

Appendix D1

Local Land Use and Transportation Plans Summary and Consistency Assessment

Introduction

This Appendix summarizes local land use and transportation plans and considers the consistency of the Kensington Expressway Project (Project) Build Alternative with the applicable policy objectives and recommendations contained in each plan. The evaluation of plan consistency informs the environmental review of the Build Alternative under the National Environmental Policy Act (NEPA) and the New York State Environmental Quality Review Act (SEQRA). As a state agency, NYSDOT is not subject to local land use and zoning regulations. See Section 4.2 of this FDR/EA for further discussion on land use and zoning within the Study Area.

Local Land Use Plans

City of Buffalo Four-Year Strategic Plan (2023-2027): Building an Equitable City (2023). The City of Buffalo's newest strategic plan became effective on January 1, 2023. The plan outlines strategic priorities, goals and actions, and performance metrics for the City of Buffalo to progress forward in the coming years. To improve the equity and inclusiveness of the planning process, the City enacted the Envision Neighborhoods program, a community engagement strategy that aims to involve residents, community leaders, and stakeholders in conversations surrounding the City's development. Residents and stakeholders of historically underrepresented neighborhoods were prioritized for engagement. Through the Envision Neighborhoods program, the City's Office of Strategic Planning learned that residents are most concerned about housing affordability and quality, economic development, and job creation, and improved public safety across the City. In terms of their own neighborhoods, residents identified the condition of streets and sidewalks, safety, housing quality, and access to goods and services as the most in need of improvements. Regarding strategic priorities and goals, the plan identifies four major priority areas for the City at large: Thriving Neighborhoods and People, Smart and Sustainable Infrastructure, Climate Resilience, and Economic Opportunities and Mobility.¹

Furthermore, the City identified several action steps to further its goals laid out in the 2023-2027 Strategic Plan. Several of these action steps are relevant to the Kensington Expressway Project. One of the City's strategic goals is to reinvest in its assets and infrastructure; one of the performance indicators towards this end is the completion of a "Kensington Expressway small area plan to compliment State investment and maintain housing opportunities for existing residents." An action step for reinvesting in the City's assets and infrastructure include "prioritize[ing] infrastructure investments in historically disinvested communities including East and West Buffalo Corridors such as Grant St, Jefferson Ave, Bailey Ave, Michigan Ave, and other major arterials." Another City goal is to modernize the City's multi-modal transportation. An action step that the City has identified to this end is to "expand dedicated bicycle and pedestrian facilities throughout the City, particularly in neighborhoods that lack such facilities." The Strategic Plan also identifies "prioritize[ing] street tree plantings per resident requests in historically disinvested communities, restoring health benefits and aesthetics."²

¹ <https://www.buffalony.gov/DocumentCenter/View/11089/City-of-Buffalo-2023-2027-Four-Year-Strategic-Plan-Draft?bidId=>

² See footnote 1.

Consistency Assessment

The Build Alternative is consistent with the City's strategic goals to reinvest in infrastructure, prioritize investment in historically divested communities, improve pedestrian/bicycle facilities, and increase greenspace/tree plantings. Additional discussion of the City's specific goals supported by the Build Alternative is provided below.

Policy: Building a City for Thriving Neighborhoods and People

Applicable goals:

- **Goal: Ensure access to well-maintained parks, open space, and cultural institutions.** The Build Alternative supports this goal because it would improve pedestrian access to MLK Jr. Park and the Buffalo Museum of Science through new east-west connections (thereby increasing the number of residents within walking distance of parks in high need areas) and the creation of a new continuous greenspace adjacent to MLK Jr. Park.
- **Goal: Enhance and promote community, safety, and well-being.** The Build Alternative supports the aspects of this goal related to prioritizing street tree planting in historically divested communities to provide health and aesthetic benefits.

