: Initially, I didn't understand the opposition to a tunnel and cap solution to remediating the Kensington Expressway. However, after research, reading the recommendations from the Olmsted Parks Conservancy, and the comments from a DOT spokesperson stating that the choices are \$1 billion dollars to not truthfully restore the old Parkways or to have that \$1 billion go towards some other community in NYS... I find myself opposed to this project.

The only solution that would begin to undo the mistakes made by City and State government decades ago is to fill the Expressway to Grade and restore the Old Parkways. As a daily commuter taking East Side Streets, I believe some extra congestion would be worth it. Heck, it might even drive people to spend money at small businesses rather than passing through directly to their home suburbs. Thank you for taking my comment!

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From: Robert McKegney
Sent: Monday, November 6, 2023 9:49 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: mckegney, robert

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: City Resident

Comment: Concerned about the very high price of this project. Rochester filled in a major portion of their downtown sunken highway for only \$24 Million. \$1 Billion is way too much for such a short section of this highway to be capped. We need to fill in the full downtown length of the 33 from Delevan to downtown instead.

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Robert McKegney

Senior Client Services Manager | Supplemental Health Care

[Website](#) | [LinkedIn](#) | [Facebook](#) | [Blog](#)

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From: Gabriella Mckinley

Sent: Wednesday, November 8, 2023 10:29 PM

To:

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

Name: McKinley, Gabriella

Address:

Phone:

Email: _

Include on future project updates: NO

Affiliation:

Comment: I fully support the covering of the Kensington Expressway. This project is a long awaited solution to an age old racially motivated situation that intentionally divided the black community. The project will guarantee that the levels of ventilation will be below the national ambient air quality standard and will not cause health issues for the community. Covering the 33 from the library to around viola is an important part of building the community back to. We deserve a beautiful home and parkway just like the one at Bidwell park, which both use to connect. I want this to happen because one day we will pass this neighborhood down to our children, and grandchildren. They deserve nothing but the best, and to know that we fought our hardest to make their homes worth more in value, and made them on par with the rest of the homes with similar architectural building styles. I support this project and wish it to move forward.

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Gabriella J. McKinley

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
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- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Lenore McLaurin ADDRESS: _____
 DATE: 7/11/16 PHONE: _____ EMAIL: _____

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Mahtik Memilan Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Cynthia McMillon Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

① Health factors

② owners property Damage

③ Hamlin park concern

④ Our History being destroyed.

⑤ ^{is the} Park land

I Believe this would cause the tax payers
a lot of cash to travel to and from
downtown.

I do Not like this project - Due to tunnel ^{DOT.} ITS

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Comments are due by October 27th, 2023.



Department of
Transportation



From: Daphne McNab

Sent: Wednesday, November 8, 2023 2:18:46 PM

To:

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

Name: McNab, Dr. Daphne

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident of Buffalo

Comment: I understand the reason behind the why of this project, however, the repairing of the harm needs to happen differently. The entire Eastside of Buffalo needs to be updated like the Westside, Northside, and the Southside of Buffalo. We need affordable housing and McKinley HS has 3D printers to assist with the blithe of the Eastside to build homes in these empty lots. Stop playing in our faces with these millions and billions of dollars and genuinely repair the Eastside to the greatness it once was and update it in its totality and not just new curbs, sidewalks and benches.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Donald McNeely](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 4:29:28 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Donald McNeely

From: [Patrick McNichol](#)
To: dot.sm.kensingtonexpressway
Subject: PIN 5512.52 Kensington Expressway Project Comment Form
Date: Friday, November 10, 2023 3:51:16 PM

Name: McNichol, Patrick
Address:
Phone:
Email:
Include on future project updates: NO
Affiliation:
Comment:

Please conduct an Environmental Impact Study (EIS) to assess the impact of filling in the highway that has severely damaged the Humboldt neighborhood.

This highway has been depleting millions of dollars in equity from homeowners and businesses for decades. It is imperative that it be removed and the parkway fully restored.

Previous highway removal projects have consistently resulted in increased property values, improved quality of life, and wealth creation. Buffalo deserves it.

Fill it in.

From: on behalf of [Anthony Mecca](#)
To:
Subject: Kensington Expressway Project
Date: Wednesday, November 1, 2023 8:22:30 AM

[You don't often get email from [Learn why this is important at https://aka.ms/LearnAboutSenderIdentification](#)]

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mr. Anthony Mecca

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Jalicia Melvin Affiliation (if applicable): _____

Date: 10/20/23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

leave the 33 as is.

JEM

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



A handwritten signature in black ink, appearing to be "JEM".



From: Rj Merritt
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:25:02 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Rj Merritt

From: [Dennis Messenger](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 6:11:46 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Dennis Messenger

From: [Bianca Messinger](#)
To:
Subject: Provide Public Transportation Improvements as Part of 33 Revitalization Plan
Date: Friday, October 27, 2023 4:47:37 PM

Dear DOT--

I am a buffalo resident asking you to reconsider a plan to include a light rail corridor as a part of the 33 cap project. As any buffalo resident who takes public transportation knows--it is well behind the acceptable standard for both the US and globe. This generational investment in the East Side also has opportunity to provide public transit solutions to the Airport and Downtown, and more access to higher paying jobs for East Side Residents. Simply connecting the neighborhood with a cap without providing increased transit opportunities will continue the isolation of the East Side which has led to the impoverishment of the area. Furthermore, maintaining road infrastructure without new transit projects will not help us meet our climate goals, which are already well behind schedule. I suggest a new NFTA line that runs from downtown to the Airport using the 33 Kensington right of way. The highway would be reduced to 2 lanes on either side, still providing transit to downtown from the suburbs, for those who choose to drive. Furthermore providing a link to the airport to downtown will ensure that the line has high ridership, as both termini are key destinations.

Please consider my proposal.

Thank you

--

Bianca Messinger, she/her
PhD Candidate, Department of English–Poetics
State University of New York, University at Buffalo

From: [Robert Micallef](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 9:13:42 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Robert Micallef

From: Robert Micallef
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:36:28 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Robert Micallef

From: Gilbert Michel
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:31:11 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Gilbert Michel

From: Terry Mickelson
Sent: Thursday, October 26, 2023 11:19 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Mickelson, Terry

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Neighbor

Comment: Capping the Kensington is a disastrous waste of money and a very-likely once in a lifetime opportunity. We are once again prioritizing cars and commuters over our community, continuing the blight that was started with the original neighborhood demolition that created the highway in the first place. Especially with the reduced traffic caused by the pandemic and the ever-increasing trend of work from home, we need creative solutions that focus on the needs of the surrounding community rather than the suburban commuters. Let's use this federal infusion of funds to start stitching the neighborhood back together, and returning to the original beautiful parkway that once existed. We owe it to that community!

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

From: deja.neverson@gmail.com
To: dot.sm.kensingtonexpressway
Subject: NYS Route 33 Comment
Date: Thursday, November 9, 2023 9:44:54 AM
Attachments: [NYS ROUTE 33 KENSINGTON EXPRESSWAY PROJECT.pdf](#)

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

Good morning,
Please see attached for my comments for the NYS Route 33 Kensington Expressway Project.

Sincerely,
Deja Middlebrook

From: [Brett Mikoll](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington POV - 14 Meech St.
Date: Friday, November 10, 2023 2:51:08 PM

Hello,

As a resident and business owner (60+ employees) in the City of Buffalo, I believe this is the time and opportunity to *create* something revolutionary. Filling in the 33 and reimagining the flow of traffic (vehicle and pedestrian) in this corridor would be life changing world news and prove that we aren't our reputation, or what people infer it is.

I'm not suggesting recreating the old parkway brick-by-brick, rather a new interpretation of the land. We deserve it (you the reader and me). There needs to be an environmental study for this option before anyone can sleep at night, knowing for a fact that all possible information was gathered. Where do the cars go? The 190, the arteries like Genesee, Michigan, Sycamore, Jefferson, etc., there's enough space and cars will always find a way.

This level of development would cultivate new ways to interact with each other and become a beacon for creativity and community for the next generation.

Respectfully and hopeful,

- Brett Mikoll

--

Brett Mikoll
Oxford Pennant

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Brianna mile ADDRESS: _____
 DATE: 8/11 PHONE: _____
11-8-23 EMAIL: _____

*Any information provided on this form will be maintained in 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
Comments are due by November 10th, 2023.



From: Doug Miller < >
Sent: Tuesday, October 31, 2023 8:48 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: miller, Doug Address: Phone: Email:
Include on future project updates: NO Affiliation: Citizens United for No Traffic
Comment: This project is a colossal waste of resources. I have been in contact with the ghosts of people who died during the 2022 Christmas Blizzard. 40 souls have agreed to haunt the officials who push this ridiculous project. People literally froze to death on the streets and months later someone came up with scam to spend a billion dollars to "fix what ain't broke". Common sense will see politicians who support this out of office. Activists who support burying commuters are frauds. The premise of restoring Humboldt parkway is a joke. For who? For a WHITE neighborhood that was displaced 80 years ago. "Divided community" or "disenfranchised minority neighborhoods" is a god damn LIE. In the 1940-50s when the 33 was planned the black population of Buffalo was a fraction of what it is now. Redlining certainly prevented the 4-10% black residents in 1940-50 from owning houses on Humboldt parkway. Also see a map for streets that you can walk across the 33 = NOT divided. * this email was generated by kensingtonexpressway.dot.ny.gov

From: [Donald Miller](#)
To:
Date: Tuesday, October 31, 2023 8:03:33 AM

This project is a tremendous waste of taxpayers dollars. These fund could be better used to renovate and provide economic housing on the cities support arteries. Drive from downtown on William St., Broadway, Walden, Genesee and look at all the deserted buildings and properties. Consider housing like on Swan St.

Creating a tunnel is a waste and will do nothing for the people in the affected area.

D. Miller

From: Bob&Janice Miller < >
Sent: Wednesday, November 1, 2023 5:44:08 PM
To: >
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Miller, Robert

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: the cost of this is absurd. I can't imagine how much it will cost to maintain the project once completed. The kensington is a major route for entering in and out of the city. I find it hard to believe that it won't affect traffic while being under construction. I am not a genius but I do believe that anyone with common sense would say that this should never take place.

The skyway is a perfect example as to why this shouldn't be built. The cost to maintain it is a question and under review to have it torn down due to the expense to maintain it.

Please please, to all politicians involved, think about public safety, expense and inconvenience, before letting this project go through.

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

From: Doug Miller < >
Sent: Thursday, November 2, 2023 12:06:45 PM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Miller, Doug Address: Phone: Email:

Include on future project updates: YES Affiliation: city resident Comment: Please do some honest surveys on this project. Creating a comment portal, where activists can "stuff the comment box" is disingenuous. 100 thousand people use the Kensington every day. Getting a few hundred comments on a project is not an honest way to get input. Suggestions are an actual voter referendum or a billboard ON the Kensington directing drivers to comment. The anti highway groups are insulting the DOT all over blogs anyway. Why give them what they want?

https://www.buffalorising.com/2023/11/comment-period-extended-for-the-draft-design-report-environmental-assessment-for-the-nys-route-33-kensington-expressway-project/?utm_source=Website+Membership&utm_campaign=fde2786e40-BRo-Digest-Daily&utm_medium=email&utm_term=0_da563b88af-fde2786e40-117701901&mc_cid=fde2786e40&mc_eid=c02340351c * this email was generated by kensingtonexpressway.dot.ny.gov

From: Doug Miller

Sent: Friday, November 3, 2023 12:47:45 PM

To:

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

Name: Miller, Dick Address:

Phone

Email:

Include on future project updates: YES Affiliation: city resident Comment:

This whole effort is based on a bunch of assumptions, anecdotes and amounts to a colossal gamble. A gamble based on little evidence + science. Here are some premises "for" that are full of logical holes:

- "Traffic diverted to east side streets will increase business on east side" So forcing people into longer commutes is somehow going to inspire them to stop their cars and go shopping? At storefronts that do not exist yet? To buy what? Brick and mortar stores are being crushed by online sales. Malls are dying. Any chance proponents heard of a company called "Amazon"? Maybe people don't want to get out of their cars or even leave their house to shop? The assertion that holding drivers hostage on local streets will improve commerce on those streets totally comes from someone's rear end. It is speculation and or a fantasy.

- "The people want the highways torn down" The activist groups that compile the anti-expressway movement have small membership. GoBike, Olmstead conservancy, Parkside Community Association, Restore our Community = each have at most a few thousand members. The Scajacuada and Kensington Expressways have 135,000 drivers every day. No legitimate survey or referendum has been created to gauge "what the people want". Stuffing meetings and comment boxes with YOUR opinion doesn't certify YOUR world view. There are a hundred thousand residents who may disagree. The author cites anti-highway petitions 134 to 5800 signatures. Here is link to a [Change.org](https://www.change.org/p/ne...) petition with THIRTEEN THOUSAND SIGNATURES. Possibly the assertion that everyone wants what you want is egocentric + oblivious?

<https://www.change.org/p/ne...>

- "the 33 contributes to pollution" So you want to spread the pollution out into neighborhoods? Closing the highway is only displacing the pollution. In a way this is an attempt at environmental gentrification. The rich people near Delaware Park are whining so close the highway and push the noise and smog onto the poor people of the east side. Did proponents hear of a company called Tesla? The auto industry is slowly moving to electric vehicles. The State enacted legislation to go to zero emission vehicles by 2025. It will take a decade or more to build a tunnel. Possibly by then electric vehicles will drastically reduce (or eliminate) Kensington pollution.

- "White flight was because of highways" MANY social and economic factors led to people choosing the suburbs. Simplifying it to one reason is kind of uneducated. It discounts major contributors like jobs and crime. The logic is just a failure. Like a guy who was living on East Delevan before the 198/33 didn't wake up one day in 1966 and say "OMG now there's a highway i can drive my moving truck on. Off to Cheektowaga!" The streets you expect us to use when you close the highways existed before the highways were built. The expressway is like a river of cars. There were still streets or streams for people to drive + swim away BEFORE the highways.

- "the highway disenfranchises black neighborhoods" The east side was mostly WHITE up until the 1970s

and even into the 1980s. The black population grew and moved into the east side AFTER the expressways were built. The "highways are racist" flag was made up by white people to dupe black people into joining their cause. The Scjacula runs by Parkside where there are million dollar homes. The Kensington continues into Cheektowaga. Is the Kensington destroying Cheektowaga too? My guess is people living on East Delevan can give you 10 other things to spend a billion dollars on. Besides a tunnel. Example is the city snow emergency plan is to drop from over 40 snow plow vehicles to 33. Maybe we should spend some of that billion for snowplows? How many of the 35 city residents who froze to death during 2022 blizzard were black?

- "the highway separates neighborhoods" If you check a map there are 14 ways to walk over or under the Kensington. I don't understand how a neighborhood is 'disconnected' when you can just walk to the other part of it. Seriously, get on google maps. Count the ways you can walk across the 33. Activists talk about the Kensington like it is the Great Wall of China that traps people. But you can WALK across it : foot bridge Hickory to Mulberry, another foot bridge by 35 Peach street, Jefferson, foot bridge at Cayuga, High street, Best, West Parade ave, Northhampton, East Utica, East Ferry, East Delevan. For 198 to 33 you can cross at Kensington Ave, Main, and Parkside.

From: Miller Homeschool

Sent: Friday, November 10, 2023 12:42:36 PM

To:

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

Name: miller, Grace

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Restore the parkway, let the community truly be what it should be.

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

From: Margaret Milliron

Sent: Friday, November 10, 2023 9:26:50 AM

To:

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

Name: Milliron, Margaret

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation: Neighborhood resident

Comment: I'm very opposed to this futile project. It doesn't fulfill its object and is a waste of sorely needed funds.

Raise the 33 to an at grade roadway, slow it down to 40 mph and put in crosswalks. That would connect the neighborhood. There could be room for a beautiful, tree lined median. An asset instead on an eyesore.

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

From: on behalf of [Jeffrey Milliron](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Friday, November 10, 2023 1:06:37 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mr. Jeffrey Milliron

From: Nathan Miloszewski

Sent: Wednesday, October 25, 2023 12:15:09 PM

To:

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

Name: Miloszewski, Nathan

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment:

Fill in the Kensington Expressway - do not waste money on a cap that only lets cars continue to dominate our community. Restore Olmstead's parkway and reconnect Delaware and MLK Parks. All of the residents along Humboldt deserve relief from this mess that NYS created.

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

From: [Kasandra Miranda](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:42:26 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Kasandra Miranda

From: MITCHELL TODD E.

Sent: Monday, November 6, 2023 9:40 AM

To:

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

Name: Mitchell, Todd

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation: Private citizen

Comment: The DOT's plan to cap a third of the Kensington shows a dearth of imagination and questionable technical solutions. I do not trust the DOT's assurances that tunnel fans and wall coverings will deal effectively with the pollution. Illustrations of happy families picnicking in the middle of the cap surrounded by lush trees is just silly propaganda.

The DOT is stuck in 1950's transportation thinking, prioritizing cars and trucks and dismissing neighborhoods and pedestrians. This thinking produced the Kensington and Scajaquada Expressways in the first place. Fill in the Kensington! We drivers will cope just fine.

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

Confidentiality Notice: This electronic message and any attachments may contain confidential or privileged information and is intended only for the individual or entity identified above as the addressee. If you are not the addressee (or the employee or agent responsible to deliver it to the addressee), or if this message has been addressed to you in error, you are hereby notified that you may not copy, forward, disclose or use any part of this message or any attachments. Please notify the sender immediately by return e-mail or telephone and delete this message from your system.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Che Zahriah MHehen

DATE: 10/21/23 PHONE: _____

— ADDRESS: _____

— EMAIL: _____

*Any information provided on this form may become part of the project _____ 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
Comments are due by November 10th, 2023.



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Roman Moks
11/8/2023

From: Silvia Molina
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:25:15 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Silvia Molina

From: Moon, David

Sent: Thursday, November 9, 2023 9:04 AM

To:

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

Name: Moon, David

Address:

Phone

Email:

Include on future project updates: NO

Affiliation:

Comment: I'm opposed to the capping and in agreement w/ Olmstead Park conservancy.

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

This email message may contain legally privileged and/or confidential information. If you are not the intended recipient(s), or the employee or agent responsible for the delivery of this message to the intended recipient(s), you are hereby notified that any disclosure, copying, distribution, or use of this email message is prohibited. If you have received this message in error, please notify the sender immediately by e-mail and delete this email message from your computer. Thank you.

**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Robert Moore ADDRESS: _____
DATE: 10/21/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: [Joel Moore](#)
To: dot.sm.kensingtonexpressway
Subject: NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT Community Comments
Date: Thursday, November 9, 2023 10:39:22 AM
Attachments: [NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT.pdf](#)

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

Sent from my iPhone

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Rose M. Moore Affiliation (if applicable): _____
Address: _____ Date 11-9-23
Phone Number: _____ E-mail: N/A

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by **October 27th, 2023.**



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

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- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: RITA MOORE ADDRESS: _____
DATE: 10/25/23 PHONE: _____ EMAIL: _____

From: Candace Moppins

Sent: Friday, November 10, 2023 9:41:35 PM

To:

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

Name: Moppins, Candace

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am concerned about the air quality, the lack of compliance of the climate act and the absence of an environmental impact statement for this project. I do not believe that the current proposal is the best proposal for the community.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Trevor Morris](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:43:04 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Trevor Morris

From: Samuel Morris
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:24:31 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Samuel Morris

-----Original Message-----

From: Mark Mortenson < >
Sent: Tuesday, October 31, 2023 4:24 PM
To: Vaidya, Sanjyot S. (DOT)
Subject: Letter of Support to cover the Kensington Expressway

[You don't often get email from Learn why this is important at
<https://aka.ms/LearnAboutSenderIdentification>]

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

Your message is ready to be sent with the following file or link attachments:

Kensington Project

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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November 1, 2023

Ms. Sanjyot Vaidya
Regional Design Engineer
Department of Transportation, Region 5
100 Seneca Street
Buffalo, New York 14203

Dear Ms. Vaidya,

My name is Mark Mortenson, I am currently the President and CEO of the Buffalo and Erie County Botanical Gardens. My involvement with the ROCC began in 2008 while I was the President and CEO at the Buffalo Museum of Science. I was honored to be one of the founding members of the team and I learned a lot about the east side community from this amazing group of people including the late Lumon Ross.

What seems to be forgotten in the current discourse about covering the 33 is the WHY. This project first began for 2 main reasons: One, to prevent the ongoing health related impacts to the community caused by the emissions/fumes created by the traffic of the 33 and Two, to reunite a community that was literally split apart by the 33.

There have been numerous studies that the ROCC can resurrect about the health related impacts to the surrounding neighborhoods caused by the increased emissions created by the 33. With the help of the University at Buffalo School of Architecture under the guidance of Robert Shibley, there were many studies and models that were explored to ensure that the health impacts were reduced.

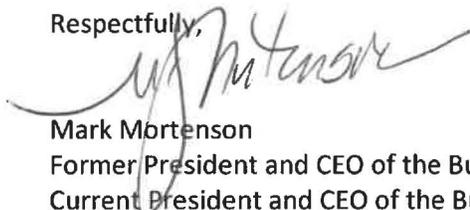
One option showed the 33 bring brought to an at grade boulevard. This option did not reduce the emissions impact it only brought it closer to the community and increased the negative health impact. In addition to the health impacts, the traffic going through the middle of the community would create additional safety concerns for pedestrians and would not succeed in reuniting the community. The recommended option achieve the goals of this project was to "cover" the current expressway.

The Department of Transportation has brought in many experts to study the cover option to ensure that the emissions are treated to eliminate the ongoing health impacts experienced by community members along the 33.

The Department of Transportation has also assured the neighbors that there will be no property that will be taken, unlike what happened when the 33 was installed. I know that the neighbors have expressed they are concerned about noise. Yes, that is a valid concern and I also believe that the Department of Transportation will minimize that disruption as much as possible.

What happened when the 33 was installed was a sin. A sin against the Olmsted Park and Parkway system, a sin against a City and most importantly a sin against the residents on the east side. It is finally time to eliminate this sin from our community and cover the 33 so we can begin the healing. It is hard to heal a community when you have a gaping hole in the middle.

Respectfully,



Mark Mortenson
Former President and CEO of the Buffalo Museum of Science
Current President and CEO of the Buffalo and Erie County Botanical Gardens

From: Patrick Moses

Sent: Thursday, October 26, 2023 11:49 AM

To:

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

Name: Moses, Patrick

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Born and raised in Buffalo.. I currently own a home in Buffalo and will return a the next few years.

Born and raised in Buffalo. I currently own a home in Buffalo and will return a the next few years. I believe capping the 33 is not the solution. With increased pollution concentration to certain locations etc. All have been discussed. Filling in and returning the parkway is the best choice.and return to public transit and light rail.

I believe capping the 33 is not the solution. With increased pollution concentration to certain locations etc. All have been discussed. Filling in and returning the parkway is the best choice.and return to public transit and light rail.

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

Patrick Moses

Council President

Borough of Brooklawn

301 Christiana St.

Brooklawn, NJ 08030

Cell# (856)298-7569

From: Stacy

Sent: Saturday, October 21, 2023 1:52:04 PM

To:

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

Name: Moss, Stacy

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Areas should be filled with beautiful, walkable green space. No more dividing of our communities by an express way. It also needs to be able to be accessible by bikes as well.

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

From: [Stacy](#)
To: dot.sm.kensingtonexpressway
Subject: 33 highway
Date: Saturday, October 21, 2023 1:49:49 PM

The area should b filled with beautiful green space,trees,access to get bk,n fourth,across the highway. No dividers that are not public walkable. The community no longer needs be divided

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sharon A. Moss Affiliation (if applicable): _____

Address: _____ Date 10-25-2023

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

*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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Roger Moss Affiliation (if applicable): YAVM

Address: _____ Date 11/8/2023

Phone Number: _____ E-mail _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Warner Mostillo Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



-----Original Message-----

From: Margo Moulin

Sent: Wednesday, October 25, 2023 8:01 PM

To:

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

Name: Moulin, Margo B

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo resident

Comment: Please restore the Olmsted Parkway instead of covering the 33. A covered roadway can't support the mature trees that this community lost. They deserve to have a roadway as beautiful as Chapin Parkway.

We are on the cusp of a transportation transformation. Won't rely on individual automobiles in a decade or two. We need more mass transit like European cities rely on. Fill in the ditch and save the citizens' money for improved mass transit solutions.

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November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

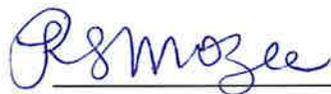
This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

 _____

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Yolando Mullen

From: [Todd Munson](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:50:01 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Todd Munson

From: [Todd Munson](#)
To:
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 30, 2023 4:00:31 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Todd Munson

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
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- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Amelia Merson ADDRESS: _____
 DATE: 11/9/23 PHONE: _____ EMAIL: _____

*Any information provided will be kept confidential and used for project record.

You may submit your comments by leaving this form in the comment box, by mail (see pre-addressed mailer on reverse side), or by e-mail to: kensingtonexpressway@dot.ny.gov
Comments are due by November 10th, 2023.



From: [Chris Murawski](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Project Environmental Assessment Public Comment Clean Air Coalition of WNY
Date: Wednesday, October 25, 2023 2:24:31 PM

To Whom It May Concern,

Please accept the following comments on the Kensington Expressway Project Environmental Assessment.

Chris Murawski
Clean Air Coalition of Western New York

- A.
The comment period should be extended. The comment period of 45 days is not sufficient for the highly technical information to be processed, discussed, and disseminated to the community and for the residents to make informed comments. We have a lot of experience in engaging the community in public comments for toxic cleanups such as Tonawanda Coke. The standard comment periods are not sufficient time for meaningful input. Particularly since there was only 30 days since the public hearing on 9/27/23 when many residents found out about the We request the comment period be extended to 90 days.
- B.
The NYS DOT should conduct a Full Environmental Impact Statement. A project of this scale within a Disadvantaged Community under the NYS Climate and Community Protection Act needs to have an in-depth environmental review beyond the scope of the Environmental Assessment currently presented. This review should include Air Quality monitoring and analysis (see detail below) as well as modeling and assurances of air quality safety during construction. The presence of asbestos in the retaining walls is of concern and the public safety from this hazardous substance should be further evaluated and more details given to the public. Concentrations of lead in the soil of the highway corridor should be investigated prior to construction.
- C.
Air Quality at Tunnel Ends: Clean Air is extremely concerned about the possibility of increased concentrated vehicular emissions at the tunnel ends. We would like to see further air monitoring conducted to better understand the current air quality conditions. NYSDEC is currently conducting mobile air monitoring in NY Disadvantaged Communities which covers that project boundaries. With a full environmental review this data could be used to assess current conditions as well for PM 2.5, Black Carbon, NO₂, NO, CO, VOC's and Ozone.

We acknowledge that the modeling conducted as part of the air quality study shows that the estimated levels of PM 2.5 for Annual and 24 hour average are predicted to be within the National Ambient Air Quality Standards (NAAQS). Erie County as a whole is in attainment of these standards. However when examining data on health disparities and pollution through USEPAs EJ Screen we find that residents within the project corridor are in the 90th percentile and above for Low Life Expectancy, Asthma, and Heart Disease nationally. Clearly attainment of the 2.5 PM NAAQS standard does not take into account the cumulative effect of many overlapping pollutants on residents' health. Many public health scientists such as the American Lung Association¹. According to a study by the Harvard School of Public Health², Black and low income Americans would benefit the most from stronger policies on air pollution. This is an overburdened community when it comes to pollution and absolute care must be taken that this project does not increase these burdens. We must go above and beyond the minimum standard in this case based on systemic issues which have caused

1. Lung Association Responds to Proposed Updates to National Particle Pollution Standards: EPA's Proposal Falls Far Short and Must Be Strengthened
<https://www.lung.org/media/press-releases/2023-pm-naaqs-proposal-statement>
2. Black Americans, low-income Americans may benefit most from stronger policies on air pollution <https://www.hsph.harvard.edu/news/press-releases/black-americans-low-income-americans-may-benefit-most-from-stronger-policies-on-air-pollution/>

--

Chris Murawski he/him
Executive Director
Clean Air Coalition of Western New York
Phone 716-852-3813 Extension 102
www.cacwny.org

We have moved! We are now located at 371 Delaware Ave, Buffalo, NY 14202

Book a 1-1 Meeting With Me [Here](#)

From: [Tracy Myles](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 7:55:18 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Tracy Myles

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dolores myler Affiliation (if applicable): _____

Address _____ Date 11-9-23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Solomon Myres Sr. Affiliation (if applicable): _____

Address: _____ Date 11-7-23

Phone Number: _____ E-mail: _____

COMMENTS*

This whole Route 33 should be filled in and the Traffic re-routed as it should have been originally.

The political decisions that brought this original project into being was a total political aggression and insult to the people directly impacted by it. This original project benefited mainly the Construction Builders and their political spokespeople it truly did not benefit the taxpayers and Citizens in that area. My thoughts go back to Ancestor Bill Gator He was truly demoralized to see the heavy earth movers - uproot the trees that beautifully lined Humboldt Pkwy.

***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
Comments are due by October 27th, 2023.

From: Eric Nagel

Sent: Tuesday, September 26, 2023 3:31:41 PM

To:

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

Name: Nagel, Eric

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Just fill it in. The expense of this project is absurd.

If the speed limit drops to 30 mph at the 198, as it does ON the 198, The 2.4 mile drive would go from 2-1/2 minutes to just 5 minutes. Our city does not need to be cut-up with 55 mph expressways. Look at what Humboldt Parkway used to be, with Frederick Law Olmsted's design. Buffalo needs green space, trees, and transportation options for everyone (mass transit, walking and bike paths).

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From: David Nardozzi

Sent: Thursday, November 9, 2023 1:14:49 PM

To:

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

Name: Nardozzi, David

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This proposed project is a Bandaid approach. The problems that this project is not going to fix the streets, rehab the homes, clean up the boarded up business districts, reduce crime, help the children succeed in life or help the seniors and homeless. There are many better ways to spend a billion dollars.

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From: [Ryan Naylor](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 3:51:51 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Ryan Naylor

-----Original Message-----

From: Rin

Sent: Friday, October 27, 2023 6:19 PM

To: Fischlein, Eric

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

Name: Neal, Arinna

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Hamlin Park Association

Comment: The money could be better spent in the community to create a green space environment along Humboldt. I remember how Humboldt was before the 33. The construction was messy and long.

The tunnel proposal should be evaluated based on the recent earthquake that shook houses at their foundation. Any earthquake that can cause a shift in a solid foundation, could create a deadly nightmare in a tunnel. San Francisco and Oakland found out the hard way.

Has the tunnel be evaluated for possible earthquake effects? How many people in the community have been actively involved in the decision making or comments? Less than a majority do not constitute community approval.

I am against the proposal to change the Kensington Expressway.

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From: [Dede Petri](#)
To: dot.sm.kensingtonexpressway
Cc: [Dede Petri](#)
Subject: Comments of the Olmsted Network
Date: Friday, November 10, 2023 5:23:44 PM
Attachments: [image001.png](#)

Reject the Kensington Highway Proposal Return Humboldt Parkway

Frederick Law Olmsted and partner Calvert Vaux created a system of parks and parkways in Buffalo, New York to benefit the ENTIRE community, earning Buffalo the moniker of “the best planned city in the world.” Key to the plan was Humboldt Parkway, connecting the city’s two largest parks (Delaware and Martin Luther King, Jr. (formerly known as Humboldt Park)) via a wide tree-lined boulevard.

One hundred years later, the intrusion of the 33-Kensington Expressway devastated Humboldt Parkway, dividing neighborhoods and prompting economic, social and cultural consequences, which haunt Buffalo to this day. In addition, the intrusion of the 198 Scajaquada Expressway tore apart Delaware Park, the “crown jewel” of the Olmsted Park and Parkway System in Buffalo, NY. Rather than the “best planned city in the world,” Buffalo became a city segregated by design, displacing thousands of African Americans.

Now sixty years later, thanks to the Governor and state and federal leaders, there is a real chance to right that wrong. There is an opportunity to pay respect to Olmsted’s parks and parkways, duly recognized on the National Register of Historic Places, by returning to the vision of a city united through greenspace.

The current plan for the 33-Kensington Expressway is neither a good design nor good use of funds. The proposed cap will “cover” a mere 4,500 feet of the expressway— at an immense per foot cost. It will do nothing to return Frederick Law Olmsted’s original parkway design. It won’t ensure beautiful allées of trees. It won’t significantly reduce heat and provide shade. It won’t stitch back the community. It will be just one more insulting “solution” inflicted on the residents of Buffalo’s East Side without real consultation or expertise.

State leaders, Federal Highway Administration and NYSDOT have ignored environmental and health impacts and are continuing the abusive behavior practiced in the 1960s when the 33-Kensington Expressway was imposed on Buffalo’s East Side. The proposed cap is not the solution for the neighborhoods around the 33; they deserve better and the residents of the entire City of Buffalo deserve better.

The 33-Kensington Expressway proposal is unacceptable and should be rejected. It’s time to return the Humboldt Parkway to its original grandeur.

When the city and state first began to revisit the designs of 198, community members opposed the solution by the NYSDOT, demanding a tree-lined boulevard that would reunite the cultural

assets in keeping with Olmsted's original plan. Ultimately the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) took over the planning process. As a result, after decades of hard-fought advocacy, these neighborhoods succeeded in identifying a safe and park-appropriate multi-modal roadway through Delaware Park. The same is needed for the 33-Kensington Expressway and the totality of these roads must be stitched back together - "One Road Now."

According to NYSDOT, there is just one solution for the 33-Kensington Expressway— a partial cap. But that should not be the end of the discussion. The cap will NOT restore Humboldt Parkway; it is just another temporary fix to a historic divide. Unless other options are explored, the same communities that have borne the brunt of racism, pollution and inequitable investment will be victimized once again.

One real option is creating a boulevard. Much like the 198 solution, a boulevard approach to the 33 would reunite the communities and come close to restoring the Humboldt Parkway. Rather than seriously studying this option, NYSDOT has summarily rejected it on the grounds that there is too much traffic on the 33.

However, in Milwaukee, WI, faced with a similar situation, the communities aren't taking no for an answer. Local leaders have told state officials that saving a few minutes of commute time should not take preference over restoring neighborhoods. They note that removing the freeway has the potential to connect the neighborhood, make the area more walkable and safer, while regaining more public space. In the neighboring state of Michigan, Governor Gretchen Whitmer has acted in much the same way— applying for federal funds to eliminate I-375, which divided downtown Detroit forty years ago to create an "[urban boulevard](#)."

It's understandable that many in the neighborhood have previously been willing to accept the cap design, having waited so long for some action. But desire for action should not get in the way of thoughtful and integrated solutions, particularly when so much money is involved. As the Conservancy has outlined, there is an urgent need for a cultural landscape report that documents what happened to Olmsted's Humboldt Parkway. Nor should NYSDOT and others be allowed to ignore what is now overwhelming community support for a ONE ROAD NOW solution, endorsed by our partner the Buffalo Olmsted Parks Conservancy.

Buffalo needs to rebuild ALL its infrastructure for a more equitable future. Returning the 33 to a boulevard can be an important step to achieve that goal. And it can be a way for the NY governor to show leadership in the cause of social justice.

It's time that the Governor and citizens demanded the same kind of ambitious planning that leaders demanded in Olmsted's time. By thinking at the scale of the problem and reimagining both of Buffalo's expressways, Buffalo can develop a holistic plan that will be economically and environmentally sensible, connect communities rather than separate them and be worthy of Buffalo's Olmsted heritage.

The Olmsted Network is the first and only national organization that champions Olmsted parks and places through advocacy, stewardship and education. Our network is international and includes Birkenhead Park, Central Park, Bok Tower Gardens, Prospect Park, Biltmore, Stanford University, the Emerald Necklace and the Village of Kohler. www.olmsted.org.

Anne “Dede” Neal Petri

President & CEO,

Olmsted Network

202.680.0396 (C) | petridede@olmsted.org

1101 30th Street NW, Suite 500

Washington, DC 20007



From: Tom Needell

Sent: Tuesday, October 24, 2023 1:47 PM

To:

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

Name: Needell, Tom

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Destroying Humboldt Parkway and its neighborhoods for the 33 was a massive mistake. Strikingly, this is nearly universally accepted -in an age when human beings can't agree that the earth is round.

The only true remedy is to simply reverse the mistake, bury the 33 and restore the Parkway. Thankfully, this is orders of magnitude cheaper than the current proposal to cap. It also happens to be faster, less of a disruption, and results in a healthier neighborhood. Imagine the things we could fix with the nearly \$1BN left over.

The city and it's neighborhoods don't deserve to be traffic sewers, and if moving high volumes of vehicle traffic is the goal, please reconsider the goal, and simply see what the successful moving of high volumes of traffic has gotten us -a disaster.

Please consider this once in a lifetime opportunity to have the courage to help mend the ignorant follies of the past and restore confidence in this State and region's ability to make the right planning decisions.

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From: Avery Nelson

Sent: Monday, November 6, 2023 7:37 PM

To:

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

Name: Nelson , Avery

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Grew Up at Humboldt Parkway

Comment: Bring back in the City of Buffalo, the look of the past with what "Was" with what can be built "Now". Built a lighted tunnel, with cameras, from Sisters of Charity Hospital to the Museum of Science. And, on top of this tunnel "Create" a Walkable Lighted "Greenway" with "Trees, Flowers & Beautiful Landscaping" from one end to the other.

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies with all CLCPA mandates**, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Nothan C. Neuman ADDRESS: _____
DATE: 10/16/23 PHONE: _____ EMAIL: _____

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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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Pastor Timothy Newkirk Affiliation (if applicable): _____

Address: _____ Date 11-10-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jamal Newton Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I don't want the covering

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Comments are due by October 27th, 2023.



From: Main

Sent: Wednesday, November 8, 2023 3:21:17 PM

To:

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

Name: Ng, Brandon

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I want a tunnel on the expressway please

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From: Justin Nguyen

Sent: Wednesday, November 8, 2023 3:16:45 PM

To:

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

Name: nguyen, justin

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: i would like the expressway to have a tunnel so life is a lot more convenient

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From: [Benjamin Nichols](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:38:58 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Benjamin Nichols

From: [Paul Nickson](#)
To: [dot.sm.kensingtonexpressway](#)
Subject: Public Comment - Kensington
Date: Friday, November 10, 2023 12:01:47 PM
Attachments: [DOT Comments ROCC Support .pdf](#)

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project - PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Dodge Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

This reclamation infrastructure project is at its core, restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautifying and reconnecting the surrounding neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Paul Nickson
Ballston Lake, NY

From: Eme Nieves < >
Sent: Monday, October 30, 2023 2:57:01 PM
To: >
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Nieves, Emere

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Humboldt Parkway Resident

Comment: This project needs to be stopped because it does not fix the social, environmental and economic injustices afflicting this community caused directly by the existence of this speedway. The entirety of the highway cutting through this section of the city should be permanently eradicated and filled in to restore the original design of the Humboldt Parkway. The highway pollutes the neighborhood with dangerous fumes along with deafening noise pollution. This is also the most dangerous stretch of the Kensington expressway, with lethal accidents happening throughout the year. This project proposed would perpetuate the lost generational wealth by maintaining reduced property values while simultaneously brewing chronic related illnesses among the community living around here. This proposed project would keep a predominantly black community poor and sick, the most thorough means to erode the paths to the American Dream. Stop prioritizing the exodus to suburbia. Rebuild Humboldt Parkway!!

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From: Philip Niles

Sent: Wednesday, November 8, 2023 10:05 AM

To:

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

Couldn't this magnitude of funding be put to better use elsewhere? Even if not administered locally, I am still in favor of NYS being fiscally responsible with its resources. We are all NYS residents.

From: [Higley Nobles](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Friday, October 27, 2023 4:38:13 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Higley Nobles

From:**Sent:** Friday, October 27, 2023 10:29 PM**To:****Subject:** [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: nocera, Carl

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation:

Comment: I believe that the Federal funding can and should be spent towards highways that need repair. This highway is not in distress. I know of many other bridges and roads that really need rebuilding. I travel over many miles of roads in WNY that need rebuilding, and some bridges that are crumbling, I do not know why this project is at such a high price, it has been reported 1 Billion dollars - is money that should go to some other location. Reported by area road engineers and county governments that the price tag for a fraction of their roads and bridges is over a Billion dollars. I would think that in the long term, a billion dollars would help some but not all of our needs. Not this project.

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From: Jill Norton

Sent: Friday, November 10, 2023 8:23:28 AM

To:

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

Name: Norton, Jill

Address

Phone:

Email:

Include on future project updates: YES

Affiliation: Citizen

Comment: Reconnecting these neighborhoods is long over due. They deserve a grand parkway that matches the beauty and utility of Lincoln or Bidwell Parkways. Get it done!

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Jill Norton

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From: Daniel Norton
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:34:44 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Daniel Norton

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Tina Nunez
Date: Saturday, November 4, 2023 8:11:22 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

I will not accept anything other than complete infill and a restored surface level parkway connector as Olmsted intended. I am a city resident, business owner, and homeowner. Our household owns cars, and we both drive and ride bikes for transportation.

This stupid highway divides our city, and cuts us off from accessing our childrens grandparents house practically by bike.

Outsiders do not get to tell us what we do with our community. If you want to build roads for suburbanites, do it in the suburbs.

This project could be done correctly for a fraction of the price, with money still left over to restore the Historic Delaware Park bridges that were buried with the fill from this obsolete and ill-conceived mistake.

Name

Tina Nunez

Email

Date

11/4/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: Tom Oakley

Sent: Thursday, October 26, 2023 10:03:41 PM

To: Fischlein, Eric

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

Name: Oakley, Thomas

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This project seems like a waste of money.

The Kensington was a mistake in the first place, but that was 70 years ago. The damage is already done, look forward, not backward.

I think there's dozens of more impactful ways of spending \$1 billion East Buffalo. Perhaps large scale housing development to give folks nice places to live, invest in local infrastructure across the entire neighborhood, reinvest in the neighborhood parks that are still there. \$1 billion for a largely symbolic 11 acre park over Kensington is ridiculous. MLK Park is 5x that size and, like all of the Olmsted parks, it could use a serious cash infusion to bring amenities to the residents. Id think you could invest \$20 million into MLK park and it'd be the envy of the entire region! Leaving you with \$900+ million to spend on other major East Buffalo improvements. The only thing this project will do with certainty is line the pockets of construction firms.

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From: [Alan Oberst](#)
To: dot.sm.kensingtonexpressway
Cc: [Alan Oberst](#)
Subject: Kensington Expressway Public Comments
Date: Friday, November 10, 2023 11:57:37 PM

Via email to Kensingtonexpressway@dot.ny.gov
Kensington Expressway Project Team
NYSDOT Region 5 100 Seneca Street
Buffalo, NY 14203
Re: Kensington Expressway Public Comments

Friday, November 10, 2023

Dear Kensington Expressway Project Team,

Thank you for the opportunity to comment on your proposed Kensington deck project, with which I have been engaged for some time.

I want to begin by stating that I am part of ROCC and my involvement in this project goes back to the UB study a decade ago, that I was invited to be involved in. I have a researcher appointment at the School of Architecture and Planning, and was invited to be involved by the professors who led the study. Although initially a skeptic, the study work convinced me that the concept of decking the Kensington was desirable and feasible. However, the concept we explored was substantively different from the project the DOT is currently proposing, a proposal that needs to be fundamentally reworked.

Without essential, fundamental rework, this project is fatally flawed and should not go ahead as currently proposed.

Further, it is clear that, especially given the fundamental change made in the summer to remove the ventilation that was a fundamental element in the conception of this project from the beginning, it is essential that a full environmental impact statement be required for this project, rather than just the environmental assessment.

There are several specific issues that need to be addressed with the current project and I would like to highlight the ones I think are most important:

Historic review

I have been one of the consulting parties in the Section 106 historic review, where many of the consulting parties, in particular the Buffalo Olmsted Parks Conservancy, have raised many significant issues. I won't raise them all here, but need to point out that one of the fundamental purposes of this project is the full restoration of Humboldt Parkway and also the northwest corner of MLK Park (formerly Humboldt Park) that was taken for the portion of the expressway that tails off from the former Humboldt Parkway alignment to the southwest. In other words, this project is, in fundamental part, a heritage landscape restoration project. Such

a project must, obviously, be informed by a properly prepared Cultural Landscape Report (CLR), and also in consultation with experts in heritage landscapes and those with relevant specific knowledge like the local Olmsted Parks Conservancy.

However, this project, as proposed, does not actually restore the heritage landscape. Not only that, it puts permanent barriers in place to ever being able to make that full restoration in the future. Among primary reasons for this failing are: 1) Despite having been told, in writing, by both ROCC and the Buffalo Olmsted Parks Conservancy in the summer of 2022 that a CLR was essential, the project team never had such a report prepared. 2) The project team has never consulted with experts in heritage landscapes and those with relevant specific knowledge like the local Olmsted Parks Conservancy.

Without being substantially reworked to properly restore the heritage landscape to the maximum extent possible, this project fails to meet one of its foundational imperatives as essential to the project as the imperative frequently cited by the NYSDOT of not impacting traffic flow/volume through the project site.

Failure to properly rework this project in this respect could open this project to lawsuits, which would almost certainly delay the project more than the time it would take to rework it properly.

Air quality

Air filtration and even air scrubbing was a fundamental conception of this project. Just months ago, the project team announced to stakeholders that they had decided to remove the filtration and ventilation planned for this project, and instead rely on vehicular air pressure, supplemented by jet fans when necessary, to push particulate pollutants and exhaust from the tunnel portals as "plumes." This decision was made without any consultation with stakeholders or the wider community; it was simply announced at a stakeholders meeting. Naturally, the community is very concerned about this change, especially since the project team acknowledges that the plumes will create pockets of worsened air quality from a project for which one of the fundamental conceptions and justifications was the improvement of air quality and a promise to put in place active measures to remove pollutants.

Failure to conduct a full Environmental Impact Statement (EIS) could open this project to lawsuits, which would almost certainly delay the project more than the time it would take to rework it properly. The NYCLU (which, along with its affiliate ACLU, has developed a legal practice specializing in urban expressways), in comments it has submitted, has documented several concerns that could potentially result in lawsuits filed against this project, making the potential of lawsuits far more than theoretical or speculative.

Future rapid transit in the Kensington corridor

The initial UB study a decade ago of the concept of decking the Kensington in this project area included the concept of using the Kensington corridor for future rail transit to the airport. In fact, one of the study's lead authors, Dr. Hiro Hata, has often said that he found that one of the most interesting aspects of the study. However, as was learned at the November 8, 2023 stakeholders meeting, the DOT acknowledged that the tunnel project, as currently planned, would not be wide enough to accommodate future rail transit in the corridor. Since a new rapid transit line would be incompatible with the heritage landscape that this project aims to create on the deck surface, it would have to be placed below grade in the tunnel.

But since the DOT acknowledges that their project plan does not even provide room that could be used for future rapid transit through the project site, the DOT, in effect, is acknowledging that they are knowingly creating an automotive-oriented transportation project that actually precludes the future use of the Kensington corridor for rapid transit to the airport. Not only is that profoundly bad planning, it almost certainly violates policies that have been put in place to assure sensible transportation planning that doesn't unduly provide for a single mode at the expense of others.

When asked why the project team made this decision, they acknowledged that they made it solely in consultation with NFTA, the regional transit agency. They did not consult GBNRTC, our regional transportation planning agency, project stakeholders, or even any transit advocacy organizations. In fact, I was told by a leader of GBNRTC that at the beginning of the Kensington project that their agency was advised by the DOT that their presence was not necessary.

Furthermore, the project team told the stakeholders group on November 8 that the NFTA did not, in fact, tell the DOT that the Kensington corridor was not a viable alternative for rail transit to the airport, but simply that they had no plans for that at the time. Yet that does not mean that the corridor might not be seriously considered in the future, and in fact it likely would. The way NFTA handles major capital projects on the scale of a Metro Rail extension is to focus on one project at a time. While NFTA officials and transit advocates alike would like to see an airport connection be the next major rail transit project after the current extension project to UB North Campus, the airport project simply hasn't been planned. Any such planning would naturally evaluate alternative routes, just like a highway project evaluates alternatives. And it is obvious that the Kensington corridor would be one of those alternatives considered.

To process this further, it is possible to do a simple planning analysis to show what the potential might be to use the Kensington corridor for rail transit to the airport. Because of a limited number of possible routes, an alternatives analysis would identify a half-dozen or fewer possible corridors. Of those, many of the alternatives would follow relatively isolated railroad corridors, with a substantial percentage of the route serving very few riders. Another, following Main Street to Williamsville, is not isolated but would pass through entirely upper-income areas. Only the Kensington corridor would serve populated, low-income neighborhoods along its entire route through the city, especially Kenfield-Langfield, and also major destinations like BNMC and ECMC.

In this basic analysis, also consider funding sources for new transit lines, most significantly from the FTA. What are the FTA criteria for evaluating new transit lines to fund? Largely aligned with the Kensington corridor: serving low-income, diverse communities and providing opportunities by better connecting people with jobs, goods, and services.

Even a basic, very preliminary evaluation of potential corridors for future rail transit to the airport shows that the Kensington corridor is not only a viable option, but in fact it may be the single best option for serving the largest number of people in areas that currently have relatively poor transit service, including the low-income, diverse communities that meet key FTA funding criteria. It would also serve the single biggest destination in the city without rapid-transit service: ECMC. And it would connect residents of Kenfield-Langfield with new opportunities for jobs downtown, at ECMC, and at the airport, where good living-wage, union, and civil-service jobs are available.

It is not only bad transportation planning and policy to create an auto-centric project that precludes future transportation in a healthier, more sustainable mode, but by precluding the potential to serve underserved communities and provide potential opportunities to low-income, diverse communities it is unethical and wrong to do so. Obviously building a new transit line is out of the scope of this project, but it is imperative that the project be replanned to either create dedicated space for future transit or at least not preclude future rail transit in the tunnel.

Path forward

This project needs to be paused both to allow preparation of a full EIS and also to rethink critical elements of this project. At the same time, the delay cannot be indefinite without endangering the funding committed to the East Side or creating the impression of a project that has fully gone off track. Also, in order to address some of the most commonly raised issues around this project, regarding its sense of disconnected planning, the pause must be used to get at least preliminary, conceptual planning work for the parts of the Kensington corridor north and south of the project area. We also need to take a closer, preliminary look at the potential to use the corridor for future rapid transit, to determine what changes to the deck and tunnel would accommodate, or at least not preclude, future rapid transit. We also need to begin conceptual planning for how to connect the Kensington project area with the Scajaquada project area, and address the questions of the Scajaquada Creek area and reconfiguring or removing the interchange.

Such a balance was achieved for the Scajaquada Expressway project, and we need the same wisdom, political will, and patience in this situation. As with the Scajaquada project, it is not clear that the DOT has what it takes institutionally to successfully navigate that process on its own. There will also need to be a great deal of planning work done in a very short, defined amount of time. It may be necessary to create a kind of high-functioning, mission-driven project advisory council to confidently navigate this project through the delay period and assure that we emerge from the delay period with everything in place to resume moving ahead confidently. Such a group might have to be chaired by someone like a Hal Morse, longtime director of GBNRTC and the successful navigator of the Region Central process, or someone like a Bob Shibley, who has more experience successfully managing large-scale planning initiatives than anyone else in the region.

It may also be essential to tap into the expertise and capacity uniquely available at the UB School of Architecture and Planning to get the kind of preliminary, conceptual planning needed to give us a base and roadmap for how we move forward with the current phase and next phases of restoring our communities, in accordance with the longtime vision of the Restore Our Community Coalition and, really, everyone.

A corridor of opportunity

Finally, I would suggest that the long-term vision that people want to see developed for the Kensington corridor at large take the form of a corridor of opportunity. A key element of that is to consider the impact of rapid transit in the Kensington corridor and its potential to transform communities and transportation in the broad area of the East Side that the Kensington corridor has contributed to devastating and tearing down but could contribute to strengthening and building back better. Another element would be to consider whether the vision many have recently espoused of "downgrading" the Kensington Expressway to a boulevard or parkway, and investing in the radial streets, could re-create a street grid that not only can handle traffic but restores a sense of hope to all of the East Side neighborhood that

the radials pass through -- a kind of "East Side Radials" program to complement the existing north-south "East Side Avenues" program.

This would be a vision to remake and uplift a major portion of the East Side, not just a small piece. A vision with something for everyone that everyone can get behind.

From: Sean O'Brien

Sent: Wednesday, November 8, 2023 5:36 PM

To:

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

Name: O'Brien, Sean

Address

Phone

Email: .

Include on future project updates: NO

Affiliation: Erie county resident

Comment: This sounds like an absolutely horrible use of \$1,000,000,000. There are many other needs that would have a far greater impact on the western New York area. I would imagine if residents were able to vote on this project it would be soundly defeated.

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

From: [Chris Oconnell](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 4:42:52 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Chris Oconnell

-----Original Message-----

From: Mary Odden < >

Sent: Monday, October 30, 2023 8:21 AM

To:

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

Name: Odden, Mary

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: University at Buffalo

Comment: Listen to the residents of Buffalo: FILL ON THE 33. Do not build the tunnel. Restore the parkway as it was intended. Reduce car dependency and design for public transport! Future generations (like myself) do not want and cannot afford to depend on car centric models of transportation. Restore Humboldt parkway at grade!

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From: [Alyssa Ognibene](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 4:48:15 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Alyssa Ognibene

From: [James Ojida](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:56:23 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
James Ojida

-----Original Message-----

From: Kathleen Ola <

Sent: Friday, October 27, 2023 6:41 PM

To:

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

Name: Ola, Kathleen

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I believe this project is a true waste of money. We do not need to fix things that are not broken. That amount of money could fix a lot of bridges and waterways. Ask each and every adult in the affected area and see what they would prefer - not the politicians or the environmentalists.

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Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Hank Olejniczak Affiliation (if applicable): _____

Address: _____ Date 10-19-23

Phone Number: _____ E-mail: _____

COMMENTS*

Instead of creating a tunnel the expressway should be filled in and the original infrastructure should be renovated. Any signals should be set to allow traffic flow at a controlled speed. Utilizing the best design city in America all of the spokes of the wheel, ie Broadway, Sycamore, Genesee, South Park, William etc, should be paved and the signals synchronized. This would allow for traffic entering and exiting the city to spread out thus reducing congestion and air pollution on Humboldt Hwy. This would also allow for increased opportunity for business to thrive on these spokes of the wheel.

In addition a rail commuter line should be created utilizing the existing track right of way that could start at the Central Terminal and continue to downtown thru Tonawanda with stops at the new Front Park along with potential stops at Rich Products with the potential to reach Niagara Falls at some future date. If the current belt line that cuts through the city was used most of the city would be connected to Metro Rail at Main St. The commuter line would eventually allow a direct connection to NY Ontario thus providing a link to the Ontario GO Train that connects to Toronto. Any information provided on this form may become part of the project file, which is a public record.

If this idea was utilized instead of the tunnel for \$ Billion you would connect the entire city with the potential of 15 million people in the Golden Horseshoe. 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
Comments are due by October 27th, 2023.



Department of
Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Hank Dlejniczak ADDRESS: _____
 DATE: 11/8/23 PHONE _____ EMAIL _____

**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
Comments are due by November 10th, 2023.



From: [Richard Oliver](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:47:03 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Richard Oliver

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: GREY Olma ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: [Friend Olsen](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Tuesday, October 24, 2023 3:33:11 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Friend Olsen

From: [Friend Olsen](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 4:52:13 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Friend Olsen

From: [michael.ondrusek](mailto:michael.ondrusek@dot.ny.gov)
To: [dot.sm.kensingtonexpressway](mailto:dot.sm.kensingtonexpressway@dot.ny.gov)
Cc: DOTExecSec@dot.gov
Subject: Buffalo Olmstead Parkway Rehabilitation Plans
Date: Wednesday, November 8, 2023 6:37:54 PM

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Buffalo is a beautiful city. Its people, its location, and its cultural heritage each make it so. It is no longer an industrial dynamo, but a cultural museum with the parks and architecture that are located all around us. The issue of the Kensington Expressway/Rte. 33 needs to be addressed with knowledge of and understanding for our heritage and environment. Toward this end, I strongly urge that Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires that federal agencies (including, as in this case, FHWA), consider the effects on historic properties of any project they carry out, assist, fund, permit, license, or approve throughout the country. The process allows the Advisory Council on Historic Preservation (ACHP), consulting parties, and the public the chance to weigh in on the project before a final decision is made.

Several groups concerned with the Kensington and its future and many motivated individual citizens request that the BOPC, along with Preservation Buffalo Niagara and the Buffalo Museum of Science, consulting parties in the Kensington Expressway Project, have voiced their disapproval of the proposed alternative (the so-called “cap”). As part of the National Environmental Protection Act (NEPA) regulatory process, which is intended to work together with Section 106, an Environmental Assessment (EA) of the project alternatives was undertaken and published, with comments originally due by October 27, and now extended to November 10. The EA process will conclude with either a Finding of No Significant Impact (FONSI) or a determination that an Environmental Impact Statement (EIS) – undertaken when significant cultural or environmental impacts are likely – is required. I am, and we are concerned that a FONSI will be the finding, given discussions that many have had with the NYSDOT officials at recent public hearings.

The groups and individuals support having an EIS undertaken, which would provide traffic and air quality studies; they also recommend that a Cultural Landscape Report (CLR) of the historic Humboldt Parkway be produced. The results of this detailed research and analysis would inform management decisions, appropriate treatment, potential adverse effects, stewardship, and other matters. BOPC and various other organizations and citizens have repeatedly requested a CLR of the project administrators, but this request has not been officially acknowledged.

I am asking you to support an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] a Cultural Landscape Report (CLR) be undertaken; and [3] full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway to its pre-war, pre-highway state.

Sincerely yours,

Michael Ondrusek

-----Original Message-----

From: John Ostroot

Sent: Monday, November 6, 2023 1:38 PM

To:

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

Name: Ostroot, John

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Periodic commuter to downtown Buffalo

Comment: After reading several articles about the project in the Buffalo News, I'm concerned that the continued traffic through the new tunnel will still have adverse environmental effects on the surrounding community. The exhaust fans will tend to concentrate the fumes at the tunnel end(s), and people downwind will suffer. There will undoubtedly be noise and some vibration transmitted up through the new cap from traffic in the tunnel, and limited soil depth would be a problem for future trees. I'd like to see the parkway undergo a full restoration (as close as possible) to its original state. With reduced worker demand downtown compared to decades ago when the Kensington was built, city streets and I-190 should be able to handle traffic load for commuters. Thank you.

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From: [Ann O'Sullivan](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:51:56 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Ann O'Sullivan

From: Kieran Osullivan
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:39:41 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Kieran Osullivan

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Les OWENS Affiliation (if applicable): _____
Date: 10/5/23
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

A tunnel would enhance the City of Buffalo.
Most cities have some type of tunnel etc
(Beautification)

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: R. Owens Affiliation (if applicable): _____

Address: _____ Date 10-9-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: Erkin Ozay

Sent: Thursday, October 26, 2023 5:25:48 PM

To: Fischlein, Eric

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

Name: Ozay, Erkin

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I favor removing the highway fully, as opposed to building a costly capping structure. Fill the cut of the expressway and restore the Olmsted Parkway that East Side Communities deserve—not the polluting exhaust infrastructure and speeding traffic toward downtown. It is time that we elevate the needs of pedestrians and bikers over car owners. Car ownership in the East Side is already low, why should they pay the price for the needs of suburban commuters?

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

Erkin Özay

Sent from my mobile

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From: [Christina Oztan](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Friday, November 10, 2023 11:27:05 AM

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

Dear Sir/Madam,

I am writing to oppose the current proposed Kensington Expressway Project.

I support a full restoration of Humboldt Parkway from MLK, Jr. Park to Delaware Park, that will connect the community, provide green space and improve air quality.

As someone who has several family members who reside on Humboldt Parkway, the current proposed project, which includes the creation of a tunnel, will negatively impact their homes and health and therefore I oppose the proposed project.

Sincerely,
Christina Oztan

From:
To: dot.sm.kensingtonexpressway
Subject: RE: Kensington Expressway Renovation.
Date: Friday, November 10, 2023 4:19:16 PM

If this project proceeds I, and many other members of the other three sections of Buffalo, West Side, North Buffalo and South Buffalo, will be correct in labeling New York State RACIST! This project is meant to satisfy the Liberal politicians who are doing this mainly to keep the Black vote democratic/liberal. If you are going to invest one billion dollars in Buffalo why not split the billion dollars four ways East Side, West Side, North Buffalo and South Buffalo. By the way these other three sections are also democratic/liberal. All sections of Buffalo could benefit from an investment of 250 million dollars rather than some ridiculous one billion dollars to improve the Black East Side Kensington Expressway renovation. This is as dumb as keeping one section of an EXPRESSWAY at 35 miles per hour due to an terrible accident many years ago. Put up a fence along the sections of the Expressway where that accident happened and let the Expressway be an Expressway once again, there I fixed one problem for you all ready. Now stop this Kensington Expressway project STUPIDITY!
Joel P.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dante Page Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



Dante Page



From: Pouya Pakkhesal

Sent: Friday, November 10, 2023 2:28:35 PM

To:

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

Name: pak, pouya

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: student at UB Architecture

Comment: This project, although good on paper, is actually more harmful to the community. This project essentially creates a pipe that exudes exhaust at schools, daycares, and the community itself. It will be a complete disaster and even worse for the neighborhood. Spend that \$1 billion elsewhere, fix the problem at its core instead of covering it up

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

Sent from my iPhone

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From: Charles Paladino
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:43:08 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Charles Paladino

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Adrian Palmer Affiliation (if applicable): _____

Address: _____ Date 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

We need the 33 for commute!

**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
Comments are due by October 27th, 2023.



From: [Sarah Palmer](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Wednesday, November 8, 2023 12:05:24 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Sarah Palmer

From: Frank Pannullo
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:54:13 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Frank Pannullo

From: Nancy J. Parisi

Sent: Tuesday, November 7, 2023 5:58:51 AM

To:

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

Name: Parisi, Nancy J.

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Lifelong Buffalo Resident

Comment: NYS DOT, please do a full environmental impact report and assessment. What I've read about the walls of the 33 containing asbestos is concerning.

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

This is a handheld message.

Nancy J. Parisi

Social Documentation Photography

A proud NYS-Certified Woman-Owned Business (WBE)

From: Michelina Pariso <

Sent: Friday, October 27, 2023 12:30:39 PM

To: >

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

Name: Pariso, Michelina

Address:

Phone:

Email:

Include on future project updates: Yes

Affiliation: buffalo resident

Comment: this is harmful to Buffalo as a whole, creating more pollution while doing nothing to help the residence of the surrounding areas. I will continue to watch how this plays out, as political action that goes against our best interest as a community will equate to this community resisting all who support these harmful policies & projects. please do the right thing for our community.

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

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Roger Johnson Affiliation (if applicable): _____

Address: _____ Date OCT 20, 2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

(Yes Please)

**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
Comments are due by October 27th, 2023.

From: Galietta Patrick
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:33:21 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Galietta Patrick

From: [Sarah Patrie](#)
To: dot.sm.kensingtonexpressway
Subject: NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
Date: Friday, October 20, 2023 12:18:45 PM
Attachments: [NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT.pdf](#)

Sarah H. Patrie, PE
Vice President, Transportation Services
AGC NYS
[10 Airline Drive, Suite 203](#)
[Albany, New York 12205](#)
518-769-9518 (M)
www.agcnys.org
*The New York State Chapter of the
Associated General Contractors of America*

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sarah Patric Affiliation (if applicable): AGC NYS
Address: 10 Airline Dr. Suite 203 Albany NY Date 10/20/23
Phone Number: (518) 769-9518 E-mail: spatne@agcnys.org

COMMENTS*

AGC is supportive of this transformative project,
the Kensington Expressway.

Improving traffic flow, reducing pollution
for future residents and making green
spaces with a walkable community make
a huge impact on the well being of
everyone; and creating infrastructure that will
last for generations.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Symonette Patten son Affiliation (if applicable): _____

Address _____ Date 10/19/23

Phone Number: _____ E-mail: _____

COMMENTS*
I don't want this project

If my property is damaged from
the blasting, how will I be
compensated.

Will water build up in the tunnels?

*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
Comments are due by October 27th, 2023.



From: Comment via East Side Parkways Coalition
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Joel Peacock
Date: Friday, November 10, 2023 4:06:09 PM

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

<https://feabega.r.af.d.sendib2.com/tr/op/o9kFJVlg2YR6ncanuoiyDZcshv95uIW18tDdTIqD_fLC9V5cD8C0kRd8EWILwymMukX247zFaGBFpyCjSNpNB3DqdWiyHqXZeMxv_S1orhs7bo5r1zDVEWmWocFCq__WudfinalGKpk-1WUdCNkLZnvddnTZdNYsH-nLiKM_gIX724hHh9VuKT2aBlg_XYMCDE_kbRXIzLB_4IFMCwfwkxHCxDWUqfG6t_hGdQJxg>

To the New York State Department of Transportation

- * I do NOT want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- * I do NOT want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- * I do NOT want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- * I do NOT want this expressway to cut through our neighborhoods—period!

- * I DO want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- * I DO want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- * I DO want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- * I DO want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

Why not leave the expressway as is, it has worked fine for many years. As long as New York State is going to invest a billion dollars in Buffalo why not split it up four ways, 250 million for the West, East, North and South sections of Buffalo. I am SURE we could all use improvements to our sections of the city! I truly believe if this project goes forward I will be correct in labeling New York State RACIST. New York State is only investing in the predominately black section of Buffalo (EAST Side) and turning it's back on the remaining three sections, West,South and North sections of Buffalo. STOP THIS STUPIDITY !

Name

Joel Peacock

Email

Date

11/10/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Tiffany Peary Affiliation (if applicable): _____
Date: 10/20/23
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

I don't want this to happen
to 33

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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

From: Maia Peck

Sent: Thursday, October 26, 2023 5:21:44 PM

To:

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

Name: Peck, Maia

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: NO CAP ON THE EXPRESSWAY! Return Kensington to a parkway with soil depth able to accommodate trees, pedestrian and bike friendly lanes, ample parkway space to create a sustainable neighborhood. Be more proactive in involving members of the surrounding community. Don't pollute the neighborhood - make it green/restore the Olmsted parkway design.

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Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: MAIA PECI ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may become part of the 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
Comments are due by November 10th, 2023.



From: Kirk Pelton
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:38:59 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Kirk Pelton

From: [Crystal Peoples-Stokes](#)
To: dot.sm.kensingtonexpressway
Subject: Public Comment Period Submission - P.I.N. 5512.52
Date: Friday, November 10, 2023 12:43:51 PM
Attachments: [ROCC - CPS - Public Comment Submission.pdf](#)

[You don't often get email from peoplesstokesc@nyassembly.gov. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hello,

Please see the attached letter of support for submission and inclusion for P.I.N. 5512.52's public comment period.

Crystal Peoples-Stokes
Assembly Majority Leader, 141st District
425 Michigan Ave., Suite 107
Buffalo, NY 14203
716-897-9714



**THE ASSEMBLY
STATE OF NEW YORK
ALBANY**

CRYSTAL D. PEOPLES-STOKES
141st Assembly District, City Of Buffalo

MAJORITY LEADER

November 9, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support Letter | ROCC/Covering the Rt. 33 Kensington Expressway Project - **PIN 5512.52**

Dear Commissioner Dominguez:

On behalf of the residents of the 141st Assembly District, I am writing to express my full support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This reclamation initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods and streets that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Dodge Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

The loss of Humboldt Parkway was tragic, but any decisions made now must be made in the context of our lived reality, which includes acknowledging the 70,000+ vehicles that use this route every day. If the expressway were to be removed tomorrow and fully filled in, those individuals would still need to find a way to their destinations, which would deposit them instead onto Buffalo's street grid. While originally designed to accommodate 500,000+ inhabitants, not cars, clogging the city with traffic and increasing pollution in countless neighborhoods from the addition of tens of thousands of cars, buses and trucks idling at stop signs and red lights is a non-starter. This is not environmental and social justice and does not meet the aims of this project. The goal of the Kensington Expressway Project is to build a tunnel from Dodge Street to Sidney Street on Humboldt Parkway. This will reduce noise and air pollution that impacts surrounding neighborhoods and does not resort to flooding the streets of Buffalo with cars that the current street grid and traffic system simply cannot absorb.

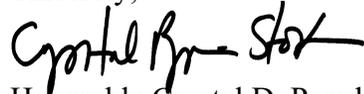
This \$1 billion construction project can create thousands of family-sustaining wages and jobs, with apprenticeship training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism. This is a once-in-a-generation opportunity to right a historical wrong and must not be squandered.

ALBANY OFFICE: Rm. 926 Legislative Office Bldg, Albany, NY 12248 * 518-455-5005
DISTRICT OFFICE: 425 Michigan Avenue, Suite 107 Buffalo, NY 14203 * 716-897-9714

This reclamation infrastructure project is at its core, restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety through implementing traffic calming measures and improving neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health, beautify and reconnect surrounding neighborhoods, improve transit safety and efficiency, and increase area property values. I thank you for the efforts that the NYS Department of Transportation have undertaken to help us reach this point and I look forward to continuing working with your agency, the community, and my colleagues in government to see this project through to fruition.

Sincerely,



Honorable Crystal D. Peoples-Stokes
Majority Leader, New York State Assembly
141st District

From: [Alfonso Perry](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 7:55:20 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Alfonso Perry

From: [Leo Perry](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:50:27 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Leo Perry

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

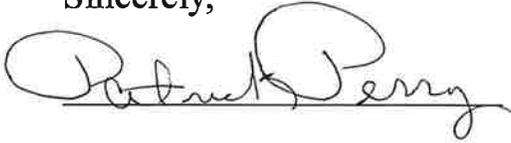
This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

A handwritten signature in cursive script that reads "Robert Perry". The signature is written in black ink and is positioned above a horizontal line.

11-8-2023

From: [Lorna Peterson](#)
To:
Subject: Completely restore Humboldt Pkwy
Date: Friday, October 27, 2023 1:22:44 PM
Attachments: [Kensington Expwy Olmsted Conservancy rips plan 102723 A1 653aec53a4545.pdf](#)
[Kensington Expwy Olmsted rips plan 102723 A4 653aec56bb4b8.pdf](#)

Give us back all of Humboldt Pkwy. A tunnel and a patch of grass is an insult. Olmsted's masterpiece was destroyed for suburban commuters. Money was no object to demolish homes, destroy communities, and ruin Olmsted's masterpiece. Now it can be fixed and we are offered a cheap, insufficient patch job. Go back to the drawing board please. Your plan is not good enough. And thank goodness the Buffalo Olmsted Parks Conservancy had the good sense to tell you so. Please restore the complete parkway system! Thank you for extending the comment period.

