

# APPENDIX D PUBLIC AND AGENCY COMMENTS

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## I. Public and Agency Comments

The Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT) received more than 400 comment submissions during the public scoping comment period for the NYS Route 5 (Buffalo Skyway) Project. The public was provided opportunities to submit comments in several ways throughout the comment period, which extended from the first public scoping meeting on January 28, 2020 through February 28, 2020. Written comments could be submitted via email, the project website, mail, and/or comment cards provided at the scoping meetings held for the Project. Private stenographers were also available at the scoping meetings to record oral comments.

The NYSDOT and FHWA have considered the comments received on the Project. The Responses to Public/Agency Comments section of this appendix contains summaries of the substantive comments received from the public and agencies and responses to those comments. Comments are organized by subject matter. When more than one commenter provided a similar comment, these comments were grouped and addressed together. This section also includes a table listing the commenters and the comment/response numbers associated with the submitted comments.

The Public/Agency Comments section contains the written comments received from the public and agencies as well as transcripts of the oral comments from the scoping meetings.

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

**A. RESPONSES TO PUBLIC AND AGENCY COMMENTS**

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
____, Eileen	02/04/20	Email	C1-2, C14-1, C26-2
____, Mark and Jean	02/28/20	Letter	C14-5, C14-7, C22-1
____, Tom	01/28/20	Public Meeting	C19-2
(Anonymous)	01/28/20	Public Meeting	C14-1
(Anonymous)	01/28/20	Public Meeting	C3-2, C7-5, C21-5, C25-1, C26-1, C26-2, C26-6, C26-8
(Anonymous)	01/28/20	Public Meeting	C14-1
(Anonymous)	01/28/20	Public Meeting	C14-1, C15-2, C26-6
(Anonymous)	01/29/20	Public Meeting	C8-1, C8-2, C8-3, C26-5
(Anonymous)	02/01/20	Email	C13-4, C14-1, C26-6
(Anonymous)	02/22/20	Letter	C14-1, C26-1, C28-4
Adamczyk, Todd	02/20/20	Website	C7-14, C19-3, C26-2
Alfes, Kim	02/20/20	Website	C14-2, C26-4, C28-3
Anger, Matthew	01/28/20	Website	C1-2, C7-5, C10-2, C14-1
Aquilina, Richard	02/20/20	Email	C14-2, C26-7
Au, Ross	02/20/20	Website	C7-12, C26-2, C28-2
Austin, Mark, US Environmental Protection Agency	02/11/20	Letter	C1-4, C1-5, C15-4, C17-8, C17-9, C24-7
Austin, Robert	02/20/20	Website	C14-1
Baehre, Richard	02/20/20	Website	C13-3, C28-3
Bamrick, Vincent	02/20/20	Website	C28-3
Bannerman, Isabella	02/24/20	Email	C14-4, C24-5
Baratta, Frank	01/28/20	Public Meeting	C14-1, C26-2, C26-6
Barone, Mary Ann	02/20/20	Email	C12-1
Bartkowiak, Larry	02/20/20	Email	C7-12, C18-1
Bartkowiak, Lawrence	02/20/20	Website	C7-12
Barton, Jan	01/29/20	Public Meeting	C14-1, C16-1, C24-1, C26-6, C26-11
Bednarz, Nicole	01/28/20	Email	C14-6, C16-1, C26-2
Behr, Donald	02/22/20	Website	C22-1, C26-7, C28-2
Beown, James	02/23/20	Website	C14-9, C26-7
Berarducci, Dan	01/29/20	Website	C14-9
Beres, Joshua	02/27/20	Website	C14-2

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Bernosky, Edith	02/25/20	Email	C14-2, C21-5
Berry, ElizaBeth	02/26/20	Email	C1-2, C2-1, C6-1, C13-4, C14-1, C14-19, C16-1, C21-1, C22-1, C26-1, C26-2, C26-5, C26-6, C26-14, C27-1, C29-1
Bidlack, Patricia	02/27/20	Letter	C14-4, C21-1, C21-2
Bielec, Kathleen	02/01/20	Website	C14-2, C26-1
Billittier, Frank	01/29/20	Website	C13-1, C14-9, C15-3
Bisenius, Hedy	02/28/20	Website	C13-3, C14-1, C26-2
Blessing, Barbara Ann	02/20/20	Email	C28-3
Blue, Angela	01/28/20	Public Meeting	C7-12, C14-1, C26-2
Blue, Mark	01/28/20	Public Meeting	C7-13, C8-1, C14-1, C26-1, C26-2
Boody, Daniel	02/26/20	Website	C14-12
Booth, Jeff	02/28/20	Email	C13-3, C14-1, C18-2, C21-6, C28-2
Booth, Justin, Gobike Buffalo	02/28/20	Email	C7-1, C14-1, C18-3
Borden, Jeff	01/28/20	Public Meeting	C14-2
Borkowski, Kimberly	01/30/20	Email	C14-1, C14-3, C14-6, C14-9, C21-8, C26-1, C28-1
Borrero, Edwin	01/29/20	Public Meeting	C14-2
Boutsko, Mikhail	02/20/20	Website	C26-7
Bovey, Joanne	02/20/20	Email	C14-1
Braungart, John P.	02/20/20	Website	C14-2, C26-4
Braunscheidel, Michael	02/02/20	Email	C14-2, C14-3, C14-5, C14-9, C26-7, C26-10
Brown, Michael	02/19/20	Website	C14-2
Burdick, Don	02/20/20	Website	C26-2
Burney, Jay	01/28/20	Public Meeting	C6-5
Burns, Louise	01/30/20	Email	C14-2, C28-3
Burzynski, Kent	02/24/20	Website	C5-1, C14-1, C26-1, C28-1
Butters Sr., Tony	01/28/20	Public Meeting	C14-1, C26-7
Buyers, Bradley, FAIR Committee of WNY	01/28/20	Website	C10-1, C14-2, C21-2
Byrd, Jason	02/20/20	Website	C14-5, C16-4
Cadzow, Dan	01/28/20	Email	C14-2, C22-1

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Caligiuri, David	02/21/20	Website	C13-3, C14-1, C26-6
Campaign for Greater Buffalo History, Architecture & Culture, The	02/28/20	Letter	C7-15, C7-16, C14-5, C18-4
Capitano, Peter	01/28/20	Public Meeting	C13-1, C26-3
Carballada, Jeff	01/28/20	Public Meeting	C14-10
Carballada, Jeff	02/28/20	Email	C14-10
Carl, Ellen	02/28/20	Letter	C14-1, C26-2
Castanza, Paul	02/20/20	Website	C14-1
Castle, Daniel, Erie County Dept of Environment and Planning	02/26/20	Email	C3-1, C4-1, C6-1, C8-1, C9-4, C17-5, C26-6, C26-7, C27-2, C29-1
Castro, Jr., Charles B.	01/28/20	Email	C14-2
Chamberlain, Joseph	01/29/20	Public Meeting	C14-5
Chapo, Robin	02/21/20	Email	C14-2
Chevalier, Jacklyn	02/23/20	Website	C14-4, C21-5
Chevalier, Jacklyn	02/28/20	Letter	C14-4, C14-9, C24-5, C27-1, C28-5
Choczynski, Jay	02/05/20	Website	C14-1, C14-2, C14-6, C14-12, C26-2
Cissoko, Kilissa	01/30/20	Email	C2-4, C10-1, C14-2, C14-5, C14-12, C21-8, C22-1
Clark, Grace	02/20/20	Email	C14-2
Cleary, Julie	01/29/20	Public Meeting	C14-4, C26-6
Cleary Schaeffer, Maureen	02/28/20	Website	C14-1, C26-2
Cobado, Marie	02/27/20	Email	C2-2, C14-1, C14-9, C24-3, C26-2, C28-2
Collins, Doris	02/21/20	Email	C13-3, C14-1, C26-2
Collins, R. Lorraine	02/28/20	Website	C7-5, C14-2, C16-3, C26-4
Cortellucci, Arthur	02/21/20	Website	C26-2
Cotroneo, Carl	01/28/20	Website	C12-3, C14-2, C14-9
Cottis, Barbara	02/20/20	Email	C14-1, C14-5, C16-1
Crews-Dearing, Janice	02/20/20	Email	C26-4
Cumming, Sandra	02/21/20	Website	C14-2, C26-4, C28-3
Cusack, Luke	02/20/20	Website	C14-1, C14-6
Davis, Susan	02/20/20	Website	C14-1, C16-1, C17-2
Davis, Susan M.	02/20/20	Email	C14-1, C16-2, C26-2, C28-2

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<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Davison, Erin	01/29/20	Public Meeting	C14-12, C26-6
Delettrez, Jean-Claude	02/26/20	Website	C14-1, C16-1, C26-2
Delgado, Rachael	02/28/20	Website	C1-2, C6-1, C14-4, C21-5, C24-5, C27-1
Dickey, Margaret	02/20/20	Email	C14-12
Dietrich, Mary Lou	01/29/20	Public Meeting	C14-13, C26-2, C28-2
Dimech, James	02/23/20	Website	C14-1, C23-1
Dorsheimer, Nancy	01/28/20	Public Meeting	C14-6, C14-9, C15-3, C26-6
Doyle, Sean, Hamburg Industrial Development Agency	01/13/20	Email	C3-2, C7-5, C7-15, C8-1, C14-3, C21-2, C23-1
Egan, Anne	02/05/20	Email	C14-4, C21-5, C27-1
Elardo, Robert	02/20/20	Email	C14-2, C22-1
Evers, Lawrence	01/29/20	Website	C14-9, C28-3
Fabian, Linda	02/20/20	Email	C5-1, C14-1
Farrell, Jen	02/28/20	Email	C8-1, C9-3, C14-1, C26-1
Farrell, Sandy	02/27/20	Letter	C1-1, C7-3, C8-1, C14-1, C26-1
Ferber, Gabriel	02/25/20	Email	C26-10, C28-2
Fermo, Janet	02/24/20	Email	C18-1
Fisher, Bruce	02/28/20	Website	C7-11, C7-12, C7-15, C18-2
Fitzmaurice, Steve	01/29/20	Public Meeting	C14-5
Flett, Marsha	02/20/20	Website	C14-12
Forrestel, Ryan, FAIR Committee; Cold Spring Construction	01/28/20	Public Meeting	C10-3, C13-1, C14-2, C14-9, C26-3
Funke, Douglas, Citizens for Regional Transit	02/26/20	Letter	C14-19, C14-20, C18-1, C22-1
Gallagher, Suzanne	01/29/20	Website	C14-1, C16-1
Gallium-Dietrich, Mary Lou	01/29/20	Public Meeting	C14-1
Garby, Ryan	01/28/20	Public Meeting	C14-9
Garrity, Linda	02/20/20	Website	C14-9
Geerkin, Julia	01/29/20	Email	C14-9, C22-1, C26-6
Gerecke, Edward	01/31/20	Letter	C26-5, C26-6
Giles, Elizabeth	02/25/20	Email	C14-19
Ginsberg, Susan	02/20/20	Website	C14-2



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<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Giomundo, Richard	02/20/20	Email	C14-2
Givens, Jessie	02/20/20	Website	C14-2
Godfrey, Chuck	02/20/20	Email	C14-2
Goller, Henry F.	02/20/20	Email	C14-2
Goodrick, Zachary	01/30/20	Email	C21-1
Gordon, Mark	01/30/20	Email	C13-4, C14-1, C26-7
Gough, Cindy	02/22/20	Email	C7-12, C14-1, C23-1, C26-2
Graham, Jim	02/14/20	Letter	C13-1, C26-7
Grandy, Carol	01/29/20	Public Meeting	C14-4, C14-10
Green, Jacklyn	02/24/20	Email	C14-4, C21-1
Greene, Robert	02/24/20	Website	C14-1, C16-2, C26-2, C28-2
Grimaldi, Wayne	02/20/20	Website	C14-2, C14-12
Gross, Kenneth	02/28/20	Email	C2-2, C14-1, C14-3, C14-9, C14-15, C21-8, C23-1, C26-2, C28-2
Groves, Wayne	02/20/20	Website	C14-2
Guido, Ronald	02/21/20	Website	C14-2, C26-4
Hall, Mark G.	02/20/20	Website	C14-2
Halligan, Tom	01/31/20	Email	C14-2, C14-6, C14-9, C26-6
Hames, Lana	02/28/20	Letter	C8-1, C10-1, C14-1, C14-4, C21-3, C24-1, C26-1, C26-2
Hamilton, Paula	02/20/20	Website	C14-2
Harris, Brandon	01/28/20	Email	C7-10, C14-1
Hart, Kathy	01/29/20	Email	C14-1, C26-2, C28-1
Hartnett, Timothy	02/20/20	Website	C14-14
Hassan, Thea	02/28/20	Website	C7-1, C14-1, C14-4
Hasse, Jennifer	02/20/20	Website	C26-6
Hauser, Barbara	02/25/20	Website	C14-1, C26-2, C28-2
Hawes, Am	02/20/20	Email	C7-4, C28-2
Haykel, Sarah	01/29/20	Email	C13-3, C14-5, C26-7
Heine, Eric	02/28/20	Website	C14-5, C24-6
Hellriegel, John	02/23/20	Website	C14-1
Henry, Howard	01/27/20	Email	C14-2, C14-6, C22-1, C26-4

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<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Hernandez, Juan	01/28/20	Public Meeting	C14-2
Hettrick, Jane	02/27/20	Email	C1-1, C5-1, C6-1, C7-5, C12-2, C14-1, C14-11, C16-2, C24-5, C26-2, C26-9, C29-1
Hewitt, Jason	01/27/20	Email	C14-9, C26-6
Higgins, Tom	02/10/20	Website	C6-4, C14-4, C21-5, C27-1
Hilmey, Katherine A	01/29/20	Public Meeting	C15-3
Hoane, Jeane	01/28/20	Public Meeting	C14-14, C26-2
Hoare, Brendan	02/19/20	Website	C13-1
Holt, Amy	02/20/20	Email	C13-1, C26-3
Hopkins, Paul	02/21/20	Website	C26-6
Horbett Sr., Bill	02/20/20	Email	C13-1
Houston, William	02/25/20	Letter	C13-3, C14-1, C17-5, C26-2, C26-6, C28-2
Howard, Henry	02/21/20	Email	C14-2
Hoyt, Clayton	01/28/20	Website	C7-3, C14-9
Hrycko, Gerald	02/20/20	Email	C14-12
Huntz, Albert	02/21/20	Email	C14-2
Hurley, James	01/28/20	Public Meeting	C26-1
Hurley, Mary	01/28/20	Public Meeting	C26-1
Hutton, Mary	02/20/20	Email	C14-2
Hutzler, Paul	02/25/20	Website	C14-2, C26-6
Jackson, Robert	02/25/20	Website	C14-1, C28-2
Jacobi, Robert and Hana	01/28/20	Public Meeting	C5-1, C13-3, C14-1, C14-5
Jacobson, Stephen	02/20/20	Email	C14-2
Jakubczak, Jaime	02/21/20	Website	C16-3, C26-4
Jakubiec, Maria	01/28/20	Public Meeting	C13-4, C14-1, C15-3
Jedlicka, Jill, Buffalo Niagara Waterkeeper	02/28/20	Email	C2-1, C6-1, C9-5, C10-5, C22-1, C29-1
Johnston, Thomas	01/29/20	Website	C22-1
Joyce, Mary	02/20/20	Email	C14-2, C24-1
K, K, Resident	02/21/20	Website	C14-2
Kaczmarek, Henry	01/20/20	Email	C13-1, C14-2

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Kale, Jay	02/20/20	Email	C14-2
Kauffman, Elizabeth	01/28/20	Public Meeting	C13-4, C14-1, C14-6, C16-1, C22-1, C28-2
Kay, Paul	02/20/20	Website	C14-2
Kerwin, Glenn	02/28/20	Website	C14-1, C26-2
Kerwin, Marie	02/27/20	Email	C13-4, C14-1, C21-3, C26-2, C26-5, C26-6, C28-2
King Sr., Doug	01/28/20	Public Meeting	C7-9, C14-1, C14-9, C26-10
King Sr., Doug	01/28/20	Public Meeting	C7-6, C14-1, C26-6
Klingenschmitt, Carl	01/27/20	Email	C21-1
Klingenschmitt, Carl	02/27/20	Email	C7-15, C14-1, C16-2, C26-1, C26-2, C26-7, C28-2
Kochmanski, Paul	02/25/20	Website	C14-1, C16-2, C26-2, C28-2
Kostrzewski, Laurie	02/20/20	Email	C14-6
Koszalak, Norman	02/20/20	Website	C14-2
Kowsky, Francis R.	02/07/20	Letter	C5-1, C14-1, C26-2, C28-4
Kraus, John	01/29/20	Public Meeting	C14-5, C14-9, C14-10, C22-1, C26-6, C26-12
Kreger, Donald	02/20/20	Website	C14-2
Kubiak, Patty	02/20/20	Email	C14-2
Kucinski, Ryan	02/20/20	Website	C14-17, C17-1, C26-13
Kurek, Carlos	02/20/20	Email	C26-3, C28-3
Landreth, M	02/20/20	Email	C14-2, C14-6, C26-3
Lattanzio, Angelo	01/28/20	Public Meeting	C13-1, C14-2, C14-9, C26-3
Lawler, Nancy	02/25/20	Website	C14-2
Lawson, Robert	02/20/20	Email	C14-1
Leatherbarrow, Allan	02/22/20	Email	C10-1, C14-2, C14-5, C14-12, C16-3
Leatherbarrow, Allan	02/22/20	Website	C5-1, C10-1, C14-2, C14-5, C14-20, C16-3
LeClair-Coleman, Celeste	02/18/20	Letter	C11-2
Lehman, Maria	01/28/20	Public Meeting	C14-9
Leibovic, K. Nicholas	02/20/20	Website	C14-2, C26-7, C28-3
Lindenau, Christopher	02/23/20	Website	C14-12, C26-7, C28-3
Lindsay, Michelle	02/20/20	Website	C26-1

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Lord, Nicholas	02/25/20	Website	C21-3, C26-1
Love, Andrew	02/28/20	Email	C13-1, C14-2, C14-10
Lubkowski, Stanley	01/28/20	Public Meeting	C13-1, C14-9, C26-15
Ludwig, Katie	02/28/20	Email	C2-2, C14-1, C22-1
Lysiak, Adam	02/20/20	Website	C26-6
MacKinnon, Bryan	01/28/20	Public Meeting	C2-1, C13-4, C26-1
Macy, Laura	02/26/20	Email	C14-9
Madell, Tyler	02/28/20	Website	C14-2
Mager, Forrest	01/28/20	Public Meeting	C3-2, C7-8, C14-9, C26-6
Magnus, Matthew	01/28/20	Website	C7-1
Malone, Evelyn	02/20/20	Email	C14-2, C16-3, C22-1
Manly, Mark	02/20/20	Website	C14-2
Marsala, Joe	02/18/20	Email	C13-1
Martel, Gerald	02/20/20	Website	C14-12, C22-1
Marzec, Diane	02/20/20	Website	C14-2, C22-1
Mauro, Lance	02/20/20	Email	C14-12
Mayer, Henry	02/21/20	Website	C14-2
McCullon, Laurel	01/28/20	Website	C1-1, C6-2, C8-1, C20-1, C26-1, C26-2, C27-1
Mcnaughton, Paul	02/23/20	Email	C14-2, C26-1
Mecca, JoAnn	02/28/20	Letter	C14-2, C14-9, C26-1
Mecca, Nicholas	02/20/20	Email	C14-1, C26-2, C28-2
Metivier, Steve, US Army Corps of Engineers	02/28/20	Letter	C17-1, C17-6, C17-7, C18-5, C29-2, C29-3
Michel, JB	02/20/20	Email	C16-1, C26-6
Miller, Tim	02/04/20	Email	C1-2, C14-2, C14-12, C26-6
Modica, Carl	01/28/20	Public Meeting	C14-1, C26-2
Montgomery, Ron	02/21/20	Email	C13-1, C14-12, C16-3, C26-2
Montroy, Debbie	02/26/20	Email	C4-1, C14-4, C24-5
Moomaw, Trevor	02/20/20	Email	C14-2
Moore, Brian	02/26/20	Email	C7-10, C14-1, C14-12, C26-7
Morgan, Robert	02/22/20	Website	C14-1, C14-5

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Morgan, Teresa	02/21/20	Website	C14-2, C14-9
Morrissey, Sharon	02/20/20	Website	C14-1, C26-2, C28-2
Moses, Thomas, Village of Hamburg	02/27/20	Letter	C17-5
Neill-Everett, Susan	02/20/20	Email	C14-2, C28-3
Norton, Daniel	01/28/20	Website	C5-2, C12-1, C14-6, C14-9
Nossavage, Kenneth	02/20/20	Website	C14-1
Nowakowski, Mitch, Buffalo Common Council - Fillmore District	01/29/20	Website	C11-1, C24-1, C26-7
Nyitrai, Frances	02/20/20	Website	C14-1
Oehler, Albert	02/20/20	Website	C14-2
OKeefe, Kathleen	02/20/20	Website	C8-1, C26-2, C28-2
Ortman, Janine	01/28/20	Email	C7-11, C14-1, C26-2
Ostrander, Tim	02/20/20	Website	C14-1, C26-6, C26-10
Otoka, Dean	01/28/20	Public Meeting	C14-15
Paluca, Gerhard	02/20/20	Email	C7-11, C15-3, C26-4, C26-5, C26-7
Paolini, Anthony	02/20/20	Email	C14-2
Parisi, Anthony	02/21/20	Website	C14-2
Parke, Richard	02/20/20	Website	C14-2
Parks, Joan, League of Women Voters of Buffalo/Niagara	02/26/20	Letter	C1-2, C6-1, C13-3, C14-1, C15-3, C18-1, C22-1
Parsons, Matt	02/20/20	Website	C7-10, C13-1
Pawelski, Diane	01/29/20	Website	C26-3
Pawenski, Chris	01/28/20	Public Meeting	C7-5, C7-7, C26-7, C26-8
Pawenski, Paul	02/23/20	Website	C14-2
Pecora, F. Thomas	02/27/20	Website	C7-12, C14-1
Peterson, Lorna	02/24/20	Website	C14-2
Pietrzak, Monica	02/20/20	Letter	C13-3, C13-4, C14-1, C14-6, C26-1, C26-2, C26-6, C26-10
Pilger, Helen	01/28/20	Public Meeting	C14-1, C26-6
Pilger, Helen	01/28/20	Public Meeting	C14-6, C26-1, C26-5, C26-6
Plinzke, Jim	01/29/20	Public Meeting	C14-2
Podkulski, Richard	02/28/20	Website	C7-2, C7-5, C9-3, C14-1, C26-1

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Pokigo, Cory	01/28/20	Public Meeting	C14-9, C14-15
Post, Hannah	01/28/20	Website	C14-2
Price, Bill	02/20/20	Letter	C13-1, C14-2, C14-7, C14-9, C14-10, C14-12, C26-7
R, Brett	01/29/20	Email	C13-1, C14-2
Rader, Virginia	02/20/20	Website	C26-1
Raeke, Carolyn	02/23/20	Website	C7-12, C14-1, C26-6, C28-1
Rebmann, Michael	02/20/20	Website	C14-2
Reiser, Elizabeth	02/22/20	Email	C7-12, C14-1
Reiter, Jesse	01/29/20	Public Meeting	C14-4
Renkas, Matt	01/29/20	Website	C14-6, C14-9, C26-3
Renzo, Paul	01/28/20	Public Meeting	C3-2, C10-4, C14-5, C16-1, C23-1, C26-1, C26-6
Rico, Philip	02/26/20	Email	C7-1, C13-1, C14-2
Robinson, Al	02/20/20	Website	C14-2
Rodriguez, Emilia	02/28/20	Website	C14-3, C24-5
Rogers, Dale	02/25/20	Website	C14-4
Rose, Gail	01/29/20	Email	C16-1, C26-2
Rosenberg, Gregory	02/20/20	Website	C14-2
Roulley, Thomas	02/20/20	Website	C14-2
Rucinski, Ryan	02/25/20	Website	C5-1, C14-5, C28-2
Rudnicki, James	01/28/20	Public Meeting	C14-9, C14-12
Rudnicki, Jim	01/29/20	Email	C14-9, C21-7
Rudnicki, Jim	02/14/20	Email	C14-9
Rudnicki, Jim	02/14/20	Email	C14-8
Runfola, Ethnea	02/21/20	Website	C26-2, C28-2
Sajdak, Joseph	01/28/20	Website	C21-4
Sardina, Betty	01/28/20	Public Meeting	C14-1, C26-2, C26-6, C28-2
Sardina, John	02/25/20	Email	C13-4, C14-1, C14-20, C16-1, C21-2, C26-2, C26-6
Satcher, Lawrence O.	01/29/20	Public Meeting	C2-1, C14-5, C14-9, C24-2
Scanlon, Christopher, Buffalo Common Council - South District	01/29/20	Public Meeting	C1-2

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Schaeffer, Maureen	02/28/20	Email	C5-1, C14-1, C26-2
Schena, Frances	01/28/20	Public Meeting	C3-2, C5-1, C14-1, C14-5, C14-12, C14-16, C26-2
Schifferle, Peter	01/29/20	Public Meeting	C14-1, C14-5, C14-9
Schlabach, Jason	01/30/20	Website	C2-3, C10-1, C14-9, C14-15, C16-3
Schmidt, Kathy	02/20/20	Website	C14-2, C16-4, C26-7
Schneekloth, Lynda, Western New York Environmental Alliance	02/28/20	Website	C4-1, C12-2, C13-4, C14-1, C18-1, C22-1, C24-1, C24-4, C28-2
Schultz, Ronald	02/20/20	Email	C26-2
Scott, David	02/21/20	Email	C14-1
Scott, Joel	02/20/20	Email	C14-1
Scully, Joe	02/20/20	Email	C14-1
Seide, David	01/29/20	Public Meeting	C2-2, C14-9, C21-5, C21-8, C28-2
Sendor, Michael	01/28/20	Public Meeting	C5-1, C13-2, C14-1, C26-2
Shadwick, Jerome	01/29/20	Public Meeting	C14-9
Shea, Colin	02/18/20	Email	C14-2
Shevlin, Pat	02/26/20	Email	C1-1, C1-2, C23-1, C24-1, C26-1, C26-2
Shiel, M	02/20/20	Website	C14-1, C14-3
Sikorski, Dorothy	02/20/20	Website	C13-1, C16-3, C26-4
Simon, Jola	02/20/20	Website	C14-2
Sinatra, Anna Marie	01/29/20	Public Meeting	C7-12, C14-1, C14-4, C16-1, C26-2, C26-6, C28-4
Sisti, Larissa	02/25/20	Website	C22-1, C28-3
Smith, Ashley	02/28/20	Website	C7-1, C14-1, C14-4
Smith, Cecil	01/29/20	Email	C14-2
Smith, Doug	02/20/20	Email	C14-2, C26-7
Smith, Lynn	01/29/20	Public Meeting	C14-1, C26-6
Solly, Rachel	02/24/20	Website	C6-2, C14-4, C17-2, C24-1, C26-2, C27-1
Soltysiak, John	02/01/20	Email	C1-1, C13-4, C14-1, C26-2, C26-6
Sonntag, Ted	01/28/20	Website	C7-6, C14-6, C23-1, C26-2, C26-6
Sparrow, Don	02/20/20	Email	C13-1
Speers, Craig	01/28/20	Public Meeting	C3-1, C14-1, C23-1

**Table D-1: List of Public/Agency Commenters**

<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Speers, Craig E.	01/31/20	Email	C3-1, C8-3, C8-4, C14-1, C14-12, C23-1, C26-6
Stachowiak, Theresa	02/27/20	Letter	C14-4, C27-1
Stanton, Richard, City of Lackawanna	02/27/20	Email	C3-2, C17-4, C24-1, C26-2, C26-6, C26-7, C26-16
Starkweather, Julie	02/20/20	Website	C26-6, C28-2
Starr, Dan	02/24/20	Letter	C14-1
Starr, Dan	02/28/20	Letter	C2-2, C5-1, C13-4, C14-1, C26-1, C26-2, C28-2
Starr, Noreen	02/20/20	Website	C14-2
Steffan, Kyla	01/29/20	Website	C14-1, C25-1, C26-6
Stephens, Lynda	02/26/20	Letter	C1-2, C4-1, C5-1, C6-1, C7-10, C13-4, C14-1, C15-1, C16-1, C17-1, C18-1, C24-4, C26-2, C28-4
Stief, Davilyn	02/25/20	Website	C6-4, C14-4, C26-2, C27-1
Stitt, Cindy	02/26/20	Website	C14-1, C26-6
Stout, David	01/28/20	Public Meeting	C9-1, C10-1, C14-1, C14-2, C14-5, C17-1
Stuczynski, Kenneth	02/20/20	Website	C5-1, C14-1
Sullivan, Fran	02/28/20	Website	C7-5, C14-1, C24-1, C28-2
Sullivan, Kathleen	02/22/20	Website	C14-2
Sullivan, Philip	01/31/20	Letter	C26-1
Sykes, Clark	02/20/20	Website	C14-2
Sypnier, Diane	02/20/20	Website	C14-8
Tanner, Kristin	02/25/20	Website	C14-1
Tedesco, Linda	02/21/20	Website	C14-2, C26-4, C28-3
Terray, Douglas	01/29/20	Public Meeting	C14-2
Thomsen, Eric	02/14/20	Email	C14-2, C14-9, C14-13, C17-10, C20-1
Thurston, Adeline	02/20/20	Email	C14-2
Tobin, William	02/20/20	Website	C13-1, C14-2
Tocke, Joe	01/30/20	Letter	C14-2
Tryjankowski, Betty	02/20/20	Email	C26-2, C28-2
Turner, Craig, Buffalo Niagara International Trade Gateway Organization, Inc.	02/27/20	Email	C3-2, C7-3, C26-11, C26-14



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<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Ulrich, Rowan	02/20/20	Email	C14-2
Vahapoglu, Lisa	02/20/20	Website	C14-14
Valint, Daniel	02/20/20	Email	C14-2
Vallett, Dennis	02/20/20	Email	C26-6
Vaughan, Raymond	02/25/20	Letter	C13-4, C14-18, C17-1, C29-1
Vaughan, Raymond	02/28/20	Email	C1-2, C5-1, C9-4, C14-1, C14-5, C14-9, C17-1, C17-3, C18-5, C22-1, C27-1, C28-2, C28-4, C28-5
Ventura, Christopher	02/20/20	Website	C7-1, C13-1, C14-2, C28-3
Volpe, Ray	02/20/20	Email	C14-2
Wager, James	01/29/20	Public Meeting	C5-1, C14-1, C16-2, C26-2
Wahl, Eileen	01/29/20	Public Meeting	C13-4, C14-1, C14-12, C28-2
Walker, Sonia Lynn	02/04/20	Email	C26-6, C26-7
Walsh, Taylor	02/20/20	Website	C14-2
Walters, Marty	01/28/20	Website	C28-2
Ward, Richard	02/25/20	Email	C15-3
Warner, III, Howard	02/07/20	Letter	C26-2
Warren, Kathleen	02/21/20	Website	C14-2, C14-12
Wasielewski, William	02/24/20	Website	C7-1, C14-2
Waszkielewicz, Jim	01/29/20	Public Meeting	C14-2
Watson, Timothy	01/28/20	Email	C14-1, C16-1, C18-1
Wazny, Vanessa	01/30/20	Letter	C13-3, C14-1, C29-1
Wedgewood, Ian	02/28/20	Website	C1-3, C2-1, C9-2, C13-1, C14-6, C16-3, C22-1
Wedgewood, Katie	02/28/20	Website	C14-2
Wehrfritz, John	02/26/20	Website	C14-1
Wehrfritz, Raymond	01/28/20	Website	C14-1, C26-6
Weise, Francis	01/29/20	Public Meeting	C14-1, C14-3, C14-12, C24-1
Wesolek, Michael	02/25/20	Website	C13-1, C14-2, C26-3
Wiath, Carrie	01/28/20	Public Meeting	C13-1, C14-14
Wieder, Bill	01/28/20	Public Meeting	C14-1, C26-2
Wielopolski, Ellen	02/28/20	Website	C14-2

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<b>Name, Organization</b>	<b>Comment Date</b>	<b>Type</b>	<b>Comment/Response Number</b>
Wigglesworth, Marisa, Buff Museum of Science, Tiff Nature Preserve	02/19/20	Email	C6-2, C12-2
Wildstead, Geoff	01/28/20	Website	C14-1
Willard, David	02/20/20	Website	C14-2
Williams, Ed	01/29/20	Public Meeting	C7-7, C21-6
Williams, Ron	01/29/20	Public Meeting	C14-9
Willis, Edward	02/20/20	Website	C14-1
Wills, Ricky	01/29/20	Public Meeting	C14-9
Wilson, Mary	02/21/20	Email	C7-1, C14-1, C28-4
Wisoff, Sophie	02/28/20	Email	C14-5, C22-1
Witman, Gary	02/27/20	Website	C13-1, C14-2, C16-3
Wittmann, Craig	01/28/20	Website	C15-1, C19-1, C23-1
Wood, Cathy	01/27/20	Email	C14-2
Wooster, Margaret, Our Outer Harbor Coalition	02/28/20	Email	C4-1, C6-1, C14-1, C16-2, C18-1, C28-2
Wroblewski, Brian	01/17/20	Email	C14-1, C14-12
Wurster, Rebecca	01/28/20	Website	C2-1, C6-3
Yates, John	02/28/20	Website	C13-1
Yekich, Tammy	01/28/20	Public Meeting	C14-12, C26-1
Yekich, Tammy	01/31/20	Letter	C14-10, C14-12, C26-7
Zagon, Gregory	02/20/20	Email	C14-1, C14-2, C14-6
Zagst, Louis	02/22/20	Email	C26-6
Zappo, Joseph	02/20/20	Email	C12-2, C14-12, C23-1, C26-2
Zarillo, Anthony	02/23/20	Website	C14-2, C28-3
Zawicki, Ann	02/22/20	Email	C14-2
Zernentsch, Charles	02/26/20	Email	C14-12, C26-4, C28-4
Zizzi, Julia	02/20/20	Email	C13-3, C14-1, C26-2
Zobel Jr., Michael	02/20/20	Email	C14-1, C22-1

**1. Air Quality**

- C1-1 Commenter stated that the Project would affect air quality at street level.
- R1-1 As stated in Section 4.3 of this Scoping Report, air quality analyses will be conducted as part of the DDR/DEIS for the Project. The air quality analyses will be conducted using New York State Department of Transportation, Federal Highway Administration, and U.S. Environmental Protection Agency (USEPA) procedures and USEPA models. The analyses will include both mesoscale (regional) and microscale (local) analyses to assess the potential effects of the Project on air quality. The analyses will be documented in the DDR/DEIS.
- C1-2 Commenters stated that the project concepts would result in more air pollution from vehicles, negatively affecting communities near proposed new roadways and traffic patterns.
- R1-2 See Response R1-1.
- C1-3 Commenter stated that air quality would improve in the areas where the Skyway was removed.
- R1-3 See Response R1-1.
- C1-4 The U.S. Environmental Protection Agency stated that Erie County is part of the 1997 8-hour ozone nonattainment area, and therefore, prior to this nonexempt project's addition to the New York State Transportation Improvement Plan, the NYSDOT and FHWA must conduct a project level conformity analysis before it is adopted, accepted, approved, or funded, per 40 CFR 93.104(d).
- R1-4 Transportation conformity will be addressed for the Project.
- C1-5 The U.S. Environmental Protection Agency stated its recommendation that the NYSDOT and FHWA take steps to reduce diesel emissions from construction equipment to lessen disproportionate health impacts on communities impacted by the Project.
- R1-5 As stated in Section 4 of this Scoping Report, construction effects resulting from implementation of the Project will be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of this evaluation.

**2. Bicycle/Pedestrian Accommodations:**

- C2-1 Commenter stated support for bicycle and pedestrian friendly improvements. Commenter stated that proposed street enhancements should incorporate “complete streets” initiatives. Commenters requested that bicycle paths be included in project concepts, such as routing a bicycle path through the former Bethlehem Steel site to connect Lackawanna to Woodlawn Beach.
- R2-1 The build alternatives, as described in Section 5 of this Scoping Report, would provide a shared-use path from South Park Avenue to the existing Shoreline Trail east of Fuhrmann Boulevard. The design features of this path, as well as additional improvements to bicycle and pedestrian accommodations within the applicable Study Area, will be studied as part of the DDR/DEIS for the Project.
- C2-2 Commenters stated that the Skyway should be changed or improved to be more bicycle and pedestrian friendly. Commenter stated that the Skyway would be safer for bicyclists than other streets. Commenter stated that the Skyway should be closed to vehicles on certain days of the year to accommodate use by bicyclists and pedestrians.
- R2-2 To meet the objectives of the Project, the build alternatives, as described in Section 5 of this Scoping Report, would remove the Buffalo Skyway structure and elevated approaches between Tiff Street and Church Street. Improvements to bicycle and pedestrian accommodations within the applicable Study Area will be studied as part of the DDR/DEIS for the Project.
- C2-3 Commenter stated that a bicycle/pedestrian park on the Skyway would be too expensive.
- R2-3 Comment noted.
- C2-4 Commenter suggested the construction of a bicycle and pedestrian tunnel under the Buffalo River to connect the Inner Harbor and Outer Harbor.
- R2-4 As described in Section 5 of this Scoping Report, construction of a tunnel (either for vehicular or non-motorized uses) under the Buffalo River was considered but dismissed due to high construction cost; substantial disruptions to traffic, businesses, and utilities that would result from the need to use cut and cover construction methods; the need for slurry disposal; extensive construction duration; and environmental effects.

**3. Commercial Access:**

- C3-1 Commenter stated that businesses and industries would relocate if new traffic patterns negatively affect shipping times and costs or other aspects of their operations.
- R3-1 As stated in Section 4.3 of this Scoping Report, the effects of the Project on traffic and regional and local economies will be assessed as part of the DDR/DEIS. Potential effects to commercial access and operation of businesses resulting from implementation of the Project will also be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of these analyses/evaluations. The New York State Department of Transportation has and will continue to engage community stakeholder groups, including businesses, to obtain input during the development of the Project.

- C3-2 Commenters stated concerns that removal of the Skyway would impact businesses and commercial traffic, both in the vicinity of the project area and regionally, such as in the Northtowns.
- R3-2 As stated in Section 3.1 of this Scoping Report, one objective of the Project is to accommodate the traffic currently carried by the Buffalo Skyway structure and approaches on an improved transportation network. A traffic analysis and an economic impact analysis will be conducted for the Project as part of the DDR/DEIS. Potential effects to commercial access and operation of businesses resulting from implementation of the Project will also be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of these analyses/evaluations.

#### **4. Contaminated Materials:**

- C4-1 Commenter stated that locations proposed for new roadways may be brownfields and/or have buried contaminated materials. Commenter stated that project construction activities will spread airborne and waterborne contaminants.
- R4-1 As stated in Section 4.3 of this Scoping Report, a hazardous waste/contaminated materials site screening will be conducted for the Project as part of the DDR/DEIS. Potential effects to hazardous waste sites resulting from implementation of the Project will be assessed in the DDR/DEIS and, if needed, measures to properly handle, transport, and dispose of any excess material will be identified.

#### **5. Cultural/Historic Resources:**

- C5-1 Commenters stated that the Skyway should be considered a historic structure.
- R5-1 As stated in Section 4.3 of this Scoping Report, the Project is a federal undertaking subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties, defined as "any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places" (36 CFR Part 800.16(l)(1)), and to provide the Advisory Council on Historic Preservation a reasonable opportunity to comment.
- During the development of the DDR/DEIS, the effects of the Project on historic properties will be evaluated through the Section 106 process, with the goal of seeking ways to avoid, minimize or mitigate any adverse effects. Research will be undertaken to document known historic properties within the established Study Area. Following established standards and procedures, the identification of historic properties that could be affected by the Project will be completed and the effects to those properties will be evaluated. The Section 106 process and findings will be documented in the DDR/DEIS.
- C5-2 Commenter stated that the Skyway does not have cultural or architectural significance.
- R5-2 See Response R5-1.

**6. Ecology/Wildlife:**

- C6-1 Commenters stated that the Project may have negative effects on the natural environment.
- R6-1 Potential effects to the natural environment, including, but not limited to, surface waters and water quality, groundwater, wetlands, coastal resources, and ecological and wildlife resources, resulting from implementation of the Project will be assessed as part of the DDR/DEIS. The DDR/DEIS will document the findings of those assessments (see Section 4.3 of this Scoping Report).
- C6-2 Commenter stated that a new route using Tifft Street would result in traffic noise and air emissions that would negatively affect wildlife in and near the Tifft Nature Preserve.
- R6-2 As stated in Section 4.3 of this Scoping Report, potential effects to ecological and wildlife resources resulting from implementation of the Project will be assessed as part of the DDR/DEIS. Air quality and traffic noise analyses will also be conducted for the Project. The DDR/DEIS will document the findings of those assessments/analyses.
- C6-3 Commenter stated support for a more environmentally friendly driving route in place of the current Skyway.
- R6-3 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation has evaluated multiple concepts for the Project. Section 5.3 describes the alternatives that are being advanced for further study in the DDR/DEIS. The social, economic and environmental effects resulting from implementation of the Project will be assessed as part of the DDR/DEIS (see Section 4.3 of this Scoping Report).
- C6-4 Commenter stated that construction of a new highway would be dangerous to wildlife.
- R6-4 As stated in Section 4.3 of this Scoping Report, effects on ecological and wildlife resources resulting from implementation of the Project will be assessed as part of the DDR/DEIS. The DDR/DEIS will document the findings of the assessment.
- C6-5 Commenter requested that the NYSDOT and FHWA coordinate with local environmental groups, such as the Our Outer Harbor Coalition, Pollinator Conservation Association, and Western New York Environmental Alliance, regarding effects to wildlife.
- R6-5 As described in Section 7 of this Scoping Report, the New York State Department of Transportation (NYSDOT) and Federal Highway Administration will continue to provide meaningful opportunities for public and agency participation throughout the environmental review process. Stakeholder outreach to-date has included meetings with several environmental groups, including Our Outer Harbor Coalition, Buffalo Niagara Waterkeeper, Friends of Times Beach Nature Preserve, and Western New York Environmental Alliance. The NYSDOT will continue with stakeholder outreach during development of the Project.