Policy: Building a City for Smart & Sustainable Infrastructure

Applicable goals:

- **Goal: Modernize the City's multi-modal transportation.** The Build Alternative supports multi-modal transportation by providing new crossings for bicyclists and pedestrians across the Kensington Expressway in addition to enhancing sidewalks and bicycle infrastructure along Humboldt Parkway and several surrounding local streets.
- **Goal: Reinvest in the City's assets and infrastructure.** The Build Alternative supports the City's overall assets and infrastructure by directing state investments into East Buffalo, replacing lead pipelines, decreasing impervious surface area, increasing the number of multi-modal connections in the Kensington Expressway corridor, and improving bicycle, pedestrian, and automobile infrastructure on several local streets.

Policy: Building a City for Economic Opportunities and Mobility

Applicable goal:

- **Goal: Expand education and employment opportunities.** The Project will support the expansion of education and employment opportunities by conducting a workforce training and local hiring program for construction of the Build Alternative.

Queen City in the 21st Century: Buffalo's Comprehensive Plan (2006). The 2006 Comprehensive Plan's goals include reversing "Buffalo's long-term decline in population, employment, and the quality of the physical environment." The Comprehensive Plan's core vision is to re-establish the City of Buffalo as the "urban center of the Buffalo Niagara region," intending for the goals of the plan to be matched with targeted investments and built upon throughout the future as the City incorporates new approaches in urban planning and faces changing conditions. Specifically, the Comprehensive Plan identifies "...Kensington Expressway enhancements, neighborhood traffic calming measures, pedestrian and bicycle amenities, and streetscape

improvements” as priorities to improve regional mobility, accessibility, and quality of life for residents.³ Furthermore, the plan suggests a need for an “Ellicott and Olmsted for the 21st Century...tak[ing] opportunities to expand the radial, park, and parkway system, consistent with 19th century traditions and appropriate for 21st century uses.”

Consistency Assessment

Queen City in the 21st Century: Buffalo’s Comprehensive Plan lays out seven development priorities and planning policies to meet the overall goals of the plan. The Build Alternative is consistent with the applicable policies, including the following:

- **Maintain public infrastructure.** The Build Alternative improves public infrastructure (Kensington Expressway and Humboldt Parkway), including correction of existing infrastructure deficiencies. By rehabilitating local streets (including milling and paving, ADA ramp upgrades, new traffic signals, curb replacements, sidewalk replacements, driveway apron replacements, street lighting replacements, all as needed, and the addition of new street trees and grass seeding), the Build Alternative is consistent with the goal of maintaining municipal infrastructure.
- **Transform Buffalo’s economy.** By contributing to the development and employment of the local construction workforce, the Project aligns with the Comprehensive Plan’s goal of improving the City’s economy.
- **Rebuild Neighborhoods.** The comprehensive plan identifies a range of neighborhood improvements needed to retain and attract residents through quality-of-life improvements. The new 11 acres of greenspace created by the Build Alternative will contribute positively to the overall aesthetics of the area and improve the quality of life for local residents.
- **Restore the Olmsted parks and parkways.** The comprehensive plan supports restoration of Olmsted parks and parkways through a restoration and management plan (see the discussion below on the Buffalo Olmsted Park System: Plan for the 21st Century). Although restoration of the original Humboldt Parkway is not the purpose of the Project, the NYSDOT and FHWA recognize the importance of its history to the project area. Transportation decision-making for this project has incorporated design features of the original Humboldt Parkway to the greatest extent practicable.
- **Protect and restore the urban fabric.** The comprehensive plan supports restoring the urban fabric using smart growth and sustainability principles. The Project aligns with New York State’s Smart Growth policies, see Appendix A7.

City of Buffalo Land Use Plan and Unified Development Ordinance (The Green Code) (2017). The Unified Development Ordinance, also known as the Green Code, is based on the City’s 2006 Comprehensive Plan, *Queen City in the 21st Century*, and includes a form-based development code, a Land Use Plan, and several other implementation strategies for specific programs. The Green Code represents the first overhaul of the City’s zoning code since 1953 and the first update to the land use plan since 1977. Combined, the Green Code is a “place-based

³ <http://regional-institute.buffalo.edu/wp-content/uploads/sites/3/2014/06/Queen-City-in-the-21st-Century-Buffalos-Comprehensive-Plan1.pdf>

economic development strategy designed to implement the City's Comprehensive Plan."⁴ Furthermore, the Land Use Plan states that "the City must find a balance among transportation options, making sure all are integrated in a manner that supports economic opportunity, neighborhood stability, and environmental sustainability. Encouraging walking, biking, and transit improves connections between people and places, conserves energy, reduces pollution, and preserves road capacity."