First Name *

Lorna

Last Name *

Peterson

Address

City

State

Zip

Phone Number

Email *

Click here if you want to be included on future project updates

Affiliation

Linwood Historic District

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Michael Peterson Affiliation (if applicable): _____

Address: _____ Date 11/08/23

Phone Number _____ E-mail _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: Kim Phelan
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:52:24 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Kim Phelan

From: [Leroy Phillip](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 6:16:22 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Leroy Phillip

From: Sean Piazza

Sent: Tuesday, October 24, 2023 5:50:05 PM

To:

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

Name: Piazza, Sean

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: While changes are desperately needed to the freeway - a major mistake in Buffalo - the current plan fails on two fronts.

First, it doesn't respect the design of Olmsted's Humboldt Parkway, and misses an opportunity to fill in a signature boulevard that would enrich the lives of those on, or near, Humboldt Parkway.

Second, it is an expensive band aid, and does little to minimize environmental impacts the Kensington has inflicted upon neighborhoods across generations. This should be an opportunity to connect the city door-to-door with the airport / I90 with public transit (metro rail).

Both would increase the value of homes owned by those directly impacted by this expressway, to whom a great debt is owed by our government.

With the Infrastructure Act, IRA and other federal interventions, crafted with a dedication to fighting racism & environmental impact as part of both, there must be something more transformative that can come of this.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205



Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

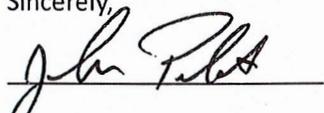
I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls ~~have reached the end of their lifespan~~. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



TOWN OF LANCASTER Highway superintendent
525 Parkman Rd
LANCASTER, NY 14086

From: [Alok Pinto](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway public comment
Date: Wednesday, October 25, 2023 12:49:24 PM

I grew up in WNY, and like many who grew up here in the 80s and 90s, and had the opportunity, left for college and to start my career. I've been back, living in Buffalo, for about a decade. Very little has changed. In the almost 40 years since my family first moved to this city, there have been 3 mayors, and zero progress on most major infrastructure needs in the city of Buffalo itself.

When I look at a project like this, I have to ask: what is the goal of the project? Well, that's simple enough to outline, the DOT has provided it in the Project Scoping Report from Dec '22: "The purpose of the Project is to reconnect the community surrounding the defined transportation corridor and improve the compatibility of the corridor with the adjacent land uses, while addressing the geometric, infrastructure, and multi-modal needs within the corridor in its current location." This is just a fancy way of saying you want to right the historical wrong that was the building of the 33 in the first place - but you want to do it without sacrificing the commute and traffic concerns of suburbanites. You further laid out 4 objectives to achieve this, I'll focus on the first two: 1) to "Reconnect the surrounding community by creating continuous greenspace to enhance the visual and aesthetic environment of the transportation corridor," and 2) "Maintain the vehicular capacity of the existing transportation corridor." These are not two objectives in line with each other. In fact, the second goal, to "maintain vehicular capacity" is a direct limit on the primary goal. I say primary goal because the second objective is not, and should not be a goal of this project: if the main goal was to maintain vehicular traffic - we would simply do nothing, and leave the 33 as it is. **As such, any change to the 33 is about achieving the restorative justice of correcting the initial wrong of building this highway in the first place.** This secondary limit has narrowed the scope of this project from the outset, and belies a serious lack of vision and leadership. It compares concerns about traffic in a city with minimal traffic problems and finds them equally valid to the socio-economic and environmental health problems caused to the East Side, which is morally repugnant. This second "objective" only exists to dismiss concerns about why this project doesn't go far enough. In fact, if you look at the public comments from last year's info session, and the DOT's responses, it is that second objective which is continuously used to reject the majority of comments, including my own - which called for the full removal of the 33. No one has asked why this goal exists. When I was here last year for the public information session, 10 options were "available," but the presentation and concepts on display all ignored the 10th, full removal - all in the name of traffic concerns. This of course ignores that highways across the country, including

in our neighbor city of Rochester, have been removed and proven to be traffic calming measures, and better for neighborhoods. Traffic in Buffalo is already a miniscule problem, as anyone who has lived in other cities could testify. In the 16 years where I was gone from Buffalo I lived in places like Boston, NYC, and Baltimore, which have real traffic concerns. I lived in Boston during the Big Dig, a project similar in idea to this, but much larger in scope, which went over budget by billions and over-schedule by years - but at least that project truly buried the I-90 and I-95 so real greenspaces and neighborhoods could be restored above them. Such a partial-measure here in Buffalo has no hope of achieving the primary goal of this project. Removing the 33 not only potentially calms traffic, but could lower car use, and increase demand for public transportation, expanded and more safe bike and pedestrian conveniences, and other priorities the city needs to focus on. Furthermore, the proposed solution of this project, as it stands, offers worse air quality at the ends of each cap, and NYDOT has claimed it needs to do nothing because it meets outdated EPA standards. It offers no air scrubbing, and instead relies on maintained specialized paint jobs at each end of the cap to absorb pollutants, and an eventual hope we transition to more electric vehicles. If any of you knew how horrible the city of Buffalo was at maintaining anything, you would know this is not a good solution. As far as I remember, the support offered by previous community groups was contingent on that air filtration, as their main concern has been the air quality leading to negative health outcomes along Humboldt Parkway - which, btw, also meet the EPA's failing and outdated standards.

There is, however, a larger issue at hand, and it may be beyond the duty of the DOT itself, and reflects a lack of leadership among local policy makers and executives. It is essentially a moral question: why must we compromise justice with concerns about inconvenience? Why must the East Side compromise in rectifying this wrong for the commuting concerns of suburbanites who rarely give a thought, let alone a penny, for this community? How much longer can the commute be? How can that compare to environmental and socio-economic justice for the East Side? Why are they considered equal concerns? To compromise a righteous idea with a wrong-headed one leads to a lack of justice. This is not an incremental progress issue. The building of this highway has been considered a generational mistake - to keep it would be a second, one our children and grandchildren will continue to pay for. Some of the folks I've talked to about this issue have said "we can't do anything about this, this project is going to happen, so complaining about it is ineffective or even harmful if it stops the project." Normally, I'm all for taking small steps - in Buffalo nothing happens fast. But I disagree that stopping this project would be harmful, because this very project threatens further progress. This is a huge step, a billion dollars, and doing this project will allow the state of NY to wash their hands of the issue for another 50 years until our grandkids are in front of your successors asking once again for you to remove this highway. Once the cap is built, and one billion dollars spent, no one will entertain the idea of reversing it seriously for generations.

If this is truly the city of Good Neighbors, It would be hypocritical for our suburban neighbors to demand their convenience be placed in balance with the social, environmental, and economic restoration of the East Side. This may have been a job for our local representatives to have raised earlier - but as usual, they have failed. While perhaps our local State Reps, Senators and County officials serve a wider constituency, they once again choose to favor the wealthy over the working class. And in the city itself, neither the mayor nor any members of the Common Council have advocated for full removal. From the outset, it is our leaders who should not have been so callous in accepting these compromises without any pushback. But of course, we know why they didn't - a billion dollars of construction contracts are at stake for their big developer friends and patrons. It is interesting to me that these politicians are rarely seen at events like this, but came out in force during a private (but televised) event with Secretary Buttegeig of the Department of Transportation. We deserve better from them. But we can no longer wait for them to do their job.

At this point, I'd like to ask the question to any residents of the East Side concerned about this project. I know there has been sentiment in your community to get something done on this issue. Some of this community's elders have been working on this issue for literally decades, and there is a fear that if the East Side doesn't go along with what the powers-that-be want (which include our wealthy suburban neighbors), nothing will happen, that suburban counterparts will gum up the process and ultimately destroy it. When I said earlier that I grew up in WNY, I should expand on that: I grew up a brown immigrant kid, in Tonawanda, and then Amherst, two of the Northtowns suburbs that the 33 serves. I can understand the hesitancy to speak out against former sundown towns like the Town of Tonawanda. When I went to high school in the city, my school bus rolled right down the 33, and the 33 achieved its purpose: I was shuffled right by the East Side without having to think or concern myself about it at all. That is its purpose. To allow Northtowns suburbanites to ignore and bypass the East Side, just like the City itself has done for decades. And let's be clear: the 33 serves the needs of the suburbs, not the residents of the city itself. **If the East Side wants full removal, and the restoration of Humboldt Parkway, that's what should happen, without compromise.** The desire for an easier commute pales in comparison. For 1/10th of the cost, and a fraction of the time, the 33 can be removed. That other 9/10ths of a billion dollars can and should be used for the reinforcement of other arteries into the city, including the East Side, revitalizing city neighborhoods and businesses with integrated bike and foot traffic, and ending the blight that this highway has been on the community for 65 years. If the citizens of Tonawanda, Cheektowaga, Amherst, etc, want to raise a fuss about a proposed removal, I will stand with you, as their former neighbor, in their Council meetings, to remind them that a good neighbor is not an abusive neighbor. If they would continually use their #OneBuffalo and #JeffersonAveStrong hashtags, they need to be reminded that this project is not about their wants, but what the East Side needs. The East Side must no longer be ignored. The 33 should be fully removed, and Humboldt Parkway should be restored to the vision of Frederick Olmstead. That is the only just solution this project can offer.

Alok Pinto
Buffalo, NY

From: Lorraine Pixley

Sent: Thursday, October 26, 2023 9:57 AM

To:

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

Name: Pixley, Lorraine

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This project would be good for the community as a whole. It would also help neighboring communities that have been neglected and are in need of revitalization.

From: [John Placek](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 4:54:37 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
John Placek

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Andrew Pleasant Affiliation (if applicable): _____

Address: _____ Date 10/19/23

Phone Number: _____ E-mail: _____

COMMENTS*

As much as I appreciate the concern/incentive to revitalize
huntsfield park, this project has not clearly explained ~~to~~
how it is capable of costing 1 billion dollars.
Based on the square footage of the affected area,
cost of materials, and cost of labor, ~~it~~ it is
not possible to exceed \$700 million dollars even
with the most extreme cost margins.

Furthermore, I just don't understand why the state
cannot directly use the money to be on top
of the incoming climate changes this winter.

Especially since the city only received \$15 million
in 2022, but was able to repave a significant
amount of roads.

I implore you to provide an itemized doc explaining
exactly what is being paid for to establish community
trust.

**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
Comments are due by October 27th, 2023.

From: [Megan Pliscofsky](#)
To:
Cc:
Subject: Comments in SUPPORT of Kensington Expressway Project
Date: Wednesday, November 1, 2023 3:37:59 PM
Attachments: [Kensington Comments .pdf](#)

Good afternoon,

Please see the attached Comments in SUPPORT of Kensington Expressway Project from the NYS Building & Construction Trades Council.

Thank you.

Megan Pliscofsky

NYS Building & Construction Trades Council

113 State Street - 1st Floor

Albany, NY 12207

518-435-9108

www.nysbctc.org



**NEW YORK STATE
BUILDING AND CONSTRUCTION TRADES COUNCIL**

AFFILIATED WITH NORTH AMERICA'S BUILDING TRADES UNIONS - AFL-CIO
113 State Street, First Floor, Albany, NY 12207 • Phone 518/435-9108 • Fax 518/435-9204

Gary LaBarbera, President

Albert Catalano, Secretary-Treasurer

Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203
Email: Kensingtonexpressway@dot.ny.gov

RE: Comments in SUPPORT of Kensington Expressway Project

To whom it concerns:

I write on behalf of the New York State Building and Construction Trades Council (“NYSBCTC”). Our organization includes 14 local building trades councils, 12 district councils and state associations, and 135 local unions representing over 200,000 unionized construction workers throughout the State of New York.

The NYSBCTC is in strong support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come. With the assurance of a project labor agreement, the local trades will be able to provide meaningful workforce development and create job opportunities in the community through the use of pre-apprenticeship and apprenticeship programs.

Once the project is completed, the positive economic impact will extend beyond the construction duration, revitalizing the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

We look forward to working with the State, local leaders and the community in maximizing the benefits associated with this project. We urge you to move this significant economic development endeavor forward. Thank you for the opportunity to provide these comments and we are eager to work with you on making this project a reality.

Sincerely,

Gary LaBarbera
President

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sharon Pompey Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Lucretia Pooty Affiliation (if applicable): _____

Address: _____ Date 12/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Laquena Portis Affiliation (if applicable): _____

Address: _____ Date 11/7/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

-----Original Message-----

From: Larry Powenski < >

Sent: Saturday, October 28, 2023 6:19 AM

To: >

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

Name: Powenski, Larry
Address:

Phone:
Email:

Include on future project updates: NO
Affiliation:
Comment: I believe it is huge waste of money that can allocated elsewhere. Specifically the number of bridges throughout our area that are in desperate need of repair or replacement.

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

Sent from my iPad

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Brent Powless](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:44:43 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Brent Powless

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Judson Price Affiliation (if applicable): BROMEOS

Address: _____ Date 11/1/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

I support this project - if it contains a system to clean the gas exhaust.

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

PUBLIC HEARING

SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Willie A Price Affiliation (if applicable): Housing + Sports

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

I believe there needs to be special attention made to not displacing our seniors from their homes

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

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Comments are due by **October 27th, 2023.**



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

PUBLIC HEARING

SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Anthony Price Affiliation (if applicable): Housing

Address: _____ Date _____

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From:
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project - Public Comment
Date: Friday, November 10, 2023 2:10:39 PM
Attachments: [Kensington Expy NYS RT 33 Project - Public Comment 11-10-23.pdf](#)

Dear NYSDOT Kensington Expressway Project Team:

Please see the attached Public Comment letter to your proposed Tunnel Project.

Thank you,

John Q. Public

November 10, 2023

Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

Re: PIN 5512.52, NYS Route 33, Kensington Expressway Project, City of Buffalo, Erie County, New York
(a.k.a. THE BILLION DOLLAR BOON DOGGLE PROJECT)
Public Comments

Dear Kensington Expressway Project Team:

Who's brilliant idea was this to start & fund this project before asking the citizens of New York State if they wanted to waste a Billion taxpayer dollars on this irresponsible project? Instead of having the citizens of our state to decide on two (2) innocuous referendums about extending credit to per the state constitution (our freaking state legislator could make this decision without our input), WE THE PEOPLE of New York State were denied the opportunity to vote on a referendum to decide if WE want to spend a Billion dollars of OUR tax dollars on this or any other project with such a huge cost to the taxpayers. The decision to go forward with this project is NOT to be made by the Governor of the State, the NYS Legislature, the NYSDOT or the Federal DOT without the citizens of this state. And don't blow smoke up our collective butts saying, "Oh we had public hearings and we listened to the public on what they want". This is so much BS and the NYSDOT knows it all too well by how they calculatingly announce the public hearings very close to the meeting dates AND the times of the meetings were schedule during the business day & work hours. These two factors are specifically designed to limit the working citizenry from rallying and attending the public hearings and to limit any large contingent of citizens from attending these meetings. This practice specifically limits a large number of negative comments by the public to this and all other NYSDOT projects. You must really think "We the Public are stupid deplorables" to continuing to set public meetings up in this manner. Currently, we are helpless to do anything about this. If we only had time to stop working everyday to provide for our families to attend the public meetings or to write a letter to the NYS Legislature to BEG them to write a law supporting the public in these matters. Wow, what are the odds that will happen in my lifetime, if ever. I won't hold my breath because I will probably be dead IF that would EVER happen. We the public are not receiving fair treatment from the NYSDOT. This is like games at the Erie County Fair, good luck chuck, they are rigged making it difficult to win, but in the case of the NYSDOT it is impossible to win! This is really funny me thinking that this letter to you will make any difference whatsoever in stopping this enormous waste of taxpayer dollars, because by law you must hold public meetings, you have to listen to us, but you will not seriously consider canceling a project. I do not know if any NYSDOT projects that were cancelled due to the public's outcry to stop them. Please enlighten me if I am incorrect.

So, on the face of it, this project lacks fairness and does NOT treat all New York citizens equally. Okay, the project concept is the make up for the "Sins of our Father's" who split these neighborhoods in two 70 years ago in this specific area only. The NYSDOT will mend a two small neighborhood back together. You know the people in these two neighborhood have been waiting some 70 years for this to happen and they cannot wait until you mend their neighborhoods back together again, then can join hands and sing Kumbaya! I have a news flash for you, um, like NO, they are not! They have either moved away or have died away to the point where this "Old Community" no longer exists! Are you kidding? This project is preposterous and has no merit! The NYSDOT compiled a super sweet, 347 page Transportation Project Report, Draft Design Report Environmental Assessment studying every aspect of this project, and spent (already wasted) a million dollars (plus I think) and employed an army of consultants to make this very professional document to say what they want to win over the public support for this project.

Now to be fair to ALL the citizens of New York State, you need to create Draft Design Project Reports for new projects like this one to mend all other “Communities” back together on the rest of NYS Rt 33 Kensington Expressway, and the entire length of the NYS Thruway and any other expressways that split communities when these highways were built. I understand the NYSDOT has no jurisdiction over the NYS Thruway, but you get my point I’m making.

The Taxpaying Citizenry of New State charges that the NYSDOT does not have a rational justification to spend a billion taxpayer dollars to mend two small communities’ back together. This project is an irresponsible waste of taxpayer dollars with no real tangible benefit to the “Community” or the Citizens of New York State, this Project must be CANCELLED.

Cordially,

John Q. Public
Taxpaying Citizen of New York State

From: [Michael Puma](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project Comments
Date: Friday, November 10, 2023 9:16:37 PM

To Whom it May Concern,

I am a homeowner and small business owner in the Hamlin Park neighborhood, writing regarding the proposed cap for the Kensington Expressway proposal.

Very early into the process, I started attending some of the first meetings at the Buffalo Science Museum with the small group that started this initiative when Clark Eaton was still alive. Clark was a long time Hamlin Park resident and advocate, who had been pushing to address the Expressway for decades, advocating for investment in Jefferson Avenue since the late 1960s, and so many other worthwhile causes for the community.

I have a great amount of respect and admiration for so many of the people involved in bringing this project forward to a place where it may be a reality. Stephanie Barber-Geter is someone I look up to as a great community organizer and leader. She has been instrumental in keeping Hamlin Park safe, stable, and beautiful, building on the legacy of other leaders in the neighborhood before her. There doesn't seem to be a single important initiative or movement for Hamlin Park and the greater east side that she hasn't tirelessly advocated for over the years, she is truly one of a kind and we're so lucky to have her.

That's why with all the respect and admiration I have for the leaders who have taken this project this far, it is difficult to write in strong opposition to it as currently envisioned.

Nothing but the removal of the expressway and a true restoration of Olmsted's grandest parkway in Buffalo will be acceptable. The cap is nothing more than a partial aesthetic fix, not addressing the underlying damage the expressway has done to the surrounding communities since its inception. Given the ever shifting priorities of changing administrations and the location of Scajaquada Creek, I don't think anyone truly believes we'll ever see another phase of the cap to put more of the parkway back beyond what is proposed.

Suburban commuters who utilize the expressway and don't live within the City of Buffalo do not "pay the true cost" of what that expressway has done to these neighborhoods and people. The Kensington Expressway is a large part of what made it easier for the city to clear out and for rampant suburbanization and sprawl to continue to this day.

The negative health ramifications of adjacency to the highway with fine particulate matter pollution are well known, especially to those who live directly on the expressway where respiratory illness and cancer is prevalent among most households. Look no further than the previous studies done in the neighborhoods here or even the great research done about the fine particulate matter pollution in the neighborhoods adjacent to the I-190 and Peace Bridge.

Removal of the parkway for the expressway has eroded millions of dollars in home equity and value. Home values are the main drivers for long term family wealth and the expressway has carved out so much unrealized value for far too many families during its existence. Look no further than comparably sized and detailed homes on the other parkways within Buffalo. So many of them are equivalent to those along the former parkway and within the surrounding neighborhoods, but the expressway has, and continues, to drive down true value.

It's well documented that black households have been unable to accumulate generational wealth at the same rate that white households in our country's history because of a number of racially motivated policies and restrictions. Given that most of the neighborhoods around the expressway are black, including Hamlin Park, the expressway is yet another hurdle to try and close this gap. Its continued existence is unacceptable for so many reasons, but there is a larger racial and economic justice component to this that must be considered.

A speedy commute is not a guaranteed right, especially at the expense of others. The perpetuation making it easier for those who do not live in these neighborhoods, nor the city itself, at our expense must stop. Given the changes since Covid with so many more people working from home, that needs to be taken into consideration for why we should even still have the expressway. The downtown office market continues to reel from the shift to working at home, with no sign of changing any time soon. Who are we even preserving this outdated expressway for at this point?

The economic benefits being touted here are being oversold. If commuters can continue to bypass the neighborhoods and their commercial corridors with the cap approach, we're not going to see a renewed Jefferson, Fillmore, etc. There will likely be some value added for the homes that will be on the small portion that gets the cap, but other than that the extent of positive economic impact being pitched is disingenuous. Just because one-third of the expressway would be capped with a sad facsimile of Olmsted's original vision for Humboldt Parkway does not mean we'll see massive reinvestment rippling through and beyond the neighborhoods.

If there are more daily trips made on these once thriving, but now struggling commercial strips, the likelihood of economic activity and storefront revitalization increases far more than what just the cap can do. While it may be counterintuitive to an agency like the NYSDOT, traffic does not have to be a bad thing. More commuters through commercial corridors greatly increases the chance of planned or spontaneous stops to shop and put money back into the immediate community and

businesses.

Buffalo is a city built and planned for over a million people, but our city only has a third of that population. While the population of Buffalo never hit the million mark, it's still here, but just sprawled further out. Erie County has averaged around 1.3 million people, including the city, for the better part of the expressway's existence.

The road infrastructure to support a million people existing within the city limits, specifically Ellicott's radial plan, remains largely intact and should be utilized. Strategic reinvestment in the radial streets to serve as a multitude of alternative routes into the core of the city in conjunction with mass transit improvements can help alleviate the loss of the expressway. The potential economic spin off of reinvestment in commercial activity on the radial streets and surrounding neighborhoods cannot be ignored as a viable option here.

To quote an article about the history of the Expressway from 2010, "Sixty-two years ago, William Gallancy, an associate engineer with New York State's Department of Public Works, told a standing-room-only crowd at St. James Evangelical and Reformed Church on High Street that the Kensington Expressway was the best solution to East Buffalo's problems.

Traffic congestion on the neighborhood's thoroughfares was bad and getting worse, he explained. "Gallancy said 70,000 vehicles a day cram that section's main arteries—Main, Kensington, Genesee, Bailey and Walden," according to a Buffalo News account of the meeting. "And, he added, the growth of suburbs and congestion of traffic continues to increase at a tremendous rate."

Pre-Covid, the DOT ironically mentioned that the Kensington on average carries 70,000 vehicles daily. Now imagine people using the gift that Joseph Ellicott gave us with the radial streets and other routes. Traffic on these streets doesn't have to be bad, in fact it can be a huge boon. More traffic in commercial corridors increases the convenience of people stopping for things they need in their daily course of living. The cap option just allows the same cars to bypass the commercial districts the Kensington helped to ruin.

It's also well documented that when major roads like the Kensington Expressway are removed, people find alternative means of getting to their destination without Carmageddon happening. One-third of all traffic just simply vanishes as people look to use alternative methods of transportation or different routes.

A dry run of this can be performed by shutting down the Expressway for any length of time, with much advance warning and advertisement. Alternative routes can be provided from several starting points in the great region and traffic counts can be measured to see where it all ends up.

The Expressway will have to be partially shut down during construction anyway, why

not do some real world testing in advance? Assuming the project takes at least two years, that traffic needs to be diverted somewhere else and people would be encouraged to take alternate routes.

The no / low cost solution to figuring out where traffic would go and how people would commute is just to shut the Kensington down for a few weeks or months and evaluate what happens. This should be in conjunction with a heavy media campaign alerting people well in advance and providing alternate routes along with estimated travel time increase times in advance of the dry run shut down.

Couple that with some heavy duty data collection about traffic flow on radials and other alternate routes before, during, and after the shutdown. From there, we would all have a pretty good idea of how people are getting downtown without the Expressway and confirmation that Carmaggedon is a myth.

Just take for example travelling on the Kensington Expressway from the core of downtown to the Airport. You can do the same thing on Genesee Street, which follows pretty much the exact same trajectory of the Expressway. On a typical day, taking Genesee Street is an extra five minutes at most, maybe an extra 10 to 15 minutes on a bad day. That is just one several radial streets that could be used to distribute Kensington traffic as they did before.

Another consideration would be the expansion of Metro Rail utilizing the existing ROW that the expressway already occupies. It would touch through so many underserved neighborhoods and into the eastern suburbs, even the airport. It could run quietly underground, without pollution or large filtration structures, below the restored Humboldt Parkway. The most expensive part of expanding Metro Rail is acquiring the easements and land in addition to the excavations for an underground expansion. The hole is already dug, it just needs to be filled back in with a tunnel for the train beneath it.

As a professional in historic preservation, we begrudgingly joke that history is always repeating itself and we often make the same mistakes. While this is an often repeated trope, it is repeated so often because it is true so much of the time. Constructing the cap instead of putting back the true parkway is just another version of the events that happened to precipitate the expressway in the first place. We're being sold a bill of goods that promises to make things better, but will come up short and we'll look back on it as yet another mistake.

The lengthy report that was issued about the project makes it clear that another aspect of history will be repeating itself, the use of blasting equipment. Hearing the horror stories from longtime residents of the blasting effects and long term impacts from the original construction cannot be allowed to be repeated.

This is especially important as there are no funds identified for the repair of damaged homes because of the blasting / new construction. Here is history repeating itself

once again with homeowners left to figure it out for themselves so commuters can still get into town as quickly as they like.

This is a once in a generation, maybe even a few generations, to get this right and the cap is not the solution. A true restoration of the Humboldt Parkway in conjunction with infrastructure investments in the radial streets is the only path forward. It's a solution where we will all look back at this moment in time and say, "Buffalo finally made the right choice for a change."

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Del Rindue Grant Affiliation (if applicable): _____

Address: _____ Date 12/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: Patsy Purpera
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:52:44 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Patsy Purpera

From: Alicia Quebral

Sent: Friday, November 10, 2023 3:50:43 PM

To:

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

Name: Quebral, Alicia

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: At a minimum, the communities along the Humboldt Parkway deserve a Environmental Assessment and a Community Benefits Agreement; an EIS alone is insufficient, not enough time has been given for the public to digest the information since it's publication just 2 months ago, and legitimate concerns have been raised about the methods and conclusions of the DOT's EIS report.

The insistence from the beginning of this project that it must "maintain vehicular capacity" is pandering to commuters in more affluent, often majority White suburbs and ignores the needs of East Side neighborhoods who are those most harmed by the intentionally racist destruction of the original Humboldt Parkway. The full restoration of the original Olmsted Park System and the true reconnection of East Side communities are only possible through full removal of the Kensington. Removal would be cheaper for taxpayers, especially considering there is no plan to pay for the \$5m a year in maintenance for a partial cap.

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

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From: Maria Quebral

Sent: Friday, November 10, 2023 5:22:44 PM

To:

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

Name: Quebral, Maria

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I'm imploring you not move ahead with the Kensington Expressway Project. Please take a step back and see the real people this will affect: the families in their homes in neighborhoods that are already riddled with drugs, crime, violence, poverty. Our city is hurting, has been hurting - please please do not add to the hurt for the sake of suburban commuter convenience. Please do not take away the possibility of ever fully reconnecting the Olmsted Parkway. Be the City of Good Neighbors. Be Buffalo.

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

Sent from my iPhone

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-----Original Message-----

From: Kiera Quinlivan

Sent: Thursday, October 26, 2023 12:26 PM

To:

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

Name: Quinlivan, Kiera

Address:

Phone:

Email:

Include on future project updates: YES

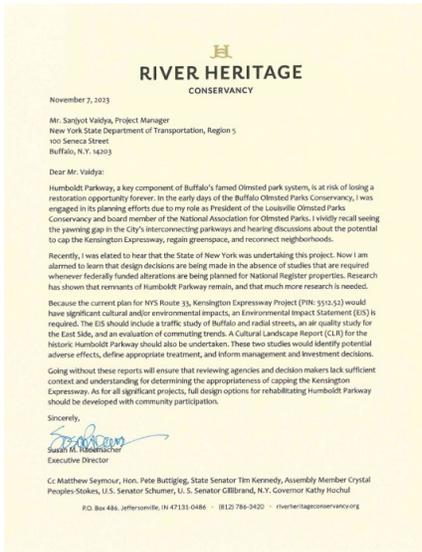
Affiliation: Clean Air Coalition

Comment: As a proud member of the Clean Air Coalition, I echo their calls for an extended comment period, a Full Environmental Impact Statement, and further air quality monitoring. As Humboldt Parkway community members and the Restore Our Community Coalition have long emphasized, the Kensington Expressway has contributed to decades of racial inequality, and the project needs to ensure that the needs of the community are being met every step of the way.

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From: [Susan Rademacher](#)
To: dot.sm.kensingtonexpressway
Cc: DOTExecSec@dot.gov; kennedy@nysenate.gov; peopleC@nyassembly.gov; [Prockup, Jessica \(DOT\)](#)
Subject: Kensington Expressway Project
Date: Tuesday, November 7, 2023 3:54:04 PM
Attachments: [image001.png](#)
[image004.png](#)
[23-1107_Humboldt Pkwy.pdf](#)



A Project of River Heritage Conservancy



RIVER HERITAGE

CONSERVANCY

November 7, 2023

Mr. Sanjyot Vaidya, Project Manager
New York State Department of Transportation, Region 5
100 Seneca Street
Buffalo, N.Y. 14203

Dear Mr. Vaidya:

Humboldt Parkway, a key component of Buffalo's famed Olmsted park system, is at risk of losing a restoration opportunity forever. In the early days of the Buffalo Olmsted Parks Conservancy, I was engaged in its planning efforts due to my role as President of the Louisville Olmsted Parks Conservancy and board member of the National Association for Olmsted Parks. I vividly recall seeing the yawning gap in the City's interconnecting parkways and hearing discussions about the potential to cap the Kensington Expressway, regain greenspace, and reconnect neighborhoods.

Recently, I was elated to hear that the State of New York was undertaking this project. Now I am alarmed to learn that design decisions are being made in the absence of studies that are required whenever federally funded alterations are being planned for National Register properties. Research has shown that remnants of Humboldt Parkway remain, and that much more research is needed.

Because the current plan for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) would have significant cultural and/or environmental impacts, an Environmental Impact Statement (EIS) is required. The EIS should include a traffic study of Buffalo and radial streets, an air quality study for the East Side, and an evaluation of commuting trends. A Cultural Landscape Report (CLR) for the historic Humboldt Parkway should also be undertaken. These two studies would identify potential adverse effects, define appropriate treatment, and inform management and investment decisions.

Going without these reports will ensure that reviewing agencies and decision makers lack sufficient context and understanding for determining the appropriateness of capping the Kensington Expressway. As for all significant projects, full design options for rehabilitating Humboldt Parkway should be developed with community participation.

Sincerely,



Susan M. Rademacher
Executive Director

Cc Matthew Seymour, Hon. Pete Buttigieg, State Senator Tim Kennedy, Assembly Member Crystal Peoples-Stokes, U.S. Senator Schumer, U. S. Senator Gillibrand, N.Y. Governor Kathy Hochul

P.O. Box 486, Jeffersonville, IN 47131-0486 • (812) 786-3420 • riverheritageconservancy.org

From: on behalf of [Bernice Radle](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Wednesday, October 25, 2023 8:02:40 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mrs. Bernice Radle

From:
To: dot.sm.kensingtonexpressway
Subject: Proposed Kensington Expressway tunnel comment
Date: Friday, November 10, 2023 3:55:45 PM

I am opposed to covering a portion of the Kensington Expressway at a cost of nearly \$1billion. Tunnel maintenance costs, who will bear responsibility for them and environmental impacts of possibly poor maintenance if revenues fall short are not accounted for. The release of automobile exhaust at both ends of the tunnel will be concentrated during rush hours and could pose environmental risks. The idea that trees will flourish in three feet of soil leads me to believe they are not the variety of majestic trees that once lined Humboldt Pkwy and will not contribute to the environmental vision of Buffalo that residents have come to expect. Restoration of Humboldt Pkwy to once again fulfill Olmstead's vision of the best-designed city in the country has never been considered and should be. Buffalo deserves better.

Mary Rafalski

From: [Ben Randolph](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 6:08:44 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Ben Randolph

From: [Richard Ransom](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:48:26 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

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Sincerely,
Richard Ransom

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Deborah M. Ransom Affiliation (if applicable): African American Veterans Arts + Culture Corporation

Address: _____ Date 11/7/23

Phone Number: _____ E-mail: _____

COMMENTS*

DO NOT COVER
OUR GREEN SPACE!!
and fix the houses!!

**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
Comments are due by October 27th, 2023.

From: [Mackenze Rauscher](mailto:Mackenze.Rauscher@dot.sm.kensingtonexpressway)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 4:03:11 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Mackenze Rauscher

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Syed Raza Affiliation (if applicable): _____

Address: _____ Date 11/7/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Patshika Reid Affiliation (if applicable): _____

Date: 10/20/23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Stop the expressway project.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of
Transportation



From: Dainian Reid
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:37:59 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Dainian Reid

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Yolanda Reeves Affiliation (if applicable): _____

Address: _____ Date 10/6/23

Phone Number: _____ E-mail: _____

COMMENTS*

At first glance, capping the expressway and landscaping it seemed a good idea. But after careful consideration of what that entails, I am not for this build going forward. I do not have confidence the quality of life regarding noise and pollution will significantly improve. My preference is to remove (or fill in) the expressway particular the part running in middle of the residential areas, and not dig further down to accommodate the cap. Would like to see, and I know it's possible, a similar project like was done to fill in the Rochester Inner Loop East and make it street level.

**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
Comments are due by October 27th, 2023.



Only someone in their 70's would remember Humboldt Parkway as it was before the 33 was built. Designed by Frederick Olmstead, it was beautiful and truly an asset to our city. With the increase in traffic, however, the DOT decided to build a highway which went right through the middle of the city to move traffic quickly. Ultimately it destroyed Humboldt Parkway, both by dividing the neighborhood and bringing noise and air pollution to a once beautiful place to live.

With the State's generous budget provision, we are now faced with a dilemma. How do we satisfy the thousands of drivers who use the 33 to move quickly through the city and still address the need to unite a divided neighborhood?

After much research the DOT has come up with a plan to build a five-sixths of a mile area above the tunnel which would provide greenery, sidewalks and roads with roundabouts for eleven blocks. This greenspace together with the cost of building the tunnel itself, will cost hundreds of millions of dollars plus an annual added cost of \$5 million to maintain it. Obviously, this maintenance cost will continually increase over the years. Since there is Federal grant money which must be used by a set date, there is a rush to get something approved. However, once the tunnel plan is adopted, it will be that way for a very long time. Unfortunately, except for those eleven blocks, we will still have a major highway going through most of our city which will continue to face the division and pollution it causes.

The other option and a MUCH cheaper one is to take out the 33 entirely and restore the beautiful parkway as it once was. With all the disruption to traffic either plan will cause, most cars will find alternate routes to take during the years of construction it will take to complete. The biggest difference in the two plans is that instead of still being left with a major highway dividing many neighborhoods and bringing its noise and air pollution, we will end up with a beautiful, long, tree-lined parkway with very little maintenance cost. Residents will be proud of their new united neighborhood and the city will have something to boast about.

It's not too late to change your plans. Please don't make a mistake just to use that grant money ASAP.

Janet Rehan - resident at

From: Stephen Reich
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:31:33 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Stephen Reich

From: Timothy Reichert
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:32:37 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Timothy Reichert

From: [Wayne Reinbolt](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 10:10:48 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Wayne Reinbolt

From: [Benjamin Reiner](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Tuesday, October 24, 2023 10:03:39 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Benjamin Reiner

From: Kyle Renda

Sent: Friday, November 10, 2023 2:51:18 PM

To:

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

Name: Renda, Kyle

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This should not and cannot happen. The process of making this tunnel will put multiple communities at risk of being sick due to the exhaust that will be made. You are putting peoples lives in danger to even be considering this.

If this tunnel is approved, many lives will be forever altered and the ones responsible will be held liable and their own lives ruined.

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

Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Doneshia Renfro Affiliation (if applicable): _____

Address: _____ Date 11.10.23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by **October 27th, 2023.**

From: [David Reppenhagen](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Tuesday, October 24, 2023 6:57:00 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
David Reppenhagen

From: Richard Rhodes
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:52:04 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Richard Rhodes

From:

Sent: Thursday, November 9, 2023 9:45 AM

To:

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

Name: RICE, SONYA

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: PUSH BUFFALO

Comment: Restoration of the parkway will bring healthier outcomes to the people who live next to the Humboldt Pkwy. Greenspace creates mental peace, calms moods, and increases the air quality. People will spend time outdoors gardening in their yards growing healthy, non-polluted, edible vegetables and fruits, walking the pathways, biking, skating; finally able to enjoy fresh air. The housing stock will not be covered in exhaust fumes, either and people will be able to open their windows and sit on their porches w/o coughing...

The time to do better is here. Restore the parkway and improve the wuality of life in these communities. Thank you.

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

[Sent from the all new AOL app for Android](#)

From: [STEVEN RICHARDSON](#)
To:
Subject: KENSINGTON EXPRESWAY PROJECT
Date: Friday, October 27, 2023 9:47:53 PM

FIRST AND FOREMOST IT'S NOT GOING TO BRING TOGETHER THE COMMUNITY BECAUSE ITS A NARRATIVE THAT MOST PEOPLE WHO LIVE IN THIS AREA DON'T AGREE WITH.

I REMEMBER AS A KID WHEN IT WAS TUNNELED THE DUST ON MY AUNTS CAR AND HOW UPSET SHE WAS OF THE DUST AND THE NOISE THE TRAFFIC PROBLEMS.

I THINK IT SHOULD BE FILLED IN AND USE THE OTHER FUND TO REPAIR THE STREETS WHICH ARE LACKING CURBS FROM PILING ASPHALT EVERY FEW YEARS. SOME STREETS HAVE WATER COMING ON THE SIDEWALKS BECAUSE OF THE CONSTANT LAYERS OF ASPHALT. .

-----Original Message-----

From: Martha Richardson

Sent: Tuesday, November 7, 2023 9:09 PM

To:

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

Name: Richardson, Martha

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I wholeheartedly support this initiative. Understanding the importance of this project is honoring Olmsted and his vision for Buffalo Park Systems he designed.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name Amal Kichawar Affiliation (if applicable): _____

Address: _____ Date 10/20/23

Phone Number _____ E-mail _____

COMMENTS*

The NYS 33 Kensington Expressway Project
doesn't need to happen. All that would do is
create more traffic problems and cause
way more accidents.

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Comments are due by October 27th, 2023.



From: sara riggie

Sent: Saturday, October 21, 2023 11:34:57 PM

To:

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

Name: Riggie, Sara

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I live in Tonawanda and work downtown and occasionally use the 33 to get to work/home. However, car traffic shouldn't be the first priority. The 33 should be removed and returned to its original state as a parkway. That's the only way to truly restore the community.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Pamela Riley Affiliation (if applicable): _____

Address: _____ Date 11-8-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



Department of
Transportation

1051



U.S. Department of Transportation
Federal Highway
Administration

From: [Cody Rivera](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:37:15 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Cody Rivera

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Teara Rivera Affiliation (if applicable): _____

Date: Oct/20/2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

We dont want this to
happen.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



A handwritten signature in black ink, appearing to be a stylized name.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Teyona Rivera Affiliation (if applicable): _____

Date: Oct 120/2023

Address: _____

Phone Number: _____

E-mail: _____

COMMENTS*

I Don't agree to the
Kengtan project At All

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



Department of
Transportation



From: Andrew Roaldi

Sent: Wednesday, October 25, 2023 10:11 PM

To:

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

Name: Roaldi, Andrew

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Nearby Homeowner

Comment: I strongly believe that more study needs to be done into the possibility of removing the highway entirely and streamlining the existing radial streets that are extremely underutilized. For a fraction of the cost the neighborhood could truly be knit back together and restore to its former state and the money could then be used to improve the other main arteries leading into downtown including signal improvements to improve traffic flow. Additionally the funds could also help improve the infrastructure on surrounding streets and encourage new development and growth on the East Side. This project is an overly expensive band-aid that will make a small section better but not truly improve most of the surrounding area. The complete removal of the highway and recreation of Humboldt Parkway is long overdue and would show a truly forward looking city committed to doing right by all its citizens.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Richard E Robinson Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: Joshua Robinson < >
Sent: Thursday, November 2, 2023 7:39:12 AM
To: >
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Robinson, Joshua
Address:
Phone
Email:
Include on future project updates: NO
Affiliation:

Comment: Much like the previous project for Route 198, this Kensington project has been working from the wrong premise of preserving vehicular capacity in a corridor, which has led it to the wrong conclusions (in spite of the good intentions of the parties involved).

While capping a section of the 33 would lead to aesthetic and quality of life benefits for some residents, it would be worse than the status quo for others (especially those at either end of the tunnel who will be breathing in the exhaust plumes), and it would preserve a six-lane highway and associated maintenance for generations to come.

For a fraction of the cost of the cap, we could terminate Rte 33 at the 198 junction and fill in this trench, thereby fixing a historic wrong and restoring Humboldt Pkwy for generations to enjoy. We could also return commuter traffic to the radials, where business dried up due to a lack of customers. The radials would feature synched traffic lights (as Rep. Higgins suggested) to improve flow.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Terrence ROBINSON ADDRESS: _____
 DATE: 10/19/23 PHONE: _____ EMAIL: _____

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

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Comments are due by November 10th, 2023.



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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Donna L Robinson Affiliation (if applicable): RAPP

Address: _____ Date 11-9-2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

I do not support this waste of tax money to destroy the parkway.

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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
Comments are due by October 27th, 2023.



From: [Terrence Robinson](#)
To: dot.sm.kensingtonexpressway
Cc:
Subject: Comments DDR/EA
Date: Friday, November 10, 2023 11:41:45 PM
Attachments: [TERRENCE A.docx](#)

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Thank you

TERRENCE A. ROBINSON

November 10, 2023

Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

Dear Project Team:

In accordance with the National Environmental Policy Act (NEPA), the New York State Environmental Quality Review Act (SEQRA), and related laws, statutes, rules, and regulations, after careful review and consideration, I respectfully submit the following comments regarding the Draft Design Report/ Environmental Assessment (DDR/EA) published September 12, 2023, of the New York State Department of Transportation Project - 5512.52 Kensington Expressway Project:

1. The DDR/EA is a report engineered by the New York State Department of Transportation (NYSDOT) to support the Department's preferred alternative for the Project,
2. The "No Build Alternative" for the Project is not a legitimate no build comparison, since it proposes substantial annual manual maintenance costs for repair of unsafe, decrepit infrastructure well beyond their established service life until eventual replacement – it is a "build later" alternative.
3. The "No Build" Alternative is used consistently throughout the DDR/EA as a baseline to compare environmental data with prospective future build environmental data.
4. The co-lead agencies have failed to perform a competent Section 106 review in accordance with the National Historic Preservation Act (NHPA) that evaluates the historic resources in the area affected by the proposed project.
5. There are discrepancies in the evaluation of 4(f) and 6(f) properties within the project area.
6. The proposed Project disconnects the adjacent Disadvantaged Communities within the transportation corridor from access to the Rte33/Kensington Expressway.
7. The proposed Project is not consistent with Local Development Plans that focus on the restoration and development of the Olmsted Parks and Parkways System as an engine of tourism and economic development.
8. The proposed Project is not consistent with best practices for, Combined Sewer Overflow, regional watershed restoration, or other climate resilient efforts.
9. The proposed Project leaders have rejected coordination with regional transportation initiatives on the 198 Scajquada Expressway (Greater Buffalo Niagara Regional Transportation Council (GBNRTC), the Greenway representative on the Section 106 Committee, and there is no record of City of Buffalo involvement in Historic Resources matters.

10. There is no evidence in the record of epidemiological consequences of the Project.
11. The dubious evidence in the record (Appendix A7 of DDR/EA) of the Smart Growth compliance is unsigned and undated.
12. Required consulting parties and coordination do not appear in this record.
13. The Record is rife with omissions, inaccuracies and discrepancies that undermine the credibility of the Report's recommendations.
14. The arbitrary and capricious findings within the Report in support of a finding of no significant impact, under the circumstances, are incredible.
15. The lead and/or participating agencies have failed to take the hard look at potential short- or long-term environmental impacts required by state environmental law.
16. Communities directly affected by the construction and environmental affects of the proposed Project are entitled to equal protection of the law in all regards to the process involved and its consequences.

Respectfully yours,
Terrence A. Robinson

From: Jossuel Robles
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:22:37 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Jossuel Robles

From: [Anthony Roccaforte](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:44:02 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Anthony Roccaforte

From: [Randy Rodems](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 4:22:40 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Randy Rodems

From: [Tony Rogers](#)
To:
Subject: Opinion
Date: Thursday, November 2, 2023 8:19:56 AM

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<https://aka.ms/LearnAboutSenderIdentification>]

Learn why this is important at

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I do not believe the cost of the project is offset by the limited area effected. The overall results of the project will not change the ravages that we're done to Humboldt Park.
Tony Rogers

Sent from my iPhone

From: ERASMO Romeo
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:26:49 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

ERASMO Romeo

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Diane Rose Affiliation (if applicable): _____

Date: 10/20/2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

This is not what
we in this neighborhood
want.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: ANDREA ROSE Affiliation (if applicable): _____

Address: _____ Date 11/2/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



Andrea Rose



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Hannah Ross Affiliation (if applicable) Brown Skin Network

Address:

Date: 9/10/2023

Phone Number

E-mail:

COMMENTS*

I am a 21 year old college student attending an Intro to Urban Planning class at Buffalo State College. We learn how to be an effective planner and the systems of planning and how to be a public servant in the profession. Demolition of the Kensington Expressway will do more harm than good and cause more decline in the community. I pray you analyze the effects and the outcomes to humans that already are effected by low income which leads to low health. Demolition will cause different chemicals to arise, dust and everything else to effect the lung health, to cause cancer, asthma and death. This method of demolition is basically murder and attempted murder. The outcome makes me think of what happened to those people in Niagara Falls who had to move because the ~~more~~ chemicals on the land as it went down hill caused cancer. I hope you revise your demolition procedures for human well-being.

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Comments are due by October 27th, 2023.



From: [CBRESQ](#)
To: [dot.sm.kensingtonexpressway](#)
Date: Friday, November 10, 2023 9:08:38 AM
Attachments: [buffalo.pdf](#)

Please consider the attached document.

Caryl B. Rossner

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Caryl Rossner ADDRESS: _____
 DATE: 11/9/23 PHONE: 510-605-1050 EMAIL: _____

From: [Travis Rounds](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Tuesday, October 24, 2023 7:32:12 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Travis Rounds

From: [Vision Niagara](#)
To: [dot.sm.kensingtonexpressway](#)
Cc: [Hello MEDUSA](#); [Maguire, Susan E](#); [Evan Bussiere](#); [Chris Platt](#); [Dan Brady](#); [Leslie Duggleby](#); [George Johnson](#); [David Rowe](#); [maria sciortino](#); [Renata Kraft](#); [Tonya Davis](#); [Anthony James](#)
Subject: NYS DOT Kensington Expressway Draft Report
Date: Monday, November 6, 2023 11:57:48 AM
Attachments: [20231103 VN Kensington comments.pdf](#)

Please see Vision Niagara's attached letter in response to the NYS DOT Kensington Expressway Draft Report.

Feel free to contact me if you have any questions.

Sincerely,
Barbara Rowe



Barbara Rowe / [Vision Niagara](#) president

A vision for Niagara Street: where we love to live, work, & play

[Facebook](#) • [Twitter](#) • [Instagram](#) • [MailChimp](#)

[Add Vision Niagara to your calendar & join us for general meetings!](#)



November 3, 2023

Ms. Sanjyot Vaidya, Project Manager
New York State Department of Transportation,
Region 5
100 Seneca Street
Buffalo, NY 14203

Mr. Matthew Seymour, Senior Area Engineer
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Subject: PIN: 5512.52
NYSDOT Draft Design Report/Environmental Assessment (DDR/EA)
NYS Route 33, Kensington Expressway Project

Dear Ms. Vaidya and Mr. Seymour:

Please accept this letter as the representative comments from the board and membership of Vision Niagara.

Vision Niagara is a non-profit organization that actively participates in our city's rejuvenation, helping to shape and promote projects and activities that capitalize upon, promote, and protect Buffalo's rich historic and cultural heritage, abundant natural resources, significant location on international waterfront, and legacy of design excellence upon which the city of Buffalo was built. We are composed of residents, businesses, investors, and human services organizations and we work together with our brother and sister organizations to encourage and implement the revitalization of our city.

We have carefully reviewed the available subject documents and we are united with our colleagues and the project commentators who are disappointed in, and disagree with, not only the process undertaken, but also the current recommendations of this project.

It is an unfortunate repeat of history and a travesty to our community that the restoration of the incredible jewel that was the Humboldt Parkway, as designed by Frederick Law Olmsted, has been dismissed.

We stand in unison with all our colleagues on the Scajaquada Corridor Coalition who have worked so hard to remove the limited access roadways that negatively impact our urban core as we re-envision and restore the Scajaquada Creek corridor and our legacy parks and parkways which include the historic Humboldt Parkway.

We align ourselves with the East Side Parkways Coalition, Buffalo Olmsted Parks Conservancy, Citizens for Regional Transit, Preservation Buffalo Niagara, Clean Air Coalition, GObike Buffalo, a rapidly growing number of other organizations and numerous individual commentators, to oppose this project's audacious dismissal of the full restoration of the historic Humboldt Parkway.

This dismissal is documented in Appendix E2 - Summary of Public Comments Received: 8/8/2022 to 7/9/2023 which includes the following (*italics and underlined our own*):

E2.13 FILL-IN / REMOVAL OF EXPRESSWAY

C13-1 Commenters asked if the full removal/fill-in of the Kensington Expressway could be studied and stated that other cities have removed major highways, resulting in improvements with no traffic problems. Commenters also stated that the maintenance of the six-lane Kensington Expressway preferentially benefits white suburban commuters at the expense of the residents living in the vicinity of the Kensington Expressway.

R13-1 The removal/fill-in of the Kensington Expressway was considered. As documented in Section 5.2.10 of the Project Scoping Report, 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.

Vision Niagara agrees with commentator Greg Stubbs (Saturday, April 1, 2023 4:31 PM) who writes:

'The entire process conducted by the NYSDOT has been disingenuous from the beginning. They presented ten "alternatives". But set a project goal of "maintain the vehicular capacity of the existing transportation corridor". The Kensington is a six-lane expressway. By setting a goal of maintaining the vehicular capacity of the existing transportation corridor, the NYSDOT effectively eliminated nine of the ten alternatives from the very start. The "selected" alternative by default and of no surprise is capping less than a mile of the Kensington and maintaining the six-lane expressway. As documented in Section 4 of the Project Scoping Report (PSR), the potential social, economic, and environmental effects of the Project will be evaluated and documented in the Draft Design Report/Environmental Assessment for the Project, but only for the selected concept. The project goal of "maintain the vehicular capacity of the existing transportation corridor" should be eliminated.'

Mr. Stubbs entire point-by-point submission is excellent, and we wish to additionally highlight his comments that include:

'The cost to fill-in, restore and extend Humboldt Parkway (Concept #10) costs less than the Concept #9 multiway boulevard and is a fraction of the Concept #6 cap cost. It addresses the injury to the communities along the entire corridor that the Kensington has inflicted. The cost to

construct the cap is, conservatively, at least 14 times more than the cost of filling in and restoring the parkway over the same distance. The remainder of funding of \$792MM (\$855MM - \$63MM) would provide for extending the parkway downtown. The balance of the funding could be invested in the major north-south commercial corridors along Bailey, Fillmore, Jefferson and Michigan and the radials renovating them as complete streets. The increased traffic flow 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 Bailey, Fillmore, Jefferson and Michigan. These major avenues and the radials have more than enough capacity to compensate for the loss of the Kensington Expressway. The population of Buffalo before the Kensington Expressway was built had double the population it has today. An alternative would be to fund the extension of Metrorail to the airport.'

In addition, Vision Niagara heartily supports Buffalo Olmsted Parks' project comment statement (letter dated October 25, 2023) that says:

'We continue to declare that the restoration of the historic Humboldt Parkway (previous Option 10) is our preferred approach. We now realize that we have overwhelming community support in a "ONE ROAD NOW" concept that restores and reconnects the MLK Jr. Park with Delaware Park. We request that NYSDOT, FHWA and NYSOPR&HP initiate truly meaningful design discussions with the concerned organizations and community about this preferred approach.'

We also agree with commentator Robert Galbraith (comments included in the Appendix E2 Summary) who summarizes that the:

'DOT must give complete and fair consideration to removing the Kensington Expressway entirely and restoring the street grid that was destroyed to construct it 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.'

Alongside our colleagues, Vision Niagara reiterates that this project's current objective, *to maintain the vehicular capacity of the transportation corridor*, undeniably rejects the one alternative that benefits our community the most.

This one alternative, **to restore Olmsted's Humboldt Parkway in its entirety**, is the only alternative that contributes to the reinstating of the splendor of our park system. It serves to reunite our neighborhoods, restore our damaged ecological resources, positively improve our health and wellbeing, enhance our regional assets, begin the healing of the wrongs of our past, promote the highest and best use of our financial resources, and ultimately, serves to protect our ability to move forward into the future in a manner that honors the spirit of civic design excellence.

Vision Niagara will only support efforts that will remove this limited access roadway entirely and that will fully restore and expand our legacy parks and parkways.



Barbara Rowe, Board President

[Vision Niagara](#)

info@visionniagara.org

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
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- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Kearon Roy Taylor
 DATE: 05/11/23 PHONE:

ADDRESS: _____
 EMAIL: _____

*Any information provided on this form will be placed in the 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
Comments are due by November 10th, 2023.



From: Kearon Roy Taylor

Sent: Friday, November 10, 2023 4:13:38 PM

To:

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

Name: Roy Taylor, Kearon

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: University at Buffalo

Comment: I would like to condemn in the strongest possible terms the politically expedient half-measure of decking only part of the Kensington Expressway.

The wrongs of Moses-era "urban renewal" rent a wound in the city — designed for white motorists to access the downtown without interacting with Black neighbourhoods. We have a historic opportunity to right this historic injustice, and breath new life into the collapsed lung of the East Side by filling in the Expressway entirely. Buffalo is a city designed for over two million people — in its original conception, it is well-planned with diagonals and arterials that have more than enough capacity for rerouted traffic.

The East Side deserves systemic, reparative justice. It deserves the beautiful, tree-lined avenues of the West Side. It deserves roots, not astroturfing.

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

Kearon Roy Taylor, M.Arch (he/they)

Peter Reyner Banham Fellow,

School of Architecture and Planning, SUNY Buffalo

Lecturer, Daniels Faculty of Architecture, Landscape, and Design

Associate Partner, Lateral Office

lateraloffice.com

From: [Christian Russell](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:44:28 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Christian Russell

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DORIS RUSSELL Affiliation (if applicable): _____

Address: _____

Date 10-26-23

Phone Number: _____

E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

*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
Comments are due by October 27th, 2023.



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: JULIAN RUSSELL Affiliation (if applicable): _____

Address: _____ Date 10-26-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Bridgette Russell Payton Affiliation (if applicable): _____

Address: _____ Date 10-26-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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Comments are due by October 27th, 2023.



From: Todd Ruth

Sent: Thursday, October 26, 2023 2:47 PM

To:

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

Name: Ruth, Todd

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Appreciate the transparency in communications.

Is there an expanded footprint to consider where more of the Kensington Expwy could tunneled restoring additional lost parkway space? Instead of Butler Ave could this be expanded to Northland Ave.?

Also, regarding suggestion about filling-in the Kensington up to State Route 198. Is there merit in restoring existing street infrastructure originally designed to handle large amounts of traffic and is presently underutilized? Example of 3 roadways: Genesee St., Sycamore St. on to Walden Ave and also Broadway. Those streets also connect to I-90 and could potentially disperse the influx of traffic entering and leaving the City of Buffalo. It would also provide a bold opportunity to improve/enhance these thoroughfares and spur development.

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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Elizabeth Rutherford Affiliation (if applicable): _____

Address: _____ Date Oct 13, 2023

Phone Number: _____ E-mail: _____

COMMENTS*

- Received letter about her home
- (80 W. Parade) was listed on the letter
WAS Her Home Chosen
- Will payment be taxable? ^{Act} ~~State~~ ^{Delis} ~~Delis~~
- When work is Done w/it impact the foundation.
- future liability
 - Start of limitation of Damages
 - Example of Abatement (Rapid Turn)

*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
Comments are due by **October 27th, 2023.**



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

From:

Sent: Friday, November 10, 2023 3:02:30 PM

To:

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

Name: S, Marc

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This is the stupidest waste of money ever. And that's saying a lot for buffalo.

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From: [Alex Sabuda](#)
To:
Subject: Frederick Law Olmsted
Date: Thursday, October 26, 2023 2:38:38 PM

To whom it may concern,

The Humboldt Parkway restoration process has been perfunctory at best. The NYSDOT has been a pathetically mischievous organization, craftily operating in an effort to establish a project that suits them and their pockets foremost. This entire process has felt like a fever dream, where utterly incompetent officials have had to weasel their way through every nook and cranny, pushing incompetent agendas, with a complete disregard for the public and its preferences. To that, I say shame on you. You are no ally of the people, but instead the dreaded reincarnation of Robert Moses and his ideals. Fools who are more concerned about cars than people. And to think that societies as a whole had progressed from such thinking. Perhaps not. You will likely go through with the project and attempt to bask in your feeble achievement, while the city of Buffalo, the people of Buffalo, will have to live with your egregious errors and idleness. Instead of truly understanding this monumental moment and opportunity, the powers at large have decided to brush aside creativity in an effort to use such abundant resources and instead have quivered behind their shrouds of power with impotent minds.

Sincerely,
A. Sabuda

From: Victoria Sacha

Sent: Friday, November 10, 2023 11:24:29 AM

To:

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

Name: Sacha, Victoria

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation:

Comment: This is really the most beneficial thing to spend a billion dollars on? We can't use that for winter preparedness instead? We can't use this to help address the homeless population issue? We can't get people off the streets? We can't invest in education? Aiding those with substance abuse? Mental health issues? But another "takes too long" construction project that'll uproot and inconvenience more than a whole neighborhood?

It appears to me as of those in favour of this project aren't interested in bettering the community and making the lives of our Buffalonian's easier and happier. If this isn't a political control maneuver, those in charge will listen to the concerns of the neighborhood, & reallocate those funds in places where a billion dollars would be better put to use. The people deserve more of a say in these decisions. They shouldn't be left in the hands of people that don't even live here.

If y'all are truly good people, you will do what is in the best interest of the people.

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

From: [Daniel Sack](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway comment
Date: Friday, November 10, 2023 5:35:04 PM

There must be a full EIS. Clearly the DOT/FHWA has not adequately analyzed all the criteria for the possible alternatives. An EIS would better answer all the concerns of the community.

The Scoping Report arbitrarily deciding that "Objective 2: Maintain the vehicular capacity of the existing transportation corridor." is so important but that concept is rejected by a large segment of the community who do not care if suburbanites can drive through the East Side along the Kensington Expressway corridor.

Indeed it would be far better for local businesses if people travelled on Buffalo's street grid and radial streets like Genesee, Walden/Best, Broadway, Kensington Avenue, etc.

It would be far quieter along the Expressway corridor that is not covered.

It would give back the Olmsted parkway like the West Side of Buffalo enjoys along Bidwell, Chapin, and Lincoln Parkways.

Only an EIS can fairly analyze ALL the alternatives.

Economic Impact?

A full EIS is needed because Section 4.5 of the Draft Design Report/Environmental Assessment ignores the fact that getting rid of the expressway would have a positive effect on nearby commerce - thus social and economic justice for East Side neighborhoods. Temporary construction jobs are fine, and would happen regardless of which build plan, including removal, is approved. But temporary construction jobs pale in economic impact compared to forever returning the pre-expressway vitality to the streets the expressway detoured.

The DOT must research what commerce was lost on Genesee and other streets after the Kensington Expressway detoured those streets.

Sure - the population in all of Buffalo declined after the expressway was built making it difficult for economic vitality to return. But the decline was helped by the easy highway route out of Buffalo. Just as this highway made it easier for people to live in suburbs removal of the highway will make it tempting to return.

The loss of businesses was far greater, proportionately, to the loss of population.

There is no doubt that transportation routes, be they road, water, or rail, induce commerce. Removing transportation routes negatively impacts commerce.

The Erie Canal created economies in cities and towns all along its path. Fortunately railroads followed the same route and those places remained viable. But when the interstate highway system bypassed direct access to towns along the way and the towns suffered.

Safety?

There are mounds of evidence that vehicle crashes are more deadly at higher speeds - such as the speeds on highways like the Kensington Expressway - where deaths from horrible high speed crashes have happened. The DOT studies should show proof that removing a highway results in more fatal crashes on the local streets. Is this the case in cities where highways have been removed?

Another safety issue is the fact that fatal multi-vehicle collisions happen on such highways but never on city streets. The 10/23/23 Interstate 55 pileup involving over 160 vehicles, 8 deaths, and 63 injuries NEVER would happen on a Genesee Street or Broadway.

Increased emergency vehicle response time?

If 60 MPH highways are needed for emergency vehicles then New York State, and the entire world, is woefully deficient in such highways. To have the highway density we have with our highways in Erie County I suspect New York State would need thousands more miles of expressways.

Limited access highways can increase emergency response times because a crash on such a highway makes access by emergency vehicles slow whereas when there is a crash on a local road traffic can simply divert to other routes via side streets.

Light rail only by NFTA?

If the New York State Department of Transportation cannot work to develop better public transportation a name change is needed for the agency.

Buffalo, and all of NY State, needs coordinated solutions to our transportation problems. Not BS about how a State transportation agency cannot be involved in another State transportation agency's issue. How is that not stupid? And a "transportation" agency that is not properly coordinating all modes of transportation needs to be defunded. Health, transportation, commerce, land use planning, climate change, and other issues must be factored into our decisions. Not simply: how do we move vehicles fast. Why would State agencies not work with each other?

Daniel Sack

From: AndreWesternNY

Sent: Friday, November 10, 2023 3:04:12 PM

To:

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

Name: Sadoff, André

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Even if just for the money in taxes, how much more sustainable would a neighborhood be if it weren't partitioned from the rest of the city, with poor air quality leading to health problems, etc?

And to have it a nice parkway? Seems like a no brained. Suburbanites coming in have the 190, they're fine

Literally every urban planner is realizing this is the way to go

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Sent from my iPhone

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From: [Martin Sandage](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 4:39:05 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Martin Sandage

From: [Noah Santiago](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 5:37:25 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Noah Santiago

From: [David Saunders](#)
To: dot.sm.kensingtonexpressway
Cc: [David Saunders](#); [Timothy Kennedy](#)
Subject: Kensington Expressway Project Public Comment
Date: Friday, November 10, 2023 9:18:32 PM

In May 2015, a 3-year-old boy was killed, and his 5-year-old sister was critically injured when a motor vehicle careened off the highway into a historic Olmsted designed park. A park which had been sliced in half by the NYS Department of Public Works in the 1950s and 1960s as part of a controlled access highway network. It has since been called an error and plans for remediation and fixing are in process. Connected to this discussion regarding the future of the 198 is Route 33, known as the Kensington Expressway. In the 2007 notice of intent to begin the environmental impact study regarding the 198, the project limits were defined as beginning with interstate-190 (I-190) and ending with Route 33 interchange. In their attempts to abstain from completing their mission, the DOT has decided to unlink these two projects even though they are explicitly linked.

The NYSDOT lists its mission statement as the following: "It is the mission of the New York State Department of Transportation to ensure our customers - those who live, work and travel in New York State -- have a safe, efficient, balanced and environmentally sound transportation system." The NYSDOT also has five priority results:

Our customers:

1. Want to enhance their mobility and have reliable, predictable trips for themselves or in the movement of their goods;
2. Expect both the infrastructure and its users to contribute to the physical safety of people and their goods while in transit;
3. Recognize the critical relationship between a mature, multi-modal transportation system and the state's economic vitality. They see viable transportation options as essential to both economic sustainability and livability of their communities, both Upstate and Downstate;
4. Expect the transportation infrastructure to be secure from external threat or potential abuse; and
5. See the impact of transportation-related decisions at both macro and micro levels affecting the environment and expect the system to more than mitigate transportation's impact.

In all their mission statement as well as their five priority results, the DOT has stated they have a responsibility to all users of the roadways and methods of transportation, not just motor vehicles. The proposed build alternative spends approx. \$900 million on less than one mile of roadway. In all their publications, public meetings and other informational sessions, the DOT has failed in its mission. The proposed build alternative moves against priority 2 of the DOT by endangering the physical safety of people by spewing more pollutants into a neighborhood which already has higher than national averages of pollutants and sickness related to these pollutants. The blasting required for the proposed build alternative will release asbestos into the air as well. Further contaminating the neighborhood and endangering the physical safety of people.

As a longtime resident of the City of Buffalo, and working at a business in East Buffalo, I've personally seen the negative impact Route 33 and Route 198 have had on the area. Section 106 of the National Historic Preservation Act requires that federal agencies (including, as in this case, Federal Highway Administration (FHWA), consider the effects on historic properties of any project they carry out, assist, fund, permit, license, or approve throughout the country. While the NYS Department of Public Works destroyed the historic Humboldt Parkway in the 1950s and 1960s, this does not relieve the NYSDOT, nor the FHWA from its responsibility to carry out a full Environmental Impact Assessment as well as a Cultural Landscape Report (CLR). A failure to complete the full EIS as well as the CLR is a failure by the NYSDOT in its mission to "ensure our customers - those who live, work and travel in New York State -- have a safe, efficient, balanced and environmentally sound transportation system."

David Saunders

From: Comment via East Side Parkways Coalition
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from David Saunders
Date: Friday, November 10, 2023 9:15:08 PM

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<https://feabega.r.af.d.sendibt2.com/tr/op/BeBt17NYDgXYvtoRVjJwoVCQV60GRGAKsXbLZ-2nWb0consgCbKyuv5KvboDTLMo1xo40KxmKMYTPZnW4oSmr9jThQ1S2MhkD_bgX5P7_zwsiAd6ZiFOF6SXV2lrOdCMYQ01-mLpZyl7ua7Dy20JXr5zMgryW4fiZjyPaicubgPX2XbYvDFxNc6XOciT8O6UAu5h2kFdROyYJaGZdjg7x4hOIsS8JBAK16cThRw>

To the New York State Department of Transportation

- * I do NOT want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- * I do NOT want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- * I do NOT want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- * I do NOT want this expressway to cut through our neighborhoods—period!

- * I DO want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- * I DO want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- * I DO want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- * I DO want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

In May 2015, a 3-year-old boy was killed, and his 5-year-old sister was critically injured when a motor vehicle careened off the highway into a historic Olmsted designed park. A park which had been sliced in half by the NYS Department of Public Works in the 1950s and 1960s as part of a controlled access highway network. It has since been called an error and plans for remediation and fixing are in process. Connected to this discussion regarding the future of the 198 is Route 33, known as the Kensington Expressway. In the 2007 notice of intent to begin the environmental impact study regarding the 198, the project limits were defined as beginning with interstate-190 (I-190) and ending with Route 33 interchange. In their attempts to abstain from completing their mission, the DOT has decided to unlink these two projects even though they are explicitly linked.

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5. See the impact of transportation-related decisions at both macro and micro levels affecting the environment and expect the system to more than mitigate transportation's impact.

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As a longtime resident of the City of Buffalo, and working at a business in East Buffalo, I've personally seen the negative impact Route 33 and Route 198 have had on the area. Section 106 of the National Historic Preservation Act requires that federal agencies (including, as in this case, Federal Highway Administration (FHWA), consider the effects on historic properties of any project they

carry out, assist, fund, permit, license, or approve throughout the country. While the NYS Department of Public Works destroyed the historic Humboldt Parkway in the 1950s and 1960s, this does not relieve the NYSDOT, nor the FHWA from its responsibility to carry out a full Environmental Impact Assessment as well as a Cultural Landscape Report (CLR). A failure to complete the full EIS as well as the CLR is a failure by the NYSDOT in its mission to “ensure our customers - those who live, work and travel in New York State -- have a safe, efficient, balanced and environmentally sound transportation system.”

Name

David Saunders

Email

Date

11/10/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Talisa Saxon Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: [Darren Saxon](#)
To: dot.sm.kensingtonexpressway
Subject: NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, November 9, 2023 9:33:56 AM
Attachments: [NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT.pdf](#)

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Todd Schaefer Affiliation (if applicable): _____

Address: _____

Date 11/8/23

Phone Number: _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: Kim Schechter

Sent: Tuesday, September 19, 2023 12:23:56 AM

To:

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

Name: schechter, kim

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: None

Comment: I think this project is a waste of money and would much rather see road and sewer repairs and the broken and missing street lights along the 33 and 198 fixed.

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Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Daniel Schifeling
Sent: Monday, September 25, 2023 10:09 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Schifeling, Daniel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: United Church of Christ Minister

Comment: I strenuously object to building a tunnel for 3/4 of a mile to cover just a piece of the 33 for \$1 b. That wastes a huge amount of money and only benefits a few construction companies who will do the building. Developers and construction companies have a long history of building projects in Buffalo that benefit them financially, but do not build up the city as a whole -- especially the East Side! They should not be allowed to lead us into another terrible decision. Instead we should use the funds to fill in the 33 and return it to Olmstead's vision of a true parkway. If we need to expedite traffic we can synchronize lights. I just returned from a trip to two beautiful cities -- Vancouver and Victoria Canada. Vancouver is more than twice the size of Buffalo and its metropolitan population is 2.6 million people. Yet neither city has an expressway. NONE. We traveled by taxi and they both function very easily. We NEVER needed the 33! Restore Olmstead's vision and plan!

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

Sent from [Mail](#) for Windows

From: [Timothy Schmidt](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 3:29:08 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Timothy Schmidt

From: Nicholas Schmitt < >
Sent: Wednesday, November 1, 2023 4:07 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Schmitt , Nicholas

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This project would be a great opportunity and improvement for our community

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Sent from my iPhone

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From: [Marc Schmitt](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Tuesday, October 24, 2023 3:42:48 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Marc Schmitt

From: [Michael Schreib](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 5:04:07 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Michael Schreib

From: [Brian Schrems](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Friday, October 27, 2023 6:16:18 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Brian Schrems

From: [Daniel Schultz](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 4:11:34 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Daniel Schultz

From: [Michael Schultz](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:54:08 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Michael Schultz

From:

Sent: Thursday, October 26, 2023 8:40 AM

To:

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

Name: Schunk, Beth

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Oakgrove Construction

Comment: This would be a transformative project for WNY, connecting neighborhoods, bringing a boost to the WNY community, a helpful step in revitalizing a long disadvantaged area. Thank you NYSDOT for bringing this much needed project to the table.