**7. Economic Considerations:**

- C7-1 Commenter stated that removal of the Skyway would allow a variety of economic opportunities and development along the waterfront, which would benefit the Buffalo economy.
- R7-1 As indicated in Section 4.3 of this Scoping Report, an economic impact analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of this analysis.
- C7-2 Commenter stated that moving traffic from the elevated Skyway to city streets would negatively affect those streets and the local economy, as residents and businesses relocate, and property values are reduced.
- R7-2 As discussed in Section 5 of this Scoping Report, each of the build alternatives includes a new roadway to accommodate the traffic currently carried by the Buffalo Skyway. A traffic analysis will be conducted for the Project as part of the DDR/DEIS. In addition, as stated in Section 4.3 of this Scoping Report, an economic impact analysis will be conducted as part of the DDR/DEIS. The DDR/DEIS will document the findings of these analyses.
- C7-3 Commenter stated that a concept should be selected based on its impact to the city's economy.
- R7-3 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS. As stated in Section 4.3 of this Scoping Report, an economic impact analysis will be conducted for the Project as part of the DDR/DEIS.
- C7-4 Commenter stated that there is no evidence that opening up the waterfront for development will result in economic benefit to the area.
- R7-4 As stated in Section 4.3 of this Scoping Report, an economic impact analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of this analysis.
- C7-5 Commenter stated that removal of the Skyway would negatively impact economic development in the Southtowns.
- R7-5 See Response R7-4.
- C7-6 Commenter requested that the costs of retaining and maintaining the elevated portion of the Skyway, as described in the City of Lights concept, be shared in the concept details.
- R7-6 As discussed in Section 5 of this Scoping Report, Concept 4 ("City of Lights: Re-View Our Waterfront") was considered but dismissed from further consideration as the concept would not meet the project objectives. For further information about this concept, refer to the "Aim

for the Sky: The Buffalo Skyway Corridor Competition” submission at <https://esd.ny.gov/skyway>.

- C7-7 Commenter stated that anticipated property tax revenues should be considered in the evaluation of project concepts.
- R7-7 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS. As stated in Section 4.3 of this Scoping Report, the economic effects of the Project will be assessed as part of the DDR/DEIS.
- C7-8 Commenters stated that removing the Skyway would eliminate high annual maintenance costs.
- R7-8 Comment noted.
- C7-9 Commenter stated that the elevated portion of the Skyway should not be sold to a private party.
- R7-9 Comment noted.
- C7-10 Commenters stated that Erie County taxpayers would pay the majority of the cost of any concept.
- R7-10 The New York State Department of Transportation proposes to progress the Project using federal and state funding sources.
- C7-11 Commenter inquired about the total cost to remove the Skyway and the cost of replacement.
- R7-11 As stated in Section 6 of this Scoping Report, the estimated total cost of each build alternative is \$600 million. Replacement of the Buffalo Skyway is not under consideration, as it would not meet the project purpose and objectives.
- C7-12 Commenter stated that this project would take funding away from other more critical projects.
- R7-12 Section 3.2 of this Scoping Report describes the needs for the Project, including the need to remove the Buffalo Skyway structure and elevated approaches to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives.



- C7-13 Commenter stated that without the Skyway, public transport would diminish, impeding individuals searching for employment.
- R7-13 Effects to public transportation as a result of implementation of the Project will be evaluated as part of the DDR/DEIS. Also, as described in Section 7.2 of this Scoping Report, the Niagara Frontier Transportation Authority (NFTA) has been invited to participate in the Project as a Participating Agency.
- C7-14 Commenter stated that project construction and demolition activities will deter visits to downtown Buffalo during summer months, negatively affecting the city's economy.
- R7-14 Construction phasing and construction effects resulting from implementation of the Project will be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of this evaluation.
- C7-15 Commenters stated that a cost/benefit analysis should be prepared. Commenter stated that the cost/benefit analysis should take into account foregone property tax revenue, real estate transfer taxes, sales taxes, and the costs of blighting effects associated with properties occupied by the footprint of the Skyway. Commenter stated that the cost/benefit analysis should consider business decline on South Park Avenue that resulted from the construction of the Skyway.
- R7-15 As indicated in Section 4.3 of this Scoping Report, an economic impact analysis will be conducted for the Project as part of the DDR/DEIS. A benefit-cost analysis will also be prepared. The DDR/DEIS will document the findings of these analyses.
- C7-16 Commenter stated that the cost/benefit analysis must evaluate the impact of cashless tolling on the NYS Thruway on Route 5 traffic volumes. They state that it may reduce the value of a Tifft Street arterial or a new highway.
- R7-16 A traffic analysis will be conducted for the Project as part of the DDR/DEIS. An economic impact analysis and a benefit-cost analysis will also be prepared. The DDR/DEIS will document the findings of these analyses.

## **8. Emergency Access:**

- C8-1 Commenter stated that emergency vehicles would have longer commutes to hospitals if the Skyway is removed. Commenter stated that Southtowns residents often utilize the Skyway to get to emergency medical facilities quickly.
- R8-1 A traffic analysis will be conducted for the Project as part of the DDR/DEIS. Effects to police, fire protection, and ambulance access resulting from implementation of the Project will also be assessed as part of the DDR/DEIS. The DDR/DEIS will document the effects.

- C8-2 Commenter stated that if the Skyway were removed, the Southtowns would need more emergency response vehicles stationed there due to longer commute times from downtown as well as fewer travel routes.
- R8-2 See Response R8-1.
- C8-3 Commenter stated that removal of the Skyway would increase the response times of police and fire services in South Buffalo/First Ward.
- R8-3 See Response R8-1.
- C8-4 Commenter stated that building new lift bridges would impede the city's fireboat from quickly responding to fire and rescue calls in the Buffalo Harbor.
- R8-4 Effects to ship/boat navigation will be assessed as part of the DDR/DEIS. Effects to police, fire protection, and ambulance access resulting from implementation of the Project will also be assessed as part of the DDR/DEIS. The DDR/DEIS will document the effects.

### **9. Energy/Greenhouse Gas Emissions**

- C9-1 Commenter stated that the Project will accelerate climate change.
- R9-1 As stated in Section 4.3 of this Scoping Report, an energy consumption and greenhouse gas emissions analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the results of the analysis.
- C9-2 Commenter stated that removing the Skyway would reduce Vehicle Miles Traveled (VMT), which would in turn reduce the effects of "global warming."
- R9-2 See Response R9-1.
- C9-3 Commenter stated that any alteration to the Skyway would significantly impact the environment by increasing Greenhouse Gas emissions from vehicles traveling on proposed alternative routes.
- R9-3 See Response R9-1.
- C9-4 Commenter stated that the scope of the EIS should include greenhouse gas emissions and associated climate impacts from the traffic flow in each alternative.
- R9-4 See Response R9-1.

C9-5 Commenter stated that multimodal access to the Outer Harbor and Buffalo River should be enhanced to reduce transportation-related GHG emissions, a NYS priority in the recently passed Climate Leadership and Community Protection Act.

R9-5 Comment noted.

### **10. Engineering Considerations:**

C10-1 Commenters stated support for improvements to highways and roadways in order to accommodate increased traffic if the Skyway were removed, including capacity and interchange improvements to Interstate 190 (I-190) as well as new signage.

R10-1 Comments noted.

C10-2 Commenter stated that bringing traffic back to ground level would increase traffic accidents involving cars, pedestrians, and bicyclists, resulting in more fatalities.

R10-2 A crash analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis.

C10-3 Commenter stated that removing and replacing the Skyway would eliminate any future maintenance liability.

R10-3 Section 3.2 of this Scoping Report describes the needs for the Project, including the need to remove the Buffalo Skyway structure and elevated approaches to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives.

C10-4 Commenter stated concerns about the potential disruption that could result from developing a series of new on and off ramps for I-190 to handle the increase in traffic.

R10-4 As described stated in Section 5.3 of this Scoping Report, the build alternatives would replace the current partial interchange at Exit 3 with a new interchange that would be dedicated to movements between a new roadway and I-190. To accommodate the additional traffic that would utilize I-190, improvements would be made to I-190 between the new Exit 3 and existing Exit 6 (Elm Street). Existing streets and intersections at key locations would be improved through the addition of turn lanes and traffic signal optimization and coordination. A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis.

C10-5 Commenter stated that transportation systems and routes that are resilient to a changing climate must be prioritized; therefore, the EIS should evaluate alternatives in light of more frequent and stronger winds, flooding and snowstorms, and should evaluate how infrastructure will accommodate multi-modal transportation.

R10-5 Comment noted.

**11. Greenspace/Parkland:**

- C11-1 Commenter stated that the Project should include additional green space in the Outer Harbor area.
- R11-1 The purpose of the Project is to realign the existing transportation network to support existing and planned recreational, mixed-used, and waterfront redevelopment in the Buffalo Outer Harbor and Inner Harbor areas. The Project will also address the safety, operational, and capacity deficiencies of the highway connections that serve economic development areas and local communities within South Buffalo. Effects to land use, including green space, resulting from implementation of the Project will be assessed as part of the DDR/DEIS.
- C11-2 Commenter requested that a monument be erected at Canalside or Veterans Park to honor three men who lost their lives during construction of the Buffalo Skyway high-level bridge.
- R11-2 Comment noted.

**12. Inner Harbor and Outer Harbor Connectivity:**

- C12-1 Commenter stated that removal of the Skyway would allow for better connectivity between the Inner Harbor and Outer Harbor.
- R12-1 Comment noted.
- C12-2 Commenter stated that removal of the Skyway will make it more difficult to access the Outer Harbor.
- R12-2 One objective of the Project is to accommodate the traffic currently carried by the Buffalo Skyway structure and approaches on an improved transportation network. A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis. The build alternatives, as described in Section 5.3 of this Scoping Report, would provide a shared-use path from South Park Avenue to the existing Shoreline Trail east of Fuhrmann Boulevard. The design features of this path, as well as additional improvements to bicycle and pedestrian accommodations within the applicable Study Area, will be studied as part of the DDR/DEIS for the Project.
- C12-3 Commenter stated that in the absence of the Skyway, the Inner Harbor and Outer Harbor would need to remain connected via a new bridge over the City Ship Canal at the foot of Michigan Avenue (similar to the bridge that was removed) and/or another new lift bridge.
- R12-3 One objective of the Project is to accommodate the traffic currently carried by the Buffalo Skyway structure and approaches on an improved transportation network. A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis.

**13. Potential Future/Planned Development:**

- C13-1 Commenters noted the potential that the area has for development, especially if the Skyway were removed, leading to increased tax revenue and business opportunities. Commenter stated that improved access to South Buffalo would contribute to future development.
- R13-1 As stated in Section 4.3 of this Scoping Report, effects to land use resulting from implementation of the Project will be assessed as part of the DDR/DEIS. An economic impact analysis will also be conducted as part of the DDR/DEIS. The DDR/DEIS will document the findings of the assessment/analysis.
- C13-2 Commenter stated that all planned development in the Outer Harbor is opposed by multiple advocacy groups, including the League of Women Voters, Sierra Club, and Buffalo Niagara Waterkeeper.
- R13-2 Comment noted.
- C13-3 Commenters stated objection to additional proposed development, such as large apartment buildings and high-end development.
- R13-3 Comment noted.
- C13-4 Commenters inquired why future development depends on removal of the Skyway, as development could continue without removing it.
- R13-4 Section 3.2 of this Scoping Report describes the needs for the Project, including the need to remove the Buffalo Skyway structure and elevated approaches to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives.

**14. Project Concepts**

- C14-1 Commenters stated support for the current configuration of NYS Route 5 (i.e., the No Build Alternative), citing various reasons:
- The current Skyway is more efficient than any alternate route.
  - The Skyway is safe and efficient.
  - There are no issues with leaving the Skyway in place.
  - Removing the Skyway is not a good use of public funds.
  - A large sum of money was just spent to repair and maintain the Skyway.
  - The Skyway adds to the city skyline.
  - The Project is being advanced for political purposes.
  - The Project is being advanced for tourism at the expense of local citizens.
  - The waterfront is still aesthetically pleasing and usable with the Skyway in place.

- The high-level bridge provides cover during rain and shade during hot, sunny days at Canalside.
  - Canalside is already overdeveloped.
  - Additional travel routes are needed while also keeping the Skyway in place.
- R14-1 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS.
- C14-2 Commenters stated support for the removal of the Buffalo Skyway, citing various reasons:
- The Skyway is obsolete.
  - The Skyway supports urban sprawl.
  - The Skyway is an eyesore.
  - The Skyway is unsafe for vehicular travel.
  - The Skyway is unsafe for pedestrians and boaters due to the risk of sections of concrete falling from the structure.
  - The Skyway is a barrier to downtown and to the waterfront.
  - The Skyway only serves to bypass the city.
  - The Skyway often inconveniently closes.
  - Ongoing Skyway maintenance costs are not a good use of public funds.
  - Removing the Skyway will promote waterfront and economic development.
  - Removing the Skyway will promote community growth and modernization.
  - Traffic noise from the Skyway currently detracts from visitors' experience at Canalside.
  - Alternate routes would be more efficient.
- R14-2 See Response R14-1.
- C14-3 Commenters stated that traffic improvements to city streets, as laid out in Concept H, would not adequately accommodate the traffic that would be displaced by the removal of Buffalo Skyway.
- R14-3 As discussed in Section 5 of this Scoping Report, Concept H (as a whole) has been dismissed from further consideration. A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis.
- C14-4 Commenters stated that several project concepts would negatively affect neighborhoods. Concepts A, B, I, J, L, 1, 4, 11, 13, and 14 were named.
- R14-4 Section 5 of this Scoping Report discusses the concepts considered for the Project and the alternatives that are being advanced for further study in the DDR/DEIS. As stated in Section 4.3 of this Scoping Report, effects on neighborhood and community cohesion resulting from implementation of the Project will be assessed as part of the DDR/DEIS.

- C14-5 Commenters stated support for retention of the high-level bridge portion or a tower portion of the Buffalo Skyway for recreational use, which was proposed as part of Concept 4.
- Commenter stated that the money saved from retaining the high-level bridge portion of the Skyway could be used to make occasional structural repairs, and that the absence of vehicles using the Skyway and plows causing damage should minimize maintenance costs.
  - Commenter suggested building a dome or enclosure above the high-level bridge and adding a sky-ride to the underside.
  - Commenter suggested retaining the high-level bridge, removing two lanes of traffic, and building a two-lane parkway along the top third of the Skyway, with areas to pull off and enjoy the view.
  - Commenters stated that the elevated section of the Skyway could be utilized as a shelter for a commercial/shopping district below it, similar to Granville Island in Vancouver, BC.
- R14-5 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS. Concept 4 has been dismissed from further consideration, as described in Section 5.
- C14-6 Commenters stated that retention of the high-level bridge and its conversion to a park under Concept 4 would be too expensive, take too long to construct, be dangerous for pedestrians and bicyclists, and negatively affect ship/boat traffic.
- R14-6 See Response R14-5.
- C14-7 Commenters stated support for Concept H because the enhancements to city streets will be able to accommodate the same volume of traffic as the Skyway.
- R14-7 As discussed in Section 5 of this Scoping Report, Concept H (as a whole) has been dismissed from further consideration, but the build alternatives include the primary elements of Concept H. A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis.
- C14-8 Commenter stated that a new entrance and exit to the I-190 should be part of the Skyway alternative.
- R14-8 As described in Section 5.3 of this Scoping Report, the build alternatives would replace the current partial interchange at Exit 3 with a new interchange that would be dedicated to movements between a new roadway and I-190.
- C14-9 Commenters stated support for a new highway that bypasses city streets.
- Commenter stated support for a new four-lane highway beginning near Tiff Street and heading north.

- Commenters stated support for Concept I, citing various reasons:
  - Concept I has the least impact and reliance on surface streets.
  - Concept I is the least invasive to existing neighborhoods, as the affected areas are vacant lots, junkyards, and industrial areas. The concept may also encourage the development of a business park in the Elk Street brownfield redevelopment site, benefiting the Seneca Babcock neighborhood.
  - Concept I would mitigate traffic impacts due to the removal of the Skyway while also offering economic development opportunities.
  - Commenters suggested additions or changes to this concept, such as improvements to South Park Avenue.
- Commenters stated support for Concept J. Commenters suggested additions or changes to the concept. Commenter stated that the concept would require the removal of lift bridges over the Buffalo River as well as additional lanes on the I-190.
- Commenter stated that the design for a new highway should include four lanes and accommodate vehicle speeds of 50 mph or faster.
- Commenters stated support for concepts utilizing the old railroad right-of-way.

- R14-9 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS. The build alternatives that are being advanced include a new roadway. As stated in Section 4.3 of this Scoping Report, potential effects on neighborhood and community cohesion resulting from implementation of the Project will be assessed as part of the DDR/DEIS. A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of effects.
- C14-10 Commenters stated support for concepts that would reconnect South Michigan Avenue to Fuhrmann Boulevard via a new lift bridge.
- R14-10 Comment noted.
- C14-11 Commenter stated that concepts that would increase traffic on Kelly Island streets (South Michigan Avenue and Ganson Street) and Ohio Street would cause safety issues for motorists as well as for General Mills operations.
- R14-11 Section 5 of this Scoping Report discusses the concepts considered for the Project and the alternatives that are being advanced for further study in the DDR/DEIS. Traffic and crash analyses will be conducted for the Project as part of the DDR/DEIS. Potential concerns related to the ability of businesses on Kelly Island (including General Mills) to maintain their operations were considered while evaluating the project concepts. Consideration was also given to potential concerns related to the CSX Transportation rail line that serves these businesses.



- C14-12 Commenters stated support for concepts that include a tunnel underneath the Buffalo River (Concepts C, F and G), citing various reasons:
- Concept C is a more direct link to I-190, the Northtowns and downtown Buffalo than Concepts F and G.
  - A tunnel would eliminate disruptions to industries along the Buffalo River as well as surface traffic congestion and gridlock and would not delay emergency service response.
  - A tunnel would allow for the preservation of the land above it, some of which could be developed into public greenspace similar to the Big Dig in Boston.
  - A tunnel would remain open during severe weather.
- R14-12 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS. The construction of a tunnel (either for vehicular or non-motorized uses) under the Buffalo River was considered but dismissed due to high construction cost; substantial disruptions to traffic, businesses, and utilities that would result from the need to use cut and cover construction methods; the need for slurry disposal; extensive construction duration; and environmental effects.
- C14-13 Commenters stated that tunnel concepts should not be considered. Commenter stated that designing an underground tunnel that would connect to the I-190 is not feasible.
- R14-13 See Response R14-12.
- C14-14 Commenters stated that cities such as San Francisco, Boston, and Seattle could be used as examples for waterfront development, to help redesign city traffic flow following the removal of the Skyway.
- R14-14 Comments noted.
- C14-15 Commenters stated that potential future downtown stadium proposals should be considered when developing project concepts.
- R14-15 Comments noted.
- C14-16 Commenters stated that Canadian motorists need a convenient way to access areas and attractions south of Buffalo, such as New Era Field.
- R14-16 A traffic analysis will be conducted for the Project. The DDR/DEIS will document the findings of the analysis.

- C14-17 Commenter stated that the proposed concept should be driven by the possibility to affect change and redevelop the corridor and City of Buffalo, rather than by current constraints. It should consider the need for new infrastructure, such as high-speed internet access, renewable energy production, new electric transmission grids, combined sewer overflow infrastructure, public transit, roads, and the natural environment.
- R14-17 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS. The social, economic, and environmental effects resulting from implementation of the proposed action will be assessed and will be documented in the DDR/DEIS.
- C14-18 Commenter stated that selecting a project concept that would remove traffic from the Skyway would not predetermine whether the Skyway would be removed, fully repurposed, or partly removed and partly repurposed.
- R14-18 Section 5 of this Scoping Report discusses the concepts considered for the Project and the alternatives that are being advanced for further study in the DDR/DEIS. As stated in Section 3 of this Scoping Report, one objective of the Project is to remove the Buffalo Skyway structure and elevated approaches between Tiff Street and Church Street.
- C14-19 Commenter stated that the Project should include an investigation into the impacts and monetary costs of extending the light rail system.
- R14-19 Section 5 of this Scoping Report discusses the concepts considered for the Project and the alternatives that are being advanced for further study in the DDR/DEIS. Expansion of the NFTA Metro Bus and Rail service is beyond the scope of the Project. However, the Project would not preclude service expansion by NFTA.
- C14-20 Commenter stated that highway and street improvements should be implemented regardless of whether the Skyway is removed.
- R14-20 A traffic analysis will be conducted for the Project as part of the DDR/DEIS. This analysis will study regional highways and affected local streets. The DDR/DEIS will document the findings of the analysis.

### **15. Project Construction:**

- C15-1 Commenter stated that property rights and potential property damage beneath the Skyway should be considered during Skyway demolition. Commenter also noted that demolition of the Skyway could reduce use of facilities in the area for the duration of work.
- R15-1 As stated in Section 4 of this Scoping Report, construction effects resulting from implementation of the Project will be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of this evaluation.

C15-2	Commenter requested that construction and demolition of the Project be performed by union workers.
R15-2	Comment noted.
C15-3	Commenters requested that if the Buffalo Skyway were removed, then the new alternate routes, as proposed in the project concepts, be constructed prior to removal of the Skyway.
R15-3	Construction phasing and construction effects resulting from implementation of the Project will be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of this evaluation.
C15-4	The U.S. Environmental Protection Agency stated that it encourages the recycling of materials generated onsite (i.e., demolition debris and materials) to the maximum extent possible.
R15-4	Comment noted.

**16. Project Cost:**

C16-1	Commenters questioned why additional expense should be incurred to demolish and replace the Skyway when funds were recently spent to repair and maintain the Skyway.
R16-1	Section 3.2 of this Scoping Report describes the needs for the Project, including the need to remove the Buffalo Skyway structure and elevated approaches to accommodate existing and planned recreational, mixed-use, and waterfront development, and to support waterfront economic development initiatives.
C16-2	Commenters stated that replacement of the Skyway would not be a good use of public funds.
R16-2	Comment noted.
C16-3	Commenters stated that ongoing Skyway maintenance costs are not a good use of public funds.
R16-3	Comment noted.
C16-4	Commenter stated that too much money has been spent on developing different concepts for the Project.
R16-4	Comment noted.

**17. Project Development Process:**

- C17-1 Commenter noted that the New York State Environmental Quality Review Act (SEQRA) requires projects to consider all potential environmental consequences, including effects to climate change.
- R17-1 The Environmental Impact Statement (EIS) for the Project is being prepared in accordance with the requirements of the Council on Environmental Quality (CEQ) regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA) (40 CFR Part 1500-1508), the Federal Highway Administration *Environmental Impact and Related Procedures, Final Rule* (23 CFR 771), and the New York State Department of Transportation *Procedures for Implementation of the State Environmental Quality Review Act* at 17 NYCRR Part 15. The social, economic, and environmental effects resulting from implementation of the proposed action will be assessed and documented in the DDR/DEIS.
- C17-2 Commenter stated that the EIS should disclose the potential environmental effects and mitigation measures associated with the proposed project.
- R17-2 The social, economic, and environmental effects resulting from implementation of the proposed action will be assessed and documented in the DDR/DEIS. Measures to mitigate any adverse effects will be considered and identified in the DDR/DEIS.
- C17-3 Commenter stated that cumulative impacts of the Project should be evaluated in the EIS.
- R17-3 As stated in Section 4.3 of this Scoping Report, indirect and cumulative effects will be assessed as part of the DDR/DEIS. The DDR/DEIS will document the findings of the effects.
- C17-4 Commenter stated that the DEIS should consider the following prior to determining the best alternative: commercial vehicular traffic rerouted towards Tiff Street, potential adverse impacts on land usage relating to connectivity along Route 5, and impacts to neighborhoods caused by loss of connectivity to jobs.
- R17-4 Section 5 of this Scoping Report discusses the concepts considered for the Project and the alternatives that are being advanced for further study in the DDR/DEIS. As stated in Section 4.3 of this Scoping Report, effects to land use and neighborhood and community cohesion resulting from implementation of the Project will be assessed as part of the DDR/DEIS. In addition, a traffic analysis will be conducted for the Project. Based on the analyses/assessments that are undertaken as part of the DDR/DEIS, the New York State Department of Transportation will identify the Preferred Alternative for the Project. The DDR/DEIS will document the Preferred Alternative.
- C17-5 Commenters stated that the environmental review process cannot be limited to the area between Church Street and Tiff Street, in light of regional transportation connectivity and benefits the Skyway provides. The Study needs to address the potential impacts of removing the Skyway on commuters, businesses, freight mobility, and economic development in all of Erie County, not just South Buffalo.
- R17-5 As stated in Section 4.2 of this Scoping Report, Study Areas will be established for each social, economic, and environmental topic as part of the DDR/DEIS. The Study Areas will

accommodate enough area to describe the existing conditions and evaluate the potential effects of the Project. The Study Areas for topics that are traffic-dependent, such as air quality and traffic noise, will include those areas that have the potential to experience traffic diversions as a result of the proposed action, as determined by the traffic analyses for the Project.

- C17-6 The U.S. Army Corps of Engineers stated that the cumulative impacts analysis in the EIS should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. The EIS should include and analyze present and reasonably foreseeable projects and actions. Where adverse cumulative impacts may exist, the EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts.
- R17-6 As stated in Section 4.3 of this Scoping Report, indirect and cumulative effects will be assessed as part of the DDR/DEIS. Measures to mitigate any adverse effects will also be considered and identified in the DDR/DEIS. The DDR/DEIS will document the effects of the proposed action and measures to mitigate adverse effects.
- C17-7 The U.S. Army Corps of Engineers stated that the EIS should disclose the potential environmental effects and mitigation measures associated with the proposed Project. This would involve delineation and description of the affected environment, indication of resources that would be impacted, the nature of the impacts, and a listing of mitigation measures for the impacts.
- R17-7 The social, economic, and environmental effects resulting from implementation of the proposed action will be assessed and documented in the DDR/DEIS. Measures to mitigate any adverse effects will be considered and identified in the DDR/DEIS.
- C17-8 The U.S. Environmental Protection Agency stated that the EIS should include any necessary wetlands, cultural resources, or other mitigation plans.
- R17-8 The social, economic, and environmental effects resulting from implementation of the proposed action will be assessed and documented in the DDR/DEIS. Measures to mitigate any adverse effects will be considered and identified in the DDR/DEIS.
- C17-9 The U.S. Environmental Protection Agency stated that the EIS should include a discussion of indirect and cumulative impacts of the reasonably foreseeable waterfront development expected after the Buffalo Skyway is removed.
- R17-9 As stated in Section 4.3 of this Scoping Report, indirect and cumulative effects will be assessed as part of the DDR/DEIS. The DDR/DEIS will document the findings of the effects.

- C17-10 Commenter stated concern regarding the cost associated with evaluating numerous concepts that are not reasonable.
- R17-10 The identification, consideration and analysis of alternatives are key to the National Environmental Policy Act (NEPA) process, and agencies are required to rigorously explore and objectively evaluate all reasonable alternatives. As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS.

### **18. Project Purpose and Needs:**

- C18-1 Commenters stated that there are other projects or issues that should be addressed instead of the Project, such as climate change, making the waterfront “climate resilient,” and increasing public transportation options and access.
- R18-1 Comment noted.
- C18-2 Commenter stated that a NYSDOT study states that the Skyway would be functional for 40+ years after repairs completed in 2019. The commenter questioned why the Skyway is being removed if it will remain structurally sound for 40 more years.
- R18-2 Section 3.2 of this Scoping Report describes the needs for the Project, including the need to remove the Buffalo Skyway structure and elevated approaches to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives.
- C18-3 Commenter stated that the Project’s purpose and need should be amended to include the following relevant objectives: encourage nonmotorized transportation, enhance the environment for human activities.
- R18-3 Section 3.1 of this Scoping Report presents the project purpose and objectives and Section 3.2 of this Scoping Report discusses the project needs.
- C18-4 Commenter stated that project needs should be amended to: “Remove the Skyway and approaches between Church Street and the north edge of the Buffalo River, adaptation of the Skyway infrastructure to bicycling and walking use from the north edge of the river south to Ohio Street, and remove the Skyway approaches south of Ohio Street to Tiff Street.”
- R18-4 Section 3.1 of this Scoping Report presents the project purpose and objectives and Section 3.2 of this Scoping Report discusses the project needs.

- C18-5 The U.S. Army Corps of Engineers stated that the Project purpose statement must be articulated in such a manner as to ensure a reasonable range of alternatives can be formulated to address the identified need; it must be specific enough to define the Project need, but not so restrictive as to preclude discussion of all reasonable alternatives.
- R18-5 Section 3.1 of this Scoping Report presents the project purpose and objectives. Section 5 of this Scoping Report discusses the concepts considered for the Project and the reasonable alternatives that are being advanced for further study in the DDR/DEIS.

### **19. Project Schedule:**

- C19-1 Commenter requested that demolition of the Skyway be scheduled during the boating off-season to limit property damage and reduced access to the China Light Yacht Club.
- R19-1 Construction phasing and construction effects resulting from implementation of the Project will be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of this evaluation.
- C19-2 Commenter asked when the Project would commence.
- R19-2 As stated in Section 6 of this Scoping Report, the New York State Department of Transportation anticipates issuing a Record of Decision for the Project by July 2021. Construction would occur thereafter.
- C19-3 Commenter stated that project completion will be delayed because construction workers will intentionally work slowly to ensure unemployment pay during winter months.
- R19-3 Comment noted.

### **20. Property Acquisition:**

- C20-1 Commenter noted that there is a substantial cost involved to purchase land from current owners for new or expanded roads.
- R20-1 The potential social, economic, and environmental effects resulting from implementation of the Project, including property acquisitions, will be assessed as part of the DDR/DEIS.

### **21. Public Involvement:**

- C21-1 Commenters asked whether information regarding the project concepts is available online.
- R21-1 The materials that were available at the public scoping meetings, including project concept information, are provided on the project website: <http://www.buffaloskyway.dot.ny.gov/Documents>. Section 5 of this Scoping Report discusses the concepts considered for the Project and the alternatives that are being advanced for further study in the DDR/DEIS.

- C21-2 Commenters requested that preference be given to the comments of those who would be directly affected by the Project and do not have readily available commuting alternatives.
- R21-2 The New York State Department of Transportation and Federal Highway Administration have considered all comments received during the public scoping comment period. Section 7.1 of this Scoping Report describes public involvement that has been and will continue be undertaken during the environmental review process for the Project, including opportunities to provide public input.
- C21-3 Commenter stated that only residents of the Southtowns or those who would be impacted by the removal of the Skyway should have a say in its removal.
- R21-3 See Response R21-2.
- C21-4 Commenter stated concern that the Southtowns were overlooked when considering Skyway concepts and requested the collection of more public input.
- R21-4 As described in Section 7.1 of this Scoping Report, the New York State Department of Transportation (NYSDOT) and Federal Highway Administration (FHWA) will continue to provide meaningful opportunities for public and agency participation throughout the environmental review process. The public scoping meetings and ways to provide public scoping comments were advertised in Southtowns publications, including the Orchard Park Bee, the Hamburg Sun, and the Angola Pennysaver. Flyers announcing the scoping meetings and ways to provide comments were posted at 14 locations in South Buffalo and the Southtowns, including the McKinley Mall, YMCAs, town and village halls, chambers of commerce and community centers. The NYSDOT and FHWA have considered all comments received during the public scoping comment period.
- C21-5 Commenters requested that mailers be sent to people in and around the City of Buffalo to raise awareness of the Skyway project and associated public meetings.
- R21-5 As described in Section 7.1 of this Scoping Report, the New York State Department of Transportation and Federal Highway Administration will continue to provide meaningful opportunities for public and agency participation throughout the environmental review process. Opportunities for public input have been and will continue to be publicized in both print and digital media. The public scoping meetings and ways to provide public scoping comments were advertised in The Buffalo News, Buffalo Rising, Panorama Hispano News, Buffalo Latino Village, and WNY Muslims online. Flyers announcing the scoping meetings and ways to provide comments were posted at 10 locations in Buffalo, including a community center, two libraries, Explore & More Children's Museum, Tiff Nature Preserve, the Main Place Mall, the Marine Apartments, and several municipal and office buildings (see Figure 7-1 in this Scoping Report). The project website (<http://www.buffaloskyway.dot.ny.gov>) provides current project information, and will continue to be updated and maintained throughout the Environmental Impact Statement (EIS) process.
- C21-6 Commenters stated that the public scoping meetings did not present enough information regarding project concepts, and that the information presented was unclear and difficult to understand.
- R21-6 Information regarding project concepts was provided in several formats (posters, video presentation, and brochures) at the public scoping meetings and those materials are also



available on the project website (<http://www.buffaloskyway.dot.ny.gov>). Members of the project team were available at the scoping meetings to discuss the concepts. Section 5 of this Scoping Report discusses the concepts considered for the Project and the alternatives that are being advanced for further study in the DDR/DEIS.

C21-7 Commenter requested that public meetings provide an opportunity for discussion in addition to comment submittal.

R21-7 Members of the project team were available throughout the three scoping meeting sessions to discuss the Project and information presented. It is anticipated that members of the project team will also be available for discussion at the public hearing held during the DDR/DEIS public comment period.

C21-8 Commenters appreciated the public meetings and stenographers.

R21-8 Comment noted.

## **22. Public Transportation:**

C22-1 Commenter requested the expansion of the Niagara Frontier Transportation Authority (NFTA) Metro Bus and Rail service. Commenter stated that construction of a new light rail system should be considered instead of removing the Skyway. Commenter stated that a light rail alternative would provide the area with cleaner air.

R22-1 Expansion of the NFTA Metro Bus and Rail service is beyond the scope of the Project. However, the Project would not preclude service expansion by NFTA.

## **23. Ship/Boat Navigation:**

C23-1 Commenters stated that changes to the Skyway would hinder commercial or private boat traffic.

R23-1 As stated in Section 4.3 of this Scoping Report, effects on navigable waters resulting from implementation of the Project will be assessed as part of the DDR/DEIS. The DDR/DEIS will document this assessment of effects. The New York State Department of Transportation (NYSDOT) has been and will continue to engage community stakeholder groups, including those businesses and recreational groups who use the navigable waterways within the established Study Area. The NYSDOT and Federal Highway Administration have also been coordinating with the U.S. Coast Guard, which is a Cooperating Agency for the Project.

## **24. Social Considerations:**

C24-1 Commenters noted that the Project must be non-intrusive to neighborhoods and that some concepts would increase traffic in neighborhoods, affecting neighborhood cohesion.

R24-1 As stated in Section 4.3 of this Scoping Report, the potential effects on neighborhood and community cohesion resulting from implementation of the Project will be assessed as part

of the DDR/DEIS. In addition, a traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the assessment/analysis.

C24-2 Commenter inquired whether residents of the Buffalo Municipal Housing Authority properties would need to relocate.

R24-2 As stated in Section 4.3 of this Scoping Report, the potential social and economic effects resulting from implementation of the Project, including property acquisitions, will be assessed as part of the DDR/DEIS.

C24-3 Commenter stated that traffic would negatively affect the Old First Ward neighborhood.

R24-3 A traffic analysis will be conducted for the Project as part of the DDR/DEIS. In addition, as stated in Section 4.3 of this Scoping Report, the potential effects on neighborhood and community cohesion (including the First Ward neighborhood) resulting from implementation of the Project will be evaluated as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis/assessment.

C24-4 Commenter stated that the Project is counter to the City's Comprehensive Plan of "no sprawl."

R24-4 Section 3.2 of this Scoping Report describes the needs for the Project, including the need to remove the Buffalo Skyway structure and elevated approaches to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives. Section 3.2 also describes the various planning documents that support the need for redevelopment. Consistency with local land use plans will be assessed as part of the DDR/DEIS.

C24-5 Commenters stated that the Project should not build a new highway near Abby Street or increase traffic on Abby Street, as it would negatively impact their community. Commenter stated that construction on Abby Street would be dangerous to children.

R24-5 As stated in Section 4.3 of this Scoping Report, the potential effects on neighborhood and community cohesion resulting from implementation of the Project and construction effects will be assessed as part of the DDR/DEIS. In addition, a traffic analysis will be conducted for the Project. The DDR/DEIS will document the findings of the assessment/analysis.

C24-6 Commenter stated that the focus of the Project should be on developing transportation systems that foster community instead of prioritizing high-speed travel.

R24-6 As stated in Section 3.1 of this Scoping Report, the purpose of the Project is to realign the existing transportation network to support existing and planned recreational, mixed-use, and waterfront development in the Buffalo Outer Harbor and Inner Harbor areas. The Project will also address the safety, operational, and capacity deficiencies of the highway connections that serve economic development areas and local communities within South Buffalo. As stated in Section 4.3 of this Scoping Report, the potential effects on neighborhood and community cohesion resulting from implementation of the Project will be assessed as part of the DDR/DEIS. In addition, a traffic analysis will be conducted for the Project. The DDR/DEIS will document the findings of the assessment/analysis.

- C24-7 The U.S. Environmental Protection Agency stated that since the project area may include environmental justice communities, NYSDOT should ensure that these communities have equal access to the decision-making process for this project, including reconstruction of existing roadways and traffic patterns.
- R24-7 As described in Section 7.1 of this Scoping Report, the New York State Department of Transportation and Federal Highway Administration will continue to provide meaningful opportunities for affected minority and/or low-income communities to provide input on the Project. Public meetings have been and will continue to be sited, scheduled, advertised, and planned to provide meaningful opportunities for participation by minority and/or low income (environmental justice) populations.

**25. Tolling:**

- C25-1 Commenter noted that the Skyway is utilized to access areas north of the city, especially if commuters want to avoid tolls.
- R25-1 The build alternatives, as described in Section 5.3 of this Scoping Report, would continue to provide access to areas north of the city. Vehicular access will continue to be studied as part of the DDR/DEIS for the Project.

**26. Traffic:**

- C26-1 Commenters stated that removing the Skyway would increase commute times, especially during peak travel times, as traffic would be diverted to other roadways including city streets.
- R26-1 A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis.
- C26-2 Commenters stated that the Skyway is the most efficient and safe form of travel from the city to the Southtowns (and vice versa), and as such, asked why it would be removed and the traffic be routed through city streets. Commenters stated that the safety of pedestrians and bicyclists would be negatively affected when highway traffic, on and off peak, is introduced to city streets.
- R26-2 A traffic analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis. Improvements to bicycle and pedestrian accommodations within the applicable Study Area will be studied as part of the DDR/DEIS for the Project.
- C26-3 Commenters noted that removing the Skyway and constructing the proposed alternative routes, including the proposed new highway between NYS Route 5 at Tiff Street and I-190 Exit 3, would reduce commute times and congestion and improve access to areas of Buffalo.
- R26-3 Comment noted.

- C26-4 Commenters stated that removing the Skyway and building new and enhanced alternative routes would address traffic issues that currently arise when snowfall or other weather events force the closure of the Skyway.
- R26-4 Comment noted.
- C26-5 Commenters stated that snow accumulation could shut down proposed new roadways or force the closure of some lanes, as sometimes occurs when the Skyway is closed.
- R26-5 Inclement weather is addressed with ongoing New York State Department of Transportation planning and transportation maintenance initiatives.
- C26-6 Commenters stated that existing alternative routes become congested when the Skyway is closed and stated concern that the proposed concepts would not be able to accommodate the traffic that currently travels on the Skyway. Commenters stated that these routes would likely also become congested and interfere with truck, railroad, and public transit. Commenter stated that the First Ward will not be able to handle the new traffic and that it would be unsafe.
- R26-6 See Response R26-1.
- C26-7 Commenters requested that new traffic patterns be evaluated and shown to be able to effectively manage the existing volume of daily commuter traffic on the Skyway before it is removed.
- R26-7 See Response R26-1.
- C26-8 Commenter inquired about the traffic performance rating (such as Level of Service) of the Skyway, and how the traffic performance ratings of other local highways would change if traffic were diverted to them.
- R26-8 See Response R26-1.
- C26-9 Commenters cited traffic incidents that occurred when the Skyway or other highways and streets were under construction as indicators of how poor traffic would be under the various concepts.
- R26-9 A crash analysis will be conducted for the Project as part of the DDR/DEIS. The DDR/DEIS will document the findings of the analysis.
- C26-10 Commenters stated that utilizing traffic signals to improve traffic flow on city streets would result in gridlock situations and that even optimization of signals would not smooth traffic flow.
- R26-10 See Response R26-1.