Consistency Assessment

The City of Buffalo's Land Use Plan and Unified Development Ordinance are focused on the regulation of development projects, so most of the policies and requirements are not applicable to the Build Alternative. However, the Build Alternative is supportive of key policies of the land use plan such as encouraging transportation choice (by enhancing pedestrian and bicycle infrastructure and bus stops), protecting natural resources (by reducing impervious surface cover and stormwater runoff), and enhancing open space (by providing new public greenspace that adds to the City's greenspace network).

One Region Forward (2015). *One Region Forward* is a plan for the Buffalo-Niagara region (64 municipalities within Erie and Niagara counties) published by the University at Buffalo Regional Institute in 2015. It identifies transportation as one of the five major priorities of the Buffalo-Niagara region and recommends a variety of strategies and actions, including complete streets, "corridor makeovers," and "bicycle infrastructure and incentives" as means to address health, mobility, and accessibility for those who do not have access to a car and/or those who choose to walk or bicycle as their mode of transportation around the region.⁵

Consistency Assessment

Given that *One Region Forward* is a large-scale, general plan for the entire Buffalo-Niagara region, little of its contents are specifically relevant to the Project, though several elements of it are applicable in general. The Build Alternative will implement Complete Streets standards on the local streets receiving enhancements in addition to expanding pedestrian and bicycle infrastructure within the Kensington Expressway transportation corridor. Proposed Complete Streets improvements include providing or updating lane striping and crosswalks, replacing nonstandard sidewalks with new 5-foot-wide sidewalks, constructing ADA compliant curb ramps, providing curb bump outs for traffic calming, and replacing or updating street lighting. Within the census tracts that intersect the general Study Area of the Project, approximately 39% of households do not have access to a vehicle, thus, the Project will be addressing barriers to health, mobility, and accessibility.

Buffalo Parks Master Plan (2021). The most recent master plan for the Buffalo Park System was published in 2021. It identifies Delavan-Grider, Masten Park, and Broadway-Fillmore, all of which are partially within the Project's study area, as neighborhoods with the highest social, health, and built environment indicators – rates such as poverty, residents of color, obesity, diabetes, activity level, tree cover, impervious areas, etc. – and has identified these areas as having the greatest need for park investment. MLK Jr. Park was identified as a high priority

⁴ <https://www.buffalogreencode.com/>

⁵ http://bap-home.net/solarize/wp-content/uploads/sites/28/2017/05/1RF_A-New-Way-To-Plan-For-Buffalo-Niagara_FinalPlan_reduced.pdf

park/area for investment. The City invested nearly \$12 million into the park between 2006 and 2020.⁶

Consistency Assessment

The Build Alternative is consistent with the *Buffalo Parks Master Plan* because it would improve pedestrian access to MLK Jr. Park through new east-west connections (thereby increasing the number of residents within walking distance of parks in high need areas) and would create new continuous greenspace adjacent to MLK Jr. Park. In doing so, the Build Alternative would address social, health, and built environment barriers which face several East Buffalo communities. One of the Project’s objectives is to reconnect the surrounding community by creating continuous greenspace to enhance the visual and aesthetic environment of the transportation corridor. The Build Alternative has been designed in recognition of the fact that Buffalo’s Olmsted Park system contributes greatly to the quality of life in the City, including benefits to physical and mental health of residents, the environment, and the local economy.