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From: Monica Schwarzmuller

Sent: Tuesday, November 7, 2023 9:12 PM

To:

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

Name: Schwarzmuller, Monica

Address:

Phone:

Email: _

Include on future project updates: YES

Affiliation: concerned citizen of erie county

Comment: I don't see the need for making a tunnel. Although I do not know much about the project it just has wrong written all over it. My mother had serious issues with environmental concerns. She saw them burying stuff under Central Park Plaza after WW2 she had great enough concern about the water supply and other environmental factors to parrot that information to me on several occasions even into her dying years from cancer. Leave the area be. As I understand it if these are federal funds, and they are not used, they must be returned. Just because you can doesn't mean you should.

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-----Original Message-----

From: deb scofield <

Sent: Thursday, November 2, 2023 1:15 PM

To: Fischlein, Eric

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

Name: Scofield, Deborah

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Please keep the funding in Buffalo. Much needed roadwork repairs and projects!

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~Debbie

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-----Original Message-----

From: Roger Scott < >

Sent: Saturday, October 28, 2023 1:16 PM

To:

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

Name: Scott, Roger

Address: ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Fix what was broken. Put it all back. The shameful neglect of other metrics beyond the DOT's single focus is maddening. Robert Moses was wrong all along.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Amber Scott ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

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- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Nicole Scott ADDRESS: 17 Lang
 DATE: 11/8/23 PHONE: 716 602 0211 EMAIL: _____

*Any information provided on this form may become part of the project file, _____ record.

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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

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- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Dr. Mark J. Scott ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may be used in the 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
Comments are due by November 10th, 2023.



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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

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- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: DeLawn Scott - ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ - EMAIL: _____

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Comments are due by November 10th, 2023.



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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: nina Scott ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: VALENCIA SEASE Affiliation (if applicable): D. S. C.C.

Address: _____ Date 10-28-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS ARE BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER I ALSO SUPPORT CONTINUING THE WORK ALL THE WAY TO DELAWARE PARK.

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Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Dozmine Seay ADDRESS: _____
 DATE: 9/18/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: Samuel Seger

Sent: Friday, October 27, 2023 11:41 PM

To:

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

Name: seger, samuel

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: none

Comment: My opinion of this project is that it is a total WASTE of TAXPAYER MONEY and it needs to be CANCELED immediately. I also think, by doing this project, it opens the door to similar situations across the state. Say for instance, is the Stateready to cover parts of the Thruway I90 that weaves its way from Buffalo to NYC just because when it was built, it divided a neighborhood. If you do it for one ,you'll end up doing it for all, it will never end.

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From: Daniel Seiders

Sent: Thursday, November 9, 2023 7:36:18 PM

To:

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

Name: Seiders, Daniel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Planner/Urban Designer/LandArch/UB

Comment: Restoring the parkway to an at-grade boulevard with signaled intersections will have the highest ROI for the community and is the only reasonable option. The relatively modest gains in health and property value do not justify the cost of this cap proposal, nor its intensive ongoing maintenance. Roundabouts may be advisable in low pedestrian areas but significantly add to pedestrian travel times when implemented in a dense urban grid. The proposed trees on the cap will be imperiled by intense temperature and moisture fluctuations. Prioritize pedestrians, community, history, and a healthy urban forest . Restore the parkway. The WNY planning and urban design community is virtually unanimous against this bandaid proposal.

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-----Original Message-----

From: Scott Selin

Sent: Thursday, November 9, 2023 10:01 AM

To:

Cc:

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

Name: Selin, Scott

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: American Institute of Architects

Comment: I would like an Environmental Impact Statement completed for this project. What is the effect on air quality for the neighborhoods at the ends of the tunnel? I would like to see a project that complies with NYS Climate Leadership and Community Protection Act mandates. I would like to see the removal of the Kensington Expressway and restoration of Humboldt Parkway from Delaware Park to MLK Park. Other cities in upstate NY have either removed or are in the process of removing similar highways. Why can't we do this in Buffalo? Putting traffic back on arterial streets would benefit small businesses and city neighborhoods.

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Mrs. Sanjyot Vaidya
Project Manager
New York State Department of Transportation,
Region 5
100 Seneca Street
Buffalo, NY 14203

AND

Matthew Seymour
Senior Area Engineer
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Re: Comments on PIN: 5512.52, September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) - NYS Route 33, Kensington Expressway Project

Dear Mrs. Vaidya and Mr. Seymour,

We continue to be very concerned about this project as it has been developed and designed. Due to our concerns and the issues previously shared and attached, we believe that the project should NOT receive a Finding of No Significant Impact (FONSI) and demand that a full Environmental Impact Statement be conducted. It is imperative for our city, the impacted communities, and the legacy of the Olmsted Park and Parkway System that a more comprehensive approach and evaluation of this project can be completed following the Region Central process with more consequential involvement of the community.

Attached you will find our previous comments. Thank you for your attention to our concerns, and we look forward to continuing meaningful dialogue.

Sincerely,

Justin Booth
Executive Director

GObike Buffalo offers the following feedback on the most recent iteration of the Kensington Expressway Cap project Build Alternative. Our input is informed by both professional experience in designing safer streets for all types of road users, and by personal experience as a team of people who personally depend on biking, walking, and public transportation as our primary forms of transportation.

1. The dual objectives of reconnecting the community by creating continuous greenspace while also maintaining “the vehicular capacity of the existing transportation corridor” are so specific that they constrain alternatives.
2. The objectives say nothing about reducing the health and environmental impacts experienced by those who live in the surrounding neighborhood.
 - a. The project purpose indicates that the project should improve compatibility of the corridor with adjacent land uses, which should necessitate a study of the health and environmental impacts negatively impacting households on Humboldt Parkway.
3. 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. This project must comply with CLCPA section 7, and the NYSDOT must “consider whether such decisions are inconsistent with or will interfere with the attainment of the statewide greenhouse gas emissions” goals. Additionally, 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, and reduce overall vehicle miles traveled to reduce the overall pollution burden on this community as well as the overall GHG emissions of the roadway.
4. 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 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?
5. The project objectives lack clarity on coordinating and collaborating with the Region Central study for the Scajaquada being conducted by the GBNRTC.
6. Because this project is limited in its scope to just a segment of the highway, it inherently fails to address the 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.
7. The Kensington Expressway Cap project should be designed in such a way that it is not prohibitive for future parkway restoration or capping work outside of the existing scope of work, especially in relation to the Region Central/Scajaquada Expressway project.

Through Region Central, a robust community planning and technical exploration process, the community in Buffalo has demonstrated a long-term desire to see the full corridor of the 198 and 33 from I-190 to downtown transformed to create stronger community connections, improve public health, foster opportunities for non-automotive transportation options, and repair inequitable investment patterns from the last 70 years. Although the Kensington Expressway Capping project scope does not extend north to the 198, the infrastructure being changed or built in this project should not impede future redevelopment of the 198 according to the recommendations of the Region Central process.

8. Streets in surrounding neighborhoods that are being improved through the project should be implemented with complete streets principles in mind, including crosswalks, bump outs, raised intersections, improved sidewalks, and protected bike infrastructure. Streets in this focus area that are listed on the City's Bicycle Master Plan should be improved, at the very least, in accordance with the recommendations outlined in that plan.
9. While the Best Street roundabout proposal is an improvement over signalized intersections, the lack of any type of bike infrastructure will be a barrier to families on bikes who are attempting to get to the park from points west of the expressway. Please explore providing separated bike facilities that offer better connectivity to the park by bike along this route. Because this section of roadway is an important connection between a residential neighborhood and the community's largest park, a school, and a youth-oriented cultural amenity (Buffalo Science Museum), street infrastructure should reflect that many of the users will be children and families. By not creating a safe, separated bike facility here, you significantly reduce the ease of access for this group of road users who will likely feel it is not safe enough to use. Riding on the sidewalk should not be a proposed solution because for bicyclists over the age of 14, it is illegal to ride on the sidewalk. Riding on the sidewalk can also create more conflicts between pedestrians and bicyclists, especially as e-bikes with higher speeds become more prevalent.
10. The jet fan proposal for ventilation is an improvement on the idea of tearing down homes to install ventilation shafts but still does not solve the problem of improving air quality in the neighborhood. It is our 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. The proposed build alternative does not solve the problem of air pollution caused by the expressway but instead concentrates the air pollution in parts of the neighborhood that are already not benefiting from the cap. A solution that does not tear down homes, impose ventilation structures on the landscape, or concentrate pollutants into certain areas of the neighborhood should be a core component of this project. Please clarify

how the ventilation options will lead to less vehicular pollution from the roadway if the road capacity, speed, and congestion are maintained. 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.

11. The bike lanes along the capped portion of Humboldt Parkway are currently proposed as being placed between the vehicle travel lane and the parking lane. However, this solution creates conflicts between vehicles and bicyclists, including people pulling in and out of parking spaces with people on bikes next to them and people opening their doors into the bike lane while people are riding next to them. A safer alternative is to place a protected bike lane between the grass section of the parkway and the vehicle parking lane. This alternative creates separation between people on bikes and vehicles, reducing chances of conflict. An example of this layout can be seen along Niagara Street in Buffalo. Another option could be placing a path within the planted median. There is historical precedence for this in many of Olmsted's original designs, even here in Buffalo.
12. 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.

From: Hanz Fritz

Sent: Wednesday, October 11, 2023 3:47:16 AM

To:

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

Name: Serafin, Samuel

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Just a wny native who wants the best for everyone.

Comment: I strongly believe in the connection, or reconnection of the people living in communities on the east side along the 33. Science tells us the more greenery and park space humans have access to, the healthier and longer their lives will be. We must do the people right by reestablishing the entire length of Humboldt parkway not just 1.3 miles of it. Deck the whole span.

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From: [Jerome Shadwick jr](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Wednesday, November 8, 2023 12:05:44 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Jerome Shadwick jr

From: Jerome Shadwick

Sent: Thursday, November 9, 2023 9:54 AM

To:

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

Name: Shadwick, Jerome

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: By the time this is finished the neighbors will have changed. Gentrification will have happened. It's happening everyday.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: RONNIE R SHANKIN Affiliation (if applicable): _____

Address: _____ Date 11-7-23

Phone Number: _____ E-mail: _____

COMMENTS*

This expressway project does nothing to reduce the noise of the traffic from the existing pedestrian bridge south of Northland Avenue going south toward the north tunnel portal.

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Comments are due by **October 27th, 2023.**

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ricly Shanklin Affiliation (if applicable): _____

Address: _____ Date 11-8-23

Phone Number: _____ E-mail: _____

COMMENTS*

The highway is only being removed for half of the street which is unfair.
Renovation should move upwards towards Northland as well.

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Comments are due by October 27th, 2023.

From: on behalf of [Deb Sharpe](#)
To:
Subject: Kensington Expressway Project
Date: Thursday, October 26, 2023 7:32:38 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mrs. Deb Sharpe

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Catherine Sharpe ADDRESS: _____
 DATE: 11/19/23 PHONE: _____ EMAIL: _____

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

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Comments are due by November 10th, 2023.



From: on behalf of [Deeny Shatkin](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Saturday, November 4, 2023 10:40:13 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mrs. Deeny Shatkin

From: Micaela Shauku

Sent: Friday, November 10, 2023 9:25:32 AM

To:

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

Name: Shauku, Micaela

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident, Architectural Designer at Architectural Resources

Comment: I am in favor for the project. Please consider adding a ventilation system that reduces the air quality risks that are generated at each end of the cap. Please design the cap to be deep enough to support the growth of tall mature trees.

Micaela B. Shauku

mshauku@archres.com

Please note that I have changed my name.

Architectural Resources

716.332.5083 [Microsoft Teams](#)

716.883.5566 [Buffalo](#)

212.674.1457 [NYC](#)

www.archres.com

From: Ian Shaul
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:40:39 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Ian Shaul

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Tori Shaw Affiliation (if applicable): _____

Date: _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

We need a local store over here! and no
EXPRESSWAY COVER UP

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



A handwritten signature in blue ink, appearing to be the initials "TS".



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ladivida Shedrick Affiliation (if applicable): _____

Address: _____ Date 11-10-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

From: Lil Pemba

Sent: Wednesday, November 8, 2023 3:18:19 PM

To:

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

Name: Sherpa, Pemba

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I want the expressway to have a tunnel

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NYS Route 33, Kensington Expressway Project Comment form

Bing Sherrill

9-30-2023

In reviewing the 2023 Draft Design Report and the 2022 Project Scoping Report, a few things stand out to me:

1. The first listed objective is "creating a green space" not "Improving the East side of Buffalo by adding more connections across the Kensington."
2. Someone has already dismissed any alternative that does not cover the highway with grass and trees or at least grass and plants.
3. The additional three bridges over the Kensington will be the needed connection between the communities. The plan includes three new bridges but doesn't speak of them as connectors...just the trees. Trees connect communities, really?
4. When the tunnel is built to plan, the contractors will have to dig down 14 feet from the current roadway and expand the hole from 103 feet wide to 145 feet wide. That is a too costly effort to simply maintain current traffic.
5. Filter the crummy air coming out of the tunnel, before it is blown into the neighborhood, adds \$100,000,000 cost to the project!
6. The annual maintenance for just the ventilation is estimated at \$5,000,000 per year. That seems not to include annual support for water pumping, lighting, communication, security, fire suppression, and other systems.
7. There will be 4,100 linear feet of green space. With trees three abreast, 50 feet apart: 240 trees at a cost of \$500,000,000 (half the project) or \$2 million a tree!

The addition of three bridges and other improvements will do a good job of joining the neighborhoods. On the other hand, the cover for green space is an uncreative waste of money with no significant benefit for Buffalo. Add the three bridges, improve the roads and sidewalks, plant trees, add mini-playgrounds all over the east side of Buffalo. Then the money will be well spent.

Please, please, revise this project to something that actually helps Buffalo, not just disrupts the suburban commuters for 3 years.

From: Richard Sherrill

Sent: Sunday, October 22, 2023 3:24:53 PM

To:

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

Name: Sherrill, Richard

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: A long, narrow green space with about 328 trees (\$2 million/tree) will not reconnect the surrounding community. For the people living half a block away, towards Fillmore and further east or towards Wohlers and further west, the additional bridges will have far more impact on their lives than the green space that they can't see from their homes.

The NYSDOT has decided upon the Green Space alternative and did not even bother to cost out the other eight.

This Green Space is so expensive that there will be no money or energy for future projects badly needed on the East Side.

If the Green Space is removed from the project, three or even five new bridges could be built, and the NYS DOT could use the rest of the money to pave many roads, replace sidewalks, plant hundreds of trees, and create neighborhood parks and playgrounds all over Buffalo's East Side. That would create real community.

Please change the Project to Invest in the Future, rather than Emulate the Past!

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From: Ms. Sherry Sherrill

Sent: Tuesday, October 31, 2023 8:03 PM

To: Fischlein, Eric

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

Name: Sherrill, Sherry

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Senior Consultant | The Martin Luther King Park Neighborhood Improvement Project

Comment: Greetings, and Thank You, for all the U.S. State Of New York is doing to help ensure we have the greatest State in the Union. This urban renewal Initiative has been a looooooong time, coming. I'm just frustrated by nay-sayers whom just like to hear themselves and/or anybody else COMPLAIN. Black and African American Homeowners all along Humboldt Parkway are ECSTATIC about what the Fates have aligned for them, in terms of the "instant equity" rainbow cloud that is looming overhead of them. I, for one, am glad to see they finally getting what they desire. My Community Resident-led Team of Volunteers is going to stay bust trying to ensure the remainder of the MLK Park Neighborhood benefits, as well. We're working, at the moment, on Moselle Street. Please keep me posted on developments, and if there might be any opportunity for my Minority and Woman-owned Small Business Consulting Company to become a subcontractor in the process, please do not hesitate to advise me. I am a hard worker. I am also a SUNY University at Buffalo student.

Attn: Ms. Sherry Sherrill

COVINGTON ASSOCIATES CONSULTING | CAC - An M/W/D/BE

725 Hertel Avenue-Suite 601

Buffalo, New York, USA 14207

+1(716) 800-1394 | **24-Hr. Community Engagement Line (Business: Call or Text)**

URL: CovingtonAssociatesConsulting.Com/The-Buffalo--Renaissance

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-----Original Message-----

From: Sherry Sherrill

Sent: Thursday, November 9, 2023 9:58 AM

To:

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

Name: Sherrill, Sherry

Address: Covington Associates Consulting | CAC 725 Hertel Avenue-Suite 601, Buffalo, New York 14207

Phone:

Email: CovingtonAssocConsulting@Gmail.Com

Include on future project updates: YES

Affiliation: Consulting Firm with its own MLK Park Neighborhood 'targeted' Improvement Project, and its (respective) Positive Youth Development Initiative, titled "Youth Opportunity! Buffalo".

Comment: This entire Restoration/Reclamation Effort is a long-awaited "blessing". Please do not be discouraged by short-sighted, long-winded, naysayers just looking for an Opportunity to complain. If subcontractor Opportunities, for Minority-owned Consulting Companies arise, please place my Firm, Covington Associates Consulting | CAC, within the Notification Directory/List. Thank you, kindly.

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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: EVERSHIPPENS ADDRESS: _____
DATE: 11/8/23 PHONE: - EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: Eve Shippens

Sent: Friday, November 10, 2023 1:25:07 PM

To:

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

Name: Shippens , Eve

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Resident

Comment: I don't agree with the current plan to cap part of the 33. I am an environmental science teacher. This plan does nothing to reduce air pollution or increase sustainability. In fact, at the ends of the tunnel, air quality will be much worse. The school I work at 10 hrs a day, 250 days a yr is less than a mile from one of those ends! I am concerned about the impact of this on my health and that of students and staff and residents in the area.

Trees are super important to suck up greenhouse gases. The cap plan does not allow for mature trees because of the shallow 3 ft of soil. The trees included in the plan will have to be deforested once they get too big. Right now, the city only plants 1 tree for every 4 cut down. So we cannot count on replacement trees to be planted as needed.

I live along the Scajaquada Creek. The current plan will do nothing to support the clean up of this water way. In fact, it will ensure that this waterway will continue to be polluted for decades to come!

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From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from James Shoptaugh
Date: Thursday, November 9, 2023 10:13:14 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

This is not a proper use of funds whatsoever, and it's baffling that such an idea is being proposed and funded at this amount! This money should be used to improve public transportation, which the city badly needs. Many bus lines were cut and never opened again, and this money could be used to reopen new and old lines. I'm a social worker and my patients have to commute from all over to access services where I work at a health center. There is a glaring lack of robust transportation infrastructure, as the majority of my patients struggle to get to their appointments. The lack of transit lines causes patients to miss appointments and very directly impacts their medical care and health. We would be improving resident's health and quality of life dramatically if we used this funding for proper

public transit infrastructure instead. My fellow coworkers see their patients struggle with this daily as well, many of our patients need to access other social services and have to make important appointments at DSS and social security which can't be missed, but our lack of reliable and robust transit makes it incredibly difficult to accomplish this. It's a high barrier for our patients and it's heartbreaking to see the consequences of the lack of reliable transit so negatively impact lives. It is imperative that this project doesn't go through, it's clearly not for the benefit of the public like is being stated, and it would be a gross oversight to approve such a project when the funds could make an incredible and meaningful difference in the lives of our residents. I implore you to reject the Kensington Expressway Project.

Name

James Shoptaugh

Email

Date

11/9/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

From: Thomas Short

Sent: Wednesday, September 27, 2023 1:34:23 PM

To:

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

Name: Short, Thomas

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo Democratic Socialists of America

Comment: The redesign of the 33 is a tragedy. It is a full throated embrace of climate denialism, and an act of climate arson by the DOT. There is near unanimity amongst scientists that in order to reduce carbon emissions, we most reduce single use automobile trips. This project does not do that, instead it locks in the original sin of the 33. Your own projections show either negligible or even worsening of local air quality and relies heavily on an assumptions of vehicle electrification. You do not account for the traffic violence that will continue unabated by speeding motorists, the destruction of the urban fabric caused by car dependency, or consider alternatives to this billion dollar boondoggle. You pay lip service to the black residents of Buffalo, who need robust public transit, clean air, and walkable neighborhoods, while doing the bidding of wealthy and white suburbanites. You have locked in another generation of environmental racism and segregation. May god have mercy on your souls

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From: Thomas Short

Sent: Thursday, November 9, 2023 12:14:34 PM

To:

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

Name: Short, Thomas

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: This project is fundamentally flawed from its inception. The NYS DOT has not taken residents seriously, and the project should be taken over by the GBNRTC. Additionally the proposed plan does not meet mandates under the NYCLCPA, nor New Yorks constitutional guarantees of a healthful environment. The DOT has not adequately adressed concerns about asbestos, displacement, or air quality. The project does not connect the parkways, and instead prioritizes the needs of suburban residents while once again shafting the black residents of buffalo. A full EIS should be completed, and the state should look into full removal. To do otherwise would be another generational blow to Buffalos black community and an act of climate arson

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From: [Donald Sich](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Tuesday, October 24, 2023 12:10:57 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Donald Sich

From: [Paul Sickau](#)
To: dot.sm.kensingtonexpressway
Subject: What a waste of money for a project that. Is not wanted or needed
Date: Friday, November 10, 2023 4:18:38 PM

What a waste of money for a projected that is not needed or wanted.
Seems like this is nothing more than a jobs program for friends of the governor. I would not be surprised if most the contracts will go to corporations outside of Buffalo.
A tunnel will not improve the East Side of Buffalo, nor will the image of the East Side of Buffalo improve.

Spend the money on something that the people want and need most!

Extend the Metro Rail to UB
North Campus, including a rail
To the Buffalo Airport and a rail
Line to Orchard Park.

From everything I heard so far the
DOT has not listened to anything that the people have been saying from the time this not needed or wanted project was first introduced.

Seems like the DOT already approved the project before the public was ever consulted.

Spend the money on needed projects not this Gray Elephant that will make Buffalo and New y
York State JOKE
Nationwise.

From: [Jacob Sides](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 3:45:18 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Jacob Sides

-----Original Message-----

From: Tea Time With Taniqua

Sent: Thursday, October 12, 2023 12:05 PM

To:

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

Name: Simmons, Taniqua

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo United Community Coalition

Comment: The entire process is questionable as the HOMEOWNERS are not included as stakeholders in this process and it is our property at risk. It is our homes that will turn into a construction site...and we have been systematically excluded. No organization should be able to usurp the voice and vote of the homeowners who LIVE ON Humboldt Parkway. As the STAKEHOLDERS in the process have a competing interest against that of the HOMEOWNERS!!

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From: Tea Time With Taniqua

Sent: Thursday, October 12, 2023 12:15 PM

To:

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

Name: Simmons, Taniqua

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Buffalo United Community Coalition

Comment: I am very concerned that the RESTORE OUR COMMUNITY COALITION is working hand in hand with the NYSDOT as a NONPROFIT representing the interest of the community.

This nonprofit has failed to submit it's form 990 since 2017. Their NONPROFIT status is not valid and it is NYS responsibility to decertify them...not work with them. As a homeowner on HUMBOLDT PARKWAY for 20 years...I am unfamiliar with this organization...it's partners and affiliates that are pushing for this project. My neighbors nor myself have ever heard of these people. But research reveals that this organization is hand picked to champion many projects within the community. So, their lack of financial disclosure is paramount to determine whose interest these folks truly represent...when their other affiliations...political and otherwise are called into question! So, this organization can not supersede the voice of HOMEOWNERS WHO LIVE HERE AND THEY HAVE

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From: Tea Time With Taniqua
Sent: Thursday, October 12, 2023 12:22:25 PM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Simmons, Taniqua
Address:
Phone:
Email:

Include on future project updates: YES

Affiliation: Humboldt Parkway Homeowner of 20 Years

Comment: The City Of Buffalo is repaving the side street next to my home. The vibration from the paving machine woke me up out of my sleep...as it went through my home. The thought of explosives being used has literally made me sick with worry. My home was built in 1900...will our home survive? At what expense should the community that no longer exist be reconnected? Is it worth the destruction of our home? Is it worth our homes being turned into a 4-6 year construction site? The same community that is allegedly trying to be reconnected will ultimately be financially displaced and the exhaust will still be an issue. In light of these facts I can not support this project

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Taniqua Simmons Affiliation (if applicable): _____
Address: _____ Date 10/10/23
Phone Number: _____ E-mail: _____

COMMENTS*

How is Restore Our Community Coalition
Spear heading this project as a non profit. Yet this
nonprofit has not publicly disclosed their financial
records since 2017.
By Law this organization doesn't even qualify
as a non profit.
If these folks don't feel the need to be financially
transparent they need to be removed as a stake
holder in this process
These folks have a competing ~~Interst~~ interest against
homeowners who actually live on Humboldt Pkwy
and are shouldering the greatest risk in this project

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

Please Stop This Project

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
Comments are due by **October 27th, 2023.**

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Charles Simms Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

YES

**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
Comments are due by October 27th, 2023.

From: [Patrick Simons](#)
To: dot.sm.kensingtonexpressway
Subject: One Parkway Now! No NYSDOT Tunnel!
Date: Thursday, November 9, 2023 11:52:27 PM

Please consider our future! Restore the parkway for our community, our health, and our city's legacy.

Consider the children at Hamlin Park School #74, the Boys & Girls Club Masten Club House, and the Charles Drew Science Magnet School.

The proposed NYSDOT vehicle exhaust mitigation solution is not adequate and the tunnel would violate the state's Climate Leadership & Community Protection Act to reduce greenhouse gases by 40% by 2030.

Filling in the 33 would be less disruptive to residents, cheaper for taxpayers, and would restore a cherished asset for residents and attraction for visitors for decades to come.

If existing 33 bridge decks are 20 years past their "expected 40-year service life," how can we expect the city and the state DOT to safely and successfully build and maintain a tunnel?

Look at science! Look at the numbers! Look at Rochester! No more neglecting the East Side! Not another mismanaged and counterproductive urban planning disaster in our city! One Parkway Now!

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Patrick Simons
Date: Thursday, November 9, 2023 11:50:44 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

Please consider our future! Restore the parkway for our community, our health, and our city's legacy.

Consider the children at Hamlin Park School #74, the Boys & Girls Club Masten Club House, and the Charles Drew Science Magnet School.

The proposed NYSDOT vehicle exhaust mitigation solution is not adequate and the tunnel would violate the state's Climate Leadership & Community Protection Act to reduce greenhouse gases by 40% by 2030.

Filling in the 33 would be less disruptive to residents, cheaper for taxpayers, and would restore a cherished asset for residents and attraction for visitors for decades to come.

If existing 33 bridge decks are 20 years past their "expected 40-year service life," how can we expect the city and the state DOT to safely and successfully build and maintain a tunnel?

Look at science! Look at the numbers! Look at Rochester! No more neglecting the East Side! Not another mismanaged and counterproductive urban planning disaster in our city! One Parkway Now!

Name

Patrick Simons

Email

Date

11/9/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Jai Simpson Affiliation (if applicable): _____

Address: _____ Date 11/9/2023

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: Mary Simpson

Sent: Thursday, November 9, 2023 5:32:47 PM

To:

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

Name: Simpson , Mary

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Park advocatethe

Comment: The historic Buffalo park and parkways system is now considered at risk by the Cultural Landscape Foundation because of the proposed cap without the completion of an Environmental Impact Statement, a Cultural Landscape report and the inclusion of other design options. I demand that [1] an Environmental Impact Statement for NYS Route 33, Kensington Expressway Project (PIN: 5512.52) be conducted, including traffic studies of Buffalo and all the radial streets, air quality studies for the East Side of Buffalo, and an evaluation of whether commuting into and out of Buffalo has decreased post-pandemic; [2] that a Cultural Landscape Report (CLR) be undertaken; and [3] that full design options be prepared with community participation, including the rehabilitation of Humboldt Parkway. This cap design has been offered without the detailed research and analysis required by law. Nationally recognized park systems deserve the same consideration as treasured architecture. Thank you.

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From: [Comment via East Side Parkways Coalition](#)
To: [REDACTED]
Subject: Comment for the Kensington Expressway Project from Sue Sims
Date: Friday, October 27, 2023 5:50:12 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Sue Sims

Email

Date

10/27/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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From: [Comment via East Side Parkways Coalition](#)
To: [REDACTED]
Subject: Comment for the Kensington Expressway Project from Sue Sims
Date: Friday, October 27, 2023 8:31:07 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

As One Parkway Now! has emphasized: "The East Side deserves the same tranquil parkways as enjoyed by West Side residents."

Name

Sue Sims

Email

Date

10/27/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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From: [Jeff Sipos](#)
To: [dot.sm.kensingtonexpressway](#)
Subject: Submit a comment for the Kensington Expressway Project
Date: Friday, November 10, 2023 12:28:18 PM

NY DOT's plan to spend \$1Billion to entrench the status quo by digging the highway deeper, capping less than a mile of it, and permanently sealing the fate of Humboldt Parkway as an urban highway is not acceptable. The DOT's goals are not compatible with Buffalo residents' goals.

That \$1B could restore the parkway and build much needed transit for the city

Buffalo residents' quality of life should take precedence over a couple minutes of car commuters' time while entering or leaving the city. Filling in the entire thing and restoring a world-class Olmsted parkway would cost much less and have real benefits for the city and its residents.

Jeff Sipos

From: [Carl Skompinski](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project (PIN: 5512.52) Draft Environmental Assessment Comments
Date: Friday, November 10, 2023 5:04:25 PM
Attachments: [Draft EA Comments - Skompinski - 100923.pdf](#)

Enclosed are my comments to the Draft EA.

Carl Skompinski
Williamsville, NY 14221

November 9, 2023

Ms. Sanjyot Vaidya, Project Manager
New York State Department of Transportation,
Region 5
100 Seneca Street
Buffalo, NY 14203

Mr. Matthew Seymour, Senior Area Engineer
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Cc: Governor Kathy Hochul, Assemblymember Crystal Peoples-Stokes, Senator Tim Kennedy

Subject: NYSDOT Draft Design Report/Environmental Assessment (DDR/EA)
NYS Route 33, Kensington Expressway Project (PIN: 5512.52)

Dear Ms. Vaidya and Mr. Seymour:

Please accept this letter as my comments to the NYSDOT's Draft Environmental Assessment (EA) (September 12, 2023).

My comments are categorized in the following sections:

- Air Quality Methodology and Health Outcomes
 - Baseline
 - Current Health Conditions of the Surrounding Neighborhood
 - Community Concerns
 - Tunnel Exhaust Plumes and Proximity to Schools, The Buffalo Science Museum, and Park
 - NYSDOT's Exhaust Mitigation Solutions
 - Truck/Car/Highway Exhaust Health Studies
- Building on Current State Investment in the Community
 - East Side Avenues Initiative
 - Rebuilding Business Districts
- Infilling the Humboldt Section of the Kensington Expressway
 - Truly Reconnecting the Community
 - Cost
- Traffic Dispersal
 - City Radials
 - Idling and Wait Times
 - Smart Traffic Solutions
- Maintenance
 - Who's going to maintain the cap?
- Community Outreach Process

- Insufficient Outreach
- Conclusion

Air Quality Methodology and Health Outcomes

Baseline

The method the NYSDOT used to collect air quality levels was to use a permanent air quality station in “Kaisertown” – 3 miles southeast of the project area. “Based on review of the available monitoring locations, the data from the NYSDEC Buffalo monitor at the Thruway Authority Bridge Maintenance Facility Access Road were used to establish background concentrations. This is the closest monitoring location to the Study Area” (EA, p254). An ozone collection station used for data gathering is in Amherst, NY. (EA, p257).

Given that the NYSDOT Project Leaders knew of the communities concerns about the current health conditions of residents – via meetings with Restore our Community Coalition (ROCC) and as outlined in their reasons for the project: “[Environmental Remediation](#)¹” and in [their public comments](#)² and statements – Why didn’t the NYSDOT position mobile air monitoring stations around the project area to determine true readings and not substitute a dissimilar highway when it only introduces a lack of concern for the residents wishes and introduces a lack of confidence in the resulting analysis?

As per Project Chief Engineer Ms. Winkelhake’s NYSDOT Press Release Statement (October 26, 2023)³: “... those opposed to the project have filled the void by largely spreading misinformation and exhibiting a misunderstanding about what can and cannot be done with the project.” This statement speaks to the NYSDOT’s lack of properly communicating with the community. First, these project documents are written for engineers as the public lacks the general knowledge to determine, on their own, whether the information provided is true or omissions are being made to put the project in the best light. Sadly, neither is our community news organizations – both print and television - analyzing the data provided in the EA. So, the comment is a bit disingenuous. Especially since the NYSDOT public meetings did not allow for the public to question NYSDOT officials and LaBella engineers in an open forum where all could have been better informed. From my experience attending all the NYSDOT public meetings – NYSDOT officials and LaBella engineers did not have answers to my questions – I was referred to the GBNRTC or invited to write LaBella – which I did later.

Further, a true – “No Build” air quality analysis would have included a baseline from one of the other city Olmsted Parkways to determine true air quality based on the original parkway. It’s not surprising that it wasn’t done, as the NYSDOT did not set up neighborhood monitoring in the project area itself. They settled for “Good Enough”, which led to the health concern comments you hear today.

¹ - ROCC: Reasons for the Project - Environmental Remediation - <https://roccbuffalo.org/?p=2899>

² - NYDOTS’ Scoping Report – Public Comments – Document Number 134 – “Request Health Impacts Assessment”

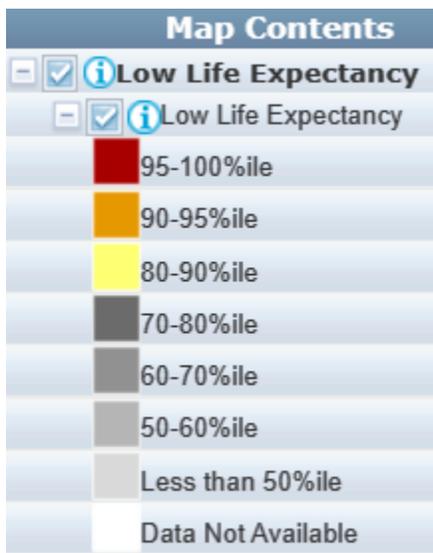
³ - “STATEMENT FROM CHIEF ENGINEER STEPHANIE WINKELHAKE ON EXTENDING THE PUBLIC COMMENT PERIOD FOR THE KENSINGTON EXPRESSWAY PROJECT <https://www.dot.ny.gov/news/press-releases/2023/2023-10-26>

Current Health Conditions of the Surrounding Neighborhood

Given the location of the air monitoring station in “Kaisertown” – 3 miles south of the Humboldt Parkway tunnel project, one only needs to look at the Environmental Protection Agency’s (EPA) Environmental Justice Screening and Mapping Tool (EJScreen Version 2.2)⁴ using the Kaisertown zip codes of 14206 and 14227 comparing it with the Tunnel project neighborhood and see that the NYSDOT is not comparing apples-to-apples. The Humboldt Parkway neighborhoods health disparity index for “Low Life Expectancy”, “Asthma”, “Heart Disease” and “People with Disabilities” is much higher in the neighborhoods surrounding this project than downwind of the I-190 monitor in Kaisertown.

Enclosed screenshots are from the EPA EJScreening and Mapping Tool: (Project area and “Kaisertown” Air Monitoring site noted in black). I’m not going to include the “wind rose” as provided in the NYSDOT’s EA Appendix 7 – “Air Quality Technical Report” – page 9.

Percentile Index from the Tool:

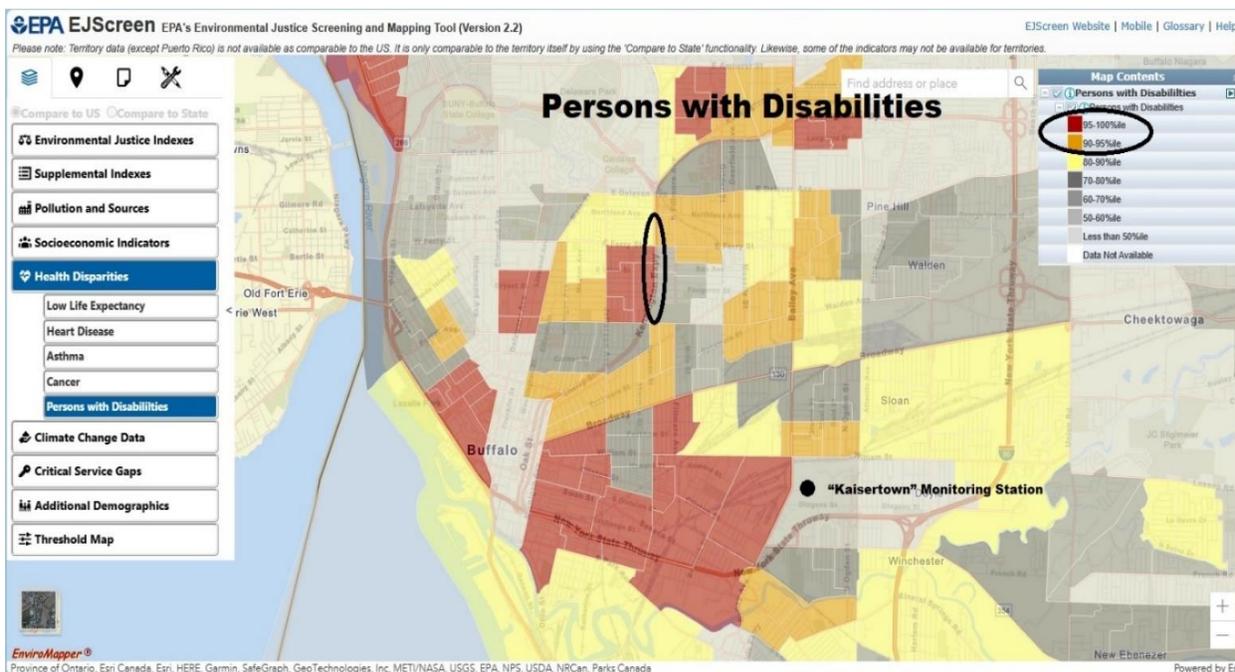


⁴ - Environmental Justice Screening and Mapping Tool - <https://ejscreen.epa.gov/mapper/>



Community Concerns

The EPA EJScreening and Mapping Tool gives credence to the voices of the community that the neighborhoods surrounding the Humboldt section of the Kensington Expressway have a high incidence of health problems. There are no scientific studies associated with neighborhood health problems and outcomes, but given the EPA Mapping tool, aggregate data says otherwise.



Tunnel Exhaust Plumes and Proximity to Schools, The Buffalo Science Museum, and Park

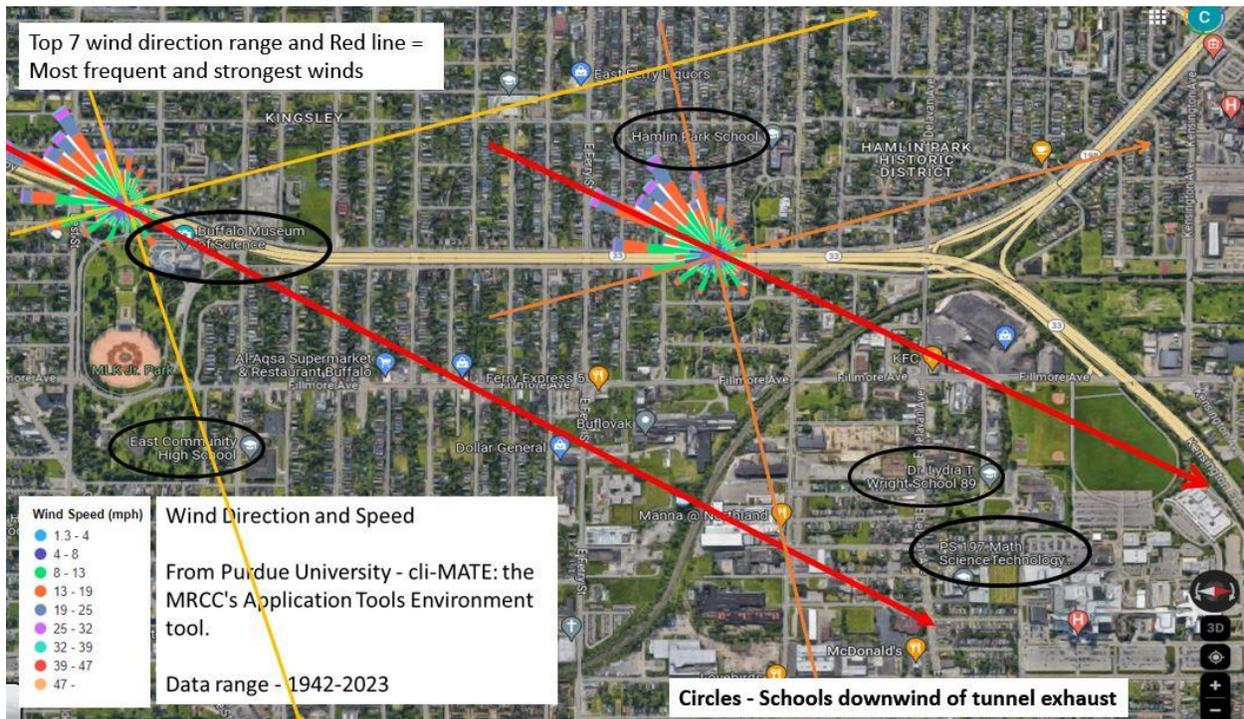
According to the EA, Section 4.9.4 (Build Alternative Effects), the truck and car exhaust plumes from the tunnel portals is modeled to be 300 feet given the “piston effect” of traffic. The “jet fans” are only to be used during emergencies (traffic backups in the tunnel) and when air quality monitoring reaches a prescribed threshold.

While the modeling states that air quality levels will be under the National Ambient Air Quality Standards (NAAQS), the EPA data shows that air quality could and must be improved. From the EPA Screening tool for Blockgroup: 360290035022 (Neighborhood adjacent to MLK Park - Population: 1,111):

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	28%	17%	99	20%	97
Heart Disease	8.6	5.6	97	6.1	90
Asthma	15.1	10	99	10	99
Cancer	5.8	6	43	6.1	41
Persons with Disabilities	15.6%	11.8%	77	13.4%	68

Further, given the historic prevailing wind direction, the Best St. portal plume is directly upwind of the Charles Drew Science Magnet School, The Buffalo Science Museum, and MLK. It is up wind of a total 5 schools, and a number of a neighborhood youth clubs and churches.



The NYSDOT's Build Alternative states there will be a slight increase in exhaust levels at the tunnel portals.

An illustration of that piston effect can be seen in this example from EA– Appendix D7 - Air Quality Technical Report (pgs. 33-36):

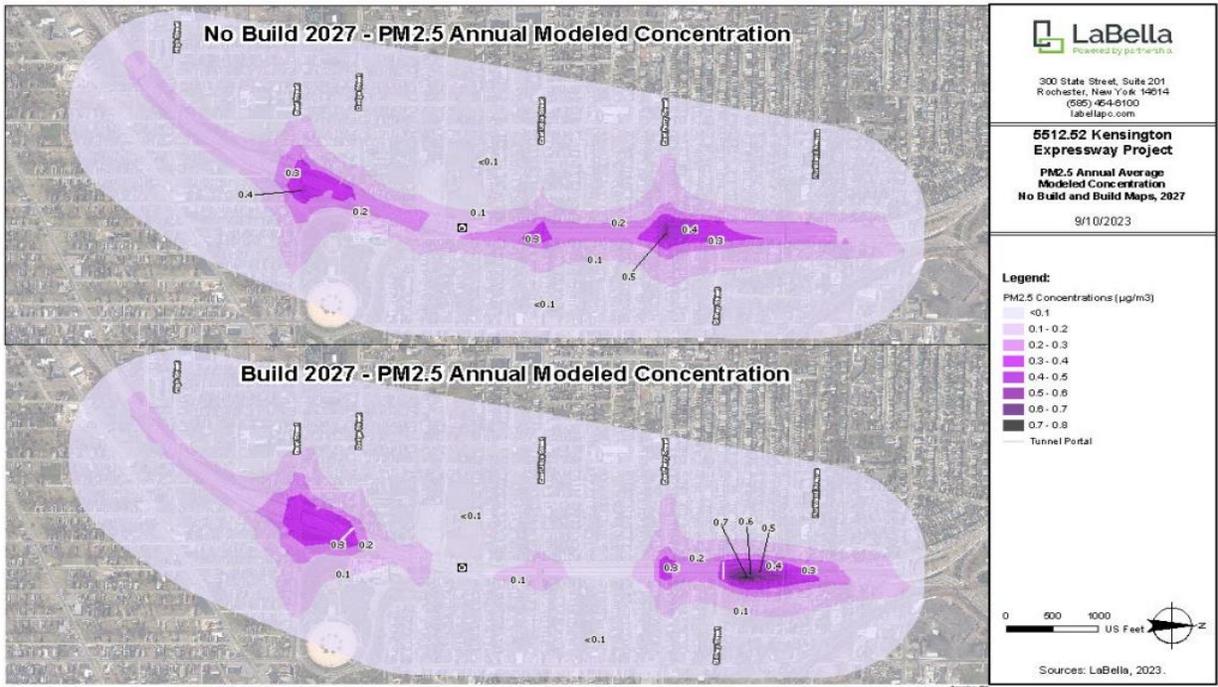


Figure 11 Modeled Year 2027 Annual Average PM2.5 Concentrations

While PM2.5 levels are modeled to a reasonable level, it begs the question – **Why didn't the NYSDOT provide in the report a visual representation of Carbon Monoxide level increases at the tunnel portals like they did for PM2.5 concentrations? The Tunnel concentrates what was a more dispersed exhaust into a 300-foot plume upwind of an elementary school.**

From the EA Appendix D7 - Air Quality Technical Report (pgs. 39-40):

Table 25. Year 2027 No Build Alternative CO Results (ppm)

	Modeled Concentration	Background	Total	NAAQS
1-hr average	0.8	1.2	2.0	35
8-hr average	0.6	0.9	1.5	9

Table 27. Year 2027 Build Alternative CO Results (ppm)

	Modeled Concentration	Background	Total	NAAQS
1-hr average	1.9	1.2	3.1	35
8-hr average	1.3	0.9	2.2	9

EA - Appendix D7 Air Quality Technical Report - Pgs 39-40

Changes in CO (Carbon Monoxide) Concentrations

The change in CO concentration for the “Build Model” at a 1-hr average level is **137.5% HIGHER** than the “No Build” model.

And The change in CO concentration for the “Build Model” at an 8-hr average level is **116.67% HIGHER** than the “No Build” model.

For most reasonable people this would be alarming. Given the health issues already presented by residents, concentrating dispersed truck and car exhaust into 300-foot plumes is not a good legacy for State politicians, or NYSDOT.

NYSDOT’s Exhaust Mitigation Solutions

In the Draft EA’s Section 9 – Measures to Minimized Air Quality Effects (pgs. 45-46) there are several measures that are listed to minimize air pollution impact on the community:

- Splitting the Thrust of Air Coming out of the Exit Portal
- Installing SmogStop Wall Treatments
- Controlling dust
- Greenspace and tree-planting related

Let’s address each one:

1. Splitting the Thrust of Air coming out of the exit portal – only a portion of the truck and car exhaust would be split, and still near or at the end of the portal. While this – “could reduce” or disperse pollutants – as the NYSDOT stated– it nevertheless doesn’t reduce the exhaust pollutants.

2. Installing SmogStop technology. SmogStop⁵, as stated by the company’s website and in the Draft EA, uses “Photocatalytic Treatment” to remove NOx from exhaust in the air. Being a photocatalytic process, it requires sunlight to breakdown NOx. The last time I looked in tunnels, they didn’t have much sunlight.
3. Controlling Dust. I spoke with a LaBella Engineer at the last NYSDOT Public Meeting on September 27th regarding dust control and “scheduled” cleaning – he stated that it would be done: “Once per year.”
4. Greenspace and tree plantings. From the Draft EA – Pg. 270: “Trees have direct benefits on air quality in urban areas, including removal of particulate matter through uptake of particles into the leaf stomata or interception of particles onto the leaf surface.” That’s fine, when trees have leaves on them, but during the fall in early October through leaf-out in early May – what then?

Truck/Car/Highway Exhaust Health Studies

Several studies have correlated health outcomes and learning disabilities in proximity of highways.

1. From [SmogStop’s website](#): (Problem menu tab, “Local Health Impacts”) – meter to feet conversion added by me.

“Nearby residents suffer the greatest health consequences. According to a [Vancouver study](#)⁶, people who live within 150 metres (approximately 500-feet) of a highway or within 50 metres (165-feet) of a major road are 29 per cent more likely to die from coronary heart disease.

The dangers don’t stop there, however. Traffic-related air pollution is also linked to stroke, cancer, asthma, and other respiratory problems. Children, infants, and unborn babies are particularly vulnerable because their lungs aren’t fully developed. Meanwhile, Spanish researchers found that students in elementary schools located within 500 metres (1,640-feet) of a major roadway or highway had slower cognitive development.”

⁵ - SmogStop - <https://www.smogstop.co.uk/problem/>

⁶ - Change in Residential Proximity to Traffic and Risk of Death from Coronary Heart Disease - https://journals.lww.com/epidem/Fulltext/2009/11001/Change_in_Residential_Proximity_to_Traffic_and.552.aspx

2. Traffic Related Air Pollution, Particulate Matter, and Autism⁷

Conclusions

“Exposure to TRP, NO₂, PM_{2.5}, and PM₁₀ during pregnancy and the first year of life was associated with autism. Further epidemiological and toxicological examination of likely biological pathways will help determine whether these associations are causal.”

3. Vehicle exhaust exposure in an incident case–control study of adult asthma⁸

Discussion section:

“Among participants who had lived >2 years in their home and had positive skin-prick tests, elevated levels of NO₂ outside the home were significantly associated with incident asthma.”

4. The Polluted Life Near the Highway⁹

Conclusions

“Research demonstrates the negative health and economic impacts of highway adjacency; living near highways is associated with diseases that can lead to premature death. We then turned to Louisville as a case study to understand, at a local level, the effect that such transportation corridors have on everyday life—at home, at work, and at school.”

“Although the people living and working near arterials are demographically similar to people throughout the Metro, disproportionate shares of such residents are renters, have incomes below the federal poverty level, receive SNAP benefits, and live in subsidized affordable housing, particularly public housing. This means that residents with lower incomes are more likely to suffer the negative health consequences of pollution. Considering that families without access to a private automobile tend to live closer to highways, it is a sad irony that those who are most likely to be exposed to roadway pollution are those who contribute least to it.”

⁷ - Traffic Related Air Pollution, Particulate Matter, and Autism

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4019010/>

⁸ - Vehicle exhaust exposure in an incident case–control study of adult asthma

<https://erj.ersjournals.com/content/28/1/75>

⁹ - The Polluted Life Near the Highway <https://www.urban.org/sites/default/files/2022-11/The%20Polluted%20Life%20Near%20the%20Highway.pdf>

The Polluted Life Near the Highway continued...

TABLE 1

Evidence on Health Effects of Living or Attending School Near Major Roadways

A review of scholarship on highway exposure

Within 100 meters	Within 200 meters	Within 300 meters
<ul style="list-style-type: none"> ▪ For children at schools, exposure to PM_{2.5} and NO_x are 30 percent and 37 percent higher, respectively, than at comparable schools elsewhere^a ▪ Increase in acute myocardial infarction of 5 percent^b ▪ Higher cardiopulmonary mortality risks of 1.95 percent^c ▪ Increased lung cancer risks attributable to NO₂ and PM_{2.5} exposure by 10 units^d 	<ul style="list-style-type: none"> ▪ Increase in odds of stroke mortality of 8 percent at 150 meters^e ▪ Greater exposure to ultrafine particles, black carbon, NO_x, and CO than those living further away, elevating risks of asthma and reduced lung function^f ▪ 1.3 times increased odds of preeclampsia; 1.6 times increased odds of pProm; and 1.4 times increased odds of preterm births^g 	<ul style="list-style-type: none"> ▪ Higher concentrations of CO and black carbon^h (Baldauf et al. 2008) ▪ Higher likelihood of autism for children of pregnant women during the third trimesterⁱ ▪ Increased risks of coronary heart disease^j

Source: Authors' review of scholarship on highway adjacency.

^avan Roosbroeck et al. (2007); ^bTonne et al. (2007); ^cHoek et al. (2002); ^dHystad et al. (2013); ^ePedde, Szpiro, and Adar (2017);

^fBrugge, Durant, and Rioux (2007); ^gYorifuji et al. 2015; ^hBaldauf et al. (2008); ⁱVolk et al. (2011); ^jKan et al. (2008);

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; NO₂ = nitrogen dioxide; PM_{2.5} = particulate matter made of fine inhalable particles, with diameters generally 2.5 micrometers and smaller; pProm = premature rupture of membranes before 37 weeks of pregnancy.

Let me close this section by highlighting Ms. Winkelhake’s Press Release Statement:

“Concern 5 – This project will make the air quality in East Buffalo even worse: Based on our analysis, the air quality within the project vicinity will improve overall, and mitigation measures, including tunnel washing, wall treatments, tree plantings, and a dust control plan, will be in place to mitigate impacts to the public.”

Clearly, this is not the case as demonstrated above. There has been no long-term monitoring of the air quality directly adjacent to the project area, nor has the NYSDOT provided visual plume dispersal illustrations for carbon monoxide (CO) when their tables show significant increases, like they did for PM_{2.5}, nor will any of the mitigating measures Ms. Winkelhake mentioned above improve air quality in the community – they may, at best, have very limited effect on air quality or none at all.

Building on Current State Investment in the Community

East Side Avenues Initiative

The State of NY working through the University of Buffalo’s Regional Institute (UBRI) created a fund and program to redevelop Buffalo’s East Side, and specifically four (4) main avenues: Michigan, Jefferson, Fillmore, and Bailey with initial funding of \$65 million dollars as part of the State’s “Buffalo Billion Phase II Plan”.

Part of the East Side Avenues Initiative is to redevelop the local community business districts that, as the 2018 East Side Corridor Economic Development Fund (Spring 2019)¹⁰ stated:

“Why these 4 East Side Corridors? They are primary economic drivers, embracing unique neighborhood character, providing services and amenities to residents and visitors, offering small business opportunities for entrepreneurs, and establishing crucial connections between anchor assets, residential neighborhoods, and employment centers.”

“Why these 9 Investment Areas? Through a targeted investment strategy, the areas have the potential to become catalysts for widespread revitalization of the East Side.”

Underlining for emphasis added by me.

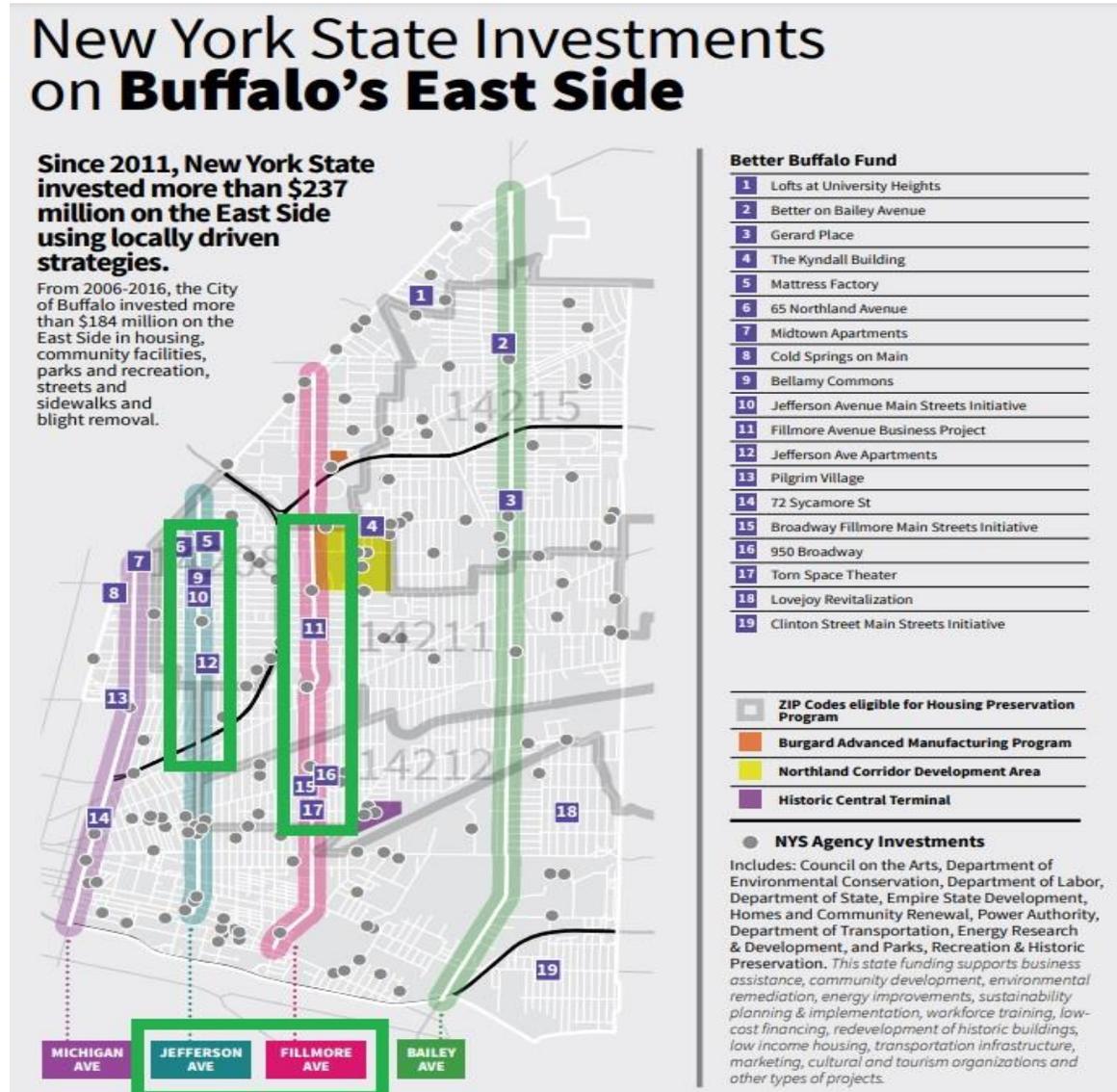
Rebuilding Business Districts

Since the start of the East Side Avenues Initiative, NYS, through its Empire State Development office had **invested over \$237 million dollars into the initiative**, helping to stabilize buildings, creating the environment for new small business opportunities, and rebuilding business districts that have historically thrived prior to the creation of the Kensington Expressway and the flight to the suburbs.

Why the State would promote another generation or two of bypassing the very business districts its working hard to restore is beyond me? Why double down on perpetuating advancing truck and car traffic for another couple of generations when infilling the Humboldt section of the Kensington Expressway would help move some traffic back to these avenues to help the business districts and small businesses thrive?

¹⁰ - 2018 East Side Corridor Economic Development Fund (Spring 2019) - https://regional-institute.buffalo.edu/wp-content/uploads/sites/155/2020/10/EastSideStrategies2018DRAFT_MarchFinalDraft_SinglesREduced.pdf

Below, East Side Corridor Economic Development Fund (Spring 2019) Pg. 12 - Jefferson and Fillmore Business Districts are highlighted in green which will continue to be bypassed – for generations.



Infilling the Humboldt Section of the Kensington Expressway

The foundational objective that drove the NYSDOT to the Build Alternative to the exclusion of fully restoring the parkway was the second objective: “Maintain the vehicular capacity of the existing transportation corridor”¹¹. This “objective” is not found in any of ROCC’s Reasons for the project, so it wasn’t a community objective, but a NYSDOT objective. The NYSDOT placed the objective second, after “Reconnecting the community...”. This is a bit disingenuous as it leaves the impression that

¹¹ - Kensington project Poster Project Objectives.pdf
<https://kensingtonexpressway.dot.ny.gov/Content/files/ProjectDocuments/Kensington%20project%20Poster%20roject%20Objectives.pdf>

“reconnecting the community” and meeting ROCC’s goal was the driving force behind the project, when in truth, NYS neglected its obligation to maintain the expressway and its bridges until well past their end of life. So, this project is a bit of a “wolf in sheep’s clothes”.

A much better solution which does meet ROCC’s goals is to infill the Humboldt section of the Kensington in a manner like what Rochester accomplished with its infill of Interstate 490 aka Inner Loop East, of which the NYSDOT and the US Dept. of Transportation, Federal Highway Administration (FHA) were part of the project team. So, the NYSDOT and FHA have a local precedent to draw from. The project infilled 2/3rds of a mile of sunken expressway for a cost of just over \$20 Million¹²¹³, took 8 months to complete (not years and \$1.2 BILLION) AND – the project fostered close to \$200 Million in private investment in housing. Its success fostered looking at removing the rest of the 1.5-mile segment of the Inner Loop.

Rochester’s Inner Loop East Project Benefits¹⁴: (Underlining – by me)

- “Supporting Healthy Lifestyles and Improving Livability: By providing a boulevard with wide sidewalks and dedicated bicycle facilities while leveraging mixed-use infill development, the project encourages bicycle and pedestrian activity, helping to create a more livable and sustainable community.
- Reconnecting Neighborhoods with Downtown: The project removed a significant barrier to redevelopment in the East End, one of Rochester’s most important downtown districts.
- Promoting Development: Completion of this project opened roughly six acres of land to mixed-use redevelopment. Reclaiming this land generated tax revenues, created jobs and generated private investment. The Benefit-Cost ratio of this project was conservatively estimated to be between 1.9 and 2.2.
- Saving Money: Maintenance of this portion of the Inner Loop would exceed the cost of filling the below-grade expressway in and creating an at-grade street, while providing none of the benefits listed above.”

What one community can do, another can do.

The NYSDOT’s objection is that city streets can not handle 75,000 cars, well get to that later.

Truly Reconnecting the Community

The Build Alternative only supports a partial “reconnecting” of a community. The project does not extend south beyond Best St. where a large portion of houses were purchased and removed to make way for the expressway. The Fruit Belt was severed from Genesee St., its business district, and employment center. When and how does the Fruit Belt get restored and reconnected?

A much better solution is to infill the Humboldt section from Sidney St. to Oak St. thereby truly reconnecting the community that was destroyed by removal of Humboldt Parkway, and displacement of residents south of Best St. Further, an infilled Humboldt Parkway could again reconnect between Agassiz Circle and Delavan Ave. restoring Olmsted/Vaux’ parkway vision and making the connectivity

¹² - Stantec - <https://www.youtube.com/watch?v=k5pNclQv9U8>

¹³ - Detailed Project Budget -

<https://www.cityofrochester.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=8589957429&libID=8589957416>

¹⁴ - Inner Loop East Project Benefits - <https://www.cityofrochester.gov/InnerLoopEast/>

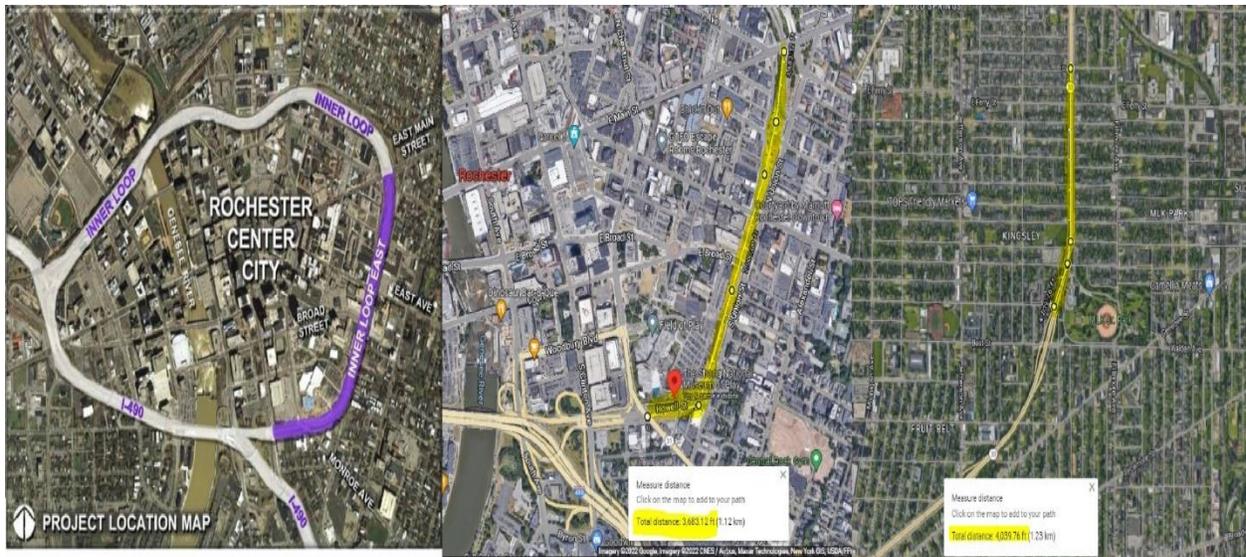
between MLK Park and Delaware park a reality – as ROCC envisioned. The current Alternative Build will never facilitate that connection due to the cap of Scajaquada Creek being only 5 feet under the Kensington expressway. Expressions of a Phase II and III for this project give false hope to the community as NYS will be in a budget deficit of \$36 BILLION dollars over the next 3 years¹⁵ – and possibly beyond that.

Cost

As a practical matter, public funds should be used for the greatest public benefits. Public money should foster better communities and quality of life, better public health, spawn economic development, and incentivize private investment. This Build Alternative does none of that. It's a \$1.2 Billion dollar project that cements in place more generational inequality, perpetuates poor health outcomes, doesn't facilitate redevelopment of the Jefferson and Fillmore Business Districts, nor reconnects the Fruit Belt with Genesee St community, nor allows for Olmsted/Vaux Parkway system to be surfaced again.

It's a multi-generational mistake.

When Rochester can infill 2/3rds of a mile of sunken expressway for \$22 Million, and where we are spending \$1.2 Billion for 3/4ths of a mile – the public's money is not well-spent – its criminal.



Rochester Inner Loop Infill
3,683 Feet = \$22 Million

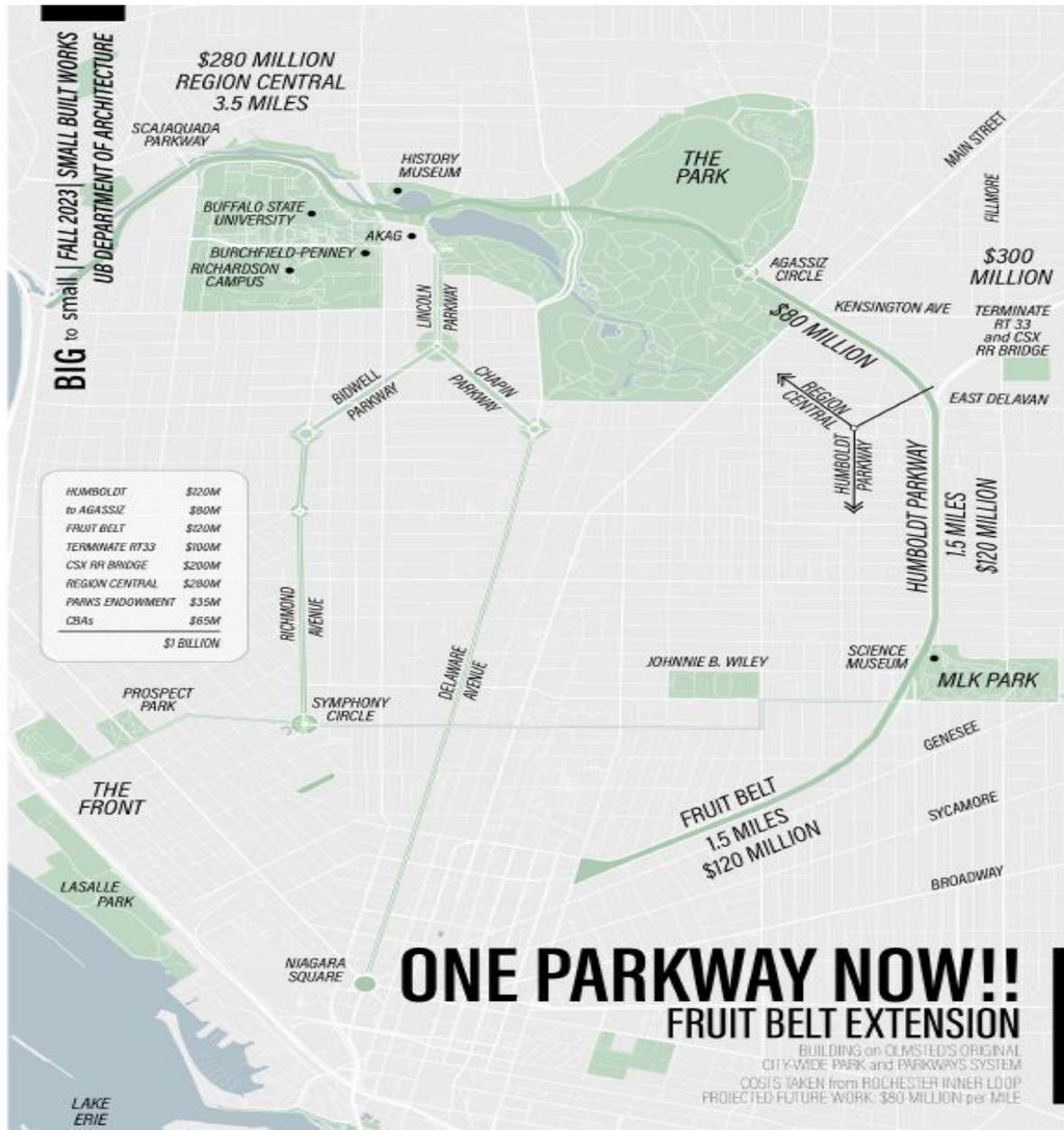
Kensington Cap
4,039 feet = \$1.1Billion

<https://www.fastcompany.com/90795760/what-happened-when-rochester-tore-out-an-urban-highway> <https://www.cityofrochester.gov/InnerLoopEast/>

¹⁵ - DiNapoli: State's Fiscal Outlook Declines
<https://www.osc.ny.gov/press/releases/2023/07/dinapoli-states-fiscal-outlook-declines>

Below are the estimated costs of a completely restored parkway with an extension past Best St. to reconnect the Fruit Belt to Genesee St. and community. Estimates are based on the Rochester North Loop estimates per mile of roadway remediated. \$280 Million for the Greater Buffalo Niagara Regional Transportation Council's (GBNRTC) "Region Central" work on the Scajaquada Corridor. \$80 Million for the Agassiz Circle to Delavan section to reconnect the Olmsted/Vaux Parkway System. \$120 Million to infill the Humboldt Section of the Kensington Expressway, and \$120 Million to infill the Expressway south of Best St. to Oak St. with a \$35 Million "endowment" to maintain the parkway. At a total estimated cost of \$675 Million.