- C26-11 Commenter noted that removal of the Skyway would negatively affect traffic flow to and from Canada.
- R26-11 A traffic analysis will be conducted for the Project as part of the DDR/DEIS; traffic from Canada will be accounted for in this analysis. The DDR/DEIS will document the findings of the analysis.
- C26-12 Commenter suggested removing bicycle lanes from the Ohio Street Bridge to increase traffic capacity.
- R26-12 See Response R26-1.
- C26-13 Commenter stated vehicle miles traveled (VMT) should be the primary metric when studying traffic impacts.
- R26-13 A traffic analysis will be conducted for the Project as part of the DDR/DEIS; it will include multiple metrics. The DDR/DEIS will document the findings of the analysis.
- C26-14 Commenter stated that convenient routes are needed for commuters and trucks to downtown and the Peace Bridge. Commenter stated their preference for improving Route 179 to add an overpass at South Park Avenue and remove tolls from entering the NYS Thruway so that the first toll is just south and west of Route 179. The Tiff Highway concept would provide a second alternative route for commuters.
- R26-14 A traffic analysis will be conducted for the Project as part of the DDR/DEIS; traffic from Canada will be accounted for in this analysis. The DDR/DEIS will document the findings of the analysis.
- C26-15 Commenter stated that speeding should be more rigorously enforced on NYS Route 5 by police after construction.
- R26-15 Comment noted.
- C26-16 Commenter stated that the study area for potential traffic impacts (congestion and noise) should be expanded to include South Park Avenue past Ridge Road, Ridge Road, and Ridge Road at Abbott Road.
- R26-16 As stated in Section 4.2 of this Scoping Report, the Study Areas for topics that are traffic-dependent, such as air quality and traffic noise, will include those areas that have the potential to experience traffic diversions as a result of the proposed action, as determined by the traffic analysis for the Project.

**27. Traffic Noise:**

- C27-1 Commenters stated concern about an increase in street-level traffic noise in neighborhoods if traffic were diverted from the Skyway.
- R27-1 A traffic noise analysis will be conducted as part of the DDR/DEIS for the Project in accordance with the New York State Department of Transportation Noise Policy and Federal Highway Administration noise regulations. If potential traffic noise impacts are identified, noise abatement will be considered for those impacted locations.
- C27-2 Commenter stated that the EIS should contain separate and distinct impact analysis for both "Traffic and Transportation" and for "Noise."
- R27-2 A traffic analysis will be conducted for the Project as part of the DDR/DEIS. A traffic noise analysis will also be conducted for the Project as part of the DDR/DEIS. The findings of each of these analyses will be documented in the DDR/DEIS.

**28. Visual Resources/Views:**

- C28-1 Commenters stated that they appreciate the views from the Skyway on their commute.
- R28-1 As described in Section 4.3 of this Scoping Report, a Visual Impact Assessment (VIA) will be conducted for the Project. The results of the VIA will be documented in the DDR/DEIS.
- C28-2 Commenters stated that they appreciate the views from the Skyway.
- R28-2 See Response R28-1.
- C28-3 Commenters stated that the Skyway impedes waterfront views.
- R28-3 See Response R28-1.
- C28-4 Commenter stated that the Skyway does not hinder waterfront views.
- R28-4 See Response R28-1.
- C28-5 Commenter requested that the proposed new interchange at Tiff Street blend in well with the surrounding environment.
- R28-5 As described in Section 4.3 of this Scoping Report, a Visual Impact Assessment (VIA) will be conducted for the Project. The results of the VIA will be documented in the DDR/DEIS. Potential landscape and environmental enhancements will also be assessed as part of the DDR/DEIS.

**29. Water Resources**

- C29-1 Commenter stated that the Project would impact wetland and water resources along and adjacent to proposed new routes, such as in Tiff Nature Preserve, along the Outer Harbor, and along the Buffalo River.
- R29-1 As stated in Section 4.3 of this Scoping Report, potential effects to wetlands, surface waters, and water quality resulting from implementation of the Project will be assessed as part of the DDR/DEIS. The DDR/DEIS will document the findings of these assessments.
- C29-2 The U.S. Army Corps of Engineers stated that there are jurisdictional waters of the United States regulated under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act, including wetlands, within the boundaries of proposed project concepts. They also stated that project concepts would affect these jurisdictional waters. Pursuant to 40 CFR 230, any permitted discharge into waters of the US must be the least environmentally damaging practicable alternative (LEDPA) that achieves the Project purpose. The EIS should include an evaluation of alternatives in this context in order to demonstrate the Project's compliance with the Section 404 (b)(1) Guidelines.
- R29-2 As discussed in Section 5 of this Scoping Report, the New York State Department of Transportation evaluated 28 concepts for the Project based on available information, appropriate analyses, and public and agency input during the scoping process and identified a reasonable range of alternatives to be advanced for further study in the DDR/DEIS. As stated in Section 4.3 of this Scoping Report, potential effects to wetlands, surface waters, and water quality resulting from implementation of the Project will be assessed as part of the DDR/DEIS. The DDR/DEIS will document the findings of these assessments.
- C29-3 The U.S. Army Corps of Engineers stated that for activities involving discharges of dredged or fill material into waters of the United States, the EIS should include a statement describing how impacts to waters of the United States are to be avoided and minimized to the extent practicable. The EIS should also include either a statement describing how impacts to waters of the United States are to be compensated for, or an explanation of why compensatory mitigation is not being offered for the proposed impacts.
- R29-3 As stated in Section 4.3 of this Scoping Report, potential effects to wetlands, surface waters, and water quality resulting from implementation of the Project will be assessed as part of the DDR/DEIS. Measures to mitigate any adverse effects will also be assessed and identified. The DDR/DEIS will document the findings of these assessments, including mitigation for adverse effects.

**B. PUBLIC AND AGENCY COMMENTS**



**From:** Eileen [REDACTED]  
**Sent:** Tuesday, February 4, 2020 6:38 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** New routing after skyway comes down

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

Absolutely ludicrous there will be so much congestion and pollution in our neighborhoods but you people don't care about us who have lived here our whole lives because we have chosen too ridiculous idea to take the skyway down so people can look at the lake its a joke

Sent from my iPhone

HERE ARE SOME  
Partial SKYWAY THOUGHTS:

FEB 23 2020

RECEIVED																			
R-5 DESIGN																			
RDE	Asst to RDE	Sec to RDE	Bridge Mgmt	Design Unit A	Design Unit C	ENV/LA	ps/Prod Mgmt	Special Pro	Structures	Tech Support	Utilities	FILE							

Maintenance of materials must be maintained if any parts remain standing over harbor front area.

**SAFETY** is a biggest issue...if an observation 'Sunset Tower' must have adequate guard rails...glass or small mesh fences to prohibit throwing anything over. Maybe a metal detector GATE to pass through, in fact. We think 'feeling the weather effect' is a part of Buffalo! Chill!

*"BURST of  
The Blast"  
of FRESH  
AIR*

Height must accomodate any boats/ships with tall masts passing under...or ban these!

Decorative--least expensive LED lights w design aspects like Peace Bridge. Perhaps call it 'UNITY TOWER' where good behavior is expected!!! hint hint.

NO FOOD or restaurants on top...too prohibitive services, plumbing, etc.

ROAD BELOW...divert traffic via First Ward, it's not totally developed yet and is the quickest logical detour of traffic, but 'still seeing the lakefront' for a beautiful view.

Some kind of PARKING LOT must happen and a SAFE contained 'paid' but affordable trolley or tram to bring people over to harbor. Use some of those decrepit building lots around Seneca to park with security gate. So 'walkers' can't board the trolley all day and harass the drivers coming in to enjoy the harbor. We'd go so far to say get some kind of safe transit from a suburb so people can enjoy the downtown more often..**SENIORS** would/could use something like this!!

\* What about PRIVATE TRANSPORTATION BUS COMPANY or FROM HOTELS drop off stations provided at curb? Less for the City of Buffalo or County to do!! \*

Have fun, be CREATIVE.

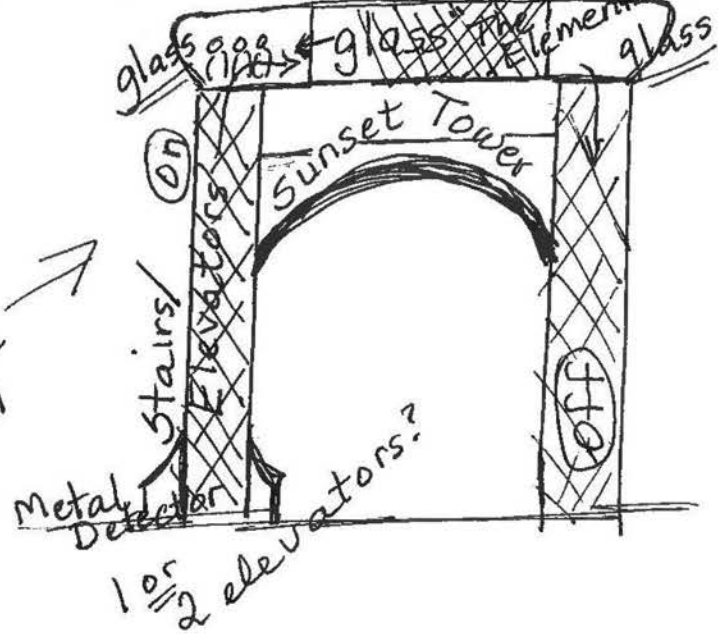
Mark and Jean 2/23/2020



*Photo Op  
"Unity Walk"  
"FRESH AIR  
The Blast"*

*Colors on tower  
give weather  
report somehow  
Blue/white  
windy/hot/mild, etc. etc.  
(ala Eiffel tower)*

*Steel frame:  
Homage to  
Bethlehem  
Steel*



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: TOM Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

Hoping to hear how long until the project gets the green light to start?

*\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). **Scoping comments are due by February 28, 2020.**



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JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: \_\_\_\_\_ Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I live in [redacted] & commute to Buffalo on a daily basis. I did not see a design that has additional roads to get me to & from work besides the one main (route 5) road. Congestion gets bad at rush hour - it would be nice to have an optional way home. Also - I am a 210 laborer and would love to see the construction jobs go to the unions!

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: \_\_\_\_\_ Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

Rename the Skyway Bridge to  
the Higgin's Bridge and that  
will make the elected official happy,  
I

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

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1                   **ANONYMOUS SPEAKER:** What about the  
2 Northtowns? Down along the Niagara River is  
3 General Motors, a tire manufacturing plant.  
4 DuPont I think. You have the industrial park  
5 around the 290. There's Wegmans there.  
6 There's Fed Ex. Amazon has just decided to  
7 build something in Grand Island and in  
8 Tonawanda.

9                   So take right now I live in the  
10 ██████████. I like to go to Chautauqua  
11 Institute and I have a place down in Bemus  
12 Point. If I want to go there, I take the  
13 river, take Route 5, take the thruway. Not  
14 the thruway. It's the I-190. And take  
15 Route 5 over through Lackawanna and get on the  
16 90 at Hamburg.

17                   Any of them industries, if they were  
18 sending trucks that direction they avoid two  
19 toll barriers, okay. When the Skyway was  
20 being repaired the last couple of years, the  
21 traffic backup on the 290 was horrendous. So  
22 if you're taking Northtowns traffic and moving  
23 it down the Youngman you have to go past the

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170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

1 blue water tower which on a regular basis  
2 that's backed up miles.

3 Then they get through that and they also  
4 have the backup around the 400 and the 219.  
5 So you're taking the Northtowns people -- and  
6 this says for industrial development for  
7 Southtowns. What does it do to the business  
8 in the Northtowns?

9 It looks like the trade agreement might  
10 help the Northtowns, but a lot of times the  
11 Expressways and the roadways influence whether  
12 people are going to invest or not invest.

13 So when they were working on the Skyway  
14 these last two years the traffic on the 219  
15 was horrible. So, the question is what do you  
16 do with the traffic from the Northtowns that  
17 maybe want to avoid a few tolls, you know?

18 And for me going down to Lake Chautauqua,  
19 it's more convenient because I could take  
20 Route 5 and then get over to Hamburg and get  
21 on the Thruway.

22 I realize nowadays the Department of  
23 Transportation has a lot more concerns; the

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716-853-5544

1 environmental, they have to try to accommodate  
2 the bicyclists, the pedestrians, which are all  
3 good things, but the last time I checked I  
4 thought highways were for moving traffic,  
5 mostly vehicles, safely and efficiently.

6 The question is there's a rating system  
7 for these highways. What is the current  
8 rating system for the Skyway and when you take  
9 that volume of traffic and put it on side  
10 streets or if you divert the people over to  
11 the existing super highways, what happens  
12 there? You know, what is the ratings of them  
13 highways when additional traffic gets there?  
14 And what is the cost to them?

15 The traffic engineer, he's really I think  
16 in a bind these days to truly try to mix all  
17 these things together because it's got to be  
18 hard. You're limited with money. You're  
19 limited with right-of-way, but when you start  
20 moving this volume of traffic into other  
21 roadways what happens to the ratings on them  
22 highways?

23 This report that I was handed, they show

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716-853-5544



1 the study area and it really doesn't approach  
2 the Northtowns and it's a case where you  
3 wonder if these people are unaware of what is  
4 going to happen. I'm not sure who this got  
5 mailed to.

6 Did it ever make it outside the city  
7 limits of Buffalo? That's my question.

8 MS. YEKICH: I'm a longtime Western New  
9 York resident. I like using the Skyway. If  
10 there has to be a change, I like the tunnel  
11 idea under the Route 5 Skyway. I like the  
12 commute times that we currently have using the  
13 Skyway.

14 The various ideas being put forth where  
15 people would have to go on to a connector to  
16 get to the I-90, I just think it's too long of  
17 a commute. This past summer I used Ohio  
18 Street everyday during off-peak times and  
19 encountered a delay. It just seemed like it  
20 took twice as long to use that Ohio Street as  
21 I normally would on the Skyway and there were  
22 no accidents, no broken-down vehicles. There  
23 were no Fed Ex trucks and there were no lift

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Name: \_\_\_\_\_ Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

SOS SAVE OUR SKYWAY  
THERE ARE MANY ADVANTAGES TO KEEPING  
THE SKYWAY

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1                   **ANONYMOUS SPEAKER:** We need better fire,  
2 police, emergency response teams. Because  
3 South Buffalo gets bombarded with snow. We  
4 didn't get no snow yet. The West Side could  
5 be cutting your grass, out here could be foot  
6 high, two foot high; closes the whole South  
7 Buffalo down. We need vehicles if they're  
8 thinking about closing the Skyway down.

9                   We need emergency vehicles that be  
10 equipped for emergency responses. Because  
11 maybe you remember that one time they  
12 announced over the news everybody gets to  
13 leave early from work because there was a  
14 blizzard? And what happened? Everybody left  
15 at the same time and we was digging out cars  
16 buried in snow. So they have to have a better  
17 -- large for the -- especially the winter.  
18 And vehicles that can respond not with skid  
19 chains on. Because when we get snow, skid  
20 chains on tires ain't going to go.

21                   Police vehicles, they ain't four-wheel  
22 drive. And they don't have skid chains on.  
23 Fire apparatuses because they carry water and

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1 are heavy, they have skid chains on. But  
2 still you can't run through the snow that we  
3 get. So we'd need better equipment and  
4 scatter.

5 Fire. Help make additional houses with  
6 men to operate these firehouses. If they  
7 couldn't -- because they had one, O-Engine on  
8 Ohio Street. It's closed; using it for  
9 something else now. When you got a call from  
10 Fuhrmann you gotta get from downtown, go all  
11 the way to Fuhrmann, around South Buffalo  
12 to -- we need better fire, police.

13 We don't have no four-wheel drive police  
14 vehicles in South Buffalo, none. Even on a  
15 first aid call, you have to walk the person,  
16 with stretchers too, of course, up the street.

17 So they have to figure something out. And  
18 let the people know, especially in South  
19 Buffalo. Oh, yeah, we're going to make a new  
20 firehouse on Fuhrmann. Or we're going to make  
21 it on Ohio Street. That covers Fuhrmann on a  
22 first response team. They go by -- well, what  
23 they do.

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1           They have areas for the fire department.  
2           We need a better picture on emergency response  
3           teams for any case, accidents, rollovers,  
4           stuff like that. And, if we get a blizzard,  
5           how we going to connect when we have to close  
6           Fuhrmann down? Because that's all open water  
7           and snow blows from the water out into the  
8           land.

9           That's another thing, the weather. When  
10          it -- we have to close Fuhrmann. Because you  
11          can't keep Fuhrmann open when it's blowing  
12          snow. 'Cause they had Ohio Street closed last  
13          year because it was blowing and visibility was  
14          down to nothing. So they have to, that's  
15          mandatory. Police from different, I say, like  
16          West Seneca, Lackawanna, Buffalo should all  
17          work together or put these "road closed"  
18          barriers up.

19          That's another thing. You're tying down a  
20          car. When they have to close the street  
21          because of the snow, that's pulling a guy out  
22          of service for that. Figure that out.

23          That's three -- no four important things:

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1           The weather, fire emergencies, the police  
2           emergencies and ambulance emergency response  
3           teams. Instead of like okay, these small  
4           towns, they have a first aid ambulance or  
5           whatever in the small towns, plus a fire  
6           engine over there. Okay, they could have that  
7           down on Fuhrmann. Have around-the-clock  
8           ambulance plus a fire engine for Fuhrmann  
9           Boulevard. That's other thing. We can't  
10          spend money on that. Consider the traffic in  
11          wintertime. You only got Tiffit Street,  
12          Hopkins and South Park to run on. Three main  
13          thoroughfares to consider in the wintertime  
14          when you close Fuhrmann Boulevard. When that  
15          snow blows it's this way, down. And that's  
16          when they close that down. So like I say,  
17          consider on the Skyway Bridge -- no. No. I'm  
18          done.

19                EILEEN WAHL: I'm a Buffalonian born and  
20                raised. My whole life I've lived in the  
21                Buffalo area. I live in Hamburg right now.  
22                For thirty years I lived -- I grew up in  
23                South Buffalo. So I know all the areas that  
              they're

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**From:** mjsendor [REDACTED]  
**Sent:** Saturday, February 1, 2020 12:03 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway

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

I want to go on record as totally opposing the removal of the Buffalo Skyway. This structure (recently repaired at a cost to the Taxpayers of \$29,000,000) is a magnificent structure that has served the Buffalo region for the past 65 years. I personally have utilized it since I began working in 1969. Although it may have to close occasionally a couple of days a year due to weather events, it is the most efficient way to get in and out of the city as well as a connection to the I-190 north and south.

I have looked at the alternatives as presented at at the Scoping Session on January 28th, I do not believe they will adequately serve the needs of the commercial and commuter traffic that utilize the Skyway on a daily basis (46,000 cars per day). Even the most viable alternative, rerouting traffic onto a new roadway starting at Tift Street and connecting to I-190 at Exit 3, Seneca Street, would dump too much traffic onto already congested I-190 in times of rush hour. All the traffic heading both north bound on I-190 as well as traffic heading for downtown Buffalo would be merged from Exit 3 to the Church Street or Elm Street Exits.

The reason given for the removal, "to be able to develop the Outer Harbor" doesn't hold water. The majority of the Outer Harbor that is undeveloped was once used as a landfill and most probably contains significant environmental hazards. Also, The League of Women Voters, The Buffalo-Niagara Water Keeper as well as the Sierra Club have gone on record opposing and development in the Outer Harbor for anything other than passive recreation. Even the redevelopment of the former Freezer Queen site in to a multiple use facility has been tied up in law suits for the past 5 years by anti-development forces.

Finally, the saying "If it ain't broke don't fix it" never seems more fitting. New York State has significant financial challenges. Spending millions, maybe billions of dollars, after it is totally complete, makes no sense.

MAR 03 2020

Saturday February 22<sup>nd</sup>, 2020

NYS DOT Region 5  
100 Seneca St  
Buffalo, NY 14203

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

Dear Skyway Project Team,

My 2 cents,

The Skyway (and its elevation) is the answer to the 198 expressways safety problems (elevate it). The 198 express way has demonstrated what happens when rush hour traffic stampedes neighborhoods.

We must remember commuter traffic is a whole different beast. They are not interested in 30 mph Disney Land Roads. It is also fairy tale to believe commuters will stop along the way for commerce. The mindset is gas pedal to get to and froe. In addition, delivery service is the new timesaver for the busy.

The Skyway is the best advertisement of the waterfront. It also is a Landmark sighting from water. And an Iconic Canopy for great Concerts and People below. It is a City Park isn't it? One might expect a bridge high above a city park. (pictures enclosed).

New York City doesn't demolish roads to make it easy to get to the statue of Liberty? (maybe we just need better signs)

What again is the real reason for knocking down the Skyway? Development. Our vision is that shallow that exciting new plans can't work around the bridge footers? (picture enclosed) The world is flat?

If, the Skyway is destroyed it demonstrates how small time USA Buffalo is. If a clean slate is required for progress, this action lacks creativity and appears to be a luxury.

Remember the slogan, "If it ain't broke don't fix it"?

A twenty first Century consideration the Computer Application Google Map. Used by Stub hub, Door Dash, Uber, anyone! This software application has a strong hold on local commuters everywhere in the US. The default on this Application is the fastest way. The algorithm does not care if the fastest way utilizes 30 mph roads, parks, neighborhoods, school zones or your street.

We may build the Highways and Roads, but Google Map will Map out the way from **above**.

It's quite the application. It's funny they ask everything else about us, why wouldn't they ask for our vehicle make/model. The application is flawed, because it just may soon start sending dump trucks, heavy equipment and tractor trailers down a road near you.

Do your best, and if any of this is of value use it, if not trash can it. I wish to remain anonymous.

Enclosures (8 pictures)





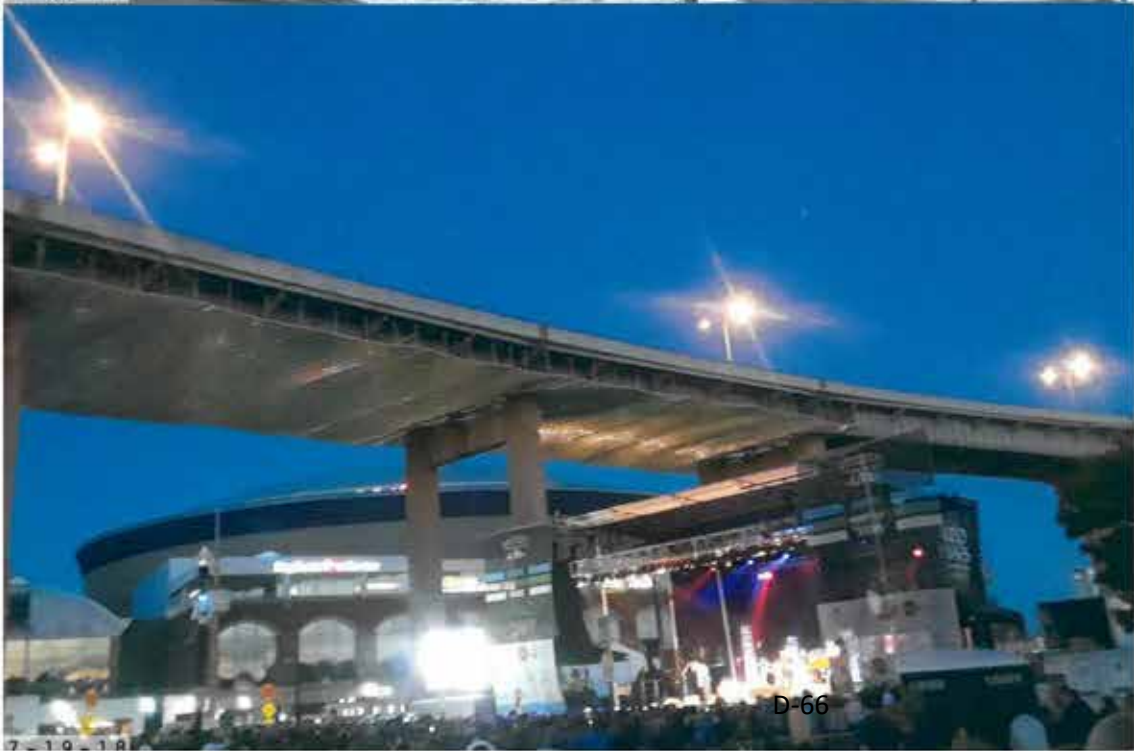
07-30-16



11-01-17



2-05-17



D-66

7-19-18

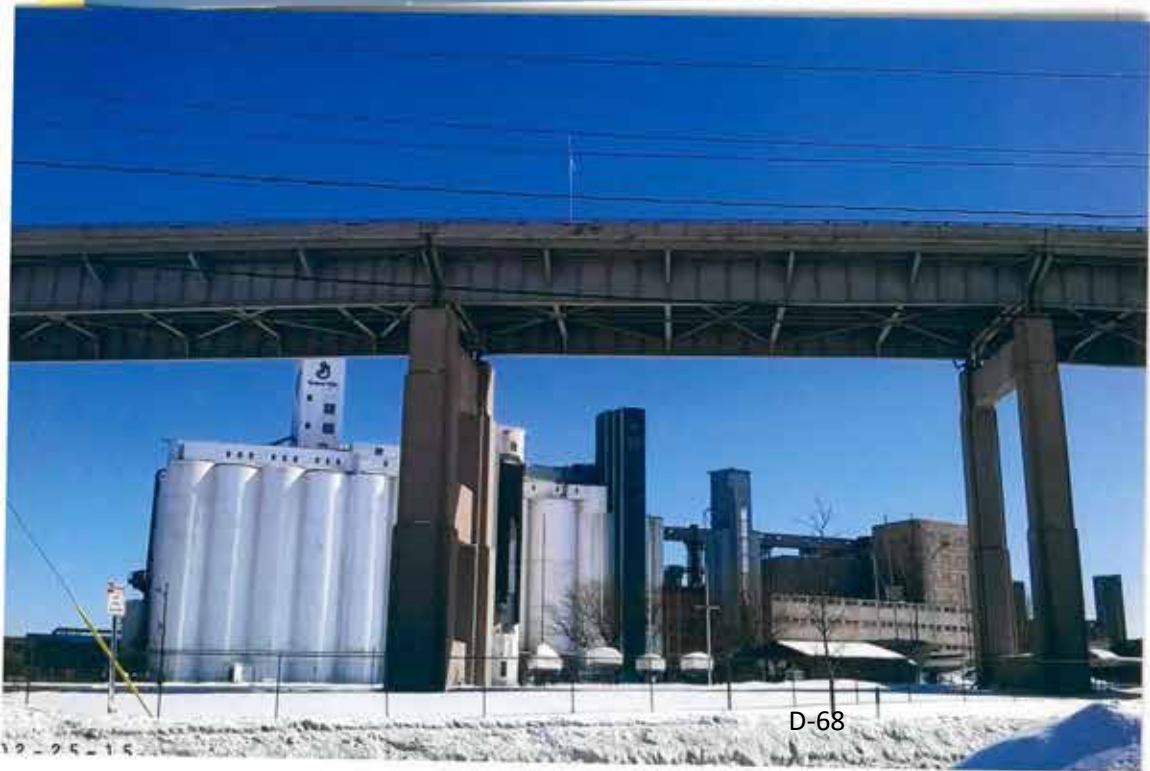


6-27-16



D-67

6-27-16



Todd Adamczyk



Leave it as it is. Consider the wasted months of summer downtown tearing it down and building something in its place and everything in its footprint affected. Also consider the high number of residents that utilize the skyway to get into downtown or to rt 190 and how they'll be affected for multiple years of tearing down and rebuilding. NY road workers milk as much time as possible to ensure they are on unemployment for the winter. How about fixing that?

Kim Alfes

[REDACTED]

[REDACTED]

The Skyway has served its purpose, one that was part of Buffalo's past. Today it is an eyesore in an otherwise modern take on our waterfront. It also is not a safe road due to winds, ice and other weather coming off of the lake. I would like to see it removed. If not totally removed, then reused in a welcoming way for pedestrians and the promotion of the Buffalo Waterfront.

Matthew anger



none

For over 60 years, the Buffalo Skyway has served the commuters & visitors who live, work and shop in the south towns. Millions of dollars of taxpayers' money was spent building the structure has served the needs for drivers for all but a half dozen or so days each year.

Now, Brian Higgins has decided that this highway is an "eyesore", and wants to spend millions more to tear it down. This is a bad idea ; it is a pork project which will provide jobs for a few years, but in the long run, the citizens will ultimately decide that it needs to be put back.

This project will increase pollution from the cars of people trying to travel to and from the south towns. Furthermore, bringing cars back down to the ground can only increase accidents and deaths between cars and pedestrians, bicyclists and other cars. It will also destroy the south towns, when people living there, fed up with the commute, move out, in droves, ruining businesses there and reducing property values.

It is obvious to everyone who doesn't have a financial or political interest in this project that this demolition shouldn't happen. It will be yet another regret in the history of Buffalo's bad ideas, long after Brian Higgins has retired and died. Leave the Skyway where it is.

**From:** Richard Fontana [REDACTED]  
**Sent:** Thursday, February 20, 2020 4:31 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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I'm in favor of the skyway being turn down. I'm interested in how the alternatives will handle the traffic. Thank you. Rich Aquilina



Ross Au

[REDACTED]

[REDACTED]

Leave the Skyway alone. What a waste of taxpayers funding to remove a highway when there is nothing wrong with it, especially after the Federal government just provided the Skyway with funding to make repairs over the last two construction seasons.. There is enough other projects in Western NY and the Buffalo area that need attention before removal of a very needed highway that is an arterial feeder. The highway does what it is supposed to do by allowing access to and from the South towns. I always make it a point to use the skyway when ever my travels take me in the southern direction. I take my visiting guests over the skyway and show them what we have here in Western NY that I am proud of. We talk about the landmarks and history while traveling over the elevated roadway. I propose we leave the skyway as it is and enjoy the scenic view that it provides when traveling over it.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2  
290 BROADWAY  
NEW YORK, NY 10007-1866

FEB 11 2020

Catherine S. Leslie, Director  
Environmental Impact Statements & Special Projects Bureau  
New York State Route 5 (Buffalo Skyway) Project Team  
New York State Department of Transportation Region 5  
100 Seneca Street  
Buffalo, NY 14203

**RE: Scoping Comments for the New York State Route 5 (Buffalo Skyway) Environmental Impact Statement, City of Buffalo, Erie County, New York**

Dear Ms. Leslie:

The U.S. Environmental Protection Agency (EPA) has reviewed both the New York State Department of Transportation's (NYSDOT) Project Scoping meeting presentation and posters and the December 20, 2020 Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed project known as the New York State Route 5 (Buffalo Skyway Project) in Erie County, New York. The purpose of the project is to realign the existing transportation network, by removing the Buffalo Skyway and renovating other roadways to handle that traffic, to support existing and planned recreational, mixed-use and waterfront development in the Buffalo Outer Harbor area.

While the NYSDOT has a focused list of issues that will be analyzed in the EIS, EPA has a few scoping comments.

- Erie County is part of the 1997 8-hour ozone nonattainment area, therefore, prior to this non-exempt project's addition to the New York State Transportation Improvement Plan, the NYSDOT must conduct a project level conformity analysis before it is adopted, accepted, approved, or funded, per 40 CFR 93.104(d). In addition, EPA recommends that NYSDOT take steps to reduce diesel emissions from construction equipment to lessen the disproportionate health impacts on the communities impacted by the project;
- The EIS should include any necessary wetlands, cultural resources, or other mitigation plans;
- To the maximum extent possible, EPA encourages the recycling of materials generated onsite (i.e., demolition debris/materials). For more information, please see the following website: <https://www.epa.gov/smm/sustainable-management-construction-and-demolition-materials-and>
- Since the project area may include environmental justice communities, NYSDOT should ensure that these communities have equal access to the decision-making process for this project, including reconstruction of existing roadways and traffic patterns.

- The EIS should include a discussion of indirect and cumulative impacts of the reasonably foreseeable waterfront development expected after the Buffalo Skyway is removed.

Thank you for the opportunity to comment. If you have any questions, please contact Lingard Knutson at (212) 637-3747 or [knutson.lingard@epa.gov](mailto:knutson.lingard@epa.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Austin", with a long horizontal flourish extending to the right.

Mark Austin, Team Leader  
Environmental Review Team

Cc: L. Willett, FHWA

Robert Austin

[REDACTED]

[REDACTED]

I like using the skyway - I think it's convenient.

Richard Baehre

[REDACTED]

[REDACTED]

I am for the removal of the skyway and a return to an unobstructed view of the lake and lakefront to the greatest degree possible. I am also against creating private residences on the shores of the inner & outer harbor - especially high rise buildings. The Lake shore and tributary waters should be kept clean and clear for the public to enjoy and wildlife - not for the benefit of private enterprise.

Vincent Bamrick

[REDACTED]

Resident

[REDACTED]

Take the Skyway down. Change is good. Not having the skyway will have a huge visual impact for our city along with the many other benefits that have been stated.

**From:** Isabella Bannerman [REDACTED]  
**Sent:** Monday, February 24, 2020 9:04 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Against the expansion of neighborhood streets into 4 lane highways

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To whom it may concern,

I am against the plan as it stands now, because it would create 4 lane highway on quiet neighborhood streets, severely changing the fabric of these residential neighborhoods for the worse.

Go back to the drawing board and create something less disruptive.

Sincerely,

Isabella Bannerman

Sent from my iPad

1 to reconnect downtown Buffalo to the Outer  
2 Harbor, preferably with a tunnel.

3 **MR. BARATTA:** Well, I'm retired now, but  
4 I worked downtown for 40 years and I commuted  
5 from [REDACTED] to downtown Buffalo. In those  
6 40 years I experienced the Father Baker  
7 bridge, which they were removed which was a  
8 good thing. They have a smaller bridge now,  
9 but that Father Baker bridge was dangerous and  
10 I'm glad they removed that.

11 But as far as the Skyway goes, I'm in  
12 favor of No Build. I think the Skyway served  
13 its purpose. It's been serving its purpose  
14 for a number of years. It seems to me the  
15 only problems we have with the Skyway is when  
16 we have like a blizzard or bad weather.

17 My 40 years of driving from Blasdell to  
18 downtown, I experienced good travel time using  
19 the Skyway. On those days when the Skyway was  
20 unavailable or there was maybe an accident or  
21 something and it slowed up the traffic, the  
22 traffic was a mess. Even going home sometimes  
23 when leaving Buffalo to go back home to

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1 Blasdell when the Skyway had some kind of  
2 traffic problem due to an accident, using the  
3 alternative routes, South Park, Ohio Street,  
4 those really slowed you up.

5 Sometimes you didn't get home for a couple  
6 of hours which normally was for me maybe a  
7 15-minute drive. I don't see with these  
8 proposals the traffic flow being the same. I  
9 think they're going to have a lot of  
10 complaints regarding backed up traffic and  
11 people getting into downtown Buffalo, so I  
12 looked at all these projects and I don't see  
13 it there.

14 South Park, Ohio Street, Adler Road. I  
15 have used them all. There's just too many red  
16 lights, too many cars, too many pedestrians.  
17 You need -- if you want to get into a place  
18 like downtown Buffalo in a timely manner, you  
19 can't have a lot of pedestrians. You have to  
20 look out for a lot of pedestrians.

21 I don't feel that -- I think the current  
22 setup now where it's pretty much a highway,  
23 Route 5 and the Skyway, that's the best route.

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1 The reason for the Skyway and Route 5 and  
2 Father Baker bridge is the movement of people  
3 in and out of the city in a timely manner.

4 These proposals don't show me that. So, I  
5 am not in favor of any of the proposals. I  
6 would like to see them retain the current  
7 Skyway. I just came from [REDACTED]. I used  
8 the Skyway and I had no problems. Everything  
9 went smooth.

10 Usually from downtown Buffalo to my house  
11 on [REDACTED] Road I can get down to Buffalo  
12 without a lot of heavy traffic, moderate  
13 traffic, in about ten minutes using the  
14 Skyway. I don't see that with these new  
15 proposals.

16 I think you're just going to turn us into  
17 a city like L.A. or Miami or Chicago that has  
18 a lot of traffic problems, that people are  
19 going to be aggravated. We don't want to be  
20 L.A., Chicago. We don't want to have that  
21 situation in Buffalo.

22 Living in Buffalo all my life you can get  
23 almost anywhere from one end of town to the

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1 other end of town in 20 minutes. We don't  
2 want to make it two hours.

3 So I'm in favor of retaining the Skyway as  
4 is. That's it.

5 MS. SCHENA: I would like to see  
6 additional options be submitted so that the  
7 existing Skyway can remain and not be torn  
8 down. I think the No Build concept as stated  
9 doesn't leave enough room to consider keeping  
10 the Skyway with some improvements for  
11 whatever the needs may be.

12 I think generally people kind of view it  
13 as just a fast in/fast out route for a number  
14 of suburbanite commuters. I think that  
15 that's a bit shortsighted. There are many  
16 commercially related people and businesses  
17 south of the Skyway that extend into even the  
18 more rural areas towards Springville.

19 They need a convenient route which would  
20 help their financial business interests.  
21 Think about the independent contractors who  
22 are pulling trailers. They shouldn't be  
23 asked to try to navigate the more narrow city

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**From:** mary ann barone [REDACTED]  
**Sent:** Thursday, February 20, 2020 3:35 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Removal

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I am in favor of removing the skywatcher so inner and outer harbor can be connected.

Sent from my iPad

**From:** LARRY BARTKOWIAK [REDACTED]  
**Sent:** Thursday, February 20, 2020 11:36 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Nuts !!!!

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Fix the roads and decrepit bridges first .... what's wrong with the skyway ? What are you doing with my money ?

Larry B.

Lawrence Bartkowiak

[REDACTED]

[REDACTED]

Where is the money to come from / the money can be better spent on infrastructure, crumbling roads , condemned homes , questionable bridges ... What is wrong with the skyway ? It is a fast mode to get in and out of he city ,, , unless I am missing something , how are roads coming in and out gong to be designed ? I don.'t see it , it.'s a sardine package now downtown !! Waste of taxpayer money , same as talk of new convention center ... For what , it a smaller city , new stadium for what ... Who's going to pay ? Taxes are nuts enough in this state !!! How about the Millions upon millions spent on our mass transit for who / not me .... maybe the people with these ideas better wait till king Cuomo legalizes pot first before they are smoking it with these Ideas !!! With the people in control of this state , it's not good , people leaving by he boatload !!! Illegal immigrants with drivers license ... Huh This state is out of control .... Considering packing up and getting out myself and I'm 65 years old !!!

This responds to Brian Higgin's continued mission to take down the Skyway.

Traffic is a MAJOR problem for most cities in the US. The DOT now has before it two major decisions regarding traffic flow-- the Skyway and Route 198/Scajaquada. The city should be doing everything it can to increase traffic flow, not hinder it. Leaving the Skyway as is and increasing the speed limit to 40 on RT 198 would be a start.

Both of these roads – Route 198 and Skyway also impact traffic flow from Canada not to mention the 40,000 cars a day that travel over the Skyway from the Southtowns.

Mr. Higgins continues to champion taking the total Skyway down- he has rejected the winner of the Cuomo contest recommendation and continues to ignore the impact on traffic flow. Has Mr. Higgins experienced the traffic jams already on I-190 when the Skyway is closed? A mile of traffic.

Mr. Higgins' contends that our roadways were designed for a different era and ride sharing, car pooling and autonomous vehicles will change commuting in the future. This ignores the implications for commercial traffic and Canadian usage and that people like to drive in their own cars.

Mr. Higgin's viewpoint that synchronization traffic signals will be able to offer smooth traffic flow is beyond optimistic and does NOT take into consideration that these streets he wants to do this on are IN NEIGHBORHOODS, unlike the Skyway. No one will be able to even cross the street.

Mr. Higgin's contends that his plan would cost \$140 million, meanwhile we just spent \$30 million for Skyway repairs (2018 to 2020), part of the \$100 million to extend usage over the next 20 years or more. Even the developers are NOT for taking down the Skyway- Ellicott Development Co, Schneider Development and Ciminelli think money would be well spent elsewhere.

The MOST important consideration beyond cost is traffic flow. Development will be a moot point if the traffic is congested and there is no access. Not to mention the impact on neighborhoods-not only downtown but in the suburbs as well.

Jan Barton

**From:** Nicole Bednarz [REDACTED]  
**Sent:** Tuesday, January 28, 2020 12:55 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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To whom it may concern:

The new skyway is ridiculous and a waste of money! All the repairs that just went into anyways would have been for nothing. Plus that's a major access road for everyone who lives in Hamburg and comes into the city. Removing that and putting up that horrid building would be a waste of time, money and ruin the city!



Donald Behr



I love the view from the skyway driving or riding in either direction and would hate to see it go. I do not think enough thought and planning has been done to determine and set up alternate routes from the south towns to the city and northern areas. What is the Queen City Landing actually happens? That would add a significant number of people to the transportation network to and from the water front. Seems like there are more important transportation needs (e.g. mass transit) to spend money on than removing a serviceable road way.

James Beown

  
Resident/Citizen

Keep the Skyway unless there's plans to replace it. There should be initiatives to reduce traffic/congestion, such as adding a highways. There shouldn't be any proposals that increase traffic, no one wants that.

Dan Berarducci

Concept "I" is pure GENIUS. It is the one with the absolute minimum impact/reliance on surface streets and while it brings traffic a little further south of Downtown, the routing has the advantage of utilizing brownfields and former industrial properties.

Looks like the best solution... OTHER than leaving the Skyway alone.