The Buffalo Olmsted Park System: Plan for the 21st Century (2008). This plan is the guiding document for the Buffalo Olmsted Parks Conservancy (BOPC). The first guiding principle of this plan is to “protect and rehabilitate the Buffalo Olmsted Park System to preserve and restore the historic integrity of Olmsted’s vision.” This plan identifies 32 potential projects in MLK Jr. Park, many of which relate to the park’s adjacency to the Kensington Expressway, for the BOPC to take on in the long term.⁷

Consistency Assessment

Table D1-1 reviews the consistency of the Build Alternative with the plan’s recommendations for Humboldt Parkway. Table D2-2 reviews the consistency of the Build Alternative with the plan’s recommendations for MLK Jr. Park (focused on those recommendations that overlap with the scope/limits of the Project).

Table D1-1: Project #E1: Humboldt Parkway (page 112)	
Recommendation	Consistency
Deck over depressed sections of the expressway.	The Build Alternative would cap the Kensington Expressway from Dodge Street to Sidney Street.
Plant trees between the sidewalk and the street.	The landscaping plan for the Build Alternative includes tree plantings in this “snow storage” zone between the street and the sidewalk. The realignment of Humboldt Parkway would provide opportunity to plant street trees in locations they are currently lacking.
Buffer neighborhoods from the expressway by removing the inner lane of both sides of the existing parkway, narrowing it to one travel lane.	The proposed typical section for Humboldt Parkway under the Build Alternative is one lane in each direction, except for turning lanes at key intersections. Humboldt Parkway would be realigned farther from homes, increasing the buffer between residences and traffic. Diagonally striped excess pavement areas on the inside shoulders would be eliminated.
Plant trees on the removed inner lane.	Reference to inner lane is unclear, but the Build Alternative includes both widening the tree-lawn in front of houses along both sides of Humboldt Parkway and re-establishing the median to the same width originally proposed by Olmsted.

⁶ <https://www.buffalony.gov/DocumentCenter/View/9917/Buffalo-Parks-Master-Plan>

⁷ <https://www.bfloparks.org/resources/buffalo-olmsted-park-system-plan-for-the-21st-century/>

	Trees would be planted in the median and snow storage areas.
Install bike lanes on the parkway.	The Build Alternative includes bike lanes on Humboldt Parkway northbound and southbound. The gap in the bike lane network on Humboldt Parkway southbound would be eliminated.
Install new fence rail between the parkway and the expressway.	Not applicable to the proposed capped section of Kensington Expressway under the Build Alternative. Fencing would be updated outside the limits of the tunnel/cap.
Redesign the pedestrian bridge just south of the Kensington/Scajaquada Expressway separation	Not applicable – outside defined transportation corridor. The Build Alternative has no effect on the pedestrian bridge.

Table D2-2: Martin Luther King, Jr. Park (page 69-72)	
Recommendation	Consistency
Project #15: Interpret the remnant of the historical Humboldt Parkway at the former north entrance of the park	The Build Alternative would integrate the remnant area with the proposed new median area of Humboldt Parkway on the tunnel deck with a tree planting arrangement based on the Olmsted tree arrangement. The proposed median area would be aligned with the historic Humboldt Parkway entrance.
Project #16: Rationalize and expand parking for the Museum and park users within and outside of the park	The Build Alternative would not expand parking for the museum/school/park, but it would not restrict others from increasing parking in the manner shown in the master plan. The Build Alternative would support improved pedestrian access to the former hospital site that the master plan shows as a potential location for additional parking.
Project #19: Design a circle at Best Street near the Kensington Expressway	The Build Alternative includes a modern roundabout design at the intersection of Best Street/ Herman Street/ West Parade Avenue where the master plan recommends a traffic circle. While a traffic circle would be preferable from a historic restoration perspective, this would not be a safe design for a new project. Roundabouts control speed, which is a critical aspect of their proven safety benefits.
Project # 21: Open West Parade to two-way traffic	Interpreted to be referring to the portion of West Parade Ave on the west side of the Kensington Expressway that is currently one-way (southbound only). This roadway would remain one-way under the Build Alternative; however, two-way traffic would be provided on a new roadway that would more directly connect Best Street and Northampton Street without traffic needing to turn at Dodge Street.
Project #22: Widen the sidewalks and add a vegetative buffer to the bridges that cross the Kensington Expressway	The Build Alternative would widen sidewalks to 5-foot width on cross streets and would provide a 10-ft multi-use path on the Best Street bridge. Vegetative buffer would be provided on the Best Street bridge, but it would not be necessary on the other bridges because the expressway would be capped.
Project #23: Deck over the section of the expressway by the park.	The master plan shows a cap on the expressway from Dodge Street to Northampton Street. The Build Alternative would include a cap on this section, with the cap extending to Sidney Street.
Project #24: Restore park perimeter roads to create more of a park-like setting in the surrounding neighborhoods	The landscaping plan for the Build Alternative includes plantings along West Parade Avenue. Street trees would be provided where they are lacking currently along Best Street on the south side of the park and along North Parade Avenue on