Illustration and estimates from UB Dept. of Architecture Urban Studio "Small to Build Works" Fall 2023 class.



A much better use of public funds to reconnect communities, help move some traffic to the business districts that NYS (East Side Initiative and Empire State Development) is trying to rebuild.

Traffic Dispersal

The number one reason given for not infilling the Humboldt Section of the Kensington Expressway is the inability of city radials being able to handle 75,000 vehicles per day, and in the increase of pollution in the city via idling vehicles at traffic lights.

Looking at the EA – Appendix D7 – Air Quality Technical Report¹⁶ – pg. 11, the 75,000 vehicles per day volume is broken down by hour – highlighting peak inbound and outbound counts at the NYSDOT’s Sidney St. automated traffic recorder (ATR) count station.

“The traffic study provides AM and PM peak period traffic volumes for existing conditions (year 2021), year 2027, and year 2047. The PM10/PM2.5 analysis requires traffic data for a minimum of four time periods to cover a 24-hour day (AM Peak, Midday, PM Peak and Overnight). The specific hours to be represented by each of these time periods were determined based on analysis of the available 24-hour traffic count data for NYS Route 33 at the automated traffic recorder (ATR) count station located near Sidney Street (#28) as shown in Figure 3.”

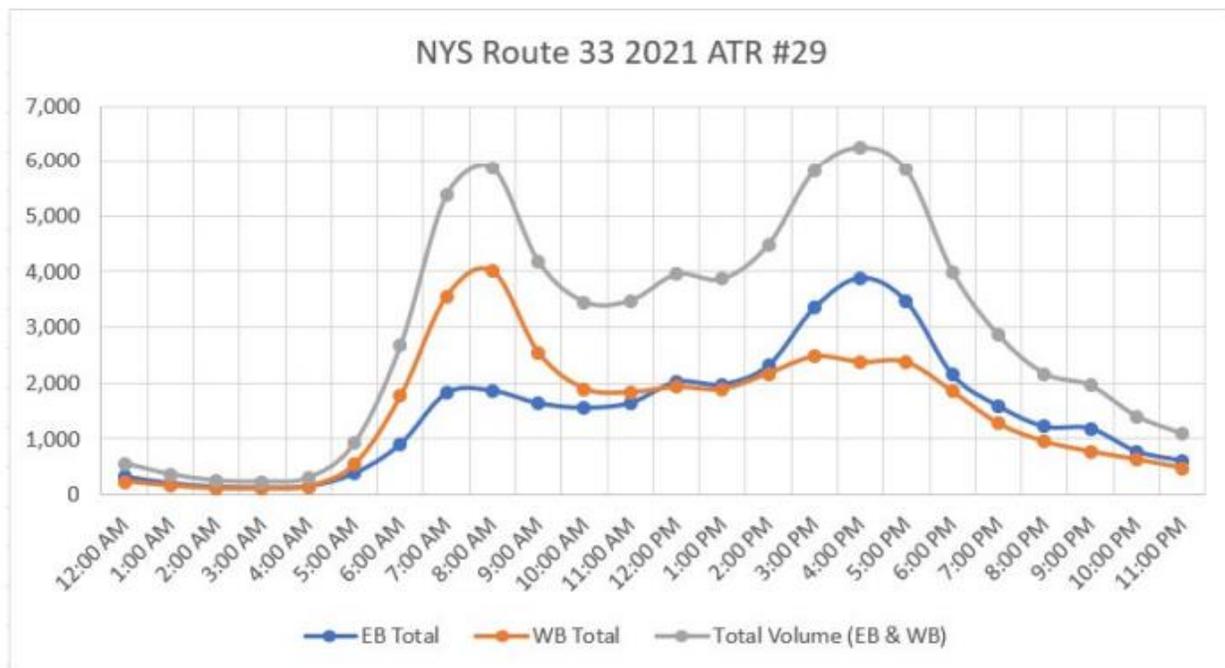


Figure 3: NYS Route 33 Existing 24-hr Traffic Counts

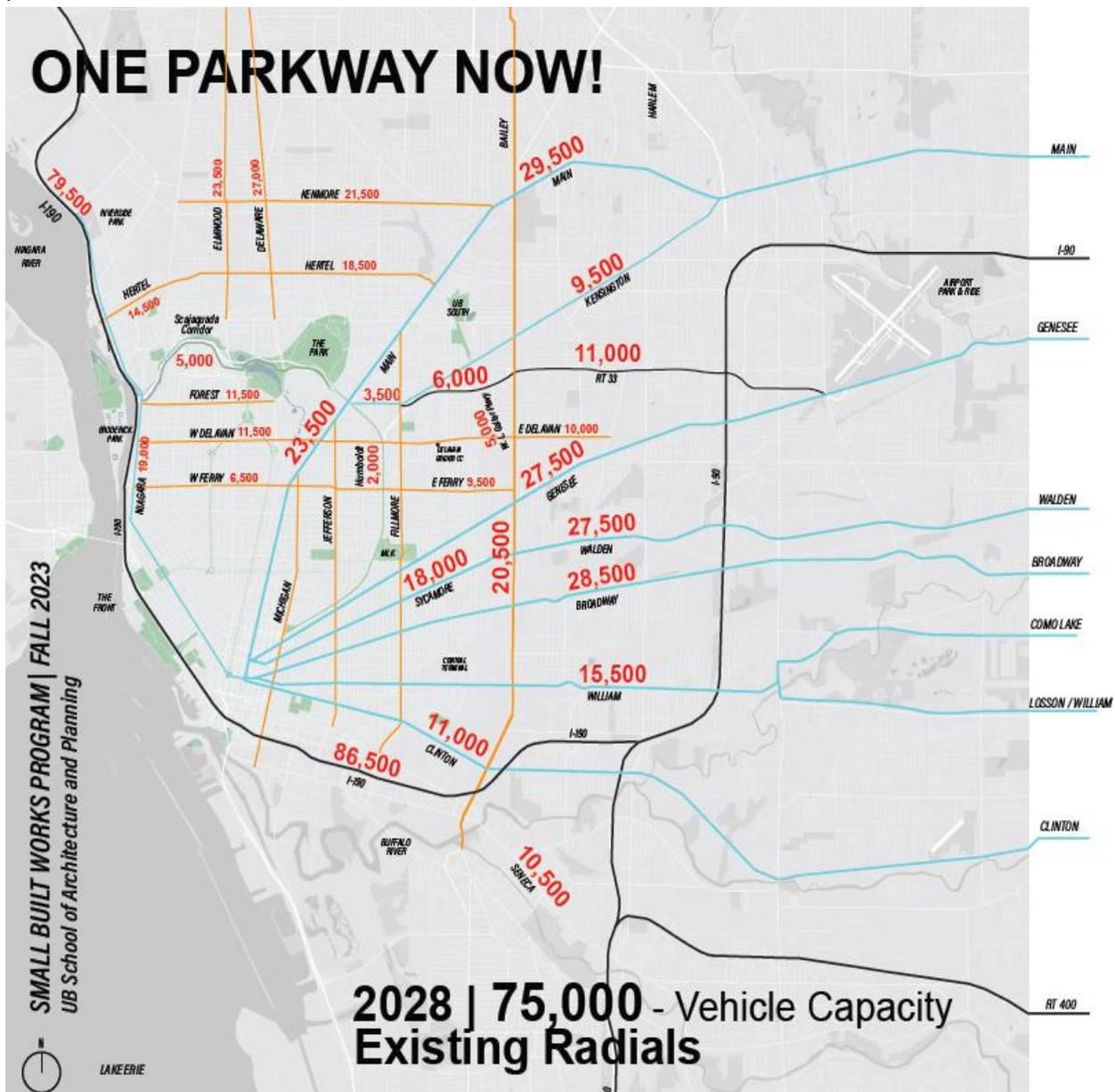
Peak volume registers at about 6,000 vehicles combined during the morning “rush hour” and about 6,200 vehicles combined during the afternoon “rush hour.” For most of the remaining time between peak hours, traffic is between 3,000 - 4,000 vehicles per hour.

¹⁶ - EA Appendix D7 Air Quality Technical Report
<https://kensingtonexpressway.dot.ny.gov/Content/files/DraftDesignReport/Appendix%20D7%20Air%20Quality%20Technical%20Report.pdf>

City Radials

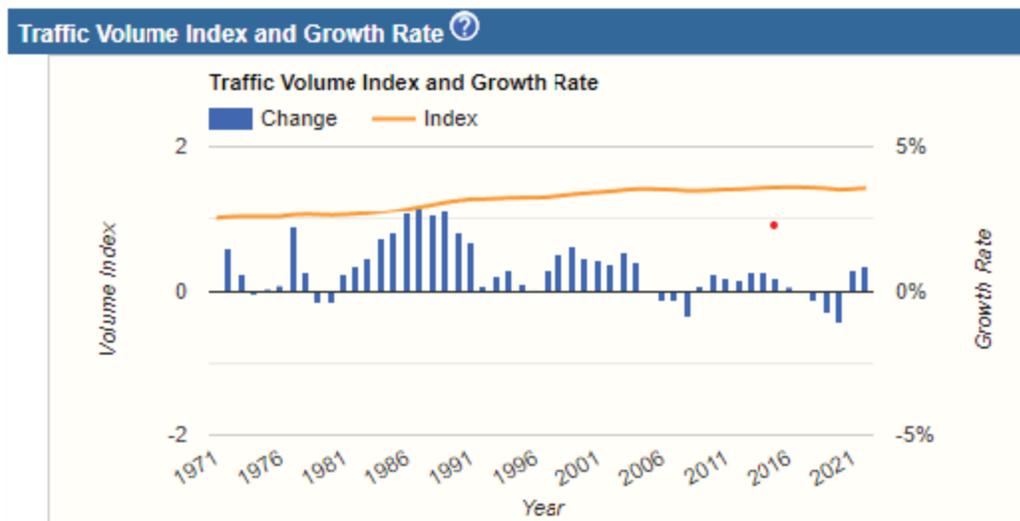
Using GBNRTC data, a local community coalition put together these illustrations on the radials and their ability to handle traffic built on the work of UB Graduate students from the above-mentioned urban studio.

ONE PARKWAY NOW!



ADT via GBNRTC

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

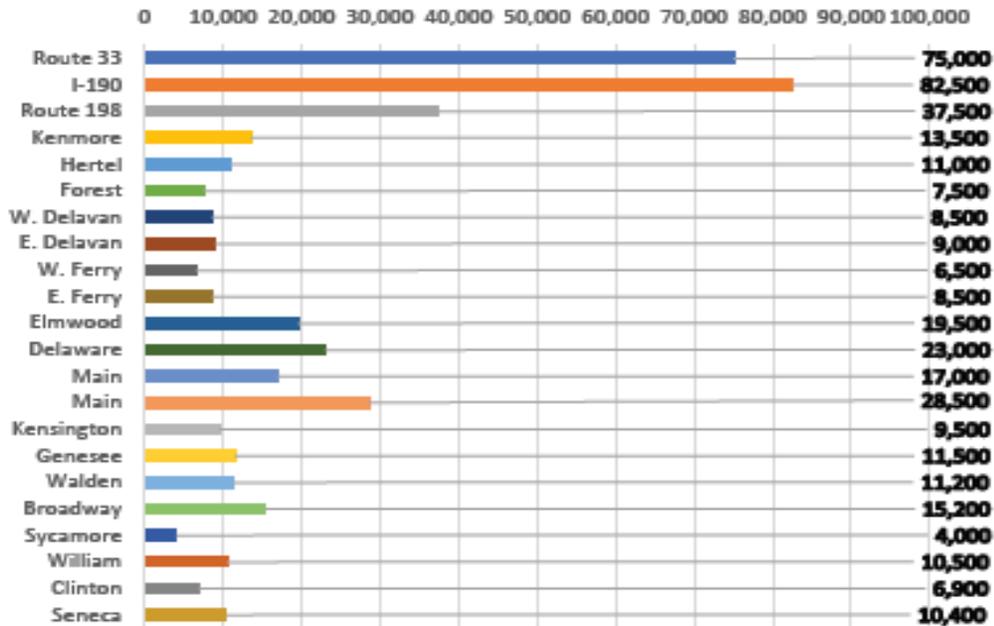


Traffic volume index chart as shown on the GBNRTC website.

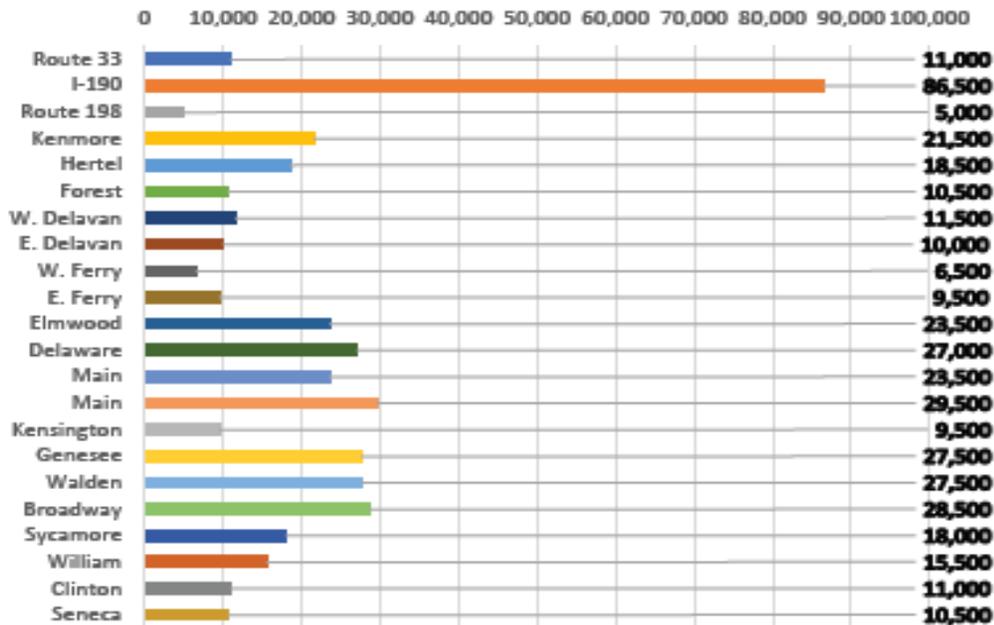
One Parkway Now!! AADT

- Existing Arterials take a portion of Route 33 capacity.
- Where do the cars go with a terminated Route 33?

2022



2028



The NYSDOT foundational objective of “Maintain the vehicular capacity of the existing transportation corridor”, eliminated the need for them to run a traffic simulation for Build Alternative Concept 10. So, it’s hard to say what the impact would be on city radials as it’s just an uninformed opinion without data.

VISSIM Modeling from the Project Scoping Report – December 2022 – Appendix C – Preliminary Traffic Study – Figure 1 (page 5 of the Vissim Development & Calibration Report)¹⁷ only models’ traffic in the envelope illustrated below. **It does not model impacts to city traffic from a downgraded Humboldt section – Concept 10. As a matter of fact, Concept 10 – Removal of the NYS 33 including Reestablishing the former Parkway Setting was not included in the Traffic Study.**

Figure 1 – VISSIM Model Limits



Idling and Wait Times

¹⁷

<https://kensingtonexpressway.dot.ny.gov/Content/files/ScopingReport/Appendix%20C%20Preliminary%20Traffic%20Study.pdf>

While the NYSDOT may have a valid point on Idling pollution and wait times, its just an uninformed opinion without data to back up its assertion. StreetLight Data Inc.¹⁸ or AirSage origin-destination data¹⁹ should be obtained from either company for an area encompassing northern origin communities – Amherst and Williamsville, and communities west of the city – Clarence, Lancaster, Cheektowaga, as well as traffic exiting the I-90 inbound to Buffalo. Destinations should encompass all of downtown and the area from Balley Ave to Elmwood as traffic inbound from other areas would take alternate routes into the city (the 290 to I90, and 90 to the 190), and likewise most often than not, take the same routes back out of the city.

The origin-destination data could then be applied to a tool like VISSIM to model how Concept 10 – **Removal of the NYS 33 including Reestablishing the former Parkway Setting** – would actually impact city street traffic. Anything less is storytelling.

Smart Traffic Solutions

As the NYSDOT proposed mitigating measures to reduce air pollution near the tunnel portals, one technology that is deployed in WNY (Amherst and Tonawanda) is Milovision²⁰. The GBNRTC is running a Smartly Enhance Multimodal Arterials (SEMAs) Project²¹.

¹⁸ - Streetlight Data – Origin-Destination modeling <https://www.streetlightdata.com/origin-destination-od-study/>

¹⁹ - AirSage – Trip Matrix - Origin-Destination modeling <https://airsage.com/solutions/custom-trip-matrix/>

²⁰ - Milovision <https://miovision.com/solutions/traffic-optimization-analytics>

²¹ - GBNRTC SEMA Project

<https://static1.squarespace.com/static/56ccbbfd3c44d8670dbd1d84/t/63adba354225e03b7800e346/1672329786793/APPROVED+SFY+22-24+GBNRTC+UPWP+Document+3-4-22.pdf>

Smartly Enhanced Multimodal Arterial (SEMA) Demonstration Project

Related Federal Planning Factor(s): 2, 4, 6, 7

Related 2050 MTP Goal(s): 6, 9

Objective: Identify and develop Smartly Enhance Multimodal Arterials (SEMA)

Performed by: MPO Staff

Estimated Start/Duration: September 2022 – March 2023

Proposed Funding: \$84,389

Product: SEMA Demonstration Corridor

- Consistent with Moving Forward 2050, the GBNRTC will further define a Smartly Enhanced Multimodal Arterial through a demonstration corridor study. New technologies, upgraded street features and emerging transportation services will be considered along these corridors to create Smartly Enhance Multimodal Arterials (SEMA) that offer a range of convenient transportation options.
- The selected corridor will work with the Next Generation Freeways to accommodate rush hour traffic using coordinated and priority signals. SEMAs will make transportation throughout the region safer and more efficient while reactivating corridors with infrastructure improvements that promote reinvestment with spin-off benefits for nearby communities and the regional economy.
- Based on initial research, a demonstration corridor will be selected, and the concept refined with specific attributes and functions. Initial schematics will be developed as well as conceptual cost estimates.

Smart Cities Next Generation Adaptive Signals and Technology

Related Federal Planning Factor(s): 6

Related 2050 MTP Goal(s): 9

Objective: Advance next generation signals initiative

Performed by: GBNRTC staff, NITTEC, various municipalities

Forecast Start: April 2022, Ongoing

Proposed Funding: \$54,353

Product: Acquisition and utilization of real time traffic data in a demonstration corridor and development of an advanced signalization pilot

- Based on emerging technology and autonomous vehicle introduction and consistent with Moving Forward 2050, staff will continue to perform a review of possible next generation signalization and applicability to the metro region.
- Acquisition of real time traffic data will continue and expand in support. Completion of the updated traffic signals inventory will also be developed in conjunction with NITTEC.
- Staff will continue to work with the Town of Amherst, Town of Tonawanda and other local municipalities interested in the adaption of Miovision signal detection technology.

Maintenance

It's my understanding from Mr. Fontana, who represented the NYSDOT at the Jes Breathe Block Club public discussion on the 33 on October 19th at the Buffalo Science Museum, that annual maintenance for the tunnel will be approximately \$5 Million/year. It's also understood that the mechanism and entity to maintain the tunnel cap has not been determined.

Who's going to maintain the cap?

It's assumed that Buffalo Olmsted Parks Conservancy could be responsible for maintaining the greenspace on the tunnel, yet no funding or agreement is in place. I can't envision the city of Buffalo maintaining it as they have a difficult time as it is maintaining what they already own. I can't see NYS Parks maintaining it either as its not in the scope of work or control.

I believe the tunnel annual maintenance funding is better spend on maintaining an infilled Humboldt section of the Kensington Expressway, connecting both the Scajaquada and Humboldt parkways via Agassiz Circle connector, and the additional of the Fruit Belt extension than maintaining a tunnel that is only used by people who don't get out of their cars. Further, with an infilled parkway, the only maintenance costs are road repaving and not more costly – trench wall or bridge repair. And with the infill continuing south of Best St., there is no need to replace the High St. and Jefferson bridges that must be in the same condition at the bridges in the Alternative Build project area.

Community Outreach Process

Throughout this process the NYSDOT, like most government agencies, has controlled the process so tightly that in doing so it excludes meaningful outreach and communication. While some level of control is needed to move the process forward in an organized and meaningful manner, projects like the Build Alternative proposed here, requires, no demands... more proactive outreach and community interaction – allowing the community to understand the project, what is truly intended, and the reasons for it. As opposed to canned presentations and multi-page documents that require expertise to determine whether what is being written or stated is true, as well as the impact to the community, as this is a multi-generational impacting project. It cannot be rammed through.

It's been stated multiple times that the NYSDOT met with ROCC during monthly stakeholder meetings, but those meetings were never public or published for residents to attend. And they represented members mainly from the Jefferson-side of the Expressway, so a whole community on the Fillmore-side of the Expressway was left out, hence the Jes Breathe Block Club public discussion on the 33 on October 19th was needed to give that Fillmore Community an opportunity to weigh in. NYDOT press conferences where community representatives were present were invitation only. NYDOT Public Meetings allowed for limited timed public comment but no questions.

Sadly, Ms. Winkelhake's Press Release Statement (October 26, 2023) stated: "... those opposed to the project have filled the void by largely spreading misinformation and exhibiting a misunderstanding about what can and cannot be done with the project."

Why was there a "void" in the first place? If residents and community minded people are spreading "misinformation" and "exhibiting a misunderstanding" whose fault is that? The Press Release and

comment only validates what is clearly obvious – outreach to all the community was poor at best.

Insufficient Outreach

As late as the Jes Breathe Block Club public discussion on the 33 on October 19th at the Buffalo Science Museum, as demonstrated by the turnout, many in the community don't know much about the project, are misunderstanding aspects of it, are asking questions that have not been answered sufficiently. While noble to open the NYSDOT Community Outreach Office, located at 878 Humboldt Parkway, it's a passive outreach. Residents on Humboldt Parkway itself, only recently, knew about the project, mainly from concerned community residents and community advocates going door-to-door communicating with residents. Many don't have the time or inclination to pour over thick documents and appendices – it's a community of dialogue.

I would say that many residents still don't know about, or much about, the project, and as by their statements at the last NYSDOT public meeting, and from questions asked at the Jes Breathe Block Club public discussion, people are still misinformed. Whose fault is that? Especially if residents are misunderstanding the project and may be propagating poorly understood information.

Sadly, leadership on all levels of City government was also absent from this process. Especially, after the sad tragic event of May 14th, 2022, on Jefferson Ave. where community leaders touted healing the community – where are they found in meetings and public comments? It's duck and cover.

In Conclusion

Due to the following:

1. Lack of sufficient community outreach, and
2. Lack of sufficient and location specific air monitoring, and
3. The current Alternative Build tunnel cap increases CO levels upwind of schools, the Buffalo Science Museum and Charles Drew Magnet school, and
4. There is no plan for "Asbestos Containing Materials" – much of which was inaccessible for testing, and
5. The already high community health issues for Asthma, Heart Disease, and Low Life Expectancy, and
6. the NYSDOT's Project Objective: "Maintain the vehicular capacity of the existing transportation corridor" that automatically removes a restored parkway option from community consideration without a comprehensive origin-destination traffic study, and
7. That the current Build Alternative will never allow the Humboldt Parkway to be restored and connected with the Scajaquada Parkway to recreate Olmsted/Vaux's vision, and
8. That this Build Alternative leaves out reconnecting the Fruit Belt with the Genesee community, and
9. That this Build Alternative doesn't meet ROCC's original objectives, and
10. Rochester, with the NYSDOT and FHA as partners, infilled the 490 "Inner Loop East" sunken expressway as a much cheaper price and wise use of taxpayer money, that facilitated \$200 Million in private housing investment, and
11. Its plainly a solution that will cement in place, another 50 years of health issues in the community,

I respectfully request the NYSDOT, and Governor Hochul to listen to the community – the whole community and reassess this project and take a serious look at restoring the Humboldt Parkway and

One Parkway Now! Concept after completing a comprehensive traffic study including all radials coming into the City of Buffalo and surrounding communities to determine – truly, the impact of a restored parkway as envisioned and designed by Olmsted and Vaux.

Respectfully submitted,

Carl Skompinski
Williamsville, NY 14221

From: [Dana Slawson](#)
To: dot.sm.kensingtonexpressway
Subject: Buffalo Kensington Expressway/Olmstead Parkway Capping Project
Date: Thursday, November 9, 2023 1:41:48 PM

Dear Mr. Vaidya and Mr. Seymour:

I'm writing today as a 30+ year resident of the Buffalo area and as a historic preservation professional (SUNY Bflo, MArch '89). I have deep concerns regarding the proposed FHWA/NYDOT plan to cap a mile-long portion of the Kensington Parkway that traverses Delaware Park. As you are aware, the Expressway bisects the National Register of Historic Places-listed and nationally significant park and parkway system designed by Fredrick Law Olmsted and Calvert Vaux. The Cultural Landscape Foundation's President, Charles A. Birnbaum, has stated that it is a potential National Historic Landmark candidate as well. It is my firm belief that, without an Environmental Impact Statement and a Cultural Landscape Report, reviewing agencies and decision makers lack sufficient context and understanding for determining the appropriateness of capping the Kensington Expressway. As currently proposed, I fear that a once-in-a-lifetime opportunity to return the former Humboldt Parkway to something better reflecting the original design intent of Olmsted and Vaux, and therefore, more appropriate and in accordance with the Secretary of the Interior's Standards, will be squandered.

Buffalo has demonstrated its ability to successfully steward nationally significant properties that have been on the brink of erasure. The Darwin D. Martin House complex, located in the Parkside Historic District laid out by Frederick Law Olmsted, Sr., has been the beneficiary of a \$50 million restoration to recapture Frank Lloyd Wright's design intent. Shouldn't the nationally significant park system be afforded the same opportunity?

Thank you for your further consideration of this important matter.

Sincerely,

Dana Slawson, MArch.

Principal, Greenwood & Associates, LLC

-----Original Message-----

From: John Slosson

Sent: Tuesday, October 24, 2023 9:44 PM

To:

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

Name: Slosson , John

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Property owner in Buffalo and resident

Comment: I feel this project is a waist of money and time. I don't see how it will improve quality of life for anyone. I feel it's a white elephant project similar to what was done to Main Street downtown The money for this project should be spent on resurfacing buffalo streets. Timing traffic lights repairing the infrastructure of Buffalo. And making Buffalo more of a smart city. Sincerely. John slosson

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

-----Original Message-----

From: George Welsted

Sent: Monday, October 23, 2023 10:31 PM

To:

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

Name: Smith, George

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Buffalo Resident

Comment: The Governor and the entire NYSDOT ought to be ashamed of themselves for considering this project. NYSDOT doesn't have the budget to properly maintain its current infrastructure, yet there is the consideration of hanging this abomination around its neck. The upfront cost, not to mention the excessive ongoing maintenance of such and unnecessary structure, is reason enough to laugh any government official or employee trying to push this project on the public off the stage. The public doesn't want this. I was recently informed that a construction contractor lobbying group, AGC, was contacted by a "NYSDOT Region 5 employee" that hinted more positive comments will be needed to get this project over the finish line as the public response has been generally negative. How about instead of trying to override the will of the people, you just listen to them. The people do not want this. They have been telling you this to your face. I implore you, do not ignore them. Do not build this project.

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

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From: on behalf of [Jennifer Smith](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Wednesday, October 25, 2023 8:16:18 PM

[You don't often get email from <https://aka.ms/LearnAboutSenderIdentification>] Learn why this is important at

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Mrs. Jennifer Smith

-----Original Message-----

From: SHIRLEY

Sent: Friday, October 27, 2023 8:51 AM

To: Fischlein, Eric

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

Name: Smith , Shirley

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I believe putting a tunnel in is a waste of money. I lived in the city near the area where they put the expressway. Many people were displaced not just the people on Humboldt Parkway. People In Cheektowaga were displaced and their community separated. Are you going to fix it for them. What about Riverside. The Thruway ruined that neighborhood. Use the money to fix the infrastructure. The sewers and water pipes are ancient. My family still lives in Buffalo. There are a lot of things that the money can be used for that would benefit many. Not a few.

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Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Brian Smith](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 4:59:49 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Brian Smith

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: John Smith Affiliation (if applicable): _____

Address: _____ Date 10/20/23

Phone Number: _____ E-mail: _____

COMMENTS*

Don't cover the 33

**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
Comments are due by October 27th, 2023.



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Centrell O. Smith

Centrell O. Smith

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: PATRICIA Smith Affiliation (if applicable): DEACONESS SITE COMMUNITY COALITION (D.S.C.C.)

Address: _____ Date 10-31-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS ARE BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY. ESPECIALLY WHERE IT IS COMPLETELY ELIMINATED. FURTHER, I ALSO SUPPORT CONTINUING THE WORK ALL THE WAY TO DELAWARE PARK.

*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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Joel Smith Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Tilesa Smith Affiliation (if applicable): _____

Address: _____ Date 11.9.23

Phone Number: _____ E-mail _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: Carl Smith

Sent: Thursday, November 9, 2023 1:31:00 PM

To:

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

Name: Smith, Carl

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation:

Comment: i support the Kensington expressway renewal the people of the community have been wronged go so many years it's time to right it.

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

**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Julian C. Snead

DATE: 11/17/23 PHONE: _____

ADDRESS: _____

EMAIL: _____

*Any information provided on this form may become part of the project file, and will be made available to the 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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Breonna Snipes Affiliation (if applicable): _____

Address: _____ Date 10-31-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

*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
Comments are due by October 27th, 2023.



Department of
Transportation



U.S. Department of Transportation
Federal Highway
Administration

From: ian sobocinski
Sent: Friday, November 3, 2023 12:45 AM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Sobocinski, Ian

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I implore the DoT to pause the project, allow for further public, and commence a full study on the full restoration of Humboldt Parkway. The following impact statements by advocacy groups articulate the currently-proposed project:

<https://www.eastsideparkwayscoalition.com/#A-Plan-That-Works-For-Everyone>

<https://www.bfloparks.org/positions/bopc-position-on-the-kensington-expressway-rte-33/>

<https://www.cacwny.org/2023/10/clean-air-calls-for-comment-period-extension-and-full-environmental-impact-statement-for-nys-rt-33-project/>

Bottom line:

The preferred solution for the Kensington Expressway (Route 33) is to fully restore Olmsted's original design for Humboldt Parkway.

If the full restoration of Olmsted's Humboldt Parkway is not a viable solution, the DoT should support the design option chosen by the community through a comprehensive and transparent engagement process.

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

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Ian Sobocinski
Date: Friday, November 3, 2023 12:06:02 AM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

i do NOT want this opportunity for our city to pass us by. The project, as it is currently proposed, will fundamentally change NOTHING in the city.

Name

Ian Sobocinski

Email

Date

11/3/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: William Sobocinski

Sent: Thursday, November 9, 2023 8:07:16 PM

To:

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

Name: ,William Sobocinski

Address:

Phone:

[Email:](#)

Include on future project updates: NO

Affiliation: east side parkway coalition

Comment:

To The New York State Department of Transportation

I do NOT want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.

I do NOT want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.

I do NOT want blasting to take place for tunnel construction, and I am concerned about asbestos containment.

I do NOT want this expressway to cut through our neighborhoods—period!

I DO want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.

I DO want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.

I DO want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.

I DO want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

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

From: Nick Solly

Sent: Friday, November 3, 2023 10:26 AM

To: Fischlein, Eric

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

Name: Solly, Nick

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am against the proposed cap on the Kensington Expressway. I believe the only way forward should be the full removal of the highway and restoring Humboldt Parkway to Olmsted's original plan. One of Buffalo's biggest mistakes was spitting this neighborhood in half to support faster commutes for people moving to the suburbs. We need to right the wrongs that have been done in the past. Investing more than 1 billion dollars in an urban highway in 2023 is completely backwards way of thinking when more and more cities are removing these highways in favor of building stronger communities where people actually want to live.

The only way I could support this plan would be replacing the vehicle traffic with an underground tunnel for a subway system. Investing in green infrastructure not only will help with emissions but also can get people to where they need to be efficiently and easily.

Please do the right thing for this community, they deserve better.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Nicholas Solly

DATE: 10/8/23

PHONE: -

ADDRESS: -

EMAIL: -

*Any information provided on this form will be placed in the public comment

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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: WAYNE A. SOLIMAN Affiliation (if applicable): _____

Date: 10/20/2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

PLEASE DO NOT COVER THE 33 EXPRESSWAY WITH ALL OF THE FUMES FROM THE 1000'S OF VEHICLES THAT PASS THROUGH EACH DAY, IT WILL MAKE US THAT MUCH SICKER.

WAYNE A. SOLIMAN

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



Department of Transportation



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Peter Sowiski ADDRESS: _____
 DATE: 1/18/23 PHONE: _____

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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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: WENDY SPALLA Affiliation (if applicable): _____

Address: _____ Date 11.8.23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

-----Original Message-----

From: Glenn

Sent: Wednesday, November 8, 2023 8:57 AM

To:

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

Name: Spencer, Glenn

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Citizen

Comment: I fully support. I would hope that this project takes into consideration the homeowners on the canisius sisters hospital side. Our kids can't even ride there bikes. Please support our children

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Sent from my iPhone

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From: [Mark Sporysz](#)
To: dot.sm.kensingtonexpressway
Subject: KENSINGTON EXPRESSWAY
Date: Thursday, November 9, 2023 12:49:48 PM
Attachments: [image003.png](#)

Hello,

I vote against wasting any money on this project.
Scrap the foolish idea and spent the money fixing the local bridges in the area.

Thank you,

Mark Sporysz | Senior Design Engineer

160 Elmview Avenue, Hamburg, NY 14075 | USA

Office - 716.312.0088 ext. 148 | Fax - 716.312.0028



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**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Jocly Springer ADDRESS: _____
DATE: 10/14/23 PHONE: _____ EMAIL: _____

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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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Edith STAPLES Affiliation (if applicable): _____

Date: 10-5-23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Think it's a good indeed Brings us together even closer.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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

From: Tom Steffan
Sent: Friday, October 27, 2023 2:42 PM
To: Fischlein, Eric
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Steffan, Thomas
Address:
Phone:
Email:
Include on future project updates: YES
Affiliation: Preservationist.
Comment: Fill the ditch. Bring back the entire parkway, from Delaware Park to the Parade Grounds. Be true to Olmsted's legacy.

You can reverse engineer the Kensington Expressway. Ms. Winkelhake doesn't give herself any credit for being resourceful with traffic diversion away from the neighborhood and shows little confidence in drivers to slow down on a parkway, to participate in the new Buffalo community.

You can use all of that money for other transportation projects, but this radial arm of Olmsted's hub should get the same look and neighborhood feel as Chapin Parkway, Lincoln Parkway, Bidwell Parkway, and Soldier's Circle. Don't we owe this to East Buffalo!

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From: [Steffek, Heather](#)
To: dot.sm.kensingtonexpressway
Cc: [Michael Fleischer](#); bcuerdon@pavement.com
Subject: Comments Supporting the Kensington Expressway
Date: Wednesday, November 8, 2023 11:32:34 AM
Attachments: [ACPA NYS Comments in Support of Kensington Expressway.docx](#)

Dear Kensington Expressway Project Team:

Please find attached comments from the American Concrete Pavement Association in support of the Kensington Expressway Project.

Best regards,
Heather Steffek

Heather Steffek, LEED AP
ACPA-NYS Chapter Executive Director
PO Box 42, East Schodack, NY 12063
(518) 527-1547 | nys.pavement.com



Kensington Expressway Project Team
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

Dear Kensington Expressway Project Team:

The American Concrete Pavement Association supports the Kensington Expressway project, as this important and long-discussed project will provide economic and community benefits to the Buffalo area.

We also suggest that serious consideration be given to upgrading the surface roads surrounding the Kensington Expressway, including the Humboldt Parkway, with Portland Cement Concrete Pavement (PCC Pavement). PCC Pavement will provide numerous benefits to the Department of Transportation, the traveling public, and most important, the residents along the Humboldt Parkway. PCC Pavement falls in line with the NYSDOT Comprehensive Pavement Design Manual, Chapter 3, where its use is encouraged on new pavements in Urban Corridors.

Concrete pavement's light color provides higher visibility for pedestrian safety and requires less use of electric lighting. It also minimizes Urban Heat Island effects on the surrounding community and does not emit noxious fumes during its construction or cure time. Best of all, a properly designed and constructed PCC pavement will provide a climate resilient road that will withstand the test of time with minimal maintenance, providing benefit to the community for generations to come.

Thank you for the opportunity to provide input on this critical project that has the ability to dramatically improve the quality of life for the local community and the Buffalo region.

Sincerely,
Heather Steffek
Executive Director
American Concrete Pavement Association – New York State Chapter

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ryan Stempien Affiliation (if applicable): Buffalo DSA Infrastructure Comm.
Address: _____ Date 9/27/25
Phone Number: _____ E-mail: _____

COMMENTS*

I am once again asking for full removal of the 33 and restoration of the Humboldt Parkway. Full removal is the only way to meaningfully reduce air and noise pollution. This community has suffered long enough and deserves nothing less.

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ryan Stempien Affiliation (if applicable): Buffalo DSA
Address: _____ Date 10/19/23
Phone Number: _____ E-mail: _____

COMMENTS*

Downsizing down on highways is a bad investment for the East Side & Buffalo. We should fill in the highway, restore Humboldt Parkway, and use the ROW for a trail connecting the airport to downtown to mitigate the impact on traffic

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT

P.I.N. 5512.52

PUBLIC HEARING

SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM

BUFFALO MUSEUM OF SCIENCE

COMMENT FORM

Name: Dr. Thomasina R. Sechase Affiliation (if applicable): _____

Address: _____ Date 10/25/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: [Lynda Stephens](#)
To: dot.sm.kensingtonexpressway
Subject: Comments dated Oct. 19, 2023
Date: Thursday, October 19, 2023 1:02:00 PM

I moved from Buffalo, NY in Oct. 2022 due to traffic safety concerns - my home was a half block from Delaware Ave.

I have used the Kensington Expressway since it was built. My background includes numerous occasions to promote social justice as an individual as well as an NPO member.

My assessment of the proposed project is that it is a political project, not a community based project. It appears to be more "symbolic" than practical. The costs will increase dramatically prior to completion. Capital funds - those scarce resources, should be appropriated towards efforts to benefit the community targeted in the proposed project. For example, purchase of new snow plows and other snow fighting equipment, new fire engines, new police cars, and new neighborhood parks, for example along the Smith St./Clinton St. corridor (now vacant land). Community members can certainly add other capital oriented projects to this list.

-----Original Message-----

From: Herbert Stephenson

Sent: Thursday, October 26, 2023 7:13 AM

To: Fischlein, Eric

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

Name: Stephenson , Herbert

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: FAIR, BVR Construction Company, Inc.

Comment: I strongly support the proposed project for the Kensington Expressway. It would greatly improve the quality of life in this community and bring many valuable jobs to this area.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Dominique Stevens Affiliation (if applicable): _____

Date: 10/30/23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Don't want access to the 33 highway should be destroyed.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



From: [George Stevenson](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 5:27:33 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
George Stevenson

From: Kyle Stillwell

Sent: Thursday, October 26, 2023 4:51 PM

To: Fischlein, Eric

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

Name: Stillwell, Kyle

Address: ,

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: The destruction of Humboldt Parkway in the 1960s was a crime against Buffalo, and in particular against the Black communities living in the neighborhoods around the parkway. Now DOT is proposing to double down on that mistake with their \$1B plan to cap part of the Kensington Expressway. This is not an acceptable solution. Only the complete removal of the expressway, and the restoration of Humboldt Parkway in its entirety can repair the mistakes of the past. The time of urban highways is thankfully coming to an end, as communities throughout the country, and even here in NYS, begin the process of removing these outdated scars on our urban landscapes. Even here in Buffalo, the Scajaquada Expressway has received the proper research and study, and the consensus is clear: the expressway is not needed and the people who live there don't want it. The same is true for the Kensington Expressway. It can be filled in for a fraction of the proposed \$1B. Do the right thing. The time is now.

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-----Original Message-----

From: Pamela Stillwell < >

Sent: Saturday, October 28, 2023 9:45 AM

To:

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

Name: Stillwell, Pamela

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am opposed to the current plan and feel they did not conduct adequate traffic studies to see the effect on traffic on alternative roads. The construction will also be a risk to the health of the people living in the community.

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-----Original Message-----

From:

Sent: Saturday, October 28, 2023 12:22 PM

To: Fischlein, Eric

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

Name: Stillwell, Anna

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I like the idea of restoring the original Parkway, in all the areas it was removed. However, I don't like the idea of the tunnel. We don't need to have car centric plans, especially in the middle of the city. We don't need a highway, even in tunnel form, in the city of Buffalo. Rather it would be better to return the parkway to what it once was and invest in infrastructure that does not require cars. Like connecting the rail system to the airport.

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- Anna

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From: [Conor Stillwell](#)
To:
Subject: Comment on proposed Kensington Project
Date: Saturday, October 28, 2023 9:45:49 AM

[You don't often get email from [Learn why this is important at https://aka.ms/LearnAboutSenderIdentification](#)]

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 to express my opposition to the proposed Kensington project. If the DOT's plans are executed it will be yet another historic failure in the region's transportation planning. The original 33 plans were destructive to the city's east side and even permanently destroyed garden space in Delaware Park.

Now we have an opportunity to restore some of the city planning that originally included one of the world's premier park systems.

There are several reasons for my opposition:

1. The citizens of Buffalo, including much of the African American community on the East Side are overwhelmingly opposed to this project. The urban planning community in particular has opposed this project at every step. A project of this magnitude would not be forced down the throats of suburban white residents, yet here we see the state DOT attempting to force plans onto a low income community of color while disregarding their voices. This is systemic racism, simply put.
2. Environmental impact studies have been insufficient and it is possible that air quality will worsen on both ends of the tunnel.
3. The 33 is unnecessary for moving vehicles, it has simply resulted in urban population loss. Adjustments to the 90 could be made to replace the portion of the 33 running through the city and investment placed in public transit.
4. The depth of soil would be inadequate to restore the original parkway to Olmsted's plans, permanently disrupting the city's ability to return to its original planning. Since the parkway would not connect to Delaware Park this would be a disappointing end result ensuring that Buffalo will never return the former glory of its park system.
5. Climate change necessitates that we stop prioritizing vehicular traffic and instead focus on green modes of transit. This plan sustains dependence on vehicles. All urban planning for transportation needs to be completed with a transition off of car-dependence in mind.
6. The cost of such a project is absurdly high, it would be significantly cheaper to remove the 33 and restore the original parkway as designed by Olmsted. This could also cover the costs of expanding the 90 in order to handle increased vehicle traffic offset from the 33.

I urge the DOT to listen to our concerns and cancel the plan. This is a historic opportunity to put Buffalo on the map again by recreating one of the original crown jewels of the Olmsted park system. We don't need flashy, rushed, ill-planned, multi billion dollar projects. We need thoughtful, forward-thinking plans that consider the needs of the city residents now and generations into the future. Simply put this means deprioritizing highways and creating high density, walkable neighborhoods with public transit. Anything less is a waste of taxpayer dollars and another mistake in the tradition of the urban decay architected by Robert Moses.

We can do better for our city, let's go back to the drawing board, think big, and come up with a new plan.

Thank you,

Conor Stillwell
Concerned Resident

From: [Joel Stonebrook](#)
To:
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 3:29:10 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Joel Stonebrook

From: Gregory Stoner

Sent: Thursday, November 9, 2023 4:05:21 PM

To

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

Name: Stoner, Gregory

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: IUPAT District Council 4

Comment: I think it is a great idea to marry the expressway with the surrounding community. It has long separated those living opposite sides of the expressway and covering would be helpful in bringing them back together.

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From: [Gregory Strickland](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Tuesday, October 24, 2023 8:52:22 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Gregory Strickland

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: ROGER STROTHER Affiliation (if applicable): _____

Address _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by **October 27th, 2023.**

November 9, 2023

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
NEW YORK STATE DEPARTMENT OF TRANSPORTATION

RE: Comments pertaining to NYS Route 33, Kensington Expressway Project
Project Identification Number (PIN): 5512.52
City of Buffalo
Erie County

The following comments regarding this project are presented your consideration.

Title VI of the Civil Rights Act of 1964 requires that, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” As a recipient of federal transportation funds, the NYSDOT must comply with Title VI of the Civil Rights Act of 1964, as amended, and related statutes in all of its business operations and practices as required in 49 CFR Part 21 and related applicable statutes.

Under Title VI and related statutes, each Federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all program and activities of Federal-aid recipients, sub recipients and contractors whether those programs and activities are federally funded or not.

The National Environmental Policy Act of 1969 (NEPA) addresses both social and economic impacts of environmental justice. NEPA stressed the importance of providing for “all Americans safe, healthful, productive and anesthetically pleasing surroundings” and provides a requirement for taking a “systematic, interdisciplinary approach” to aid in considering environmental and community factors in decision making.

On February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This piece of legislation directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing all programs, policies and activities that affect human health or the environment so as to identify and avoid disproportionately high and adverse effects on minority populations and low-income populations.

In April 1997, as a reinforcement to Executive Order 12898, The United States Department of Transportation (DOT) issued an Order on Environmental Justice (DOT Order 5610.2), which summarized and expanded upon the requirements of Executive Order 12898 to include all

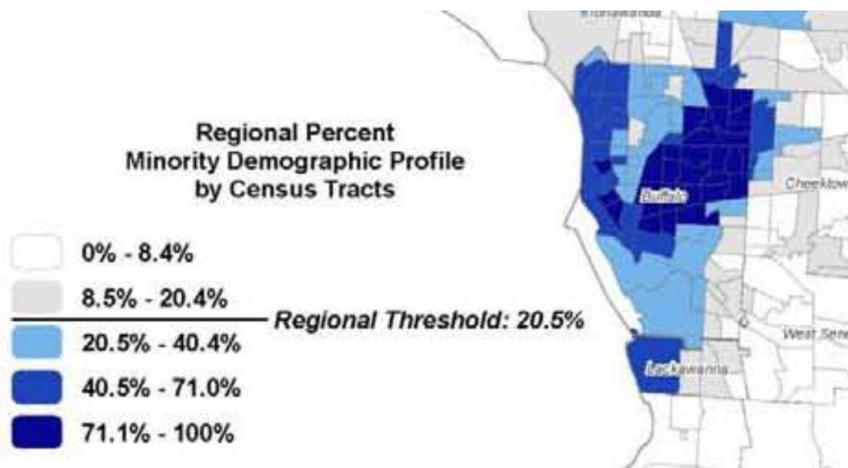
policies, programs and other activities that are undertaken, funded or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) or other U.S. DOT components.

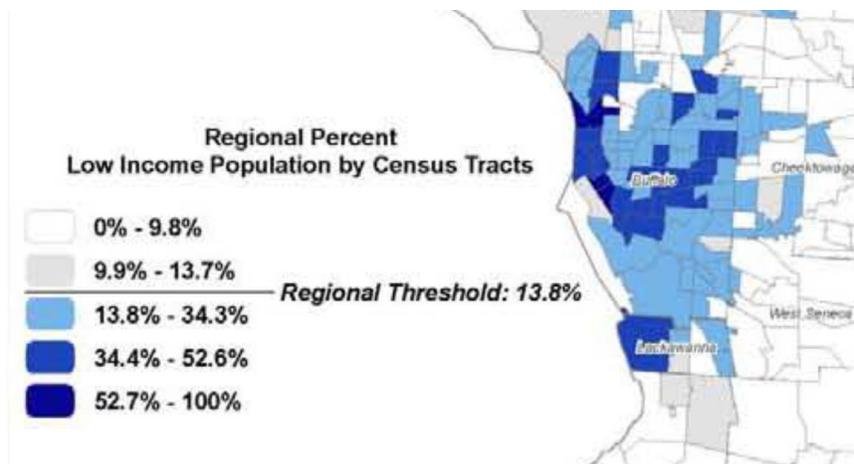
In December 1997, the FHWA issued the FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 6640.23), which mandated the FHWA and all its subsidiaries to implement the principles of Executive Order 12898 and U.S. DOT Order 5610.2 into all of its programs, policies and activities. On October 7, 1999, the FHWA and the FTA issued a memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning. This memorandum provides clarification for field offices on how to ensure that environmental justice is considered during current and future planning certification reviews. The intent of this memorandum was for planning officials to understand that environmental justice is equally important during the planning stages as it is during the projects development stages.

There are three fundamental environmental justice principles that the NYSDOT must consider:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Buffalo, NY's east side is a Community of Environmental Justice concern. The minority demographic profile and low-income population are of the highest percentage in the region. This was not always the case and can be traced back to the construction of the Kensington Expressway.





The NYSDOT Kensington Project fails to comply with Title VI or its intent and fails to meet any of the Environmental Justice principles.

A full Environmental Impact Statement (EIS) must be conducted using the social, environmental and economic conditions that existed for the Kensington corridor prior to the construction of the Kensington Expressway as a baseline.

While the NYSDOT has managed to obtain support from the Restoring Our Community Coalition (ROCC), ROCC does represent the East Buffalo community at large. The East Buffalo Community as a whole does not support the NYSDOT's proposal to construct a cap over the Kensington Expressway between Sydney and Dodge Street Concept #6). A majority of the East Buffalo community want the Kensington Expressway removed and Humboldt Parkway restored (Concept #10), if given a choice. But the NYSDOT has given the community no choices. Only its proposed project proposal to construct a cap over the Kensington Expressway between Sydney and Dodge Street is on the table.

A full Environmental Impact Statement that compares the social, environmental and economic impacts of Concept #6 as compared to Concept #10 should be undertaken.

The NYSDOT project (Concept #6) proposal to construct a cap over the Kensington Expressway between Sydney and Dodge Street fails in so many ways:

1. The proposed NYSDOT capping concept #6 fails to reduce the vehicular emissions along the Kensington corridor subjecting these neighborhoods to continued elevated levels of pollution. The air pollution created from automobiles along this expressway will continue without an apt solution;

Vehicular toxic emissions can easily contaminate the air quality of the enclosed tunnel environment, especially during rush hours with traffic jam events or low vehicle speeds, which poses serious health hazards to vehicle passengers.

Each direction of traffic in the tunnel under the NYSDOT project would be ventilated by the piston effect of moving traffic under normal operating conditions, with mechanical jet fans

provided for ventilation in the case of a breakdown in traffic flow or an emergency event may be inadequate.

The vehicular piston effect is complex, three-dimensional and unsteady. Currently, studies regarding on airflow patterns and in-tunnel pollutant dispersion associated with the piston effect at different traffic speeds are still very limited. Chen et al. experimentally studied the piston effect and jet fan effect based on a rotating-belt model vehicle tunnel. Their results demonstrate that the vehicle speed plays a more important role on the flow velocities distribution inside a (short 393') tunnel than the vehicle spacing and vehicle size. Although a larger fan velocity can generate a higher flow velocity inside the tunnel, pollutant accumulation may occur in the downstream of the tunnel. Air pollution near road tunnel portals also generates potential health hazards to residents living nearby. Matsumoto et al. developed an air quality simulation model combining the effect of the jet stream from the tunnel portal and the ambient wind field, and good conformity was obtained between the numerical results and the air tracer experimental data. Eftekharian et al. conducted a numerical investigation on the performance of jet fans in an urban tunnel under severe congested traffic condition. Their results show that the average CO concentration under traffic jam condition was higher than the permissible level in the vicinity of human breathing zone.

The length of the proposed tunnel (4,150') exacerbates the complex, three-dimensional and unsteady state of the piston effect and relatively weak mechanical jet fan ventilation within the tunnel.

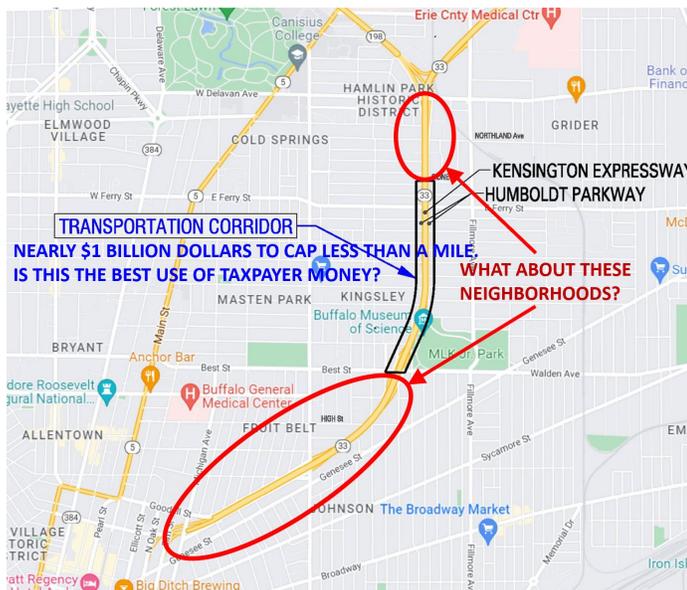
The NYSDOT has chosen not to look at NO₂. Based on the 2016 NOX Integrated Science Assessment (ISA) concludes that “[a] causal relationship exists between short-term NO₂ exposure and respiratory effects based on evidence for asthma exacerbation”. The ISA also concludes that there is “likely to be a causal relationship” between long-term NO₂ exposures and respiratory effects, based on the evidence for asthma development in children. Modeling of NO₂/NO_x concentrations should be performed. In addition, VOCs are not even mentioned. Both natural volatile organic compounds (NVOCs) and anthropogenic volatile organic compounds (AVOCs) affect air quality as precursors of ozone (O₃), secondary organic aerosol (SOA), and particulate matter (PM) via photochemical oxidation under illumination, and their toxic nature and the atmospheric pollutants formed there from pose a threat to public health. Most hazardous VOCs come from anthropogenic emissions and pose a threat to human health and are even carcinogenic, especially BTEXs. The five compounds emitted at the highest levels by gasoline and diesel vehicles are hexanal, acetone, toluene, p-xylene and iso-pentane.

Removal of the Kensington Expressway, the restoration and extension of Humboldt Parkway (concept #10) would reduce pollution and air contaminants along the entire Kensington Expressway corridor by eliminating a substantial amount of vehicular traffic, redistributing it back to the major north-south commercial avenues and the radials. Traffic would be redistributed over a significantly greater number of miles of roadway and over a much greater areal extent reducing contaminant concentrations. An extension of the Buffalo Metro-Rail system to the airport would reduce the number of vehicles overall, reducing contaminant levels and totals. Metro-Rail is electrified using renewable hydroelectric power, consistent with New York State’s sustainability goals.

A more detailed analysis of air pollution and health effects should be undertaken for the current proposed NYSDOT (Concept #6) project and for Concept #10 (removal of the Kensington Expressway and the restoration and extension of Humboldt Parkway. Use of models as developed specifically for the dispersion of tunnel exhausts should be used instead of USEPA's AERMOD dispersion model for all contaminants.

The social, economic, and environmental considerations should be also be studied for removal of the Kensington Expressway, the restoration and extension of Humboldt Parkway (Concept #10) as well as the NYSDOT Concept #6 proposed cap and tunnel. The removal of the Kensington Expressway, the restoration and extension of Humboldt Parkway will correct much of the adverse social, economic, and environmental impacts created by the original construction of the Kensington endured by the East Buffalo community for 60 years. The NYSDOT's proposed cap and tunnel doesn't even come close to correcting these adverse impacts as would the removal of the Kensington Expressway, the restoration and extension of Humboldt Parkway. That is clearly evident, but should be detailed in a comprehensive Environmental Impact Statement (EIS).

2. The proposed NYSDOT capping concept #6 fails to reunite the majority of neighborhoods along the Kensington that were torn apart and separated by the expressway. The plan ignores nearly two thirds of the neighborhoods along the Kensington Expressway;



The Bipartisan Infrastructure Law established the Reconnecting Communities Program. This program provides technical assistance and funding for communities' planning and construction projects that aim to connect neighborhoods back together by removing, retrofitting, or mitigating transportation barriers such as highways and railroad tracks.

Buffalo received a \$55.6 million grant to build the tunnel and cap Concept #6 over the Kensington Expressway. I am curious if Secretary Buttigieg is even aware that the project neglects two-thirds of the neighborhoods along the Kensington Corridor or that removal of the Kensington Expressway (Concept #10) would reconnect all of the minority neighborhoods along

the entire Kensington at a fraction of the cost. The \$55.6 million could conceivably pay for nearly half of the entire cost, instead of New York taxpayers paying nearly 17 times that amount to reconnect only one-third of the neighborhoods. The NYSDOT Project (Concept #6) cost-benefit simply cannot be justified.

These grants are supposed to fund construction and planning for transformative community-led solutions. These projects are to help revitalize communities, provide access to jobs and opportunity, and reduce pollution. The key phrase is “transformative community-led solutions”. The proposed NYSDOT Project (Concept #6) was force-fed to the community. It was not led by the community nor is it transformative. It does not revitalize communities and neighborhoods along the Kensington corridor, provide access to jobs and opportunity, or reduce pollution. At best, it provides some connectivity for Hamlin Park but excludes nearly two-thirds of the East Buffalo community.

3. The proposed NYSDOT capping concept #6 fails to restore neighborhoods and property values along the entire Kensington Expressway that were decimated by the construction of the expressway. Property values declined to a fraction of their original values and the values of comparable properties along the other Buffalo Olmsted Parkways;

A comparison of home values along Chapin and Bidwell Parkways with Humboldt Parkway confirms the dramatic decline of home values along Humboldt Parkway as a result of the construction of the Kensington Expressway. Home values will remain low as long as the Kensington Expressway exists as a barrier with the accompanying noise and air pollution.

The removal of the Kensington and the restoration of Humboldt Parkway together with the extension of Humboldt Parkway will allow residents along the entire Kensington corridor to recover their property values. Policies can be put in place to mitigate gentrification and displacement.

4. The proposed NYSDOT capping concept #6 fails to address inequities and promotes segregation. The maintenance of the six lane Kensington Expressway preferentially benefits the largely more affluent white suburban commuters at the expense of the largely brown and black city residents along the Kensington Expressway corridor. This project perpetuates and furthers inequities;

In 1950, 94 percent of the nonwhite population resided in eight census tracts, accounting for two thirds of the total nonwhite population. Black Buffalonians solidified their communities throughout the East Side, acknowledged by the fact that nonwhite home ownership on the East Side increased by 89 percent between 1950 and 1955. These census tracts were all located in the city’s East Side Geographically, these mainly black Buffalonian occupied neighborhoods on Buffalo’s East Side, became, questionably, the very site of the new Kensington Expressway.

Today, the Kensington Expressway continues to serve, primarily, to whisk the more affluent white suburbanites downtown and back to the suburbs without having to interact with the primarily brown and black city residents and businesses of East Buffalo.

The Kensington Expressway continues to depress property values as explained above, perpetuates unhealthy environmental conditions and racial segregation.

Removing the Kensington Expressway, restoring and extending Humboldt Parkway would go a long way toward addressing inequities by improving housing values, economic investment and breaking down racial barriers.

5. The proposed NYSDOT capping concept #6 fails to restore vehicular traffic that was syphoned away from the major commercial avenues and the radials of East Buffalo and funneled onto the Kensington Expressway. Nearly \$120MM is being spent to return cars to Main Street to restore the economic vitality of Main Street, but this plan for the Kensington Expressway perpetuates syphoning traffic away from East Buffalo's commercial corridors to their detriment;

The NYSDOT has insisted that The Kensington must remain in order to accommodate the 75,000 vehicles that use the expressway currently today. In 1960, prior to the construction of the Kensington Expressway, Buffalo's population was 532,759. Today it is 274,618, a decline of 48.5%. Erie County's population was 1,064,688. Today it is 964,796, a decline of 11%. The major north-south commercial avenues, the radials and street grid adequately served the much larger population prior to the Kensington. What the Kensington did do was to funnel traffic away from the major commercial north-south avenues and radials with devastating adverse impact to the economic vitality of these commercial corridors that were the life-blood of the Buffalo east side.

From William Fox, *Segregation Along Highway Lines: How the Kensington Expressway Reshaped Buffalo*, New York, SUNY at Buffalo, History Department & Honor's College Thesis, May 2017:

"In the eyes of highway engineers, the removal of traffic congestion would result in higher property values along previously crowded streets like Genesee, Main, Kensington and Broadway. To be fair, in many cities, traffic removal served as a catalyst for community growth and the revaluation of city properties, because city inhabitants were able to reclaim their local streets from busy automobile routes. However, such cases were only successful when there was sufficient foot and local travel to sustain local businesses and community organizations. Such was not in case in Buffalo, as more and more homeowners left the city for the suburbs, the Kensington Expressway became the nail in the coffin for enterprising communities on the East Side. With a high-speed expressway in place, eastbound routes along Genesee Street and Broadway Avenue have essentially become obsolete.

Although city planners sought to accommodate the increasing number of drivers in Buffalo, the massive Kensington Expressway project might not have been so necessary in the end. By 1940, the population of the city had plateaued at 575,000, and has since steadily declined to a low of 260,000 in 2012. Without the anticipated growth in the Buffalo's population, the Kensington has only served to further alienate the East Side from the rest of the city."

As Geoff Kelly woefully explains in a 2010 article for *ArtVoice*,

“The Kensington today carries about 70,000 vehicles per day. In other words, traffic volume between downtown and the northern and eastern suburbs is about the same as it was in 1958. The region’s population hasn’t grown to fill the capacity created by the state’s highway engineers. It hasn’t grown at all. This city incurred all the negative impacts of an urban expressway, and it turns out we didn’t even need it.”

The Kensington Expressway funneled traffic away from the major commercial north-south avenues and radials with devastating adverse impact to the economic vitality of these commercial corridors that were the life-blood of the east side.

The removal of the Kensington Expressway and the restoration and extension of Humboldt Parkway (Concept #10,) as part of the concept, should undertake a holistic traffic study as part of a comprehensive EIS to look at traffic redistribution patterns, Metro-Rail extension, Smartly Enhanced Multi-Modal Arterials (SEMA) upgrades for the major commercial Corridors of Michigan, Jefferson, Fillmore and Bailey and the radials and other enhancements as part of the Concept #10 alternative to the NYSDOT maintaining the Kensington Expressway (Concept #6).

6. The proposed NYSDOT capping concept #6 fails to restore Humboldt Parkway. The Olmsted Parks and Parkways is the first park and parkway system designed and built in the United States and designated a National Historic Landmark. The proposed plan encompasses only less than a mile of the parkway and is an “interpretive” recreation of Humboldt Parkway with a minimum soil depth of three feet (3’), making the restoration of the tree canopy that is synonymous with the Buffalo Olmsted Parkways impossible;

The Buffalo Olmsted Parks Conservancy’s advocacy philosophy is

- Ensure the historic integrity of the Frederick Law Olmsted-designed Park system as it pertains to restoration and/or enhancement efforts within the landscape as originally designed and intended.
- Support the communities impacted by restorations and enhancements within the Olmsted landscapes, ensuring comprehensive and transparent community engagement and consensus.

I couldn’t agree with this advocacy philosophy more. The Kensington Expressway must ensure the historic integrity of the Frederick Law Olmsted-designed Park system as it pertains to restoration and/or enhancement efforts within the landscape as originally designed and intended. The current NYSDOT proposed project does not ensure the historical integrity. If fact, it ensures that Humboldt Park will never connect Delaware Park and MLK Park. The tunnel cannot be extended to Delaware Park due to the presence of the Scajauada Creek that was buried underground. Further, the proposed three feet of soil proposed over the cap is insufficient to grow healthy 60 ft. to 80 ft. canopy trees as Olmsted designed within the landscape.

The community engagement element required by Title VI was insufficient. Public meetings served more to present the NYSDOT's project that was predetermined rather than solicit public ideas, preferences or participation. In other words, it did not support transformative community-led solutions to complex multifaceted social, environmental and economic issues. The NYSDOT treated this project as strictly a transportation issue setting the primary objective "Maintain the vehicular capacity of the existing transportation corridor".

In alignment with the Conservancy's mission and advocacy philosophy, the following is the organization's position on the Kensington Expressway (Route 33) project:

- To align with the Conservancy's mission, the preferred solution for the Kensington Expressway (Route 33) is to fully restore Olmsted's original design for Humboldt Parkway.
- If the full restoration of Olmsted's Humboldt Parkway is not a viable solution, the Conservancy supports the design option chosen by the community through a comprehensive and transparent engagement process.

The second bullet is an unnecessary "fall back" position since there is no reason Olmsted's original design for Humboldt Parkway cannot be fully restored. Humboldt Parkway, as an essential element of a designated a National Historic Landmark, must be fully restored.

Removal of the Kensington Expressway, the restoration and extension of Humboldt Parkway (concept #10) would allow for the complete restoration of an essential and primary component of the Olmsted Parks and Parkways a National Historic Landmark. Such a plan would dovetail perfectly with the Region Central Preferred Scenario for the Scajaquada Corridor. The Kensington Expressway Project and the Region Central Project should be undertaken as one project or at least as coordinated projects led by the Greater Buffalo Niagara Regional Transportation Council (GBNRTC). Taken together, the Region Central Preferred Scenario for the Scajaquada Corridor and a restored and extended Humboldt Parkway would create a magnificent Olmstedian Parkway from Blackrock to downtown.

7. The proposed NYSDOT capping concept #6 fails to promote sustainable public transportation concepts. The Kensington Expressway Plan perpetuates reliance on the automobile. Spending an estimated \$921.8MM to cap 4,100 feet of this expressway perpetuates reliance on the automobile where monies could be better spent on sustainable public transportation such as extension of Metro-Rail and is counterproductive to New York State's sustainability goals. Up to nearly 30% of the residents of East Buffalo do not own a car and rely on public transportation;

The transportation sector was responsible for approximately 28% of the New York's greenhouse gas emissions in 2019, which includes road transportation (59% of the 28%).

The Climate Leadership and Community Protection Act requires New York to reduce economy-wide greenhouse gas emissions 40 percent by 2030 and no less than 85 percent by 2050 from 1990 levels. The perpetuation and reliance on the automobile that the NYSDOT (Concept #6) proposed project promotes is in direct contradiction of the New York State Climate Leadership and Community Protection Act.

The Climate Act requirements should be approached strategically and with an eye toward recognizing the opportunity and delicate balance of facilitating transportation's role in economic growth with the need to address adverse community, environmental, and human health impacts. To fully implement the requirements of the Climate Act while maintaining economic competitiveness, the State needs the full support of complementary national, regional, and local strategies. The Greater Buffalo and Niagara Regional Transportation Council (GBNRTC) is in the best position to facilitate full support of complementary national, regional, and local strategies.

The New York State Climate Action Council Scoping Plan outlines Mobility-Oriented Development as a strategy.

To reach GHG emissions reduction requirements, the State should place greater emphasis on programs and projects that enable greater use of public transportation and other low-carbon mobility alternatives and investments that are informed by criteria that maximize sustainable land use/development patterns and climate outcomes. Because smart growth and new development happens over decades, starting as early as possible is important. Strong collaboration between the State and local governments is critical for these strategies to be effective, as most land use decisions fall under the purview of local governments.

An example given is the Niagara Frontier Transportation Authority Metro Amherst Extension: The Niagara Frontier Transportation Authority and Town of Amherst planners are developing proposed plans and zoning to promote both transit-oriented development and mobility-oriented development along the proposed extension of Buffalo's Metro light rail system into the town.

This strategy could be used for both transit-oriented development and mobility-oriented development along a proposed extension of Buffalo's Metro light rail system through East Buffalo to the Airport. This together with other strategies of the New York State Climate Action Council Scoping Plan such as Community-Based Service Enhancements, Customer Convenience and Service Connectivity, Fleet Modernization and Electrification, Promote Smart Growth and Mobility-Oriented Development, Mobility-Oriented Development, Smart Growth Public Education and Awareness, Expanding the Availability of Low-Carbon Active Transportation Alternatives could all be implemented as part of the project as an alternative to the Kensington status quo of "Maintain the vehicular capacity of the existing transportation corridor". These strategies are particularly important in a community where up to 30% of the population do not own automobiles.