Joshua Beres



As someone who was born and raised in Buffalo, NY, I am very familiar with the city's culture and layout. I've been lucky enough to witness Buffalo's resurgence over the past decade and I'm immensely proud of my hometown. With that being said, I am also familiar with what has been holding it back from blossoming into the city it is capable of being. I would argue the biggest issue and the biggest possible source of improvement/revenue is the development of the waterfront. This has been proven by the economic boom seen at Canalside, the Harborcenter, the Riverworks area, etc. One of the biggest things holding back the city right now is the Buffalo Skyway. This massive roadway completely cuts off the view of the water, makes it harder to access, and takes up what could be prime-time real estate for further development. I believe that removing the Skyway would greatly improve the city's skyline and offer a massive return on investment for the city and all who come to visit. It is genuinely sad to me that we have such a beautiful waterfront with so much potential, and that it's been obstructed for so long by miles and miles of highway that are far too close to the waters edge, leaving no room for proper development and public access (I'm looking at you, Skyway and I-190). With this all being said, I realize it would be foolish to not also propose a solution to the fact that it does provide transport for a lot of commuters in the south towns. But I believe there are several options that would improve the lay of the land without hampering traffic whatsoever. If Route 5 were transformed into more of a slow moving parkway from Ohio St. and onward, and then Ohio St. were converted to a higher speed roadway, it would have a minimal impact. Louisiana St. could also be converted, along with several other roadways from a quick look at Google maps. Ultimately, I believe it is entirely possible to remove the Buffalo Skyway and thereby greatly improve the waterfront and city as a whole, while also providing means of ingress for those who rely on it. Furthermore, I believe it would be a major and necessary step to further embellish on Buffalo's already impressive Renaissance.

**From:** Edith Bernosky [REDACTED]  
**Sent:** Tuesday, February 25, 2020 1:18 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Comment

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There are pros and cons, risks vs benefits, cost and financial considerations involved and should not be a matter solely decided by public opinion and popular vote without full disclosure of all of the above.

Therefore I consider my view and of any others irrelevant as most are similarly inadequately informed.

Our elected and non-elected representatives should provide comprehensive solutions and alternatives for a meaningful discussion and vote on preference.  
Edith Bernosky, MD

**From:** ElizaBeth Berry [REDACTED]  
**Sent:** Wednesday, February 26, 2020 2:27 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** skyway testimony  
**Attachments:** Skyway.docx

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## Skyway

Submitted by ElizaBeth Berry, [REDACTED]

The Skyway was built for one thing – to help commuters get to and from their jobs in cars so they can earn a living. The Skyway is still used for this purpose and needed for this purpose. Over 42,000 daily using the Skyway translates into a huge economic impact for Western New York, especially when you consider the fact that those commuters are the wage earners for their families, so, when you are counting those affected, you must count family members in each commuter's household, therefore, those affected could easily be over 100,000 (84,000 would be the number with only one family member).

Removing the Skyway without creating another commuter route could result in closings of businesses and loss of many jobs with a resulting strain on social services, etc. Current local streets and the #190 are not sufficient to handle the numbers of commuters currently handled well by the Skyway.

The options outlined by NYSDOT in their Public Scoping meeting January 24, 2020 are all inadequate other than the default option identified as do nothing/do not remove the Skyway.

Conspicuously absent from the list of options is an option of extending Buffalo's light rail, which many of us supported back in the 1990's when this same question was discussed as the "Southtowns Connector/Buffalo Outer Harbor Major Investment Study". Why wasn't this included now as an option?

Most options don't seem to consider the most important affected population – the commuters. Many other options seem to think unleashing over 42,000 commuters daily onto South Buffalo's local streets is a good idea. As a resident of this area I can tell you it is not. Our streets are in bad enough shape and we do not need some streets widened to cause more problems down the road (or down the block) and a lot of headaches for both us and the commuters winding around local streets instead of one straight road, one simple route – the Skyway. All these options are too complicated and don't consider the big picture of traffic patterns. By the way, your info listed social, economic, and environmental considerations. Two of them are "traffic noise" and "air quality", both of which would immediately impact our South Buffalo neighborhoods if you

try to funnel commuters through any local streets. Both the traffic noise and air quality would get much worse. Really bad ideas.

Many options are predicated on information not in evidence, for example, no information whatsoever was given on "...planned recreational, mixed-use and waterfront development..." to allow us to see the big picture your researchers are looking at. This is particularly troubling, since there has already been an environmental study done on this area in 1998 that cost \$6.692million. It has been proven that most of this route is either wetlands, flood plain or fragile waterfront (or all of the above). I'm sure these factors remain the same. Maybe that is why, in the wisdom of our forebears, they built this elevated highway, to keep the traffic off of this ecosystem. This land must be carefully protected. In "Project Needs", no need was documented as far as "...bicycle and pedestrian connections..." Just where do you think they would go?

The facts concerning the Skyway are these:

- The largest affected population concerned are the over 42,000 commuters traveling daily to and from their jobs
- Only a handful, if any, of bicyclists and pedestrians walk or bike into Buffalo.
- GBNRTC has monitored all of the factors related to the Skyway for decades and called the study in the 1990's the "Southtowns Connector". That environmental impact study alone cost \$6.692million. The cost of the entire study was much more.
- Any scheme to adjust local streets to partially accommodate traffic from a closed Skyway would result in greatly increased traffic congestion, noise, wear on roads, and decreased air quality.
- Whenever the weather is bad enough to close the Skyway, they usually close other roads (look it up) – are they going to get rid of the #219, the #400 and the Thruway too?
- A great deal of the land in the Skyway area is wetlands/flood plains/fragile waterfront and should be protected.
- Many \$millions have been spent upgrading and reconstructing the Skyway, including the replacement of the Father Baker Bridge, between the 1990's study and now.

The criteria that you should be considering in dealing with the Skway, it's route and it's land is this:

- What does your plan need to accomplish? Right now the only job the Skyway has is to get commuters where they need to go, and it does a good job. This must be part of your plan. If you want to accomplish more than that, what do you want to do?
- How useful is your plan? For how many people? Remember that the number one priority should be the commuters which are currently using the Skyway. Do NOT count tourists – that is a totally unproven commodity. Do not count trucking – they only use our expressways to go past Buffalo. Do consider the taxpayers who live and pay taxes in this area and would be paying for this project.
- What is the best use of the land? What part of the area can you use, due to environment and other concerns?
- How do you safely, effectively move people to destinations?
- Environment – how are you impacting? (Include the wetlands, flood plains, waterfront, local streets and neighborhoods, air quality, etc.)

#### My Conclusions:

Your Scoping session information has failed to convince me that your options, other than do nothing, are valid solutions to anything. Until a better idea comes along than the Skyway to move the over 42,000 commuters/day back and forth (and it hasn't), leave the Skyway to do it's job.

You should revisit the option to extend light rail/metrorail out to the Southtowns for commuters That had a lot of supporters and only a handful opposing.

You should really start this current process over and give us the real facts and the big picture, not some pie-in-the-sky fantasy. And give us workable options that really address the commuters' needs as well as planning for realistic future development. The options presented just don't do that.

And I've been involved in this process since the 1990's. Like Yogi Berra said, "It's like déjà vu all over again." I look forward to plans that really serve this community. Any official that is not making sure the most important priorities, especially commuters, the neighborhoods, and the environmental impact, are properly served and protected, is not representing their constituents.



## Skyway

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- What is the best use of the land? What part of the area can you use, due to environment and other concerns?
- How do you safely, effectively move people to destinations?

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM - 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Patricia Bidlack Affiliation (if applicable):

Address:

Phone Number: E-mail:

COMMENTS\*

I have been living on [redacted] for almost 30 yrs. It's quiet and peaceful and I would like to stay here. I don't understand why we weren't put in the meetings for this project.

DON'T WE HAVE A SAY IN IT ???

FEB 27 2020

RECEIVED	
R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
PO/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

I work until 8pm @ nite and can't make these meaningless meetings so can someone keep me in the loop. We pay taxes and our voices should be heard. Things are always quiet and then it explodes on how others who don't live in our neighborhood making decisions about our street. They should leave the skyway alone and fix the streets in our area. I did not make don't fix it meaning the skyway..

\*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: buffalo.skyway@dot.ny.gov. Scoping comments are due by February 28, 2020.



**YOUR FEEDBACK IS IMPORTANT!**

*Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)*

FOLD HERE

FOLD HERE



Mrs. Patricia Bidlack  
[REDACTED]

BUFFALO NY 142

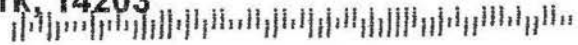
25 FEB 2020 PM 2:1



**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

14203-293300



TAPE OR STAPLE HERE

Kathleen Bielec

To remove the skyway is NOT a viable option for those of us living in Hamburg! Your "plan" to route us to the 190 will add lengthy commute time and impede traffic throughout that very busy section of the roadway! The skyway has provided excellent travel options from the south towns. To eliminate a major roadway into downtown and the connecting 190 for those working downtown as well as commuting to colleges and sporting events is NOT in our best interests!

Frank Billittier



Resident

I am in favor of the removal of the Skyway. I have reviewed the proposed concepts for this transformational project and would like to see Concept I selected as the preferred alternative. This concept as proposed appears to mitigate for traffic impacts due to the Skyway removal and offers opportunities for economic development in the project area (increase in tax base due to real estate/business development along the waterfront and increased business opportunities along the local transportation system). My largest concern is centered on the construction timing of the mitigation measures; the mitigation needs to be operational prior to the Skyway removal.

Thanks.

Frank Billittier

Hedy Bisenius



Please leave the Skyway as it is. It would be a horrible mistake to tear it down. Canalside is pretty much over built now as it is. Tearing down the Skyway would serve no useful purpose. Just seeing all the problems with the lake water splashing onto the roads should give anyone pause about tearing it down. There is a reason it is elevated. It should and must remain as is. Thank you.



**From:** Barbara Ann Blessing [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:26 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Removal of Skyway

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

Dear Folks,

The skyway is an ugly eyesore and should be removed from the area. You cannot make any development more beautiful with that thing standing above the land, sticking out like a sore thumb of ugliness! Focus on beauty and not ugliness!  
“The world will be saved by beauty.” —Dostoevsky

Blessings,  
Barbara

1           between Britain and France, it seems to me as  
2           if one can be built to facilitate  
3           transportation in and out of the city and to  
4           the Northtowns.

5           I think people also have to consider all  
6           the Canadians that come for our sporting  
7           events as well as to visit Canalside. They  
8           need a convenient way to access the sporting  
9           events, New Era field in an easy manner and  
10          not have to think about traveling city  
11          streets and putting up with the streetlights.

12          If the underground tunnel option is  
13          considered, I think it should be Option C.  
14          It is more of a direct link to the I-90 and  
15          the Northtowns as well as downtown Buffalo.  
16          The other two underground tunnel options are  
17          too long, too circuitous and would probably be  
18          much more expensive.

19                 **MRS. BLUE:** I am opposed to tearing down  
20                 the Skyway. I don't see it as a priority for  
21                 the city. Plus, it's a lot of money to invest  
22                 into something that is taking away from the  
23                 uniqueness of our waterways. I see it as

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170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

1           posing new problems for the flow of traffic  
2           and for those coming into this great city as  
3           well as taking funding away from the things  
4           that we do need in this city.

5           If it's not broke, then leave it alone.  
6           The Skyway is very important to my family's  
7           attendance to our church and our friends and  
8           family that live in [REDACTED] and beyond.  
9           The new design proposed very much  
10          inconveniences as far as travel time, wear and  
11          tear on my car, more gas, and congested  
12          traffic. Not interested in seeing that.

13          I believe it would be a step backwards for  
14          this city to tear down the iconic Skyway.  
15          Thank you.

16                 **REVEREND BLUE:** I'm opposed to tearing  
17          down the Skyway. The Skyway has been a carrot  
18          in our community. The Skyway is one of the  
19          main sources of transportation from the  
20          Southtowns to the city. Looking at the other  
21          proposals of tearing it down, to me it would  
22          create more of a health hazard as well.

23                 Many individuals travel the Skyway to get

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6           The Skyway is very important to my family's  
7           attendance to our church and our friends and  
8           family that live in Lackawanna and beyond.  
9           The new design proposed very much  
10          inconveniences as far as travel time, wear  
11          and tear on my car, more gas, and congested  
12          traffic. Not interested in seeing that.

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1 to places like Roswell, Buffalo General and  
2 the Southtowns. You don't have a lot of  
3 health facilities there, but this gives them  
4 the opportunity to quickly go to those health  
5 organizations to receive the proper care.

6 The current proposals that are shown  
7 today, tearing down the Skyway and adding more  
8 traffic to the 190, will be more in a  
9 congested way in which now you're adding time  
10 to lives that are needed, especially when they  
11 need medical assistance.

12 I currently pastor at the Second Baptist  
13 Church located at 18 Church Street in  
14 Lackawanna. Many of my parishioners, they  
15 take the Skyway and that will also impede  
16 their coming to the church. When there is a  
17 heavy flow of traffic on the 190 and the 90,  
18 the Skyway is the perfect highway for them to  
19 come or to use to come to church.

20 I have a lot of parishioners that live in  
21 the Lackawanna area as well and cutting off  
22 the Skyway would now limit the possibility of  
23 them traveling in case there was an emergency,

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so I am opposed to the Skyway being torn down for the aforementioned reasons.

Also, when it comes down to bus traffic, another source of transportation, the buses currently use the Skyway as well and that will also impede individuals looking for work having that Skyway torn down. It increases travel time and it makes more of a nuisance when it comes down to individuals looking for transportation to get to and from work, to and from the hospital and even to and from church.

(Public comments concluded)

\* \* \* \* \*

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170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

Daniel Boody

[REDACTED]

Retired

[REDACTED]

Though cost may be totally unrealistic, a 'tunnel' is the only answer. Otherwise, do a contract to sandblast & repaint all steel and concrete piers. Preferably to a union contractor utilizing WNY professionally trained men & women union painters and NYS Indentured Apprentices.

**From:** Jeff Booth [REDACTED]  
**Sent:** Friday, February 28, 2020 3:57 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** BuffLo Skyway Project P.I.N 5134.48 Scoping Meeting CommentsI

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

I attended the Public Scoping Meeting held at Southside Elementary School on on January 29, 2020.

Name: Jeff Booth

Address: [REDACTED]

Phone Number: [REDACTED] [REDACTED]

**COMMENTS:**

Very little information was provided at this session:

Several vague proposals for alternative routes to connect downtown Buffalo with the Southtowns were presented. Most involved shunting traffic further south on Route 190 to other existing exits. That hardly seems more efficient or even feasible given the limited widths of that roadway. In effect that traffic will be shifted into other residential neighbor hoods. I think the public should be provided with justification as to why this is more effective than using the existing Skyway.

Politicians and others have often said that the Skyway is outdated. Have any studies been conducted to support that? Significant improvements have been made to the Skyway in recent years which I assume have enhanced its viability. The costs and the feasibility of removing the existing structure were not provided.

The presentations made it very evident that a large amount of real estate adjacent to the outer harbor will become available with the removal of the Skyway. Any conversation regarding the removal of the Skyway needs to include a public discussion of how this land will be developed. The public generally objected to any commercial or private development of the outer harbor that would prevent public access. The commercialization of land so close to the outer harbor is sure to create similar concerns.

Finally I must say that I enjoy traveling on Skyway and enjoying the spectacular vista of the outer harbor that it provides. That opportunity would be lost with the removal of the Skyway.



**From:** Justin Booth <justin@gobikebuffalo.org>  
**Sent:** Friday, February 28, 2020 2:28 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Comment for the NYS Route 5 (Buffalo Skyway) Project

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

To Whom it May Concern:

Communities, organizations and agencies have been working together to create a Buffalo that is vibrant, welcoming and accessible, and the re-envisioning of the Route 5 corridor is a crucial link in realizing this vision. The Buffalo Skyway has negatively impacted the economic viability and quality of place of Downtown Buffalo and our waterfront for nearly 70 years by occupying a significant portion of downtown waterfront land for one purpose – to move motor vehicles at highway speeds. As we consider the removal or repurposing of the Skyway to correct these legacy burdens, we must ensure the alternatives do not repeat past mistakes.

The current project needs statement correctly looks at how to accommodate planned recreation, mixed-use and waterfront development to add economic vitality in the areas where this infrastructure negatively impacts the quality of life in our city and region. However, it does so by simply looking at removing the Skyway structure and accommodating the existing motor vehicle traffic elsewhere—falling short of the touted aspirational goals, particularly if this burden of automobile traffic is placed on communities that have faced systemic disinvestment and economic marginalization.

Active mobility makes people’s lives better, and our public spaces belong to all people and should accommodate all types of mobility, not just motor vehicles. As we’ve seen at Canalside, placemaking has enormous economic benefits for individuals, businesses and cities. As the Green Code emphasized, sustainable development will lead our city to greater prosperity and resiliency while slowing and allowing adaptation to climate change. This can be realized through the development of a better project needs statement to lead the Skyway removal project towards an alternative that values the needs and quality of life of people above the movement of vehicles.

Please consider the following:

- A \$20 million investment has just been made by NYS in the Skyway, adding decades of life to the structure. Instead of tearing it down, opportunities for repurposing it for all types of mobility would provide a more cost-conscious and sustainable investment.
- Personal vehicles are the largest contributor to greenhouse gas emissions in Erie County. Adding better transit options, whether it be rail or bus, to communities south of the city would allow sustainable movement of more people while reducing the number of vehicles on the roadway.
- Investing in our public spaces to better serve people living in our neighborhoods equitably – not burdening them with additional through traffic – will provide economic advantages for individuals and businesses while improving quality of life and creating more inclusive communities.

- Americans have a right to travel and the freedom to choose the mode by which they travel. Safe, affordable and efficient travel via modes that support community, environment, and social mobility should be of foremost concern on any investment in public spaces.

**Thank you**

Justin Booth  
Executive Director  
GObike Buffalo

phone: 716-218-7164

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Jeff Borden Affiliation (if applicable): Cold Spring Construction

Address: [Redacted]

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

COMMENTS\*

Job well done regarding today's meeting! I am excited at the opportunity to capitalize on potential growth and modernization in our community. These opportunities only come by so often and need not be missed. Lets work together on getting a project across the finish line!

[Empty lined area for additional comments]

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

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**From:** Borkowski, Kimberly [REDACTED]  
**Sent:** Thursday, January 30, 2020 4:29 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway removal alternatives feedback

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

I travel the skyway to and from work every weekday. I live in [REDACTED] and I work in the Black Rock area. I also have family in Tonawanda who I visit regularly which increases my usage of the skyway. One of the main reasons I bought a house in [REDACTED] was so that I could commute along the lake each and every day. I grew up in Hamburg on the lake and seeing the lake – regardless of the season – is one of the highlights of my day. I do not want to travel the 90 every day. With the current volume, that comes to a complete stop every morning. Adding 46K cars daily – even with an additional lane – will not improve that situation. We are not LA or Chicago and no one wants to live in the greater Buffalo area and deal with hour + commutes. I have been a daily skyway traveler for 27 years.

I appreciate the open house scoping meetings and your willingness to hear from the community members impacted by these proposals.

Below are my thoughts on the options offered.

City of lights - Tiffit is not capable of handling the 46K cars that utilize the skyway each day. Significant enhancements to that road - more lanes, traffic signals, turning lanes, would need to be added.

Retaining a portion of the bridge to be used as a park does not address concerns about the structure blocking the view of our waterfront nor does it address the cost to maintain such an elevated structure

No Build - Don't change what isn't broken. While I understand the need to develop the waterfront and draw tourists to the area, we have many other opportunities to do this without disrupting the daily traffic flow. I understand this option doesn't address all the concerns but it would be my #2 choice.

Skyway removal with improvements to city streets - The city streets do not have the ability to handle the sheer volume. Adjusting traffic lights and intersections will not move that many cars through the area quickly enough. This will cause exponential cars idling and polluting. It will also cause southtowners to rethink the work location. Where working remotely is not an option, tax payers will start to leave the area due to frustration with doubled commute times. When the skyway is closed due to weather, the traffic back-ups are horrendous. I would encourage anyone who hasn't witnessed this to talk to anyone who has.

Skyway removal with new highway - This seems to me the best solution. It addressed the need to develop our waterfront, remove the high cost of maintaining an elevated structure, eliminate the structure that blocks the view of the waterfront, reduces the risk of weather related closures we

see with the skyway, moves traffic efficiently through the south buffalo neighborhood without disrupting existing streets and slowing down the flow of traffic.

SKYWAY REMOVAL WITH NEW TIFFT STREET ARTERIAL - Tifft as it exists today cannot handle the sheer volume of traffic. Utilizing Tifft in its existing format would cause severe delays every day.

Other concepts being considered – It is not clear in the information posted what is involved in these so I am unable to comment.

[REDACTED]

Kimberly Borkowski [REDACTED]

[REDACTED]

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Edwin Bonner Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I BELIEVE IN FRESH.  
I AM OPEN FOR ANY NEW DEVELOPMENT  
LET'S MOVE TO A NEW MILLENNIUM AND  
FRESH START IS NOTHING WRONG BY  
KNOCKING THE SKYWAY DOWN

100% Trains UP!!!!

LET'S DO IT

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Mikhail Boutsko



NY

With all due considerations given to the potential of expansion of properties on the shore of Lake Erie, it is my opinion that not enough has been shown that will attenuate the increased traffic on the Interstate Route 190 during rush hour period. Additionally there will be increased traffic from the proposed area development that will contribute to the increase of negative traffic patterns. It is my opinion that additional research into possible requirements for local traffic patterns is needed prior to condemning the Skyway.

**From:** Bovey, Joanne [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:41 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway - Please keep it!

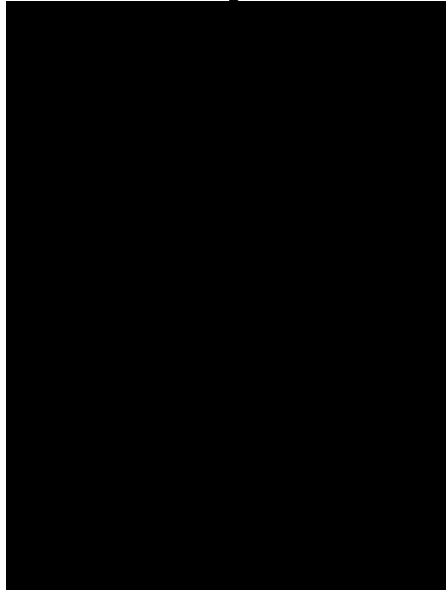
**Importance:** High

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

To whom it may concern,  
I understand the need to make our waterfront beautiful and enticing to visitors. But it's my opinion that we need another alternative than to remove the skyway entirely.  
As someone who commutes every day to the city of Buffalo from [REDACTED] we need to have another entrance and/or exit from the city.  
Many times there are accidents, slowdowns due to bad weather, or other extreme cases where the I190 or the skyway is not commutable.  
Residents and visitors need to have an alternative route to exit. Removing the Skyway would be disastrous.  
Developers surely can come up with another idea to build a park or whatever they would like to make it a wonderful waterfront.  
Thanks for your time!

Sincerely,  
Joanne Bovey

*Joanne Bovey*





John P. Braungart

[REDACTED]

Retired Erie County Highway Engineer

[REDACTED]

That monstrosity should never have been built, but "all great cities have a skyway leading into them". I remember that that statement was made by a politician back when the project was first announced. Since then it has been a financial drain and virtually unusable during the wintertime or during other inclement weather. A roadway at ground level would be MUCH safer.

**From:** Michael J. Braunscheidel [REDACTED]  
**Sent:** Sunday, February 2, 2020 1:41 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Comments regarding Scoping Meeting regarding Buffalo Skyway  
**Attachments:** NYS Route 5 Buffalo Skyway Project.docx

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

Hello.

Attached is a word document with my comments and feedback regarding the Scoping meeting for the Buffalo Skyway Project.

Thank you for the opportunity to comment.

Sincerely,

Michael J. Braunscheidel

## NYS Route 5 Buffalo Skyway Project

Dear NYSDOT,

On Tuesday January 28, 2020 I, along with my wife, attended the evening session of the Scoping Meeting held at the Gateway building in Hamburg. I am a first time attendee at one of these events and I must say that I was impressed by the organization of the meeting and the representatives who were there to answer questions and more importantly to listen to the public's viewpoints and input. Thank you.

Let me start by saying that I am in favor of taking down the Skyway provided that its removal does not significantly impede the flow of traffic from Lackawanna, Hamburg, Evans and beyond into the City of Buffalo. There is no doubt that this is a formidable challenge. How do we enable access to the Buffalo waterfront AND transport 40,000 cars per day on Route 5 (or other new route). Oftentimes we subscribe to the 'Tyranny of the OR' instead of embracing the 'Genius of the AND'. These are terms that I read about in a book titled "Built to Last: Successful Habits of Visionary Companies" by Jim Collins and Jerry I. Porras. Basically the 'Tyranny of the OR' states that we can have 'short term profits OR long term profits' or we can have 'high quality OR low cost'. The 'Genius of the AND' takes a different viewpoint. That is we can have 'short term profits AND long term profits' or we can have 'high quality AND low cost'. For more details see pages 43 to 45 of the referenced book.

If I may provide some anecdotal evidence regarding my travel time to and from work. I live near the [REDACTED] I used to work in North Buffalo near Main Street and Jefferson Avenue. During non-rush hour times (i.e. leaving my house around 8:30 to 8:45 am) my travel time using the following route: Route 75 to Route 5 to Elm Street to Route 33 East to Route 198 to Main Street was approximately 30 minutes and was 15 miles. I had two alternate routes. Alternate 1: Enter I-90 at Blasdell to I-190 N to Elm to Route 33 East to Route 198 to Main Street or Alternate 2: Enter I-90 at Blasdell to Route 33 West to Route 198 to Main Street. Each of these alternate routes was approximately 35 minutes but was 20 miles in distance. Granted this is one scenario but if 40,000 cars per day had to travel an extra 10 miles per day (round trip) that's an extra 400,000 miles per day.

There is one other alternate route that I would use only in dire circumstances. That is Route 62 (South Park Avenue). Since I seldom took this route I did not clock the mileage but I assure you that the time was essentially doubled. I realize that one of the proposals was to synchronize the lights on South Park to facilitate traffic flow but I do not think that is realistic. Here are some reasons: 1) it has not been done before even though this has been recognized as a problem for many, many years. Why now? [On another unrelated note, it is difficult to find any traffic lights within Erie County and the City of Buffalo that are synchronized!] 2) Much of South Park travels through residential neighborhoods. Does anyone think that these people would want the increased traffic? 3) School busses: I have not heard of anyone considering the presence of school busses. I have been behind the school busses on South Park and it makes a long drive even longer. My suggestion is to actually travel South Park on a 'typical' workday at various times and actually see what is happening. Granted this is only anecdotal evidence but may provide some insights.

Here are some thoughts and comments regarding the concepts under consideration. They are listed in order of the NYS Route 5 Project Scoping Meeting Presentation.

NO BUILD (SLIDE 14)

- I realize this is a requirement but ...
- My vote: No

AIM FOR THE SKY DESIGN COMPETITION CONCEPTS UNDER CONSIDERATION (SLIDE 15)

- I did not comment on this as there was really no detail on each of the concepts

ADDITIONAL CONCEPTS UNDER CONSIDERATION (SLIDE 16)

- Not enough detail to comment; perhaps this is an overview sheet for the subsequent concepts

SKYWAY REMOVAL WITH IMPROVEMENTS TO EXISTING STREETS / INTERSECTIONS (SLIDE 17)

- This option would create a nightmare for those who use Route 5 to commute to Buffalo or points north.
- We saw the effects of this when Route 5 was closed due to the fire at Bethlehem Steel
- My vote: No

SKYWAY REMOVAL WITH NEW HIGHWAY CONNECTING NYS ROUTE 5 TO I-190 (SLIDE 18)

- Removes Skyway structure and elevated approaches between Tifft Street and Church Street
  - This is good
- Realigns NYS Route 5 from Tifft Street to I-190 via new highway connector utilizing old railroad right-of-way; provides new interchanges at Tifft Street, South Park Avenue and I-190/Seneca Street (Exit 3)
  - Would need to improve South Park from the new interchange into the city to entice some motorists to exit here
- Improves I-190 between Seneca Street (Exit 3) and Elm Street (Exit 6)
  - Major concern is that I-190 would have to handle approximately 40,000 cars per day in addition to the current traffic
  - Note this number may be somewhat less if South Park is improved as noted above
- My vote: No

SKYWAY REMOVAL WITH NEW TIFFT STREET ARTERIAL (SLIDE 19)

- Removes Skyway structure and elevated approaches between Tifft Street and Church Street
  - This is good
- Extends Tifft Street on a new alignment with four lanes from the intersection at Rittling Boulevard, extending north parallel to Abby Street, and continuing along an old railroad right-of-way over the Buffalo River to I-190
  - Would the existing portion of Tifft Street from Route 5 to Rittling Blvd. be repaved and improved?
  - Would the speed limit be raised to 40 to 50 MPH to facilitate traffic flow?
  - 40,000 cars per day on Tifft?
- Modifies I-190 interchange at Seneca Street (Exit 3)

- Major concern is that I-190 would have to handle approximately 40,000 cars per day in addition to the current traffic
- My vote: No

CITY OF LIGHTS (SLIDE 20)

- Retains portion of Skyway structure over the Buffalo River and City Ship Canal to South Michigan Avenue to create Skyway Park for bicycle and pedestrian use
  - Interesting approach
  - Potential tourist attraction
  - Concern: how to stabilize it as it has been reported that the Skyway is structurally deficient
- Removes Skyway approaches
  - This is good from a lot of perspectives
- Adds new connection off Tifft Street to I-190 at Seneca Street (Exit 3)
  - Would the existing portion of Tifft Street from Route 5 to the 'New Alignment' be repaved and improved?
  - Would the speed limit be raised to 40 to 50 MPH to facilitate traffic flow?
  - According to an article in the Buffalo News on September 19, 2019 it is expected that 40% of the traffic would take this route; that is approximately 16,000 cars per day
    - Concern: that puts another 8000 cars per day onto I-190 which is already very congested
    - Concern: 8000 cars per day would turn left onto South Park
- Proposes new lift bridge across the City Ship Canal to reconnect South Michigan Avenue with Fuhrmann Boulevard
  - This will have a major impact on General Mills and their operation. I realize that this is a city street BUT has been pretty much used by General Mills as part of their facility. They are a major employer in the city and their needs should be addressed as well
  - The Buffalo News article states that approximately 5% to 7% of the vehicles would use this option; that is 2,000 to 2,800 cars per day
    - Note using this option means that these cars would join up with those using Ohio Street as Ohio Street ends at Michigan
- Proposes new connection between Fuhrmann Boulevard and Ohio Street south of Childs Street
  - Not sure what this new connection will actually do other than provide another access point to Fuhrmann Blvd.
- Proposes improvements at I-190 interchanges: Seneca Street (Exit 3), Smith Street-Fillmore Avenue (Exit 4), Louisiana Street (Exit 5), and Canalside-Elm Street (Exit 6)

- No comment needed

Other comments related to City of Lights: It appears that at Tifft Street drivers on Route 5 will have two options: 1) take the Tifft Street exit or continue on Fuhrmann Blvd. as the current section of Route 5 will be removed. The Buffalo News article of September 19, 2019 also states that 40% would take Ohio Street. That is 16,000 cars per day on Ohio Street between Fuhrmann Blvd. and Louisiana Street. Major improvements will have to be made on this section of Ohio Street including the Ohio Street lift bridge (what happens when this bridge is up?). Then at Louisiana Street about half or 8,000 cars per day will travel on Louisiana Street to either I-190 (adding more cars to this route) or to Exchange or Seneca Streets. Both of these streets will have to be improved. This also means that from Louisiana Street to Michigan Avenue, approximately 8,000 more cars will be traveling on this section of Ohio Street. Ohio Street as currently configured will struggle to handle this many cars. Also where Ohio Street intersects with Michigan Avenue, the 8,000 cars per day on Ohio Street will join with the 2,000 to 2,800 cars per day who use the new lift bridge across the City Ship Canal.

- My vote: looks like the best alternative but perhaps it should be considered to modify the City of Lights concept with the New Highway Connecting NYS Route 5 to I-190 (SLIDE 18). This would enable motorists to take the new connector or take Fuhrmann Blvd. into the city. This would also enhance the access to the water front by providing multiple access points. It is also assumed that Fuhrmann Blvd. will also be improved for access to the waterfront.

Some other general comments:

- In an editorial in the Buffalo News on January 29, 2020, there is talk of improving the following streets: Genesee, Sycamore, Broadway, Clinton, William, Seneca and South Park. While these streets other than South Park have not been mentioned, a leading proponent of taking down the Skyway is advocating for their improvement. In looking at a map, how will improving these streets facilitate the flow of traffic on Route 5? Most of these streets lead to Cheektowaga and West Seneca. When I lived in West Seneca I seldom, if ever used Route 5 to go to downtown Buffalo.
- Interchanges: at all the major interchanges between the Lackawanna toll barrier and the Williamsville toll barrier have significant traffic delays on a daily basis. I now work in the Northtowns and experience daily delays at Ridge Road & 219, I-90 & Route 400, I-90 & I-190, I-90 & Route 33 and of course the infamous 'Blue Water Tower' (I-90 & I-290). While I try to adjust my schedule to non-rush hour times, that is not always possible.

Thanks for listening and providing me with the opportunity to express my opinions. I realize that I have not considered cost, environmental and other impacts. Change is difficult. Hopefully the selected concept will be completed and put into place prior to the removal of the Skyway. I have seen changes to Buffalo and its waterfront that I never thought that I would see; not in a million years. Hopefully the concepts selected enable us to provide access to the Buffalo waterfront AND a safe and efficient means to access the city of Buffalo from the Southtowns.

Sincerely,

Michael J. Braunscheidel, PhD, PE

████████████████████

████████████████████

████████████████

Michael Brown

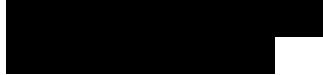


I support tearing down the Skyway. The Skyway subsidizes irresponsible sprawl at the expense of Buffalo's waterfront. Whenever it is commonly closed due to winter weather, commuters from the Southtowns find an alternative route. A unified waterfront is worth more than someone saving a few minutes of driving. Using the 190 and the 90 is fine as an alternate route, so that shouldn't delay the process.

Don Burdick



NYS Resident



I am not in favor of removing the Skyway, the Skyway does not hinder anyone from accessing the waterfront. The Skyway is a vital access point for persons from areas south and west for accessing the City of Buffalo. The Skyway is an icon for the City, leave it stand.



1           **MR. BURNEY:** So I coordinate with a couple  
2 of large community groups that are working the  
3 Outer Harbor on basically ecological issues:  
4 The Our Outer Harbor Coalition, Pollinated  
5 Conservation Association, Western New York  
6 Environmental Alliance. And we're very  
7 concerned about how the Outer Harbor is  
8 treated environmentally. And any large  
9 construction project, like some of the  
10 alternatives that are proposed here, we think  
11 need very rigorous environmental scrutiny.  
12 And so we're concerned about schedules, types  
13 of operations, impacts on wildlife, including  
14 insects, and birds, and fish and other  
15 terrestrial and water-based organisms. And we  
16 plan to have a voice in this discussion. And  
17 we hope that we are able to connect with DOT  
18 and the Federal Highway Administration on this  
19 project. And we're very happy that you had  
20 this scoping session and glad to be here to  
21 see the proposals. I think that's about it.

22           **MR. MODICA:** Okay. My concern is the,  
23 as is presently stated and known, the

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

**From:** Louise Burns [REDACTED]  
**Sent:** Thursday, January 30, 2020 11:57 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway bridge

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I think the bridge should be taken down. It is an eyesore, especially from Canalside. It makes the park look tacky, almost sitting under a bridge. It would be a much more pleasant view if you were in the park.

Louise Burns

[Sent from Yahoo Mail on Android](#)

Kent Burzynski

[REDACTED]

[REDACTED]

I do not see how you can eliminate the Skyway bridge from South Buffalo to Downtown. Thousands of commuters use this access to the city of Buffalo daily and there is no alternative that is viable at this point. Not only is it a vital transportation access point to the city of Buffalo, it also gives the commuter a fantastic view of our beautiful city. Please keep this iconic access to the city!!! Thank you!!

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Tony Butters Sr Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

- 1) I'd make sure that we have exhausted our creativity before taking down the Sky way - eg Winter use (Skiing, skating, ice sculpturing etc)
- 2) Also make doubly sure that new traffic patterns would work before descending the Sky 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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



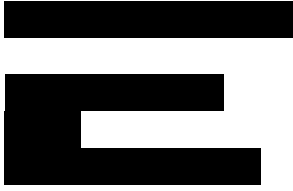
Bradley Buyers



FAIR Committee of WNY

As the Co-Chairman of FAIR, I strongly support this project as it will allow a full revitalization of the Buffalo waterfront while creating a more attractive and less 'concrete jungle' downtown corridor. However, I encourage and support major capacity and interchange improvements that will need to happen to the I-190 corridor from the 90 to the peace bridge as well as many of the local roads around the Buffalo River and a full highway connecting the existing route 5 (termination at the skyway demo point) to the I-190. This will ensure that Buffalo thrives as a major industry, tech, and medical hub and allow efficient traffic flow into and around the lakeshore and downtown corridor. In short, to do the project correctly and ensure limited impacts to commuters and residents in the area there needs to be a substantial improvement in existing infrastructure as well as a new infrastructure. I also encourage the Skyway team to ensure that dissenting comments about the project are addressed, however those comments should be vetted to ensure that the commenting party is directly affected by the project. For instance, commuters traveling from Orchard Park or even parts of Hamburg may be opposed to the project for simple reasons, however it needs to be understood that they already have an alternative route with the I-90 corridor and 219 providing efficient access into the city of Buffalo.

Jason Byrd



Whats the point of years of study, a design contest, all the hype, all the time/money wasted on studies after studies and presentations, ETC, The design that won should be the one that goes forward. Because of all this being drawn out, I don't want to see the sky way tore down now and want what we voted for as the winning design. Lets push forward with that. Let buffalo continue to be developed as a unique destination.

**From:** Daniel Cadzow [REDACTED]  
**Sent:** Tuesday, January 28, 2020 9:58 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Fwd: Tear It Down

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

Please accept the following as a comment on the skyway study:

The skyway was built in an era when the state and federal governments were actively promoting urban sprawl in the name of racism, corporate profits, and mitigating damages from irrationally feared nuclear holocausts -as we all know, ours is the only nation that actually committed nuclear holocaust.

It followed a time when the citizenry sat idle as corporate moguls like GMC's Alfred P. Sloan and his co-conspirators in Standard Oil flagrantly bought up our streetcar systems only to shut them down so that people would be forced to buy cars and, who-hoooo, drive their profits up.

It was a time when Eisenhower, who warned against letting the military industrial complex take over government policy in his farewell address, was actually confessing to doing just that. He appointed Charlie "engine" Wilson (a GMC President) Secretary of State, who abandoned railroads and light rail and used tax dollars to literally level mountains and exalt valleys (in the biblical sense) to promote the oil and auto industries with interstate and urban expressways.

Yeah, that's when the skyway was built. And that is when the policies and procedures that govern today's NYSDOT were written.

After all that, we're grappling with the fallout from the corporate governance of our government's transportation policy. Climate change is the bull in the china shop, but the casualties we experience daily are in our homes and communities. Traffic pollution chokes the clean air out of everyone living near a major roadway as well as everyone that operates a tractor or lawn mower in rural regions. The asbestos and lead containing brake dust and oil leakage that spills into our water supplies through our combined sewage systems or systems of ditches and streams contributes to our high rates of cancer, cardiovascular disease, and lead poisoning whether we live in high-rise apartments or rural homes. And few of us are blessed enough to not know and love someone maimed or killed in the countless crashes that have resulted from this greed-based transportation infrastructure. NYSDOT must start putting our lives ahead of shareholder's "interests."

Maintaining the Skyway is a dream of dinosaurs in denial of their extinction. Maintaining it as an elevated park is an idealist's half-baked dream of half measures -the skyway is a blight to everything that suffers its shadows. The way forward is a network of roads that accommodates all users, including trains, light rail, busses, cars, trucks, bikes, pedestrians, kids, the infirm, and everyone in between. It uses "smart technologies" (e.g., self-organizing traffic lights) to make it efficient, but it puts communities before misguided federal policies (drafted by career-minded corporate stooges). Children playing stickball in the streets will no-longer be sacrificed to the convenience of the commuter.

We can't deny the products of the last century's abdication of sound transportation policy. The suburbs aren't going to disappear. But the reality of people making all their income in a city that they contribute

nothing to but congestion, crashes, and pollution is over. The roadways that promoted urban sprawl will be replaced with roads that serve localities first. Mass transit will be rebuilt at a larger scale so that the misdeeds of corporate gluttony can accommodate the new reality.

Wealth is already moving back into the city as gentrification is pushing the working class out. A capitalist form of quasi-justice will hopefully manifest as the poor reclaim forgotten modes of subsistence by growing their own food in the sprawling suburban lawns that no longer signify prosperity. Their suffering and toil will also be lessened when they are relieved of the burdens of car ownership as our transit is rebuilt.

While those at NYSDOT that uncritically maintain the policies written during an era when big oil and auto crafted federal policies that put their profits ahead of the environment and our safety and wellbeing may yet have the strength to maintain blunders like the skyway, their days are numbered. It will come down. The question is whether today's NYSDOT will be credited with changing their unethical and unsustainable policies or be regarded at the last lemmings racing blindly to the brink of a cliff.

Sincerely,  
Dan Cadzow

----- Forwarded message -----

From: **Congressman Brian Higgins** <[brian.higgins@mail.house.gov](mailto:brian.higgins@mail.house.gov)>

Date: Mon, Jan 27, 2020 at 3:04 PM

Subject: Tear It Down

To: [REDACTED]



Dear Neighbor,

The Skyway was built in 1956 when the Port of Buffalo received twenty million tons of cargo annually via lake freighter. It was designed to take people up and away from the water. Today we have a very different waterfront. The Skyway is, by transportation standards, functionally obsolete and hangs over the Inner and Outer Harbors as a barrier holding Buffalo back from reaching its full waterfront potential.



This week the New York State Department of Transportation will hold public meetings to discuss Skyway removal options designed to improve north-south transportation and open up dozens of acres of Buffalo's waterfront for improved public access and use. We are closer than ever to making this happen but we need you to share with transportation planners why tearing down the Skyway is so important to rebuilding our waterfront and our city. Attend one of the meetings this week and lend your voice to the tear it down effort during the public comment period.