	the north side of the park, and this would help contribute to a more park-like setting for neighborhoods.
Project #29: Rehabilitate Olmsted pathway system	The master plan shows the use of Dodge Street for traffic to reach the section of West Parade Avenue between Dodge Street and Northampton Street. The plan shows curving pedestrian paths on the Kensington Expressway cap between Dodge Street and Northampton Street, with no roadway in this area. This is different from the Build Alternative design, which includes a direct connection roadway from the Best Street/Herman Street/West Parade intersection to Northampton Street on top of the highway cap. The proposed configuration is more efficient in terms of traffic flow and safety.
Project #30: Rehabilitate Olmsted roadway system	The Build Alternative would not change interior park roads, but it would not interfere with others making such changes in the future.

Buffalo Olmsted Parks Conservancy 2020-2024 Five-Year Plan (2019). As part of the 2008 plan for the Buffalo Olmsted Park System, the Buffalo Olmsted Parks Conservancy (BOPC) also published a Five-Year Plan for the implementation of projects deemed most prominent at the time. Since then, the BOPC has published additional Five-Year Plans, including the most recent, the 2020-2024 Plan, issued in 2019. This plan identifies several priorities for improvements in all the Olmsted parks, circles, and parkways.

Consistency Assessment

The *2020-2024 Five-Year Plan* is broken down by park district (Riverside, West, Delaware, MLK Jr., and South). The only district relevant to the Build Alternative is MLK Jr. As part of the plan, BOPC identifies several priority projects for MLK Jr. Park, including improved benches and park furnishings, installation of improved signage, playground and pathway reconstruction, renovations to the greenhouse complex, and improvements to park lighting. The Build Alternative does not include any improvements to MLK Jr. Park itself, though it does not preclude any such improvements from happening in the future.

Furthermore, the BOPC identifies NYS Route 33/Kensington Expressway as a project of “long-term advocacy and community conversations” beyond 2024, describing “continued coordination with City of Buffalo and NYSDOT and community stakeholders through the Restore Our Community Coalition” as a major planning effort.⁸

The Buffalo Housing Opportunity Strategy Plan (2017). This plan identifies several housing sub-markets within the City that are most in need of investment and suggests strategies for achieving key outcomes in stabilizing or strengthening these markets. The plan also developed a toolkit and a set of principles for determining and implementing “market appropriate interventions.” This plan identifies several “Focus Areas” made up of residential blocks within and adjacent to the Study Area that it targets for these interventions.⁹

Consistency Assessment

⁸ <https://www.bfloparks.org/planning-the-future-of-your-olmsted-parks-5-year-plan/5-year-plan-report/>

⁹ <https://www.czb.org/work/buffalo-housing-opportunity>

As a transportation project, the housing policy related goals of this plan are not applicable to the Build Alternative. The Build Alternative is consistent with improving the overall aesthetics and desirability of the surrounding area by providing additional greenspace, street trees, and pedestrian/bicycle infrastructure. The presence of parks and open spaces is generally correlated to improved quality of life.