Best regards,

Gregory A. Stubbs

Global Director-Retired, Environmental Protection, Health Management, Safety & Sustainability
Dresser-Rand Company | Siemens Corporation

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Attachment

Kensington Expressway Project

Humboldt Parkway Restoration and East Buffalo Economic Revitalization

Kensington Expressway Project

NYSDOT's planned capping concept #6:

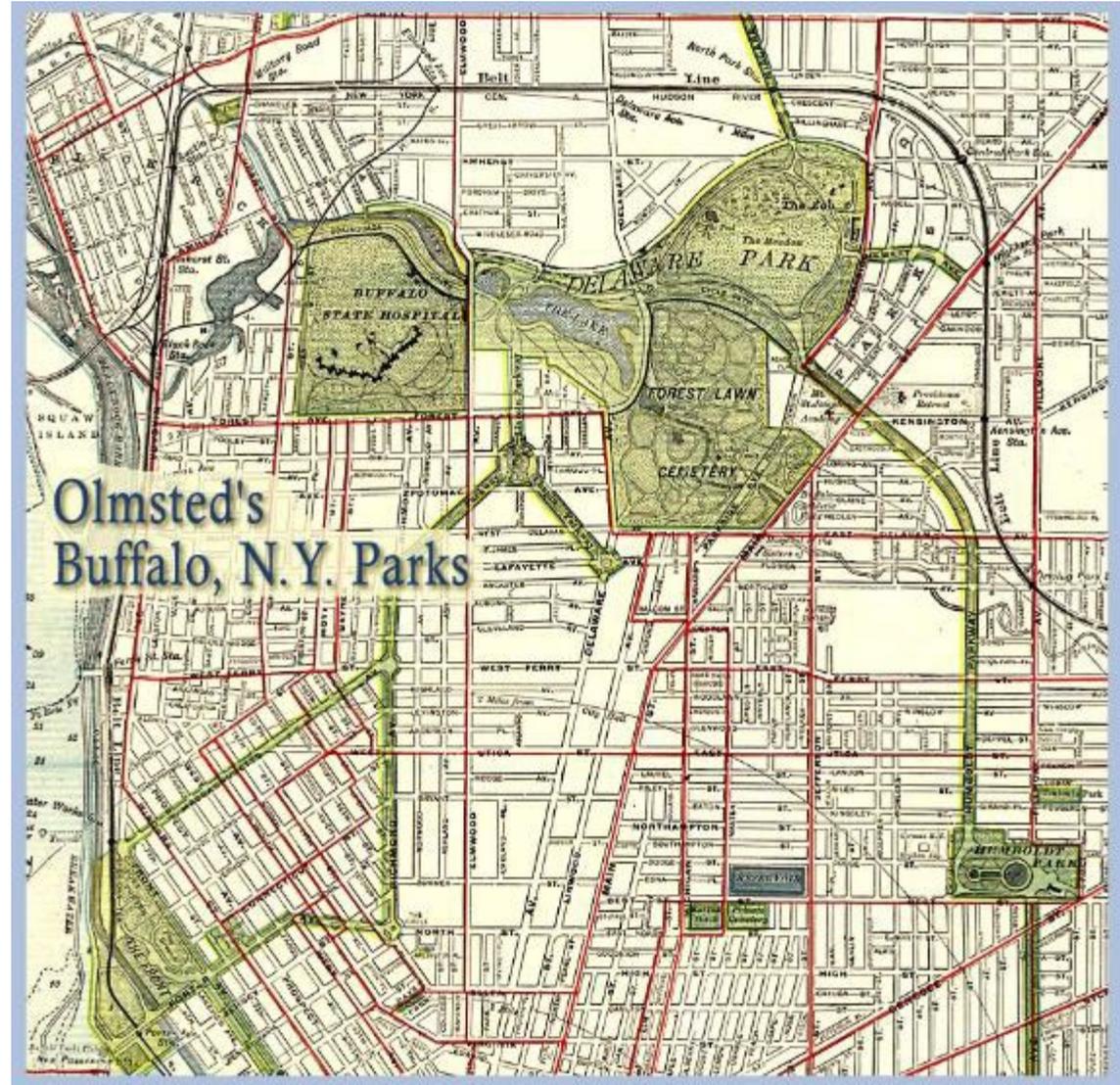
- Fails to reunite the majority of neighborhoods along the Kensington that were torn apart and separated by the expressway. The plan ignores nearly two thirds of the neighborhoods along the Kensington Expressway;
- Fails to reduce the vehicular emissions along the Kensington corridor subjecting these neighborhoods to continued elevated levels of pollution. The air pollution created from automobiles along this expressway will continue without an apt solution;
- Fails to restore Humboldt Parkway. The Olmsted Parks and Parkways is the first park and parkway system designed and built in the United States and designated a National Historic Landmark. The proposed plan encompasses only less than a mile of the parkway and is an "interpretive" recreation of Humboldt Parkway with a minimum soil depth of three feet (3'), making the restoration of the tree canopy that is synonymous with the Buffalo Olmsted Parkways impossible;
- Fails to restore vehicular traffic that was syphoned away from the major commercial avenues and the radials of East Buffalo and funneled onto the Kensington Expressway. Nearly \$120MM is being spent to return cars to Main Street to restore the economic vitality of Main Street, but this plan for the Kensington Expressway perpetuates syphoning traffic away from East Buffalo's commercial corridors to their detriment;
- Fails to restore neighborhoods and property values along the entire Kensington Expressway that were decimated by the construction of the expressway. Property values declined to a fraction of their original values and the values of comparable properties along the other Buffalo Olmsted Parkways;
- Fails to address inequities. The maintenance of the six lane Kensington Expressway preferentially benefits the largely more affluent white suburban commuters at the expense of the largely brown and black city residents along the Kensington Expressway corridor. This project perpetuates and furthers inequities;
- Fails to promote sustainable public transportation concepts. The Kensington Expressway Plan perpetuates reliance on the automobile. Spending an estimated \$805MM to \$855MM on this expressway perpetuates reliance on the automobile where monies could be better spent on sustainable public transportation such as extension of Metro Rail and is counterproductive to New York State's sustainability goals. Up to nearly 30% of the residents of East Buffalo do not own a car and rely on public transportation.

Restore Humboldt Parkway

The proposal to cover the expressway from Dodge Street to Sydney Street only addresses less than 1 mile (4,150') of the nearly 3 miles of Humboldt Parkway that was destroyed when the expressway was constructed.

This is entirely inadequate. The entire original Humboldt Parkway should be restored from Delaware Park to MLK Park to its original Olmsted design.

In addition, the proposal neglects nearly 2/3 of the neighborhoods along Humboldt Parkway and the Kensington Expressway. There is an opportunity to remove the entire Kensington between Humboldt Parkway and Downtown and extend the Parkway utilizing Olmstedian design.



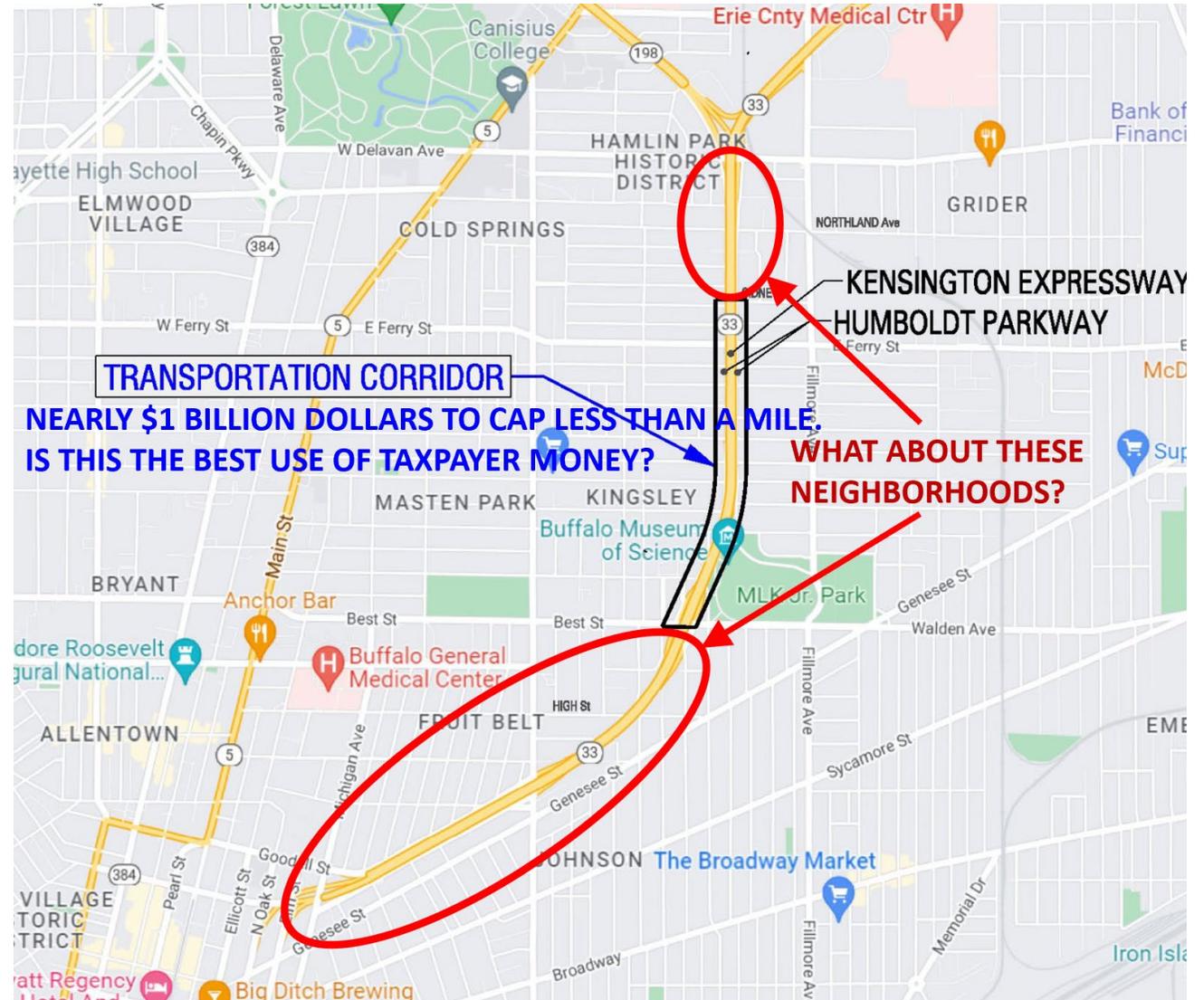
GBNRTC should lead a Scajaquada/Kensington Combined Project

The Scajaquada Expressway and Kensington Expressway projects should be considered, not as two separate projects, but as one singular project.

The decisions about the Scajaquada and Kensington Expressways should be made locally, not by a bureaucratic agency in Albany.

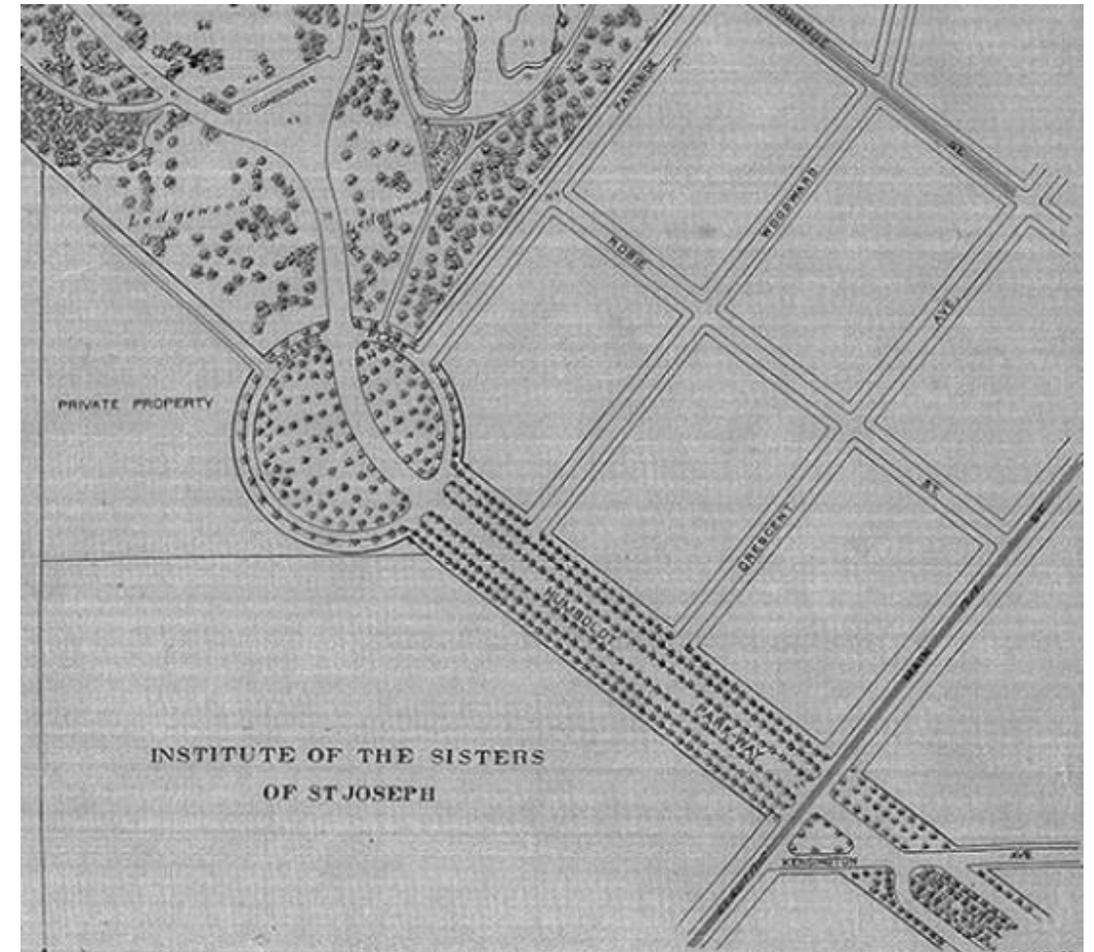
The Greater Buffalo-Niagara Regional Transportation Council has proven itself to be the best organization to shape the Scajaquada-Kensington Project representing the best interests of the all stakeholders in the community and **should take the lead on the combined project.**

1266



Scajaquada Corridor Project Humboldt Segment

The Region Central Scajaquada Corridor Proposed Plan will restore Humboldt Parkway from Delaware Park to East Delavan. Agassiz Circle and Humboldt Parkway will be restored to their original design to the extent possible. But the restoration ends at E. Delavan. The Kensington plan picks up at Sydney Street and does not restore Humboldt Parkway. The Scajaquada Corridor and Kensington Corridor should be integrated in one plan. The entirety of Humboldt Parkway should be restored.



Restore Humboldt Parkway

Prior to the Kensington Expressway, local street grid accommodated traffic of a city twice the current population.

The NYSDOT has insisted that The Kensington must remain in order to accommodate the 75,000 vehicles that use the expressway currently today.

In 1960, prior to the construction of the Kensington Expressway, Buffalo's population was 532,759. Today it is 274,618, a decline of 48.5%. Erie County's population was 1,064,688. Today it is 964,796, a decline of 11%.

The major north-south commercial avenues, the radials and street grid adequately served the much larger population prior to the Kensington.

What the Kensington did was to funnel traffic away from the major commercial north-south avenues and radials with devastating adverse impact to the economic vitality of these commercial corridors that were the life-blood of the east side.

Original street grid prior to the construction of the Kensington (Rt. 33) Expressway



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).

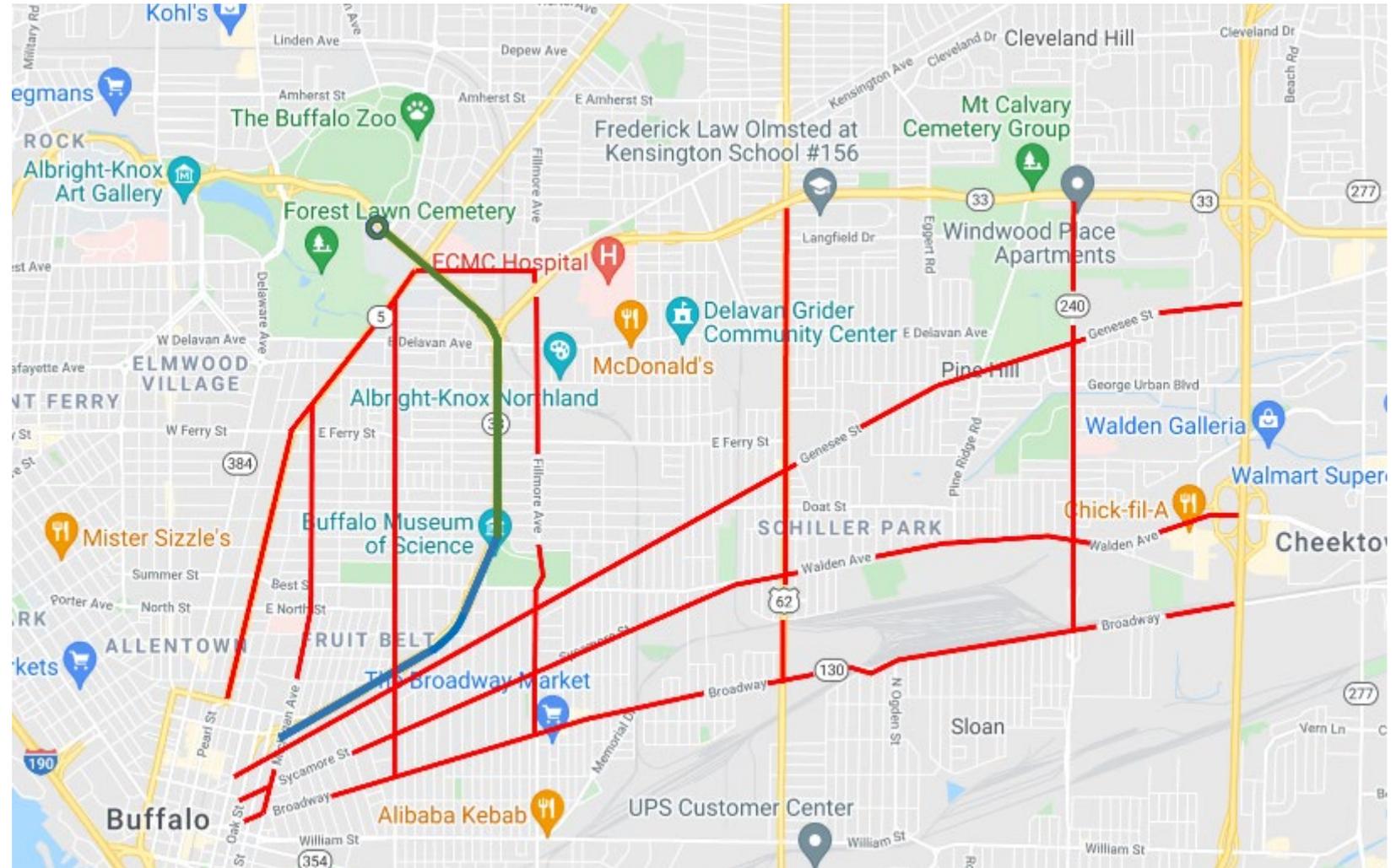
The Region Central Scajaquada Plan will restore Agassiz Circle and Humboldt Pkwy. to E. Delavan Ave. The Kensington Project should continue the restoration of Humboldt Pkwy to MLK Park.

Convert the existing Rt. 33 to a parkway southwest of MLK Park, extending Humboldt Pkwy. to downtown using the same Olmsted Humboldt Pkwy. design (blue).

Utilize main north-south avenues, Michigan, Jefferson, Fillmore and Bailey to connect to radials to downtown. Utilize Kenmore Ave. to connect to Main and from Main to Jefferson and Michigan Avenues (red).

Use traffic calming measures to ensure Humboldt Pkwy does not become a de facto expressway.

Install Miovision Platform solutions to optimize traffic flow along the north-south avenues and radials.



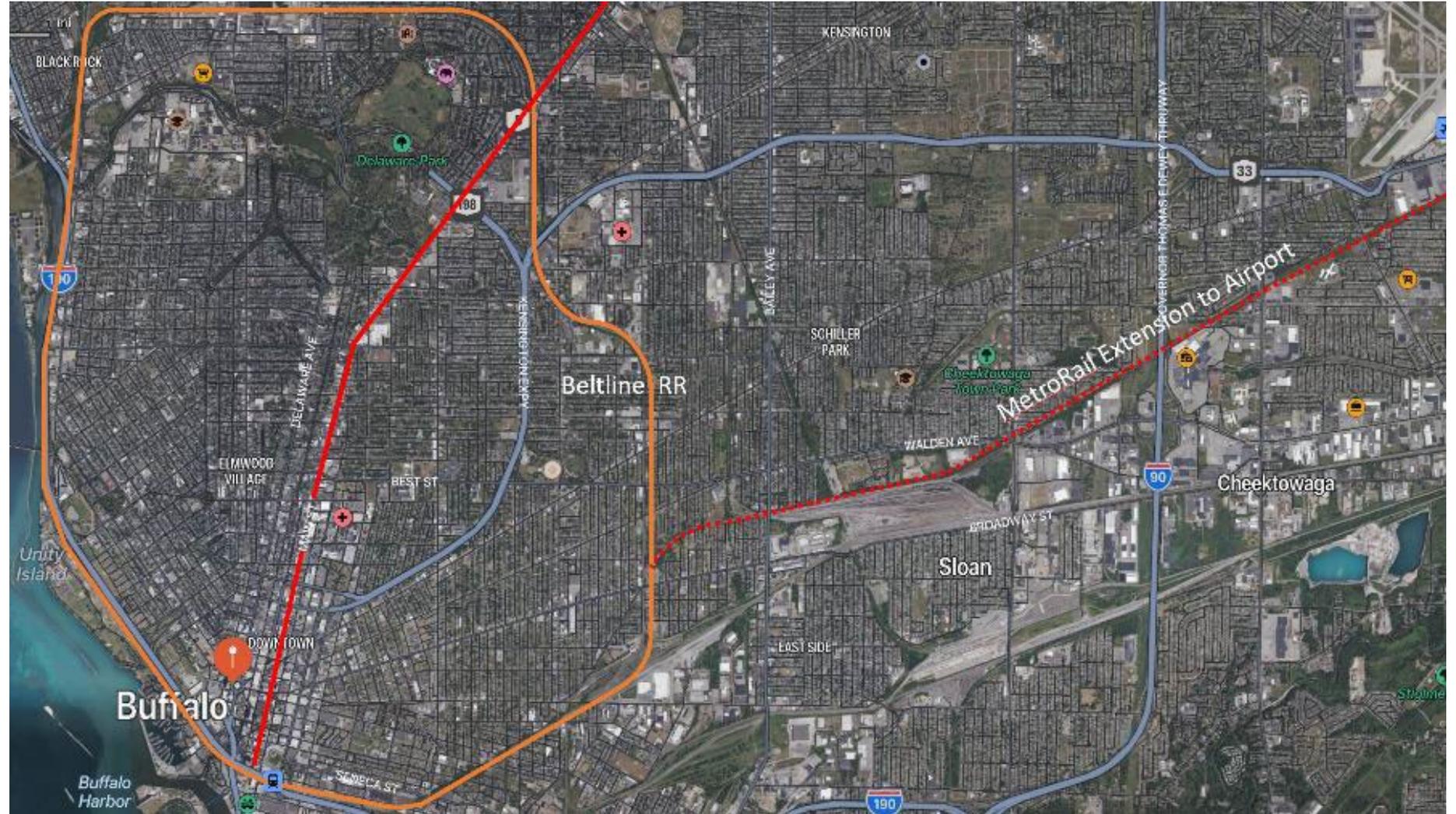
East Buffalo Smartly Enhanced Multi-modal Arterials (SEMAs)

- Smartly Enhanced Multi-modal Arterials (SEMAs) should be created along the radials and the major north-south commercial corridors of Michigan, Jefferson, Fillmore and Bailey that offer a range of convenient transportation options.
- Plans for SEMAs should include as an option modern Trolleys reminiscent of times past when Buffalo had an extensive street trolley system.



Extend Metro-Rail to the Airport

- Prioritize Metro-Rail Extension to Airport.
- Utilize the Beltline, connecting the Exchange Street Rail Terminal to Larkinville at Seneca St. and east to the Central Terminal.
- Extend Metro-Rail east along existing rails and rail right of ways to the Airport.



Restore Humboldt Parkway

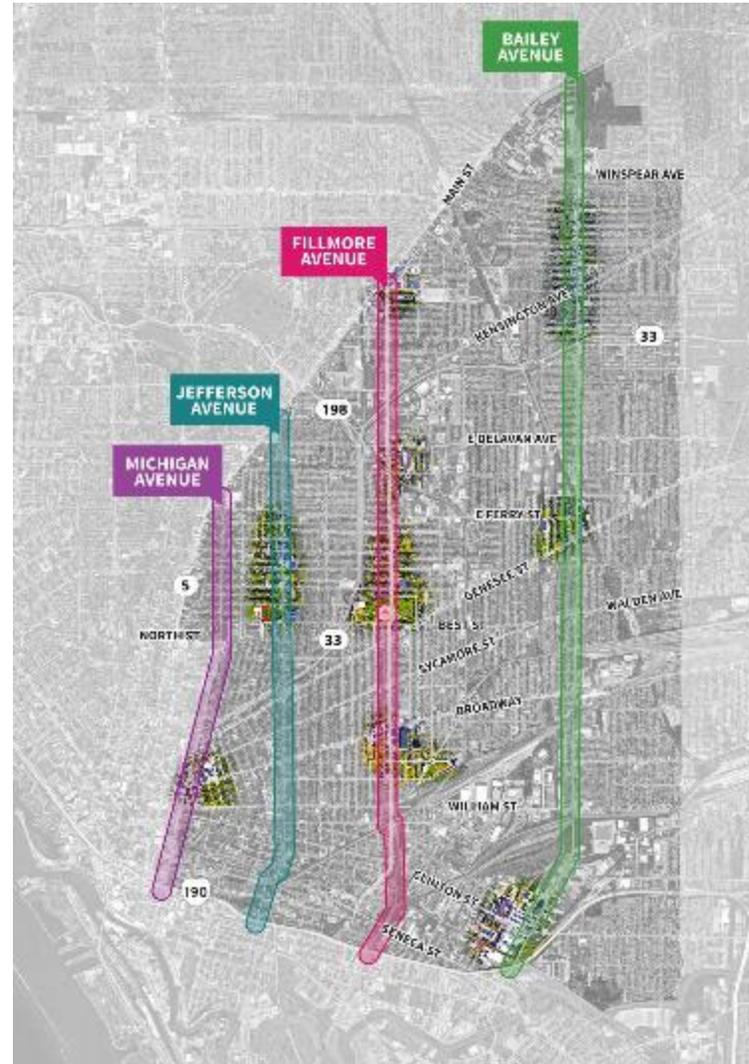
The complete restoration of Humboldt Parkway to its original Olmsted design should be the goal.

Not only does it restore the original integrity of the Olmsted Park System but also the East Buffalo 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.

Monies saved from filling in and not capping the 4,150 feet of the Kensington could be used to **redevelop Michigan, Jefferson, Fillmore and Bailey Avenues as SEMA complete streets.**



EAST SIDE AVENUES SUPPORTED INITIATIVES

East Side Commercial Districts Program
funds building renovations and public space enhancements.
The Westchester County Office of Economic Development
County Planning and Economic Development
County Office of Economic Development

Building Preservation Fund
supports the stabilization of at-risk historic buildings.
Westchester County Office of Economic Development

Community-Based Real Estate Development
harnesses the East Side's human capital.
Westchester County Office of Economic Development

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

Michigan Street African American Heritage Corridor
will work to create a unified, unique tourist destination.
Michigan Street African American Heritage District Committee

EAST SIDE AVENUES

Learn more at EastSideAvenues.org

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Gaitrie Subryan Affiliation (if applicable): _____

Address: _____ Date 11/8/2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.

-----Original Message-----

From: Linda Suchocki

Sent: Wednesday, November 8, 2023 11:10 PM

To

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

Name: Suchocki, Linda

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am completely against the proposed project. A complete environmental review has not been completed that considers the huge impact on the residential side streets by traffic, thr pollution, and the construction noise. The cost is ridiculously high. A much better use of the funds would be to repair current bridges, roads, and finish implementing the city's Slow Streets program.

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From: Joseph Suk

Sent: Friday, October 6, 2023 6:24:29 PM

To:

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

Name: Suk, Joseph

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: The Kensington project is an overdue, rightfully needed project that will bring economic prosperity to the east side. I applaud Kathy Hochul for her ingenuity and leadership and bringing his project to Western New York. Not only does the project create jobs, the lasting effects of remediating the Kensington will bring restoration to a much needed area.

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

Sent from my iPhone

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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Shayy Suhail Affiliation (if applicable): _____

Address: _____ Date: 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

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PUBLIC HEARING
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: SYBIL Y. SULLIVAN Affiliation (if applicable): D.S.C.C

Address: _____ Date 10/22/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Darrie Sullivan Affiliation (if applicable): D.S.C.C.

Address: _____ Date 10/23/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: DARIUS SULLIVAN Affiliation (if applicable): D.S.C.C.
Address _____ Date 10/24/23
Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: TYRONE SULLIVAN Affiliation (if applicable): D.S.C.C.

Address: _____ Date 10/22/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: [Daniel Sullivan](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Thursday, October 26, 2023 9:12:47 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Daniel Sullivan

From: Clarissa Surianello

Sent: Thursday, November 2, 2023 1:00 PM

To:

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

Name: Surianello, Clarissa

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation:

Comment: I think this project is going to upgrade the city of Buffalo significantly. Do we wish that you would have considered concrete paving as an option, yes. But none the less, this is going to make a huge impact on our city.

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

Sent from [Mail](#) for Windows

From: Frank Surianello
Sent: Friday, November 3, 2023 10:47:10 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Surianello, Frank
Address:
Phone:
Email:
Include on future project updates: YES
Affiliation:

Comment: I appalled the NYSDOT for investing into wny's underserved neighborhoods. This investment will correct a wrong from many years ago that split communities under the guise of progress. WNY has been ignored for far too long for major capital expenditures like this. The result of this investment will likely spur additional investment from the private sector and continue to contribute to Buffalos renaissance

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

Frank D Surianello, PE
President
Surianello General Concrete Contractor Inc
Phone 716-837-7710
franks@surianello.com
<https://linkprotect.eidosvc.com?url?u=https%3a%2f%2fwww.surianello.com&c=E.1.Gjwm3xs34o8fsNvdOCdf6:BIODLb9CFR0B3k0RloklfvojHDKXfEIGXyyTB3hP9eV8VTgyzWzCPmsHNniNvVmYMjtN67m4kpVHYHYw134T4b6wJXkfAbY9xywzq0&typo=1>
Sent from my iPhone
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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Ethel Sutton Affiliation (if applicable): _____

Address: _____ Date 10-24-23

Phone Number: _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON
EXPRESSWAY WITH VENTILATION PROVIDED THAT THE
LEVELS BELOW THE NATIONAL AMBIENT AIR QUALITY
STANDARD DO NOT CAUSE HEALTH ISSUES FOR THE
COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF
PARKING ALONG HUMBOLDT PARKWAY, ESPECIALLY
WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO
SUPPORT CONTINUING THIS WORK ALL THE WAY TO
DELAWARE PARK.

*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
Comments are due by October 27th, 2023.



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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment *30% low levels - 4% asbestos*
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: SEAN SWEENEY ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may become part of the 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
Comments are due by November 10th, 2023.



From: [Sean Sweeney](#)
To: dot.sm.kensingtonexpressway
Subject: PIN 5512.52 Comment
Date: Friday, November 10, 2023 8:15:03 PM
Attachments: [Kensington Expressway Project Comment.pdf](#)

Attached is my comment in regards to the subject project.

Regards,
Sean Sweeney

Introduction:

This project first piqued my interest when I learned that the comment period was extended as a result of the community voicing their opinions on the proposed project. After reviewing the Project Scoping Report (PSR), Draft Design Report and Environmental Assessment (DDR/EA), applicable appendices and public comments as well as personally attending community events discussing the subject project, it can be noted that there are significant concerns worth further consideration.

Project Purpose:

Per Section 3.2 – Project Purpose and Objectives:

The following objectives have been established to further refine the Project purpose:

- Reconnect the surrounding community by creating continuous greenspace to enhance the visual and aesthetic environment of the transportation corridor

Access onto and off of the Kensington Expressway is tabulated below:

Kensington Expressway Access Within Project Limits			
Existing ON Ramps		Existing OFF Ramps	
Northbound	Southbound	Northbound	Southbound
Best Street	Best Street	Best Street	Butler Ave
	East Utica Street	Landon Street	Best Street
Build Alternative ON Ramps		Build Alternative OFF Ramps	
Northbound	Southbound	Northbound	Southbound
Best Street	Best Street	Best Street	Butler Ave
			Best Street

Under the proposed plan:

- Access onto the 33 in the northbound direction remains unchanged.
- Access onto the 33 in the southbound direction is **further limited** after removal of the East Utica Street on ramp.
- Access off of the 33 in the northbound direction is **further limited** after removal of the Landon Street off ramp.
- Access off of the 33 in the southbound direction remains unchanged.

Under the hypothetical scenario of a community member traveling from the Kensington Expressway (Say under the High St bridge) northbound to their residence on the 600 block of E Utica Street, a 0.9 mile trip would be completed using the Off ramp that intersects at Landon Street.

Under the proposed design, this same trip would be approximately the same in length, but it could be reasonably inferred that the travel time would be longer and would require the vehicular user to

navigate the intersections of Best @ W. Parade St. This intersection introduces a Left Turn that statistically relates to an increase in accident rates.

In summary, this community member has less access to the 33, an increased travel time and the potential of navigating an intersection with an increased risk of crashes. In this context, the project objective of improving vehicular mobility access in the surrounding community does not appear to be met.

Question:

What is context or merit for measuring community connection? It appears the proposed plan limits access onto and off of the Kensington Expressway is further limited by the proposed design.

Technical Review:

Sidney Street/Butler Avenue Typical Section:

The Sidney Street Typical Section is incorrectly labeled as Sidney **Avenue**

Additionally, this typical Section between Station SB 10+00 to SB 11+48 shows an existing pavement section consisting of Subbase, Base, Binder and Top courses despite the fact that it doesn't exist. These features being shown as existing would imply that they are currently floating in the air.

This comment applies to other typical sections for proposed connections over RTE 33 (Riley & Winslow)

An additional concern may be noted for operation safety of the NB travel direction on Sidney Avenue introduced skew at the intersection of Southbound Humboldt Parkway.

Review of Smart Growth Screening Tool:

Outlined Purpose:

The purpose of the Project is to reconnect the community surrounding the Kensington Expressway's defined transportation corridor and improve the compatibility of the corridor with the adjacent land uses, while addressing the geometric, infrastructure, and multi-modal needs within the corridor in its current location.

Section E. Transportation and Access:

Question 2: Will this project enable reduced automobile dependency?

This question was answered yes with the following explanation:

This Project will enable reduced automobile dependency by improving bicycle and pedestrian infrastructure and creating new east-west connections for all forms of transit.

There is currently no analysis, trend or evidence to suggest that the project will reduce automobile dependency.

Per Table 4.3-3. In the DDR/EA:

The total population of the study area is reported to be 1,219. Just 36 are reported to use a bicycle as a means of transportation to and from work. This 36 of 1,219 reside in the fruit belt neighborhood. Under the proposed plan, not a single bicycle lane or bicycle accommodations will be constructed in that particular area.

Section F. Coordinated, Community-Based Planning:

This section mentions the regional coordinated effort or lack there of.

Despite the **Buffalo Billion II East Side Corridor Economic Development Fund** having \$65 million dedicated to revitalizing the East Side of Buffalo through investments outlined in the **WNY Regional Economic Development Council (REDC)** strategic plan, the REDC entity is not listed in section 7.3 of the PSR.

The \$65 million in capital investments to Buffalo's East Side via the Buffalo Billion II East Side Corridor Economic Development Fund include some of the following programs:

- Buffalo Neighborhood Stabilization Fund: \$10M
- MLK Park District: \$6.6M
- Broadway Market: \$4M
- Infrastructure to support and enhance investments: \$10M
- East Side Commercial Districts: \$2.6M

These investments specifically target the transportation corridors of

- Michigan Avenue
- Jefferson Avenue [AADT: 10360](From Broadway to Genesee)
- Fillmore Avenue [AADT: 10,054] (From Sycamore to Genesee)
- Bailey Avenue [AADT 16457] (From Genesee to RTE 33)

The Buffalo Billion II specifically states the fund will not be enough to catalyze all opportunities for revitalization. An obvious strategic plan would be to incorporate the REDC strategic plan with the transportation funding available as part of the Kensington Expressway project.

Furthermore, a review of NYS Traffic Data Viewer shows that there is additional capacity available on Genesee Street, Jefferson Ave, Broadway, William and Clinton. These are the very streets that would benefit from increased traffic in the form of multi-modal options. Foot traffic would specifically encourage the development and economic growth of these areas rather than bypassing them altogether.

Full Roadway Reconstruction projects have an average cost of \$1-2 million / linear mile. The cumulative cost to upgrade these streets is a fraction of the \$1 Billion price tag for the 3/4 mile proposed section.

Additional funding includes the Better Buffalo Fund (BBF): A \$40M program offering grants and loans through two initiatives – Transit Oriented Development and Buffalo Main Streets Initiative.

Buffalo should consider implementing Transit oriented development (TOD) that has been proven to be historically successful. (e.g. Toronto)

Elements of TOD are outlined below:

- Promote dense development (housing, employment, retail) in proximity to transit stops
- Encourage the use of multi-modal transportation
- Stimulate pedestrian activity through retail and neighborhood-oriented businesses and services, quality public spaces and accessible walkways.

Lastly, the Smart Growth Screening Tool is **unsigned**.

Review of Public Comments and Responses:

Many public comments discussing the implementation of public transit (Section 7.3) of the Public Comments. All of these comments are met with a response from the NYSDOT that the consideration of public transportation is beyond the scope of the project despite the project scope identified below.

Project Scope:

Improve vehicular, pedestrian, and bicycle mobility and access in the surrounding community by implementing **Complete Street** roadway design features.

Complete Streets:

The Complete Streets Act (Chapter 398, Laws of New York)

The law applies to projects that are undertaken by NYSDOT, or to local projects that receive both federal and state funding and are subject to NYSDOT oversight.

Definition of Complete Streets (Highway Law – HAY §331):

A Complete Street is a roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. This includes pedestrians, bicyclists, **public transportation riders**, and motorists; it includes children, the elderly, and persons with disabilities.

NYSDOT is claiming to incorporate complete streets design while simultaneously picking and choosing specific elements of complete streets to implement rather than considering that concurrence with complete streets means the adoption of all aspects of the definition.

This act of **selective implementation** undermines the very purpose of the complete streets and smart growth design philosophies.

Shifting attention away from this incomplete adherence, there is the repeated use of the phrase complete streets in the responses to public comment. Although I am unsure why the NYSDOT uses the term “Complete Street” in quotations as if it isn’t written law, they mention it 36 times in their response to public comments.

The claim in NYSDOT’s own words is this:

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 claim is that the construction of bicycle lanes is in line with the Complete Streets initiative and will connect the community despite that **only 36 people (0.50%) in the project area bicycle to work.**

Meanwhile, 1,219 people (17.0%) use public transportation and 57 (6.71%) walk.

It should be noted that the further restriction to the 33 due to the removal of on and off ramps will likely negatively impact the 4,878 (68%) that use a vehicle.

Potential Inconformity with Climate Leadership and Community Protection Act (CLCPA)

Requirements: Limit statewide greenhouse gas emissions to 80% below 1990 levels by 2050 (CLCPA Line 31)

Per section 4.10.5 of the DDR/EA – the emission limit reduction goal is stated as 85% although the CLCPA outlines a goal of 80% of 1990 levels.

There appears to be an inconsistency of what NYSDOT is reporting the goal is and what is documented by the CLCPA law. Please provide clarity on this inconsistency.

According to Table 8 – Transportation Emissions of the 2022 NYS Greenhouse Gas Emissions Report, the gross total of carbon dioxide equivalent (CO_{2e}) for transportation emissions alone has a reported value of 70.09 million metric tons.

Calculating the goal of 85% of this value yields a result of 59,576.5 metric tons.

As shown in Table 4.10-3, the proposed build shows a 1,775,780 metric tons/year for 2047.

The proposed build shows a value 1974% over the goal outlined by the CPCLA law.

The proposed plan shows a maximum 4% reduction of CO_{2e} for year 2047 – far below the goal outline in the CLCPA law.

Clarity on these numbers and how they relate would be of interest to the affected communities.

The DDR/EA documents that specific areas in the corridor will see an **increase in pollutants**. Particularly at the tunnel portals.

The specific receptor with the highest increase is located on the sidewalk at NB Humboldt Parkway at the exit portal. The very complete street feature that is intended to promote walkability and serve the disadvantaged community.

An increase of pollutants at the portals of the tunnels **is of great concern to the people that live there.**

To mitigate these effects the NYSDOT has the following plan: Low growing shrubs will be planted in the greenspace immediately adjacent to the portals with fencing to **restrict public access to this greenspace for safety reasons.**

This restriction was not shown on the build alternative figures presented to the public and therefore, I do not believe they are aware of this restriction.

I have personally witnessed the concerns of residents in the area as they relate to health effects and have noted that no NYSDOT personnel have attended the community meetings despite invitation.

Summary:

It appears that the project scope is far too limited and does not consider cross collaboration with other funding and planning programs. The overall success of restoring Buffalo's east side is threatened by the disjointed and peace-meal planning demonstrated by the responsible agencies.

The opportunity to utilize sustainable transit-oriented design with true smart growth development incorporating is either being ignored intentionally or overlooked, in which case, the engineering judgement of those electing to not consider any alternatives despite the public specifically asking for them should be scrutinized.

It has been noted that the original Concept 7 plan would have terminated at East Ferry Street. Under the original plan, the increase in pollutants that will now occur at the Sidney street tunnel portal would have been at the location of East Ferry. The East Ferry road is bounding the Census area identified as CT 33.02. An interesting note is that this census tract has the highest concentration of individuals with disabilities (28.8%).

The lack of foresight exhibited by the original plan seems to indicate that the health aspects of individuals in the project area is of little concern or at the very least, an afterthought.

Additionally, calls to perform an Environmental Impact Study (EIS) have been ignored.

NYSDOTs claim of implementing Smart Growth and Complete Streets design strategies while neglecting or omitting other crucial aspects of the design criteria is an act of partial implementation that undermines the core purpose of these design initiatives.

In the face of climate change, I find it unconscionable to make no effort to enhance public transportation or even perform a basic traffic analysis of the complete removal of the expressway.

To double down on car-centric infrastructure in the face of climate change, without performing an analysis guaranteeing due diligence in planning, can be considered professional malpractice on behalf of the NYSDOT, city planners and elected officials.

Since the cognitive dissonance of the powers that B will intentionally not read between the lines, it can be stated clearly that **those who are in unwavering support of this project seek to benefit the suburban population at the continued expense of the people living on Buffalo's East Side.**

The main focus and objective of the project is to maintain the vehicular capacity of the corridor. It is **insultingly obvious** that the goal is to be achieved by selective and targeted improvement with secondary considerations and constructing incremental enhancements to the east side to portray a fair and equitable design.

This mega project will cement the tragedy that has been the destruction of the Humboldt parkway forever in history. The core injustice that has been suffered by the people of Buffalo's East side will have not been undone but will be even further limited by any future improvement.

Prior to construction of the Kensington Expressway Buffalo thrived with a population that exceeded 500,000 people. A city thrives because the transportation of people. Not vehicles. Buffalo has the opportunity for correction and implementation of a strategy that could allow the city to flourish and be looked at as a progressive example in the face of climate change. Should this opportunity be wasted on

a white elephant project that is costly, elaborate, unnecessary and serves more as a political gesture than a practical solution to a problem, my hope for the area will be lost.

Questions:

- 1) What is context or merit for measuring community connection?**
- 2) Does the implementation of bicycle lanes for the 0.5% of people in the corridor who cycle to work being used as the evidence-based reasoning for claiming that the project reduces vehicle dependency and achieves complete street initiatives?**
- 3) What is the CO₂e emission reduction goal? The CPLCA Line 31 indicates 80% below 1990 values while NYSDOT identifies it at 85% below the 1990 values.**
- 4) Could the NYSDOT provide a tabulation of its concurrence with CPLCA in regards to green house gas emissions in a simple way that the public can understand it?**
- 5) Has there, or will there be any collaboration with WNY Regional Economic Development Council (REDC) in regards to their strategic plan for Buffalo's East side?**
- 6) Is NYSDOT aware of the significant public concern and desire to have an EIS performed? Will one be performed?**
- 7) Can NYSDOT perform a traffic analysis of the complete removal of the Expressway? Are they electing not to because the results might suggest that the radial streets could potentially have enough capacity to handle the diverted traffic?**
- 8) Was there any consideration for the future and trends of the transportation industry as a whole? The observed rising cost of new and used vehicles in conjunction with rising inflation could potentially suggest that less people may own personal vehicles by the year 2047?**
- 9) Is the NYSDOT and others responsible for the plan aware of the great appeal of the Buffalo Niagara Region and its access to the Great Lakes in regards to its appeal brought by Climate Change? In this context, how is the complete lack of planning for public transit being justified?**
- 10) Has it been brought to Public attention that Tunnel projects notoriously run overbudget and construction lasts longer than originally scheduled? Does the NYSDOT have a PR solution for when this inevitably happens?**

Figures referenced in comment:

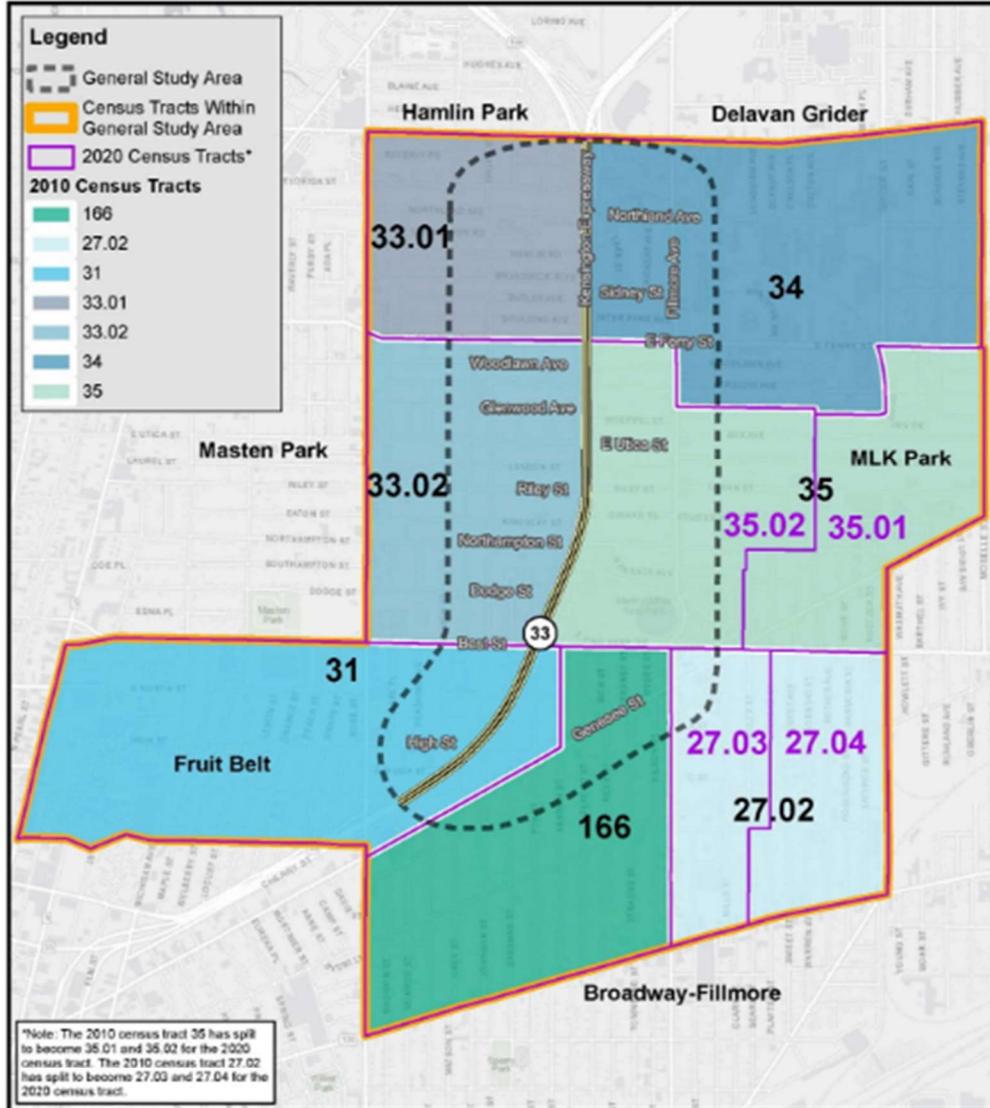
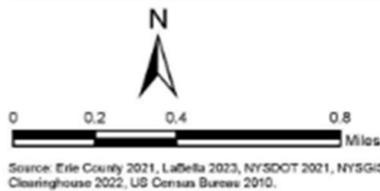


Figure 4.2-1

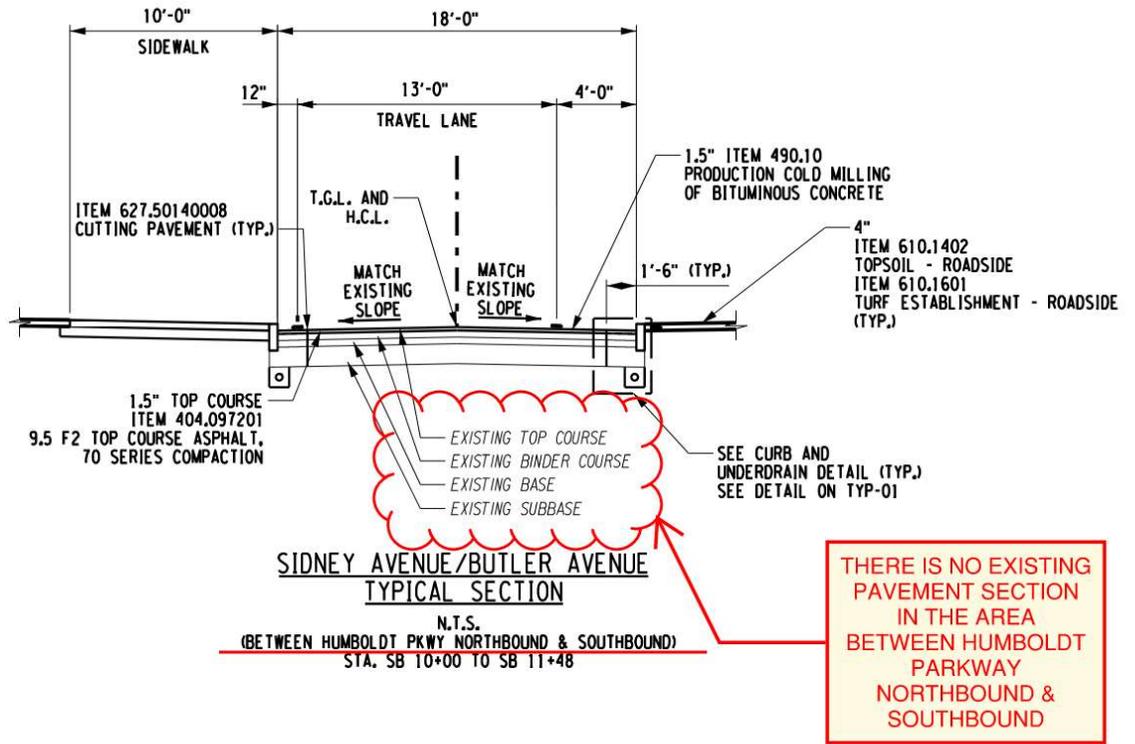
2010 and 2020 Census Tracts



PIN 5512.52
 NYS Route 33, Kensington Expressway Project
 Erie County, NY

Population		Workers by Means of Transportation to Work									
Area	Total Workers	Car Truck or Van		Public Transportation		Bicycle		Walked		Taxi/Motorcycle/Other	
		Count	%	Count	%	Count	%	Count	%	Count	%
CT 27.03	761	681	89.5%	37	4.9%	0	0.00%	27	3.55%	16	2.10%
CT 31	916	490	53.5%	191	20.9%	36	3.93%	163	17.79%	0	0.00%
CT 33.01	1707	936	54.8%	333	19.5%	0	0.00%	97	5.68%	67	3.93%
CT 33.02	938	719	76.7%	168	17.9%	0	0.00%	24	2.56%	27	2.88%
CT 34	1010	649	64.3%	191	18.9%	0	0.00%	98	9.70%	72	7.13%
CT 35	990	791	79.9%	166	16.8%	0	0.00%	0	0.00%	19	1.92%
CT 166	849	612	72.1%	133	15.7%	0	0.00%	57	6.71%	0	0.00%
Study Area Total	7171	4878	68.0%	1219	17.0%	36	0.50%	466	6.50%	201	2.80%
City of Buffalo	118996	92296	77.6%	10837	9.1%	873	0.73%	6492	5.46%	1951	1.64%
Erie County	454568	384719	84.6%	14655	3.2%	1680	0.37%	11395	2.51%	4783	1.05%





From: [Sean Sweeney](#)
To: dot.sm.kensingtonexpressway
Subject: PIN 5512.52 - Doing things because they are easy or because they are hard?
Date: Friday, November 10, 2023 9:47:11 PM

This project will crush the vision of what many in the community feels is possible. Especially with a budget of 1 billion dollars. The project should be rescoped with sustainable practices and incorporate light rail. Much of the design for the infill is already done as survey, microstation files, and various required design studies for the area are complete.

The project fails to restore humboldt parkway. A true restoration in the spirit of Olmstead would be to have MLK connected to Delaware Park via infill. This is an obvious observation to make.

This should not be considered a 'restoration' to many of the community members in the area and those that remember it as it once was are insulted.

This project should be scoped with and in collaboration with the \$65 million available for the East Side Corridor Economic Development Fund. Under this vision, it is at least worth a feasibility study if for the budget of \$1Billion the following could be achieved:

Light Rail and improved roadways implementing Transit Oriented design on the following radials:

Broadway Radial:
Length: 3.55 miles

Genesee Radial:
Length: 7.88 miles

William Radial:
Length: 3.2 miles

Branch up Bailey Ave:
Length: 1.9 miles

Maintenance costs for light rail systems are often expressed as a percentage of the initial capital cost of the system. On average, maintenance costs can range from 1% to 3% of the capital cost per year.

A moderate assumption will use the estimate of 2%

Assuming the potential ridership of the area is 20% based on NYSDOT provided data of 17%. The additional 3% accounts for demand created by those further from the

project area.

Another assumption is that half of the billion dollars will be set aside for maintenance cost. This assumption is ridiculous, but so is the budget of 1 billion dollars.

Calculate Total Length:

$3.55+7.88+3.2+1.9=16.53$ miles

Estimate Annual Maintenance Cost:

Assuming a maintenance cost rate of 2% and an average cost of \$60 million per mile:

Maintenance Cost $\approx 0.02 \times$ Total Length \times \$ 60 million

Maintenance Cost \approx \$19.836 million per year

Years set aside for maintenance budget: $\$500,000,000/\$19,386,000 = 25,191$ years.

At a cost of \$19.8 million per year, \$987.7 million dollars remains for the budget of infill, complete streets initiatives and everything else that could be spent to showcase buffalo as a progressive and successful century.

Instead the plan is to spend this money and invest in technology of the past as if that wasn't the original mistake that we're claiming to correct now.

To quote President John F. Kennedy, "We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win, and the others, too."

From: [Colesw Colesw](#)
To: dot.sm.kensingtonexpressway
Subject: Public Comment, Kensington Expressway, Resident of Buffalo
Date: Friday, November 3, 2023 2:29:55 PM

To all who are concerned,

Please reconsider using this money to promote car dependent infrastructure that will continue to harm the residents of the East side of Buffalo with asthma and noise pollution. We are facing a climate catastrophe that calls for alternatives to car travel and eliminating car dependency, this project ignores these issues to continue business as usual and promote car dependency. Please consider repurposing these funds to expand the light rail and bus routes in this city.

Thank you,

Cole Swenson, Engineer, Buffalo resident

From: on behalf of [Mary Sykes](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Friday, November 3, 2023 6:04:10 PM

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms. Mary Sykes

From: RONALD SZALKOWSKI

Sent: Saturday, October 21, 2023 2:54:27 PM

To:

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

Name: Szalkowski , Ronald

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: None

Comment: Covering the expressway does little, if any, to restore neighborhood. Funds for projects could and should be used elsewhere. A couple bridges across the 33 to reconnect streets would be an improvement. Use money for healthcare facilities. Would help more residents.

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Sent from my iPhone

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From: Reyona Tabb

Sent: Wednesday, November 8, 2023 8:35 PM

To:

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

Name: Tabb, Reyona

Address:

Phone:

Email: .

Include on future project updates: NO

Affiliation:

Comment: I fully support the covering of the Kensington Expressway with the guarantee that the levels of ventilation will be below the national ambient air quality standard and will not cause health issues for the community. I support this covering to continue down to the Delaware park area. I do not agree with or support the removal of parking along Humboldt Parkway. Resident parking will be eliminated and that will cause a huge inconvenience to the residents of this area and surrounding community.

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From: Diann Takens

Sent: Friday, November 10, 2023 9:27:58 PM

To:

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

Name: Takens, Diann

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: This project needs an Environmental Impact Statement/Study. I request a FULL RESTORATION of Humbolt Parkway

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From: Mark Talley

Sent: Thursday, October 5, 2023 5:26:05 PM

To:

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

Name: Talley, Mark

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Firstly, a highway could disrupt the peaceful ambiance and close-knit community atmosphere that residents value. Increased traffic, noise pollution, and reduced air quality are also concerns associated with highways, which could negatively impact the well-being and quality of life for those living nearby. Additionally, the construction of a highway might lead to the destruction of green spaces, parks, or historic landmarks, further diminishing the neighborhood's character and recreational opportunities. Lastly, property values could be adversely affected, potentially leading to economic hardships for homeowners in the area. These are some of the reasons why individuals may not want a highway built through their neighborhood.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Charity Taylor Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

A handwritten signature in cursive script, appearing to read "Allison Saba", written in black ink over a horizontal line.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Alpina Parlov Affiliation (if applicable): _____

Address: _____ Date 11/6/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

From: Charles Taylor

Sent: Friday, November 10, 2023 4:48:46 PM

To:

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

Name: Taylor, Charles

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: Please convert this back to the parkway it once was. This is a once in a lifetime chance to fix a massive error and it shouldn't be squandered. Buffalo had one of the best park systems in the work and it could again. It's such a huge opportunity. I drive through there all the time and slowing down and enjoying the drive will be worth it. Anyone who doesn't think so can find alternative routes. We have such a beautiful city already and it can be even better!

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From: Michael Tennant
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:51:45 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Michael Tennant

From: [John Terhaar](#)
To:
Subject: Expressway nonsense
Date: Sunday, October 29, 2023 1:14:00 PM

[You don't often get email from [John Terhaar](#) Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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This is a complete waste of money. East side improvements should include affordable housing, small business support and school curriculum improvements. If the money must be wasted on paving projects, pull the moronic speed bumps and pave the fucking streets!

-----Original Message-----

From: Sc Thiele

Sent: Monday, November 6, 2023 8:55 AM

To: Fischlein, Eric

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

Name: Thiele, S. C.

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Buffalo Booster

Comment: It's about Opportunity Cost! With so..so..many issues plaguing Buffalo, this convoluted plan to cover the Kensington just does NOT provide enough benefit. And, likely, will be another 'Opps, what were we thinking' project that we'll come to regret!

Try again! My family's history is rooted in Buffalo. No one cared when our neighborhoods became blighted many years ago. That said...let's have a new and BETTER vision for a BETTER BUFFALO. A billion dollars spent elsewhere would help!

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From: [Dakoda Thomas](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:28:52 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Dakoda Thomas

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Michael d Thomas Affiliation (if applicable): Michael d Thomas

Address _____ Date 10-25-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

yes

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dawn Thomas Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



From: Eugenia Thomas

Sent: Thursday, November 9, 2023 2:57:27 PM

To:

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

Name: Thomas, Eugenia

Address:

Phone:

Email: _

Include on future project updates: YES

Affiliation: I live on the Eastside and I have family on Humboldt parkway

Comment: I am in support off the renovation off our Eastside community who has been dilapidated for years we need hope put back in buffalo Eastside the empty promises had to stop when will the redlining stop the breaking down off this community is indicative off the racism the blocks all good that could enhance the lives off our kids and bring back the clean sidewalks and paved streets make Jefferson's mass shooting a d

Disaster that bring change

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From: Nicholas Thomaselli
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:28:55 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Nicholas Thomaselli

From: [Richard Tomasello](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 8:49:39 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Richard Tomasello

From: [Priscilla Trageser](#)
To: dot.sm.kensingtonexpressway
Date: Thursday, November 9, 2023 4:00:40 PM

Dear Sir or Madam,

I strongly support that the Kensington Expressway be restored to its original state or to the recommendation by the Olmsted Parks Conservancy. Please do not make this about money. Our country is so wealthy. There is money to be had. Let's get this right, finally, for the very, very deserving people of East Buffalo. Other people get this privilege.

Thank you.

Mrs. Priscilla Trageser

From: Aaliyah Mendoza

Sent: Friday, November 10, 2023 8:19:44 PM

To:

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

Name: Tramp, Aaliyah

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This project further preserves the highway that destroyed and separates the community. Moreover it will be blowing tons of exhaust onto the neighborhood and campus.

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-----Original Message-----

From: Janice Trautman <

Sent: Friday, October 27, 2023 11:39 PM

To:

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

Name: Trautman, Janice

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I am wondering why a tunnel will be considered for the 33 expressway.

I, myself will not be using the expressway if the expressway is tunneled. Many people have a fear or are claustrophobic of an enclosed area. I am very disappointed this is being considered. I will be rerouting to find a longer but fearless route.

Terrible idea, please consider everyone's comments.

Thank you

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Tracy Trietley Affiliation (if applicable): _____

Address: _____ Date 11/16

Phone Number: _____ E-mail: _____

COMMENTS*

Y'all better bring us together
opposed to the current division

**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
Comments are due by October 27th, 2023.

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Seth Triggs
Date: Tuesday, November 7, 2023 12:51:19 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

It is unfair and unconscionable that the same environmental review and benefits are not brought to Humboldt Parkway on the East Side, as they are west of Main Street.

Name

Seth Triggs

Email

Date

11/7/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: [Donna Truman](#)
To: dot.sm.kensingtonexpressway
Subject: 33 covering
Date: Thursday, November 2, 2023 2:01:59 PM

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Please do not spend a billion dollars on this and you know it will be more than that due to asbestos removal. A billion dollars should be used on education, job training and improving the horrific state of our nursing homes.
Thank you,
Donna Truman

Sent from my iPhone

-----Original Message-----

From: Donna Truman

Sent: Thursday, November 2, 2023 4:12 PM

To:

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

Name: Truman, Donna

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: My opinion is to say No to the Rt 33 covering. A billion dollars is to much even though it's Federal infrastructure money, use it to fix bridges, or rural areas Wi-Fi. I not sure what you visualize but we do not need to go backwards, no one goes outside anymore. I was just out for my daily walk and saw no one .

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Donna Truman

Sent: Friday, November 3, 2023 2:35:13 PM

To:

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

Name: Truman , Donna

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I wrote yesterday and I just want to add one more idea. How about we take that Federal money and build a few recycling plants. This would put people to work and help save our environment!

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

Sent from my iPhone

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From: [Andriy Tsyunyak](#)
To:
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, October 26, 2023 8:21:27 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Andriy Tsyunyak

From: [Deborah Tucker](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project
Date: Thursday, November 9, 2023 4:45:24 PM
Attachments: [ROCC Support - Form Letter.docx](#)

<<...>>

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project - PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Dodge Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

This reclamation infrastructure project is at its core, restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautifying and reconnecting the surrounding neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Deborah E. Tucker

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: K. TURNER Affiliation (if applicable): _____

Date: 10/10/23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I don't want to ride under ground
I want to know the weather all times
it's going to take all longer to get to us
how will the lighting be city history what
will this do to the pipes, sewer, drains
this is not good

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



From: Kat Tyler

Sent: Friday, November 10, 2023 6:24:07 AM

To:

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

Name: Tyler, Kathleen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: EM Tea Coffee Cup Cafe in Hamlin Park

Comment: I am excited, fully committed and on board with the project!

This will build up the Community and greatly improve this stretch of Buffalo.

I was a child when the original devastation occurred and should have never happened. This is a beautiful area and should be reconnected.

This project will slow down traffic, reduce gas emissions and improve neighborhoods.

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

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of ~~35~~ ¹³⁵ lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



11-8-23

From: Susan Udin

Sent: Thursday, November 9, 2023 9:53:48 PM

To:

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

Name: Udin, Susan

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: The current plan for decking over part of Rte 33 is not adequate. In particular, the pollution mitigation plan is vague and depends upon the action of an unnamed entity to scrub the walls that are assumed to absorb the pollutants. Who will actually do this work? What proportion of the auto exhaust and tire particulates will actually be caught, and how much will be released in quantity at the ends of the tunnel.

The depth of the soil level in the deck seems unlikely to be sufficient to support tree growth.

Moreover, how will the tree roots be prevented from damaging the roof of the tunnel? I've seen how powerful roots can be as they encroach on buried water pipes and lift chunks of sidewalks.

Most importantly, installing the deck seems likely to preclude any further improvement of either rte. 33 or rte. 128. It would be much better to have an integrated plan to restore the whole system.

Thank you.

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

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Lori Ulak-Church](#)
To: dot.sm.kensingtonexpressway
Subject: RE: RT. 33 Expressway
Date: Friday, September 29, 2023 12:38:12 PM

To whom it may concern,

RT. 33, Kensington Expressway that constantly have accidents on there. Has anyone considered how to handle that with the minimum room to take care of it on the Kensington expressway, RT. 33?

The Scajaquada Expressway, RT. 198 is the real issue here. RT. 198 is the one that the park is where children are around that is in danger and should be covered. My suggestion is evaluating It Buffalo before jumping into this matter of covering up RT.33 and put the money for the SAFETY of the peoples. This is where RT.198 should be the one that NEEDS to be covered to protect the people by the park.

Regards,
Lori Ulak-Church

From: Brianna Valeri
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:48:37 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Brianna Valeri

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Brian VanDerBogert ADDRESS: _____
 DATE: 11/9/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



From: [Brian VanDeBogert](#)
To: dot.sm.kensingtonexpressway
Subject: Comment on Kensington Expressway Project
Date: Friday, November 10, 2023 1:25:04 PM

Hello,

I'm writing to express my opposition to the NYS Rt 33 Kensington Expressway Project. Specifically, I am calling for the state to engage in a full Environmental Impact Statement (EIS) process for this project. In the public hearings I attended and in the DOT's EA report, it was clear that the environmental impact of this project has not yet been fully assessed. Building this tunnel does not comply with the letter or the spirit of New York's Climate Leadership and Community Protection Act, (CLCPA). While conducting the full EIS, the DOT also needs to further study alternative build options, including filling in the highway and restoring the Humboldt Parkway. The One Parkway Now concept as laid out by the Eastside Parkways Coalition is a compelling vision of an East side that is truly reconnected and revitalized. The DOT didn't consider this option seriously because it didn't meet the project objective of maintaining the daily vehicular traffic of Rte 33. However, the DOT took a very narrow view of this objective. We need more extensive study of how we can divert some of that traffic onto the radial roads (e.g. Sycamore, Broadway, Genesee) while also improving public transit options to reduce the number of cars on the roads altogether. The radial roads are underutilized, and Buffalo's Public transport system is underdeveloped. An investment in a more holistic transportation system is also an investment in improved quality of life for east side residents. I have talked to many Buffalonians, including a great number of East Side residents about the proposed project. Only a very small number of those I have talked to are in favor of the tunnel project. The fill-in option has much broader support. Please do the right thing and conduct an EIS, so that we can have a community informed and data-driven solution that will truly achieve the stated goal of this project of reconnecting this community.

Kind regards
Brian VanDeBogert

From: [Craig Van Tine](#)
To:
Subject: NYSDOT Kensington Expressway
Date: Thursday, November 2, 2023 9:19:13 AM

To: NYSDOT (Kensingtonexpressway@dot.ny.gov), Senator Tim Kennedy, Assemblymember Crystal Peoples-Stokes, Senators Schumer and Gillibrand, Congressman Higgins, and Governor Hochul

I truly feel that the bandage of the expressway spending the amount of money you expect to spend, is ludicrous.

I feel that the expressway should be abandoned and full revival of the original tree lined parkway should be reinstated.

The economic driver for that portion of buffalo will be immeasurable over the long term of the city in that it will revive property values, reduce a dangerous and expensive highway to maintain, and bring about community the way that it once was, rather than cutting off citizens from living in quiet peaceful streets.

This expressway has loads of options to drive in a different path, and is a useless highway and should be abandoned.

Sincerely,

Craig D. Van Tine

CRAIG VAN TINE | real estate broker

VAN TINE

Real Estate

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Howard Vance Affiliation (if applicable): _____

Address: _____ Date 10/23/2023

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Dorinda Vance ADDRESS: _____
 DATE: 11/9/23 PHONE: _____ EMAIL: _____

**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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Virginia Vance-Ley Affiliation (if applicable): _____

Date: 10/10/23

Address _____

Phone Number: _____

E-mail: _____

COMMENTS*

How will this shape the
community around it.
A Tunnel will add to seasonal depression.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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

From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Susan Vandrei
Date: Thursday, November 9, 2023 3:29:47 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

Please do not build a tunnel that will cause more damage to the environment and people and the entire area. Please listen to the plan put forth by the East side coalition. It makes so much more sense, and costs less! The goal is to connect and revitalize neighborhoods, not build a tunnel that will take years, connect no one; and is certain to cost double the projected cost.

Name

Susan Vandrei

Email

Date

11/9/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

From: [Dean VanHarken](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 4:42:52 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Dean VanHarken

From: [Nidia Vasquez](#)
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Tuesday, November 7, 2023 8:09:44 AM

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

I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Nidia Vasquez

From: [Lourdes Vera](#)
To: dot.sm.kensingtonexpressway
Cc: [Asli Guler](#)
Subject: Public Comment about Kensington Expressway
Date: Friday, November 10, 2023 8:24:56 PM

Dear Kensington Expressway Project Board and Team,

We are writing as community-based participatory researchers based at the University at Buffalo in the Departments of Sociology and Environment & Sustainability. After reviewing the carefully compiled plans for the Kensington Expressway and consulting with community groups and individual Buffalo residents alike, we share deep concerns about the project and design process. While we acknowledge the dedication and resources that have gone into developing this plan, we sense a lack of community participation in the planning and share similar hesitations as other residents such as Mr. Dan Cadzow from Partnership for Public Good and groups such as WNY Clean Air Coalition.

While we acknowledge the project's potential to enhance connectivity and improve the overall ecological and public health of the neighborhood, it is imperative to address the concerns raised by the local community. Many residents are calling for the Kensington to be filled and not capped. The arguments against this have not carried sufficient evidence or assessment. For instance, while we understand that this could increase traffic congestion and resulting air contamination on other arterial streets and Interstate 190, the report did not fully address the impact of electric vehicle development. It also did not explore potential public transit improvements but instead pushed this responsibility to NFTA. Moreover, Buffalo is indeed experiencing its renaissance and first moment of population growth in decades, but questions remain regarding urban activity, population, and traffic congestion in 1958 when the Kensington was built versus now.

As sociologists, we also realize that the Kensington Expressway allows vehicles to move through the East Side without actually relating to the neighborhood as a place. Fillmore Ave. and Jefferson Ave, for instance, are covered in potholes and abandoned storefronts. Residents are calling for revitalizing these streets, which would require more traffic for this to materialize.

Most importantly, community members feel that they have not been adequately involved in the decision-making process that directly affects their neighborhood. While information has been made available, results from community surveys or evidence of participatory planning is not in the report despite all of the public meetings and downtown office designated for people seeking information. Top-down planning has been detrimental to communities, as we have already seen.

We urge you to reconsider this plan, survey community members on what they envision for their neighborhood, and direct resources toward realizing these dreams. We support development in initiatives like a light rail between downtown and the airport along with basic infrastructural improvements like road paving and bicycle lanes. Please do not repeat past mistakes.

Sincerely,
Dr. Lourdes Vera and Asli Guler

Lourdes Vera, PhD



[Book a time to meet with me](#)

Assistant Professor
Department of Sociology
Department of Environment and Sustainability

406 Park Hall, North Campus
University at Buffalo
Buffalo, NY 14260

Pronouns: She/They

From: Rick

Sent: Thursday, October 26, 2023 5:21:51 PM

To:

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

Name: Verano, Rick

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I, along with pretty much everyone I have ever talked to about this, thinks this is a ridiculous idea. The traffic nightmare this will create during construction will be a disaster. The people making these decisions probably don't even drive this route into or out of the city. That money could be better spent on improving roads in the city, some of which are a mess. Everything they've been doing to the major roads around the city has just made things worse for commuters. Eventually, people will not want to go downtown.

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Sent from my iPad

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From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Matthew Verrelli
Date: Thursday, November 2, 2023 3:57:03 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name

Matthew Verrelli

Email

Date

11/2/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
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- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
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- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Matt Vennelli

ADDRESS: _____

DATE: 11/9/23 PHONE: _____

EMAIL: _____

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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
Comments are due by November 10th, 2023.