Funding will have to be invested to either maintain the Skyway or remove it. So the question this community has to answer is: Do we invest in our past or in our future? We have an opportunity to remove an outdated elevated highway and change the look and feel of our waterfront for generations to come. Let's do this Buffalo!

# Public Scoping Meetings for the NYS Route 5 (Buffalo Skyway) Project

P.I.N. 5134.48



**Tuesday, January 28, 2020**  
1:00 - 4:00 PM and 5:00 - 8:00 PM

**Gateway Building**  
3556 Lake Shore Road, Blasdell, NY 14219

**Wednesday, January 29, 2020**  
4:00 - 8:00 PM

**Southside Elementary School**  
430 Southside Parkway, Buffalo, NY 14210

The New York State Department of Transportation (NYSDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Impact Statement for the NYS Route 5 (Buffalo Skyway) Project. The purpose of the project is to realign the existing transportation network to support existing and planned recreational, mixed-use, and waterfront development in the Buffalo Outer Harbor and Inner Harbor areas. The project will also address the safety, operational, and capacity deficiencies of the highway connections that serve economic development areas and local communities within South Buffalo.

The NYSDOT and FHWA invite the public to participate in one or more of the Scoping Meetings for the project. Each of the three sessions will be held in an open house format. NYSDOT representatives will be available to provide project information, answer questions, and obtain input.

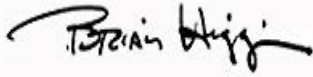
Spanish- and Arabic-language interpreters and a sign language interpreter will be available. To request an assistive listening system or any other accommodations to facilitate participation in the meetings, please call (716) 847-3214 between 9:00 AM and 5:00 PM and no later than January 20, 2020.

Scoping comments may be submitted via email to [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov), or by U.S. mail to Buffalo Skyway Project Team, NYSDOT Region 5, 100 Seneca Street, Buffalo, NY 14203.

**Please submit scoping comments by February 28, 2020.**



Sincerely,



Brian Higgins  
Member of Congress

#### OFFICE LOCATIONS

**Washington DC Office**  
2459 Rayburn House Office Building  
Washington, DC 20515  
Phone: 202-225-3306  
Fax: 202-226-0347

**Buffalo District Office**  
Larkin at Exchange  
726 Exchange Street, Suite 601  
Buffalo, NY 14210  
Phone: 716-852-3501  
Fax: 716-852-3929

**Niagara Falls District Office**  
800 Main Street, Suite 3C  
Niagara Falls, NY 14301  
Phone: 716-282-1274  
Fax: 716-282-2479

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DAVID CALIGIURI

[REDACTED]

[REDACTED]

I think the skyway is fine as it is and any attempt to remove it would be a huge waste of money! The disruption to traffic would be unbearable as was evidenced by the recent detours. I suspect that the underlying reason for removing it is so that the land it sits on can be sold to our already wealthy developers and turned into high-end condos, further gentrifying our city and lining the pockets of our politicians! This is unacceptable!



**FEB 28 2020**

FEBRUARY 28, 2020  
BUFFALO SKYWAY PROJECT TEAM  
NYSDOT REGION 5  
100 SENECA ST  
BUFFALO, NY 14203

RE: NYS ROUTE 5 (Buffalo Skyway) Project  
P.I.N. 5134.48  
Public Scoping Comments

To whom it may concern:

Attached are comments and illustrations related to the scoping process of the above-mentioned project.

The purpose and need for the Skyway Project should be amended to include the following relevant objectives, (taken from the Federal Highway Administration's Exemplary Human Environment Initiatives –since folded into the FHWA's Environmental Excellence Awards, through its Offices of Human Environment, Natural Environment, and Project Development and Environmental Review). In other words, the awards should be directives adopted by NYSDOT for the Skyway Project:

**Encourage Nonmotorized Transportation - \**

•Promote bicycling and walking (including access for persons with disabilities), and other nonmotorized modes of travel. For example:

- Active living programs (i.e. encouraging more physical activity as part of trip choices)
- Promoting accessibility for persons with disabilities
- Encouraging greater use of bicycling and walking for all ages or for target groups

**Enhance the Environment for Human Activities -**

•Infrastructure changes that benefit human transportation to increase livability and quality of life. Some example activities are:

- Changes in land use and transportation integration that promote nonmotorized trips (including those trips which are part of multimodal trip making)
- Providing noteworthy facilities for bicycling and walking and integrating these facilities into highway and transit project development and design
- Incorporating historic preservation activities (Section 106 Programmatic agreement successes with resolution of adverse effects) into project development and design
- Beautification efforts that encourage human activities
- Smart growth/sustainability initiatives
- Transportation and land use integration
- Safety and security improvements
- Noise reduction
- Creating or enhancing opportunities for recreational activities
- Light pollution reduction (while still considering safety and security needs)

Toward this end, the "Project needs" should be amended to "Remove the Skyway and approaches between Church Street and the north edge of the Buffalo River, adaptation of the Skyway infrastructure to bicycling and walking use from the north edge of the river south to Ohio Street, and remove the Skyway approaches south of Ohio Street to Tift Street"

The Skyway and its approaches can be divided, for the purpose of these comments, into four sections: The Downtown Approach—the ramps, northern viaduct, and interchanges north of the Buffalo River, the Crossings—the actual spans over the Buffalo River, Kelly Island, and the City Ship Canal; the Southern Approach—the viaduct-and-ridge (the inclined embankment which meets grade somewhat south of Ohio Street); and, descriptively, the Tift Raceway—the at-grade highway between the Tift Nature Preserve and Buffalo Harbor State Park, which runs south from the foot of the Southern Approach to the Tift Street interchange.

We favor removal of the Downtown Approach and the Tift Raceway, and retention and adaptation of the Crossings and the Southern Approach to non-motorized transportation and recreational uses and incorporation into an expanded Buffalo Harbor State Park.

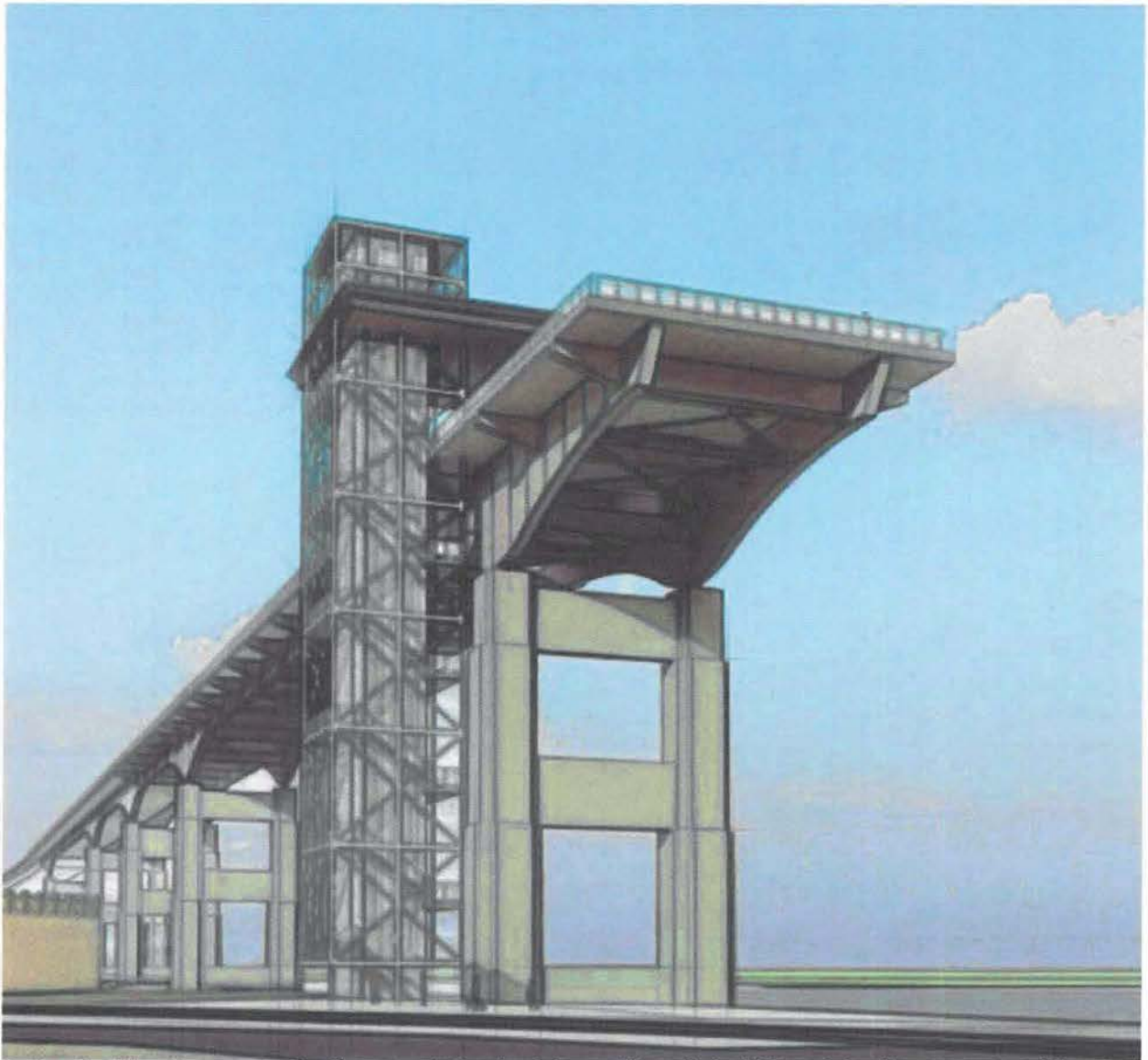
The cost/benefit analysis must evaluate impact of cashless tolling on the New York State Thruway on Route 5 traffic volumes, both from increasing speed and flow-through on the Thruway, and the perceived costs (positive or negative) in time and money of using the Thruway instead of Route 5. Examine particularly interchanges 56 (Milestrip Road, due to go cashless in May 2020) and 57 (July 2020). This may reduce the value of a Tift Street arterial or new highway (both with new bridges over the Buffalo River).

In cost/benefit calculation, include as costs estimates of forgone property tax revenue from all blocks taken for, and occupied by, Skyway and its ramps, approaches and viaducts. This would be from moment route was decided upon (after which all investment in targeted buildings stops) to the present day, and develop an annual cost of keeping these blocks off the tax rolls. In addition to property taxes, a certain amount of real-estate transfer taxes, sales taxes etc have been lost, and continue to be lost. Further, some metric of the blighting effects of the Skyway must be calculated, because it is evident that it renders the land unappealing for development.

In the same vein, The Skyway may have contributed to business declines on South Park Avenue analogous to the stark declines in business activity and real estate values in the commercial corridors bypassed by the Thruway in the 1950s, most notably Niagara Street (particularly in Block Rock and Riverside) and Seneca Street in The Hydraulics. Those costs should be calculated.

On the benefit side of the ledger, besides the increased land valuation and property tax potential of the blocks immediately freed, one must also include spillover effects on adjacent blocks. Further, as benefits must be included estimates of business development and property taxes in all corridors which would likely see, if "complete streets" guidelines are followed, increases in pedestrian, bicycle, and automobile traffic. These would most obviously be South Park and Michigan avenues, but also Louisiana, Exchange, and Seneca streets, in the areas shown on the attached photo illustration.

1. Remove all viaducts, ramps, and approaches of the Skyway north of the Buffalo river, except for a section that would serve as a viewing platform at the pier supporting the north end of the Buffalo River span.
2. Construct a stair and elevator Tower providing access for non-motorized uses.
3. Re-construct a version of the DL&W viaduct to the former DL&W trainshed, and from the trainshed eastward to connect to the Riverline multi-use trail.
4. Retain the spans over the Buffalo River, the southern viaduct, and the embankment ("ridge") for use as the "Skywalk," a multi-use trail similar to The Walkway Over The Hudson State Park, and transfer it to the state parks system as an extension of Buffalo Harbor State Park, which should itself be expanded to include all lands from the Times Beach nature preserve to the Small Boat Harbor. The Skywalk should become part of a larger transportation and recreational network, by linking with the Shoreline Trail, a 65-mile bike route from the Town of Brant to Lake Ontario, the Erie Canalway Trail, and the Riverline. In this way, a walker or rider could enjoy a safe route from New York City to lakes Erie and Ontario. The project should include funds to connect the base of the Skyway to the Riverline via a reconstruction, in a fashion, of the DL&W viaduct between the Skyway and the Riverline. **The southern viaduct and embankment provide an otherwise unattainable view of Lake Erie for pedestrians and bicyclists: because of a very tall breakwater, the lake is hidden from ground level from the entire shoreline from Times Beach to Lackawanna.**
5. Remove the "Tift Raceway."
6. Remove the southbound (or west) pavement on the embankment, retaining the northbound pavement for the Skywalk.
7. Construct a low-volume, two-lane surface road to replace the Tift raceway to provide access to Ohio Street and Michigan Avenue (via Ganson Street and a new Ganson Street Bridge).
8. Construct a fixed-span bridge over the City Ship Canal to connect the current traffic circle near the Bell Slip with Ganson Street.
9. Make Ganson, Michigan, Chicago, Louisiana, Ohio, South Park, and Exchange streets into "complete streets," featuring best standards from the Design Manual for Bicycle Traffic and minimum continuous 5-foot clearway sidewalks (preferably 8 feet), exclusive of poles, signage, meters, tree pits, and the like. Boundaries would be, minimally, as shown on attached "Skyway Corridor Mobility Improvements."
10. Reconstruct the lost Terrace from Court Street to Pearl Street.
11. Reconstruct the Erie Canal from Pearl Street to Erie Street, allowing for the existing rail tunnel



**Project should evaluate truncating Skyway and adapting it into a “Skywalk,” utilizing minimalist tower to provide non-motorized access for transportation and recreational use, and to connect with surrounding infrastructure.**

**The Campaign for Greater Buffalo History, Architecture & Culture**



Project should evaluate, minimally, how and whether existing streets, with an added bridge and Chicago Street connection, as mapped above, can enhance mobility for non-motorized users while providing networked access for vehicles





The former Terrace (colored, above) dates from the original sketch of Joseph Ellicott for New Amsterdam in 1802, predating his survey and plat of 1803. The Skyway destroyed much of it directly, and further sections were destroyed in road reconfigurations to access the Skyway and Thruway in subsequent years. The Waterfront Urban Renewal Area, notionally seeking to take advantage of the Skyway and Thruway, among other things, destroyed the rest. It should be restored as



Removing the Skyway north of the River opens over 12 acres of land for development, restoration of The Terrace, and a section of the Erie Canal, as well creating economic opportunity for the former DL&W corridor, the Cobblestone District

The Campaign for Greater Buffalo History, Architecture & Culture



**Truncating the Skyway and adapting it into a “Skywalk,” could not only enhance non-motorized mobility and access between Outer Harbor and downtown, it could also serve as a landmark and viewing platform. Project should evaluate the costs/benefits of not demolishing the river spans, and the viaduct and embankment of the southern approach, which provide excellent views of lake Erie presently unavailable to non-motorized traffic.**



**A minimalist tower with stairs and elevator does not intrude on historic street plan of canal district, nor hamper development of it, and does not obscure nor dominate the remaining crossing and its sweeping profile.**

**The Campaign for Greater Buffalo History, Architecture & Culture**



**Reconstruction of former DL&W viaduct gives access to former DL&W trainshed, Cobblestone Historic District, the Riverline multi-use trail, currently in planning stage, and Old First Ward.**



**The former DL&W trainshed could be revitalized through a clear connection to the Skywalk**

**The Campaign for Greater Buffalo History, Architecture & Culture**



**The elevated walkway connecting the Skywalk with the DL&W trainshed can also help define and render attractive the existing poorly designed plaza at the site.**



**The elevated walkway connecting the Skywalk with the DL&W trainshed would offer dramatic views of Lake Erie, the Buffalo River, the Skywalk, and Times Beach.**

**The Campaign for Greater Buffalo History, Architecture & Culture**



**The existing DL&W cantilevered viaduct could be used to give continuous access to trainshed, and a bridge connecting with an existing parking ramp in the Cobblestone District. The Skywalk becomes a focal point.**



**Removing the Skyway creates opportunity to reconstruct Erie Canal between Pearl Street and Erie and provide adjacent eland for development. Project should evaluate the costs and benefits of this scheme.**

The Campaign for Greater Buffalo History, Architecture & Culture

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Peter Capitan Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

*I believe that the removal of the Skyway would improve downtown especially traffic flow & room for future development.*

**\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). **Scoping comments are due by February 28, 2020.**



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: TEFF CARBALLADA Affiliation (if applicable): \_\_\_\_\_

Address: [REDACTED]

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

COMMENTS\*

PLEASE INCLUDE MICHIGAN AVE  
BRIDGE IN FINAL SOLUTION.

*\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). **Scoping comments are due by February 28, 2020.**



**From:** [REDACTED]  
**Sent:** Friday, February 28, 2020 10:42 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** NYS Route 5 (Buffalo Skyway) Scoping Comments

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

To Whom It May Concern:

In reference to the Buffalo Skyway Project, the scoping process should include, in all alternatives, improved access to the outer harbor. By way of example, the proposed Michigan lift bridge, and the new Ohio Street connection to Fuhrmann Boulevard need to be part of the eventual solution.

Regards,

Jeff Carballada

[REDACTED]  
[REDACTED]



# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

## PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

### COMMENT FORM

Name: Ellen Carl Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

#### COMMENTS\*

People of this region brag that they can get anywhere in the metropolitan area within a half hour. This is a HUGE regional asset. It is certainly one of the things that support a good quality of life in the Buffalo-Niagara Region.

Shorter drive times allow for family time, attending sporting and cultural events, museums, and performing arts.

The Skyway is an important part of creating swift commutes from the south towns and is the reason it was built in the first place. When the Skyway was built, the local streets were inadequate to meet demand and are even more so now. Upgrading the local streets by taking right-of-way and replacing lift bridges MIGHT BE successful in meeting today's needs. However it would be incredibly expensive! In addition, pushing Skyway traffic through local streets would be ruinous to the quality life and property values of neighborhoods.

So, the question is not should we remove the Skyway, but who really benefits from the removal the Skyway? It would not be for the common good but for a small group of people who wish to take advantage of land beneath the Skyway, and for those with property adjacent to the Skyway, an increase in property values.

This project is ill-conceived and disrespectful of the people of Western New York. The cost to the quality of life in Western New York is too high for the majority of the people it will affect when considering the relatively small benefit to a small number of people.

*\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**YOUR FEEDBACK IS IMPORTANT!**

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)

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MAR 02 2020

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

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BUFFALO NY 14203  
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14220-9998 US



**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

14203-293500 TAP OR STAPLE HERE

paul castanza

[REDACTED]

[REDACTED]

Leave the Skyway alone and prove to me you are not only wanting its destruction because your "friends" either own land under it or are going to miraculously acquire it.

**From:** Castle, Daniel <Daniel.Castle@erie.gov>  
**Sent:** Wednesday, February 26, 2020 3:27 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** PIN 514 NYS Route 5 (Buffalo Skyway) Project - Scoping Comments from Erie County  
**Attachments:** Erie\_County\_Skyway\_Scoping\_Comments\_Letter\_2-25-2020.pdf

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Hello Mr. Cirillo,

Please find attached correspondence regarding Scoping Comments on the NYS Route 5 (Buffalo Skyway) Project Environmental Impact Statement. Erie County remains committed to the appropriate redevelopment of the waterfront in Buffalo, as well as throughout Erie County. However we do have concerns about the study area and the scope of the analysis that should be included in NYSDOT's Draft Environmental Impact Statement.

On behalf of Erie County, I would like to thank you and your staff for meeting with representatives of local industry/trade organizations concerned about the efficient movement of freight, goods and people over the Skyway. We look forward to participating with NYSDOT and other stakeholders as we go through this process.

Regards,

**Dan Castle, AICP** | Deputy Commissioner, Planning & Economic Development  
Erie County Department of Environment and Planning  
95 Franklin St., Room 1062 | Buffalo, NY 14202  
P:+1(716)858-6043 | F:+1(716)858-7248  
[Daniel.castle@erie.gov](mailto:Daniel.castle@erie.gov) | <http://www.erie.gov>



# COUNTY OF ERIE

**MARK C. POLONCARZ**

COUNTY EXECUTIVE

ERIE COUNTY DEPARTMENT OF ENVIRONMENT AND PLANNING  
DIVISION OF PLANNING AND ECONOMIC DEVELOPMENT

THOMAS R. HERSEY, JR.  
COMMISSIONER

DANIEL CASTLE, AICP  
DEPUTY COMMISSIONER

February 25, 2020

Buffalo Skyway Project Team  
NYS Department of Transportation, Region 5  
100 Seneca Street  
Buffalo, NY 14203

Sent via email to [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov)

**Re: PIN 5134.48: NYS Route 5 (Buffalo Skyway) Project – Scoping Comments**

Dear Mr. Hitt:

Erie County welcomes the opportunity to provide comments on the scope of the NYS Route 5 (Buffalo Skyway) Project. Our comments are based on information presented during the Participating Agency Conference Call on January 23, 2020 and on information presented at the Public Scoping Meetings on January 28 and 29, 2020. While Erie County supports ongoing efforts to redevelop the Inner and Outer Harbor areas within the City Buffalo, we feel that the proposed scope and study area are too limited to provide a reasonable solution to removing the Skyway.

Specific areas of concern are as follows:

**Project Purpose:**

As noted by NYSDOT, *“(t)he stated purpose of the project is to realign the existing transportation network to support existing and planned recreational, mixed-use, and waterfront development in the Buffalo Outer Harbor and Inner Harbor areas.”*

The geographic scope of the study area, as proposed is entirely within the City of Buffalo, which is insufficient to address the regional transportation connectivity and benefits the Skyway provides. The Route 5 (Skyway) provides critical vehicular and freight access throughout the southern portion of Erie County and Western New York region, and is a critical link in the freight network between Erie County and the Peace Bridge/Canadian market. The Study needs to address the potential impacts of removing the Skyway on commuters, businesses, freight

mobility, and economic development in all of Erie County, not just South Buffalo. The NYSDOT's environmental review process cannot be limited to the area between Church Street and Tift Street.

### **Project and Need:**

There are 5 distinct 'Needs' that this study will address. All of these focus on the City of Buffalo, and no consideration is given to the needs of other communities in Erie County that rely on the access and mobility that the current Skyway provides. One of the stated needs is to *"(a)ddress the safety, operational, and capacity deficiencies of the highway connections that serve economic development areas and local communities within South Buffalo."*

Erie County asks that the Skyway Study 'Purpose and Need' statement be revised to account for commuters and existing businesses and industries throughout Erie County, especially in Lackawanna where the New York State and Erie County have invested tens of millions of dollars to support the redevelopment of the Bethlehem Steel property

Erie County believes that limiting the scope of this analysis to 'South Buffalo' is unacceptable as it avoids consideration of 'economic development areas' in Lackawanna, Hamburg and all points south of the City of Buffalo. In addition to its importance for daily commuters in/out of the City of Buffalo, the Route 5 (Skyway) serves as a critical supply chain link to existing economic development areas and communities in the southtowns that rely on just-in-time distribution and shipping networks.

Erie County has heard from several industry/business stakeholders that rely on the Skyway as a lifeline of their business. Any impacts or delayed level of service involving movement of freight, goods, services or employees that would result from removing the Skyway is likely to result in significant economic impacts to these businesses.

### **Project Alternatives:**

Based on information provided at the Scoping Meeting and on-line, there are many Alternative routes/corridors identified. We realize that these alternatives will be screened and that a 'Preferred Alternative' will eventually be identified and evaluated by NYSDOT. As such, Erie County will withhold comments on specific alternatives until they are further advanced in the Draft Environmental Impact Statement. However, we do offer the following comments:

One stated 'Need' of the project is to *"(r)educe commercial vehicular traffic traveling on local residential streets near the Riverbend Site"*. Several of the noted alternatives actually propose new roads and increased vehicular (including trucks) traffic in the vicinity of Riverbend and other residential areas in South Buffalo.

All of the noted Alternatives include some aspects of road widening, new roads or highway connectors, new interchanges, and other roadway improvements. This will result in significant new road/highway infrastructure that will need to be built, operated and maintained going forward. Which roads will be built to accommodate higher weight limits? Who will be responsible for operating and maintaining these new roads in the future, particularly given the limited resources available for maintenance for the existing road network?

Some noted Alternatives require widening of Interstate 190 (I-190) from Exit 6 (Elm Street) to Exit 3 (Seneca Street). Given the need to accommodate current peak AM/PM travel volumes on Route 5 (which is 2-3 lanes in each direction), NYSDOT's traffic modeling should determine if the I-190 would need to be widened by 1 or 2 lanes in either direction. NYSDOT will need to justify to the community why the need to widen the I-190 (possibly adding 2 lanes in each direction and larger interchanges) to serve a region that has flat population growth.

In an era where we should be reducing vehicle miles travel (VMT) in order to reduce fuel consumption, lower harmful carbon emissions, and reduce our climate impact, we must ask ourselves if it is wise to expand our highway network to possibly include a 10-lane expressway into/out of downtown Buffalo.

#### **No Build Alternative:**

NYSDOT indicates that the No Build Alternative *"assumes no improvements as part of this project."* Does this mean that NYSDOT will assume ongoing routine maintenance of the Skyway will be discontinued?

#### **Environmental Considerations:**

NYSDOT identified 13 types of 'Environmental Considerations' that will be addressed in the Draft EIS. Erie County generally concurs with this list; however, one that requires clarification is *"Traffic Noise"*. Does this infer that NYSDOT will only address traffic-related noise impacts of each Alternative? Erie County would expect to see separate and distinct impact analysis for both 'Traffic and Transportation' and for 'Noise' Draft EIS.

The traffic analysis and modeling will need to address issues of redundancy, particularly during times of emergency. Currently, both the I-190 and the Skyway provide high-volume emergency evacuation routes in/out of downtown Buffalo. If much of the Route 5 traffic is diverted through the Seneca Street interchange and then in/out of downtown, it could create a situation where that route becomes the primary emergency artery serving downtown and points south. If that portion of the future I-190 is impacted by an accident, lane closures, construction, or weather then where will that traffic go, particularly in an emergency situation?

Erie County notes that many of the Alternatives propose new or improved road and interchange infrastructure that may affect waterbodies, wetlands, open space, sensitive environmental areas and contaminated areas. In particular, how will the preferred alternative impact the restored Buffalo River habitats and Tiff Nature Preserve?

#### **Bethlehem Steel Site Redevelopment:**

To date, Erie County and New York State have invested over \$33M in planning, design, land acquisition and multi-modal access improvements at the former Bethlehem Steel Site in order to promote its redevelopment. This level of investment in Erie County's economic development infrastructure could be in jeopardy if current transportation, shipping and logistics service to/from the Bethlehem Steel Site is adversely impacted.

A Master Plan for redevelopment of Erie County property at the Bethlehem Site is currently being prepared. Erie County has also invested in road improvements (Dona Street), upgraded the rail infrastructure, and is embarking on a major upgrade to the sewer infrastructure in order to attract even more investment. Our investments have paid off in terms of attracting large industrial users such as Welded Tube and TMP Technologies, and we are experiencing great interest from other potential tenants in the future!

However, Erie County's investment in the Bethlehem Steel Site is predicated on the location of the site, its convenient multi-modal access (highway, rail, and port), and its relative ease of access to the Peace Bridge and all points both north, south and east of Buffalo. Erie County would be strongly opposed to any changes or alterations to the Skyway that would limit or restrict the easy site access and efficient freight mobility that this site currently benefits from.

Please accept these Scoping Comments, and we look forward to coordinating with NYSDOT as this environmental review process proceeds.

Regards,

A handwritten signature in black ink, appearing to read "Daniel R. Castle". The signature is fluid and cursive, with a long horizontal stroke at the end.

Daniel R. Castle, AICP  
Deputy Commissioner, Planning and Economic  
Development

CC: Mark C. Poloncarz, Erie County Executive  
John Cappellino, ECIDA



**From:** Chuck Casto [REDACTED]  
**Sent:** Tuesday, January 28, 2020 12:38 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo - NYS Route 5 plans

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

I am a Buffalo resident who believe the skyway's time has come and gone. It looms over downtown's revival as a monument to the past, and to freeways that have divided and destroyed neighborhoods all across the city, mostly in service of providing express access to suburban sprawl,. Tear it down!

Charles B. Casto Jr.  
[REDACTED]  
[REDACTED]

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: JOSEPH Chamberlain Affiliation (if applicable): CHILD + FAMILY SVCS (RE-TIRED)

Address: [REDACTED]

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

COMMENTS\*

DO NOT REMOVE SKYWAY AT ALL. MAKE 4 LANES A 2 LANE PARKWAY SNAKING THE MIDDLE (HIGH) 1/3 OF THE SKYWAY FOR PARKING AND VIEWING THE SPEED LIMIT WOULD BE 25 MPH. CARS + VANS ONLY. A TUNNEL UNDER THE RIVER FOR TRUCKS OR THE TIFT TO THE THRUWAY IS ANOTHER IDEA FOR COMMERCIAL 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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



SKYWAY IS A  
STAR OF  
CANALSIDE

2 LANE 25 MPH  
2 LANE

1 PARK VIEW

1 PARK VIEW

IT IS A  
MOUNTAIN TO  
VIEW THE  
MAGNIFICENT  
LAKE ERIE!

**From:** Robin Chapo [REDACTED]  
**Sent:** Friday, February 21, 2020 2:35 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway removal

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

Please take it down. It's dangerous to drive and is out of commission when you need it the most. Buffalo can make a way for another route to the waterfront.

**Robin Chapo**  
[REDACTED]  
[REDACTED]  
[REDACTED]

Jacklyn Chevalier

[REDACTED]  
[REDACTED]  
Homeowner  
[REDACTED]  
[REDACTED]

I just heard about the remodel plans of the skyway today. I live [REDACTED] where they plan on putting a 4 lane street on [REDACTED]. I didn't hear about a meeting that I guess happened about the state doing this. I do not agree that we were not notified somehow since it will impact our daily lives and our property value. My husband and I have lived at this house for about 9 years and I never felt so betrayed by the City and the state. I have 2 little ones and 1 on the way and the reason we purchased this house was because it was quiet and felt rural. I didn't move by a busy road for purposes I wish you would reconsider the plans of connecting roads to the 190

Jay Choczynski



Common Sense Taxpayers

Options for routing Rt.5 traffic through neighborhoods or the already congested 190 are ridiculous. I thought we want to improve the quality of life for city residents NOT decrease it. Let's take a step back. The money to be spent to rebuild / enhance existing arteries should be spent on the original (now excluded) tunnel under the Buffalo River. Or replace Skyway with new bridge with a lower elevation that is cheaper to maintain. AND... if we want to replace the Skyway... WHY are we keeping the elevated part as some sort of tourist attraction??? Or as reminder of another ill conceived blunder like the 198 through an Olmsted Park - or - dividing our city with construction of the Rt.33 through the Humboldt Parkway. Or the subway to nowhere that ruined Main Street. If the Skyway is so "Iconic" to the Buffalo skyline - just continue to fund its maintenance.

**From:** Kilissa Cissoko [REDACTED]  
**Sent:** Thursday, January 30, 2020 9:43 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Comments

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

I attended the open-house presentation at Southside Elementary. Thank you for holding it. It was helpful to look over the info and talk about it with fellow attendees and the people there to answer questions.

My comments:

- 1) Clearly there are good ideas in a number of the proposals. I think you should take the best of them and combine them.
- 2) The truck route cutting to 190 south of Tift St. is good... as long as it is very blended into the environment and beautiful.
- 3) Increasing the number of road improvements heading into the 190 are good... especially up Louisiana Street.
- 4) I'm ok with the skyway garden idea, but you have to make sure the cost of maintaining the structure would be feasible in the long run. Also...presumably it would serve as a pedestrian/bike access from Inner to Outer harbor. You'd have to make sure it is configured for handicapped accessibility, and people with limited mobility. (It seems very steep to walk over,... so if there was a trolley that went over so people could ride, or installing a walking sidewalk type thing (underneath... out of the weather)
- 5) I also think there could be a pedestrian/bike tunnel under the river to connect the inner and outer harbor more intimately.

...and....to that end... I propose we put a wonderful Aquarium in the outer harbor, close in to the inner harbor. It should be big... a major attraction... with a Great Lakes theme .. and could be combined with an aviary... to support education and conversation for migratory birds and grow people's understanding about how important this area is for the birds.

The TUNNEL between outer and inner harbors could be a plexiglass tunnel so that people could experience the underwater environment as they crossed over, and be linked directly to the Aquarium.

That would connect so wonderfully to the Erie Canal preservation area and the new Children's Museum.

It could also serve as a new headquarters for the Buffalo/Niagara Water Keepers or other environmental groups.

6) One more comment ... obviously people are talking about the Football stadium... I don't care to see it relocated downtown... but it is something that has to be factored into the overall possible eventualities. May as well add on ideas about the Convention Center... Train Station(s)...etc.

Finally,

7) What are the plans for improving PUBLIC TRANSIT ACCESS?

OK. THANK YOU!!

Kilissa Cissoko

[REDACTED]  
[REDACTED]



**From:** Grace [REDACTED]  
**Sent:** Thursday, February 20, 2020 1:22 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** NYS Route 5 (Skyway Project)

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

Please remove this eyesore!

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Julie Cleary Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I am a life-long resident of the \_\_\_\_\_ and I feel the current ideas will have a very negative effect on our neighborhood.

Currently, the present traffic situation is overwhelming in the neighborhood. I live on \_\_\_\_\_ and the traffic over the past two summers, while the Skyway was closed, was intolerable. We, the neighbors, put up with it because it was temporary.

Increased traffic in the neighborhood cannot and will not be tolerated.

Thank you.

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

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Maureen Cleary Schaeffer

[REDACTED]  
First Ward Neighborhood  
[REDACTED]

After viewing the renderings of the Buffalo Skyway, I think the most favorable plan is to keep the present Skyway and upgrade it.. Many people regard it as an icon that has successfully served its purpose for the City of Buffalo, and the Southtowns, by alleviating traffic from neighborhoods that would otherwise result in heavily-congested areas. The Buffalo Skyway Plausibility Review of 2014 mentioned that heavy-vehicle traffic, such as trucks and tractor-trailers, would be diverted to streets in the First Ward. They also mentioned that it would cause many safety and traffic concerns. To date, the figures have greatly escalated and the number of streets have expanded. The First Ward could not handle all the anticipated traffic, and therefore, we will not accept this plan.

**From:** Marie Cobado [REDACTED]  
**Sent:** Thursday, February 27, 2020 9:30 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Thoughts on NYS Route 5 Project P.I.N. 5134.48

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

To Whom It May Concern:

I would like to express my opinion regarding the NYS Rt 5 (Buffalo Skyway Project). I attended the scoping meeting, and saw the options. I live in [REDACTED] currently, but grew up in South Buffalo, so am familiar with the area.

**I am most in favor of keeping the Skyway as it is currently.**

- \* It is the best way to move the thousands and thousands of residents that live south and west of the city. Ohio St is often a problem, especially in the summer with the bridge and the constant lights. Fuhrmann Blvd can be bumper-to-bumper. If the goal is to get people to the waterfront, it can be discouraging.
- \* Encouraging economy is important. Trucks have too many difficulties with city streets and frequent lights.
- \* The quality of life and air quality can be impaired by constant traffic on city streets going through First Ward.

Other thoughts of keeping the Skyway:

- \* It is actually a benefit during Canalside events. If there is any rain, it can act like a protective cover for the attendees below.
- \* The view is amazing. If the decision is made to move traffic elsewhere, it should still be available for foot or bike traffic.

If the decision is made to definitely discontinue the Skyway to car traffic, I believe the second best option would be a new connector, without traffic lights, connecting Rt 5 to the I-190.

Thank you for your consideration.

Sincerely,  
Marie Cobado  
[REDACTED]

**From:** Doris Collins [REDACTED]  
**Sent:** Friday, February 21, 2020 12:51 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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As a daily driver on the skyway, what plans have been developed for alternate routes to get in and out of the city without going through city streets where families live, where traffic can move quickly and efficiently without emissions oozing into every home, without major backups during heavy snowfalls, without heavy semis tearing up narrow city streets? Until such plans are developed, I will not be in favor of tearing down the skyway. Since millions were recently spent to repair the skyway, it is in good shape for years to come giving city planners plenty of time to figure out what to do in developing new ways of getting in and out. Buffalo has had too many structures torn down in a hurry and now live with the consequences and regrets! Don't put the cart before the horse! Are certain developers seeing dollar signs? Are the needs of the citizens ignored for the sake of a few making money by building hotels and limiting access to the shores and views of the lake?

Doris Collins

Sent from my iPhone

R. Lorraine Collins



I am strongly voting/asking the NYSDOT to REMOVE the Skyway. Among other issues, I see the continued existence of the Skyway as having a huge NEGATIVE impact on the development and use of the Canalside area. The noise and shade cast by the Skyway is an ongoing distraction, both aesthetically and in terms of the quality of the experience of enjoying the activities at Canalside and being outdoors. The Skyway is not a safe road; weather-related closures and motor vehicle accidents occur frequently. The cost of constant repair add up over time and could be put to better use. Buffalo is on an upswing; the Skyway serves as a reminder of the many transportation-related mistakes that were made in the past. A new, land-based route should incorporate the roads that already exist or new roads that enhance the features of the harbor and the many amenities, either in place or being planned. After years of stagnation, I beg the NYSDOT not to miss this opportunity to contribute to Buffalo's ongoing rebirth.

Arthur CORTELLUCCI

[REDACTED]  
[REDACTED]  
[REDACTED], Resident  
[REDACTED]  
[REDACTED]

With the continued growth and development of the downtown area and the outer harbor water front along with the increase in the urban apartments and housing more people will be living and working in the city. There will continue to be thousands of people commuting into the city from the surrounding suburbs and city folks will want to use the parks and facilities in southern Erie County. The Skyway is a vital high speed route to get into and out of the downtown area for the city and large south towns population. It is currently part of the major route around the city when going to the outer harbor and southtowns from the north. In addition if an new convention center is built and attracts more visitors to the city it will only sour their desire to use the new convention center if it takes a long confusing alternate ground level route to the southtowns when leaving. I use the skyway a lot as I go to the outer harbor for recreation at all times of the year from the northern part of the city. The skyway is not a barrier to reaching the water front, but a quick and easy way to get there from the 190 expressway and downtown.

Carl Cotroneo

[REDACTED]  
Lackawanna resident

Skyway is obsolete and not in compliance to modern standards.

But we need to maintain connection of downtown and inner harbor to outer harbor, either by rebuilding the long ago destroyed Michigan St bridge, and/or a newspaper lift bridge. Also convenient routes for commuters and trucks to downtown and Peace Bridge. MY preferences are to improve route 179 to add overpass at South Park, and remove tolls for entering thruway, moving first toll to just south and west of 179. The Tiff Highway concept would provide a second alternative route for commuters. Both would be required.

Thanks for the opportunity to express my opinion!



**From:** Barbara Cottis [REDACTED]  
**Sent:** Thursday, February 20, 2020 4:24 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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I love the Skyway and would hate to see it go, unless it were repurposed into something akin to the Highline. Didn't we just spend money to maintain it? It is such an iconic part of the city.

Respectfully,  
Barbara Cottis

**From:** Janice Crews-Dearing [REDACTED]  
**Sent:** Thursday, February 20, 2020 2:40 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** SKYWAY

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

I vote for removing the SKYWAY not only is it an eye sore, it is also dangerous. It is not reliable, closed during bad weather, snow or wind storms. The on ramps are too short and dangerous for drivers getting on it. If you are a working person relying on the SKYWAY to get back and forth to work DON'T.

Sent from [Mail](#) for Windows 10

Sandra Cumming

[REDACTED]

[REDACTED]

As a life-long Buffalonian, I have lived through the decline of Buffalo in general and Downtown specifically. I am grateful to still be here to see the resurgence of the city and more importantly our waterfront. I have spent many hours walking my dog, watching birds in flight and sitting quietly watching the water lap the shore along the restored Fuhrmann Blvd. My one qualm has been the ugliness of the Skyway which cuts through this glorious natural space, and how it destroys the view from so many areas in and around Downtown and now along the renovated Canalside/Outer Harbor expanse. I have been very vocal about the need to remove this eyesore and hope that now that there is serious discussion going on that it will finally happen - maybe even in my lifetime! The nay-sayers who believe it will impact travel in and out of the city are short-sighted as there are many North-South routes which can get people to Buffalo; and with weather causing the shutdown of this raised roadway frequently, I see no reason to continue to belabor the fact that this is indeed a good plan. I hope that many will speak out in favor of removing this stretch of concrete and blacktop and that the powers that be will finally do the right thing.

Luke Cusack

[REDACTED]

[REDACTED]

Hello, Thank you for the opportunity to comment. Two points I would like to make: -If the skyway is no longer to be used for automobile traffic, I believe the structure should be fully removed, as opposed to partially as suggested by the most recently selected plan. -If it is to be retained, I think it should be converted into a "signature" bridge. DUMBO in Brooklyn is a great neighborhood that also sits under a huge bridge for automotive traffic, but it's far more charming because the Manhattan Bridge has some aesthetic appeal. Canalside could be the same. Yours, Luke Cusack

Susan Davis

[REDACTED]

[REDACTED]

Please do not demolish the Skyway. It is a beautiful structure from every vantage point. It can be used ala Granville Island Bridge in Vancouver, British Columbia to shelter and enhance a vital shopping and tourism district. It is a fast and convenient portal between Buffalo and the Southtowns. What a horrible waste of taxpayers money, to throw away a resource we have spent \$millions on in order to spend \$millions more tearing it down. And what about the environmental costs associated with this ill-conceived idea. I surely hope you have committed to this so far that you cannot back down without losing face. It is a wasteful, shortsighted idea to tear down the Skyway.