Transportation Plans

Bike Buffalo Niagara Regional Bicycle Master Plan (2020). The Bike Buffalo Niagara Regional Master Plan was published by the region’s metropolitan planning organization (MPO), the Greater Buffalo Niagara Regional Transportation Council (GBNRTC). This plan identifies several gaps in the regional bicycle network, including along Best Street, Fillmore Avenue, and a small gap between East Utica Street and MLK Jr. Park on Humboldt Parkway. The plan outlines this corridor as one of its priorities, stating that “this collection of short on-street bikeway improvements is intended to close a variety of gaps in the existing on-road bicycle network just west and north of MLK, Jr. Park in Buffalo.” The proposal estimates 0.8 miles of new bike infrastructure would be needed to close the area’s gap.¹⁰

Consistency Assessment

The Build Alternative includes improvements within the Humboldt Parkway corridor (northbound and southbound) that will extend the existing 5-foot-wide bicycle lane southerly from Northampton Street to Best Street. Refer to Table D1-3 for the project’s consistency assessment with this plan.

The Buffalo Bicycle Master Plan Update (2016). This plan, published by the NYSDOT and New York State Energy Research Development Authority (NYSERDA) in partnership with GObike Buffalo, identifies NYS Route 33 as an “infrastructure barrier” that “hinder[s] movement by pedestrians and bicyclists either physically or psychologically.”¹¹ The bike lanes on the Humboldt Parkway are identified as routes suitable for confident bicyclists (defined as those who are fairly comfortable riders but choose low-traffic streets), an estimated 5% of Buffalo’s bicyclists; the majority (60%) of Buffalo’s bicyclists fall under the “interested but concerned” category, those of whom require safety measures and slow vehicular traffic to feel comfortable utilizing bicycle infrastructure.

Consistency Assessment

As part of the Build Alternative, “neighborhood bikeways” will be established on select local streets within the project limits as identified in the Buffalo Bicycle Master Plan (2016). “Neighborhood bikeways” are typically established on low volume roads and can have traffic calming features designed to slow traffic for safer bicycle travel. The following streets will be designated as “neighborhood bikeways” within the project limits: East Utica Street, Northampton Street, Northland Avenue, Donaldson Road, and High Street. Improvements will include shared-use pavement markings and signage. There will be no changes to the existing curb-to-curb street width or existing parking that may be utilizing the street. Traffic calming features, if any, will be determined during final design. Refer to Table D1-3 for further details of the Build Alternative’s consistency with this plan.

¹⁰https://static1.squarespace.com/static/56ccbbfd3c44d8670dbd1d84/t/60f711e380c4d02ab3435fe2/1626804717477/Bike_Buffalo_Niagara_Chapter_5+%28Web%29.pdf