From: [Matthew Verrelli](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project
Date: Friday, November 10, 2023 2:09:13 PM
Attachments: [Matthew Verrelli - Comment.pdf](#)

To whom it may concern:

My name is Matthew Verrelli, I live at _____ in the City of Buffalo, and I wish to express my deep opposition to the NYS Route 33/Kensington Expressway Project as it is currently proposed. Filling in the entire length of the expressway and restoring Olmstead's parkway is the only acceptable alternative.

As a student of a Master of Urban and Regional Planning program located right here in Buffalo, I can confidently say that this project flies in the face of every sound planning principle there is. This project constitutes a remarkable disregard for the residents of the East Side and places the convenience of commuters above a disenfranchised community. Humboldt Parkway, a masterpiece of urban design, was stolen from Buffalo some 65 years ago. Now we want it back.

If I-81, with a similar AADT to the Kensington, can be brought down and replaced with an at grade boulevard why can't the Kensington be filled in? If Inner-Loop East and North can be filled, then why can't the Kensington? **Why do we have to pay more and settle for less here in Buffalo?** Fill in the Kensington, restore the parkway, and reconnect Buffalo - now.

Sincerely,
Matthew Verrelli

From: [Joe Viele](#)
To: dot.sm.kensingtonexpressway
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Monday, October 23, 2023 4:03:26 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Joe Viele

From: [Ryan Virtuoso](#)
To:
Subject: SUPPORT KENSINGTON EXPRESSWAY PROJECT
Date: Thursday, October 26, 2023 4:39:16 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter writing for my support of the Kensington Project Expressway. This project will be transformative for the Western New York Region and is the first step in revitalizing East Buffalo, a long-disadvantaged area, where there will be benefits for generations to come.

The construction of the Kensington Expressway Project will keep union construction workers employed for potentially three years - meaning local workers will be reinvesting money from this project back into the communities in Western NY where they live and work. The job creation will have long term impacts on construction careers from this project that is too great to be quantified.

Moving forward with this project is imperative for the continued growth of the Buffalo community.

Sincerely,
Ryan Virtuoso

From:

Sent: Friday, November 10, 2023 5:40:38 PM

To:

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

Name: Voss, Katarina

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This project will be incredibly destructive to the community and the environment!!! Buffalo does not need more highways or false promises of “connection” that only separate us more. We value our parks, our people, and our city too much to watch another highway embed itself and pollute. I am highly against this project. It is not a solution it is a coverup.

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

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [William Wachob](#)
To: dot.sm.kensingtonexpressway
Subject: Comments on Kensington Expressway Project
Date: Thursday, November 2, 2023 12:49:44 PM

RE: Comments on the Proposed Kensington Expressway Project in Buffalo

I urge the DOT to fully restore the original Olmsted designed Humboldt Parkway by filling in all below-grade portions of the Kensington Expressway and reconstituting the original Olmsted Parkway. This is in the short and long-term benefit not only of the local neighborhood, neighbors living adjacent to and nearby the Expressway, but all of the people of Buffalo and Western New Yorkers. Quality of life, peoples' health and safety, and the beauty of the Olmsted Parkway trump any relatively small savings of time from having to drive city streets or a faster ring road to get to and from downtown Buffalo or other city neighborhoods. This would also serve as an incentive for people to live in Buffalo fostering the health of the city and, in turn, that of Western New York. Please fill in the Expressway, restore the Olmsted Parkway, and do the right thing.

Finally, I would appreciate receiving information on future meetings, plans, etc., regarding this project.

Sincerely,

William K. Wachob

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: SM Taifoor Wahe Affiliation (if applicable): _____

Date: 10/20/23

Address: _____

Phone Number: _____

E-mail: _____

COMMENTS*

We ~~need~~ need to lookout for our communities
and businesses (and their families) don't want Expressway
project

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



From: [karen waible](#)
To: [dot.sm.kensingtonexpressway](#)
Subject: Public Comment
Date: Monday, November 6, 2023 7:42:01 PM

Greetings: I have been reading about the project in the Buffalo News and listening in on our local public radio station. The state has the opportunity to redress the damage done decades ago. The state needs to consider returning Humboldt Parkway as it was before the expressways (Rt 33 & 198) were constructed. Spending one billion dollars on a partial fix is wasteful. Given that the city population is much less than it was in the 1950s, and that remote work has become more common, and that there are alternate routes to commute between the suburbs and downtown, reinstating the parkway needs further consideration. I frequently travel Elm St. and Oak St. downtown & impressed at the great job that has been done with synchronized traffic signals. This would aid any commute on a revived Humboldt Parkway. Also it is ironic that removing the Skyway has been favored, with the option of commuting on city streets, while the same consideration is ignored for the Kensington. Also, commuters have put up with the lowered speed limit on the 198 for years (when lack of barriers, not speed was the contributing factor to the fatal incident), and we all travel at lower speeds to access [highways.in](#) our neighborhoods. I know that the local organization has put a lot of work on this for decades & is impatient to "do something!!" But please take a bit more time & do it right.

Sincerely, Karen E. Waible

From: [Valerie Wales](#)
To: dot.sm.kensingtonexpressway
Subject: Re: Public Comment on Kensington Expressway Project
Date: Wednesday, October 25, 2023 5:46:34 PM

Dear NYS Department of Transportation,

My name is Valerie Wales. Please accept these AMENDED comments regarding the September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52):

The Air Quality at Tunnel ends is **made worse** by focused Portal Exhaust Plumes.

The Tunnel cements in-place that **Delaware and MLK Parks will never be connected by a parkway.**

DYSDOT's Tunnel does not comply with CLCPA mandates.

More details are needed from NYSDOT on the extensive **asbestos containment** required during construction.

Due to these observations and concerns, **I demand an Environmental Impact Statement (EIS) Review for this project.**

Please also provide a 45-day Extension for the DDR/EA Comment Period. The DDR/EA is over 300 pages, plus nearly 40 Appendices. Providing the public a month and a half to review these materials is not sufficient.

Thank you,
Valerie Wales

On Wed, Oct 25, 2023 at 10:07 AM Valerie Wales <dot.sm.kensingtonexpressway> wrote:

Dear NYS Department of Transportation,

My name is Valerie Wales. Please accept these comments regarding the September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52):

The Air Quality at Tunnel ends is **made worse** by focused Portal Exhaust Plumes.

The Tunnel cements in-place that **Delaware and MLK Parks will never be connected.**

DYSDOT's Tunnel does not comply with CLCPA mandates.

More details are needed from NYSDOT on the extensive **asbestos containment** required during construction.

Due to these observations and concerns, ***I demand an Environmental Impact Statement (EIS) Review for this project.***

Please also provide a 45-day Extension for the DDR/EA Comment Period. The DDR/EA is over 300 pages, plus nearly 40 Appendices. Providing the public a month and a half to review these materials is not sufficient.

Thank you,
Valerie Wales

--

Valerie Wales

--

Valerie Wales

From: [Bradley Wales](#)
To: dot.sm.kensingtonexpressway
Cc: [Bradley Wales](#)
Subject: Brad Wales Letter to NYSDOT in response to the Kensington Expressway Project PIN 5512.52 Sept. 2023 DDR/EA
Date: Friday, November 10, 2023 10:07:25 PM
Attachments: [Brad Wales Letter to NYSDOT re DDREA 11-10-23.pdf](#)

November 10, 2023

To: New York State Department of Transportation (NYSDOT)
Transmitted via email herein and attached as a PDF to:

Kensingtonexpressway@dot.ny.gov

My name is Brad Wales. I am a resident of Buffalo, New York. Please accept the following comments regarding the September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52).

Please accept this Letter as submitted herein on 11-10-23 even though I just heard a rumor that the deadline was at 5pm; however, when one goes on your website, there is no visual clue there would be a 5pm deadline (see attached photo), and even when you click on the comment form, there is no mention of the 5pm deadline, so please accept this letter in response to the DDR/EA.

The DDR/EA indicates Air Quality at Tunnel Build Alternative ends is **made worse** by focused Portal Exhaust Plumes. NYSDOT's DDR/EA indicates Particulate Matter PM2.5 will increase 6% "near the Tunnel exit portals" (p201), and Plumes will extend 300-meters (p22 Appendix D7 Air Quality). The 6% PM2.5 increase actually seems like a low estimate; upon review of the Tables in Appendix D7, it seems like the actual increase in PM2.5 may be more in the range of 25%-67%, and CO may increase by as much as 150%.

People have been getting sick and dying too young in the neighborhoods adjacent to Route 33 for many years. The EPA's Environmental Justice Tool shows the East Side neighborhoods adjacent to Route 33 have **Asthma rates in the 95-100 percentile nationwide**. The EPA EJ Tool also shows East Side neighborhoods adjacent to Route 33 have **Low Life Expectancy in the 95-100 percentile nationwide**.

When it became apparent that Filtration of vehicle exhaust was not possible, **the Tunnel Alternative should have been eliminated from consideration**.

A thorough and impartial epidemiological **Adverse Health Effects Study** is required

to survey people who have lived along the highway to document what kind of pollution-related ailments residents have suffered over the last 60-years (asthma, heart issues, high blood pressure, COPD, pre-term birth, various cancers, and low life expectancy). This Study needs to be conducted before this project moves forward any further. The critical need for this baseline Study is one of the most important reasons an ***Environmental Impact Statement*** is required.

Because Scajaquada Creek is buried five feet below the existing Route 33 roadway surface, the Tunnel Build Alternative cements in-place that ***Delaware and MLK Parks will never be connected by a Parkway.***

If NYSDOT purports it is possible to connect the two Parks in Future Phases, NYSDOT needs to provide Drawings and Cost Estimates to the community showing how that will be done prior to moving forward with any aspect of this project. For design professionals, it is irresponsible to make what amounts to an empty promise of Future Phases without designing the entire project first—the Whole Action—and providing Cost Estimates for each Phase so the community would have the information needed to evaluate the feasibility of potential Future Phases.

NYSDOT's Tunnel Build Alternative does not comply with CLCPA mandates for reducing Vehicle Miles Travelled (VMT) nor for reducing greenhouse gas emissions by 40% by 2030. Other Alternatives—ones that do comply with CLCPA—need to be considered in an Environmental Impact Statement.

More details are needed from NYSDOT on the extensive ***asbestos containment*** required during construction.

The Tunnel will cost \$5 million in annual Maintenance Costs. (Page 145 in the DDR/EA) This is an unacceptable financial burden to place on future generations.

Olmsted's design is the first-ever fully-connected City-wide Park and Parkway System in the history of the United States. A ***Cultural Landscape Report*** (CLR) still needs to be completed due to the historic significance of the Olmsted Park and Parkway System. NYSDOT appears to have made no purposeful evaluation of the original Humboldt Parkway; only a CLR with its related "Period Plan evaluation" can provide the proper evaluation of this international landscape design treasure.

Due to these observations and concerns, ***I demand an Environmental Impact Statement (EIS) Review for this project.***

I further demand that the EIS include a thorough and impartial consideration of fully restoring Humboldt Parkway to connect MLK Park with Delaware Park, as part of the EIS.

I would also like to point out NYSDOT brought a pre-filled-out form letter to a recent community meeting to solicit signatures in support of the project, thus thwarting any

chance of engaging in meaningful public participation. **The action of a state official leveraging their authoritative and discretionary power** to pressure laypersons to blindly sign a pre-filled-out form, **raises serious concerns that NYSDOT is not complying with the strict standards of meaningful public participation. Letters submitted in this process should not be considered.** (See the Letter attachment from NYCLU.)

Please also provide an Extension of 30-days for the DDR/EA Comment Period. The DDR/EA is over 300 pages, plus nearly 40 Appendices. Providing the public just two months to review these materials is **not sufficient.**

Thank you,

Brad Wales

From: [Valerie Wales](#)
To: dot.sm.kensingtonexpressway
Subject: Additional comments for the Kensington Expressway project
Date: Thursday, November 9, 2023 7:47:56 PM

Dear NYS Department of Transportation,

My name is Valerie Wales. Please accept these comments regarding the September 2023 NYSDOT Draft Design Report/Environmental Assessment (DDR/EA) for the NYS Route 33, Kensington Expressway Project (PIN: 5512.52):

NYSDOT's Tunnel does not comply with Climate Leadership and Community Protection Act mandates.

The air quality at tunnel ends is **made worse** by focused Portal Exhaust Plumes (exhaust will go up by 6%, per NYSDOT's documents).

More details are needed from NYSDOT on the extensive **asbestos containment** required during construction.

Due to these observations and concerns, ***I demand an Environmental Impact Statement (EIS) Review for this project.***

The tunnel cements in-place that ***Delaware and MLK Parks will never be connected by a parkway***. The tunnel cannot be extended because it will run into the underground Scajaquada Creek. To properly reconnect the community that was divided by the Kensington Expressway's original construction, **a removal of the expressway and a full restoration of the historic Humboldt Parkway needs to be considered.**

There have been comments made to the media that if there is community opposition to elements of this plan (due to the lack of EIS, the removal of highway removal and full parkway restoration from consideration, among other things) that the money will be removed from the community. **This is unacceptable.** I call on the NYSDOT, Governor Hochul, Congressman Higgins, State Senator Kennedy, State Representative Peoples-Stokes, Mayor Brown, and Secretary Buttigieg to **pledge that this money will not be taken from this community** – simply because the community wants to get the best possible project for itself.

Thank you,
Valerie Wales

--
Valerie Wales
Student

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Bon Walker Affiliation (if applicable): _____

Address: _____ Date 10-15-23

Phone Number: _____ E-mail: _____

COMMENTS*

1. I own property on East Ferry between Humbolt + Fillmore. grow up prior to 33 being implemented (a wrong that can't be corrected). This Project shouldn't be done
2. Given that it will proceed both the driving lane + Bike lanes should be wider.
3. Traffic during construction is a concern as it the dust will be a concern.

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Henry Walker Affiliation (if applicable): _____

Address: _____ Date 10/15/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Ron Walker ADDRESS: _____
 DATE: 11/18/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may become a public record.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: James P. Walker ADDRESS: _____
 DATE: 11/9/23 PHONE: _____ EMAIL: _____

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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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to "build" and "no build," including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Jacqueline Walker ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form will be placed in the 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
Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: SANDRA D. WALKER Affiliation (if applicable): CAO
WILLIAMS

Address: _____ Date 11/7/2023

Phone Number: _____ E-mail: _____

COMMENTS*

THIS WILL DISRUPT THE NORMAL FLOW OF TRAFFIC,
DAMAGE HOMES DUE TO THE VIBRATION OF THE CONSTRUCTION
PHASE OF THE PROJECT, HARM ELDERLY & MEDICALLY
INFIRMED, DECREASE THE AIR EQUALITY & DAMAGE THE
ENVIRONMENT IN GENERAL
AND A WASTE OF MONEY THAT CAN BE USED
FOR OTHER THINGS IN OUR INFRASTRUCTURE
(I.E. - BETTER REPAIR (LONG LASTING REPAIR OF CITY
STREETS & BRIDGES.

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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
Comments are due by **October 27th, 2023.**



From: Jim Walkowski <

Sent: Tuesday, October 31, 2023 4:24:24 PM

To:

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

Name: Walkowski, Jim

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Citizen

Comment: Restore Humboldt Pkwy to original condition. Spend remaining funds improving Jefferson Ave, Baily Ave, and Fillmore Ave.

You should be prioritizing PEOPLE and COMMUNITY over making sure commuters can drive their CAR as fast as possible out of the city!!

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Stanely, WALLACE Affiliation (if applicable): _____

Address _____ Date 10/19

Phone Number: _____ E-mail: _____

COMMENTS*

WE DO NOT WANT THIS
How do WE SAY NO THANK YOU!
No No No
No No No
No

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: I Walker Affiliation (if applicable): _____

Address: _____ Date 9-7

Phone Number _____ e-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by October 27th, 2023.



From: [Timothy Walsh](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 4:13:57 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Timothy Walsh

-----Original Message-----

From: John Walsh

Sent: Wednesday, November 8, 2023 8:35 PM

To:

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

Name: Walsh, John

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Local Resident and Citizen

Comment: The construction and continued existence of the Kensington Expressway is an abomination. The time and opportunity to eliminate this scar and restore Olmsted's park system is now. Cap and tunneling a short portion of Humboldt Pkwy. is not the appropriate remedy. Removing the expressway, restoring the parkway connection from Agassiz Circle, and coordinating this work with reducing the scale of the Scajaquada (Rt.198) is the best resolution for the overall community.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Joseph Walters
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:46:12 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Joseph Walters

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Katrina Warner Affiliation (if applicable): _____

Address: _____ Date 11/9/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway w/ ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sara Ward Affiliation (if applicable): _____

Address: _____

Date Nov 8, 23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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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
Comments are due by **October 27th, 2023.**

-----Original Message-----

From: BODY OF WEALTH

Sent: Tuesday, November 7, 2023 3:59 PM

To:

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

Name: Ware , Terrill

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Body of Wealth Fitness Studio

Comment: The Kensington Expressway took away Humboldt Parkway and made it hard for the community to stay connected. This changed the neighborhood from a close-knit place to one divided by a big road. We need to make new connections across the road to bring the community together again.

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

Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: TERRILL WARE Affiliation (if applicable): _____

Address: _____ Date 11-8-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



Department of
Transportation

1386



U.S. Department of Transportation
Federal Highway
Administration

From: [Wesley Warrior](#)
To:
Subject: Construct the Kensington Expressway Project
Date: Thursday, October 26, 2023 3:22:38 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Wesley Warrior

From: [Dashawn Washington](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 3:51:48 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Dashawn Washington

From: helen washington

Sent: Thursday, November 9, 2023 12:27:54 PM

To:

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

Name: Washington , Helen

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: I am in support of the 33 Expressway project being completed. It will bring VALUE and beauty to our much needed community

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

Sent from my Verizon, Samsung Galaxy smartphone

From: Sherman Washington

Sent: Thursday, November 9, 2023 12:46 PM

To:

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

Name: Washington , Sherman

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Bethesda Church 1365 main streetbflo ny 14209

Comment: The 33 project must go forward. Do not take this away from my Birth city

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

From: Sajiatul Wasim

Sent: Wednesday, September 27, 2023 3:40:06 PM

To:

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

Name: Wasim, Syed

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: I am supporting of this project

Comment: I am excited when I saw the plan. Also not sure when the work starts and it will take how long. I am feeling it is just a dream to see a greenery place in front of your house where I can walk with my kids.

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

Sent from my iPhone

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From: TD W

Sent: Friday, October 20, 2023 12:51:01 PM

To:

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

Name: Watson, Timothy

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: What is the cost of upkeep on such a venture? Just curious....However, I do believe it should be filled in and returned to the original plan. We have the I 90. That's enough highway.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Brad Watts Affiliation (if applicable): MHK Dream Zone West I

Address: _____ Date 10/18/23

Phone Number: _____ E-mail: _____

COMMENTS*

We want more grassroots efforts
and all media outlets (incl social media)
to let residents know that there is
a fund for property damage due
to blasting and construction. Also
continued look at environmental impact
and community reports

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Comments are due by October 27th, 2023.



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PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Demerio Watts Affiliation (if applicable): N/A

Address: _____ Date 10-20-23

Phone Number: _____ E-mail: _____

COMMENTS*

I don't want the covering of the 33 route

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Comments are due by October 27th, 2023.



-----Original Message-----

From: Noah Webster

Sent: Friday, October 20, 2023 4:24 PM

To:

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

Name: Webster, Noah

Address: ,

Phone:

Email:

Include on future project updates: YES

Affiliation: Concerned Citizens

Comment: I oppose the NYSDOT plan to spend over \$1 Billion to turn the 0.8 mile section of the Kensington Expressway into a tunnel when we should be transitioning from car-centered transportation to multi-modal solutions with the high-capacity, high-speed transit LRRT as the spine. In addition to encouraging more cars, NYSDOT's Kensington plan violates NYS's new law for fighting Climate Change.

I call on NYSDOT planners to consider alternatives for this critical revitalization project.

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November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,

Zyriell J. Webster

11/8/23

From: [ian_wedgewood](mailto:ian_wedgewood@dot.sm.kensingtonexpressway)
To: dot.sm.kensingtonexpressway
Subject: Public comment
Date: Friday, September 29, 2023 2:18:26 PM

Not sure if my public comment went through, moments ago, so I am emailing my comment.

I don't agree with decking the tunnel portion of the expressway. The only way to correct this wrong is to return the land to the City to restore the parkway. Use what money that was budgeted to expand metrorail to the airport and make the radial street grid more efficient.

If you need to insulate yourselves from the political pressure of the auto enthusiasts, hand over the project to the GBNRTC. They have proven to be a good mediator to finding the optimal solution that meets everyone's needs.

Thank you

Ian Wedgewood

From: [Jon Weigand](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 6:17:58 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Jon Weigand

From: [Jud Weiksnar](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington Expressway Project Feedback
Date: Wednesday, September 27, 2023 9:14:59 PM

I do not believe the comments I made through your webpage went through, so I am sending them in this email.

Tonight I participated in a lively discussion after the main presentation with community stakeholders and Mr. Frank Cirillo as well as other DOT officials. The overwhelming sentiment, with which I agree, is that the plan for a tunnel for the Kensington Expressway should be rejected in favor of filling in the Kensington and restoring Humboldt Parkway as closely as possible to Olmsted's original vision. This project should be done in conjunction with other needs and projects on the East Side, including the East Side Avenues project <https://eastsideavenues.org/>. It would be of great benefit to the East Side if traffic from the Kensington were redirected to the arterials coming out of downtown (Genesee, Sycamore, Broadway, etc.). The spirit at this meeting was similar to the one where the original DOT project for the Scajaquada Expressway was rejected by the community members. I implore you to not go ahead with the tunnel project.

Fr. Jud Weiksnar, ofm
Ss. Columba-Brigid Church
75 Hickory Street
Buffalo, NY 14204
856-745-6118

From: [Marc Weinstein](#)
To: dot.sm.kensingtonexpressway
Subject: Personal comment on Route 33/Kensington Expressway- Buffalo, N.Y.
Date: Wednesday, October 25, 2023 1:45:49 PM

Hello and Thank You for any attention to my note and comments. . .

My name is Marc Weinstein and I am a home owner in Buffalo.

These are comments about the 09/23 NY Dept. of Transportation Environmental Assessment/Draft design report for the Route 33/Kensington Expressway - (project "PIN 5512.52)

This tunnel will create localized WORSE air quality at EACH end than anywhere today along that route due to the PORTAL EXHAUST PLUMES.

This design/project will GUARANTEE that Delaware Park and MLK Park will NEVER be able to be reconnected.

Mandates detailed in the NY State Climate Leadership and Community Protection Act (CLCPA) are NOT being met with this design.

The extensive asbestos containment required during construction should absolutely trigger/require the an Environmental Impact Statement (EIS) be produced for everyone involved to review !

I agree that more time os needed for comments as many are just now learning of many of these consequential issues- a 45 day extension is necessary for all the stakeholders to have a chance to provide truly educated input. . .the 6 weeks provided is hardly adequate !

Thank You again !!

Very Sincerely,

-----Original Message-----

From: Jeffrey Weiss < >
Sent: Saturday, October 28, 2023 8:53 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Weiss, Jeffrey

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Tax payer

Comment: To spend 1BILLION dollars on this project is a waste of money. If you want to help that area of Buffalo spend the money on a train or subway that travels east and west. Also spend money on bringing people downtown. We also need a train from the Southtowns to the city. Thanks. BTW , the Bills stadium should have been downtown. Poor decision by our lawmakers.

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Sent from my iPhone

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Savannah West Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Savannah West



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Terry White Affiliation (if applicable): _____

Address: _____ Date 11-8-23

Phone Number: 716 819 7438 E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

Clean-up !!!

Structure of these old home ~~these~~ needs to be taken into consideration

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Comments are due by October 27th, 2023.

From: Brian White

Sent: Thursday, November 9, 2023 8:02:12 PM

To:

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

Name: White, Brian

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident

Comment: I am against the plan to deck over a small piece of the 33. Advocates claim the deck will bring 2 neighborhoods back together that were split by the 33 and this will greatly improve the neighborhoods and residents. 1) there are several bridges that now cross over the expressway that connect these neighborhoods. 2) the deck will connect 2 distressed neighborhoods and they will not suddenly improve with this deck. 3) the \$1billion cost is too high and will likely get higher and it should get spent on more worthwhile projects. Many individuals/groups have come out against the project. Most of their concerns are that the DOT should instead restore the entire Humboldt Parkway and the link between MLK and Delaware Parks. Some want to get rid of the 33 altogether. I am also against this more dramatic idea. Street congestion, cost, pollution, energy use, safety and quality of lives will worsen if the 33 is filled in or decked over. There are better ways to improve these neighborhoods.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Nelly Wier Affiliation (if applicable): _____

Address: _____ Date 1/14/23

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.



Nelly Wier



From: Wierzbieniec, Andrew

Sent: Tuesday, October 24, 2023 4:39:59 PM

To:

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

Name: Wierzbieniec, Andrew

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: None

Comment: This is throwing good money after bad. The 33 was a mistake, but pouring \$1b into a cap is just a waste. I'd rather see that money spent on support services for the community, small business loans, or educational scholarships... I understand that is not possible though, so if this does indeed come to pass I'd like to see the cap capable of supporting structures like community centers, residential and commercial spaces, etc.

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

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From: C Wilcox <

Sent: Thursday, October 26, 2023 11:18:17 PM

To:

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

Name: Wilcox, Crystal

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Tax payer

Comment: My tax dollars need to be spent better. There's a reason why the 33 was used in the TMNT movie, it's a raceway. Add a tunnel? Create more carnage with stolen Kia's and drunks leaving downtown bars. This will not infact "connect neighborhoods." The 2 so called neighborhoods are already poor and crime ridden and these "green" areas will be as derelict as MLK park, only trouble will be caused. Oh and incase you didn't know, it snows 6 months a year where is the snow going to go? This is a dangerous and poorly planned project and I wholeheartedly disagree with this terrible tunnel being built. And where are the 75,000 cars going to drive during construction? Delaware, Main, and Elmwood are awful, potholes, no lights are synced etc etc etc. And then cars will cut though the side streets just like they do to avoid Parkside and the awful GoBike lanes on Parkside/Linden.

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

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Dodge Street to Sidney Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,



From: [Keyaira Williams](#)
To: dot.sm.kensingtonexpressway
Subject: My concern with this project
Date: Sunday, October 1, 2023 10:34:20 PM

The east side need new homes that would beautifie the neighborhood. Lots of money being wasted on this project. This doesn't help the poor people at all this money should be spent to help the people to a better life

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sheila Williams Affiliation (if applicable): _____

Address: _____ Date 10/19/23

Phone Number: _____ E-mail: _____

COMMENTS*

My concerns about this project is the damage that will be done again to our property the damage that will be done to our health as a person who has develop covid in the last 6 years & breath in all of the pollution from the 33 I have to use 2 diem inhaler and medication what make you think some grass and trees are going to bring this area back together at the cost of 1 billion dollars that money can be better spent to help of the homeless in this county housing what good is this going to do for the peopl that have ar effect and the dust blasting and already sleepless nights for 3-4 years that the stress will be the death of some of our seniors

We do not want this

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Comments are due by October 27th, 2023.



Department of
Transportation



From: [Richard Williams](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Tuesday, October 24, 2023 12:34:56 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Richard Williams

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Garrett Williams Affiliation (if applicable): _____

Date: Oct 20, 2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Safety first, community base only,
We do not want this project!

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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



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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Scott Williams Affiliation (if applicable): _____

Address: _____ Date 11/8/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park. ✓

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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
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: GLO WILLIAMS Affiliation (if applicable): _____

Address: _____ Date 10-26-23

Phone Number _____ E-mail: _____

COMMENTS*

I SUPPORT THE COVERING OF THE KENSINGTON EXPRESSWAY WITH VENTILATION PROVIDED THAT THE LEVELS ARE BELOW THE NATIONAL AMBIENT AIR QUALITY STANDARD AND NOT CAUSE HEALTH ISSUES FOR THE COMMUNITY. I DO NOT SUPPORT THE REMOVAL OF PARKING ALONG HUMBOLDT PKWY, ESPECIALLY WHERE IT IS COMPLETELY ELIMATED. FURTHER, I ALSO SUPPORT CONTINUING THIS WORK ALL THE WAY TO DELAWARE PARK.

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Comments are due by October 27th, 2023.



From: [Comment via East Side Parkways Coalition](#)
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Chris Williams
Date: Tuesday, November 7, 2023 3:30:39 PM

To the New York State Department of Transportation

- I do **NOT** want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- I do **NOT** want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- I do **NOT** want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- I do **NOT** want this expressway to cut through our neighborhoods—period!
- I **DO** want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- I **DO** want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- I **DO** want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- I **DO** want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Additional Comment (optional)

I strongly urge the New York Department of Transportation to conduct a comprehensive environmental impact study for the Kensington Expressway project in Buffalo, NY and consider the full removal of the highway. Assessing the potential ecological and community impacts before moving forward with any major infrastructure development is crucial. Our environment and the well-being of the residents deserve thorough consideration and transparency in this process. As an East Side resident, no such outreach has been made to myself or the many community members I speak to on a daily basis.

Name

Email

Date

11/7/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

© East Side Parkways Coalition.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Laura Wilson Affiliation (if applicable): _____

Address: _____ Date Nov 9, 2023

Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



From: Oscar Williams

Sent: Friday, November 10, 2023 4:40:38 PM

To:

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

Name: Williams, Oscar

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This is not right, get the old highway old of here, the park system and resoring the parks is way more important. Also this project with allow for exhaust to be blown more towards residents and expose them to harmful amounts of CO2 and other car/truck emissions

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Nicole Williamson Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Shelby Willis Affiliation (if applicable): _____

Address: _____ Date 11-10-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by **October 27th, 2023.**

From: Camille W

Sent: Thursday, November 9, 2023 9:36:35 PM

To:

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

Name: Willis, Camille and Shari

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: We are totally against the proposed 33 Tunnel project. This use of taxpayer money should have been voted on by the citizenry of Buffalo. Many of the community's concerns have not been addressed and the driving force behind this project is suspect.

This construction will change the traffic patterns for seven to ten years. (North to South traffic corridors will become "parking lots" and that will affect the whole of the city.)

Will the lie that the 33 divided a neighborhood continue to be perpetuated as the truth in order to illicit an emotional response from the community that's about to be blasted? If you look back at the history of Humboldt Parkway, its very design separated the Fillmore district from the Masten. This project will victimize (again!) the very community it is supposed to be revitalizing.

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

From: Ricky Willis
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:42:11 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Ricky Willis

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: JoAnn Wilson Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number _____ E-mail: _____

COMMENTS*

I love the ideas of trees but I would most definitely
definitely love to see some beautiful flowers with
designs representing the Black culture. An example
would be the Navel park I set up. I would also like to see
a nice play area for our children children, example a see-saw,
a very unique slide, and swings. I would like for the
city of Buffalo to take "pride" in this area and pay people
to keep it nice and clean. Water Fountain would be nice
as well. Make the park wheel chair accessible, and I would
love to see nice lighting in this area.

Thank you.
One more thing I need to address I am concerned about
the rodent problem that most definitely will occur, what
are the plans to keep this down?

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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
Comments are due by **October 27th, 2023.**

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Evelyn Wilson Affiliation (if applicable): D.S.C.C.

Address: _____ Date 10-22-23

Phone Number: _____ E-mail: ↓

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Mr & Mrs. Wilson Affiliation (if applicable): _____

Address _____ Date 10/23/2023

Phone Number _____ E-mail: _____

COMMENTS*

NYS Route 33, Kensington Expressway Project.
I have two questions and a comment.
1. Why would eminent domain refer to this project?
In other words, the government has the right to expropriate
private property for public use. The 33 already exist. It
need to be filled in with dirt, rocks, make a highway out of
the 100' wide trench forming a Gash through the
community. Lets help our schools, help the seniors
who can no longer cherish that look of a Park, where
by the way, a lot of folks are homeless and probably
will sleep in the Park.
2. Who is going to maintain the 1.7 mile Park? we
home owners keep our yards manicured. The 33 is
maybe cut once a summer.
We do not want this Project P.I.N. 5512.52
Please use that money to help All of Buffalo, NY.

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Comments are due by October 27th, 2023.

-----Original Message-----

From: Clarence Wilson

Sent: Wednesday, November 8, 2023 10:06 PM

To:

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

Name: Wilson, Clarence

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Homeowner

Comment: I am opposed to the plan to cover the route 33 expressway. My home sits at the northern end of the proposed covered section. I am concerned about the fumes that will be emitted from the exhaust fans that blow the unfiltered automobile directly at my home. The rate of respiratory illness in this area is already higher than normal. What does it take to make government realize that we don't want this project shoved down our throats. Hopefully the next generation can reap the benefits from having route 33 filled in.

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-----Original Message-----

From: Shāmon James

Sent: Wednesday, November 8, 2023 10:41 PM

To:

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

Name: Harris, Shamon

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: It would be a great addition to the city of Buffalo!

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
 - I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
 - I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
 - I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
 - I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
 - I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
 - I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
 - I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park
- NAME: Flossie Wilson ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may become part of the project record.

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Comments are due by November 10th, 2023.



**NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
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- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: CLARENCE WILSON ADDRESS: _____
 DATE: 11/8/23 PHONE: _____ EMAIL: _____

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Comments are due by November 10th, 2023.



From: Gerldine Wilson

Sent: Thursday, November 9, 2023 3:56:24 PM

To:

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

Name: Wilson, Gerldine

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Homeowner in East Buffalo

Comment: I am in favor of and support the Kensington Expressway Project!

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Sent from my iPad

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From: Mark Wilson
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:29:59 PM

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I am proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Mark Wilson

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Blondin Wimberley Affiliation (if applicable): _____

Address: _____ Date 11-10-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially when it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

From: [Jeff Windnagle](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Tuesday, October 24, 2023 7:49:40 AM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Jeff Windnagle

From: G Winfield

Sent: Thursday, November 9, 2023 12:20:34 PM

To:

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

Name: Winfield , George

Address:

Phone:

Email: _

Include on future project updates: YES

Affiliation: Homeowner

Comment: I feel the 33 should be filled in and the reclaimed land can be developed for housing and businesses.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Yulanda Nisley Affiliation (if applicable): _____
Date: Oct 5-23
Address: _____
Phone Number: _____ E-mail: _____

COMMENTS*

I heard it was very nice.

**Any information provided on this form will be considered in the Environmental Document and may become part of the project file, which is a public record.*

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

From: Paul Wisniewski < >
Sent: Tuesday, October 31, 2023 11:05 AM
To:
Subject: [Ext] PIN 5512.52 Kensington Expressway Project Comment Form

Name: Wisniewski, Paul

Address:

Phone:

Email: .

Include on future project updates: YES

Affiliation: Democrat

Comment: Although I don't live in Buffalo, my church is located in East Buffalo. It may look nice to cover less than one mile of the Kensington, the cost is outrageous. If we think about how much \$1 billion is, it's equivalent to giving \$100,000 to 10,000 people. This expenditure would be very irresponsible and a disservice to the people of East Buffalo. There are much higher priorities that would benefit a larger number of people such as tearing down dilapidated homes, repairing sidewalks that are over 100 years old and painting lines on city streets. There are no lines on parts of William Street near N. Ogden. If there as many as 100 homes on that stretch of the Kensington where the tunnel is proposed, it would cost \$10 million per home for this ill-advised project. If you want to bring people together from these neighborhoods, you should build a new community center built according to the wishes of the people who live there perhaps by using a portion of the former Medaille College.

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[Sent from Yahoo Mail on Android](#)

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Michelle Wahlers

DATE: 11/09/23 PHONE: _____

ADDRESS: _____

EMAIL: _____

*Any information provided on this form may become part of the project file, _____ 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
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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: John Womer Affiliation (if applicable): _____

Address: _____ Date 10/19/23

Phone Number: _____ E-mail: _____

COMMENTS*

I believe this project is a great idea. This improvement will be an integral part of restoring the historic east side community. This project will improve accessibility and community cohesion amongst our neighbors. An investment in infrastructure is the catalyst for an investment in the city as a whole.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Dania Wood Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated for residents. Further, I also support continuing this work all the way to Delaware Park.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: YVONNE WOODARD Affiliation (if applicable): _____

Address: _____ Date: 11-9-23

Phone Number: _____ E-mail: _____

COMMENTS*

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Winnie Woods Affiliation (if applicable): _____

Address: _____ Date 10-

Phone Number: _____ E-mail: _____

COMMENTS*

NO Covering Expressway

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM**

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
 - I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
 - I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
 - I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
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 - I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park
- NAME: Aidan Woolsey ADDRESS: _____
 DATE: 11/18/23 PHONE: _____ EMAIL: _____

*Any information provided on this form may become part of the public record.

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Comments are due by November 10th, 2023.



From: [Colton Worthington](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 4:11:12 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Colton Worthington

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Mercedes V Wright Affiliation (if applicable): _____

Date: 10/20/2023

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

This project isn't in the best interest of our community

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Kell. WR. gfd Affiliation (if applicable): _____

Address: _____ Date 11-10-23

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

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SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: TONY WRIGHT Affiliation (if applicable): _____

Address: _____ Date 11-10-2023

Phone Number: _____ E-mail: _____

COMMENTS*

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Sharonda D. Wright Affiliation (if applicable): _____

Address: _____ Date 11/9/2023

Phone Number: _____ E-mail: _____

COMMENTS*

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-----Original Message-----

From: Robert Wutz

Sent: Monday, October 23, 2023 10:02 AM

To:

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

Name: Wutz, Robert

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: N/A

Comment: Happy to see that this project is moving forward.

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

Sent from my iPhone

CAUTION: This email originated from outside the LaBella organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Katherine Xiong

Sent: Monday, November 6, 2023 3:52:05 PM

To:

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

Name: Xiong, Katherine

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: An environmental impact assessment must be conducted for how the Kensington Expressway changes will affect East Buffalo. This area has continuously been subject to the adverse effects of environmental racism and historic redlining. Due diligence on the Expressway construction and operation's impact is critical to stopping the perpetuation of existing inequities and health disparities.

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From: Kristy Yale

Sent: Friday, November 10, 2023 12:58:37 PM

To:

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

Name: Yale, Kristy

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation: Resident of Buffalo

Comment: The health of our local environment needs to be the number one priority right now. We should be doing everything we can to restore the land and create more natural spaces wherever possible. From constant pollution to lack of natural ecology, cities are becoming increasingly inhospitable. The air quality in urban spaces specifically is horrible and after years in a pandemic we need healthier air to breathe. We need to prioritize people over cars. People deserve and require natural spaces to exist and enjoy and breathe clean air. Buffalo needs to take actions to make our city more livable and sustainable for current and future generations.

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

K Yale

she/her/hers

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From: [Tendaji Ya'Ukuu](#)
To: dot.sm.kensingtonexpressway
Subject: Comment on the NYS Route 33 Kensington Expressway Project
Date: Monday, October 9, 2023 3:03:03 PM
Attachments: [Outlook-jahimez.png](#)

I am writing to you today as the Ecological Justice Coordinator with Open Buffalo, and I would like to thank you for the visionary initiative to cover the NYS Route 33 Kensington Expressway. This long-overdue project is a testament to the commitment to improving the health and well-being of East Side residents, who have endured air pollution from the expressway for years. The greenway's design is commendable. However, as we usher in this new era of ecological rejuvenation, I would like to raise a few pertinent questions to ensure the project truly benefits all stakeholders:

- **Collaboration on Deforestation:** There's a growing concern about the current trend of deforestation on the East Side. Can the committee shed light on how city and state partnerships plan to address this, ensuring that the greenway remains a thriving forested space?
- **Tunnel Exhaust Concerns:** One design element that requires urgent attention is the tunnel vents exhausting concentrated car emissions at both Dodge and Sidney Streets. Such an arrangement could have catastrophic health implications for residents in these areas. Could the project incorporate an advanced mechanism to capture these emissions within the tunnel, directing them to an air quality plant for CO2 scrubbing? Such innovations are becoming increasingly feasible and would ensure that the expressway's impact is mitigated.
- **Addressing Food Desertification:** The East Side has seen increasing food desertification in recent years. This greenway project provides an opportune moment to address this. Can the committee consider designating specific sections for community gardens or initiating programs for fruit tree plantings? Such endeavors could play a significant role in ensuring food security and promoting local sustainability.
- **Anti-gentrification Measures:** With such a monumental infrastructural project, there's often a risk of surrounding areas becoming gentrified, leading to the potential displacement of current residents. What safeguards and funding allocations are in place to prevent such eventualities? It's essential that the community reap the benefits of this project without facing the adversities of rising property costs.



Tendaji Ya'Ukuu
[ten-DAH-he; yah-OO-koo]
ID: they/them and Tendaji

Ecological Justice Coordinator
Open Buffalo

■ 7162438777 X105
■ tendaji@openbuffalo.org
■ openbuffalo.org
■ 1327 Jefferson Avenue, Buffalo, NY 14208



[Book time to meet with me](#)

From: [Antuan Yeomas](#)
To: dot.sm.kensingtonexpressway
Subject: Support Infrastructure - Kensington Expressway Project
Date: Monday, October 23, 2023 6:56:27 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

I am a union carpenter and I support the building of the Kensington Expressway Project.

The funding for this project is to be spent on infrastructure projects and cannot be utilized for anything else. This project is receiving money from the Federal and State government and it needs to be our community that benefits from this financial investment, puts construction workers to work, and revitalizes an often forgotten about part of Buffalo.

We cannot sit and watch a tremendous economic opportunity for Western New York pass us by. The job creation from this project will have a long term impact on construction careers and apprenticeships in our communities.

Sincerely,
Antuan Yeomas

From: Carl Yerkovich

Sent: Friday, November 10, 2023 8:14:56 AM

To:

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

Name: Yerkovich, Carl

Address:

Phone:

Email:

Include on future project updates: YES

Affiliation: Citizen

Comment: The proposed DOT plan for the Kensington Expressway is inadequate. The Kensington should be filled in, and the Humboldt Parkway should be fully restored to as it was before the Kensington was developed. It will be worth it.

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

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Lamar Young Affiliation (if applicable): _____

Date: _____

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

Don't open expreeway! shut project Down!

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Myraal Young Affiliation (if applicable): Relative

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

My Aunt lives by there, no to the 33 project!

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Candace Young Affiliation (if applicable): _____

Address: _____ Date 11/10/23

Phone Number: _____ E-mail: _____

COMMENTS*

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Da Mario Young Sr Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I am interested in all information
pertaining to the Kensington Expressway Project.

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Comments are due by October 27th, 2023.

From: [Marco Zeolla](#)
To: dot.sm.kensingtonexpressway
Subject: Construct the Kensington Expressway Project
Date: Monday, October 23, 2023 8:00:57 PM

Dear Kensington Expressway Project Team,

Kensington Expressway Project Team,

The construction of the Kensington Expressway Project is vital to the work of Union Carpenters in Western New York. The economic benefits stemming from this work will be felt across the entire region, putting hundreds of local construction workers to work for three to four years.

Once the project is completed, the positive economic impact will compound well beyond the construction duration, giving a resurgence to the communities of East Buffalo. This project will reunite the Humboldt Parkway, bringing in new green space, and reconnecting a divided neighborhood.

Myself, and my brothers and sisters of the Carpenters Union are ready to be a piece of this transformational project.

Sincerely,
Marco Zeolla

From: Jason Zhou

Sent: Wednesday, November 8, 2023 3:33:37 PM

To:

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

Name: Zhou, Jason

Address: , ,

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: I want the tunnel to make traffic flow more efficient

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Sent from my iPhone

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From: [Maria Ziaja](#)
To: dot.sm.kensingtonexpressway
Subject: One Parkway Now!
Date: Friday, November 10, 2023 4:34:19 PM

To whom it may concern:

As a Buffalonian, I have to express that the tunnel being proposed at Humboldt Parkway is not a good solution and is extremely concerning from an environmental and public health perspective. This does not do residents of the neighborhood justice. Please properly reconnect the parks, one parkway now!

Thank you,

Maria Ziaja

From: Lee Zizzi
To: dot.sm.kensingtonexpressway
Subject: I support the Route 33/Kensington Expressway Project
Date: Friday, November 10, 2023 6:53:04 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 proud member of the Buffalo-Niagara Building Trades and I am writing to support the proposed Route 33/Kensington Expressway Project. This nearly \$1 billion project would create hundreds of union construction jobs, reduce environmental pollution, and reconnect a neighborhood severed by the original Route 33 Project. The tunnel would create green space for the community while maintaining the current flow of traffic. The addition of Complete Street roadway design would mean improvements for pedestrians and cyclists. I am asking that this project be approved as soon as possible.

Lee Zizzi

From: [Rahdne Zola](#)
To:
Subject: NYS Route 33 Comments
Date: Thursday, October 26, 2023 6:47:44 PM

Hello--

I tried submitting comments via your website, but I'm not sure if they were successfully submitted.

What I said was that Project Concept #6 is the next best thing to completely removing the highway. This concept would allow for reinstating the tree-dotted center of the Humboldt Parkway reversing the tragedy committed to that parkway decades ago, all while maintaining the roadway for motorists. We have only one chance to get this right, so let's do it now by giving concept #6 serious consideration.

Thank you so much.

Rahdne Zola

--

Rahdne Zola
visual artist
he/his

From: on behalf of [Briana Zuchowski](#)
To:
Subject: Kensington Expressway Project
Date: Thursday, October 26, 2023 9:59:33 PM

[You don't often get email from <https://aka.ms/LearnAboutSenderIdentification>]

Learn why this is important at

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

Dear NYS DOT,

As a citizen who cares about the history, culture, and residents of Buffalo, NY, I strongly oppose the Kensington Expressway/Humboldt Parkway project. This project is a threat to the historic districts and properties that are located along the expressway. These are not just buildings, but symbols of our identity and heritage. They represent the stories, achievements, and struggles of our ancestors and communities.

The Area of Potential Effect that you have defined is too small and does not take into account the indirect impacts that the project will have on the surrounding historic areas. These areas include the Martin Luther King Jr. Park Historic District, the Hamlin Park Historic District, and other historic properties located along the construction path. These areas have architectural and cultural significance, and they deserve to be protected and preserved. They showcase the diversity, creativity, and resilience of our city's people and neighborhoods.

The project may cause direct physical damage to these historic resources due to vibration, excavation, demolition, or alteration. It may also cause indirect visual, auditory, or atmospheric impacts that may diminish the integrity of these historic resources. This project may affect our air quality as well, not only throughout construction but after the tunnel is built. These impacts may not only harm the historic resources themselves, but also the people who live in, work in, or visit these areas.

I urge you to rethink this project and to consult with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and the local preservation groups and community members. We do not want to see our historic resources destroyed or degraded by the construction process, and I am concerned that this project will inflict lasting damage to our historic resources. We value our history and culture in Buffalo, and we want to preserve our city's resources for ourselves and for future generations. This project is not only a transportation issue, but also a cultural issue. It affects not only the present but also the future. I hope that you will listen to my concerns and work with Buffalo residents to find a better alternative that respects and protects our history.

Sincerely,

Sincerely,
Ms. Briana Zuchowski

From: Ethan Z

Sent: Tuesday, November 7, 2023 8:19 PM

To:

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

Name: Zydel, Ethan

Phone:

Email:

Include on future project updates: YES

Affiliation:

Comment: Good Evening,

I am glad there is some activity and discussion of how to fix a horrible scar on the East Side. I am wondering why this project cannot be extended further with the current tunnel to connect more of the East Side community. I feel that if only part of the expressway is covered and remade into a parkway it doesn't do enough to be able to say it is "reconnecting" communities. I feel as if this project should be extended so the entirety of Humboldt Parkway can be fully connected as it was before the Kensington Expressway horrificly tore though the park. It would be a lot more beneficial to spend money on fully recreating the park and not only doing part of it. I'd also like to ask a question about air quality with the new proposed tunnel. Will any home be destroyed and how exactly will the exhaust from the cars exit the tunnel. Will it be in the park? If so I feel that would ruin the effect of a park where you go to get fresh not toxic air. Thank you for reading my comments.

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P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date 9/27/23

Phone Number: _____ E-mail: _____

COMMENTS*

Green space over tunnel should be developed to allow for park like accessibility i.e walk/Bike paths, flower gardens, butterflies and bird watching.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
COMMENT FORM

Name: Thomas Affiliation (if applicable): _____

Date: 9-27-23

Address: _____

Phone Number: _____ E-mail: _____

COMMENTS*

I first just want to say I love the idea and I'm excited to see this come to fruition. At the same time I have some concerns. I'm a Police Officer in the city and have 23 years experience. The 33 expressway is something I'm very familiar with as it's in my district so I'm often responding to calls on the expressway. I noticed in the artist's renderings that you only have an 8 foot width for the outside lane which is to be used as a shoulder. It has been my experience that this may present an issue for a number of reasons. I'm worried that emergency vehicles such as fire trucks, ambulances and tow trucks won't be able to fit within this 8 foot lane. Most emergency vehicles are over 8 feet wide. A flatbed tow truck is 8.5 feet minimum, many fire trucks are often 8.5 to 10 feet wide. This leaves little to no room for an emergency situation. Also if a vehicle breaks down and pulls off to the side there is no room to exit the vehicle. Even opening the door may be extremely dangerous. These were some of the concerns I had. Thank you for giving me a platform to express my concerns as we all just want a safe beautiful city.

Thank You

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Department of
Transportation



From: [camille](#)
To: dot.sm.kensingtonexpressway
Subject: Kensington expressway
Date: Thursday, September 28, 2023 7:50:08 AM

As a Eastside resident, I am NOT in favor of the new project the DOT is implementing. These people don't live on the Eastside, they don't travel to and from work or probably ANYWHERE else through the eastside, yet they feel they know what's best for eastside residents, well they don't. A valid vote by residents should be made, and made public so people are aware this is going on, multiple voting sites on different dates at different locations throughout the eastside so EVERYONE on the east side is involved and/or have the opportunity to be involved. Concerned tax paying citizen from the eastside of Buffalo, ny

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): Neighbor

Address: 14211 Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

Why wouldn't you compare air quality
against Lincoln/Kidwell/Chapin? Because you
didn't want us to know how much better our
air could be if you just filled this in?
You compared it against a South Buffalo
neighborhood near I-190. So that we would
think our air could not improve.
You're doubling down on our asthma.
This project is 1.5B to kill us.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

Buffalo usppny uses substand materials... and true to form things must be because of this and because Buffalo doesn't have visit side the dot, leading threats to our community increase. Realtime

This project will go on with or without our opinion. Ask I ask is don't take shortcuts. Do it right using quality workers & materials. NO SHORT CUTS!

I can visualize the tunnel collapsing because of financial & friends families shortcuts

and put in place contractual maintenance of the project before you build the bridge and tunnel

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Amid Affiliation (if applicable): Resident

Address: E. Area Date _____

Phone Number: _____ E-mail: _____

COMMENTS*
Will the office be open during
Restaurant hours? 11 to 3am is not
~~3am traffic~~ church
I live in the area and don't
feel safe with this traffic all night next to
my home.
Local noise and crossing
your office is open in a bad location
to add to this it is grease on sidewalk
I keep calling 311 but it is
not them

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Comments are due by **October 27th, 2023.**

From:

Sent: Friday, October 27, 2023 11:15 AM

To:

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

Name: Ian

Address:

Phone:

Email:

Include on future project updates: NO

Affiliation:

Comment: This is quite possibly the worst idea this is your solution to a neighborhood that was destroyed by the creation of the 33? Spending all this taxpayer money on The worst possible solutions. Is this what they paid somebody to study? And it's result?

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

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Angela Affiliation (if applicable): resident of East Side

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

Restore Humboldt Parkway to the Olmsted design. This will not only have important ^{positive} impacts to the neighborhoods on both ~~sides~~ sides of the expressway, it will have positive cumulative impacts on the rest of the city as well. Restoring traffic to the radial streets like Broadway, Genesee, Main Street, will bring more eyes to the street and help bring economic development to those corridors. This is our chance to do something to improve the East Side for decades to come. I know it will increase traffic on the roads, but "traffic" in neighborhoods is better than traffic on a limited access road.

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: W/A Affiliation (if applicable): Tru Bee's
Address: _____ Date 11/4
Phone Number: _____ E-mail: _____

COMMENTS*

I'm a concerned person of health issues
connected to this project.

How many will be tested to see if their
current health is because of current conditions
Lupus - Asthma - Cancer

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BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Linda Affiliation (if applicable): Jay Bee's Auto
Address: _____ Date Nov 4, 2023
Phone Number: _____ E-mail: _____

COMMENTS*

- * This is sure to change traffic on and around the area, will any money be available to businesses?
- * I hope this project is Real NOT just talk.
- * I hope local people get jobs

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Comments are due by October 27th, 2023.

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
Expressway Project

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

I support Phase One of the ROCC project which is designed to reconnect neighborhoods that were divided due to the original construction of the Rt. 33 Kensington Expressway in the 1950's. By covering a portion of the Rt. 33 Kensington Expressway from Sidney Street to Northampton Street, it is our collective vision to restore Frederick Law Olmsted's design for Humboldt Parkway for recreational greenspace, to stabilize and increase area property values, allowing opportunities for families to create generational wealth, and improve community health by reducing vehicular emissions.

This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will

enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,





November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
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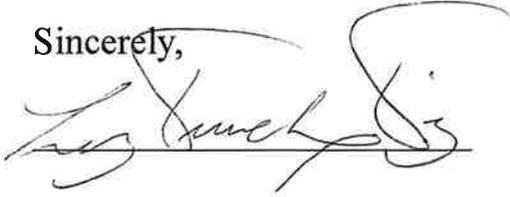
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Sincerely,

A handwritten signature in cursive script, appearing to read "Liz Smith". The signature is written in black ink and is positioned above three horizontal lines.

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

Re: Support for the ROCC/Covering the Rt. 33 Kensington
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Sincerely,



11.8.2023

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

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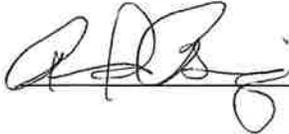
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Commissioner
NYS Dept. of Transportation

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Sincerely,



Cheryl A. Jones

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation

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11/8/23

November 7, 2023

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Commissioner
NYS Dept. of Transportation

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11/8/2023

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Commissioner
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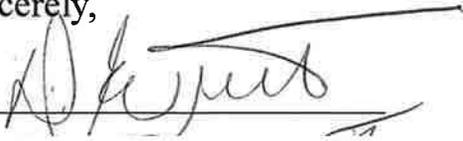
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Sincerely,



A handwritten signature in black ink, appearing to read "A. K. Smith", is written over a horizontal line. The signature is stylized and cursive.

—

—

November 7, 2023

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Commissioner
NYS Dept. of Transportation

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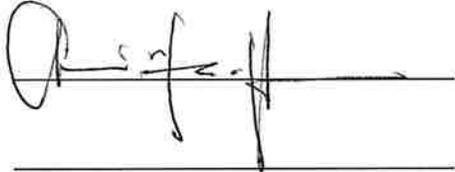
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Sincerely,

Salah

11/8/23

November 7, 2023

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Commissioner
NYS Dept. of Transportation

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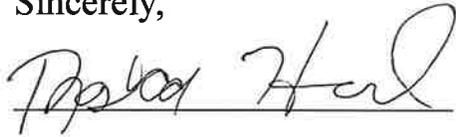
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Sincerely,



Robert Hall

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Uzo Ihenw Affiliation (if applicable): Uzo & Inf-A-Ges
Address: _____ Date 11/8/23
Phone Number _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Stephanie Affiliation (if applicable): _____
Address: _____ Date 11/8/23
Phone Number: _____ E-mail: _____

COMMENTS*

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NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: _____ Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

- I do **NOT** want **toxic exhaust plumes** directed out tunnel ends toward our neighborhoods, schools, churches, and community centers
- I do **NOT** want a tunnel that **does not comply** with Climate Leadership and Community Protection Act (CLCPA) mandates
- I do **NOT** want **blasting** to take place for tunnel construction, and I am concerned about **asbestos** containment
- I do **NOT** want this **expressway** to cut through our neighborhoods—it should be **removed**
- I **DO** want **improved air quality** for all Humboldt Parkway and residents and neighbors, in order to provide a healthier future for our children and grandchildren
- I **DO** want a project that **complies** with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including **expressway removal**
- I **DO** want an **Environmental Impact Statement (EIS)** for this project, that rightfully considers additional alternatives and **engages our communities** in the process
- I **DO** want to see the **full restoration of Humboldt Parkway** from MLK Jr. Park to Delaware Park

NAME: Edie Balbon
 DATE: 10/21/23 PHONE: _____

ADDRESS: _____
 EMAIL: _____

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Comments are due by November 10th, 2023.



NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Theresa Affiliation (if applicable): _____

Address: _____ Date 11-10-23

Phone Number: _____ E-mail: _____

COMMENTS*

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Comments are due by **October 27th, 2023.**

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Betty Affiliation (if applicable): _____

Address: _____ Date 11/7/2024

Phone Number: _____ E-mail: _____

COMMENTS*

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Concern of air, traffic, noise.

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Comments are due by **October 27th, 2023.**



November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

Re: Support for the ROCC/Covering the Rt. 33 Kensington Expressway Project PIN 5512.52

Dear Commissioner Dominguez:

I am writing to express my support for the ROCC (Restore Our Community Coalition)/Covering of the Rt. 33 Kensington Expressway Project. This initiative has been a community-led advocacy effort for 15 plus years by residents from the immediately surrounding neighborhoods.

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Sincerely,


Marc C. Helms

November 7, 2023

Mrs. Marie Therese Dominguez
Commissioner
NYS Dept. of Transportation
50 Wolf Rd.
Colonie, NY 12205

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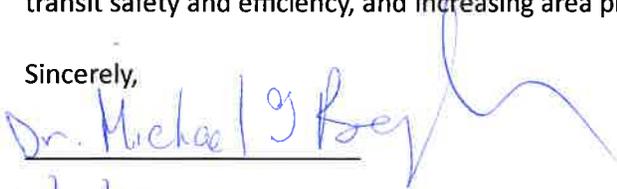
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This \$1 billion construction project has the ability to create thousands of household-sustaining jobs and training opportunities for many years here in a low-income community of color that has experienced decades of disinvestment, discrimination, redlining, and most recently, a heinous and violent act of racism.

The reclamation infrastructure project is restorative and social justice. The expressway's retaining walls have reached the end of their lifespan. Redesigning and reconstructing this area will enhance public safety and neighborhood aesthetics.

In closing, I support the ROCC/Covering the Rt. 33 Kensington Expressway project and desire to see it create jobs for area residents, improve public health by creating recreational space and reducing upper respiratory illnesses, beautify the surrounding neighborhoods, reconnecting neighborhoods, improving transit safety and efficiency, and increasing area property values.

Sincerely,


Dr. Michael G. Bey

11/11/2023

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: Tony Hayden Affiliation (if applicable): _____

Address: _____ Date _____

Phone Number: _____ E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

**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
Comments are due by October 27th, 2023.

NYS ROUTE 33, KENSINGTON EXPRESSWAY PROJECT
P.I.N. 5512.52
PUBLIC HEARING
SEPTEMBER 27TH, 10:30AM-2PM & 4:30PM-8PM
BUFFALO MUSEUM OF SCIENCE
COMMENT FORM

Name: APRIL WYATT Affiliation (if applicable): _____

Address: _____

Date 10/9/23

Phone Number: _____

E-mail: _____

COMMENTS*

I support the covering of the Kensington Expressway with ventilation provided that the levels below the national ambient air quality standard do not cause health issues for the community. I do not support the removal of parking along Humboldt Parkway, especially where it is completely eliminated. Further, I also support continuing this work all the way to Delaware Park.

S

**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
Comments are due by October 27th, 2023.

From: Comment via East Side Parkways Coalition
To: dot.sm.kensingtonexpressway
Subject: Comment for the Kensington Expressway Project from Mark
Date: Friday, November 10, 2023 10:47:50 PM

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

<https://feabega.r.af.d.sendib2.com/tr/op/i-E2XWbYw2S0xDicap_kCXsQ_uboDDIM0rRzbHp2xWAqe6_NkFAqtK2DFBNlekw8albPnNMoQufrC1GwJLbz0dTM77TnzJow3dEy2X_tdKBz5p2GIW_N6Cmg4uyXH0Ply2c5tTelUp7I0p4YusAmW4M3b78lYTsEUGJ4sAK3i1KidNoyaGleSrN8w8QKv7lZR9un-Hn7pYwPNIZxZ2NPR04vK9x2TEwxDkQyQ>

To the New York State Department of Transportation

- * I do NOT want toxic exhaust plumes directed out tunnel ends toward our neighborhoods, schools, churches, and community centers.
- * I do NOT want a tunnel that does not comply with Climate Leadership and Community Protection Act (CLCPA) mandates.
- * I do NOT want blasting to take place for tunnel construction, and I am concerned about asbestos containment.
- * I do NOT want this expressway to cut through our neighborhoods—period!

- * I DO want improved air quality for all Humboldt Parkway and nearby residents, in order to provide a healthier future for our children and grandchildren.
- * I DO want a project that complies with all CLCPA mandates, and rightfully considers additional alternatives to “build” and “no build,” including expressway removal.
- * I DO want an Environmental Impact Statement (EIS) for this project, that rightfully considers additional alternatives and engages our communities in the process.
- * I DO want to see the full restoration of Humboldt Parkway from MLK Jr. Park to Delaware Park.

Name
Mark
Email

Date
11/10/23

Note: All comments to the NYS DOT become part of the permanent public record of this project.

cc: Governor Kathy Hochul, Mayor Byron Brown, Senator Chuck Shumer, Senator Kirsten Gillebrand, Rep. Brian Higgins, Senator Tim Kennedy, Assemblywoman Crystal Peoples-Stokes.

This form submitted at: <https://www.eastsideparkwayscoalition.com/dot-comment/>

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NYS ROUTE 33, KENSINGTON EXPRESSWAY

PUBLIC HEARING

A.M. SESSION

Public comments taken at the Buffalo
Museum of Science, 1020 Humboldt Parkway, Buffalo,
New York, on September 27, 2023, commencing at
11:37 A.M., before KATHLEEN COON, and RICHARD B.
WHALEN, CM, Notaries Public.

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1 JILL SAWYER: Good afternoon. On behalf of
2 Marie Therese Dominguez, the Commissioner of the
3 New York State Department of Transportation, and
4 Rick Marquis, the Division Administrator for the
5 Federal Highway Administration's New York
6 Division, I welcome you to the Public Hearing for
7 the NYS Route 33/Kensington Expressway Project.

8 My name is Jill Sawyer and I am serving as
9 the moderator for this Public Hearing.

10 A stenographer will record the proceedings
11 of this meeting verbatim and a written transcript
12 will be prepared.

13 I'm going to read an opening statement,
14 which will be followed by a brief pre-recorded
15 presentation and an explanation of the property
16 acquisition process. Upon completion of these, I
17 will begin the moderated oral comment session.

18 The New York State Department of
19 Transportation or NYSDOT, in cooperation with the
20 Federal Highway Administration or FHWA, published a
21 Draft Design Report/Environmental Assessment or
22 DOR/EA, for the NYS Route 33/Kensington Expressway
23 Project on September 12, 2023.

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1 The Project has been advanced in accordance
2 with the requirements of the National Environmental
3 Policy Act or NEPA, codified as 40 CFR Parts 1500
4 through 1508, the FHWA Environmental Impact and
5 Related Procedures; Final Rule at 23 CFR Part 771,
6 and the NYSDOT Procedures for Implementation of the
7 State Environmental Quality Review Act at 17 New
8 York Codes, Rules, and Regulations Part 15 and in
9 accordance with the provision of Article 2 of the
10 New York State Eminent Domain Procedure Law (EDPL).

11 The publication of the DDR/EA began the
12 public comment period on the document, which will
13 extend through October 27, 2023.

14 This Public Hearing is being conducted to
15 obtain comments on the project's DDR/EA and the
16 right-of-way acquisition process. The DDR/EA is
17 available for review at this hearing, on the
18 project's website, kensingtonexpressway.dot.ny.gov,
19 and at Buffalo City Hall, the Buffalo Central
20 Library, the Frank E. Merriweather Jr. Library, the
21 NYSDOT Region 5 Office, and the Kensington
22 Expressway Project Public Outreach Office.

23 The DDR/EA describes the Project; the

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1 consideration of social, economic, and
2 environmental effects that would result from
3 implementation of the Project; and mitigation
4 measures.

5 This Hearing provides the public an
6 opportunity to make formal-statements of positions
7 before any project decisions are made. The
8 agencies will review and consider public comments
9 submitted during the established 45-day public
10 comment period. Responses to substantive comments
11 will be included in the Project's Final Design
12 Report/Environmental Assessment, or FDR/EA.

13 If you wish to make an oral statement, you
14 must fill out one of the speaker cards at the
15 registration desk or Welcome table if you have not
16 already done so. Persons may make oral comments in
17 one of two ways:

18 If you want to make a comment in front of all
19 attendees, I will call your name and I will ask you
20 to come up to the microphone at the appropriate
21 time to give your comments.

22 If you prefer, you may make your comment in
23 private at any time today to a stenographer,

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1 located in the Cummings Room, just outside this
2 auditorium.

3 In addition to comments at this hearing,
4 comments will be accepted in the following ways:
5 Written comments sent via U.S. Mail to Sanjyot
6 Vaidya, Project Manager, New York State Department
7 of Transportation, Region 5, 100 Seneca Street,
8 Buffalo, NY, 14203, or Matthew Seymour, Senior Area
9 Engineer, Federal Highway Administration, Leo W.
10 O'Brien Federal Building, 11A Clinton Avenue, Suite
11 719, Albany, NY 12207.

12 You may also submit an electronic comment
13 form via the project website at
14 kensingtonexpressway.dot.ny.gov or E-mail at
15 kensingtonexpressway@dot.ny.gov.

16 Information on how to submit written
17 comments is also given on the Project website. You
18 can elect to submit comments both orally and in
19 writing. Written statements will be given the same
20 weight and consideration as oral statements made at
21 this meeting. Again, public comments will be
22 accepted through October 27, 2023.

23 We will now play the prerecorded

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1 presentation.

2 PRE-RECORDED PRESENTATION: Welcome to the
3 public hearing for the New York State Route 33
4 Kensington Expressway project.

5 The public hearing is an opportunity for the
6 public to provide comments on the draft design
7 report and environmental assessment, or otherwise
8 referred to as the EA for the project.

9 The EA was prepared pursuant to the National
10 Environmental Policy Act and the State
11 Environmental Quality Review Act. This public
12 hearing will satisfy New York's eminent domain
13 procedure law or EDPL public hearing requirements.

14 The project is located in the city of
15 Buffalo, about two miles northeast of downtown.
16 The transportation corridor that is the focus of
17 study for the project includes New York State Route
18 33 between Best Street and Sidney Street. The
19 proposed tunnel would extend from Dodge Street to
20 Sidney Street.

21 Including local street improvements, the
22 project limits of work are between Fillmore Avenue
23 to the East, Wohlers Avenue to the west, Northland

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1 Avenue to the north and High Street to the south.

2 The EA documents the evaluation of the
3 project's alternatives and the social, economic and
4 environmental effects that would result from
5 implementation of the alternatives.

6 Two alternatives were studied in the EA.
7 The No Build Alternative and the Build Alternative.
8 The No Build Alternative assumes no changes and is
9 used as a baseline to which the potential effects
10 of the Build Alternative can be compared.

11 The Build Alternative would cover the below
12 grade section of the Kensington Expressway and
13 reconstruct the highway in a 4,150 foot long tunnel
14 between Dodge Street and Sidney Street. The
15 proposed tunnel would consist of independent two
16 tubes, one for each direction. Both tubes would
17 have three travel lanes.

18 On top of the tunnel, a 90-foot wide
19 tree-lined median would be provided between the
20 reconstructed Humboldt Parkway northbound and
21 southbound. In total, approximately 11 acres of
22 new publicly accessible green space would be
23 created.

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1 The Expressway ramps between Northampton
2 Street and East Utica Street would be eliminated.
3 The Best Street bridge would be replaced and
4 widened.

5 At Best Street, the existing signalized
6 intersections with the Kensington Expressway ramps
7 would be replaced by a single oblong roundabout. A
8 second adjacent roundabout would replace the
9 signalized intersections with Herman Street, West
10 Parade Street, and the entrance to Martin Luther
11 King, Jr. Park.

12 The Best Street interchange ramps would be
13 modified. A 10-foot wide multiuse path would be
14 provided across the Best Street bridge and around
15 the roundabouts to accommodate pedestrians and
16 bicyclists.

17 As part of the Best Street changes, the
18 connection between Linden Park and Best Street
19 would be closed. Linden Park would be accessed via
20 Dodge Street.

21 A new two-direction local roadway would be
22 constructed between Dodge Street and Northampton
23 Street near the Buffalo Museum of Science. The new

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1 Humboldt Parkway tree-lined median, would start
2 north of Northampton Streets.

3 The Build Alternative would reconnect Riley
4 Street, which currently does not have a crossing
5 over the Expressway.

6 The existing crossings over the Expressway
7 at East Utica Street and East Ferry Street would be
8 retained. New crossings would be created at
9 Winslow Avenue and between Sidney Street and Butler
10 Avenue.

11 Humboldt Parkway would be reconfigured to be
12 approximately 16 feet farther away from homes. The
13 majority of Humboldt Parkway would continue to have
14 on-street parking, except on Humboldt Parkway
15 southbound, between Hamlin Road and Butler Avenue.
16 The Humboldt Parkway bicycle lane would be
17 reconstructed.

18 The northern end of the tunnel would be
19 located near Sidney Street. Tree planting and
20 streetscape improvements on Humboldt Parkway would
21 extend past Sidney Street to near the existing
22 pedestrian bridge.

23 A minimum of three feet of soil depth would

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1 be provided on the tunnel deck and this would
2 accommodate medium-sized trees that could reach up
3 to 50 feet in height at maturity.

4 The proposed landscaping plan involves rows
5 of four trees at a diagonal in the Humboldt Parkway
6 median, a layout similar to the planting approach
7 used for the historical Olmstead-designed Humboldt
8 Parkway.

9 Tree plantings would also be provided along
10 the outside of Humboldt Parkway between the parking
11 lane and the sidewalk.

12 Pedestrian accommodations are an important
13 part of the design for the Build Alternative.
14 Five-foot-wide sidewalks, accessible curb ramps,
15 crosswalks, crossing signals, and curb bump-outs
16 for traffic calming, would be provided on Humboldt
17 Parkway and the reconstructed portion of cross
18 streets.

19 The majority of Humboldt Parkway would
20 continue to have a five-foot-wide bicycle lane
21 separated from on-street parking by a two-foot-wide
22 buffer.

23 The Build Alternative also includes a local

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1 street rehabilitation program for local streets
2 affected by construction-related traffic and wear
3 and tear.