**From:** room cc [REDACTED]  
**Sent:** Thursday, February 20, 2020 2:49 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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It would be a horrible waste to demolish the Skyway. It is money already spent and to remove it would be millions more just to add tons of waste to our landfills. Plus it is a beautiful structure ( yes, just look at it from any vantage point—and a vital road to those who live or work in the south towns and need to get to the City. Finally, consider what other communities have done. Granville Island in Vancouver, British Columbia is a fine example of how a bridge was used to shelter and enhance a vibrant shopping and tourism district. Please, do not listen to the specialist interests who would profit doing something so wasteful and shortsighted as to tear down the skyway.

Susan M. Davis  
[REDACTED]  
[REDACTED]

Sent from my iPad

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Eun Dawson Affiliation (if applicable): [Redacted] Resident

Address: [Redacted]

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

COMMENTS\*

Keep the skyway or build a tunnel.

The traffic will impact the old first ward neighborhood.

*\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). **Scoping comments are due by February 28, 2020.**



Jean-Claude Delettrez



The skyway serves as a necessary connector to the outer harbor, Tift, Lakawana, the multiple marinas, and all points south of the city. The recent resurfacing of the skyway was also just completed with, I presume, a large amount of the taxpayers money. Considering these two essential points, and the fact that there is no other proposed routes as a replacement, I don't see tearing it down as a viable option considering these factors. It is the quickest way from those areas along the lakeshore to the city, and a lot of money was just spent resurfacing it. It makes no sense.



Rachael Delgado

[REDACTED]

[REDACTED]

I Rachael Delgado and my husband Ricardo Delgado Ortega are apposing on the use of ABBY STREET. There are many children who live on Abby st. in the summer they skate, ride bikes etc. and in the winter they love to play in the snow on the hillside on Abby street. PLEASE consider that we are all home owners who know our neighbors and try to make it safe for our children, grandchildren and yes even the wildlife(deer, turkeys,rabbits etc.) they feel safe around our homes too. please don't make it dangerous for the children & the wildlife that live in this area. Another thing we will all be effected from all the dust & harmful fumes! we DON'T NEED THE "POLLUTION" NOR THE HEAVY NOISY TRAFFIC! Why didn't you send us the residents that live in the area a letter explaining or letting us KNOW about the plans for ABBY STREET. WE ALL HAVE THE RIGHT TO KNOW WHAT CHANGES THE CITY WANTS TO DO WHERE WE LIVE! WE HAVE OUR RIGHTS AND OPINION!!! IT'S NOT RIGHT NOR FAIR.....

**From:** Margaret Dickey [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:48 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Removing the Skyway

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I am in favor of it's removal BUT traffic is a big concern. I say THINK BIG and build a tunnel that can also accommodate metro rail for the future.

**Peg Dickey, R.N.**



1 better connection between Canalside and the  
2 Outer Harbor. So keeping part of the Skyway I  
3 think is important. Not as it has been used  
4 traditionally, but more from a pedestrian  
5 standpoint. Whether it's biking or walking or,  
6 it's just, it's also, we think of what is  
7 quintessentially Buffalo. The Skyway is  
8 quintessentially Buffalo. So I think it's  
9 important to keep part as a reminder or as a  
10 sculptural piece. Not to mention once you're  
11 up there, the views -- the views from there;  
12 outstanding.

13 I think that's most of it. Anything else  
14 that I remember -- the people that were here to  
15 answer questions were very informative and took  
16 their time. The single board that showed the  
17 DOT and FHWA new proposals probably should have  
18 been much larger so that we could see it  
19 better. Because that's pretty much one of the  
20 primary boards that everyone is gathered around  
21 to look at. I think that's it.

22 **MS. DIETRICH:** I'm completely against  
23 taking it down or making any changes to it

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

1           because of the way it serves people to get  
2           back and forth to work, to school, without  
3           stop signs and side streets and traffic jams.

4                        It provides the most scenic view for  
5           visitors and for people. No matter how long  
6           you've lived here, every time over it is a  
7           thrill. If you take it down then down below  
8           things will go up like -- I remember marine --  
9           the marina. Erie Basin Marina, a nice little  
10          shop, nice little place to get a hot dog, a  
11          hamburger and sit around and look at the  
12          water. And all of a sudden, they jammed a  
13          restaurant next to it which isn't somewhere  
14          you'd take a couple of kids because it's more  
15          expensive. And that was the end of the way  
16          people enjoyed that view there. Cut  
17          everything in half and where you could sit and  
18          get to look at everything.

19                       I believe that there's -- no one ever  
20          seems to have a problem taking the Skyway.  
21          It's closed -- you can close it when the  
22          weather's bad just like you do any other road  
23          in Buffalo and reopen it when it's safe.

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

1           There's no pedestrians, there's no  
2 bicyclists -- when they decide to close, if  
3 they decide to close it, and send people  
4 through the city.

5           Now that we have so many bikers and, you  
6 know, stop signs and side streets and it --  
7 just it's safer up there. And it's more  
8 scenic and it shows a beautiful city. To ever  
9 put a tunnel in would be horrendous to cut off  
10 the view. And anything I see on there the  
11 traffic is flowing, safely and smoothly. I  
12 guess that's it.

13           **MS. GRANDY:** Okay. Carol Grandy. I live  
14 at 293 Abbey Street in the City of Buffalo.  
15 There are a few of the proposals that include  
16 Abbey Street and obviously I am not for any of  
17 them.

18           Lived there thirty years. Lived through a  
19 tomato factory; failure. A British Pub;  
20 failure. The Riverbend; failure. The  
21 promises of recreational and residential  
22 improvements to Abbey; failure. Bad soil.

23           They took away our view when it was

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

James Dimech

[REDACTED]

[REDACTED]

I am against the removal of the skyway if it results with any interference with navigation on the Buffalo River and the Ship Canal.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Nancy Dorstheimer Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I do not like the City of Lights option. There is no need for a park in the sky. Being so high up will allow depressed people another option to kill themselves. Before you take down the skyway there should be another way out of the city. The Michigan area of the city is does not accommodate the traffic the way it is now. When the skyway is closed it takes forever to get out of the city.

I am for ~~a route~~ the most direct route out of the city as possible. New highway connectors & Tift Street Arterial seems very possible solutions but I am uneasy about using the I-190. There are already tons of cars using the I 190 + ~~am~~. I am not sure the 190 can handle the additional 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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**From:** Sean Doyle <sdoyle@townofhamburgny.com>  
**Sent:** Monday, January 13, 2020 12:36 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Public Scoping Meeting

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

I will be at a conference and unavailable to attend the meeting.

I please request that the EIS for Skyway removal address the following topics / concerns:

- All communication regarding project speaks to mitigate current traffic counts, but does not consider future development in Hamburg or the south towns communities.
- Initial talks are to route traffic to City of Buffalo Roads which are not maintained or treated in snow events as well as NYSDOT roads. Will the City add equipment / staff?
- How will ship traffic be accommodated or handled to maintain productivity as a port?
- How will commercial truck traffic for companies like Ford and Fed Ex, and future developments at the Lake Erie Commerce Center be impacted?
- Erie County is spending significant taxpayer dollars to redevelop the Bethlehem Steel Site. Removal of the Skyway impacts connectivity of this parcel to the Canadian border and downtown Buffalo.
- The skyway provides access to the medical campus and removal will inhibit patient access to emergency medical services.
- Removal of the skyway limits emergency evacuation routes either in or out of Buffalo.
- The economic analysis of the project should focus on the regional impact as a whole versus the un / under developed parcels of land that would be available if the skyway were to be demolished.
- How will the EIS seek out input and feedback from residents south of the City of Buffalo?

Also, is there a website , e-mail distribution or social media page where the public can have good communication regarding this action?

Thank you,

Sean Doyle, Executive Director  
Office: (716) 648-4145  
Cell: (716) 308-2320

[www.HamburgIDA.com](http://www.HamburgIDA.com)





**From:** Anne Egan [REDACTED]  
**Sent:** Wednesday, February 5, 2020 8:02 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway project

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

To whom it may concern,

I am a resident living at [REDACTED] and as such I was just made aware of the new plans for the project in regard to the reopening of Abby Street as a through street from South Park Avenue to Tift Street. Not from the planners or South District Council / city officials who should have contacted me, but rather from my neighbor who happened to see the story on the news. The reopening of Abby street to Tift street is now being discussed within the neighborhood and is of great concern. Several years ago (before Solar City was started) the city held an informational meeting where neighbors were invited to participate on what WE wanted to happen to our neighborhood. Overwhelmingly, the most important thing issue discussed by constituents of Buffalo's South District residing in the neighborhood, was to not reopen Abby street as a through street to Tift Street. As a top subject of priority, this was discussed in depth as to "what would the impact be on our quiet neighborhood. Considered by many, both residents and our visitors, to be one of Buffalo's best kept secrets, which in all honesty was/is the biggest attraction to home ownership in this area. At that time we were assured by the Buffalo Urban Development Corp. and representatives of the city that opening Abby street would never happen and if there came a time where an access was needed then the connection would be made off of Solar City's access road and in particular, not to destroy a quiet neighborhood. My neighbors and I took the city at it's word that this was to be the future of our neighborhood and we accepted your word. That was a poor lapse in judgment on our part, but how were we to foreshadow the city reneging on your promise. Our property values will be grossly affected by this plan and the ensuing traffic would obviously affect our peace and quiet. If I had either known before hand about these meetings or had known the city would revoke their previous promise I most certainly would have attended the meetings and/or taken further action. No notices were ever sent to my home about these plans and all I ever heard was what was portrayed on the news via other concerned neighbors. I do not know what I can do as steps that can be taken at this point to stop this from moving forward, however, I very much appreciate in advance any reply or input on how to have my, a neighborhood resident, voice heard. Please let me know what I can do to have my input heard. Or is it that you don't want our voice heard? Perhaps ulterior motive that you knew prior to the start would not go over with the great residents of Abby Street and our surrounding neighbors. Let's step back, how is opening Abby going to change anything when there is already a through road available via Hopkins to Tift less than 1/8 mile away.

I expect that you will respond promptly as I now fear my only course of action is to approach the media and/or class action legal counsel for advice.

Andrea Egan  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** robert elardo [REDACTED]  
**Sent:** Thursday, February 20, 2020 4:56 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Removal of the Skyway

**Importance:** Low

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If the Skyway is removed, there needs to be a South Towns Connector to replace it. Currently, other than the NYS Thruway which is an indirect route, there is no other direct route from Rt. 5 to the Central Business District. The possibility of a Trolley Line to achieve this should not be overlooked. Notice, I did not say Light Rail. There is ample space for Park and Ride Lots in every South Towns Community that uses Rt. 5 for direct access to the CBD. CBD parking issues would be alleviated. Widening and strengthening Rt. 5 to carry a modern Trolley with a tunnel under the Buffalo River would solve many road issues connected to the Skyway's removal. Rail never seems to be the answer. However, in this instance, rail may be the best solution. Adequate scheduling and convenient stops would allow this type of transit to include passengers from South Buffalo. Ease of access to the outer harbor should be included in the planning. Winter driving woes would be lessened. Cost per mile estimates for road vs. trolley should compare favorably. Connecting to existing rapid rail in the CBD opens more possibilities. The NYS Power Authority could supply ample inexpensive green electricity to power the system. Let's not overlook the environmental upside to reducing automobiles and their generated CO2 gasses, as well as the cost savings from lessening gasoline usage to drivers that no longer need to drive. The automobile is an efficient form of transportation that has seen its day. Modern transportation systems utilize rail. Let's utilize a 21<sup>st</sup>. century solution to create a transit system that moves the South Towns into a cleaner more efficient future.

Robert A. Elardo  
[REDACTED]

Sent from [Mail](#) for Windows 10

Lawrence Evers



Living south of Buffalo and traveling rt5 often, options J and I seem to make the most sense from a practical standpoint. Using the "city of lights" concept leaves the highest portion of the skyway and that is the biggest eyesore. Buffalo would be known as the city with the bridge to nowhere. It would continue to restrict views and be a constant reminder of an old idea that outlasted its usefulness.

**From:** Fabian,Linda [REDACTED]  
**Sent:** Thursday, February 20, 2020 3:10 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Please don't tear down the Skyway!

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My husband and I would not want the Skyway torn down. It's an iconic and prominent part of Buffalo's history! Like the silos, that have rightfully begun to be fully appreciated and admired, the Skyway holds a special place in Buffalo's waterfront heritage.

Light it up – draw more attention to it – the view alone merits its awesomeness! PLEASE – DON'T DO IT!

Linda Fabian  
[REDACTED]

**From:** Jen Farrell [REDACTED]  
**Sent:** Friday, February 28, 2020 11:44 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Objection to removal of Buffalo Skyway Bridge

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

More than 43,000 cars travel across the Skyway on a daily basis, and thinking that volume of vehicles could be displaced by dispersing the traffic onto city streets by timing the lights, or vehicles using the Thruway, or commuters subjecting themselves to a lift bridge, particularly when we have a bridge that accommodates boat traffic without causing delay to vehicle traffic, is faulty logic and insulting to commuters, both residents of the Southtowns heading into the City of Buffalo and points north, and vice versa.

Removal of the Skyway Bridge would be a travesty of epic proportion, and I object to same. Reports that alternate routes would "only add seven minutes" to a workday commute between the Southtowns and the City of Buffalo minimizes the numerous adverse impacts that would be created by removal of the Skyway Bridge, including but not limited to, environmental impacts through increased emissions and fuel consumption, and quality of life issues for commuters, both the more than 43,000 that would be displaced from the Skyway route and countless other who already utilize routes onto which Skyway commuters would be dispersed.

Moreover, seven minutes may not sound like much but compounded twice each day, five days per week, fifty-two weeks per year, that "only seven minutes" is more than sixty hours each year of additional commute time per commuter, that is an additional one and a half work weeks spent in a car commuting be each individual. In addition, that is assuming that the seven-minute figure is accurate, as any one who had to use alternate routes the past two construction seasons knows, the commute increased far more than seven minutes, even during non-peak hours.

Seven minutes (or perhaps more) can be critical in medical situations, whether an emergency situation such as trying to "Get to Gates", or non-emergency/long-term treatment circumstances, for example, after having spent "just one day with us" at Roswell where an extra fifteen minutes of commute time can add to the daily struggles of patients.

The Skyway Bridge functions well and provides important service for those commuting to and from the City of Buffalo and points north from the Southtowns, and it should not be demolished to satisfy the greed of those who want to develop the land on which it sits.

It is ironic that the Skyway Bridge is comparable in length to the George Washington and Brooklyn Bridges in downstate New York, because it is highly doubtful that any similar suggestion, that is to remove one of those bridges and replace with "alternate", slower, side street routes and possibly a lift bridge, would ever be floated as a legitimate proposal for commuters using those bridges.

Jen Farrell

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Sandy Tarrell Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

There is no workable alternative for people living in the Southtowns. Delayed access to the city will negatively affect attendance at events and businesses.

In a time of deep concern for our environment you will be diminishing the quality of air on the streets all the traffic will be forced to use. The said extended commute time is unrealistic. Travel the alternate routes proposed during busy times and you realize how absurd it is.

In the case of an emergency the extended time it will take to reach the city could mean life or death for a person being transported to a hospital in Buffalo.

FEB 27 2020

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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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



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R-5 DESIGN	
RDE	
Asst-to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

**YOUR FEEDBACK IS IMPORTANT!**

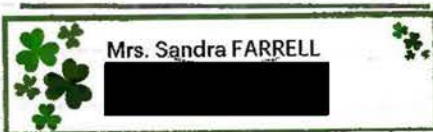
*Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)*

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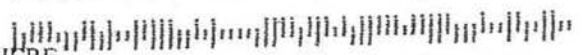


**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

14203-283800

TAPE OR STAPLE HERE





**From:** Gabriel Ferber [REDACTED]  
**Sent:** Tuesday, February 25, 2020 8:44 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Feedback against tearing down the Skyway

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Virtually no one who uses the Skyway every day is in favor of tearing it down. I use it to and from Bill's games. I cannot imagine driving through block by block traffic lights. I would be like Main Street from Bailey to Tupper. Function is most important, but views from the Skyway are terrific. Please do not remove the Skyway.

Gabe Ferber

**From:** Janet Fermo [REDACTED]  
**Sent:** Monday, February 24, 2020 4:39 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** skyway

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

Leave the skyway alone. Fix the 198 first that cripples buffalo. You have to be able to get through the city quickly we can already get around the outskirts quick enough. Fix the beach in hamburg first, fix black rock which is such an eye soar. Erie county and Buffalo are incapable of any good plan and all the projects over the years a waste of time and money. Just look at the skyway to begin with. Not a good plan from inception. Then you have the peace bridge that is an international bridge and is so unexciting. The Bills stadium and Sabres again, so many way better stadiums at that time were already out and we did the bare minimum they were outdated from the start. There should have been retractable roof in Buffalo and could have been in use year round and much better demand for tickets in the winter from Canada and all over the country. I swear all these projects have to be awarded to relatives or include kickbacks because everything we do is nowhere near the potential. Yeah our waterfront is better but still nothing exciting that makes me want to leave Williamsville/east Amherst. North Tonawanda is more fun walking between numerous great restaurants, bars, bakeries, shopping. Buffalo waterfront still a boring and the water is cleaner and nicer to kayak, jets ski and rent boats in NT. Develop the town and city of Tonawanda water fronts.

Janet Fermo



Bruce Fisher

A large black rectangular redaction covers the text below the name 'Bruce Fisher'.

The 2015 NY DOT study clearly stated that the skyway would be functional for 40+ years after repairs, and in 2019, repairs were carried out. The DOT also found that the cost of replacing the skyway would be more than \$1.3 billion and as much as \$1.7 billion. There's no cost-benefit analysis showing any gain to be had by replacing the skyway, which just got repaired. Advocates for replacement assume that the residential real estate market will demand an even greater supply of waterfront inventory, and further assume that such development would provide an economic benefit to the area. There's zero published evidence of such a potential demand, or of such a potential benefit. I and other analysts will be available to discuss the economics of this issue in this region of stagnant population and low wages. Based on my research, there is no case whatsoever for any economic benefit to the area -- beyond a construction-period infusion of cash (which must be better against disruption costs) - - that can be made for this proposal. Meanwhile, significant area transportation infrastructure and functionality deficits are going unaddressed. If there is \$1.7 billion available for transportation infrastructure here, then the better investment would certainly be in transportation access for the majority of the workforce, and of households, which are low-wage and low-income, respectively. Reducing the share of income that low-income households spend on transportation would result in an immediate and enduring boost to the regional economy.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Star F. Mysiewicz Affiliation (if applicable): —

Address: [Redacted]

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

COMMENTS\*

I like concept # 4. Why not reuse the Skyway in the good weather for pedestrians and cyclists? The \$ saved from tearing down the structure could be used to make occasional structural repairs. Without the wear + tear from cars, salt and plows, maintenance should be minimized

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Marsha Flett

[REDACTED]

[REDACTED]

My preference is to build a tunnel to replace the Skyway. A tunnel would preserve the land above it to be developed into a lovely green space, much like the one that was called the Big Dig in Boston, Massachusetts also known as the Central Artery/Tunnel Project. That green space is now known as the Rose Kennedy Greenway. I lived in Boston for several years before the Big Dig started. Then I visited it during the project, and finally, saw the Greenway in 2016 after it was finished. What a great space and use in an urban area. We could do the same with the Skyway. While the view of the lake is precious, a tunnel would allow more people to enjoy the lake from the ground. There would be space for shops and restaurants, maybe even a beach. The Skyway is costly to maintain and is not built with redundancy, so a failure in one of the bridge supports would result in a catastrophic failure. It would also remain open during severe weather, especially snow storms. I am a lifelong resident of WNY and would love to see the land preserved for all to enjoy. A green space would be a great addition to the approach to the city and encourage people to enjoy the lake as it was intended...from the ground, up close and personal. Our river has already been taken from us with the 190 built along its banks. Please preserve the land around the lake for all. Thank you for your consideration.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Ryan Forrestel Affiliation (if applicable): FAR Cntr./Cold Spring

Address: [REDACTED]

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

COMMENTS\*

The potential positives of this project for the WNY community are enormous. Replacing the aging infrastructure of the Skyway will remove future maintenance liability. The opening of the entire waterfront area for development and recreational opportunities will create an incredibly unique environment.

The solution of a highway connector to exit 3 of the 190 seems like an optimal solution. This will take some of the commuter traffic off the 190 as there will be near direct access to the Laksville area. Additionally, the improved access to the S. Buffalo area will provide opportunities for increased development.

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**CITIZENS for REGIONAL TRANSIT**  
 617 Main Street, Suite #201, Buffalo, NY 14203  
 716-691-8528 crtc@citizenstransit.org

NYS Route 5 (Buffalo Skyway) Project Team  
 NYSDOT Region 5  
 100 Seneca Street  
 Buffalo, NY 14203

attn: Wahid Albert, chief engineer

Dear Mr. Albert,

Citizens for Regional Transit (CRT) hereby addresses the scope of issues to be addressed through the NYSDOT proposed Route 5 (Skyway) Project. Citizens for Regional Transit (CRT) is vitally interested in how the design of transportation infrastructure impacts climate change, the economy, air quality, and the health of our communities. We believe that the NYSDOT proposed Route 5 (Skyway) Project proposes changes that may be detrimental to our region.

The project presents only modifications for vehicular traffic. There is no mention or reference to public transit, whether by bus or by a potential light rail extension into the Southtowns. When we travel the Skyway or the NYS 219 or the NYS Thruway during commuter hours, we see heavy traffic heading to and from the Southtowns. A light rail extension to the Southtowns, as originally planned and proposed for many years by CRT, would provide an alternative commuter transportation option as well as satisfy NYS requirements for reducing greenhouse gases. The NYSDOT must shift its focus to public transit when confronting persistent patterns of vehicular congestion.

Therefore we strongly urge the NYSDOT to investigate the environmental impacts and costs of building and maintaining a new road compared with building a light rail extension, as part of this project.

We oppose the proposal to use an existing railroad right-of-way for construction of a new road for automotive traffic. Keep the railroad right-of-way in the public trust and let it be a basis for planning a light rail extension to the Southtowns.

Buffalo's current light rail line can carry up to 560 people every 10 minutes in each direction of service, and moves at 50 mph unimpeded between stops. It can offer a viable alternative for commuters currently using the skyway and other south-heading expressways everyday. Together with NFTA buses can move up to 420 people per hour along each of Buffalo's many arterials, multi-modal public transit can also significantly, and immediately, contribute to serving the commuter demand from the eliminated skyway.

FEB 26 2020

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Bridge Mgmt																			
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Design Unit C																			
ENV/LA																			
P6/Proj Mgmt																			
Special Proj																			
Structures																			
Tech Support																			
Utilities																			
FILE																			



**CITIZENS *for* REGIONAL TRANSIT**

617 Main Street, Suite #201, Buffalo, NY 14203  
716-691-8528      crtc@citizenstransit.org

There are several highway improvements that should be implemented, regardless of whether the Skyway itself is removed. We support improved connection between Abby Street and Rittling Boulevard and various improvements to the streets in South Buffalo.

CRT has no official position on the removal of the Skyway itself. However, we urge Governor Cuomo and the NYSDOT to adjust this project so that the actual need is addressed: to improve the transportation network so that the public may travel safely, efficiently, and without damage to the environment.

Sincerely,

Douglas Funke  
President, Citizens for Regional Transit

	DATE	TIME	LOCATION	INITIALS	REMARKS



Suzanne Gallagher



Private Citizen

Why were thousands of dollars and a couple years of inconveniencing people just completed and now the powers that be want to tear it down? No! Leave it alone! It's a silly idea. Who's actually benefiting?

Sincerely,

Suzanne Gallagher

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Mary Lou Affiliation (if applicable): \_\_\_\_\_

Address: GALLUP DIETRICH

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

COMMENTS\*

Don't understand why the Skyway needs to  
come down. So many people are delivered  
safely to and from work, school etc.  
we have an incredible view of Lake Erie  
and beautiful plenty of space to  
walk ride and picnic.

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Ryan Garby Affiliation (if applicable): COLD SPRING CONSTRUCTION

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

- WAS ENGINEER ON THE SKYWAY IMPROVEMENT JOB THAT JUST FINISHED,

IF WE WANT TO REMOVE IT, I THINK WITH THE TRAFFIC VOLUME, YOU STILL NEED A NON STOP HIGHWAY STRUCTURE TO GET CLOSE TO DOWNTOWN.

- I WOULD THINK TIFT IS WIDE ENOUGH TO RAISE SPEED LIMIT, AND THEN RUN A NEW HIGHWAY UP THE RAILWAY LINES, AND MERGE AROUND HAMBURG ST, OR START OVER TO SE NECA,

- EITHER WAY WITH THE AMOUNT OF TRAFFIC, YOU NEED A HIGH SPEED ROUTE TO DT. IMPROVING CURRENT ROADS WONT WORK.

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Linda Garrity

[REDACTED]

None in particular for this project; Democratic politically.

[REDACTED]

I am definitely interested in projects that have the skyway removed. In looking at the alternatives, I tend to favor the proposal that simply re-configures existing streets. That said, I have not closely reviewed the traffic implications of such a choice. The option that proposes using railroad right of ways to construct a highway in its place also seems like a possibly good repurposing of land that could potentially address traffic flow that the reconfiguring of existing streets may not adequately address. I appreciate Rep. Higgins leadership in propelling this project forward and look forward to thoughtful action. The efforts to upgrade the inner and outer areas have been impressive--we enjoy walking the areas with our dogs during the non-winter months of the year. Rep. Higgins' desire to serve the community is evident in his daily pursuits--thank you!!

**From:** Geerkin, Julia [REDACTED]  
**Sent:** Wednesday, January 29, 2020 9:54 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Project

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

Hello,

I work in Downtown Buffalo from the [REDACTED]. If you want to take down the Skyway you need to give Southtowners a **Highway** as a replacement. There isn't another option.

If anyone on your Team went on Ohio Street the last two summers when construction was being done on the Skyway you can see the poor moving traffic. I don't see how timing of traffic lights could handle the volume on a day to day basis. Ohio Street and parts of South Park are just too narrow.

Also, the Skyway is used to get to Niagara Falls, the Zoo, the Art Gallery so only an actual highway replacement would get people to their destination efficiently. Example, the Skyway was closed when I was trying to get to the Art Gallery on a weekend last year and Ohio Street was closed for a charity run. I was re routed through the city and it took me 3 times as long to get to the Art Gallery.

Having the Metro Rail run out to Lackawanna and even Hamburg could help Southtowners going to Downtown Buffalo for work, sports, concerts, restaurants or events. But going anywhere past Downtown you need a **Highway alternative** to the Skyway.

I am sorry I couldn't attend your event in person.

Julia Geerkin  
[REDACTED]

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: EDWARD GERECKI Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

ALTERNATIVE USING NEW HIGHWAY CONNECTION TO I-190  
1) WILL THE I-190 HAVE ENOUGH CAPACITY TO HANDLE THE  
INBOUND TRAFFIC DURING RUSH HOUR?

WHO WOULD BE RESPONSIBLE FOR SNOW REMOVAL  
ON EITHER THE NEW HIGHWAY CONNECTION OR  
THE NEW TIEFT STREET ARTERIAL?

WHAT HAPPENS IF HEAVY SNOWS REDUCE TRAFFIC  
ON THE CITY STREETS TO ONE LANE IN EACH  
DIRECTION

THE MAIN PROBLEM WHEN THE SKYWAY IS  
CLOSED NOW IS THE SOUTH PARK AVE. / ABBOTT  
ROAD / BAILEY AVENUE INTERSECTION

I COMMUTED ON THE SKYWAY FOR 33 YEARS  
FROM ANSOLA TO BUFFALO

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**YOUR FEEDBACK IS IMPORTANT!**

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JAN 31 2020

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Mr. Edward Gerecke



Department of  
Transportation

BUFFALO NY 142

JAN 31 2020 PM 1 1



**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

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14203-293300

D-215



**From:** Elizabeth Giles [REDACTED]  
**Sent:** Tuesday, February 25, 2020 6:54 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Public Scoping Meeting for NYS Route 5 (Buffalo Skyway) / feedback

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Removal of the Skyway is not personally important to me; there are voices in favor of keeping it, voices in favor of removing it - and validity to both arguments.

However...what *is* important to me is the survival of the planet and the urgent need to wean America off dependence on the automobile, which is the #1 source of greenhouse gases.

This cannot happen without providing viable alternatives to driving. (Electric and autonomous vehicles are not the answer as they still take a toll on the environment in their manufacture and wear-and-tear on infrastructure. Not everyone can afford them either!

Buffalo's Metro Rail runs on renewable zero-carbon hydropower from Niagara Falls. What we should be doing is expanding the Metro Rail aboveground on the publicly-owned rail rights-of-way to Hamburg and Orchard Park. Cars could be collected at Park-&-Ride lots in the Southtowns (for example, on the football stadium's massive lots that are only otherwise used on game or concert days) and commuters sent into the City of Buffalo on from there on trains. **That** is the only sensible long-term alternative to the Skyway.

Elizabeth Giles



Susan Ginsberg



The skyway represents obsolete thinking about urban planning and should be removed.

**From:** RICHARD GIOMUNDO [REDACTED]  
**Sent:** Thursday, February 20, 2020 2:01 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** SKYWAY

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I BELIEVE IT SHOULD BE REMOVED FOR SAFETY ISSUES AND TO MOVE ON TO THE FUTURE.

Jessie Givens

[REDACTED]

[REDACTED]

I support the removal of the skyway

**From:** chuck godfrey [REDACTED]  
**Sent:** Thursday, February 20, 2020 4:25 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** take down the skyway

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Please take the monstrosity down. It serves no real purpose other than to separate the people fromn the waterfront. An at grade road could move Southtowns along in a cheaper and only slightly longer manner.

Chuck Godfrey

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from [Mail](#) for Windows 10

**From:** HENRY F GOLLER [REDACTED]  
**Sent:** Thursday, February 20, 2020 5:00 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** the skyway should be removed!

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The skyway detracts from other architecture near it! As long adequate improvement to Ohio Street and other routes used for commuting from the west such as the housing developments along Lake Erie to the Angola area. The waterfront area is too important to waste.

Henry F Goller MD

Sent from [Mail](#) for Windows 10

**From:** Zachary Goodrich [REDACTED]  
**Sent:** Thursday, January 30, 2020 1:57 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway Scoping - request for documents

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

Greetings,

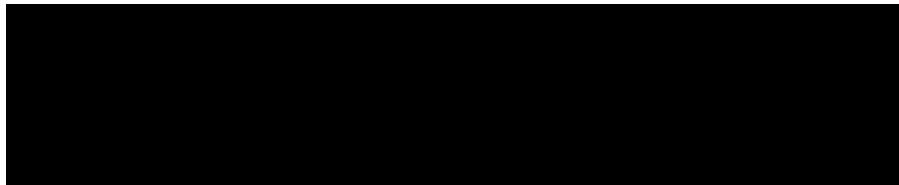
I am writing because I was unable to attend both public meetings regarding scoping and route alternatives for the Buffalo Skyway Project.

Are the route alternatives available online? If not, are you able to provide them electronically, so that I may provide scoping comments?

Thank you in advance for your help.



Zachary Goodrich



**From:** Mark Gordon [REDACTED] >  
**Sent:** Thursday, January 30, 2020 1:51 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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While I respect the job congressman Higgins has done over the years, I do not like the idea of removing the Skyway one bit. It is completely unfair to the thousands of commuters that live in the southtowns and rely on the Skyway to get into the city or connect to the 190. Is it really stopping use of the waterfront? It hasn't stopped any concerts or building or other events at Canalside and there is a ton of unused space already on the outer harbor. While I was unable to see the ideas a replacement, and I hope there are some good ideas that wouldn't disrupt traffic for southtowns commuters, it does annoy many people that taking down the Skyway is being considered before a replacement plan is in place. And if this really happens I certainly hope the replacement plan doesn't have traffic stops along the way and is in place before they start to tear it down. I would also like to see these great plans for the waterfront that can't be worked around the Skyway. My vote, if there actually was one, is to keep the Skyway. Thank you.

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Saturday, February 22, 2020 5:57 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Keep the skyway

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It is not ugly, it moves traffic quickly 360 days a year. A few days for wind, ice maybe. Put a gondola under neath and what a novel attraction. Think ahead to a day when Buffalo has ships using the harbour. Buffalo should be the next city to get a influx of citizens. The skyway will cost no more in up keep, then all the changes will cost. Don't kill the good vibe with years of construction. The cost, aggravating traffic, lost business, WHY can't we spend money on what works. Remember smaller, quicker....it has worked. KEEP the SKYWAY Cindy Gough



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Jim Graham Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I am concerned about moving the traffic that the sky way moves in the same amount of time or faster. Not in favor of removing it at this time.

If you try something new test it B-4 the skyway is removed.

Ex. Buffalo subway removed traffic from MAIN ST. The traffic is now being put back in.

If you remove the subway what are you going to do with the land?

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Department of Transportation



U.S. Department of Transportation  
Federal Highway Administration

**YOUR FEEDBACK IS IMPORTANT!**

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)

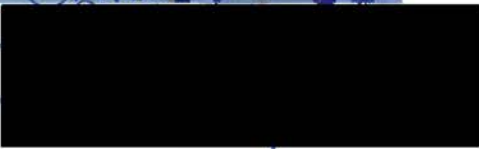
FEB 14 2020

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

FOLD HERE

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Graham



IN 4 4 4 1 2 0 2 0  
12 FEB 2020 PM 1 1

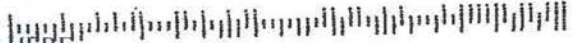


**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

14203-299990

TAPE OR STAPLE HERE



1           There's no pedestrians, there's no  
2 bicyclists -- when they decide to close, if  
3 they decide to close it, and send people  
4 through the city.

5           Now that we have so many bikers and, you  
6 know, stop signs and side streets and it --  
7 just it's safer up there. And it's more  
8 scenic and it shows a beautiful city. To  
9 ever put a tunnel in would be horrendous to  
10 cut off the view. And anything I see on there  
11 the traffic is flowing, safely and smoothly.  
12 I guess that's it.

13           **MS. GRANDY:** Okay. Carol Grandy. I live  
14 at [REDACTED].  
15 There are a few of the proposals that include  
16 Abbey Street and obviously I am not for any of  
17 them.

18           Lived there thirty years. Lived through a  
19 tomato factory; failure. A British Pub;  
20 failure. The Riverbend; failure. The  
21 promises of recreational and residential  
22 improvements to Abbey; failure. Bad soil.

23           They took away our view when it was

—DEPAOLO-CROSBY REPORTING SERVICES, INC.—

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

1           supposed to be a two-story Riverbend Tesla  
2           site; it is not. We've endured enough. And  
3           keep what you have and open up the Michigan  
4           Street Bridge. And oh, what's his name -- Mr.  
5           James. Was told by a Mr. James that bike  
6           paths and walkways and neighborhood  
7           improvement would happen. And I still don't  
8           believe any of that will happen. And that's  
9           it for me.

10           MR. KRAUS: So I got to slow down. I  
11           am now looking at using the Aim For the Sky  
12           thing. Cutting it off as soon as it hits land  
13           across the river at the, whatever the hockey  
14           is, and the DL&W. Putting a freight elevator  
15           there so people on that side of the river can  
16           access the other side without going way  
17           around. And they could take boats on it.  
18           Fishing poles, you know, small stuff. No  
19           motorized vehicles. Okay.

20           That takes us in Ohio Street. And my plan  
21           for that is the Ohio Street Lift Bridge. If  
22           they have to rebuild it, or whatever, that's  
23           up to them. But say -- I'm going to give you

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

**From:** Jacklyn Green [REDACTED]  
**Sent:** Monday, February 24, 2020 5:38 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Alternate Route

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

Good Evening,

I was hoping you would be able to send me the plans of how far away the 4 lane highway/street would be away from Abby St in Buffalo NY for the new Tifft Extension.

Thank you

Robert Greene

[REDACTED]

NONE

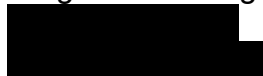
[REDACTED]

I do not have a problem with the Skyway as it exists, today. I was a frequent user of it some years ago, and found it to be superior to the former land routes. Given the often understated costs of demolition and replacement of existing structures, I have no reason to accept the claims of those who would tear down the Skyway, or the assumption that there is a better or cheaper land route which will provide better traffic flow than the present Skyway. I also disagree with those who claim that the Skyway is ugly, or an eyesore that should be torn down. It is not worse than other elevated roads throughout the U.S., and I think it provides an interesting visual addition to downtown Buffalo. The occasional weather related closures of the Skyway in winter are no worse than closures and blockages of city streets during snow events. If the justification for tearing down and replacing the Skyway is to spend money or "create jobs", then it should be public knowledge who will profit by this scheme. We taxpayers are almost always promised lower costs for major construction projects than the actual costs, which turn out to have major cost overruns or do not work out as the dreamers and planners claim they will. In other words, my vote is to keep the existing Skyway intact and spend the money to keep it in good repair. WE know what we have, and claims of a better way are often not grounded in reality, as has been demonstrated in such projects as the Kensington Expressway, which was obsolete even before it was completed and destroyed entire neighborhoods.

wayne grimaldi



Fargo estate neighborhood association



I SUPPORT CONGRESSMAN HIGGINS IN HIS EFFORT TO REMOVE OR REPLACE THE SKYWAY. PERHAPS WE CAN REROUTE THE I90 CORRIDOR FROM VIRGINIA STREET TO ROUTE 5 VIA A DRAWBRIDGE OR TUNNEL

**From:** kenneth gross [REDACTED]  
**Sent:** Friday, February 28, 2020 1:15 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Cc:** kenneth gross  
**Subject:** Skyway Project

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

Sent from [Mail](#) for Windows 10

I have a number of comments re this project.

Firstly, my impression is that some of the local politicians and developers seem more concerned with getting their hands on developable land downtown. Mssrs Zemsky and Higgins in particular seem to have over riding opinions as to what should be done. I felt initially that transparency was very poor and the contest that was held was a bit of a joke-apparently, none of the proposals(many of which were poorly readable online) fit what key individuals wanted to see so prize money was awarded but it was announced that what would ultimately transpire would be different(!) The informational meeting held by the state DOT, which I attended, was more transparent in my opinion.

Personally as a resident of the south towns for 35 years and a sailor(and bird watcher) on the water front for as many years I have always found the Skyway to be a useful traffic artery-I also enjoy the view. I agree that there are issues re lack of a breakdown lane and lack of other amenities. Much of the year visibility and winds are not an issue, but if there were ways of mitigating problems when they are that would be good. It's unfortunate an additional deck could not be added for bicycles/pedestrians.(I had initially thought of proposing an alternative bridge as a project-it seems there was a Frank Lloyd Wright bridge that was designed but never built which might have solved some of the above problems while providing a major conveyance path along the route served by the current bridge.)

I think it is going to be very difficult to accommodate the traffic flow via some of the mechanisms under consideration, Routing through South Buffalo through local streets is a poor idea-I am skeptical the streets can handle the traffic and Buffalo's expertise with synchronized lights thus far is laughable. Use of old railroad right of ways has better promise but there consideration/utilization should take into account other potential future developments such as a downtown stadium(e.g., by the Perry Projects)so as not to compromise them. Again individual politicians should not be given undue voice in dictating plans to be selected in this regard. I think it is going to be very difficulty to adequately replace the current traffic capacity/flow if the Skyway is terminated. In any event it will be very difficult to provide access to the outer harbor. Low bridges will not be useful as they will compromise virtually the entire fleet of sailboats which occupy berths along the river and ship canal. As far as I am aware there are still large vessels that still make there way up the river and ship canal. General Mills still seems to be in business. Similarly extending Michigan Ave across the ship canal will potentially affect some of the above and can never really be a main artery without expanding the width.

I look forward to following developments and wish the DOT well in coming to a suitable conclusion to this difficult situation. I would prefer to see the Skyway retained or replaced(all the money put into refurbishing it recently does raise a question as to why this is suddenly such an issue).



Sincerely,

Kenneth Gross



wayne groves



As a kid I loved the skyway. As I got older and had to use it as an adult driver I found it hard to navigate at high speeds and have wished for an alternative for many years. Lets hope it goes away soon.

Ronald Guido



None



The Skyway is a testament to everything done wrong during that era, including the Robert Moses Parkway in Niagara Falls. I strongly favor removing the entire structure and construction of alternate access / egress routes in Buffalo. In February 1986, I was involved in a 50 car pileup under severe ice conditions in the Southbound Lane of the Skyway. A gasoline tanker truck had jackknifed near the bottom of the Skyway. It was like bumper cars. The downward slope and ice made it impossible to control any and all vehicles. Fortunately, everyone saw the gasoline truck from a good distance and slowed down as much as possible. If the gasoline truck had exploded, many people would have been incinerated. The accident made the national news that evening. Furthermore, the Skyway is unsightly, greatly restricts development in and around downtown Buffalo, and is dangerous during inclement weather. There are several promising alternatives to the Skyway that are less intrusive, at ground level making them safer, and offer the potential of a parkway like entrance to Buffalo from the Southtowns. Take the darn Skyway down !! Buffalo is experiencing a renewal. Lets continue to move into the 21st century and beyond.

Mark G. Hall



I support removal of the skyway.