¹¹ <https://gobikebuffalo.org/project/buffalo-bike-master-plan-update/>

Table D1-3: Consistency Assessment with Proposed Bicycle Improvements

Street	From	To	Existing Conditions	GBNRTC Regional Bicycle Master Plan Recommendations	City Bicycle Plan Recommendations	Proposed Improvement under PIN 5512.52
Humboldt Parkway Southbound	Northland Ave.	Northampton St.	5-ft bike lane adjacent to parking lane with a 2-ft white stripe door zone buffer. Shared lane w/ sharrows between Hamlin Rd. and E. Ferry and E. Utica and Riley	Tier II priority corridor; recommends separated bike lane (eliminate existing shared lane areas). East Utica to Riley gap is identified as a "top priority on-road corridor."	Tier 2 facility for enthused and confident bicyclists; recommends separated bike lane (eliminate existing shared lane areas)	5-ft bike lane between travel lane and parking lane, with 2-ft white stripe buffer from parking. Bike lane eliminates gaps between Hamlin Rd. and E. Ferry St. and E. Utica St. and Riley St. Raised table at Butler Ave. for calming traffic from NYS Rt. 33 off-ramp.
Humboldt Parkway Northbound	Northampton St.	Northland Ave.	5-ft bike lane adjacent to parking lane with a 2-ft white stripe door zone buffer. Shared lane w/ sharrows between Girard Pl. and E. Utica St.	Tier II priority corridor; recommends separated bike lane (eliminate existing shared lane areas). Girard Pl. and E. Utica St. gap is identified as a "top priority on-road corridor."	Tier 2 facility for enthused and confident bicyclists; recommends separated bike lane (eliminate existing shared lane areas)	5-ft bike lane between travel lane and parking lane, with 2-ft white stripe buffer from parking. Bike lane eliminates gap between Girard Pl. and E. Utica St.
North/south corridor between Northampton St. and Best St.	Northampton St.	Best St.	No bicycle facilities on W. Parade or Dodge St. bridge, lack of connection between Humboldt Parkway and Best St.	Tier II priority corridor; (visually separated) bike lanes proposed on W. Parade Ave. from Northampton to Best St. Identified as a "top priority on-road corridor".	Tier 3 facility for strong and fearless bicyclists; recommends shared use route on MLK Jr Park roadways to connect to Best St	5-ft bike lanes between travel lane and curb on new two-direction roadway between Northampton St. and Dodge St. and on W. Parade from Dodge St. to Best St.
East Ferry Street	Wohlers Avenue	Fillmore Avenue	No bicycle facilities	N/A	Tier 3 facility for strong and fearless bicyclists; recommends shared use route	11-ft travel lane with shared use markings and signage. (10 ft. travel lanes at crossing of Humboldt Pkwy)

Table D1-3: Consistency Assessment with Proposed Bicycle Improvements

Street	From	To	Existing Conditions	GBNRTC Regional Bicycle Master Plan Recommendations	City Bicycle Plan Recommendations	Proposed Improvement under PIN 5512.52
East Utica Street	Wohlers Avenue	Fillmore Avenue	No bicycle facilities	N/A	Tier 1 facility for interested but concerned bicyclists; recommends neighborhood bikeway. Identified as a “Catalyst Project.”	Provides 14’ wide lanes for shared use on the portion of the street over the tunnel between Humboldt Parkway northbound and southbound.
Northampton Street	Wohlers Avenue	Fillmore Avenue	No facilities, but three speed humps installed between Buffalo Museum of Science and Fillmore	Tier II priority corridor for the section between Fillmore and Buffalo Museum of Science. This section was identified as a “top priority on-road corridor” for bike lanes	Tier 1 facility for interested but concerned bicyclists; recommends neighborhood bikeway	Establish a neighborhood bikeway with a 14’ wide shared lane including markings and signage. No change to lane widths to areas outside full reconstruction limits over tunnel.
Best Street	Wohlers Avenue	Fillmore Avenue	No bicycle facilities	Tier III priority corridor; recommends standard bike lanes for the entire corridor to Walden Ave ¹²	Tier 3 facility for strong and fearless bicyclists; recommends shared use (not bike lane) west of Herman St./W Parade intersection only	Provides 10-ft-wide multi-use path for pedestrians and bicyclists across the Best Street bridge and around the proposed roundabouts. The path limits are from just east of the entrance to MLK Jr. Park to Norway Park on the west side of NYS Route 33. No change to Best Street section outside these limits.

¹²

https://static1.squarespace.com/static/56ccbbfd3c44d8670dbd1d84/t/60f71248a9896f11185b34e5/1626804818534/Bike_Buffalo_Niagara_Chapter_Appendix_A.pdf

NYSDOT Pedestrian Safety Action Plan (2016). The Pedestrian Safety Action Plan was designed to provide actionable steps towards fulfilling one of New York State’s seven emphasis areas identified in its Strategic Highway Safety Plan. The Pedestrian Safety Action Plan “identifies current safety conditions and recommends a set of education, engineering and enforcement countermeasures to improve pedestrian safety.” This plan also seeks to implement New York State’s Complete Streets Law (2011). The plan makes several recommendations, including improving crosswalks, signage, road lines, signal timing, and intersection illumination. In terms of road design, the plan recommends traffic calming measures, road diets, sidewalk improvements, raised pedestrian refuge medians, curb extensions, and corner islands. A public education component, data management plan, and enforcement strategy are also part of the plan. Within this plan, the City of Buffalo was identified as a Focus Community and Erie County was identified as a Focus County, both being designations that warrant particular attention from the NYSDOT for experiencing particularly high rates and severity of pedestrian/vehicle crashes.¹³