4 During the reconstruction of Humboldt
5 Parkway, traffic using the parkway, as well as
6 pedestrians, would at times be detoured to utilize
7 adjacent local streets.

8 Additionally, these streets would also be
9 used for construction truck deliveries.

10 The scope of this program includes
11 resurfacing the pavement, replacement of sidewalks,
12 curb ramps, driveway aprons, and lighting as
13 needed. Tree planting would also be provided where
14 street trees are lacking.

15 The local street rehabilitation program
16 includes the streets shown in yellow on this map
17 between Fillmore Avenue to the east, Wohler's
18 Avenue to the west, Northland Avenue, to the north,
19 and High Street to the south.

20 The social, environmental, and economic
21 effects of the Build Alternative were assessed as
22 part of the EA. The topics that were assessed
23 include community cohesion, visual resources, parks

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1 and recreation areas, traffic noise, economic
2 effects, cultural resources, energy and climate
3 change, soil water management, environmental
4 justice, indirect effects, and cumulative effects,
5 among others.

6 Overall, the project is anticipated to have
7 primarily beneficial long-term events and no
8 long-term adverse effects are anticipated.

9 An air quality analysis was conducted for
10 the project as part of the EA. The analysis was
11 conducted based on federal guidance and using US
12 EPA models. The modelling revealed that the Build
13 Alternative would result in slight decreases in
14 concentrations of particulate matter along the
15 tunnel cap area and slight increases in
16 concentrations near the tunnel portals.

17 Even the highest concentrations near the
18 portals are well below the national health-based
19 standards.

20 Measures to minimize air quality effects,
21 include interior tunnel washing to control dust;
22 planting trees and vegetative buffers; use of the
23 longitudinal ventilation system to dilute and

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1 disperse pollutants; air diversion slots in the
2 tunnel ceiling near portals; and wall treatments.

3 Aboveground ventilation structures, stacks
4 or air treatment are not needed.

5 Minor areas would be acquired for the
6 construction of roadway features, such as the
7 roundabouts, tunnel walls, roadway widening,
8 sidewalks, curb ramps, water services, and traffic
9 signal infrastructure.

10 No residential or business relocations would
11 be needed for the Build Alternative. Should any
12 relocations become necessary, the department will
13 provide relocation services in accordance with
14 Title II of the Uniform Relocation Assistance and
15 Real Property Acquisition Policies Act of 1970 as
16 amended. Commonly referred to as the Uniform Act.

17 New York State DOT's Office of Right of Way,
18 would acquire real estate needed for the project in
19 accordance with the Eminent Domain Procedure Law.
20 The acquisition process will follow five steps,
21 which include:

22 One, contacting the property owner to
23 schedule a property inspection at the owner's

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1 convenience. During the property inspection, the
2 department will provide the owner with a copy of
3 the acquisition map, informational packets and
4 encourage owner involvement.

5 Two: Appraising the property to determine
6 just compensation due to the property owner.

7 Three: Making an offer of compensation of
8 the fully approved value, either in person or by
9 certified mail.

10 Four: Legally acquiring the property, which
11 occurs once the acquisition map is filed with the
12 county clerk's office, and

13 Five: Paying the property owner.

14 The temporary construction effects on
15 transportation, noise, vibration, and air quality
16 were also assessed.

17 During construction, New York State DOT
18 would ensure that several key commitments are met
19 related to traffic and environmental effects. At
20 least two lanes traffic would be maintained on the
21 Kensington Expressway in each direction during peak
22 hours.

23 At least one lane of traffic in each

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1 direction would be maintained on the Humboldt
2 Parkway. Best Street bridge would remain open
3 through staged construction. Crossings for drivers
4 and non-motorized users would be maintained at
5 Northampton Street and East Ferry Street, with the
6 use of temporary bridges.

7 Additional temporary bridges would be
8 installed for pedestrians and bicyclists to provide
9 crossings at least every 1300 feet.

10 Draft work zone and traffic control and
11 safety plans have been developed as part of the EA
12 and would continue to be refined during final
13 design.

14 Key construction commitments with respect to
15 environmental effects include a construction air
16 quality monitoring program, a dust control plan, a
17 construction noise monitoring and mitigation plan,
18 and a construction vibration monitoring and
19 mitigation plan.

20 The vibration mitigation plan would include
21 pre and post construction building condition
22 surveys.

23 The next step for this project is to

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1 consider the public comments that are received at
2 this public and otherwise submitted during the 45
3 day public comment period. Responses to
4 substantive comments and necessary revisions would
5 be included in the final design report, slash
6 environmental assessment, which will be prepared
7 this fall.

8 Design approval and the environmental
9 determination are anticipated in early 2024. The
10 design build procurement and right-of-way processes
11 are anticipated to conclude in 2024. Construction
12 is anticipated to begin in late 2024 and conclude
13 by the end of 2028.

14 The public comment period began on September
15 12th, 2023 with the release of the EA. The comment
16 period will be open for 45 days and ends on October
17 27th, 2023.

18 Comments will be accepted and made part of
19 the record through the following methods:

20 Orally, during the public testimony period
21 of this hearing or privately with the stenographer
22 during the open house portion of this hearing;

23 Electronically, via the project website,

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1 kensingtonexpressway.dot.ny.gov;

2 Via email at

3 kensingtonexpressway@dot.ny.gov;

4 The written comment form provided today and
5 at other community outreach events;

6 Or by mail at the address provided.

7 Please note that all comments received
8 whether orally or in writing, electronically or in
9 person, will be given an equal level of
10 consideration.

11 Thank you for watching this presentation,
12 and please continue to participate in the New York
13 State Route 33 Kensington Expressway project.

14 JILL SAWYER: I will now introduce
15 representatives of NYSDOT and FHWA who are in
16 attendance for today's hearing:

17 Richard Marquis, division administrator,
18 FHWA. Nick Choubah, Chief Engineer, NYDOT.

19 My role as Hearing Moderator is to provide
20 members of the public an opportunity to provide
21 comments in an organized, fair, professional, and
22 orderly manner.

23 The testimony is being recorded by a

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1 stenographer, so please state, and spell your name
2 and identify any organization you represent.

3 To ensure all are heard, comments will be
4 limited to three minutes, after introduction.
5 There will be a warning provided when 30 seconds
6 remain. Each speaker will be limited to one verbal
7 comment across both sessions.

8 Agency representatives will not be answering
9 questions or responding to comments during the
10 testimony portion of this Hearing. Responses to
11 substantive comments will be included in the
12 FDR/EA.

13 A reminder, if you wish to make an oral
14 statement, you must fill out one of the speaker
15 cards at the registration desk or welcome table.

16 At this time, we will hear from those who
17 wish to make oral statements. In accordance with
18 agency policy, elected and appointed officials will
19 be given the first opportunity to speak. Others
20 will be called to make their statements in the
21 order they registered.

22 I will call two names at a time so that you
23 can line up at one of the two microphones and be

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1 prepared when it is your turn to speak. I
2 apologize in advance if I mispronounce any names.
3 I will ask that you do come down to the center.

4 Our first speaker is Douglas Funke and
5 followed by Don Munson.

6 Douglas, please state your name, spell it
7 and state any affiliation.

8 DOUG FUNKE: Okay. I'm president of
9 Citizens for Regional Transit.

10 First, we want to offer our highest kudos
11 and thanks to Restore Our Community Coalition's
12 Stephanie Barber Geter for her vision and dogged
13 determination in highlighting the 1960 Kensington
14 Expressway injustice imposed on Buffalo's minority
15 populations.

16 We most strongly support the project's goal
17 of restoring Humboldt Parkway as part of Olmstead's
18 original vision.

19 We agree, however, with the Buffalo News
20 that the planned achievement of this goal is very
21 partial at best. The tunnel only extends between
22 Sidney and Dodge Streets and offers no relief
23 outside these limits.

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1 And by rebuilding the Expressway in the
2 tunnel section e.nsure there will be -- continue
3 to be 75,000 cars each day polluting the whole area
4 for decades to come.

5 The project's Build Alternative does nothing
6 to reduce highway pollution, thus ignores the core
7 injustice that was done on Buffalo's East Side.

8 Toxic pollution that has been poisoning
9 Buffalo's East Side residents for decades will
10 continue, along with the high levels of noise.
11 This is not surprising since the Kensington project
12 objectives say nothing about reducing pollutions.
13 Perhaps they were written before New York State
14 Climate Leadership and Community Protection Act or
15 CLCPA law became law.

16 The project objectives should be updated to
17 incorporate with CLCPA requirements and associated
18 actions in the CLCPA scoping plan, and Erie County
19 Climate Action Plan, which calls for reducing
20 vehicle travel and investments in public
21 transportation.

22 The draft report cites the CLCPA 17 times.
23 On page 148, it says, quote: The project has been

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1 designed and assessed in consideration of the
2 requirements of New York's CLCPA law.

3 But on page 275, it says the Build
4 Alternative would reduce CO2 by .04%. Therefore,
5 the project would be consistent with the CLCPA.

6 But CLCPA calls for CO2 reductions at 30% by
7 2030, 85% by 2050.

8 We believe the Build Alternative violates
9 both the spirit and the letter of the CLCPA law.

10 We call on NYDOT to modify the project's
11 objectives to incor -- include the CLCPA mandates
12 and rework plan based on the guidance from the
13 scoping plan and input from the community as was
14 done in the neighboring central region project.

15 We enthusiastically support this project and
16 want it to move forward, but we want it done in a
17 way that reduces pollution and respects the health
18 of Buffalo's East Side residents.

19 Thank you.

20 JILL SAWYER: Claudia Munson? I'll call a
21 few more.

22 Our next speaker will be Carl Skompinski,
23 and he will be followed by Daniel Sack.

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1 Thank you. Spell your name and what
2 affiliations you may have.

3 CARL SKOMPINSKI: Carl -- here we go
4 again -- hello? Here we go.

5 Carl Skompinski, last name
6 S-K-O-M-P-I-N-S-K-I. And I'm a member of Citizens
7 for Regional Transit, as well as a few other
8 community organizations that are invested in the
9 redevelopment of Buffalo's East Side and Fillmore
10 corridor.

11 I was also a member of the state -- state's
12 downtown revitalization initiative, local planning
13 committee, to spend \$10,000,000 on projects to
14 improve the Broadway-Fillmore Business District. I
15 also served as a section 106 consulting party for
16 this Kensington project.

17 I'd like to acknowledge work -- the hard
18 work and devotion of community organizations and
19 leaders that brought us to this point. For without
20 them this would be an Expressway repair project.

21 It still is, but with a tunnel. As the DOT
22 added objectives for this project which impacted
23 the alternative options.

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1 How can the state design a solution that
2 doesn't meet the community's requirements is beyond
3 me and other members of this community. When the
4 state is investing in its East Side initiative --
5 Avenue initiative to the tune of \$200,000,000.

6 In 2022, Governor Hochul committed
7 \$225,000,000 in spending on Buffalo's East Side for
8 workforce training, infrastructure, small business
9 development, and historic property redevelopment.

10 How can the state spend 1.1 billion or more
11 on three quarters of a mile roadway to continue to
12 bypass the Jefferson-Fillmore business districts
13 and not rebuild the one lost in Genesee Street?
14 This is a multi generational mistake that needs to
15 be properly evaluated.

16 This project will not restore the community.
17 It leaves the Fruit Belt behind, a community that
18 lost housing and connectivity to the Genesee
19 business district.

20 How does this project feel what -- what they
21 lost and make that -- make them whole? It doesn't.

22 This project will not create generational
23 wealth, it does nothing for the small business,

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1 small family businesses along Jefferson and
2 Fillmore as it continues to bypass them and will do
3 so for generations.

4 Wealth will be created for a few along the
5 tunnel, but the wealth will only be realized when
6 the house is sold. And through the years, that
7 wealth will be whittled away in annual increased
8 property taxes.

9 Sadly, the environmental assessment, the
10 tunnel will concentrate truck/car exhaust at the
11 ends of the tunnel and the Best Street tunnel exit
12 is upwind of several schools.

13 This building, the Buffalo Museum of
14 Science, as well as MLK Park have a concentrated
15 plume exhaust -- plumes that's a DOT term -- upwind
16 of the Charles Drew Magnet School, East Community
17 High School, Hamlin Park School, Lydia Wright
18 School, the Math Science School, is not a good
19 look.

20 It puts children and citizens in the path of
21 concentrated exhaust, and particulate matter for
22 years of come.

23 JILL SAWYER: Thank you. Can you state your

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1 name and spell it?

2 DANIEL SACK: Yes. Thank you. Okay. Yes.
3 Thank you. My name's Daniel Sack, S as in sugar,
4 A-C-K.

5 I'm a long-time member of the Campaign for
6 Greater Buffalo History, Architecture and Culture.
7 I want the Kensington Expressway removed. I want
8 the Humboldt Parkway rebuilt from the Agassiz
9 Circle to this building.

10 I see a lot of the required SEQRA analysis
11 on display here, but the numbers and the project
12 area are very arbitrary. When this awful highway
13 was built 60 years ago, planned 60 years ago, they
14 did not plan it in a short three-quarter mile
15 segment.

16 It was one Kensington Expressway that did
17 tremendous harm to this area and the entire city of
18 Buffalo.

19 Now the DOT is here about one hello? Hello?
20 Hello? Hello?

21 Now the DOT is here about one short segment,
22 but at East Ferry there will be less noise. Yup.
23 But where there is no tunnel at Hamlin Park and the

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1 Fruit Belt, the noise will be the same.

2 Residents along all of Humboldt Parkway
3 deserve the same quality of life as residents along
4 Bidwell Parkway, Chapin Parkway, Lincoln Parkway.

5 Why don't they? I don't know if you
6 gentlemen know those streets. You're not from
7 here. I don't know. You know Bidwell Parkway?
8 Oh, you don't answer questions. That's right.

9 They're here to hear us and transcribe our
10 remarks, they have no answers. They just have:
11 We'll listen to you.

12 If an -- if an economic analysis was done
13 before the highway was built, it would have
14 predicted the decline of Genesee, Jefferson,
15 Fillmore and other commercial streets. I remember
16 them well.

17 Shopped at those -- at those storefronts,
18 left money at those storefronts, left money with
19 local residents who owned those storefronts. And
20 this highway destroyed them. Everybody knows, it's
21 clear.

22 We live in Buffalo, terminus of the Erie
23 Canal. Commerce -- transportation corridors build

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1 commerce. When the Erie Canal was built, scores of
2 places along its path, including Buffalo,
3 prospered.

4 And what happened when the Welland Canal
5 bypassed the Erie Canal? I hope you know that.
6 The commerce bypassed Buffalo, just as Kensington
7 Expressway bypassed Genesee and all the other
8 streets.

9 It's -- it's -- it was a crime. I -- I'm --
10 I'm old enough to remember those streets, those
11 very commercial, successful streets.

12 I don't know if anybody who works at the DOT
13 now or the Federal Highway Administration now knows
14 those streets like I did. But this project area
15 isn't about Genesee Street. It's not about
16 Kensington Avenue. It's not about Main Street.
17 It's not about Broadway. It's --

18 I can talk without this. I don't know if
19 they cut me off, but -- this is the second time
20 I've been cut off. This is awful, because this is
21 what I do for a living. I'm a sound guy. Right?
22 Does this microphone work?

23 JILL SAWYER: Three minutes.

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1 DANIEL SACK: The three minutes was up?
2 I've been interrupted twice by -- by these faulty
3 microphones. Should I have brought my own battery?
4 Good luck, people.

5 JILL SAWYER: Our next speaker is Donald
6 Blank and then followed by Hank Olejniczak.

7 Is Donald Blank here?

8 Will you please state your name, spell your
9 name, and state any affiliations you may have.

10 HANK OLEJNICZAK: My name is Hank
11 Olejniczak. O-L-E-J-N-I-C-Z-A-K. I'm a private
12 citizen. I have been affiliated in the past with
13 the Central Terminal. I was on the board. I was
14 also involved with The Lehigh Valley Depot
15 Committee.

16 As -- as you can tell, I'm a train guy. And
17 what I'm going to be talking about today is going
18 to be more encompassing than just Humboldt Parkway,
19 which I had the opportunity to travel on before it
20 was destroyed by the state.

21 I've also had opportunities to take the
22 trolleys in Buffalo when I was a very young child.
23 So I know what it's like to have a city connected.

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1 And that's what I'm going to be proposing today.

2 I totally disagree with the state DOT. I
3 know their mother's love them, but they don't
4 really have very many outside-the-box ideas.

5 And I've been involved with them for 20
6 years trying to get them to agree that Central
7 Terminal was something that needed to be
8 redeveloped.

9 Finally, we're getting there, but not
10 because of these gentlemen and because of their
11 predecessors, it's because of other people that
12 have pushed that idea.

13 What I'm looking for is the -- the Humboldt
14 Parkway to be returned to what it originally was
15 meant to be. Fill it in. Don't build a bridge.
16 Don't build a tunnel. Fill it in and recreate what
17 was there.

18 And the other part of this that I'm going to
19 be talking about is going to be something that for
20 the billion dollars, we could not only connect the
21 city, but we could also connect to 15,000,000
22 people in the Golden Horseshoe.

23 And that's being done by just what's hiding

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1 in plain sight. The rail line that goes from east
2 Buffalo through the Central Terminal to Riverside
3 to downtown could easily be turned into a commuter
4 line with less than a billion dollars, and that
5 would be an opportunity for us to connect the city
6 back where it was.

7 There's also beltlines. There's one still
8 in existence, but there were seven originally that
9 circumvented the city.

10 Whether those are available or not, all I
11 can say is the beltline would also connect three
12 quarters of the city to what is now the hub of the
13 transit system. If it were connected to downtown,
14 it would be available to anybody that could get to
15 it.

16 At some point, I want to see the Central
17 Terminal open up a train station again and also
18 would be a hub for this mass transit because that's
19 what we need.

20 This area is going to be a refugee from --
21 from the -- obviously the climate crisis that we're
22 all going to be -- well, I won't be here to see it,
23 but you are, most of you.

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1 And quite honestly, this area is going to
2 grow again like it was when I was a child. And we
3 need to be prepared for that. We could start with
4 just connecting the area around Larkinville to
5 downtown to Riverside, and then we could go beyond
6 that to Niagara Falls and then obviously through
7 the Central Terminal.

8 There's all ways of connecting. The rail
9 lines are still there. We need to use them.

10 And we need to be able to use that as the
11 future for Buffalo, not these half-baked ideas that
12 these people come up with that don't even live here
13 and have never had the opportunity to -- to live in
14 this area when it was a beautiful city -- and it's
15 still that and it needs to be coming back to that
16 again.

17 Thank you for your time.

18 JILL SAWYER: Our next speaker is Steven
19 Lakomy. Followed by Ellen Harris-Harvey.

20 Please state your name and spell it.

21 STEVE LAKOMY: Is this the one that works?
22 Yeah, this is the one that works.

23 My name is Steve Lakomy, L-A-K-O-M-Y. I

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1 live about two miles west of here on the West Side.
2 I'm in favor -- like the previous speakers, I'm
3 totally in favor of eliminating the freeway and
4 restoring Olmstead's park.

5 I just -- I guess when you say those words,
6 the microphone goes off.

7 So maybe I should say I'm in favor?

8 No, I'm in favor of totally eliminating the
9 freeway. I -- I really just don't understand.
10 Well, by the way, I know the DOT, their -- their
11 mission is to move traffic as fast and as
12 efficiently as possible. They're not really about
13 neighborhoods. They're not really about
14 communities.

15 Well, that's why I'm here, and that's why
16 those previous speakers are here. I don't
17 understand, there's all this talk -- especially
18 after what happened in at Tops Market -- but it
19 should have -- there should have been that talk
20 years ago.

21 We want to help the East Side. The state
22 says, we want to help the East Side. We need to
23 invest in the East Side.

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1 Well by -- by keeping this freeway here, why
2 were we allowing people to drive 70, 60 miles an
3 hour through the East Side, never setting foot in
4 the East Side, never spending a dollar on the East
5 Side, leading the fumes -- I mean, how does that
6 help the East Side?

7 It makes no sense to me. 20 or so years ago
8 when they closed the Expressway, if you recall,
9 they -- when they widened it from two lanes to
10 three lanes, I had to drive to my job in the
11 Cheektowaga through the East Side instead of taking
12 the freeway. Well, I never eat ate as much
13 barbecue in my life. There were barbecue stands on
14 corners on the East Side. It was fantastic.

15 How many of those little popup businesses
16 would appear if people had to drive on Genesee,
17 Broadway, Williams Street -- which, by the way,
18 drive down those streets on the -- in rush hour,
19 they're -- you can play touch football on Genesee
20 Street.

21 I ride my bike a lot. Rode my bike here,
22 and I like to ride on the East Side. Why? There's
23 not a lot of traffic. Sadly. Everyone's whizzing

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1 by at 60 miles an hour on that freeway.

2 So if we're going to help the East Side, I
3 think that freeway has to go. It should never have
4 been there. Thank you.

5 JILL SAWYER: Okay.

6 ELLEN HARRIS HARVEY: Got a little nervous
7 when I heard the first guy.

8 JILL SAWYER: Please state and spell your
9 name.

10 ELLEN HARRIS-HARVEY: Good morning,
11 everyone. My name is Ellen Harris Harvey. You
12 said spell my name? It's E-L-L-E-N, last name
13 H-A-R-R-I-S hyphen H-A-R-V-E-Y. And I am
14 affiliated with the ROCC Organization. I'm also
15 the president of The Trinidad Neighborhood
16 Association Block Club, which lies right off the
17 Humboldt Parkway.

18 And I've been attending these meetings with
19 the ROCC Organization for a few years now and
20 following this project, as well as the 198
21 Scajaquada Project, which is in planning phases
22 right now with the GBNRTC.

23 I've actually held six meetings with the

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1 GBNRTC on that project as well, because they are
2 in-kind project and they both are going to affect
3 the neighborhood on the East Side of Buffalo for
4 African American residents.

5 And the reason why I'm attending these
6 meetings is because I'm concerned about, you know,
7 the projects that are going to be happening right
8 in the middle of our neighborhood.

9 And we deserve better and we have to be
10 active and advocate for folks who don't come out
11 and go to meetings, or who are not able to do this.

12 So I'm thankful that I was able to come to
13 these meetings and actually hold meetings through
14 The Trinidad Neighborhood Association with the
15 GBNRTC to learn more about these projects.

16 I'm not a project manager. I'm a community
17 leader and activist and advocate for positive
18 change for people on East Side of Buffalo.

19 And the New York State DOT 33 Citizens
20 project, in my mind, after attending these
21 meetings, I feel that it's a viable project. I
22 feel it's something that we need to move forward
23 with because the ROCC Organization has been

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1 instrumental in making sure that they did not give
2 up the fight for the people who reside on Humboldt
3 Parkway.

4 They needed somebody to fight for them. And
5 I have to commend Stephanie Barber Geter, Sidney,
6 and all the people for the ROCC Organization,
7 because they were diligent in their fighting. They
8 didn't give up.

9 I want to thank Crystal People-Stokes for
10 being there for our people in our community and
11 always being a voice for us and listening and, you
12 know, that's who we have to depend on. The ones
13 who we -- in our community, who look like us.

14 So I thank the New York State DOT for the
15 plan that they put forth here, and I believe that
16 it's a viable project. I did listen to the first
17 speaker and some of the objections that he has as
18 far as in environmental problems that might come up
19 and arise.

20 But I believe they have worked diligently on
21 this and that it's going to be something that's
22 going to help the neighborhood, help the community,
23 and help people to be able to live safer and in a

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1 better environment.

2 Our African American communities were done
3 grave injustice when they put in the 33 Kensington
4 and the one in the Scajaquada project. And I
5 believe that we should not ignore the rest of this
6 project because it's -- it should be more than one
7 phase.

8 Phase two, 198 Scajaquada.

9 Phase three, the gap. The gap is Sidney,
10 including my neighborhood, Trinidad Neighborhood
11 Association.

12 And that is where we need to make sure we do
13 not drop the ball. Do not forget about the folks
14 who reside right off of Humboldt Parkway in
15 Trinidad neighborhood and Hamlin Park.

16 Thank you.

17 JILL SAWYER: Our next speaker is Pastor
18 Angela Stewart, followed by Allen Carrier. Please
19 state and spell your name.

20 PASTOR ANGELA STEWART: Good afternoon,
21 everyone. My name is Pastor Angela Stewart
22 A-N-G-E-L-A S-T-E-W-A-R-T. I am the pastor of
23 Metropolitan United Methodist Church, which is

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1 located right on Best and Herman, the round church
2 everybody always call it.

3 I'm here to -- after there was
4 representatives that came meet me two weeks ago at
5 the church to explain to me the plan for the
6 roundabouts.

7 And ever since they have spoken to me, I
8 have been quite upset that here that they're going
9 to put a roundabout right there at Best and Herman
10 where the street light is.

11 I want to say that I am not in agreement
12 with that, and my members aren't either. Quite a
13 few of them here today because even with the street
14 lights, our church has been ran into, the building,
15 twice right up on our property.

16 And we also have problems getting out of our
17 driveway, our parking driveway, which is on the
18 Best Street side. At least five of my members
19 tires have been hit and tore up and some of them
20 have been in the hospital because they cannot get
21 out of that -- our driveway, our parking lot.

22 And that's with a light. My concern is with
23 the roundabout, where they don't have to really

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1 stop, they just keep on going, I'm wondering how
2 are we going to get out of our parking lot and then
3 how many times will our building be hit again?

4 So I am not in agreement with the roundabout
5 on Best and Herman.

6 Thank you.

7 JILL SAWYER: State your name, spell it and
8 any affiliations that you may have.

9 ALLEN CARRIER: Allen Carrier,
10 C-A-R-R-I-E-R, A-L-L-E-N.

11 I'm a resident in the area where the 33 is.
12 I grew up on Butler Street. We played football on
13 the grass that used to be there. There were trees
14 on each side. It wasn't a lot of trees, it was
15 just on this side, wasn't this side. We could
16 throw the ball easy. So it's wide open, as a kid.

17 But now I live on [REDACTED]. East
18 North ends at the 33. And I'm right there on the
19 [REDACTED] is my residence. And
20 [REDACTED].

21 The thing is that if you look at the video I
22 think it's -- first of all, it's DOT to keep in --
23 what's important for us now whether it's get in and

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1 out of the city from -- the people that live in the
2 suburbs or wherever, that work downtown, you have
3 to be able to move a car that fast.

4 You know, you can still accommodate the traffic
5 that's moving.

6 So the thing is that, when you watch the
7 video, you moving, the houses, streets are nice,
8 right? But it stops at Best. What about
9 originally? You do an idea that was originally,
10 you do what the idea originally was. To continue
11 to put it back the way it was. Then you got to
12 everybody's experience, beautiful streets and
13 everything, and you watch the video it stops at
14 Best.

15 So you should just keep on to Goodell so
16 downtown Buffalo, have the same experience. And to
17 give a certain portion of the original ideal, your
18 experience, you know, that prior to that. What
19 about the other people, Fruit Belt going back
20 towards that.

21 You know, I think one of the guys out front
22 said that he couldn't go back to the other one
23 because the drainage system, that they couldn't go

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1 back to Delaware. Go back towards Delaware, but we
2 can go back to downtown, then you just keep it, put
3 it back to the way it was. So everybody has the
4 experience. Thank You.

5 JILL SAWYER: Our next speaker is Sandy
6 Dunlop followed by Rochelle Clemons.

7 SANDY DUNLOP: Sandy Dunlop D-U-N-L-O-P.
8 And I'm a homeowner in this -- in this
9 neighborhood. My concern is because of the census
10 of The United States census say that this is one of
11 the oldest cities, one of the oldest, bigger cities
12 in the country.

13 And because the houses -- most of the houses
14 were built before 1940, that's a concern. If you
15 have explosions and so on, it's going to, you know,
16 affect the properties as far as the structures.

17 So, in all this planning, I am for the
18 planning of the covering of the Kensington
19 Expressway, however, what about the homeowners
20 whose houses will be affected in a negative way to
21 where they have to do repairs because of this
22 project?

23 What's in it for -- for them to be able to,

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1 you know, rectify this? So that's -- sorry, you
2 don't answer questions, but -- but that's my
3 concern is -- is what -- what are we going to do?

4 'Cause our houses are old, and we do need,
5 you know, that assurance that, you know, when this
6 project moves forward, which I believe it will,
7 what are -- what are the homeowners to do?

8 Not everyone is in a position to -- to take
9 on new construction and -- and fix problems that
10 didn't exist prior to this project.

11 So that is a concern. And it's a legitimate
12 concern. Homes are beautiful. I have a
13 construction project going on right now at my house
14 because it is an older house. My house is 115
15 years old.

16 But this will add to the needs of some
17 homeowners. The homeowners are elderly, a lot of
18 them, and the children have moved away. They have
19 no interest, in some cases, in the properties.

20 So that will, you know, it's up on one side,
21 down on the other. I mean, you have this beautiful
22 green space, but then you have these homes in
23 disrepair. So that is a concern.

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1 Thank you.

2 JILL SAWYER: State your name, spell your
3 name and state any affiliations.

4 ROCHELLE CLEMONS: My name is Rochelle
5 Clemons. R-O-C-H-E-L-L-E. The last name Clemons
6 is C-L-E-M-O-N-S. I'm a resident in the community.

7 My concern is about the filtration, the
8 pollution, and what's going to be done about that?
9 You have a tunnel. There's some fans in the -- in
10 the tunnel, but eventually whatever the debris and
11 pollution is going to come out, where is it going
12 to go and how is our homes going to be affected,
13 something of that nature.

14 I know right now, I've been to ROCC meeting,
15 found out that -- I understand the project said
16 because of all the health issues that occurred when
17 they did the Expressway.

18 And after that, I realized that I was having
19 some chest problems. And when I was working at
20 home, and I have my door open, I saw this debris on
21 my paper. So then I put the two and two together.
22 So then I moved out of the room that was closest to
23 the Expressway, moved to another room, and my chest

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1 cleared up.

2 So we're going to have more traffic coming
3 down, more pollution coming down, we're going to be
4 affected by the negativity. What's going to be
5 done about that? What's going to be done about our
6 health.

7 I've been informed by some friends doing
8 construction that when they open up the walls to
9 build out the 26 feet to the right and to the left,
10 that that's going to open up some pollution, but
11 something of -- something's more harmful.

12 It's going to open up some more chemicals.
13 It's going to be more hazardous to our health.
14 What's going to be done about that?

15 They're supposed to have some -- with the
16 filtration houses? And then where -- what projects
17 going to be taken to do that? But in the -- in the
18 video you said you're not taking any property.

19 But then you gave us a plan in order if --
20 if any eminent domain have to occur, what you're
21 going to do.

22 So are you taking properties or you're not
23 taking properties?

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1 The other things we were told that we're
2 going to get a letter to let us know if our
3 property's going to be taken, prior to when going
4 to be taken or not going to be taken.

5 Supposed to have the letter before we came
6 here today. No letter was received, but we had
7 people come by our house and tell us that that was
8 supposed to occur. So what's going to be done
9 about that?

10 So, you know, there's a lot of unanswered
11 questions, you know, four -- four to six years for
12 project anything can happen to our health. Do we
13 want our health to be affected or what?

14 What are you going to do when the debris
15 starts coming up from the -- from your
16 construction? You capping it off, but what about
17 the debris going to affect our homes? Are you
18 going to sell our homes off? Are you going to
19 clean our home? What are you going to do for us
20 now? Okay.

21 So that's my concern. What are you going to
22 do for us? Us helping you while you are trying to
23 do this. What are you going to do when it affects

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1 our land?

2 I understand you're going to come do a scope
3 of our home, but are you going to try to nitpick
4 it?

5 And then when the construction does
6 something to it, you're going to say that was a
7 preexisting condition, and we're not going to
8 handle that.

9 So how are you going to help us in this
10 process?

11 Thank you.

12 JILL SAWYER: Our next speaker is Terrence
13 Robinson. Please state your name, spell it, and
14 state any affiliations.

15 TERRENCE ROBINSON: Terrence Robinson.
16 T-E-R-R-E-N-C-E, Robinson R-O-B-I-N-S-O-N. I live
17 at [REDACTED]. Our family bought that
18 house in 1987 from the previous resident that lived
19 there from 1940.

20 When I came -- when mom and dad brought me
21 home from the hospital, they brought me to a house
22 at [REDACTED], which was three doors down
23 from Humboldt Parkway.

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1 I was the third of four children there. I
2 was baptized at St. Francis de Sales Church shortly
3 thereafter, which is at Northland and Humboldt
4 Parkway.

5 I have lived, played, worked in that area
6 for almost seven decades. I know you don't believe
7 that, but almost seven decades I've been there and
8 seen it from the start to what it is at the
9 present.

10 I'm also -- I have to -- I would be remiss
11 to say that I'm a board member of The Pollinator
12 Conservation Association, the Western New York
13 Minority Media Professionals -- on that board,
14 and -- and a candidate right now for the Western
15 New York Environmental Alliance.

16 For me, the primary concern is, of course,
17 as a resident there and the immediate effects to
18 me. However, in the context of everything else, I
19 realize that it's the largest single environmental
20 issue facing the city of Buffalo at present.

21 We're also capable of addressing this
22 project at present. First, let me just say that
23 there is a Build and then No Build Alternative.

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1 The No Build Alternative, which they described
2 would be maintenance of the existing
3 infrastructure, which is past date and till such
4 time as a rebuild of the entire structure could
5 occur.

6 So it's a build now or a build later
7 alternative. It doesn't give a baseline. The
8 proper No Build Alternative would be to abandon the
9 33 and mitigate whatever damage has occurred.

10 That is No Build. With the No Build
11 situation, the baseline in terms of air emissions,
12 reductions in terms of greenhouse gasses, all of
13 those things changes.

14 What we have with this DDR, Draft Design
15 Report Environmental Assessment, is basically an
16 engineered report, engineered to support the
17 preferred solution.

18 The No Build solution is restore the
19 parkway, mitigate the damage, and proceed in terms
20 of both financial, economic, environmental results
21 that are positive. I will record my comments with
22 more specificity in the written remote.

23 Thank you.

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1 JILL SAWYER: Our next speaker is Marcia
2 Childs. Is Marcia Childs here?

3 (Inaudible)

4 JILL SAWYER: Our next speaker is Jackie
5 Johnson, followed by Janet Redman. Jackie Johnson
6 here?

7 Please state your name, spell your name and
8 any affiliation.

9 JANET REDMAN: Janet Redman, I'm not
10 associated with anything. I was a resident on
11 Humboldt Parkway for 25 years. I was there when it
12 was a beautiful parkway, very wonderful
13 neighborhood. I had as many friends on one side of
14 the parkway as I did on the other.

15 I also was there when the construction was
16 started. And also after the Parkway 33 was
17 installed. There was a tremendous difference. My
18 good friends on the other side all of a sudden
19 became pretty far away. When you had what
20 separated you.

21 I'm concerned. The plan is certainly trying
22 to restore something, but it's not enough. I'd
23 like to see the entire thing go back to Humboldt

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1 Parkway as I remember it.

2 That way you're not going to have a
3 \$5,000,000 cost every year to maintain this thing
4 that they're going to build, and you won't have the
5 huge costs in putting it in and the disruption that
6 it costs.

7 If it's going to take four years to build,
8 there's going to be so much, you know, problems to
9 drivers. They're going to either avoid it or
10 they're going to understand that they're not going
11 to get there fast and they'll find alternate
12 routes.

13 So I do commend the people who have spoken,
14 I think they put a lot of work into these parts of
15 the plan, but I don't think it's enough.

16 JILL SAWYER: Our next speaker is Malcolm
17 Lott, followed by Kelvin Seay.

18 Please state your name, spell your name, and
19 state any affiliations that you have.

20 MALCOLM LOTT: My name is Malcolm Lott,
21 M-A-L-C-O-L-M, L-O-T-T.

22 I'm a homeowner and I'm part of the newly
23 formed Humboldt Parkway Block Club. I live on

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1 [REDACTED]. My house was hit a couple
2 of months ago coming off the freeway.

3 So my concern is really just the traffic. I
4 do agree, like, this is needed. I don't know. I'm
5 probably the youngest here today, so I don't know
6 nothing about what happened in past, but I'm one of
7 those people that say what we got now, grow it.

8 So I agree with the -- with the freeway. I
9 agree with the park going over it.

10 And it's about re-restoring the community, I
11 guess. I agree with, you know, extending it all
12 the way down to downtown, 'cause it was prior to
13 fixing it, temporary fix.

14 So -- but also my only -- my other concern I
15 should say also that the communication was lacking.
16 A lot of -- I really came privy to this whole
17 project -- I've heard about it, but I'm really in
18 it now and say, what two months ago they said they
19 bring your stuff and get ready. I'm asking
20 questions and not really getting answers.

21 So that's my concern, I'm not saying, like,
22 that's anybody's fault, but we should all know
23 what's going on. Somebody told me how would you

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1 feel if somebody was digging in your garden to do
2 that?

3 So that's how I felt. That's why I'm here,
4 that's why everybody's here, probably. And that's
5 pretty much it for me.

6 JILL SAWYER: Kelvin Seay?

7 KELVIN SEAY: Kelvin Seay. First name
8 K-E-L-V-I-N, last name S-E-A-Y. Good afternoon.
9 Question, show of hands. Everyone in this room,
10 how many of you are born, raised, and currently
11 live in this city? Which should be the only people
12 in this room right now.

13 I was here in June and given the opportunity
14 to speak on this matter, which I thought would be
15 put to bed. And here we are months later and there
16 appear to be some people who are hell bent on
17 shovelling in this dog shit down the throat of this
18 community.

19 AUDIENCE: That's right.

20 KELVIN SEAY: Who does this really benefit?
21 Do all -- to everyone that has spoken, they've
22 already mentioned more than enough. In fact, this
23 room should be overflow.

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1 AUDIENCE: That's right.

2 KELVIN SEAY: Because this affects this city
3 and particularly the black community. Which I'm
4 quite sure a number of you are not even from here.
5 I'm like, you want to put a house for some damn
6 trees on the Expressway.

7 Meanwhile, the number one issue in this
8 city, this region, state, nation, and planet, there
9 are people who don't have a house that are sleeping
10 in the park next door in the different parts of
11 this city.

12 I'm talking about the problem of the
13 homeless, the number one issue in this world right
14 now. And yet you want to use a billion dollars?
15 You know, it's been told to me, what's fucking good
16 is a government clueless to how the funds should be
17 spent.

18 I -- I believe a billion dollars would house
19 every homeless person in this city and there still
20 be more left over. The only thing that should be
21 done with the 33, in my estimation -- Good Lord,
22 the only thing that should be done to the 33 is
23 that this should be a restricted perimeter,

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1 limiting access inside this city.

2 When I think about the dope, the guns, the
3 ho's, people snatching kids, white devils or white
4 supremacists, whatever the fuck you want to call
5 yourself, that's coming in this city, killing our
6 people, snatching people. That should be the only
7 thing done with the 33. There should be a
8 restrictive perimeter, like, like customers,
9 because we got too many outside contaminants in
10 this city on a daily basis, infiltrating,
11 desecrating and contaminating this city. Which
12 includes the white suburbanite, termite, parasite
13 motherfuckers.

14 Okay? That's what needs to be done with the
15 33 to keep the fucking contaminant out of this
16 city.

17 AUDIENCE: That's right.

18 JILL SAWYER: Our next speaker is Colum
19 Cross and they'll be followed by Taniqua Simmons.

20 Please state your name, spell it, and state
21 any affiliations.

22 COLUM CROSS: Colum Cross. C-O-L-U-M
23 C-R-O-S-S. I'm not affiliated with anyone. I'm a

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1 resident of the city, and I also oppose the capping
2 and I believe that we should, again, get rid of the
3 33 in entirety.

4 I understand that the Department of
5 Transportation's modus operandi is to move as many
6 vehicles as possible -- not as many people, as many
7 vehicles as efficiently -- not as safely, as
8 efficiently as possible.

9 But if you were to say, let's try and move
10 as many people more efficiently, the 33 does not do
11 that. It definitely does not do it safely, as seen
12 with that tragic car accident a few months ago
13 where the kid, you know, stole a car and crashed
14 into the side of the 33 there.

15 It's -- it's sad. It saddens me that that's
16 the state of our highways. That's the state of
17 what once was a beautiful, beautiful parkway.

18 Unfortunately, I'm not old enough to have
19 experienced that, but we have similar parkways, you
20 know, on -- on the West Side of Buffalo that re
21 beautiful, and I'd like to see another one.

22 Generally, I'm -- I'm unimpressed with the
23 whole thing. I'll read some -- I'm not

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1 impressed -- again, yeah, I'm also unimpressed with
2 the amount of money that this is going to cost to
3 cap this.

4 I mean, again, yeah, a billion dollars can
5 be spent way better elsewhere. I agree, you know,
6 housing the homeless. Getting rid of the lead
7 pipes in Buffalo. We have more miles of lead pipes
8 than Flint, Michigan in Buffalo.

9 But, again, you know, Department of
10 Transportation doesn't care about that. You -- you
11 know what -- what you get when you let a lot of DOT
12 guys run wild? New Jersey. That's what happens
13 when you let highway engineers run wild.

14 So I had another one, but I forgot what --
15 man, it's really sad, I forget what I almost --
16 there's a lot of good DOT jokes.

17 You know, anyway, I'm -- I'm just
18 unimpressed with the whole thing. I'm unimpressed
19 with -- I'm -- I'm a urban cyclist. I bike to
20 work. I'm unimpressed with the plans for cycling
21 accommodations.

22 Ultimately, it's just a patchwork of green
23 book ideas. And I don't like the, you know, the

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1 national highway green book. I think a lot of
2 the -- the codes in there are just not friendly.
3 Again, they're for moving vehicles efficiently, not
4 moving people efficiently or safely.

5 This is the middle of the city. This isn't
6 the middle of the suburbs. This isn't Transit Road
7 in Cheektowaga where, yeah, everyone's trying to
8 drive as fast as they can.

9 We shouldn't be putting these -- we should
10 get rid of the highway and we should -- we should
11 replace it with, again, Olmstead's original vision
12 was so much better than this.

13 JILL SAWYER: Can you state your name, spell
14 your name, and state any affiliations for me?

15 TANIQUA SIMMONS: So my name is Taniqua
16 Simmons, T-A-N-I-Q-U-A S-I-M-M-O-N-S. I am a
17 homeowner on Humboldt Parkway. I am the president
18 of the Buffalo United Community Coalition, which is
19 a neighborhood that is over here right off Humboldt
20 and I participated in the Good Neighbor Planning
21 Alliance.

22 I want to say that they want you to be
23 nostalgic about Humboldt Parkway, because that's

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1 all they want you to focus on is the trees and, oh,
2 the grass. At what cost? Are we really
3 understanding the human cost?

4 You don't reconnect communities by creating
5 some green space. You don't right a wrong by
6 displacing more people. Nobody is talking about
7 the gentrification that comes along with
8 reconnecting these communities.

9 And as you seen, there are more
10 organizations here speaking about something that
11 will directly impact an entire community. They're
12 talking about using explosions.

13 My assessment has gone up \$8,000 in the last
14 20 years because if my house is destroyed, what are
15 they going to do?

16 Offer me a \$40,000 check for my house was
17 destroyed? And what am I going to do with \$40,000
18 when they're selling a \$150,000 houses that are
19 require \$200,000 worth of work?

20 They want you to be nostalgic. Covering up
21 the 33 is not going to reconnect any community.
22 What it's going to do is get a lot of contractors
23 paid. You see that. Every time I come here, the

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1 plan change or we're going to use explosives, we're
2 not going to use explosives.

3 They will not give you an answer because all
4 they want to do is get paid. They want to pit the
5 young against the old.

6 We're not doing that. I have so many people
7 here covered up. You don't live here. When they
8 open up and did the -- the -- the movie and they
9 destroyed that property, nobody came back and did
10 anything.

11 These people don't care. The deal's already
12 done. This is a dog and pony show. This is it.
13 We're not going to talk to you, folks. We're not
14 going to answer any questions, but we're going to
15 use explosives. We're going to -- we're going to
16 do this or they haven't even told you what they're
17 going to do because everything is up in the air.

18 Ask yourself, while you're advocating for
19 them to cover up, are you going to be able to live
20 be here once that's covered up? Four years of
21 construction and everybody gets to have a -- have a
22 vote?

23 When I can't get in my house, where are

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1 these people going to be? We're going to put all
2 the traffic on Fillmore that they just made it into
3 a one way?

4 You have to understand. Stop going with
5 nostalgia. You go to this web site and look at the
6 plans. They're putting \$325 billion in the
7 community once they cover up the 33, and they said
8 it's going to displace the black people, and they
9 said, we don't care 'cause we want to get to work
10 faster.

11 You want to live back in the community the
12 way that it was. When he talking about making
13 Buffalo great again, it does not include the black
14 people.

15 They want the urban life without the urban
16 life. So do not, do not support this program.
17 It's a billion dollars and they're talking about
18 the environment and we can't even live.

19 JILL SAWYER: Our next speaker is James
20 Coughlin followed by Carley Hill.

21 Please state your name, spell it, and any
22 affiliations.

23 JAMES COUGHLIN: My name is James Coughlin.

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1 J-A-M-E-S, Coughlin C-O-U-G-H-L-I-N.

2 I'm born and raised in Buffalo on the West
3 Side. I'm a resident and I'm also a historian of
4 the East Side. So having studied some of the
5 decisions that have been made and the construction
6 of the 33, the impact of the neighborhood, the
7 ongoing impact of Humboldt Parkway would also be
8 impacted.

9 Previous renewal plans such as what happened
10 in the Ellicott District, I think this is a very
11 piecemeal solution, as many other folks have said.

12 Yes, it's a great idea to reconnect and
13 restore the old Humboldt Parkway, the entirety of
14 it, but we also have to assess where is the
15 entirety of the thruway go through? All majority
16 black neighborhoods, the Fruit Belt, Delevan,
17 Grider, Bailey, Cheektowaga.

18 We have to assess and be aware of what the
19 transportation needs of the folks within the
20 neighborhoods. We need to get rid of the thruway
21 and install a train or a tram that connects the
22 neighborhood to the rest of the surrounding area to
23 draw up economic opportunity, and also, when we

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1 restore the Parkway, we also have to be aware of
2 who is it that's going to be working on this
3 project in the first place? Is it going to be
4 folks that live on Dodge Street in Buffalo or Dodge
5 Street in Amherst, as well.

6 How many small businesses going is be
7 generated this? How are small businesses going to
8 be impacted? How are homeowners going to be
9 impacted as well?

10 So we have to take a much more holistic
11 approach, and we have to take this into
12 consideration: How can we create a new deal for a
13 new, better, stronger East Side that is led and
14 voiced by the community and residents that live
15 here? Thank you.

16 JILL SAWYER: Please state your names, state
17 your names and any affiliations you may have.

18 CARLEY HILL: Thank you, Carley Hill. I am
19 a business owner and I grew up building roads and
20 bridges here in Western New York and some --
21 definitely one of the greatest prides I have is
22 seeing the positive impact we have, that projects
23 can have in communities.

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1 Whether it's the West Side and what we did
2 on Niagara Street, numerous -- not me, but
3 contractors and workers. And you can take with a
4 grain of salt what I'm saying, I don't live in the
5 city. I'm a rural country girl with sheep and
6 chickens, and I live right down in Southern Tier.

7 But my number one mission right now is
8 bridging the labor gap. We have a huge shortage of
9 people working in this industry. And these are
10 prevailing wage jobs, that's \$40 an hour, sometimes
11 starting wage plus fringe benefits, which takes you
12 up to like a \$60 an hour earning potential with
13 pensions and healthcare.

14 The unions who are numerous around the
15 region are just struggling. One of my things that
16 I do is work with community-based organizations,
17 refugee job placement centers, prison work
18 programs, you name it. I am working with anybody
19 and everybody who will listen and take an
20 opportunity to get trained and into this industry.

21 And we are placing people today on jobs at
22 the stadium, on jobs wherever we can. Near Micron,
23 you name it, down in Long Island. And that's the

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1 goal that I'm going to have.

2 And my commitment to anybody in this
3 community, is that I will definitely stand by
4 anybody who is interested in working in this
5 industry and making the most of the career
6 opportunities a job like can bring.

7 The economic impacts are long ranging. They
8 talk about how it's short. It's much longer than
9 that. These careers are an entrance for someone to
10 reset their entire life and begin new and the doors
11 are wide open.

12 It's just people don't have that bridge.
13 And that stepping stone and I'm here to help make
14 that happen with this contract. I really hope it
15 can happen, because I know -- and I have numerous
16 people of color and women who work for my company,
17 the diverse background, people from India, people
18 from -- you name it.

19 And we're trying to make sure that people,
20 whether they speak Spanish as their first language
21 or they're transitioning out of another job, have
22 that opportunity to work on this project and make
23 sure that they can then grow their careers into

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1 something that's a long-ranging impact for decades.
2 This is a generational changing career opportunity
3 that the project like this brings to the region.

4 The unfortunate thing, I've seen too many
5 times, these projects die on the vine because of
6 fear or past experiences that genuinely are true.
7 There are things that don't get handled properly.

8 And that's why I'm so happy to hear people
9 voicing their worries or concerns or experiences
10 where things has fallen apart in the past on other
11 contracts.

12 Because all we can do is really reset for
13 the future. Right? We can't re-do what happened
14 yesterday, but we can take a project like this --
15 which is very aspirational ad outside of the box --
16 hats are off to the engineers who are trying to
17 find solutions that can do both. Right? It's
18 really hard to do both.

19 Keep fluidity and economic engines working
20 in and out of the city but also deliver high
21 quality of life in the communities. And I think
22 this project really does address both of those
23 things and hope that we can work together.

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1 JILL SAWYER: Our next speaker is Ron
2 Walker? Followed by Charles Stewart.

3 RON WALKER: I was just about to leave. So
4 I'm Ron Walker, R-O-N-A-L-D, Walker, W-A-L-K-E-R.

5 I am a property owner I grew in Buffalo. My
6 property that I own now and rent out I grew up in
7 on East Ferry [REDACTED]. I was
8 there when the Kensington came and they were
9 dynamiting and pile driving. I still own that
10 property. I walked from my house to my cousin's
11 house from East Ferry to Northampton in the
12 beautiful Olmstead Park that everybody's talking
13 about.

14 You cannot go back. We cannot and should
15 not be trying to capture something that's long
16 gone. We're talking about reuniting a community
17 that doesn't know it was departed.

18 You heard the gentleman that came up earlier
19 and say oh, this is all I know, 'cause how I grew
20 up was with the Kensington running through my
21 neighborhood. So you not reuniting the people that
22 were divided, me. Okay?

23 So we can stop with the -- and I really -- I

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1 don't want to -- I want to stress that I appreciate
2 the effort to get this project to this point. And
3 the train has left the station. That's going to
4 happen. This is window dressing, so I don't care
5 about that.

6 However, we need a strategic, comprehensive
7 plan.

8 I'm so upset about War Memorial Stadium
9 going to Orchard Park and we're dumb enough to put
10 a open air stadium in the snow belt, again, while
11 we put a one-way rail system from downtown to UB?

12 Put a comprehensive Department of
13 Transportation plan together for the region and an
14 economic development plan together for the
15 reason -- and stop the madness, please.

16 Thank you.

17 JILL SAWYER: Can you state your name, spell
18 your name, and any affiliations?

19 CHARLES STEWART: Charles Stewart,
20 C-H-A-R-L-E-S, S-T-E-W-A-R-T. Affiliation, I'm a
21 member of one of the churches around here. And
22 there are several, right? There's -- I didn't take
23 a survey, but possibly 10, plus we have mosques and

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1 more mosques coming in the neighborhood as well.

2 My concern, I will speak on covering the
3 Kensington, making it the way it used to be. It
4 ain't going to happen. When you leave the
5 original, that's it, it's done. It's not going to
6 be original no more. I don't care what you doing,
7 what you put in, original is gone.

8 Okay. As far as the roundabouts, my concern
9 here is this is an older neighborhood, older
10 people. We've got about four or five different
11 schools locally around here. My concern is
12 pedestrians getting to where they need to go with
13 these roundabouts. And even though the roundabouts
14 may slow traffic, they don't stop traffic.

15 And we got a lot of seniors in this
16 neighborhood because it's old. And we've got, as I
17 said, a lot of the schools with children in here.
18 So I'm personally not in favor of no roundabouts
19 either.

20 You know, I do believe when we're talking
21 about spending money, I believe that that price
22 figure, one plus billion is -- is too high. And I
23 also feel that when we're talking about -- I know

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1 we need to make progress, right? We can't stay in
2 the '50s, and the '40s. We have to make progress.
3 We have to move.

4 But also we need to do it in a responsible,
5 reliable way. And that means -- just like us here,
6 and I do appreciate the comments that people have
7 made, but we have to work closer together and we
8 have to get rid of the mess. Because -- right?
9 That's what some people are here for. They got the
10 agenda. They're not changing, and that's where
11 they're going.

12 But if it's no give and take, the city isn't
13 moving nowhere 'cause it's hurting the city. So
14 here, again, you know, the transportation industry
15 that, you know, they got that thing and I know I'm
16 here for this area, but with Niagara Falls
17 Boulevard, you know, and try and get the train
18 thing there.

19 When you come with a certain agenda and
20 you're not going to move or budge at all, then the
21 whole area suffers. So -- and so if we're --
22 whatever we're going to do, we need to work closer
23 together and we need to be mindful of one another's

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1 comments and also be serious and not just for
2 myself but for the seniors, the children, and also
3 the progress of this city that we called the City
4 of Good Neighbors, and great Buffalo.

5 JILL SAWYER: Earlier I called W. Munson.
6 I'll call that name one more time. Jackie Johnson?

7 Okay. That concludes the session. 4:30 we
8 will open back up for our -- another public hearing
9 at 5:30. Thank you for joining us.

10 (Proceedings concluded at 12:58 p.m.)
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1 STATE OF NEW YORK)

2 SS:

3 COUNTY OF ERIE)

4

5 I DO HEREBY CERTIFY as a Notary Public in and
6 for the State of New York, that I did attend and
7 report the foregoing proceedings, which were taken
8 down by me in a verbatim manner by means of machine
9 shorthand. Further, that the proceedings were then
10 reduced to writing in my presence and under my
11 direction. That the proceedings were taken to be
12 used in the foregoing entitled action.

13

14

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16

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Kathleen Coon

KATHLEEN COON,
Notary Public.

19

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RICHARD B. WHALEN, CM,
Notary Public.

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NYS ROUTE 33, KENSINGTON EXPRESSWAY

PUBLIC HEARING

P.M. SESSION

Public comments taken at the Buffalo
Museum of Science, 1020 Humboldt Parkway, Buffalo,
New York, on September 27, 2023, commencing at
5:32 p.m., before KATHLEEN COON, and RICHARD B.
WHALEN, CM, Notaries Public.

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1 JILL SAWYER: Good evening. On behalf of
2 Marie Therese Dominguez, the Commissioner of the
3 New York State Department of Transportation, and
4 Rick Marquis, the Division Administrator for the
5 Federal Highway Administration's New York Division,
6 I welcome you to the Public Hearing for the NYS
7 Route 33/Kensington Expressway Project.

8 My name is Jill Sawyer and I am serving as
9 the moderator for this Public Hearing.

10 A stenographer will record the proceedings
11 of this meeting verbatim and a written transcript
12 will be prepared.

13 I'm going to read an opening statement,
14 which will be followed by a brief pre-recorded
15 presentation and an explanation of the property
16 acquisition process. Upon completion of these, I
17 will begin the moderated oral comment session.

18 The New York State Department of
19 Transportation or NYSDOT, in cooperation with the
20 Federal Highway Administration or FHWA, published a
21 Draft Design Report/Environmental Assessment or
22 DOR/EA, for the NYS Route 33/Kensington Expressway
23 Project on September 12, 2023.

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1 The Project has been advanced in accordance
2 with the requirements of the National Environmental
3 Policy Act or NEPA, codified as 40 CFR Parts 1500
4 through 1508, the FHWA Environmental Impact and
5 Related Procedures; Final Rule at 23 CFR Part 771,
6 and the NYSDOT Procedures for Implementation of the
7 State Environmental Quality Review Act at 17 New
8 York Codes, Rules, and Regulations Part 15 and in
9 accordance with the provision of Article 2 of the
10 New York State Eminent Domain Procedure Law (EDPL).

11 The publication of the DDR/EA began the
12 public comment period on the document, which will
13 extend through October 27, 2023.

14 This Public Hearing is being conducted to
15 obtain comments on the project's DDR/EA and the
16 right-of-way acquisition process. The DDR/EA is
17 available for review at this hearing, on the
18 project's website, kensingtonexpressway.dot.ny.gov,
19 and at Buffalo City Hall, the Buffalo Central
20 Library, the Frank E. Merriweather Jr. Library, the
21 NYSDOT Region 5 Office, and the Kensington
22 Expressway Project Public Outreach Office.

23

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1 The DDR/EA describes the Project; the
2 consideration of social, economic, and
3 environmental effects that would result from
4 implementation of the Project; and mitigation
5 measures.

6 This Hearing provides the public an
7 opportunity to make formal-statements of positions
8 before any project decisions are made. The
9 agencies will review and consider public comments
10 submitted during the established 45-day public
11 comment period. Responses to substantive comments
12 will be included in the Project's Final Design
13 Report/Environmental Assessment, or FDR/EA.

14 If you wish to make an oral statement, you
15 must fill out one of the speaker cards at the
16 registration desk or Welcome table if you have not
17 already done so. Persons may make oral comments in
18 one of two ways:

19 If you want to make a comment in front of all
20 attendees, I will call your name and I will ask you
21 to come up to the microphone at the appropriate
22 time to give your comments.

23

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1 If you prefer, you may make your comment in
2 private at any time today to a stenographer,
3 located in the Cummings Room, just outside this
4 auditorium.

5 In addition to comments at this hearing,
6 comments will be accepted in the following ways:
7 Written comments sent via U.S. Mail to Sanjyot
8 Vaidya, Project Manager, New York State Department
9 of Transportation, Region 5, 100 Seneca Street,
10 Buffalo, NY, 14203, or Matthew Seymour, Senior Area
11 Engineer, Federal Highway Administration, Leo W.
12 O'Brien Federal Building, 11A Clinton Avenue, Suite
13 719, Albany, NY 12207.

14 You may also submit an electronic comment
15 form via the project website at
16 kensingtonexpressway.dot.ny.gov or E-mail at
17 kensingtonexpressway@dot.ny.gov.

18 Information on how to submit written
19 comments is also given on the Project website. You
20 can elect to submit comments both orally and in
21 writing. Written statements will be given the same
22 weight and consideration as oral statements made at
23 this meeting. Again, public comments will be

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1 accepted through October 27, 2023.

2 We will now play the pre-recorded
3 presentation.

4 PRE-RECORDED PRESENTATION: Welcome to the
5 public hearing for the New York State Route 33
6 Kensington Expressway project.

7 The public hearing is an opportunity for the
8 public to provide comments on the draft design
9 report and environmental assessment, or otherwise
10 referred to as the EA for the project.

11 The EA was prepared pursuant to the National
12 Environmental Policy Act and the State
13 Environmental Quality Review Act. This public
14 hearing will satisfy New York's eminent domain
15 procedure law or EDPL public hearing requirements.

16 The project is located in the city of
17 Buffalo, about two miles northeast of downtown.
18 The transportation corridor that is the focus of
19 study for the project includes New York State Route
20 33 between Best Street and Sidney Street. The
21 proposed tunnel would extend from Dodge Street to
22 Sidney Street.

23 Including local street improvements, the

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1 project limits of work are between Fillmore Avenue
2 to the East, Wohlers Avenue to the west, Northland
3 Avenue to the north and High Street to the south.

4 The EA documents the evaluation of the
5 project's alternatives and the social, economic and
6 environmental effects that would result from
7 implementation of the alternatives.

8 Two alternatives were studied in the EA.
9 The No Build Alternative and the Build Alternative.
10 The No Build Alternative assumes no changes and is
11 used as a baseline to which the potential effects
12 of the Build Alternative can be compared.

13 The Build Alternative would cover the below
14 grade section of the Kensington Expressway and
15 reconstruct the highway in a 4,150 foot long tunnel
16 between Dodge Street and Sidney Street. The
17 proposed tunnel would consist of independent two
18 tubes, one for each direction. Both tubes would
19 have three travel lanes.

20 On top of the tunnel, a 90-foot wide
21 tree-lined median would be provided between the
22 reconstructed Humboldt Parkway northbound and
23 southbound. In total, approximately 11 acres of

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1 new publicly accessible green space would be
2 created.

3 The Expressway ramps between Northampton
4 Street and East Utica Street would be eliminated.
5 The Best Street bridge would be replaced and
6 widened.

7 At Best Street, the existing signalized
8 intersections with the Kensington Expressway ramps
9 would be replaced by a single oblong roundabout. A
10 second adjacent roundabout would replace the
11 signalized intersections with Herman Street, West
12 Parade Street, and the entrance to Martin Luther
13 King, Jr. Park.

14 The Best Street interchange ramps would be
15 modified. A 10-foot wide multiuse path would be
16 provided across the Best Street bridge and around
17 the roundabouts to accommodate pedestrians and
18 bicyclists.

19 As part of the Best Street changes, the
20 connection between Linden Park and Best Street
21 would be closed. Linden Park would be accessed via
22 Dodge Street.

23 A new two-direction local roadway would be

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1 constructed between Dodge Street and Northhampton
2 Street near the Buffalo Museum of Science. The new
3 Humboldt Parkway tree-lined median, would start
4 north of Northhampton Streets.

5 The Build Alternative would reconnect Riley
6 Street, which currently does not have a crossing
7 over the Expressway.

8 The existing crossings over the Expressway
9 at East Utica Street and East Ferry Street would be
10 retained. New crossings would be created at
11 Winslow Avenue and between Sidney Street and Butler
12 Avenue.

13 Humboldt Parkway would be reconfigured to be
14 approximately 16 feet farther away from homes. The
15 majority of Humboldt Parkway would continue to have
16 on-street parking, except on Humboldt Parkway
17 southbound, between Hamlin Road and Butler Avenue.
18 The Humboldt Parkway bicycle lane would be
19 reconstructed.

20 The northern end of the tunnel would be
21 located near Sidney Street. Tree planting and
22 streetscape improvements on Humboldt Parkway would
23 extend past Sidney Street to near the existing

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1 pedestrian bridge.

2 A minimum of three feet of soil depth would
3 be provided on the tunnel deck and this would
4 accommodate medium-sized trees that could reach up
5 to 50 feet in height at maturity.

6 The proposed landscaping plan involves rows
7 of four trees at a diagonal in the Humboldt Parkway
8 median, a layout similar to the planting approach
9 used for the historical Olmstead-designed Humboldt
10 Parkway.

11 Tree plantings would also be provided along
12 the outside of Humboldt Parkway between the parking
13 lane and the sidewalk.

14 Pedestrian accommodations are an important
15 part of the design for the Build Alternative.
16 Five-foot-wide sidewalks, accessible curb ramps,
17 crosswalks, crossing signals, and curb bump-outs
18 for traffic calming, would be provided on Humboldt
19 Parkway and the reconstructed portion of cross
20 streets.

21 The majority of Humboldt Parkway would
22 continue to have a five-foot-wide bicycle lane
23 separated from on-street parking by a two-foot-wide

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1 buffer.

2 The Build Alternative also includes a local
3 street rehabilitation program for local streets
4 affected by construction-related traffic and wear
5 and tear.

6 During the reconstruction of Humboldt
7 Parkway, traffic using the parkway, as well as
8 pedestrians, would at times be detoured to utilize
9 adjacent local streets.

10 Additionally, these streets would also be
11 used for construction truck deliveries.

12 The scope of this program includes
13 resurfacing the pavement, replacement of sidewalks,
14 curb ramps, driveway aprons, and lighting as
15 needed. Tree planting would also be provided where
16 street trees are lacking.

17 The local street rehabilitation program
18 includes the streets shown in yellow on this map
19 between Fillmore Avenue to the east, Wohlers
20 Avenue to the west, Northland Avenue, to the north,
21 and High Street to the south.

22 The social, environmental, and economic
23 effects of the Build Alternative were assessed as

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1 part of the EA. The topics that were assessed
2 include community cohesion, visual resources, parks
3 and recreation areas, traffic noise, economic
4 effects, cultural resources, energy and climate
5 change, soil water management, environmental
6 justice, indirect effects, and cumulative effects,
7 among others.

8 Overall, the project is anticipated to have
9 primarily beneficial long-term events and no
10 long-term adverse effects are anticipated.

11 An air quality analysis was conducted for
12 the project as part of the EA. The analysis was
13 conducted based on federal guidance and using US
14 EPA models. The modelling revealed that the Build
15 Alternative would result in slight decreases in
16 concentrations of particulate matter along the
17 tunnel cap area and slight increases in
18 concentrations near the tunnel portals.

19 Even the highest concentrations near the
20 portals are well below the national health-based
21 standards.

22 Measures to minimize air quality effects,
23 include interior tunnel washing to control dust;

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1 planting trees and vegetative buffers; use of the
2 longitudinal ventilation system to dilute and
3 disperse pollutants; air diversion slots in the
4 tunnel ceiling near portals; and wall treatments.

5 Aboveground ventilation structures, stacks
6 or air treatment are not needed.

7 Minor areas would be acquired for the
8 construction of roadway features, such as the
9 roundabouts, tunnel walls, roadway widening,
10 sidewalks, curb ramps, water services, and traffic
11 signal infrastructure.

12 No residential or business relocations would
13 be needed for the Build Alternative. Should any
14 relocations become necessary, the department will
15 provide relocation services in accordance with
16 Title I -- I of the Uniform Relocation Assistance
17 and Real Property Acquisition Policies Act of 1970
18 as amended. Commonly referred to as the Uniform
19 Act.

20 New York State DOT's Office of Right of Way,
21 would acquire real estate needed for the project in
22 accordance with the Eminent Domain Procedure Law.
23 The acquisition process will follow five steps,

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1 which include:

2 One, contacting the property owner to
3 schedule a property inspection at the owner's
4 convenience. During the property inspection, the
5 department will provide the owner with a copy of
6 the acquisition map, informational packets and
7 encourage owner involvement.

8 Two: Appraising the property to determine
9 just compensation due to the property owner.

10 Three: Making an offer of compensation of
11 the fully approved value, either in person or by
12 certified mail.

13 Four: Legally acquiring the property, which
14 occurs once the acquisition map is filed with the
15 county clerk's office, and.

16 Five: Paying the property owner.

17 The temporary construction effects on
18 transportation, noise, vibration, and air quality
19 were also assessed.

20 During construction, New York State DOT
21 would ensure that several key commitments are met
22 related to traffic and environmental effects. At
23 least two lanes traffic would be maintained on the

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1 Kensington Expressway in each direction during peak
2 hours.

3 At least one lane of traffic in each
4 direction would be maintained on the Humboldt
5 Parkway. Best Street bridge would remain open
6 through staged construction. Crossings for drivers
7 and non-motorized users would be maintained at
8 Northampton Street and East Ferry Street, with the
9 use of temporary bridges.

10 Additional temporary bridges would be
11 installed for pedestrians and bicyclists to provide
12 crossings at least every 1300 feet.

13 Draft work zone and traffic control and
14 safety plans have been developed as part of the EA
15 and would continue to be refined during final
16 design.

17 Key construction commitments with respect to
18 environmental effects include a construction air
19 quality monitoring program, a dust control plan, a
20 construction noise monitoring and mitigation plan,
21 and a construction vibration monitoring and
22 mitigation plan.

23 The vibration mitigation plan would include

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1 pre and post construction building condition
2 surveys.

3 The next step for this project is to
4 consider the public comments that are received at
5 this public and otherwise submitted during the 45
6 day public comment period. Responses to
7 substantive comments and necessary revisions would
8 be included in the final design report, slash
9 environmental assessment, which will be prepared
10 this fall.

11 Design approval and the environmental
12 determination are anticipated in early 2024. The
13 design build procurement and right-of-way processes
14 are anticipated to conclude in 2024. Construction
15 is anticipated to begin in late 2024 and conclude
16 by the end of 2028.

17 The public comment period began on September
18 12th, 2023 with the release of the EA. The comment
19 period will be open for 45 days and ends on October
20 27th, 2023.

21 Comments will be accepted and made part off
22 the record through the following methods:

23 Orally, during the public testimony period

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1 of this hearing or privately with the stenographer
2 during the open house portion of this hearing.

3 Electronically, via the project website,
4 kensingtonexpressway.dot.ny.gov;

5 Via e-mail at
6 kensingtonexpressway@dot.ny.gov;

7 The written comment form provided today and
8 at other community outreach events;

9 Or by mail at the address provided.

10 Please note that all comments received
11 whether orally or in writing, electronically or in
12 person, will be given an equal level of
13 consideration.

14 Thank you for watching this presentation,
15 and please continue to participate in the New York
16 State Route 33 Kensington Expressway project.

17 JILL SAWYER: I will now introduce
18 representatives of NYSDOT and FHWA who are in
19 attendance for today's hearing:

20 Richard Marquis, division administrator,
21 FHWA. Nick Choubah, Chief Engineer, NYDOT.

22 My role as Hearing Moderator is to provide
23 members of the public an opportunity to provide

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1 comments in an organized, fair, professional, and
2 orderly manner.

3 The testimony is being recorded by a
4 stenographer, so please state, and spell your name
5 and identify any organization you represent.

6 To ensure all are heard, comments will be
7 limited to three minutes, after introduction.
8 There will be a warning provided when 30 seconds
9 remain. Each speaker will be limited to one verbal
10 comment across both sessions.

11 Agency representatives will not be answering
12 questions or responding to comments during the
13 testimony portion of this Hearing. Responses to
14 substantive comments will be included in the
15 FDR/EA.

16 A reminder, if you wish to make an oral
17 statement, you must fill out one of the speaker
18 cards at the registration desk or welcome table.

19 Before we begin the comment period I'd like
20 to recognize elected officials or their
21 representatives in attendance.

22 Legislator Howard Johnson. And Zeneta
23 Everhart representing Tim Kennedy's office.

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1 At this time, we will hear from those who
2 wish to make oral statements. In accordance with
3 agency policy, elected and appointed officials will
4 be given the first opportunity to speak.

5 The public will be called to make their
6 statements in the order they registered.

7 I will now call upon Legislator Johnson to
8 make comments.

9 AUDIENCE: He left.

10 JILL SAWYER: Zeneta Everhart on behalf of
11 Tim Kennedy's office?

12 AUDIENCE: They both left.

13 JILL SAWYER: Thank you. At this time, we
14 will hear from those who wish to make statements.
15 We now will call to make their statements in the
16 order that they registered.

17 I will call two names at a time. So please
18 line up at one of the microphones and be prepared
19 when it is your turn.

20 I apologize in advance if I mispronounce
21 anyone's name. We do ask that you use the center
22 aisle to come down to make your statement.