**From:** [REDACTED]  
**Sent:** Friday, January 31, 2020 8:09 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Comment  
**Attachments:** doc02435820200131075216.pdf

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

Comment attached I don't have a preferred scenario but which ever one is picked I believe you have to bring traffic directly into and out of the downtown footprint, I feel switching traffic patterns to the main sections of the existing thruway would be a nightmare without significant alterations to those routes.

# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

## PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

### COMMENT FORM

Name: Tom Halloran Affiliation (if applicable): ironworkers local #6

Address: [REDACTED]

Phone Number: [REDACTED]

E-mail: [REDACTED]

#### COMMENTS\*

I know that this structure has reached its life span and to keep it viable there would be a recurring large expense every decade or so. So its removal is probably a good idea, the problem is this is also a monumental project that has many variables that need to be addressed, and all of which will come @ great expense. The 1st at which is the replacement of traffic which in my opinion would have to bring traffic into ~~the~~ out at the city as close to the city as possible, if the option is to dump the traffic on the I190 near Seneca or Smith the whole I190 would need to be rebuilt due to not enough lanes & exit & entrance ramps are not designed for the additional volume of traffic so major design & cost issues there. 2nd, removal will be very costly will not be just a typical demolition project. I know that there is talk of leading sections up for an elevated park or observation platform, might work but also quite a bit of cost I would think to maintain, probably much cheaper to install a Ferris wheel on the outer harbor to look @ the lake scenery.

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



[REDACTED]

[REDACTED]

February 20, 2020

Skyway Project Team

NYS DOT Region 5

100 Seneca St.

Buffalo, New York

FEB 28 2020

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
PG/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

Ladies and Gentlemen:

I was in attendance at the Scoping Meeting held at Southside Elementary School on January 29, and gained information regarding 25 plans drawn up by individuals who will be unaffected by the implementation of these plans.

Most reasons given for making this drastic change centered around the belief that recreation for some should take precedence over function and ease of daily access both to employment for many thousands of people, and access to the recreation sites as well.

If people were to plan their homes in keeping with this notion, kitchens, bathrooms and bedrooms would be replaced by billiard rooms, arcades, and indoor playgrounds. At this point, Child Protective Services would remove children from these homes. (I speak to this as a former employee of EC Social Services.)

Meanwhile, Route 5/Skyway is functioning very well, is well-utilized and was recently renovated.

Many proposals presented involve disrupting neighborhoods which would be better served by using the funds to improve living conditions, adding recreation options rather than using these funds to further develop a single recreation area.

Some planners wish to divert traffic to South Park Avenue (Rt.62) and Abbott Road, two neighborhood streets occupied by people with children, whose safety is of great importance to their parents, and should be to those steering this project.

**In the last several years, bike paths have narrowed both South Park and Abbott.** To add traffic to the lives of already inconvenienced residents and commuters shows lack of forethought and concern.

As to the extra traffic on 190 resulting from the loss of the Skyway, no plan to widen 190 an inch has been suggested to accommodate the extra glut of traffic.

The fact that all Skyway commuters and those already using 190, South Park and Abbott will have 10 minutes deducted from their lives both morning and evening shows total lack of consideration for the public.

**Alternate routes are always an asset to any metropolitan transportation plan.** A city noted for snow storms with proximity to an international border, particularly in a post 9/11 world, has need of multiple evacuation routes. Route 5 is free of cross-traffic to facilitate easy egress, making it a better choice to preserve than other street routes. Without the Skyway, a simple traffic accident on Rte. 190 could tie up many thousands of commuters for hours.

Before these proposals were requested, the people affected by them should have had an opportunity to vote on whether there was any need to make a change at all. **This project will affect the Buffalo area, and the decision should be made by Buffalonians.**

To destroy a viable artery which is stable and direct is not only a waste of public funds, it will harm our community for years to come.

Please stop this unnecessary misfortune from adversely affecting so many.

Yours truly,



Lana Hames



Paula Hamilton

[REDACTED]

[REDACTED]

Get rid of it! It's an outdated monstrosity.

**From:** Brandon Harris [REDACTED]  
**Sent:** Tuesday, January 28, 2020 6:28 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway proposal questions

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

To whom it may concern,  
My main question about the project is plain and simply "Why are we getting rid of the Skyway? It feels as if this whole project is based on trying to make the Buffalo skyline more appealing for tourists while inconveniencing the citizens who need the practicality and transportation the skyway provides (the proposal also feels like the taxpayers of Erie county will be footing the bill as well)."

**From:** Kathleen Hart [REDACTED]  
**Sent:** Wednesday, January 29, 2020 7:03 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Leave the skyway alone

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

Hi

I just wanted to add my opinion and let you know how much I love the skyway as it is. My favorite part of every days commute is going over the skyway. On the way to work I can see all of down town, I can see every peak of every building and churches as far as the eye can see. On the way home, to be able to look at our big beautiful lake is amazing. It's a part of Buffalo and it works. One of my fears will be traffic, how will you move traffic quickly from the southtowns with out having to be on city streets or taking the 90?

Leave the skyway alone!!!

Thank you

Kathy Hart

[REDACTED]

Timothy Hartnett

[REDACTED]  
Republican  
[REDACTED]

I saw a program on BIG Bertha in Seattle, WA. Why not inquire into this method of going underground to build versus building bridges above ground. Also with BIG Bertha a rail system may be feasible for Buffalo. Further than alternate bridges in Buffalo, why not and International Tunnel to Canada. Europe has used this system to connect Europe to England. Check out what Seattle did:

<https://www.wired.com/2017/04/4-years-seattles-giant-tunneling-machine-finally-breaks/>

Thea Hassan

GObike Buffalo

Communities, organizations and agencies have been working together to create a Buffalo that is vibrant, welcoming and accessible, and the re-envisioning of the Route 5 corridor can be a crucial link in realizing this vision. The Buffalo Skyway has negatively impacted the economic viability and quality of place of Downtown Buffalo and our waterfront for nearly 70 years by occupying a significant portion of downtown waterfront land for one purpose – to move motor vehicles at highway speeds. As we consider the removal or repurposing of the Skyway to correct these legacy burdens, we must ensure the alternatives do not repeat past mistakes. The lead agency for the Skyway redesign, the NYSDOT, has released a project needs statement to guide the development of the environmental impact statement, as required by federal law to address potential social, economic, and environmental conditions that may result from the proposed project. The current project needs statement outlined by NYSDOT correctly looks at how to accommodate planned recreation, mixed-use and waterfront development to add economic vitality in the areas where this infrastructure negatively impacts quality of life in our city and region. However, it does so by simply looking at removing the Skyway structure and accommodating the existing motor vehicle traffic elsewhere—falling short of the touted aspirational goals, particularly if this burden of automobile traffic is placed on communities that have faced systemic disinvestment and economic marginalization. Active mobility makes people’s lives better, and our public spaces belong to all people and should accommodate all types of mobility, not just motor vehicles. As we’ve seen at Canalside, placemaking has enormous economic benefits for individuals, businesses and cities. As the Green Code emphasized, sustainable development will lead our city to greater prosperity and resiliency while slowing and allowing adaptation to climate change. This can be realized through the development of a better project needs statement to lead the Skyway removal project towards an alternative that values the needs and quality of life of people above the movement of vehicles. Please consider the following: -- A \$20 million investment has just been made by NYS in the Skyway, adding decades of life to the structure. Instead of tearing it down, opportunities for repurposing it for all types of mobility would provide a more cost-conscious and sustainable investment. -- Personal vehicles are the largest contributor to greenhouse gas emissions in Erie County. Adding better transit options, whether it be rail or bus, to communities south of the city would allow sustainable movement of more people while reducing the number of vehicles on the roadway. --Investing in our public spaces to better serve people living in our neighborhoods equitably -- not burdening them with additional through traffic -- will provide economic advantages for individuals and businesses while improving quality of life and creating more inclusive communities. --Americans have a right to travel and the freedom to choose the mode by which they travel. Safe, affordable and efficient travel via modes that support community, environment, and social mobility should be of foremost concern on any investment in public spaces.

Jennifer Hasse

[REDACTED]

[REDACTED]

The skyway is such an important access way from the southtowns (specifically Hamburg) into the city. If there were other high speed roads to get into the city from these areas, then fine. But tearing it down and only using the current existing roadways for access is deplorable and unrealistic. When the skyway was closed down for construction it was absolutely awful to access downtown and the city. People refrained from even going into the city because of it. Not having this access will deter people from the city and the waterfront. If you replace it with something useful and comparable then fine, but please be realistic for those that need it and use it. The 90 and 190 IS NOT the alternative. Those thruways are already crammed even with the skyway/rte 5 in use. You want it to look nicer? Paint it with massive artwork (like street art) from local painters and artists. It's really not that bad. It's actually a neat way to view and drive into the city. Thank you.

Barbara Hauser

[REDACTED]

[REDACTED]

The Skyway has always had a futuristic feeling to me. When did it become a deterrent and eyesore? Just because a few of our leaders say something does not make it a fact. Its purpose is to allow over 42,000 vehicles access to downtown daily. Until a viable plan is fully functioning to move that many vehicles from point A to point B, the discussions and plans to change and/or remove the Skyway are premature. As a proud citizen my entire life as a South Buffalo resident, I am excited with the resurgence and growth of the waterfront and the City of Buffalo. Creating hardships with access to the City will hamper and not assist us with additional growth. Rather than perceive the Skyway as an eyesore, maybe using the perspective as it is a jewel waiting to shine in its full beauty may open eyes to its use as a piece in the puzzle of the resurgence of the City and the waterfront. I admire the beauty of the Peace Bridge at night with its lights. Maybe have lights cascade down the Skyway's large curve guiding the way to the action downtown. Maybe have an outdoor venue that would have bands playing in the shadow of the Skyway. Buffalo has been embracing their past and using it going forward with the resurgence. Maybe that is the niche that will make Buffalo stand out from other cities...Taking down the Skyway without a route that is as efficient as the current one would be detrimental to growth of Buffalo.

**From:** am hawes [REDACTED]  
**Sent:** Thursday, February 20, 2020 1:07 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway

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I am opposed to the removal of the Skyway. I think that one of the most beautiful sights is the evening drive on a summer, Wednesday night with sailboats racing on the lake and the fragrance of Cheerios ( Our city smells from General Mills).

Yes I am a taxpayer from [REDACTED]. I understand that upkeep of the Skyway is very high.

Is the argument that “ it impedes access to the very waterfront that we love to see” an argueable point or an excuse to save \$\$?

Sent from [Mail](#) for Windows 10



**From:** Sarah Haykel [REDACTED]  
**Sent:** Wednesday, January 29, 2020 7:04 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Comments on skyway and outer harbor plans

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Hello,

I attended the public scoping meeting. I like that we're thinking about how to best utilize the waterfront and make Buffalo better for all! How exciting and timely.

Because of Buffalo's past urban planning choices, I have a few points.

1. The waterfront is FOR THE PEOPLE. I hope it stays natural and fun for everyone, as opposed to large apartment buildings and high end developments that only benefit a few! This is probably the most important point I'll make.

2. I LOVE the view from the skyway. Where else in Buffalo can we see a view, unobstructed, outdoors, of the epic Lake Erie skyline? I love the idea of keeping a portion of the skyway for a high point viewing park and biking trail. I like this, but I'd inquire about the architecture of parts of this idea. From pictures I saw on the news, it looked very space age. Really, is this where we're going with architecture?! I'm sure there's other architectural ideas that match the environment the structure may be in. Think, water, flow, the lake, birds, wind, sun, shine, snow, etc.

3. Really sad park to make the traffic flow better around Buffalo. Think: the lights on Elm and Oak St.'s. The lights are all in time, you can drive in a flow and it works! Let's make the traffic flow this well all around Buffalo. It's possible!

Thanks for considering these comments!



Sarah E. Haykel

--

Sarah E. Haykel  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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Eric Heine



As a city already struggling with the effects of suburban sprawl, we should begin to focus on developing transportation systems that foster community instead of prioritizing high-speed travel. As it stands the, Skyway bypasses one of the cities finest assets, it's waterfront, to deliver suburban commuters from their driveways to office parking lots as quickly as possible. In it's next iteration we should consider any possibility that encourages people to actively interact with our natural assets and local economy. Utilizing the existing structure as a space for pedestrian travel and recreation could create a signature piece of our skyline that drives the local economy not unlike New York's High Line greenway.

John Hellriegel



Save Skyway!

**From:** Howard Henry [REDACTED]  
**Sent:** Monday, January 27, 2020 8:48 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Cc:** Howard Henry  
**Subject:** Skyway removal

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

Dear Sirs,

I write to support Congressman Brian Higgins call to remove the skyway and replace it with more expedited land routes to and from Buffalo and the Southtowns.

I grew up in the township of Hamburg in the 1940s and 1950s when Great Lakes traffic halted automobile traffic at the Ohio Street and Michigan Street bridges. The Skyway at that time removed the need to wait as the bridges were raised and lowered. But we have much less lake traffic, now.

Given our snow accumulations in the Southtowns, I believe that snow removal and open access into and from Buffalo from the south would be much more effectively managed on land only routes. Closing the Skyway due to high winds or unsafe wintry conditions, thus snarling traffic on alternate routes, would be done away with if we had enhanced land routes.

Please tear the Skyway down. Please don't use it for a garden or amusement park in the sky.

Thank you.

Howard Henry  
[REDACTED]

P.S. I moved into the city to escape from the winter hassel of driving into Buffalo.

P.P.S. Build us a public commuter train system to get us around Western New York.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: JUAN HERNANDEZ Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I THINK IT IS VERY INTERESTING, AND WOULD  
MAKE BUFFALO STAND OUT!  
IT HAS BEEN OVER 70  
FOR A PROJECT TO BRING BACK PEOPLE TO  
OUR 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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**From:** Jane Hettrick [REDACTED]  
**Sent:** Thursday, February 27, 2020 11:27 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** NYS Route 5 - Skyway Project

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

Dear NYSDOT and FHWA:

Destroying the Skyway will cause irreparable harm to Western New York for decades to come. It should be left as is, and maintained as such, for the following reasons:

(1) The Skyway is the only direct conveyance for 40,000 - 50,000 vehicles per day between downtown Buffalo and the Lake shore communities south of the city. It was designed to move mass quantities of people back and forth on their daily commute safely and efficiently. None of the proposed alternatives come close to replicating the Skyway's ease and safety.

1) taking the 190 to the 90 and back again takes drivers miles out of the way, on a dangerous and accident prone highway. Recently, I saw 4 (yes 4!) accidents on a mile long stretch between S Ogden and Indian Church Road. This route is simply not safe and is already overcrowded and overtaxed with industrial, commercial and individual traffic.

2) the other alternative using Kelly Island and Ohio Street is even worse. These narrow, pothole filled roads were wholly inadequate to handle Skyway traffic diverted there the past 2 summers. They are 100 year old single lane in each direction roads that were designed to carry minimal traffic and old fashioned lightweight, smaller vehicles - not today's semi trucks, heavy SUVs, and fast cars. Having commuters forced to use these alternative routes is a serious accident waiting to happen - one which if approved could open the State and Federal Governments to liability and major personal injury lawsuits. Those roads are just too small and too old to handle 10,000 let alone 40,000+ vehicles per day. Additionally, I've heard that the General Mills plant on Kelly Island is considered one of the nation's key food sources and security around the plant is taken very seriously. Surely, the NYSDOT and FHWA do not want to risk our food supply by opening that area to mass traffic and a potential terrorist threat. Keep our food safe!

3) the proposal to build a new highway on Tifft Street would be ruinous to the nature preserve and wetlands area as well as destroying a beloved residential part of South Buffalo. Surely, the NYSDOT and FHWA do not want to destroy the area's most important environmentally protected area and birding hotspot by forcing 40,000 - 50,000 vehicles through there every day. Plus, the cost of building a new highway is prohibitive. NYS is broke as is and taxpayers simply cannot afford to build a vanity project for the current crop of politicians. We need to be fiscally responsible and not make a mistake that future generations will be stuck paying for and trying to rectify.

(2) Destroying the Skyway will cause irreparable harm to the environment. Hot air rises. Currently exhaust fumes are high above the homes, parks, bike paths, waterways and areas

where people - especially children- congregate. Moving mass quantities of vehicular traffic down to nose level causing more pollution to be breathed in will have a devastating health effect on the general public and burden our already overstressed health care systems. People's health should be more important than politician's pipe dreams. Wetlands and important bird habitats should not be destroyed to build frivolous new highways.

(3) Destroying the Skyway will make it nearly impossible for the public to access the outer harbor and waterfront areas. The waterfront is the pride of Buffalo. Millions have been spent improving the area around the Outer Harbor, Wilkinson Pointe and Safe Harbor Marina. The Skyway is the only real way to get to the waterfront from the city and points North. The bike ferry cannot service 40,000 people! And I'm sorry but I don't expect my 93 year old mother to ride a bike to reach the outer harbor. That's as ridiculous as the notion that cars will be eliminated soon and we won't need the Skyway.

(4) Destroying the Skyway will have a devastating effect on the local economy and the numerous restaurants and small business that depend on the Skyway to transport their goods and services and to bring customers to their doors. I personally use the Skyway several times a week to go to my boat at the Safe Harbor Marina and to dine at regional gems such as Mulberry, the Red Top, Dos, Lucia's and others. I'm definitely not going to drive over to the 90 or sit in an hour long traffic jam on Ohio Street to go there in the future.

(5) Finally, the Skyway is an architectural gem that is the signature of the Buffalo skyline. When you see a picture of the Skyway rising majestically above the lake next to the grain elevators you know you're looking at Buffalo. The Skyway is our identity. Don't make another mistake by tearing it down like we did by tearing down other architecturally significant works such as the Larkin Building and Metcalf House. If the goal really is to open up access to the waterfront and to remove an eyesore let's remove the dilapidated Marine Drive Apartment complex. Marine Drive is an ugly eyesore that completely blocks the view of our waterfront for the benefit of a few hundred, mostly politically connected, tenants.

In conclusion, please DO NOT DESTROY the Skyway. We need it. We cannot afford to lose it. We cannot afford to harm our environment and we cannot deny people's right to safely and efficiently access our waterfront and southtown neighborhoods. You destroy the Skyway and you destroy Western New York.

Respectfully submitted,

Jane Hettrick





**From:** Jason Hewitt [REDACTED]  
**Sent:** Monday, January 27, 2020 3:30 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** RE: Removal of the Skyway

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

To whom it may concern:

I have lived in the downtown and lower west side of Buffalo ever since I moved here in 2006. Before getting an apartment in the city, I stayed with a friend in South Buffalo and had to commute to my first real job all the way up on Sheridan Drive. Needless to say, using the Skyway was the only viable option for me to get to work in a reasonable manner. Since then, I have used the Skyway multiple times to access the lower harbor, visit the Botanical Gardens, get to the Erie County Fair, and take trips down to Hamburg and beyond. Using this elevated highway has been very useful!

I understand the desire to remove it; it's not pretty, and with it gone there is some good potential for improving the waterfront area. I am very concerned, however, about the lack of a good plan to deal with all of the traffic that travels over the Skyway every day. I have had to use the "alternate" routes when the Skyway going north was closed, and it was a disaster! Navigating through those streets is not easy, and the congestion I experienced during the higher traffic times of the day was brutal! And as far as I understand, those are the same routes everyday commuters will be expected to use to get to the 190 or other parts of the city.

Most of the arguments I hear about getting rid of the Skyway amount to complaining that it's ugly. Some legitimate things have been said about it's cost to maintain, but I feel like that is playing second fiddle. Using the current alternate routes to and from the 190 to the 5 seems like a poorly thought out plan. If we remove the Skyway a MUCH better plan for handling all that traffic should be explored, including constructing a different direct highway-to-highway road that bypasses those city streets.

Thank you,  
Jason Hewitt

Tom Higgins

[REDACTED]

Resident of affected neighborhood

[REDACTED]

I live [REDACTED] where Phase 1 of the proposed project will come through. I think notice should be mailed to everyone who lives in the neighborhood between South Park, Hopkins, Abby and Tift because the proposed connector will hugely impact our lives in this quiet spot. The house in which I live was not even for sale when I discovered this great location. I wrote its owner and told him I would be interested if he ever considered moving. I've been happy for several years in this unique spot surrounded by wildlife and open spaces. Last week I noticed surveyors on the berm of land next to my property and learned of this proposal. This connector road will destroy everything I value about where I live. Everyone speeds in this neighborhood and I can hear very clearly the noise from Tift Street traffic. A road from Tift to South Park, whether right on Abby/Rittling or the other side of the berm will impact the wildlife and end the peaceful feel of this modest little neighborhood. I previously lived in what anyone would consider a much better neighborhood where this sort of thing could not happen. I think this being such a modest part of town makes it an easy victim but I do hope to help coordinate some effort to keep this from happening.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: K. Libner Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

Use  
11 - You for all Route 5 while <sup>Removal</sup> ~~service~~  
12 - & ~~Build~~ Build New  
Route 5

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Jeane Hoar Affiliation (if applicable): Local 210 / Howard Hanna

Address: [REDACTED]

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

My concern is putting Rush Hour traffic onto Fairman Blvd. with bicyclists & pedestrians. As well as adding traffic to an already crowded 190.

I think looking @ other major cities w/ water fronts & what they have going on is worth studying. And that there are a couple good ideas on the table. But I feel we are far from an answer.

Thank You

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Brendan Hoare



As a lifelong Buffalo resident, this is long overdue. Not only is the skyway dangerous and quite frankly an eye sore, it keeps Buffalo from continuing the growth that so many local leaders like to boast about. Sure, it would be a massive job to complete, however, the long term effects taking it down could have on our city and water front are undeniable. Not only does this open the door for Canalside to grow and expand to become a waterfront destination, it also could allow for the development of the outer harbor. It also is the perfect opportunity to fix a number of obsolete roads and routes to get around downtown/the waterfront and from the south towns to downtown. Do we want to pat ourselves on the back for doing work that should've been done years ago (development of the harbor, downtown core, etc), or do we want to be a city that is willing to make big changes that will help both current residents and attract prospective visitors? I choose the latter, and I'd hope most would as well. So much of the revitalization that's happened in Buffalo has admittedly been on a slower and smaller scale compared to other mid-sized cities. Tearing down the skyway and making meaningful, large-scale developments to both the outer and inner harbor is something that would put Buffalo on a trajectory to heights that our city has not yet seen. Let's be bold and make decisions that other cities look at as a model for how they could improve. Tear it down.

**From:** Amy Holt [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:01 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Removal of Skyway in Buffalo

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

Hello-

I am a resident of the [REDACTED]. My work takes me back and forth across the Skyway a couple times a month. But, it would not be problematic to use alternative routes.

In the bigger picture, I believe removal of the skyway would benefit Buffalo. I am an avid bicyclist and tend to bike or walk to many destinations in the central city in addition to the Outer Harbor. The areas taken up by the Skyway supports could be much better utilized as public and/or private spaces associated with the inner and outer harbors.

Change is hard, but, people will adjust to new traffic patterns. We need to stop designing our spaces around car traffic and commuting.

Thank you.

Amy Holt  
[REDACTED]  
[REDACTED]

Paul Hopkins

[REDACTED]  
BA for IUOE local 17  
[REDACTED]

If the other roads connecting to the South were fixed and set up like Oak and Elm st. With timed lights it could work.



**From:** Bill Horbett Sr. [REDACTED]  
**Sent:** Thursday, February 20, 2020 3:17 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway removal.

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

I support removing the skyway in Buffalo NY. I believe it would open up more of our beautiful waterfront for the benefit of our citizens.  
and it would only increase the tremendous momentum that is happening in the inner and outer harbors.

Sincerely

Bill Horbett Sr.

[REDACTED]  
[REDACTED]



with the ill-conceived closing of the Lake Shore Hospital in Irving. Traveling to the west and north on the I190 gives excellent access to the entire Niagara River and Northtowns areas.

The current Scoping Area as announced by New York state shows the small-mindedness of the approach when it includes the area "from Black Rock to Woodlawn". The scoping area should be something more like from North Tonawanda to Silver Creek!

Over the past months several writers from the real Southtowns, Hamburg, Lakeview, and the Angola-Brant area, have written to support retaining the Skyway as is. Those who are promoting "more access to the waterfront" shouldn't be allowed to push for the elimination of something that serves the entire Western New York area very well.

There is already what seems to be putting an excess of more and more at Canalside. As to gaining better access to the Outer Harbor, some small part of the money that would be wasted in tearing down the Skyway could be used to replace the old lift bridge across the ship canal at the foot of Michigan Avenue.

Let's don't make another one of the mistakes similar to what was done when the world-renowned Frank Lloyd Wright Larkin Company Office building was demolished for a parking lot or when the Metcalfe House on North Street was demolished for a parking lot that was never built and of course, the Subway that should have been a Subway all the way was allowed to come to the surface and basically eliminate the long-standing viable entertainment, shopping, and business corridor along Main Street – that thankfully is being corrected – but removing the Skyway should not be added to this list!

Sincerely,

A solid black rectangular redaction box covering the signature area.

William G. Houston

**From:** Howard Henry [REDACTED]  
**Sent:** Friday, February 21, 2020 9:28 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Cc:** Howard Henry; Congressman Brian Higgins  
**Subject:** Buffalo Skyway

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Dear DOT,

Please take down the Skyway and replace it with improved roads into Buffalo from the Southtowns as well as enhanced winter snow removal methodology. I am a former Wanakah resident who relocated into [REDACTED] upon return to this area in order to spare myself the Skyway commute.

Thank you.

Howard Henry  
[REDACTED]  
[REDACTED]

Clayton Hoyt



Democrat

I liked the second plan shown. It seems to be the least painful and least expensive way to go about the removal of the Skyway. The design competition winner seems exciting and very optimistic but also seems the longer and more expensive route. If NYS and Governor Cuomo really mean business, the design competition winner would be an economic stimulant to the area. Also, want to thank [REDACTED] for inviting me to this scoping session. He is a true Buffalonian.

**From:** Gerald hrycko [REDACTED]  
**Sent:** Thursday, February 20, 2020 8:27 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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This should have never been built. We waste more money on this year after year. It totally detracts from the looks of the water front.

So how do we replace it. We need to construct a tunnel under this area. We also need to construct another roadway further up the river that ties into route 5 while the tunnel is being built. It will have to include a bridge with a slight rise in it to accommodate pleasure craft. Yes it will cut thru existing neighborhoods. Yes it will cost a bit to do this, but it will be worth it. And it needs to be started before any thought of a downtown stadium.

Do something that will make the waterfront a jewel for our city area.

Sent from my iPad

**From:** Albert Huntz [REDACTED]  
**Sent:** Friday, February 21, 2020 11:50 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Take it down ASAP !

Sincerely,  
Albert Huntz  
[REDACTED]

1                   **MR. HURLEY:** Okay. So I guess what I'd  
2 like to say pretty simply is -- and actually  
3 both of us are pretty adamant that the -- how  
4 do I put this. The commute basically stays as  
5 it is; an uninterrupted 55 mile-an-hour way  
6 into the city with interchanges. No stop  
7 signs, red lights, or other impediments.

8                   As fas as the options for the Skyway itself  
9 goes, I like a lot of the ideas, but my main  
10 concern is the commute because of what happens  
11 in South Buffalo when the Skyway is closed for  
12 any reason. And that's basically all I have  
13 to say.

14                   **MR. STOUT:** I've successfully warded  
15 off Walmart at the corner of my street because  
16 they didn't SEQR it right. It's possible I  
17 could ward off DOT if I had to. I really  
18 don't want to. It's important to me that they  
19 don't lie to the public which this motive  
20 does. It says that if they meet the National  
21 Environmental Quality Acts it will meet the  
22 SEQR rule; it doesn't say that. SEQR says, if  
23 you meet the SEQR requirements then NEPA will

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Mary Hurley Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

The Skyway was built to divert traffic off city streets  
It has become a major commuter roadway to the  
city

People that use it only during the summer, on a  
couple of nice days, do not realize its  
importance to those living in the south towns  
that use it daily, all year

It rarely closes

It is well maintained by road crews experienced in  
keeping it open.

When it does close, it creates a gridlock that causes  
a 1/2 hr. commute to become a 3 hr. commute.

10's of thousands of people use it daily

imagine - the commuter + tractor trailer traffic  
waiting behind city school buses

It would be equivalent to closing the Kensington Expway +  
making people drive Main St. to get to downtown

or Genesee St.

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**From:** Mary Hutton [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:10 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Please Remove SKYWAY

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Hello, I am born and raised in buffalo.. it is time to take down the SKYWAY and make Buffalo beautiful to match the beautiful people that live here!  
Thank you!!

Kind Regards,  
Mary Hutton  
[REDACTED]

Paul Hutzler

[REDACTED]

[REDACTED]

If the Skyway is removed or taken out of the traffic flow, where is all the traffic going to be diverted? Especially the heavy truck traffic? The traffic on Hopkins St increased so much during the Skyway shutdown we could hardly get out of work at the end of the work day to go home. I am all for its removal but we need a really good alternative, especially for the trucks or neighbors will make the highway department's life a living hell.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Jacklyn Chevalier Affiliation (if applicable): Homeowner

Address: [REDACTED]

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

COMMENTS\*

I don't know if the plan is to use Abby street as part of the new Tiffit Street extension. We have a neighborhood filled with little children, where if we had a busy 4 lane street it would result in terrified children and personally anxiety issues from parents.

Some items online show that the road will be built on the side of Abby Street. I would prefer this option if you would keep our little hill so we cannot see the traffic + it would be a sound barrier, to the loud noise ~~from~~ the vehicles. I would not prefer fencing; it looks unnatural + needs more maintance.

Please consider this little neighborhood that has already gone through a lot with it being a brown field when you dig it up + please keep Abby Street a neighborhood street with the new road being in the distance with our hill as a sound barrier + then we cannot see the traffic.

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**YOUR FEEDBACK IS IMPORTANT!**

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)

FOLD HERE

FEB 28 2020

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

FOLD HERE

Jacklyn Chevalier



20 FEB 28 2020 PM 5 L



FOREVER / USA



**Department of Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

14203-2990000  
TAPE OR STAPLE HERE

Robert Jackson

[REDACTED]  
Democrat  
[REDACTED]

Good morning. I am not in favor of taking down the skyway. The skyway works for everyone, especially us in the south of the city. We don't have the underground train like the folks north of the city. The view from the skyway is beautiful, shows off our city and waterfront. Congressman Higgins I have been a strong supporter of you and your first ward projects etc etc. But tearing down a much needed skyway is a very bad idea. Thank you for all you have done for our area.

SKYWAY

Buffalo spent years trying to forge a “signature bridge” during the arguments surrounding the Peace Bridge. But we already have a signature bridge—the Skyway. This bridge is our signature bridge; it is one of our most prominent and distinct icons. The bridge is graceful as it swoops around, and it is high—the best views of the lake and city are from that bridge. The bridge represents the might of Buffalo industry in the 1950s, and it still reminds us of the reason Buffalo is here—the lakes and the river. From the Viet Nam Memorial it frames the harbor and the mills that remain.

Buffalo had a very dismal record of tearing down significant older buildings that were perceived to be no longer functional—the worst, of course, is the Frank Lloyd Wright designed Larkin office building. Lately, Buffalo seems to have moved away from that ethic of tearing down for parking lots. We hope NYS does not lurch back to that ethic with respect to the Skyway. But phrases such as “functionally obsolete” that are ascribed to the Skyway are eerily reminiscent of the phrases bandied about for every important building we lost in Buffalo. Recognize the importance of the Skyway; don’t tear this magnificent structure down.

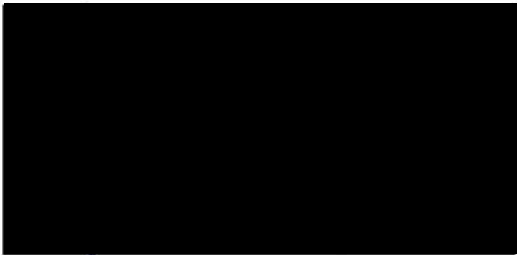
In February, 2014, we wrote to the BN all the possibilities that could flow from keeping the bridge, and many similar ideas have been incorporated and expanded upon in the proposed designs, including in the winning design, the “City of Lights”, displayed at the Buffalo Public Library and now at the Gateway. We really would like biking and pedestrian lanes on the bridge, but would hope the bridge would be allowed to descend to base on the south end, making an easier access for walkers, bike races, and maybe even toboggans. We could have fairs along the bridge, we could have the “Skyway climb” for walkers and cyclists. Think of it—what a site for café chairs for beer gardens and a wine gardens, watching the sun go down over Lake Erie from so high up, for feeling the breezes blowing across you in the summer at those cafes, and for runners and cyclists in the summer, and cross-country skiers in the winter. Other cities have hill-climbs—we could have the only bridge and silo climb for runners and combined running and cycling. The possibilities seem endless. And vendors—we could join the long tradition of the medieval Ponte Vecchio in Florence and the Rialto bridge in Venice. And we could have a weather station up there so the ones who love winter could have their picture taken in a howling blizzard next to the station reading severe conditions.

Finally, to tear this bridge down so developers can build up against the water seems anathema to the green movement. Did you actually look at those sketches of all the buildings that were proposed to replace the Skyway along the Buffalo River? Some were hideous—so plain, so boring even a jail looks better.

We strongly urge NYS to NOT tear the Skyway down.

Dr. Robert and Hana Jacobi  
Buffalo, NY

1/28/2020



**From:** Jacobson, Stephen [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:01 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway removal

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

My wife and I strongly support the removal of the Skyway in order to open up the lake front to greater visibility and use

Stephen Jacobson



Jaime Jakubczak

[REDACTED]

[REDACTED]

The Buffalo skyway was poorly designed and is unsafe. Especially when driving west merging from the I90. This lane is too short, especially during the winter months when the road is slippery with ice. I am surprised that the state wasted good tax payers money for improvements with the intent of subsequently demolishing it. That money could have been better used for more important issues.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: M Jakubiec Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I do believe the SkyWay is a signature bridge. Maybe if you can incorporate a more efficient system of thoroughfare, by doing that first. When talking of developing the waterfront, it has already begun so why not keep developing that first.

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**From:** Lauren Darcy <ldarcy@bnwaterkeeper.org>  
**Sent:** Friday, February 28, 2020 2:22 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Cc:** Jill Jedlicka; Chris Murawski  
**Subject:** BNW EIS scoping comments  
**Attachments:** BNW DOT Route 5 scoping comments.pdf

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

Please find comments regarding scoping of the EIS for the NYS Route 5 Buffalo Skyway Project attached.

Best,

Lauren



**Lauren Darcy**  
*Senior Ecological Planner*  
721 Main Street, Buffalo, NY 14203  
(716) 852-7483 Ext. 31  
[www.bnwaterkeeper.org](http://www.bnwaterkeeper.org)

2/27/2020

NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, NY 14203

Dear NYS Route 5 (Buffalo Skyway) Project Team,

Thank you for the opportunity to provide input regarding scoping of the Environmental Impact Statement for the Route 5 Buffalo Skyway project. For over 30 years, Buffalo Niagara Waterkeeper has been the region's guardian of Western New York's fresh water, including the Buffalo River, Niagara River, our two Great Lakes and thousands of tributaries. As a local non-profit, Waterkeeper's mission is four-fold: we PROTECT the water, we RESTORE both the waterways and the surrounding ecosystems, we CONNECT people to their waterways, and we INSPIRE both economic activity along the waterways and community engagement. Waterkeeper has also served as the Buffalo River Remedial Advisory Committee Coordinator since 2002.

As this travel corridor is in such proximity to the Buffalo River, the City Ship Canal and the Lake Erie waterfront, we would like to emphasize the following issues be addressed through the scoping and evaluation process:

**1) Protect and enhance water quality and habitat value**

Proposed alternatives should not adversely affect the existing nature preserves, including Tift Nature Preserve, Times Beach, Wilkeson Park, the open-space and naturalizing shoreline areas and the overall water quality of the Buffalo River and Lake Erie. Designs should accommodate flooding potential, be protective of existing wildlife and should mitigate any untreated runoff from entering into nearby waterways.

Waterkeeper recommends that critical environmental and natural area ecosystem functions are fully inventoried, so as to mitigate negative effects from flooding, allow for proper stormwater management/ drainage, and minimize habitat fragmentation. Design alternatives should consider and mitigate any adverse effects on these sensitive ecological and flood prone areas and put forward design alternatives which best meet these goals.

**2) Provide and enhance multimodal access to the Outer Harbor and Buffalo River.**

Opportunities for ensuring widespread, and equitable, public access to the waterfront via multiple modes of transportation – automobiles, bike and public transit - should be included in studies so that the identified alternatives promote access for a broad public to our waterways. Planning for multiple modes of transportation can have the added benefit of reducing transportation related emissions, which is identified as a NYS priority particularly with the

recent passage of the Climate Leadership and Community Protection Act. Preferred alternatives should be designed to provide safe, equitable passage for all modes of transportation, including pedestrians, cyclists, motorists and opportunities for public transportation. There are examples of Great Lakes cities which have created successful transportation along their waterfronts, such as Chicago's Lakeshore Drive.

### **3) Alignment with smart growth goals and principles**

A myriad of community planning efforts in the past decade, including the WNY Regional Economic Development Council's vision for WNY, have articulated the importance of implementing smart growth principles and reducing sprawl in the region. Opportunities to support and maintain the existing grid should be prioritized over introduction of new roadways.

### **4) Climate Resiliency**

Transportation systems and routes which are resilient to a changing climate must be prioritized. Already along Lake Erie we are seeing more frequent and intense winds and lake seiches. A great recent example of this is the series of storms in the fall of 2019 which caused significant flooding along the Lake Erie and Niagara River shorelines. The environmental impact statement should evaluate the resiliency of alternatives taking into account projections for more frequent and stronger winds, flooding and snow storms. From a climate change perspective, it is critical to evaluate how modes of transportation other than single occupancy vehicles can be utilized along this and other corridors. Transportation infrastructure needs to be designed holistically with resiliency in mind.

Thank you for the opportunity to comment on this stage of the process. We look forward to participating throughout this project.

Sincerely,



Jill Jedlicka  
Executive Director and Waterkeeper  
Buffalo Niagara Waterkeeper  
[jedlicka@bnwaterkeeper.org](mailto:jedlicka@bnwaterkeeper.org)  
716-852-7483 Extension 21

Thomas Johnston



WNY resident

Improved public transportation must be part of Skyway plans - whether - but especially if - the Skyway is removed or reduced.

Park & ride options with efficient bus links to city employment and entertainment centers from the south.

New trains.

Same above options in reverse for people to visit recreational and possible residential centers on Outer Harbor.

**From:** Mary Joyce [REDACTED]  
**Sent:** Thursday, February 20, 2020 8:28 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** TIME FOR IT TO GO.

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

AS IN SYRACUSE WHERE THEY HAD THEIR OWN SKY WAY THAT CUT THROUGH THE CITY, BY GETTING RID OF THAT OBSTRUCTION PULLED THE CITY TOGETHER. IT TIME FOR OTHER MEANS THAN THE SKY WAY.. PICK A PLAN AND LET'S GO!!

K K

[REDACTED]

Resident

[REDACTED]

Please remove the skyway. We deserve a waterfront fitting of an up and coming town like buffalo.



**From:** Henry Kaczmarek [REDACTED]  
**Sent:** Monday, January 20, 2020 12:37 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Scoping Comments

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To Whom it may concern;

I've made many trips over the Skyway Bridge---When it was not closed due to bad weather or construction. Even though I don't live in Buffalo anymore I still have to go over it when I'm in town (several times a year).

Unlike a lot of people, I'm a big fan of history.  
From /esd.ny.gov/skyway-history

"It is comprised of a four-lane, limited-access expressway elevated on an earthen berm, connecting to a 110-foot-high bridge crossing over the federally-regulated shipping channel of the Buffalo River, ultimately connecting with both the elevated I-190 expressway and Delaware Avenue in downtown Buffalo."

My focus is on the "Crossing over the federally regulated shipping channel of the Buffalo River."

I learned in 5<sup>th</sup> grade in Buffalo Public Schools about how Buffalo was the funnel for all grain coming from the upper Midwest. In Buffalo some of it was milled into flour and all of it was packed into trains to get it to the Atlantic seaboard ports. This is what made Buffalo the "Queen City of the Great Lakes".

In some form or another, the Welland Canal has been around since before there was a City of Buffalo.

But the idea arose to find a way for ships to come into the Great Lakes from the ocean as early as the 1890's.

The US was in agreement as early as 1940 for this effort. Canada decided in 1952 to build the system of locks necessary to open the Great Lakes to ocean going vessels.

I find it odd, considering the project was on the boards for over 15 years before the Skyway was opened, that the writing was on the wall. The aforementioned Buffalo River Shipping Channel was going to become a small shadow of its former self. Buffalo would no longer be an unloading point for every grain ship coming from the upper Great Lakes. The flour milling business would become less and less necessary and might eventually go away altogether.

So the question begs---WHY WAS THIS MONSTROSITY BUILT IN THE FIRST PLACE? It was obsolete for its use the day it opened.

But I think I know why. The Pockets of politicians with questionable values would be filled, construction companies would have a couple of years of work initially, with follow up work FOREVER, and Unions would also benefit. So why not build another of WNY's famous White Elephants?

Times have changed. Grain mills and storage elevators from Lackawanna to downtown have been empty for over 50 years. This land, with incredible potential for recreational use and other developments as well has laid fallow for more than half a century. An incredible loss to the people of NYS.

This "never needed" mess has strangled access to the Lake and Southtowns of Buffalo long enough.

Tear it down. Design modern street level crossings that can be much more cheaply maintained.

I don't see it happening. That's why I don't live in WNY anymore. At least the major reason. All the things that could happen but wont. I may live elsewhere, but that's where I live. My heart has always been in Buffalo, and that will never change. And why my heart is perpetually broken.

Hank Kaczmarek



Automotive Writer & Author.