Consistency Assessment

As part of the Build Alternative, additional at-grade crossings over the Kensington Expressway would be established at Riley Street, Winslow Avenue, and Sidney Street/Butler Avenue. These additional east-west connections, combined with the proposed Complete Streets improvements, would allow greater walkability and increased pedestrian safety within the project limits. Proposed Complete Streets improvements include providing or updating lane striping and crosswalks, replacing nonstandard sidewalks with new 5-foot-wide sidewalks, constructing ADA compliant curb ramps, providing curb bump outs for traffic calming, and replacing or updating street lighting. Furthermore, the construction of modern roundabouts will enhance safety at the Best Street interchange by reducing potential conflict points between vehicles. Roundabouts are proven to reduce the rate of all crashes, but particularly those that cause injuries and fatalities.¹⁴ The need for guide railing, median barrier, signing, impact attenuators, lighting, variable message signs, pavement friction treatments, etc. would be examined during final design and installed to current standards, as necessary.

GBNRTC Moving Forward 2050 (2018). The GBNRTC published its Metropolitan Transportation Plan for the region in 2018 and issued an update for the plan in May 2023. Moving Forward 2050 is the long-range plan for transportation in Buffalo-Niagara, identifying long-term goals, funding priorities, and technical strategies for improving the regional transportation system.¹⁵

Consistency Assessment

The plan includes four objectives and nine objectives for meeting those goals, with a wide variety of regional performance measures to accomplish those objectives. Of these nine objectives, four are assigned performance measures which are applicable to the Project. By concentrating investment in a community that already has transportation infrastructure, increasing the availability of “alternative” (pedestrian and bicycle) transportation infrastructure, and constructing roundabouts along Best Street which will decrease the number of reported motor vehicle crashes, the Project is consistent with the objectives of Moving Forward 20250. Furthermore, the project is consistent with the plan’s environmental objectives by decreasing the number of vehicle miles travelled (VMTs) by providing new bicycle and pedestrian transportation options, decreasing the

¹³ <https://www.ny.gov/sites/default/files/atoms/files/pedestriansafetyactionplan.pdf>

¹⁴ FHWA SA-21-042. <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>

¹⁵ <https://www.gbnrtc.org/metropolitan-transportation-plan>

area of impervious surfaces in the region, and increasing in the share of residents with access to public parks and recreation areas by creating a new public greenspace where previously only transportation infrastructure had existed.

Moving Forward 2050 is a general, large-scale plan for all aspects of the transportation system in the Buffalo-Niagara region, and as such, contains many elements not related to the Project. However, as the GBNRTC administers the Transportation Improvement Plan (TIP) for the region (see below), the plan is supportive of funding for the Project, starting that it “aims to help re-establish the green space originally provided by Humboldt Parkway without compromising the long-term capacity of the important regional transportation link provided by the expressway.”¹⁶ Furthermore, the plan states that GBNRTC has been and will continue to be involved in the planning process for the future of the Kensington Expressway, including “re-establish[ing] the green space originally provided by the Humboldt Parkway.” Additionally, the Project is consistent with *Moving Forward 2050* in a general sense by incorporating Complete Streets standards and improvements.

GBNRTC Transportation Improvement Program (2022). The GBNRTC released its most recent Transportation Improvement Program (TIP) for Federal Fiscal Years 2023-2027 in September 2022. Every MPO must – as required by federal law – develop and approve a TIP. The TIP reflects transportation investment priorities for the GBNRTC and is updated every four years.

Consistency Assessment

The Kensington Expressway Project is one of the projects in the 2023-2027 TIP.¹⁷

¹⁶ See footnote 14.

¹⁷ <https://www.gbnrtc.org/tip>