23 With that, we will start with Jackie

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1 Johnson, followed by W. Munson.

2 W. Munson?

3 Denise Wilson, followed by Jim Gordon.

4 Please state your name, spell your name and
5 affiliation.

6 DENISE WILSON: Hi. I'm Denise B. Wilson,
7 D-E-N-I-S-E, middle initial B, last name
8 W-I-L-S-O-N. My affiliation is a homeowner on
9 Humboldt -- along Humboldt Parkway.

10 I have three questions. Can I just pose
11 them so that they are on the record? Okay.

12 First question, in listening to the thing, I
13 didn't hear anything about a contingency plan for
14 those homeowners and/or tenants along the affected
15 areas along Humboldt Parkway that would like to be
16 moved during the time of the construction.

17 We're asking this based on a lot of the
18 elderly, handicapped and disabled. In past
19 practice, when the city of Buffalo allowed for that
20 movie and we couldn't access our front doors to
21 bring in our groceries, it slowed down emergency
22 response times.

23 And when you're dealing with someone who

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1 already has a handicap or disability, and they
2 most -- I don't know how many of the houses along
3 the affected area have driveways, they park on the
4 street.

5 So in the movie, it said something about
6 traffic would be at least one lane in each
7 direction. You wouldn't be able to reach your
8 house, you know, like that.

9 Is there a contingency plan for those who
10 would like to be moved during that time that their
11 house and their area would be affected?

12 My second question is on the changing of the
13 street patterns where they are going to cross over
14 Humboldt Parkway on Winslow Avenue, they realized
15 by doing so on the Jefferson side of Winslow,
16 there's an elementary school at the base of the
17 street.

18 And right now from September to June, the
19 school with 4- or 500 young people, they enter the
20 school from the buses. And right now, it is one
21 lane when the buses are there for loading and
22 unloading.

23 So with the additional traffic being brought

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1 on Winslow Avenue, to the foot of Winslow, because
2 of the crossover, that's just going to make a
3 traffic nightmare. The street's not wide enough.
4 So I was wondering if anybody thought about.

5 The third question, are you guys working
6 with The Northland Workforce, because this is being
7 done predominantly in the Masten District area and
8 it's a high minority area.

9 How many minorities will be employed in this
10 two-year initiative? It would be nice to come
11 outside and see this thing that's going on in our
12 neighborhood, that we didn't ask for, but it's
13 being done, to see people who look like us be
14 included in the process in this one billion dollar
15 initiative.

16 So, okay. With my 30 seconds left, I want
17 to ask are there any actually affected homeowners
18 from Humboldt Parkway sitting on the panel?

19 Did you guys ask if we wanted to have a seat
20 at the table? I know I personally asked as a
21 representative from my block club.

22 I've asked since 2007. I've been to every
23 meeting, attended every meeting. There's no one

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1 block club that's representing us, and we feel as
2 if we're being just run over and unheard, and
3 that's
4 not fair.

5 JILL SAWYER: Jim Gordon, followed by Alok
6 Pinto. Please state your name, spell your name,
7 and any affiliations.

8 JIM GORDON: My name is Jim Gordon. J-I-M,
9 G-O-R-D-O-N.

10 I'm here -- I'm a member of a lot of
11 organizations, but I'm just here representing
12 myself as a resident of Buffalo. I've owned my
13 house for 44 years in the city. I live in an area
14 called the Edge Park Estates, at least that's what
15 it says on my deed, 'cause I live kind close to
16 Humboldt Parkway.

17 This spring, I went to Seattle. I went to
18 Seattle because Seattle was the first city to build
19 a cap over an interstate highway. Theirs is in the
20 downtown area. It's not quite the same as this as
21 this is residential we're talking about.

22 And I got to experience a cap. It wasn't
23 what I was expecting. It was much louder than I

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1 expected. At the portals where the cars go in and
2 out it's very, very loud.

3 So I -- that was shocking to me. But
4 another thing that shocked me was they have big
5 full-sized trees. Their planters are 14 feet deep.
6 They're
7 huge and that surprised me. I was surprised at the
8 full trees.

9 People in Seattle like the cap. There's
10 even a citizens group that's pushing to have the
11 cap expanded. I wasn't so thrilled with the cap.

12 There are parts of the cap that are nice,
13 they have about nine (inaudible). Some of it is
14 really awful.

15 The biggest problem is when they built the
16 cap, there was never an organization charged with
17 maintaining the cap. I think that's the biggest
18 lesson that we can take from Seattle, is to make
19 sure we know who's going to maintain the cap.

20 They have drainage issues. There's puddles
21 all over the place. They had -- when they built
22 it, they built it with a bathroom. They keep --
23 people use it as an outdoor latrine.

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1 There's some really awful parts of it and
2 yet there are some citizens group that have taken
3 over little parts of the park that are absolutely
4 beautiful.

5 So that's a real important lesson to learn.
6 Seattle also tore down an expressway. It's called
7 the Alaskan Way. They're in the process of
8 rebuilding that quarter with surface level streets.
9 That hasn't been completed yet.

10 And and I know that it's not terribly
11 related to this, but it gives you an idea if you
12 closed an expressway, what would happen.

13 There was no massive outflow of cars to the
14 local streets. It seemed -- I go to Seattle every
15 year, and it seemed like it didn't make much
16 difference when they took the expressway out, which
17 was really surprising as well.

18 So be careful what you ask for. If you ask
19 for a cap and you get it, make sure you take care
20 of it.

21 And the history of the current Kensington
22 Expressway, it was sold as a parklike setting. So
23 when I hear DOT talking parklike setting today, I

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1 just go, like, that's what you said when it was
2 built. Thank you.

3 JILL SAWYER: Now we'll hear from Alok
4 Pinto.

5 Just a reminder, there are cards available
6 at the welcome table if anybody wants to -- and
7 actually, put your hand up and somebody in the --
8 in the perimeter will give one to you.

9 Sorry, Steve. Alok, you'll be followed by
10 Mark Kubiniec and please state your name, spell
11 your name and state any affiliations.

12 ALOK PINTO: Hi. My name is Alok Pinto,
13 A-L-O-K, last name P-I-N-T-O. I'm a homeowner here
14 in Buffalo. My family has moved here like about 40
15 years ago. Hold on.

16 I -- I wrote down what I wanted to say. I'm
17 going to have to cut it a lot shorter, but when I
18 look at a -- when I look at a project like this, I
19 have to ask what the goal of the project is.

20 And you very clearly stated what those goals
21 are on the slides outside. And I want to focus on
22 the first two objectives.

23 You've said, you want to, quote, reconnect

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1 the surrounding community by creating continuous
2 green space to enhance the visual and aesthetic
3 environment of the transportation corridor.

4 And then the second one, to maintain the
5 vehicular capacity of the existing transportation
6 corridor.

7 These are not two objectives in line with
8 each other. In fact, the second goal to
9 maintain -- maintain vehicular capacity is a direct
10 limit on the first one.

11 I say the removal of the 33 should be the
12 primary goal. If the main goal was to -- if the
13 main goal was to maintain vehicular traffic, you
14 wouldn't remove the 33. You would just keep it as
15 it is.

16 When this process opened like a year ago, a
17 lot of comments that called for the full removal of
18 the 33 were dismissed in a report, basically
19 because of this second objective.

20 And it feels like the second objective
21 exists only to limit the primary objective, which
22 is that restorative justice of reuniting the East
23 Side, fixing the environmental health problems,

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1 fixing the socioeconomic health problems.

2 And I have to ask: Who does it serve?

3 The 33 serves the needs of suburbanites and
4 their traffic concerns. Why should the East
5 Side -- I -- I don't want to sound callous, but why
6 should the East Side care about the commute of
7 suburbanites?

8 Buffalo already has minimal traffic concerns
9 as it is. I've lived in New York, I've lived in
10 Baltimore, I've lived in Boston, cities with real
11 traffic issues.

12 Buffalo from the Northtowns, you can get
13 here for 20 minutes. What's another 10, 15
14 minutes?

15 I cannot believe that the concerns of
16 traffic commutes would be balanced with the
17 concerns of the East Side repairing and fixing
18 their community.

19 I grew up in the Northtowns, and the 33
20 served its purpose when I went to high school at
21 Canisius. I came down the 33 every day on my
22 school bus and drove right past the East Side, got
23 off on Humboldt Parkway, and ignored the East Side.

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1 That's what the 33 does. It lets Northtown
2 suburbanites ignore the East Side and not think
3 about it. Which the city has done for decades.

4 So I think if the 33 -- if East Side
5 residents want the 33 removed, it should be
6 removed.

7 And I know it's a little late in the
8 process.

9 JILL SAWYER: Thank you.

10 ALOK PINTO: Okay.

11 JILL SAWYER: Mark Kubiniec, followed by
12 John Cromwell. Please state your name, spell it,
13 and any affiliations.

14 MARK KUBINIEC: Mark Kubiniec, M-A-R-K,
15 K-U-B-I-N-I-E-C. I'm a member of quite a few
16 groups. One that's recently emerged called East
17 Side Parkways Coalition, which has been meeting to
18 learn about this project and to look at the ways
19 that it's -- that it's good and -- and that it can
20 be even better.

21 There's been a lot of progress made to get
22 this project to this point where there's \$1.2
23 billion. I'd like to congratulate the Historic

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1 Community Coalition for being at the forefront of
2 this for many, many, many years.

3 I'm working with the Scajaquada Corridor
4 Coalition also, and we see that there's a
5 difference in the treatment of the -- the -- the --
6 the space between Sidney Street and the east end of
7 the Scajaquada.

8 We've been working to get the Scajaquada
9 downgraded into a neighborhood street, and we've
10 been successful.

11 At this point, it is not yet funded to the
12 point of \$1.2 billion, but we are hopeful that it
13 can be a connecting and -- and curing the health
14 issues that we've been having around where the
15 highway is in the middle part of the city between
16 Humboldt and Niagara Street.

17 So at this -- at this juncture, I do see
18 that this project is prioritizing vehicular
19 capacity, traffic volume over the human health
20 issues that have been affecting the community and
21 have led to lots of decline in the areas right
22 around the Kensington.

23 And this goes back 60 years, almost 70

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1 years, really, since the highwayization of Buffalo
2 has taken over the pureness that we've had, the
3 quality that our city was founded upon, where we
4 had parks and parkways that connected the whole
5 city.

6 This project as it is proposed for the 12
7 blocks, if there's going to be a tunnel with a
8 fake parkway on top of it, it's not going to ever
9 allow the reconnection of our Olmstead system
10 between Martin Luther King Park and Delaware Park.
11 It will never happen.

12 \$1.2 billion tunnel, which, yes, for the 12
13 blocks, it's going to have some good quality on
14 both sides. And as we've shown, from Fillmore to
15 Wohlers, there's going to be all streets done and
16 lots of work is going to be happening, and it'll be
17 good for that area.

18 But why don't we rather look at doing the
19 radial streets into the city and restore the
20 radials? Genesee, Sycamore, Walden, Broadway,
21 William, and Clinton and put light rail rapid
22 transit from downtown to the airport and restore
23 and fill in the parkway from Martin Luther King

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1 Park to Delaware Park. Fill it in, then we'll have
2 a real parkway.

3 JILL SAWYER: We'll now hear from John
4 Cromwell, who will be followed by India Walton.

5 Please state your name, spell your name, and
6 any affiliations.

7 JOHN CROMWELL: John Cromwell,
8 C-R-O-M-W-E-L-L, and the organization is also the
9 East Side Parkways Coalition.

10 First-time speaker, longtime resident. I
11 have
12 a lot to squeeze in here, so I'm going to just read
13 everything, so.

14 So I'm responding firstly to an editorial in
15 the Buffalo News that appeared Monday, linking an
16 announced \$13 million federal grant to Erie County
17 for planting trees, \$8 million of which is going to
18 Buffalo to the \$1 billion New York State Department
19 of Transportation's Kensington Expressway project.

20 The tree planting dollars are from an oddly
21 named Inflation Reduction Act. And I guess it's
22 true that trees won't cause inflation, but it is
23 also true that this DOT plan, which also includes

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1 tree planting, will lock in for the lifespan of
2 those trees, the great blight of the Kensington
3 Expressway.

4 The DOT could save some of the billion
5 dollars spent creating a fake Humboldt Park over
6 the Expressway trench that will be preserved for
7 decades and just erect a large billboard showing
8 what Humboldt Parkway once looked like before the
9 Expressway came through.

10 Nothing will exist for all the neighborhoods
11 wiped out between the Science Museum and St. John's
12 Baptist Church on Michigan and Goodell. It's the
13 view that we're looking at right here on the
14 screen.

15 Nothing for the family of Kat Massey who
16 will still have the Expressway wall that she worked
17 so hard to beautify down by Cherry Street.

18 In spite of the claims from DOT, no
19 neighborhoods will be reconnected. A person who
20 has studied the history of the neighborhoods
21 disrupted by the Expressway told me yesterday that
22 the Humboldt Parkway actually will use the -- or
23 actually was the border between the neighborhoods

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1 oriented towards commercial districts on Jefferson
2 and Fillmore Avenue, much as Richmond Avenue today
3 is still a boundary between the West Side and
4 Delaware Avenue.

5 The editorial cites as positive the DOT's
6 assurance that no residences, businesses or
7 community facilities will be displaced during
8 construction.

9 Even if true, it comes 60 years too late.
10 In conclusion, this is a traffic project conducted
11 for the benefit of moving traffic from point A to
12 point B.

13 It cynically exploits the horror of the May
14 14th murders to pull a bait and switch upon the
15 thousands of people who have been negatively
16 impacted by this highway for 60 years but pretends
17 that at this time really, really, really it will be
18 different.

19 We must have a real study process done by
20 truly neutral parties supported by the affected
21 community that is a transparent and successfully --
22 is -- is transparent and successfully accedes to
23 the community's true wishes.

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1 May the best plans win.

2 JILL SAWYER: Thank you. Next we have India
3 Walton, followed by Richard Cummings.

4 INDIA WALTON: Thank you.

5 JILL SAWYER: Please state your name, spell
6 it, and any affiliations.

7 INDIA WALTON: Sure. My name's India
8 W-A-L-T-O-N. I am a homeowner on Eastwood Place.
9 So I don't have a dog in this fight, necessarily,
10 but as a life-long Buffalonian and East Side
11 resident, I do have quite a bit of skin in the
12 game.

13 I would be remiss if I didn't give many
14 thanks to the folks at Restore Our Community
15 Coalition who worked so hard to see this project to
16 this point.

17 However, I feel like I need to state on the
18 record that this is a false solution. I think that
19 so many people -- even the folks at ROCC had called
20 for a full restoration of Humboldt Parkway for so
21 many years and what we are being given right now is
22 not what we actually asked for.

23 And since I am in the -- since I've been

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1 captured in the Scajaquada Area Project, and I see
2 --
3 I seen that process play out and how beautiful it
4 is and how wonderful it is, and when I compare that
5 to what other folks further down Humboldt are
6 getting, I'm getting to the point -- and I always
7 feel like somehow black people are expected to
8 settle for whatever we've been offered, instead of
9 demanding what we actually deserve.

10 This is a once in a lifetime opportunity to
11 repair the harms of the past. So let's not put a
12 Band-Aid over a gushing wound, let's do it the
13 right way.

14 Let's use this opportunity. Let's use this
15 \$1.2 billion to really restore our community to its
16 original glory to use it as an economic driver, to
17 lift people out of poverty.

18 Like, you know, we have been having
19 conversations about the East Side and racial
20 justice and food deserts and health inequities, and
21 this cap does not help to solve any of those
22 issues.

23 And we can use this as an opportunity to

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1 really correct the past and the harms. Find the
2 people you displaced in the first place with the
3 creation of the original Kensington, make those
4 families whole, make sure that you're taking care
5 of existing legacy homeowners who have weathered
6 the storm of concentrated poverty of disadvantaged
7 disinvestment in this community and not prioritize
8 cars.

9 I mean, one of the most simple things that
10 you can do is create a protected bike lane so
11 people can traverse the area safely. I live on
12 Eastwood and I can either ride my bike on Main
13 Street and die or I can ride my bike on Humboldt
14 and die.

15 I got like two feet of space in between the
16 parking lane and the traffic lane is not a thing.
17 Like, give us what you give to other communities
18 who you feel like are worthy.

19 Right? Like, we find ourselves in a
20 position of constantly begging for what is the
21 standard for other communities. We don't care that
22 you're going to repave our streets. You should be
23 doing it anyway. That's what our taxpayer

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1 dollars go for. This is not something you're doing
2 special, it's something we should get anyways.

3 So, again, I just want to put it on the
4 record that we don't really want a cap, we want a
5 full restoration.

6 JILL SAWYER: We're going to hear from
7 Richard Cummings, followed by Monica Colston.
8 Please state your name, spell your name, and any
9 affiliations.

10 RICHARD CUMMINGS: Richard Cummings,
11 C-U-M-M-I-N-G-S. Richard, R-I-C-H-A-R-D.

12 I've been involved with covering the parkway
13 for probably about 16, 17 years. ROCC has been in
14 operation for, I think, somewhere around a little
15 over 15 years.

16 I know for sure that many people were
17 invited to come out and ask questions about what we
18 were doing or have input in terms of ideas of how
19 this brutal project that took away our parkway
20 could be resolved.

21 The most important thing that we had in our
22 mind is that the parkway disappear overnight, a
23 thruway appeared the next morning, it seemed like

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1 almost, and the health condition diminished 100%.

2 People have respiratory diseases that never
3 Had problems breathing before. People died
4 from respiratory diseases. And I'm saying in the
5 past, this is still going on because that parkway
6 still goes through with thousands of cars daily
7 through this community, spewing out that form that
8 is causing the -- the bad air.

9 All of this was supposed to resolve that.
10 Now, there are a lot of choices to be made. Some
11 were very brilliant we thought, but maybe a little
12 bit too political to get done in our lifetime. And
13 some were just without a lot of thought.

14 For example, one was to fill it in and put a
15 boulevard up here. So instead of having cars drive
16 down eight feet or 10 feet below spewing out gas,
17 they drove right outside your door spewing out gas.
18 The same condition existed, except that the gas got
19 closer to the -- the breathing.

20 So how could we resolve that issue? We
21 could not restore the parkway that was destroyed.
22 It was destroyed. Destroyed. Destroyed. Gone
23 forever.

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1 How could we resolve that? Well, the first
2 step was to look at putting that cover over the
3 Expressway. And we looked at that and said, well,
4 if we put the cover over the Expressway, they're
5 going to have to dig down here and dig down here,
6 why not from Ferry to Best Street? It's already
7 done. That should be a simple process.

8 And we thought within a year or two, we'd
9 have this done, and then we can move on to the next
10 step and get out beyond Sidney and over to Delaware
11 Park, ultimately.

12 That's still within the scope of what the
13 ROCC organization is looking at. How do we
14 complete this process to where -- as a kid, I could
15 get my bicycle at Best Street and ride right
16 through all the way to Delaware Park.

17 JILL SAWYER: Thank you.

18 MR. CUMMINGS: And not only ride the
19 bicycle -- I guess I've been turned off.

20 JILL SAWYER: Now calling Monica Colston,
21 followed by Charles Colston, Jr. And please state
22 your name, spell your name and any affiliations.

23 MONICA COLSTON: Monica Colston.

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1 M-O-N-I-C-A, C-O-L-S-T-O-N. I just wanted to know
2 if there's a -- a list that will be made public of
3 the houses that will affected by right-of-way
4 easements, the temporary ones as well as the
5 permanent ones.

6 CHARLES COLSTON: All right. Charles
7 Colston, been a Humboldt Parkway resident for --
8 homeowner for the last 17 years. Grew up on
9 Brunswick.

10 And so I guess one -- a couple of questions
11 I have is especially being right there on Humboldt
12 and right in front of the Expressway there, is
13 what's going to be done -- and I know a lot been
14 talking about mitigation, but especially for those
15 homeowners that are in the blast zone there, in
16 terms of really making sure mitigating the dust and
17 debris and contamination from the -- the blasts.

18 What's going to be done in terms of power
19 washing, making sure that there was -- those homes
20 are clean. I think that's going to be key there
21 because, you know, right -- right in front of
22 the -- the blast zone.

23 And I think the other thing that's important

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1 is access to jobs for minorities. Especially right
2 now with this building out a project, there has to
3 be a lot more done in terms of outreach, in terms
4 of connection, to make sure that the people that
5 live in this community have access to some of those
6 jobs, because too many times, I drive by, there's
7 projects going on and you don't see anybody that
8 looks like you.

9 So I think that's so important for a project
10 like this, to make sure that it's re -- there is
11 some reflection of the community, that this work
12 being -- that this work is occurring at currently.

13 JILL SAWYER: I'll now call upon Julian
14 Snead followed by Seamus Gillian.

15 JULIAN SNEAD: Yes.

16 JILL SAWYER: State your name, spell it, and
17 state any affiliations.

18 JULIAN SNEAD: Julian Snead. J-U-L-I-A-N
19 S-N-E-A-D. Resident.

20 I'm concerned about the winter are you guys
21 working through winter or not? Because the traffic
22 on the side streets, so it goes one way and down
23 the other. There was a time when traffic went both

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1 ways on all the side streets. Until there was a
2 bank robbery in '78 that changed everything, but
3 never changed back.

4 So when winter comes, you can expect maybe,
5 between 12 to 14 feet of snow this year? So what
6 are we going to do when that gets here and you guys
7 are tearing up the road?

8 JILL SAWYER: Now I'll call upon Julian
9 Snead.

10 AUDIENCE: He just spoke.

11 JILL SAWYER: I'm sorry. Seamus Gallivan,
12 followed by Emir Nieves.

13 SEAMUS GALLIVAN: Thank you. My name's
14 Seamus Gallivan. I am co-founder of Slow Roll
15 Buffalo. I am part of Restore Our Community
16 Coalition. We were welcomed at the table for the
17 past seven years, and that extends to the
18 Scajaquada Corridor Coalition as well.

19 Thank you all for providing this
20 opportunity. We know you guys have made clear your
21 objective is maintaining the easy movement of motor
22 vehicles. We know that. We know that we deserve
23 better, but that's the framework that you're

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1 working with.

2 We could demand better, but we failed. This
3 billion dollar Band-Aid is what we are working with
4 now. Is what we're going to get because we failed.
5 I would love it if it would be different.

6 We have these two objectives, we have these
7 two Build and No Build Alternatives. There used to
8 be more, as Mr. Collins said. ROCC, I can speak
9 from experience, ROCC has brought the people to the
10 table to get involved.

11 We failed to organize. We failed to demand
12 better of our public officials. We failed to elect
13 different ones when they failed.

14 And this is what we have: A billion dollar
15 Band-Aid. It's going to happen. So the best we
16 can do right now is making the best for us that it
17 can be and demand that they continue to extend
18 these improvements throughout the neighborhoods.

19 So I have one humble request for them --

20 First all, before I get there, ROCC has been
21 advocating for this One Road philosophy. Maybe
22 some of you heard of it before, and that is an
23 understanding that it's all connected. We are all

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1 connected from downtown out. Kensington,
2 Scajaquada, is connected.

3 And that means that we have to treat this as
4 just Phase One. We have more projects on the
5 table. Region Central has done wonderful work, and
6 I'm so glad to see that -- the folks from GBNRTC in
7 the room because we were asking for that here four
8 years ago.

9 They've done great work, a data-driven
10 approach and that can be extended. That Region
11 Central goes down to Ferry. They should be at the
12 table throughout with you.

13 One Road philosophy means that this is just
14 Phase One. We have to get from Sidney to Delaware
15 Park to really reconnect the parkway, the parks.
16 We have to get that all the way to the river.

17 Focus on what we have now. This is a little
18 weird with you guys up here and you're not
19 really -- well, we can't really talk, but so you're
20 showing that you're at this meeting. Okay. But we
21 know that you guys are listening because we meet
22 with you guys often.

23 On Humboldt Parkway, the current design

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1 shows driving lane, bike lane, and parking. As a
2 co-founder of Slow Roll Buffalo, we have more than
3 100 volunteers. Folks are regularly getting hit by
4 drivers.

5 One of whom just -- was just hospitalized on
6 Niagara Street this month when a driver attempted
7 to park on Niagara Street crossing over the bike
8 lane.

9 A humble request would be to switch the bike
10 lane and the parking lane on Humboldt to turn the
11 parking lane into a protected lane.

12 Because we know the city, we cannot trust
13 the city to build and maintain protected piping,
14 structural --

15 JILL SAWYER: Thank you. Thank you. I call
16 upon Emere Nieves, followed by Joe Mascia.

17 Please state your name, spell your name and
18 affiliation.

19 EMERE NIEVES: Hi. My name is Emere Nieves,
20 E-M-E-R-E, N-I-E-V-E-S. I grew up on Humboldt
21 Parkway for about 24 years of my life before I
22 moved out of that neighborhood.

23 My parents and other family members still

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1 own houses in that neighborhood. And every day,
2 you know, every few days, my dad's washing off the
3 soot off of his porch.

4 My kids, they're too nervous to let them
5 play outside because the cars are still flying by
6 or they were -- my kids are hearing -- we can't
7 even sit on the porch and hear one another because
8 of the volume of the traffic that comes out of the
9 chasm, the -- the -- the bowl effect of the 33 is
10 so deafening to our -- our conversations.

11 So hearing the gentleman talk about the
12 sound pollution that still is emitted by a capped
13 highway in Seattle is very -- I was very remiss to
14 hear that.

15 I also want to speak to the community
16 violence that has been a side effect of this
17 division by the loss of the green space. And we
18 can't -- to make this community whole, I -- I know
19 some people have spoken to financial wholeness, but
20 it needs to be connected in a way that really
21 brings -- allows us to have green space and shared
22 access -- shared access to a clean environment.

23 And giving trees three feet of room to -- to

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1 root in is unacceptable. And these species needs
2 to be native so that they can live beyond my
3 lifetime and not die using engineered soil.

4 It is also a short-sighted design as well
5 with the gentleman I spoke to. But I truly believe
6 this highway needs to be filled in. Continuing
7 along the -- prioritizing the Expressway through
8 this black community to reach their suburbia is
9 continuing the legacy of the economic disparities
10 that have been the result of this highway.

11 To keep the flow of traffic quick and swift
12 and out of this neighborhood, to slow traffic down
13 to help them come up to the grade level and to
14 enter our community would have economic ripple
15 effects that would last a -- a century plus.

16 And we deserve this. We deserve to be made
17 whole. This is, I believe and I can't believe I've
18 seen this happen in my short lifetime, and I --
19 like the gentleman before me said, this needs to be
20 Phase One to restore this -- the legacy of Olmstead
21 to make this parkway truly the largest parkway of
22 his design.

23 JILL SAWYER: Call upon Joe Mascia, followed

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1 by Gregory Delaney.

2 Please state your name, spell your name, and
3 state any organizations.

4 JOE MASCIA: Yes, Joe Mascia. J-O-E,
5 M-A-S-C-I-A. I'm a member -- 60-year member Local
6 111 Cement Masons. You know, I look at this and
7 they say it's \$1.2 million billion -- 1.2 billion
8 --
9 billion.

10 You have a project in Orchard Park at 1.4
11 billion and already it's 300 million in the hole.
12 So don't expect this to be 1.2 billion.

13 Now, you can accomplish the same thing with
14 a series of pedestrian bridges instead of the
15 tunnel.

16 You can build a bridge, six of them, 20 feet, 30
17 feet, 40 feet wide, probably at a cost of maybe 5,
18 6,
19 \$10 million. Six bridges is 60 million. It's a
20 lot of money to play with. You can cover those
21 bridges and it can be used all year round.

22 So, you know, I look at this stuff and I say
23 to myself -- you know, I'm a construction guy. I

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1 love construction. I'm still doing it at 78 years
2 old.

3 So when you see -- when you see this stuff,
4 and it doesn't make sense to me when you got
5 bureaucrats sitting here who all take their orders
6 from Albany -- this thing is going to be done
7 whether we like it or not.

8 I agree about filling it in, great, great
9 option, but the options are gone. So what I'm
10 saying is that -- that money that you can save on
11 1.2 billion, like the gentleman before me said, why
12 don't you use part of that money to have a fund to
13 get minority contractors the option to have money
14 to bid on projects like this, to train people?

15 I had a little course that I did at McKinley
16 High School training -- to bring kids into the
17 construction industry. It's not happening.

18 That's what needs to happen, the contractors
19 that were supposed to bid on the -- the stadium?
20 Forget about it. They can't fund it. They can't
21 get bonding. They can't get a bond -- a bank to
22 fund them.

23 Let's get a fund for those guys, for me, to

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1 have jobs. Okay? There's -- there's -- our
2 industry -- why do you think I'm 78 and still
3 working? They can't get anybody. And I'm not the
4 oldest guy there. There's guys older than me. We
5 need people in the construction industry.

6 This is a perfect forum to get money to get
7 people trained to get into the construction
8 industry. I'm making \$61 an hour, pretty good.
9 Everybody here can do that.

10 So let's -- let's -- let's think about this
11 for a minute, a series of bridges covered. It can
12 be used all year round. We have a great
13 opportunity to do something like this.

14 But guess what, guys? Just like the
15 previous guy said, it's a done deal. They're not
16 going to fill it in, they're not going to build a
17 series of bridges.
18 They're going to build a tunnel and that's it. And
19 I can't wait to see it. I'll probably be working
20 on it, so. Thank you.

21 JILL SAWYER: Gregory Delaney, followed by
22 Thilean Irvin. State your name and spell your name
23 and any associations you represent.

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1 GREG DELANEY: Yes. My name is Greg
2 Delaney, G-R-E-G, D-E-L-A-N-E-Y. I live in the
3 city. I'm on the design committee for the
4 Scajaquada Corridor Coalition and I'm a part of the
5 East Side Parkways Coalition.

6 I came here today to speak out against this
7 project, the 33 tunnel. Let's be clear, this is
8 not a billion plus dollar investment in these
9 neighborhoods in these communities.

10 It is a once in a lifetime investment in
11 highway infrastructure. In short, the city of
12 Buffalo and the East Side deserve better.

13 What the -- what the East Side deserves is
14 to have back what was stolen from them in the first
15 place: their parkway, the Humboldt Parkway, the
16 most spectacular in the entire city and a
17 cultural landscape of world significance.

18 Further, the viability of the East Side's
19 commercial corridors, which were robbed of their
20 traffic, economy, and livelihood with the
21 construction and the remaining 33.

22 Removing the highway from downtown to the
23 198, at least, is the only fair and just solution

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1 for the neighborhoods of Trinidad, Hamlin Park,
2 Grider, Emerson, Johnson, MLK Park, Fruit Belt,
3 Miller Park, and even Broadway-Fillmore, to right
4 the historic and racist wrong that was and is the
5 33.

6 Instead, you're here today, the DOT and the
7 state, telling these communities they can never
8 have their parkway back. That it's this, a tunnel,
9 and strapping five long block park with inadequate
10 soil depth for proper tree planting that dead-ends
11 into the trench as we know it or nothing.

12 So here's my big question. Why does the
13 East Side of Buffalo deserve less than Syracuse,
14 Rochester, Niagara Falls, and the West Side of
15 Buffalo?

16 In all these places, New York State has, is
17 currently, or is in the planning process for
18 highway removal, including the 198, which is on
19 track to be replaced with a series of outbreaks and
20 trees.

21 Why is that not the conversation here?
22 Because what the state has decided with the 33 is
23 that minor convenience for white, middle and

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1 upper-class suburban residents still matter more
2 than the
3 health, welfare, economic value of Humboldt Park,
4 and the overall community of black and brown
5 Buffalo
6 and the entire East Side.

7 Further, that the racism at the hands of the
8 city and state and intentional continued lack of
9 proper investment in these communities.

10 Bottom line, do not present this as the only
11 option. It is not the only option for removal of
12 the 33 and the full restoration of the Humboldt
13 Parkway and the economic viability of its
14 commercial corridors must be on the table.

15 And guess what? It's not too late. We were
16 there with -- just like this with the DOT telling
17 us what we were going to get with the Scajaquada
18 back in 2016. And guess what? We stopped it.

19 And we are now closer than ever to seeing
20 the 198 removed for good, to right the wrong for
21 those communities.

22 Let's do that here for these.

23 Thank you.

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1 JILL SAWYER: I'll now call upon Liverna
2 Gidney, followed by Beth Elkins Wales.

3 Please state your name, spell your name and
4 any affiliations.

5 LIVERNA GIDNEY: Liverna G-I-D-N-E-Y,
6 Gidney. I'm a long term resident of Buffalo. I
7 grew up in this area. When they assaulted the East
8 Side with this idea of an Expressway that was going
9 on, not only in Buffalo, you can look at Chicago,
10 you can look at Detroit, you can look at Pittsburgh
11 and Cleveland.

12 This is a nat -- this was a national assault
13 on our neighborhoods. And like you stated, this is
14 the beginning of the process. As I look in this
15 room, as I have looked at many of these
16 discussions, I need to see more of my community
17 here with their own intelligence, making their
18 input because we're the ones that have suffered
19 this health condition and all of this. This is
20 going on and it can be changed.

21 But right now, I am going to work with those
22 people that are at the table to get them to see our
23 point of view, to have more of a community advisory

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1 council involved with this, not only with the
2 design and construction of it, but the -- the same
3 thing that goes on with the lack of contractors in
4 the city.

5 These -- all these conditions are the
6 element of Buffalo, New York. And I'm here to say
7 that those of you that are here that lived through
8 this -- not talk about it, but lived through it --
9 go tell your neighbors to get up from your --
10 your -- your computers and whatever else that
11 you're doing and come out and -- and back this
12 effort that we have in this community.

13 That's what I have to say here. Somebody
14 else (Inaudible).

15 JILL SAWYER: Thank you. Beth Elkins Wales,
16 followed by Valerie Wales. Please state your name,
17 spell your name and any organizations you
18 represent.

19 BETH ELKINS WALES: Sure. My name is Beth
20 Elkins Wales, B-E-T-H, E-L-K-I-N-S, Wales, like the
21 country, W-A-L-E-S. I'm an Allentown resident.
22 I'm here today with East Side Parkways Coalition.
23 We now have a website. We want to work with

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1 everybody. We meet everybody at the table.

2 I know that this has been going on for a
3 very long time, and I'd like to see it get right.
4 I'm -- I'm just going to rearrange a little bit of
5 what I've said because I heard a lot of the same
6 sentiment.

7 But I can start with this, I believe that the
8 DOT should not be overseeing this project. They
9 have a lot of parts of the 33 which are 20 years
10 past its expected lifespan, which is dangerous and
11 creates an emergency, kind of rushed timeframe for
12 us now.

13 Because the DOT only manages vehicular
14 transportation, their primary decisionmaking
15 criteria as inferred for selecting the tunnel
16 option was to maintain vehicular capacity of the
17 transportation corridor.

18 This goal is not good enough. It's not
19 forward thinking and it's not consistent with New
20 York's climate goals.

21 New York's climate laws (inaudible) to
22 prioritize alternatives that vehicle -- that reduce
23 vehicle miles travelled. So we maintain vehicular

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1 capacity should not be the goal, that there are
2 better alternatives that could better impact the
3 community adjacent to the highway.

4 And because the Scajaquada Creek passes
5 under the 33 just north of Sidney, this tunnel
6 cannot continue. This cannot be looked at as Phase
7 One. They cannot continue this. That's why
8 they're going down 25 feet. They're not -- they're
9 going to run into the creek.

10 So if you're believing that this is Phase
11 One, it's -- it's a lie. It doesn't work that way.

12 Additionally, DOT's chosen plan to tunnel 25 feet
13 below the current level of the 33 does not include
14 a filtration system because that would cost \$12
15 million a year to maintain.

16 So instead, they're going to blow
17 unfiltered exhaust plumes out of both portal ends
18 towards these schools: The Science Magnet School
19 at the Science Museum, East Community High, Early
20 Childhood, City Honors, ST, Lydia T. Wright, Hamlin
21 Park, Berger High, St. Mary's School for the Deaf,
22 Canisius University, plus the Boys and Girls Club
23 of Masten -- excuse me, the Buffalo at Masten Club

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1 Playhouse, Johnnie B. Wiley, Sisters Hospital, and
2 ECMC.

3 National Geographic recently listed Buffalo
4 as well-placed to accept an influx of client
5 migrants and quotes UB Professor of Architecture,
6 Nick Rajkovich, as saying, Thinking through ways of
7 reinvigorating the urban core is going to be
8 central to have a more climate resilient region.

9 The state is already funding rehabs of the
10 business districts on the nearby radials. Why not
11 direct traffic to those streets as the CLCPA
12 mandates?

13 You'd give an economy a chance to grow if
14 you develop and there's a great graphic on our
15 website, so they're calling for that as well.

16 It is time to create an equitable
17 people-centric plan. We have this one opportunity
18 to fully restore the parkway system.

19 We have an opportunity to build generational
20 wealth for the homeowners on Humboldt Parkway. We
21 have an opportunity to revitalize the East Side
22 business districts. We have an opportunity to
23 finally stop poisoning residents of the East Side.

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1 So I call on Governor Hochul to replace the
2 DOT with GBNRTC, so we can get this project right.

3 JILL SAWYER: Now we will have Valerie
4 followed by Brian van de Bogert.

5 Will you please state your name, spell
6 your name and any organizations.

7 VALERIE WALES: Yes. Hi, my name is Valerie
8 Wales, V-A-L-E-R-I-E, W-A-L-E-S. And I reside at
9 166 Allen Street in the city of Buffalo and I'm
10 just a student.

11 I'd like to start by saying that I -- I
12 fully support the initial goals of this project to
13 reconnect communities, address the racial and
14 socioeconomic segregation caused by the Expressway
15 and ameliorate the environmental concerns. And I
16 also want to give ROCC enormous credit for
17 obtaining this investment in the community.

18 However, this project in its current form
19 will not accomplish these goals. Delaware Park and
20 this median will not be connected and 11 acres of
21 green space is great, but fully restoring the
22 parkway would mean more acreage of green space and
23 would actually achieve restorative justice.

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1 Air quality would -- will not be made worse,
2 but it won't be improved since air in this tunnel
3 will not be filtered. And is that good enough when
4 asthma rates are in the 99 percentile in the
5 census tract around the Expressway?

6 Jets will push pollution into communities
7 that have already been subjected to years of
8 exhaust from this highway.

9 As a young college student who would really
10 like to move back to Buffalo, I want to see
11 forward-looking investment in the community which
12 prioritizes health and the environment.

13 If the DOT is primarily concerned with
14 maintaining vehicular capacity of this roadway,
15 it's not the right organization to be leading this
16 project.

17 In order to achieve the One Road idea that
18 was discussed earlier, maintaining vehicular
19 capacity will have to be abandoned at some point.

20 So why not now?

21 Turning over control to the Greater Buffalo
22 Niagara Regional Transportation Council will allow
23 for a more comprehensive and community-driven

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1 approach so that there can be environmentally
2 friendly transportation consideration that
3 incorporates public transit, sightline and
4 walkability.

5 Thank you.

6 JILL SAWYER: Brian van de Bogert and
7 followed
8 by Ronald Walker. Please state your name, spell
9 your name and any organizations.

10 BRIAN van de BOGERT: Thank you. My name
11 is Brian van de Bogert, B-R-I-A-N, V-A-N, D-E,
12 B-O-G-E-R-T.

13 I'm a member with Push Buffalo and I'm also
14 on
15 the infrastructure committee with the Buffalo
16 chapter of the Democratic Socialists of America.

17 In 2012, the Department of Transportation
18 did an earlier concept design study on Kensington
19 alternatives.

20 One of the alternatives studied at
21 that time was the replacement of the Expressway
22 with the multilane boulevard, the landscaped center
23 median and a one-way frontage road in either

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1 direction, which we've heard other speakers talking
2 about today.

3 That 2012 report included a detailed budget
4 for this scenario and that budget included the cost
5 of filling in what they were looking at as a .8
6 mile stretch of the sunken section of the
7 Expressway from East Ferry to Best Street.

8 I wanted to see how much it would cost to do
9 the fill-in option, you know, using that 2012
10 budget as a starting point and looking at filling
11 in the -- the whole sunken section, around 1.7
12 miles rather than the .8 miles that they looked at
13 and then adjusting for inflation for 2023.

14 Now, it's just a back of the envelope kind
15 of a thing, but using those estimates as my
16 starting point, I came to around a \$100 million for
17 that fill-in option with the center median with the
18 frontage road.

19 It was around 4 million for removing
20 bridges. It was around 40 million for improvements
21 to the frontage roads and the remainder for the --
22 the fill-in itself for 1.7 miles.

23 I wanted to do that because I wanted to make

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1 it, you know, really obvious that it's a much
2 cheaper alternative. And sure, because it's just
3 an estimate and -- and I was just kinda playing
4 around with it in Excel, you can give or take 10 or
5 even \$20 million, but obviously that's kind of a
6 drop in the bucket compared to what we're looking
7 at.

8 But we're really not just talking about the
9 cost, you know, for a 10th of the -- the cost to
10 the project that we're talking about here, you can
11 have a much better alternative, as a lot of people
12 have said tonight.

13 It's better for the communities that have
14 put up with this Expressway since the 1950s, better
15 for
16 their health and well-being.

17 It's just very clear that the -- the goal
18 of -- the objective of maintaining vehicular
19 traffic at its current levels is really not with
20 this community in mind.

21 As others have said, it's for people coming
22 in from the surrounding suburbs. So the objectives
23 were wrong from the beginning. And I just wanted

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1 to add that little bit of budget analysis to what
2 other people have said.

3 JILL SAWYER: Thank you.

4 BRIAN van de BOGERT: And it's not too late.

5 RONALD WALKER: Ronald Walker, R-O-N-A-L-D,
6 Walker, W-A-L-K-E-R. Since it's wireless, I'm
7 going
8 to walk over here like this.

9 I'm a property owner on East Ferry, landlord
10 now. I grew up on East Ferry from a tot to less
11 than a little under 70 years old.

12 So I was living on East Ferry listening to
13 dynamite blasts and piles being driven when the 33
14 was first implemented.

15 I lived that every day, it's not theoretical
16 for me. I used to sit at the dinner table and
17 watch fluid in my glass shake when they were
18 driving those piles.

19 This is not a solution. I agree with the
20 other speakers. This train has left the station.
21 You can fight as hard as you want and I will fight
22 with you; however, this is going to happen.

23 Who's going to benefit? Contractors. Just

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1 as he stated, if we want to get in on the deal, we
2 better have our kids, our nephews, our uncles,
3 whoever get a skill, get involved, and make money
4 because that's all we're going to see from this.

5 That is all. You can't reunite a community
6 that doesn't know it's divided. This generation
7 grew up with the 33 there. How can you put
8 something together that they didn't even know ever
9 existed together?

10 It's not going to happen. So my biggest
11 issue aside from all of that, and I've kind of
12 gotten over that, is bike lanes. The whole city is
13 being retrofitted with bike lanes. Somebody just
14 spoke about that, right, with people getting hit.

15 You can't just take a lane, paint some
16 stripes on it and say, now we're bike friendly,
17 right? That's not how it works.
18 You end up with hospitals full of people hit by
19 cars.

20 I drive down Humboldt every day to get to
21 property that I own on East Ferry. There is one
22 lane to go straight if you're coming on the
23 in-bound

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1 and you get off and you can sit there for hours
2 at -- trying to make a left onto East Ferry.

3 I can't imagine going all the way down to
4 Best and try and come back up on the other side if
5 I need to get to the property.

6 So if you're going to install bike lanes and
7 have them be effective, design for that. Don't
8 just say, oh, we'll put a bike lane right here and
9 think that's going to work. It will not.

10 Thank you. Somebody else can have my time.

11 JILL SAWYER: So now we'll hear from Matt
12 Dearing, followed by Yolanda Hill.

13 Please state your name, spell your name, and
14 any organizations you represent.

15 MATT DEARING: First name's Matt, M-A-T-T,
16 last name's Dearing, D-E-A-R-I-N-G.

17 The first thing I want to say is I don't
18 begrudge any of the DOT officials here. You know,
19 you're salesmen that were kind of sent out here to
20 sell a horrible product and you're just doing your
21 job.

22 But, you know, you can put lipstick on a
23 pig, but it's still a pig. And if you took the

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1 plan to the state fair last month, it would have
2 won best in show and I think everybody here knows
3 that.

4 There's another reason why nobody here is
5 allowed to answer questions, it's because they're
6 bureaucrats, not politicians, which means
7 they're not good liars.

8 Why do you think that presentation was
9 recorded? They're too honest, unfortunately, which
10 is why they don't really do a whole lot of talking.

11 Like I said, like everybody else has said,
12 you know, we're just further entrenching, you know,
13 probably the worst decision that's been made in the
14 history of the city. And I want to be clear, it's
15 not just about maintaining traffic flows, it's
16 about why we're maintaining traffic flow.

17 And we're maintaining it because the votes
18 of the residents of the suburbs matter to
19 statewide, state and local officials, particularly
20 here in this county.

21 Now, I like our local officials. I'm a
22 proud Democrat. Some of you may remember that I
23 ran for office a few months ago.

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1 But the reason is, if a Democratic governor
2 were to fill in this highway and disadvantage to
3 the voters of Cheektowaga, Amherst, Williamsville,
4 they're going to lose this county. They're going
5 to lose a whole bunch of jobs, and they're going to
6 lose a whole bunch of elections.

7 So I just wanted that to be on -- on the
8 record. First off, this is political, but it's
9 political at a deeper level than any of the other
10 people have said.

11 Yeah, we're going to get this. And I think
12 everybody knows it. So, you know, I think we
13 should obviously keep fighting it as hard as we
14 can.

15 The highway is not even closed yet, you know,
16 don't give up. They haven't even pulled up a
17 single piece of asphalt. So, you know, keep going,
18 keep fighting.

19 And I wish the governor would, you know,
20 come here and let us speak to her personally. You
21 know, like somebody else here, a lot of our elected
22 officials that frequently cited the Tops Massacre.

23 The creation of the 33 in the first place

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1 made it so that ZIP code was the one that that kid
2 found
3 and then decided to drive here and kill those
4 people. And now we're going to say this is the
5 perfect thing to build a foundation for the next
6 century. I mean, it's just -- it's absolute
7 baloney.

8 So yeah, I don't really have anything else
9 to say. Oh, two and a half minutes, that was
10 pretty good.

11 JILL SAWYER: Yolanda Hill will be followed
12 by Chris Vaughn. Yolanda Hill?

13 Okay. Chris Vaughn? Please state and
14 spell your name and any organizations you
15 represent.

16 CHRIS VAUGHN: How you doing? My name is
17 Chris Vaughn, V-A-U-G-H-N, and stakeholder and
18 represent a lot of organizations. We're not going
19 to go through all that.

20 Just in support of what we're doing here,
21 just to reunite our community and if we could
22 possibly just educate our community, especially on
23 the Herman Street and Best Street roundabouts that

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1 we're going to put in that are going to, I guess,
2 save on traffic as far as stoplights.

3 We just need to be educated. I had
4 mentioned it in some of our meetings prior and just
5 making sure our community is educated on using
6 these type of roundabouts, which will help traffic.

7 And on Herman Street, we have a traffic
8 issue as it is, as a main thoroughfare similar to
9 the 33. They drive just about as fast as they
10 drive on the 33 on Herman Street, which is going to
11 be one of the affected streets where some of the
12 traffic will be pushed just because it's the main
13 thoroughfare.

14 Just making sure that we have what we call
15 speed bumps and traffic -- what do you say? What
16 do you want to call it? Monitoring? Because it's
17 going to be pretty tough.

18 And then at the corner, having those two to
19 three roundabouts, it's going to be serious. So
20 just educating us.

21 And for our community as a whole, it's up to
22 us to be here at these meetings and demand the
23 things that we want and raise the standard of

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1 ourselves in our community like even just walking
2 outside of our own homes and picking up a piece of
3 paper.

4 I'm talking about simple stuff for us. And
5 coming to these meetings that are available and we
6 do get the information at our homes, either through
7 the mail or some other form of information. So
8 that part is up to us.

9 Well, I got mine in the mail and one was
10 on my -- one was on my door. So with all that
11 said, some of this -- some of these things are up
12 to us to be involved and get in here and speak
13 about.

14 And what I'm speaking about is making sure
15 we're educated on the things that the traffic is
16 going to affect us with. And as they said earlier,
17 this train has left the station. This is a -- a
18 DOT road. This is financing for the roads and
19 infrastructure. This has nothing to do with
20 anything else. So understand, this money is for
21 the roads.

22 So let's just support and add our input,
23 period. That's it for me.

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1 JILL SAWYER: Thank you. We're now going to
2 hear from Brad Wales followed by Dr. Harris. Brad
3 Wales?

4 Dr. Harris, please state your name, spell
5 your name, and any organizations that you
6 represent.

7 DR. HARRIS: Doctor, D-R, period. Harris
8 like the vice president of The United States,
9 H-A-R-R-I-S.

10 And the brief comments that I have to make
11 has really been said and covered by many of the
12 individuals from my community.

13 So my first comment is this community
14 currently has practicing social injustice in the
15 form of food apartheid and it is an existing food
16 desert.

17 So question one: Would the community be
18 connected to sustainable multiple food sources --
19 food sources and multiple grocery stores?

20 Question two: What percentage of the over
21 billion dollar -- billion dollars going to Albany
22 will go to the hiring and the employment of local
23 black American workers and contractors?

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1 Question three: After completion, who will
2 be responsible for maintaining and sustaining all
3 grass space, landscaping, and keeping the area free
4 of weeds and trash?

5 And final question: Once the land is
6 disturbed, who will address the increase of rat
7 activity and rat attack on my community?

8 Thank you.

9 JILL SAWYER: Thank you. Ayat Nieves will
10 be followed by Kevin Ndayishimiye.

11 Please state your name, spell your name, and
12 any organizations you represent.

13 AYAT NIEVES: My name is Ayat Nieves,
14 A-Y-A-T, N-I-E-V-E-S. I'm a real state agent and
15 landlord in the city of Buffalo.

16 I have family that lives on Humboldt
17 Parkway, and some of them said they were not
18 notified about the meeting by mail, so you all
19 should look into that.

20 So I want to give a hand to the beautiful
21 job they've done redesigning this parkway. I'm
22 glad that they got rid of those ugly stacks, but
23 this plan does not go far enough.

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1 They should go ahead and fill in this
2 parkway with that \$120 million budget that guy
3 suggested and use the rest of the billion plus
4 dollars to do in-fill housing.

5 For \$1 million, you can get three brand new
6 homes. For \$1 billion we can get 3,000 homes.

7 Mayor "knock 'em down" Byron Brown made the
8 East Side shovel ready. Right here on the corner,
9 that's prime for redevelopment and in-fill for the
10 community.

11 There are over 8,000 vacant lots in the city
12 of Buffalo that can be in-filled with this money.

13 The Bills stadium was what, \$1.2 billion,
14 and it's already over budget. The subway that goes
15 from nowhere to nowhere, also built in the '80s,
16 went way over budget. This program is going to go
17 way over budget, as is customary with New York
18 State.

19 The East Side of the brownfield -- you can
20 look it up -- there's a documentary called Taken
21 for a Ride, you can find it on YouTube. It talks
22 about how the creation of these highways and the
23 racist intent behind it and how it was made so

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1 individuals from the suburbs could come through the
2 city and get to downtown without having to enter
3 our community.

4 It's time that we end the racist legacy of
5 Robert Moses and it's time that we in-fill this
6 highway and, you know, plant some real trees,
7 'cause three feet's not deep enough for roots.

8 It's time that we rebuild our community and
9 in-fill the homes that were knocked down. They
10 should also do a tax cap for existing homeowners.
11 That way, they don't get gentrified out.

12 They should also go -- they should use some
13 of this money to create lead grants and other
14 grants and restore the infrastructure, because when
15 you start digging, you're going to start disrupting
16 people's basements, sewers and water lines.

17 And there's a whole suits of lawsuits in
18 other areas where they're developing and people's
19 infrastructure go ahead and get knocked out.

20 Also, when you start speaking about eminent
21 domain in combination, those are some scary words
22 and it's very difficult to deal with. I know I --
23 it was in Kenmore, there was a landlord who was

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1 fighting for his property, and I believe he
2 actually won. They declined to build the police
3 station.

4 So at the end, I believe at future meetings,
5 you should notify people by mail and should provide
6 some food 'cause my kids and I are hungry.

7 Thank you.

8 JILL SAWYER: Now we'll hear from Kevin?
9 And be followed by Neldria Staton. Please state
10 your name, spell your name and any organizations.

11 KEVIN NDAYISHIMIYE: So my name is Kevin
12 K-E-V-I-N, N-D-A-Y-I-S-H-I-M-I-Y-E.

13 I grew up on [REDACTED], right off
14 of Broadway. So I mean, I'm around this area. I
15 walk around here. This is -- this is the place
16 where I live.

17 When I was little, I went to Frederick Law
18 Olmstead, the 64, number 64. So I took the --
19 took the highway every day -- every day to go
20 there. So I know like this affected me because I
21 didn't know my community.

22 Because of the highway, I didn't know -- I
23 didn't know Fillmore. I didn't know the businesses

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1 there. I didn't know Jefferson. I didn't know
2 anything about my own community because it was
3 separated by this highway.

4 And I know people were saying that, like,
5 it's too late to fix the problems and in-fill and
6 return this to a park, but I don't -- I honestly
7 don't care. I'm going to be here and I'm going to
8 fight until we get what we deserve in this
9 community.

10 I go to City Honors now. I was just there
11 for -- for volleyball practice and because of how
12 bad the buses are here, I have to walk from City
13 Honors across the highway to get to this -- to get
14 to this meeting.

15 And it's just like -- that whole experience
16 of kind of sprinting -- sprinting along the exits
17 to not -- trying not to get hit by cars.

18 And there's no -- there's no chance.
19 Compared to the traffic signals because they're so
20 old, I'm kind of just guessing whether or not I'm
21 going to get hit by a car today or not. It's
22 just -- it's just a terrible experience.

23 Our community doesn't deserve this. Yeah.

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1 So, I mean, like, I -- I'm going to keep fighting
2 here. I want to keep trying to get this -- this
3 highway removed and back to what it should be, the
4 Humboldt -- the Humboldt Parkway system.

5 JILL SAWYER: Neldria Staton followed by
6 Michael Garner. Please state your name, spell your
7 name and any organizations you represent.

8 NELDRIA STATON: My name is Neldria Staton,
9 S-T-A-T-O-N. I am a civil engineer, I have an
10 engineering degree, and so this is my wheelhouse.

11 This is considered -- this would be
12 considered a pork belly project. Just another way
13 to hide money. Now when you're dealing with the
14 DOT and things like this, that money is allotted.
15 That can't be used any other kind of way. That
16 part is true.

17 But the design of it, collectively, your
18 voices to your elected officials, this is your tax
19 dollars. You have a right to say how it will be
20 spent. But if you -- but -- but if you keep
21 hearing and listening to the fact that it's done,
22 and it's done, and it's -- and there's no fight and
23 you have no fight in the game, this is your money.

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1 Your money.

2 I can't tell you how many projects across
3 the state where people collectively came together
4 and stopped projects, literally stopped them.
5 Now, that money is allotted.

6 So they came back to the table and they did
7 something that the community wanted. So
8 collectively. Now separately, it's not going to
9 work. But if you collectively come together and
10 get a plan and present that to your elected
11 officials and let them know this is not tolerable,
12 they have to listen because it's your money.

13 JILL SAWYER: Michael Gainer will be
14 followed by Tyler James. And just a reminder,
15 there are cards out in the lobby. If there are
16 anyone that wants to speak, please flag someone
17 down.

18 MICHAEL GAINER: Michael Gainer, last name
19 spelled G-A-I-N-E-R. First name Michael,
20 M-I-C-H-A-E-L. I lived on Northampton Street for
21 17 years at [REDACTED] I'm associated with the East Side
22 Parks Coalition and also the founder of Buffalo
23 Reuse.

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1 I lived on the East Side for 17 years and I
2 shouldn't be shocked by the presentation that's in
3 front of us because it's going to entrench a bad
4 decision that was made 50 years for the next 50 or
5 60 years, and we can do and deserve a lot better.

6 I -- I've lived here and I've watched changes
7 across the -- the city and a lot of really great
8 things that happened. I remember when a certain
9 political leader was championing Bass Pro down on
10 the waterfront and how it was going to
11 revolutionize the waterfront.

12 And then a bunch of community people stepped
13 forward and said, No, we want something better. We
14 want green space, we want a place that we can
15 spread out with our family and enjoy the
16 environment. And then that project happened.

17 And just like, oh, we are seeing with the
18 DOT and the Scajaquada, how a bunch of people
19 stepped forward and said, No, we don't accept that.
20 We can do better. We deserve better. And that
21 project has changed course.

22 So on the record, I am in opposition to this
23 project because I see on my own street where

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1 there's not bus shelters, where there's not bus
2 stops, where the buses are irregular, where, you
3 know, we get on this side of town something less
4 than other places in the city, and it's not okay
5 anymore.

6 So we need to continue to fight back and
7 continue to push on that. But if this project does
8 proceed and move forward, we have to have high
9 expectations and high standards.

10 You guys remember the capital school
11 investment project, a billion dollars. They were
12 supposed to restore neighborhoods around those
13 schools. That didn't happen. There was supposed
14 to be local hiring.
15 That didn't happen.

16 We need pre- and post-testing along the 198
17 Corridor. I don't know if that's been done, but we
18 need testing as to what the air quality is today
19 so that we know what the impact is tomorrow when
20 this project goes in.

21 We need expectations for local hiring and
22 not just local hiring for in-town and in-state
23 firms, but a training program that goes with that

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1 so that we are bringing young people that are out
2 of school and out of work into these jobs and into
3 the -- the collective wealth-building in this
4 community.

5 And then the last part is that we need to
6 have high expectations for also the investment that
7 surrounds this parkway. Not just the highway, not
8 just a few trees and shrubs and green space, but
9 that it extends out into commercial strips that are
10 adjacent to this that were decimated and torn apart
11 years ago so that we can actually create real
12 connection between the neighborhoods, not just a
13 grass strip with some shrubs.

14 JILL SAWYER: Thank you. Tyler James will
15 be followed by Isaiah Griffin. Please state your
16 name and spell your name and any organizations.

17 TYLER JAMES: Yes. My name is Tyler James,
18 T-Y-L-E-6R, J-A-M-E-S. I'm just a resident in the
19 Humboldt Parkway area.

20 If we go in that area, I've noticed that
21 somebody, I believe earlier, when he said there is
22 a lot of respiratory issues in that area, it could
23 be from the -- you know, how they tore down this

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1 parkway before and the conditions are still here
2 today.

3 My question is for those with the
4 pre-existing conditions and those that are elderly
5 and disabled, can we get a clear breakdown of what
6 the negative effects are going to be because of
7 this project that is coming?

8 I have an elderly grandmother that I take
9 care of and she has a lot of conditions that she
10 still is dealing with because of this project that
11 happened years ago before I was even born and I
12 just want to make sure that this is not something
13 that will exacerbate the already pre-existing
14 conditions that are in this ZIP code -- in these
15 ZIP codes.

16 Through the slide, there was a question --
17 there was a slide about the intersection that was
18 going to be built. At the intersections of the new
19 proposed builds at Sidney and Butler and Winslow
20 along with the Best Street roundabouts, was it
21 taken into consideration that maybe the new
22 construction would not improve the community at
23 all, but would damage it further?

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1 My last question: When it comes to talking
2 and negotiating with those owners of property that
3 would have to move, would that number be readjusted
4 on a day-to-day basis or have there already been
5 properties established that you will be talking to
6 in trying to get them a fair value?

7 And what is the criteria for a fair value?
8 What if these people don't want to move? Then
9 what? All right. Is the project going to be
10 stopped or will they still continue?

11 JILL SAWYER: Thank you. Isaiah Griffin?
12 Followed by Candace Moppins? Candace will be
13 followed by Renee Keith.

14 Please state your name, spell your name, and
15 any organization that you represent.

16 CANDACE MOPPINS: Yes. Good morning or good
17 afternoon or evening. My name is Candace Moppins.
18 I actually am a longtime resident, owner of
19 property. I grew up on Girard Place.

20 My grandmother had a picture of me in a
21 bassinet baby buggy on the parade. My mother has
22 COPD. My sister was premature. My mother, she
23 has asthma, debilitating asthma.

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1 We moved from Girard Place to Goulding, to
2 Hughes, and now my parents have been living for the
3 last 45 years on Monticello Place (unintelligible).

4 We still here. I'm concerned about the air
5 quality, the air quality existing right now. The
6 microplastics that we haven't even talked about,
7 how that's affecting those who are living and dying
8 in this community every day.

9 We have an opportunity to right the wrong
10 that we may not get for another 60 years. Buffalo,
11 we've made lots of mistakes. I do not want to be a
12 part of another mistake for another 60 years
13 killing any more people and harming any children.

14 We have an opportunity to get it right.
15 Let's get it right.

16 JILL SAWYER: Renee Keith? Keelan
17 Erhard? Please state your name, spell your name,
18 and any organizations you represent.

19 KEELAN ERHARD: All right. Can you hear me,
20 everyone? I am Keelan Erhard, K-E-E-L-A-N,
21 E-R-H-A-R-D. I chair the Infrastructure Committee
22 with the Buffalo Democratic Socialists of America.

23 And first, I want to talk about this

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1 environmental analysis that came out. I went
2 through all 300 pages of it and I hear a lot of
3 people talking about the pollution. And in a lot
4 of the summaries, they keep stating that the
5 pollution will stay the same or get better, but
6 that is simply not true.

7 In your tables in section 4.9 for year 2027
8 and 2047, there shows an increase in pollutants,
9 some of them minor; however, near the exits of the
10 tunnel, it's showing an increase of 55% of carbon
11 monoxide. 55%. Okay?

12 I heard them keep saying, oh, there's going
13 to be hardly a change, but that's simply false. So
14 air quality, especially near the tunnels where it
15 ends, is going to get a lot worse.

16 Furthermore, you state that this increase is
17 still below the federal standards, and as such,
18 it's not concerning. However, it's worth noting
19 that these standards haven't been updated since
20 1990. So they're 33 years out of date, much to the
21 dismay of environmental groups.

22 Furthermore, stakeholders have stated time
23 and time again throughout these sessions, you know,

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1 even though it's a done deal, that they must
2 install filters to scrub the air for the pollution
3 that's created.

4 Yet they determined that this was
5 not necessary and they made a correlation to the
6 fact that this wouldn't be needed because people
7 will be driving electric cars. They made that
8 assertion, which is shocking for a state department
9 to just flat out say that.

10 So, yeah, everybody's been complaining about
11 the pollution from the highway since it was built
12 in the '60s.

13 And again, one of the main things people
14 have been asking for are the filters and at
15 previous scoping meetings, they stated that air
16 filters would be identified, but now they won't be,
17 which seems to me like you've been gaslighting this
18 community into thinking that you would have
19 filters. Well, that's not the case.

20 So it's disappointing to see that our
21 elected officials keep calling this
22 transformational change, when this just simply
23 isn't transformational at all, a billion dollars

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1 for a tunnel that isn't even a mile long. And it's
2 hard for people to fathom how much \$1 billion is
3 and what we can do with that money that would
4 actually do transformational change for the
5 community.

6 Based on Department of Transportation
7 figures, it would only cost \$100 million to remove
8 the highway, it would cost another \$100 million to
9 create a world-class park.

10 That means \$800 million to do whatever we
11 want with it. We could do -- we could have people
12 sit together as a community to decide how those
13 remaining \$800 million is spent, whether that be
14 apartment housing, healthcare, et cetera.

15 So, yeah, the -- and also the purpose of
16 this project is being determined by the Department
17 of Transportation, the objective from the
18 beginning --

19 JILL SAWYER: Michael Brown?

20 MICHAEL BROWN: I'll get to you in a minute.

21 JILL SAWYER: And then I will -- who will be
22 followed by Yolanda Hill. Please state your name,
23 spell your name, and any organizations you

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1 represent.

2 MICHAEL BROWN: It's Michael A. Brown,
3 M-I-C-H-A-E-L, middle initial A., Brown, B-R-O-W-N.
4 I live at [REDACTED]
5 [REDACTED]. This is just fine, yeah.

6 I'm totally opposed to this entire plan, how
7 it was devised, where we stand now, where we
8 probably spent more money than they have in a
9 thousand years that it's been there.

10 And I think that the entire thing should be
11 scrapped. All of this should have occurred much
12 earlier in the process. You people have gone out
13 of your way to get all of these architectural
14 drawings and your many documented tales and without
15 one moment
16 of public input whatsoever.

17 And now you've got a plan, and here you come
18 up here shoving it down people's throats. Screw
19 that and screw the entire idea.

20 What I would suggest -- how much time do I
21 have? As much as I want?

22 JILL SAWYER: No, please continue.

23 MICHAEL BROWN: Oh, good. The entire thing

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1 should be scrapped. It is a poor idea to cover up
2 another of the contagious mistakes that this
3 community has suffered with.

4 This town was built on a contagious mistake.
5 We are not Buffalo at all. We are beautiful river.
6 And someone hung that beast around our neck. For
7 what?

8 Because you had some English people who
9 didn't speak French very well. And I don't think
10 they spoke the truth very well either.

11 So I guess that's continuing to be the case.
12 That said, I want that hill completely -- in fact,
13 that pit, I want it covered all right, But I want
14 it covered with something that's a lot more
15 productive than frigging grasses and bushes.

16 That doesn't add one dime to the losses that
17 occurred when you decided to put it into place in
18 the first place without any input from the
19 community.

20 And so the community is about the same as it
21 was in the '60s when they decided to do it. The
22 exception being that no one in the suburbs wanted
23 to put up with the Humboldt Hourglass, as the news

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1 people would call it when they gave their traffic
2 reports.

3 I want it done, tried. And unless you come
4 up someplace that you will only allow electric
5 vehicles or non-emitting vehicles into that hole?
6 I'm sorry. You can stop there. Okay?

7 Now, if you got a billion, fine, I want you
8 to spend that billion. Okay? But I want it to be
9 a
10 light rail. I want two or four monorails running
11 from Hamburg all the way to the airport right down
12 the middle of the 33.

13 And, you know what else I want? I want that
14 spur to run underneath the Skyway and take it all
15 the way out to Tonawanda. And I want that stadium
16 downtown, too.

17 And no more cars on our streets at all
18 because that is counter to the supposed goal of
19 getting to zero emissions by '50. How we get to
20 zero emissions by '50 when you continue to make it
21 so convenient to pollute? No. Absolutely not.

22 JILL SAWYER: Yolanda Hill? Behind
23 Mr. Wales will be followed by Willie Ballard.

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1 Please state your name, spell your name, and
2 any organizations that you represent.

3 BRAD WALES: My name is Brad Wales, B-R-A-D,
4 W-A-L-E-S. I'm a citizen of Buffalo. I'm an
5 architect and Buffalo resident since 1989.

6 ROCC and Stephanie Geter are flat-out heroes
7 for working at least 15 years to secure a billion
8 dollars to fix a terrible problem.

9 Thank you, ROCC.

10 If you asked me three months ago how the
11 Humboldt Cap Project was going, I would have say
12 great. Reconnecting Delaware and MLK Parks and
13 filtering the car exhaust, right?

14 Well, not so much. We now know neither of
15 those goals will happen because DOT is planning a
16 \$1.2 billion tunnel, not a cap, digging down so
17 far, up to 25 feet at the northern end, so the
18 tunnel runs right into the very Scajaquada Creek.

19 This parkway can never be connected in a
20 Phase Two. It's literally impossible. It's 2,000
21 feet, you'd have to build, brand new, something
22 like the High Line in New York City. So don't
23 believe that.

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1 This proposal -- the proposed tunnel will
2 literally cement in place that MLK and Delaware
3 will not be connected with a parkway for many
4 generations to come.

5 In terms of mitigating adverse health
6 effects? DOT is blowing unfiltered exhaust plumes
7 out of both ends right in the direction of eight
8 to 10 schools.

9 That doesn't seem like a good idea,
10 to risk that from 15 years from now asthma and
11 throat cancer rates in those schools may have
12 skyrocketed.

13 Generations of children are the real losers
14 in the tunnel concept, who will never be able to
15 walk or ride a bike through a safe, complete city
16 parkway to soccer practice in Delaware Park.

17 Plus all the local residents near the end of
18 the tunnels who will be receiving a concentrated
19 plume of vehicle exhaust every day.

20 At this point in the process, the designer
21 should say, Hey, the tunnel concept is not working,
22 so let's study an alternate plan that actually does
23 prioritize health outcomes for residents.

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1 All we're asking is this: Give us the full
2 EIS study of DOT's concept number 10 to fill in
3 the highway for the sake of the local children.

4 Find other ways to handle people-moving
5 capacity as mandated anyway in the state's CLCPA.

6 ROCC has published a guide that shows how
7 existing radials can handle the car capacity.
8 Light rail from downtown can add to the capacity.
9 But unfortunately, DOT is not equipped to make this
10 more of an inclusive plan.

11 That is why I'm asking that Governor Hochul
12 replace DOT with GBNRTC as the lead agency. All we
13 would like to see is the apples to apples EIS study
14 that actually does prioritize the most healthy
15 outcome for the local residents.

16 Thank you.

17 JILL SAWYER: Willie Ballard? Please state
18 your name, spell your name, and any organizations
19 you represent.

20 WILLIE BALLARD: My name is Willie Ballard,
21 W-I-L-L-I-E, Ballard, B-A-L-L-A-R-D. I'm a
22 homeowner and live on Humboldt across from the
23 Science Museum.

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1 As a little kid walking when they tore down
2 the beautiful area that we had and -- but this, I
3 don't understand the reasoning for this.

4 I mean, nobody can give us any answers, you
5 know, to the questions that we're bringing forth.
6 So I don't understand. You know, I -- I see
7 stenographers. I -- is this getting to our
8 officials?

9 I mean, I don't understand. You know? What
10 is the purpose? Thank you.

11 JILL SAWYER: Isaiah Griffin? Renee Keith?

12 All right. That concludes today's hearing.
13 You're welcome to continue with the displays in the
14 hallway.

15 Thank you.

16 (Hearing concluded at 7:27 p.m.)

17 * * *

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1 STATE OF NEW YORK)

2 ss:

3 COUNTY OF ERIE)

4

5 I DO HEREBY CERTIFY as a Notary Public in and
6 for the State of New York, that I did attend and
7 report the foregoing proceedings, which were taken
8 down by me in a verbatim manner by means of machine
9 shorthand. Further, that the proceedings were then
10 reduced to writing in my presence and under my
11 direction. That the proceedings were taken to be
12 used in the foregoing entitled action.

13

14

15



KATHLEEN COON,
Notary Public.

16

17

18

19

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23

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10 reduced to writing in my presence and under my
11 direction. That the proceedings were taken to be
12 used in the foregoing entitled action.

13

14

15


RICHARD B. WHALEN, CM,
Notary Public.

16

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