Sent from [Mail](#) for Windows 10

**From:** jay KALE [REDACTED]  
**Sent:** Thursday, February 20, 2020 4:29 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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As long as there is a viable alternative to the skyway for traffic I'm in favor of the demolition of the skyway. Thank you Gov. Cuomo and DOT officials.

[Sent from Yahoo Mail on Android](#)

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: ELIZABETH KAUFMAN Affiliation (if applicable): LWV, CHGB, KCA

Address: [REDACTED]

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

COMMENTS\*

I SEE NO REASON TO REMOVE THE SKYWAY - IF THE CONCERN IS TRAFFIC - A BETTER SOLUTION WOULD BE LIGHT RAIL TO THE SOUTHTOWNS. THE SKYWAY COST A FORTUNE TO BUILD - WE JUST IMPROVED IT FOR MANY MILLIONS MORE - THERE IS NO BETTER VIEW OF THE CITY AND THE LAKE. IT IS TOO HIGH FOR PEDESTRIAN OR BIKING SO A HIGH LINE WOULD BE NOT A GOOD IDEA. BUILDING CAN PROCEED UNDER AND AROUND IT. WE (CHGB) FOUGHT TO SAVE THE CANAL FRONT - DON'T MESS IT UP NOW!

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Paul Kay



The Skyway is a nuisance, often closed in the winter, and not worth the maintenance associated with it. Rerouting the traffic can certainly be achieved and this eyesore can then be removed. Thank You

Glenn Kerwin

[REDACTED]

[REDACTED]

I have used the Skyway to commute from [REDACTED] to Tonawanda for the last 30 years, and before that beginning in 1975 from Hamburg to Buffalo. During that time it has been rebuilt at least two times. During the reconstruction the alternate traffic pattern was a real problem. In addition there were a few times that the Skyway was closed due to weather or traffic accident. The alternate routes were also a problem. The Skyway was built for a reason, to be the most efficeint way to move traffic from the southtowns to the city and northtowns, including Canada. My personal opinion, keep the Skyway, or better yet twin it. The path that it takes is still the best.

**From:** [REDACTED]  
**Sent:** Thursday, February 27, 2020 9:44 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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First- the design they chose is ugly and it serves no purpose. Politicians supposedly want it down to look prettier (you always need to look deeper for their real motive) and the people want it up to drive on - so leaving it up but not driving on it serves no one's purpose.

I would like to know the addresses of all the people who want to tear down the Skyway. No one who doesn't live in the southtowns and doesn't drive it gets a vote. Congressman Higgins doesn't get a vote since he doesn't take the Skyway to get to his house in S. Buffalo. When the people from the southtowns get to decide to tear up the 290, 990 and 190 because they aren't pretty enough, then Amherst and Buffalo citizens get a voice on the Skyway.

Navigation told us for the last 2 summers to take the Thruway to the 190 - or the 33 - and then into the city- or the 290 to get around the city to the north. That put us into those traffic jams and made every attempt to get into the city much longer.

Ask the workers at the GM, Dupont and Dunlop plants how they got there every work day - all their adult lives.

We know that politicians don't live in the real world but the quotes in the paper were laughable:

The new glass vase tower "will have an unparalleled view" - 42,000 drivers and their passengers have had that view for over 60 years - twice every day !

"We don't have to worry about people driving south because everyone will move into the city" !

We just lived through 2 years without the Skyway so we know that the difference is not 5 minutes.

" It is often closed." " It is closed several times a year" - I would like to see the data on how many times per winter it is closed. I don't think it has been closed once this winter . The thruway is closed in the winter now but you aren't saying to tear that up for the other 360 days per year.

There is plenty of building space available in the city so the idea of tearing down a functional , multi million dollar road to make more condos - is laughable - if it wasn't so scary for those of us who need the road.

Marie Kerwin

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Daeg King Sr Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

1st Option - Leave the bridge in place!

2nd Option - Non stop express extension

3rd option - None of the rest are any good at all

Traffic lts will cause gridlock they seldom function as promised

Do not sell off the ~~bridge~~ bridge. It will go bankrupt and we will still be strapped with its maint. or removal

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

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Doug King Sr Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

Epic stepped in to shut off traffic access by the bridge

All that traffic out via stop light routes will slow travel

Traveling thru downtown means extra congestion all the time. Especially during snow or events.

Leaving part up means we still pay for maint w/o having the access

Leave the bridge as a road /

9

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**From:** carl klingenschmitt [REDACTED]  
**Sent:** Monday, January 27, 2020 1:33 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway project

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good afternoon

Is there any information on the proposals being evaluated for the EIS available on line or does one need to attend the scoping session?

Thank You

**From:** carl klingenschmitt [REDACTED]  
**Sent:** Thursday, February 27, 2020 1:52 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Project Comments  
**Attachments:** COMMENTS FOR SKYWAY SCOPING SESSION.docx

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Good Afternoon

Attached and following are some comments I think should be considered as part of the EIS. I appreciate all your efforts on this project and look forward to a review of the draft EIS.

Thank you for your consideration of these points

Carl Klingenschmitt

#### COMMENTS FOR SCOPING SESSION-EIS BUFFALO SKYWAY PROJECT PIN 5134.48

The Skyway was built in the early 1950's to provide a connection from the South Towns area to Downtown Buffalo and the I-190. It was also to support truck traffic to the industries located along RT 5 in the harbor area. While the truck traffic (and industries) have diminished I do not believe the vehicular traffic in the area has. This elevated highway allows free vehicular and marine traffic to flow independently as opposed to the lift bridges used previously. I believe, perhaps accidentally, the skyway has provided an excellent viewing opportunity both lakeside and eastward over the city. I think the proposed project to remove the Skyway will have some very significant negative impacts on the Western New York Area. As a result I propose the following areas be addressed as part of the Environmental Impact Study.

#### COST BENEFIT ANALYSIS

Any project to be funded with public money should result in higher value benefits than costs. While it is true that some projects such as statues are aesthetic in nature and hard to value, one can approximate the value by added tourist traffic and/or increased visitation time in the area. For the Skyway the costs of the removal and implementation of alternate traffic routes are high - In the \$400-\$600M range. Other costs are increased transit time, increased traffic on local streets, loss of tourist attraction of the Skyway itself, decrease in property values in the south town suburbs because of inability to get to the city, decrease in downtown real estate values because of loss of accessibility, loss of marine traffic such as sailboats if lift bridges are the alternative, loss of business revenue to the city businesses caused by inaccessibility and other

social/economic considerations such as downtown redevelopment. Just the increase in transit time alone can be expensive. Consider 40,000 people losing 5 minutes each. That is 3300 hours or at \$50 per hour about \$160,000 per day or over \$30 M per year. This is more than the maintenance costs of the existing Skyway.

The benefits on the other hand consist of freeing up a small portion of land at the Church Street entrance, some area occupied by the support structures along the path and some outer harbor area for the approach. The Church Street section can have some significant value because of its' location in the central city. The outer harbor section however is essentially very low value because of its location at the lake's edge. The exposure to the winds and lake water levels make this area questionable for any use other than recreation . The Canalside property benefits might include more viable recreational area but this is questionable since it isn't clear that the Skyway is presently any real impediment to any activities there.

The apparent inequality of these considerations begs for a detailed cost benefit analysis of the project.

#### PEAK TRAFFIC HANDLING CAPACITY

Many studies use the change in transit time as a measure of traffic impact of a proposed change. For instance the change in speed limit on a highway from 55 mph to 30mph might add a mere 5 minutes to the transit time through the project. This seems minor BUT the peak traffic handling is cut approximately in half. Again most of the time, not a problem, but if the roadway is full at say peak commute time this decrease in capacity will be catastrophic. Judging by the problems occurring when the Skyway is closed for weather or construction I suspect this peak handling capacity is a real concern. Also this loss of peak capacity I would think completely precludes the building of a downtown stadium. A related concern for peak traffic handling is future growth of both businesses and residences in the WNY area. Certainly if I were considering living or locating a business in the area I would strongly consider commute time which is a PEAK traffic time event. Also social and technical developments such as on demand Uber and Lift services as well autonomous or driver less vehicles (AV) must be considered. I believe particularly AVs will greatly increase the number of peak vehicles. Who would pay for parking etc if you could at no cost essentially send the vehicle away and recall it when needed. This generates 2 trips or vehicle movements from the home or business for every one presently counted?

Consider a simplified analysis. If the average speed is 50 MPH and car spacing is 50 ft (allowing one car length between vehicles?) about 5000 vehicles per hour per lane is the peak traffic capacity. For the 2 lanes in each direction on the present Skyway, the peak traffic handling capacity is about 10,000 vehicles per hour inbound and outbound. If the Skyway is removed this rate must be accommodated by the alternatives!! Considering future growth and AVs this rate is probably both ways simultaneously. Not a good case for synchronized traffic lights. I am

afraid that this rate limit is approached at times on the present Skyway. This says we really can't handle much future vehicle count growth without improvements in local street traffic handling capabilities as is.

I propose a detailed traffic flow analysis be conducted representing peak traffic times both at present and in the projected future be included in the EIS. I do recognize that the future traffic load is hard to project particularly with the technical advances in the offing but that is the most important consideration for any project of this nature. The present 40,000 or so vehicular load of the Skyway is interesting but only to verify the models.

#### TOURIST ATTRACTION

The Skyway itself provides a unique tourist attraction. Some municipalities have eliminated elevated highways BUT have any of the highways provided as great a view not only of the city but of an extensive body of water and skyline as the Skyway? Very little matches the beauty of a sunset or a summer thunderstorm out over the lake from the Skyway. I live in the suburbs and have worked in the Falls but have had many out of town folks and admittedly myself wanting to go to Buffalo for the view and dinner. Another thing that is impressive. The history of Buffalo is viewable along the Skyway; from the remnants of the steel industry, the glory days of the Buffalo harbor and transportation, the manufacturing and industrial backbone of the area, the beauty of the architecture of the city, the renaissance of the city shown by the new Federal building at the north end of the Skyway. All of these will be still there but not viewable in the present manner if the Skyway is removed. The question that needs to be addressed in the EIS is what is this social, economic and environmental value of this historical adventure. What is the amount and benefit of the tourism brought to the area simply because of the existence of the Skyway?

The results of the design competition have verified that this view/attraction has great value in that the winner preserves this aspect of the present Skyway structure. Interestingly this concept maintains the existing structure in the Canalside area which lessens the argument for clearing that area as a reason for removing the Skyway.

I would like to propose a concept that wasn't presented that might be worth considering. It consists of adding a walkway/bicycle path on the edge of the present Skyway. This wouldn't need to be capable of supporting continuous vehicular traffic and would probably need some serious speed reducing structures for bicycles but would, I think, present some incredible views etc much like the winning design attempts to maintain. Certainly only one side of the structure, preferably the West, should be considered. Again this is an alternative that is difficult to cost analyze but could offer a real summer tourist attraction.

SUBMITTED BY:

Mr. Carl Klingenschmitt

[REDACTED]

[REDACTED]

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## TOURIST ATTRACTION

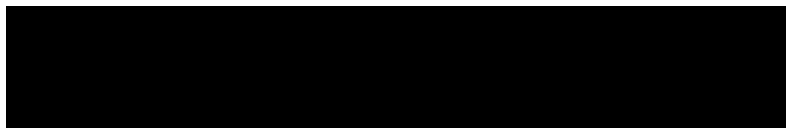
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SUBMITTED BY:

Mr. Carl Klingenschmitt



Paul Kochmanski



I think that the Skyway should REMAIN, and that efforts taken to stabilize, renovate, and rejuvenate this iconic structure, NOT tear it down! Not only is it a vital and efficient transportation connection to the southtowns, it gives our waterfront an impressive structure. Though it is on the drab side, this is a feature that our artistic community could have a field day with. Look how they transformed our ugly grain silos into an awe-inspiring artwork! Think also, of the incredible VIEW that people get of our waterfront every time they pass over it! People pay money for that kind of view in other places. I think it would be a tragic loss for it to be torn down, and a gross misspending of public funds to attempt a surface-level solution to the transportation issue it currently serves well.

**From:** Laurie Kostrzewski [REDACTED]  
**Sent:** Thursday, February 20, 2020 2:07 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Design

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Whatever you do, don't turn it into that ugly cistern design w a park on top. How stupid and not functional

Sent from my iPhone

Norman Koszelak



Please remove the Skyway as soon as possible.

Francis R. Kowsky  
*SUNY Distinguished Professor Emeritus*  
*Fellow of the Society of Architectural Historians*

FEB 07 2020



February 5, 2020

Buffalo Skyway Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, NY 14203

RECEIVED R-5 DESIGN	
MOZRALL	
Duenebecke	
Hill	
Lorenz	
Lunz	
Singh	
Vaidya	
Zimmerman	
Ambrose	
Boniface	
Hoch	
FILE	

Dear Buffalo Skyway Project Team:

I write in defense of keeping the Skyway intact. This remarkable piece of engineering from the recent past embodies the values of function, beauty, and history. The last great project for the Buffalo waterfront, it was constructed from 1950 to 1955 to plans by Buffalo's Edward Payson Lupfer (who thirty years before had designed the Peace Bridge to Canada). Its purpose was to carry traffic over the busy port facilities. Lupfer surely took as the model for his gracefully curving structure Le Corbusier's 1933 plan for a sinuous elevated highway to carry traffic across the city of Algiers.

The Skyway is a major historic element of engineering in the service of urban planning in a city famous for its contributions to this discipline. It is surely eligible for listing in the National Register of Historic Places. It bears particular comparison with Frederick Law Olmsted's 1880s proposal to link North and South Buffalo by means of a huge concrete viaduct that would safely and easily carry

vehicular traffic over the many railroad tracks that intervened between the two parts of town. His daring idea, however, evaded serious consideration. In the 1950s, when the city erected its great Skyway to carry auto travelers over its busy waterfront, it created a far more audacious feat of engineering than even Olmsted had envisioned. On the front page of the *Buffalo Evening News* the headline read: "Lift Bridges, Switching Tracks, Narrow Streets By-Passed At Last By Mile-Long Cut-Off." A writer to the *Courier Express* hailed the Skyway as "a real achievement in the traffic world. If ever a route like this was needed, it was needed in this city." It still is.

Together with its valuable travel function, the Skyway is one of the scenic treasures of Buffalo. The view of the lake that greets travelers from town as they arrive at the top of the roadway is breathtaking, a waterfront vista that few cities can rival. In his article "Ribbon of Steel and Concrete: A Cultural Biography of the Buffalo Skyway (1955)", in *American Studies* (spring 2007; which can be read at <https://muse.jhu.edu/article/37>), William Graebner described the strong impression the Skyway made on its first users:

The Skyway's two twenty-four-foot lanes, separated by a five-foot mall, beckoned to motorists eager to experience a highway unlike any they had ever driven. They joined the official opening-day cavalcade, taking the big curves slowly, "their attention caught by the panoramic vistas of docks, lake steamers, the Coast Guard base, grain elevators and buildings far below." "I just crossed it to see what it was like," said a city-bound motorist, referring to the Skyway as if it were a great river to ford. "The view is terrific." A driver from the suburb of Hamburg described his virgin voyage over the Skyway as "a thrill I'll never forget. The waterfront area certainly has no claim to beauty at close range, but seen from the Skyway it compares favorably with famous views around New York City. There is breath-taking beauty in every direction—all this and time-saving, too." (With many of the first round of motorists tooling along at twenty or twenty-five miles per hour and hugging the pedestrian sidewalks to get the best view, the first commuters actually didn't save much time).

On the Sunday after the Wednesday opening, the bridge was bumper-to-bumper from "noon to bedtime" with curious and enthralled motorists, some, incredibly, defying common sense to stop at the top and get out for a better look or to take photographs of Lake Erie, its waters seemingly suspended in mid-air over the open metal railing.

Time has not diminished the Skyway's compelling scenic magnetism.

Denying present and future descendants of those first drivers the convenience and beauty of the Skyway would be an urban planning blunder. It would surely result in increased traffic congestion on nearby city streets, and, by destroying an elegantly conceived feat of engineering and valued scenic artifact, would diminish the quality of life in the city.

Sincerely,

A large black rectangular redaction box covering the signature area.

1           supposed to be a two-story Riverbend Tesla  
2           site; it is not. We've endured enough.  
3           And keep what you have and open up the  
4           Michigan Bridge. And oh, what's his name -- Mr.  
5           James. Was told by a Mr. James that bike  
6           paths and walkways and neighborhood  
7           improvement would happen. And I still don't  
8           believe any of that will happen. And that's  
9           it for me.

10           **MR. KRAUS:** So I got to slow down. I am  
11           now looking at using the Aim For the Sky  
12           thing. Cutting it off as soon as it hits land  
13           across the river at the, whatever the hockey  
14           is, and the DL&W. Putting a freight elevator  
15           there so people on that side of the river can  
16           access the other side without going way  
17           around. And they could take boats on it.  
18           Fishing poles, you know, small stuff. No  
19           motorized vehicles. Okay.

20           That takes us in Ohio Street. And my plan  
21           for that is the Ohio Street Lift Bridge. If  
22           they have to rebuild it, or whatever, that's  
23           up to them. But say -- I'm going to give you

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170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544



1 examples here. Say, 6:30 a.m. to 9:30 a.m.  
2 the bridge is used one-way traffic going  
3 toward downtown. And we'll say 3:30 p.m. to  
4 6:30 p.m. it reverses, and two lanes and all  
5 traffic goes southbound. The alternative side  
6 that's affected will go around Ganson Street.  
7 Does that make sense so far?

8 Trying to eliminate the four-lane highway,  
9 Tiffit Street highway, whatever it's called, to  
10 exit to the Seneca Street exit. Trying to  
11 eliminate that would be an expensive thing.  
12 Trucks could use Ridge Road, Milestrip and  
13 Camp Road to get to the I-90, taking traffic  
14 from Tiffit Street all the way out to Seneca  
15 Street and then having to come all the way  
16 back. The congestion on the 190 going into  
17 downtown, it's bad as it is. To add everybody  
18 from the Southtowns going that way, it would  
19 be impossible. Okay.

20 Another mode of transportation, train. By  
21 adding five to seven hundred feet of track  
22 from Main Street to the new Amtrak station,  
23 for just light rail. For them to reverse, the

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716-853-5544

1 conductor gets out of the one end and walks  
2 forward to the other and drives forward. No  
3 turning trains around. Let's see. That would  
4 give us access with tracks already in place to  
5 get to the airport, across the street from the  
6 airport, to get to the Southtowns and to get  
7 to Niagara Falls. Now, the cars that would be  
8 needed there would be a little heavier than  
9 those that go up and down Main Street so they  
10 would have to improve that. The NFTA, not  
11 being a for-profit entity, state entity, that  
12 shouldn't be a problem.

13 We need to start looking more at mass  
14 transit rather than individual vehicles going,  
15 traversing, all through Western New York. I'm  
16 seventy plus years old and I've watched  
17 traffic patterns. I went to high school in  
18 downtown Buffalo. I grew up going into  
19 downtown Buffalo with my father, at age five,  
20 all the time.

21 I've watched traffic patterns all that  
22 time and where it used to be going out towards  
23 Amherst it's now coming back into downtown

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1 Buffalo. At the same time going out to  
2 Amherst on the 90 and people with their  
3 phones, with their curling irons, with their  
4 newspapers, with their lipstick, books,  
5 whatever they're doing other than driving,  
6 traffic is getting to be -- it's not totally  
7 bad now, but it can be crazy for a small city.

8 Using the Ohio Street Bridge and the  
9 traffic patterns, as discussed, cut back  
10 during those hours. Cut back on the bike lane  
11 so you could have two lanes of traffic going  
12 in each direction.

13 Okay. Already said the Tifft Street  
14 thing. The four lane Tifft isn't needed.  
15 That's it. That's as concise as I can make  
16 it.

17

18 (Public comments concluded)

19 \* \* \* \* \*

20

21

22

23

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

Donald Kreger

[REDACTED]

[REDACTED]

Let's dump the Skyway. It is a symbol of Buffalo's past and limits Buffalo's ability to develop the waterfront. Change is always difficult for some people. With proper planning, commuters will find a way to get to their destinations and then forget they ever used a thing called the Skyway.

**From:** Patty Kubiak [REDACTED]  
**Sent:** Thursday, February 20, 2020 3:44 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Removal of Skyway

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

I am in favor of removing the skyway. It will only improve our beautiful waterfront.

Thank You  
Patricia Kubiak

Sent from my iPad

Ryan Kucinski

[REDACTED]  
[REDACTED]  
Citizen  
[REDACTED]  
[REDACTED]

I support a study to assess the feasibility to redesign Route 5 (the Buffalo Skyway) from downtown Buffalo to Lackawanna. First, the environmental study should measure all environmental conditions based on our most up-to-date understanding of best practices. In particular this concerns how traffic is measured. Current and past traffic conditions are measured by "Level of Service" (LOS). However, this has a bias towards vehicles and is no longer the best way to measure the full impact of traffic conditions. Vehicle miles traveled (VMT) is a more appropriate measure taking into account the total impacts of vehicles, from traffic to environmental. This approach is supported by the City of Buffalo Green Code and the New York State Climate Action Plan (adopted in 2019). VMT has been adopted by cities and states throughout the country, most notably, for the State of California when Senate Bill 743 (SB 743) was passed in 2013. SB 743 requires that all agencies adopt VMT as the measure for traffic impacts under the California Environmental Quality Act (CEQA), California's equivalent to New York's State Environmental Quality Review Act (SEQR). Second, there should be a competitive bidding process for the Environmental Impact Statement Report that is open to the public, rather than an RFP limited to a number of firms, or awarded to a pre-determined list of companies. Third, this process should be driven by design, and the potential for improving the greatest range of benefits to redevelop the corridor and City of Buffalo (i.e. taking into account the need for all infrastructure from high-speed internet access, renewable energy production, new electric transmission grids, combined sewer overflow infrastructure, public transportation, roads, and the natural environment). It should be driven less by our current constraints, and more by the possibility to affect change, driven by good design, and demonstrated by science and research.

**From:** carlos kurek [REDACTED]  
**Sent:** Thursday, February 20, 2020 5:43 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway

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

The Skyway is an eyesore and traffic could be managed with reasonable alternatives. We stand to gain more from tearing it down than from keeping it  
Thank you

**From:** M Landreth [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:51 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** please remove the skyway

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

Please remove the skyway. It is an eyesore and a danger. Buffalo's renaissance needs this road removed. It cuts through our beautiful waterfront. It's support columns take up space for people to relax and enjoy the city. It looks horrible. I often worry that a car or something will fall off of it and land on people below. The Children's Museum should not be under a highway. Please remove the entire skyway. Do not leave part of it up to be a High Line, like in NYC. That works in NYC because it is sheltered between buildings. Here, it would be covered with ice and too windy to enjoy. Thank you for this opportunity to comment. I have been waiting for this opportunity for years.



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Angelo Lattanzio Affiliation (if applicable): Const. Laborer Local 210

Address: [REDACTED]

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

COMMENTS\*

THE NEW Highway connector plan is a great way  
to go. This way gives way to connect to I-190.  
It will be less traffic build up & free up  
water front property. Please remove Skyway and  
go with this plan. Skyway serves its purpose  
and its just an eye sore and high maint.  
GOOD luck + Thank you



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

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Nancy Lawler

[REDACTED]

[REDACTED]

It is time to remove the Skyway to open up the land for a beautiful waterfront. We do not show the advantage we have living here along the lake. If we had development to bring people to the water it would be a much better use of the land.

**From:** robert lawson [REDACTED]  
**Sent:** Thursday, February 20, 2020 1:47 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** skyway

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

Sent from [Mail](#) for Windows 10  
Leave it bob lawson

Allan Leatherbarrow

[REDACTED]

Retired resident

[REDACTED]

The Skyway has lost its practical use. There are no longer several freighters coming in and going out the Buffalo Harbor. You can walk under the skyway and see the peeling concrete from the columns and rust doing its job on the metal structure. Some people talk of the beautiful vistas from on top, but that was not what it was made for. In that case leave a section or two up as was suggested I'm the contest about the Skyway removal. It is part of Buffalo heritage such as the grain elevators are. Former mayor James Griffin at one time suggested a tunnel under the Buffalo River. Why not? Also a smart traffic system that would change lights accordingly to traffic flow has worked in other cities. Why not Buffalo? Let's stop wasting money on the the constant repairs.

**From:** Al Leatherbarrow [REDACTED]  
**Sent:** Saturday, February 22, 2020 9:25 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Remove Skyway

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

The Skyway has lost its practical use. It was erected because at the time there were several freighters coming into the Buffalo Harbor. That is no longer the case. You can walk underneath the skyway and see the concrete peeling from the columns and rust continuing its work on the metal structure. Every 10 years or so it seems they have to spend several millions to repair it. Former mayor James Griffin proposed a tunnel under the Buffalo River. That would be more practical in that it would not be exposed to the elements. Some people talk of the beautiful view of Lake Erie while driving. In that case leave a section or two with a pedestrian elevator as was suggested in the contest in the removal of the skyway. With a smart system of roads traffic jams could be eliminated by synchronizing traffic lights when the flow of traffic becomes heavy. Other cities have adopted this. Why can't Buffalo?

Al leatherbarrow

[REDACTED]  
[REDACTED]

Sent from my iPhone

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM - 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Celeste LeClair-Coleman Affiliation (if applicable): Skywalker's Memorial

Address: [Redacted]

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

COMMENTS\*

Dear Buffalo Skyway Project,

I represent three families who's lives were impacted through the building of the Skyway bridge. There were three men who fell and lost their lives while building the Skyway in 1955. One of these men was my father, Mitchell LeClair.

As the newspaper article states (Larkin White fell on Jan. 4, 1955, Daniel Smith fell on March 24, 1955 and my father fell on April 22, 1955,

As I explained to Sue Surdey (Assistant to the Regional Director & Public Information Officer) we are not opposed to the removal of the bridge, but we want our loved ones to be honored & not forgotten. We are trying to get green space at Canal side or Veterans Naval Park to erect a monument for the men & our families. Any assistance the DOT can provide for our Memorial would be greatly appreciated. We have the support of Senator Kennedy & Assemblyman Pat Burke to re-name the Skyway to the "Fallen Skywalker's Memorial Bridge." Bill # 5580 on the floor calendar

\*Any information provided on this form may become part of the project file, which is a public record. on Feb. 4, 2020 in the Transportation Committee

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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.

Senators Patrick Sallivan & Chris Jacobs (Republicans) have also supported the Bill # 5580



Thank you & have a pleasant day,

[Redacted Signature] #4326 Skywalker's Memorial Project Committee

OVER (daughter of Mitchell)

**YOUR FEEDBACK IS IMPORTANT!**

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)

FOLD HERE

[Redacted]  
[Redacted]  
[Redacted]

*Husband*

*Daughter of Mitchell La Clair*

*Daughter of Mitchell La Clair*

FOLD HERE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PLACE  
STAMP  
HERE



**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

TAPE OR STAPLE HERE

FEB 18 2020

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
<del>P6/Proj Mgmt</del>	
Special Proj	
Structures	
Tech Support	
Utilities	

THE SENATE  
STATE OF NEW YORK



**TIMOTHY M. KENNEDY**  
SENATOR, 63<sup>RD</sup> DISTRICT

CHAIRMAN  
TRANSPORTATION  
STATE-NATIVE AMERICAN RELATIONS  
SUBCOMMITTEE

COMMITTEES  
BANKS  
ENERGY AND TELECOMMUNICATIONS  
FINANCE  
INSURANCE  
INTERNET AND TECHNOLOGY  
RULES  
SOCIAL SERVICES

□ ALBANY OFFICE:  
ROOM 708  
LEGISLATIVE OFFICE BUILDING  
ALBANY, NEW YORK 12247  
(518) 455-2426 OFFICE  
(518) 426-6851 FAX

□ DISTRICT OFFICE:  
2239 SOUTH PARK AVENUE  
BUFFALO, NEW YORK 14220  
(716) 826-2683 OFFICE  
(716) 826-2793 FAX

E-MAIL ADDRESS:  
KENNEDY@NYSenate.GOV

December 2, 2019

Amanda Mays, WNY Regional Director, Empire State Development  
Steven Ranalli, President, Erie Canal Harbor Development Corporation  
95 Perry Street, Suite 500  
Buffalo, NY 14203

Dear Ms. Mays and Mr. Ranalli:

I write to offer my support for the reservation of space to install a Buffalo Fallen Skywalkers Memorial upon the removal or reuse of the Skyway. Prior to the full removal or reuse of the bridge, I respectfully request that the Erie Canal Harbor Development Corporation designate a space for a memorial monument to be placed in honor of Native American ironworkers, known as Skywalkers, who lost their lives during the construction of the Skyway.

As you may know, family members of the deceased have come together to recognize the sacrifice of their lost loved ones through a specialized monument that will honor their hard work, courage, and loving memory of the three ironworkers that died in 1955 while constructing Buffalo's Skyway.

In 2017, I introduced legislation to rename the Skyway the "Fallen Skywalkers Memorial Bridge" and I am proud to say that, with bipartisan support, this bill was passed in the Senate in 2018. This year, I will again push for Senate passage of this legislation and with the support of Assemblyman Patrick Burke, I am optimistic that this bill will pass through both legislative chambers. I am committed to ensuring that the memory of these brave individuals is not lost to future generations. Our region's rich history can only be emphasized by projects like the Fallen Skywalkers Memorial, and I urge the ECHDC to give the utmost consideration to identifying a piece of land for this memorial upon its completion.

Thank you for your attention to this matter, I appreciate your time in considering this effort. Should you have any questions, I welcome your call.

Sincerely,

  
Timothy M. Kennedy  
New York State Senator, 63rd District

Cc: Lynn Marinelli, Director of Intergovernmental Relations, Empire State Development



From: [REDACTED]  
 To: empire.inc@roadrunner.com  
 Cc:  
 Bcc:  
 Priority: Normal  
 Date: Wednesday February 12 2020 5:06:50PM  
 Fwd: S580 is now on the Senate floor calendar. [NYSenate.gov Bill Status Alerts] [S580 - 2019]

---

Sent from my iPad

Begin forwarded message:

**From:** NY State Senate Bill Alerts <[bill-alerts-do-not-reply@nysenate.gov](mailto:bill-alerts-do-not-reply@nysenate.gov)>  
**Date:** February 4, 2020 at 12:46:13 PM EST  
**To:** [REDACTED]  
**Subject:** S580 is now on the Senate floor calendar. [NYSenate.gov Bill Status Alerts] [S580 - 2019]  
**Reply-To:** NY Senate Website Support Team <[webadmin@nysenate.gov](mailto:webadmin@nysenate.gov)>



The New York State Senate

**S580 is now on the Senate floor calendar.**

**Senate Bill S580**

Establishes the "Fallen Skywalkers Memorial Bridge" in the city of Buffalo in Erie County

Sponsor:

**KENNEDY**

(OVER)

### Recent Actions:

- Jan 9, 2019 - REFERRED TO TRANSPORTATION
- Jan 8, 2020 - REFERRED TO TRANSPORTATION
- ✱ Feb 4, 2020 - 1ST REPORT CAL.349

[Review S580 on NYSenate.gov](#)

## What this Means:

The Senate floor calendar is the list of bills that are eligible for a vote before the entire Senate membership. Each bill on the floor calendar is assigned a unique number (a "calendar number") which determines the order in which the bills are considered.

## What Happens Next:

According to legislative rules, all bills must be "read" by the clerk three times over the course of three session days before the bill is eligible for a vote. The rule is in place to guarantee Senators an adequate amount of time to read and analyze each bill they will have to vote on. Informally, this process is sometimes called "aging."

This three-stage process starts with bills on "First Report"; it is followed by the "Second Report"; it concludes with the "Third Reading." These steps advance automatically on successive legislative session days. In rare, urgent circumstances, the Governor can issue a "Message of Necessity". This will add a new bill directly to the Third Reading calendar, bypassing the aging process and allowing for an immediate vote after a bill has been placed on the floor calendar.

Establishes the "Fallen Skywalkers Memorial Bridge" in the city of Buffalo in Erie county.

A6469 (ACTIVE) - BILL TEXT

[📄 DOWNLOAD PDF \(HTTPS://LEGISLATION.NYSENATE.GOV/PDF/BILLS/2019/A6469\)](https://legislation.nysenate.gov/pdf/bills/2019/A6469)

STATE OF NEW YORK

*Assembly Bill A6469*

2019-2020 Regular Sessions

I N A S S E M B L Y

March 7, 2019

Introduced by M. of A. BURKE, RYAN -- read once and referred to the Committee on Transportation

AN ACT to amend the highway law, in relation to establishing the "Fallen Skywalkers Memorial Bridge"

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. The highway law is amended by adding a new section 343-ddd to read as follows:

§ 343-DDD. PORTION OF THE STATE HIGHWAY SYSTEM TO BE DESIGNATED AND KNOWN AS THE "FALLEN SKYWALKERS MEMORIAL BRIDGE". ALL THAT PORTION OF THE STATE HIGHWAY SYSTEM CONSTITUTING THE BRIDGE ON ROUTE FIVE WHICH CROSSES OVER FUHRMANN BOULEVARD ON THE SOUTH END AND SPANS THE BUFFALO WATERFRONT UNTIL INTERSECTING AT THE NORTH END WITH CHURCH STREET AND TURNS INTO DELAWARE AVENUE IN THE CITY OF BUFFALO IN ERIE COUNTY, SHALL BE DESIGNATED AND KNOWN AS THE "FALLEN SKYWALKERS MEMORIAL BRIDGE".

§ 2. The commissioner of transportation shall provide for the installation and maintenance of adequate signing of the state highway system as designated pursuant to section one of this act; provided that, to avoid any confusion and to limit any possible disruption of commerce, the designation called for pursuant to section one of this act shall be one of ceremonial nature and the official name of such bridge shall not be changed as a result of this act.

§ 3. This act shall take effect immediately.

EXPLANATION--Matter in ITALICS (underscored) is new; matter in brackets [ ] is old law to be omitted.

LBD03658-01-9

April 22, 1955

April 22, 1955

# BUFFALO EVE

## 'Shaking af' After Court Told

In witness in the  
sult trial of Angelo  
3 Endicott Drive.  
stified in Supreme  
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bakery operator, is  
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jury on a charge  
eter D. Finnegan  
Goethe St. during  
a painting con-

King, 69, of 448  
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of To"  
efendant standing  
his hand and saw  
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an, testified. "Cos-  
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to come over here  
not to come over

1 testified Thurs-  
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up the telephone  
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o run out." Mr.  
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or 15 feet apart  
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dn't regain con-  
a day and a half  
us Hospital."

said he was in  
pital from Sept  
removed his coat



**MITCHELL LaCLAIR**  
High-Level Riveter Killed in Fall

## 3d Worker Plunges To His Death From High-Level Bridge

Construction on the high-level  
bridge claimed its third victim  
about 10:25 o'clock this morning  
when a 30-year-old riveter plunged  
80 feet to his death at the foot of  
Main St.

The victim was Mitchell La-  
Clair, 30, of 45 West Ave., a riv-  
eter for the Bethlehem Steel Co.'s  
Erection Department. He was  
pronounced dead by Dr. John  
Conboy, an Emergency Hospital  
ambulance physician.

Medical Examiner Ralph Smith  
said he will issue a certificate of  
accidental death.

The accident was witnessed by  
the victim's father, Michael La-  
Clair, 62, and brother, Thomas,  
29, both of the West Ave. address,  
and also riveters.

The elder LaClair told Homicide  
Detectives Sylvester W. De-  
Laney and Robert W. Griffin that  
they were moving a 4 by 6 foot  
scaffolding from Span 18 to 19  
when it was caught by the wind,  
and his son lost his balance and  
fell.

Another riveter who also was  
on the scaffold, James Hess of  
119 Efner St., maintained his bal-  
ance, the elder LaClair said.

The last rites of the church  
were administered by the Rev.  
Thomas M. Bingham of St. Joseph's  
Old Cathedral.

Aiding in the investigation were  
Acting Lieut. Arnold Andres and  
Patrolman William J. Farley of  
the Franklin Station.

Surviving beside the father and  
brother are his wife Mrs. Joyce  
LaClair, two daughters, 7 and 3,  
and his mother, Mrs. Michael La-  
Clair, a sister, Mrs. Josephine  
General of Brantford, Ont., and  
another brother, Joseph LaClair.

On March 24, Daniel F. Smith,  
57, of Dee Rd., Blist, fell about  
75 feet to his death from Span 25  
in back of Memorial Auditorium.

Gatlin White, 22, of the Go-  
wanda-Irving Rd., Versailles, died  
in a 70-foot fall from Span 15 off  
the foot of Gan-on-St. on Jan. 4.

**NO PROGRESS MADE  
IN CURTISS-WRIGHT  
STRIKE MEETING**

## Cleanup Cam- Is a Major Eff To Bennett St

By BOB DOR

A group of imagina  
High School leaders h  
in making the schoo  
citizens interested  
cleanup, an endeavor  
successfully by many

In Bennett cleanu  
sidelight but a major  
dent leaders there  
now to spread their  
cniques to other  
schools through an I  
dent Council.

The Buffalo Eveni  
ported in its cleanup  
Bennett students we  
to offer their help to  
leaders and also to  
vice of Cleanup C  
Daniel S. Summers.

Bennett student le  
that when their cam  
last Fall they had  
trying to crack the  
unconcern many stu-  
dents have toward gr  
Their campaign was f

"Then we decided  
a sensational promoti  
Eileen Carrel, 208 We  
chairman of the scho  
Committee. Things  
happen.

### A "Litterbugs" List

During an entire  
ample, the school pr  
system broadcast spr  
ments on cleanup su  
now! Don't be bitter  
up the litter."

Miss Carrel says:  
sounded silly and we  
students laughing at  
counts is that they li

Many Bennett stude  
in the halls and pic  
of paper. During the  
Easter, the practice w  
pitch. The answer  
"sensational promoti

A certain number  
inauspicious-looking  
been stamped with t  
the principal. Emmon  
The prize for findi  
litter was a choco  
rabbit.

The students use  
disciplinary tactic  
weeks they post a  
list, citing those gull  
ing. Student leaders  
litterbugs in the a  
the offenders' names  
dropped on the floo

Not many want the  
the litterbug list. S  
get off by some ex  
effort.

### They Joke—But They

Cleanup posters dr  
dents are displayed  
the school. The Stud  
representatives in the  
stress cleanup to ca  
large amount of wo  
cleaning up school  
planting flowers, is  
boys Key Club.

Herbert A. Berkoff  
Rd., president of t  
Council feels that t  
campaign has had bro  
than just school tidu  
"They joke about th  
he said, "but they d

First man to  
fall:  
Gatlin White  
fell on 1/4/55  
Second man to  
fall:  
Daniel Smith  
fell on 3/24/55  
Third man to  
fall:  
Mitchell LeClair  
fell on 4/22/55

## CITY &amp; REGION

# Three ironworkers died in final months

SKYWAY • from C1

of the unpredictable winds of Lake Erie. On Jan. 4, 1955, while bolting a stringer beam, Gatlin fell 100 feet onto Ganson Street, making him the first worker to die on that monumental project.

More than 64 years later, his sisters recall their mother's grief when a messenger arrived at their door. Hancock and Gibson still honor Gatlin — and his potential — every time they cross the Skyway. He was a top student at Gowanda High School, they said, and they reflect on all he might have done with his life, the contributions he never had a chance to make.

"He was only 22," Hancock said. "It's very important that he is remembered."

Three ironworkers died in 1955, in the final months of building the span. There was White, of the Seneca Nation. Two months later, Daniel Smith — who spent much of his childhood at the legendary Lackawanna orphanage operated by Monsignor Nelson Baker — fell to his death, at 57.

The final tragedy involved Mitchell LeClair, 30, part of the rich ironworking tradition from the Mohawk community at Kahnawake, in Quebec. LeClair died in April 1955. Articles at the time said a gust of wind caught the scaffolding he was carrying and hurled him from the span, while his brother Thomas and their father, Michael, worked at his side.

"They were traumatized," said Florence "Mickie" Golba, one of Mitchell's three daughters. She and her sisters, June Mahfoud and Celeste LeClair-Coleman, said their uncle and grandfather were never able to speak of the incident, even as Mitchell's daughters quietly wished someone would build a memorial to their dad.

They rarely talked openly of that dream, knowing the pain it would cause within the family.

Still, whenever they traveled over the bridge, LeClair-Coleman recalls how the sisters — raised as Catholics — made the sign of the cross.

"It's a spiritual thing," Golba said. "If they decide to take that Skyway down, there still has to be something for these men."

Friday, for the first time, members of all three families sat at the same table, at LeClair-Coleman's house in Buffalo. While they share common pain going back 64 years, they agreed it was LeClair-Coleman who finally brought them together, once she began her formal drive for a monument a few years ago.

She was born seven months after her father's death and two days after the opening of the Skyway. That



John Hickey/Buffalo News

From left, Patricia White Hancock, Jacqueline White Gibson, Mark Weber, June Mahfoud, Florence "Mickie" Golba and Celeste LeClair-Coleman meet to get support a monument to three ironworkers who died during the building of the Skyway.



Mitchell LeClair, left, and Gatlin White were among three ironworkers who died in the final months of the Skyway construction.

knowledge gives her a sense of fate tinged with sorrow, a belief her family is bound in the most profound way to the bridge. She is retired now from teaching at the Native American Magnet School in Buffalo, allowing her time to focus on the notion of honoring her father and his fellow workers.

The subject was impossible to broach while her grandfather and uncle were alive, both wounded by what they saw on the day that Mitchell died — even as the prominence of the Skyway made it impossible for Mitchell's descendants to forget.

"I've never crossed that bridge

without thinking of it," said Joe Mahfoud, June's son and a prominent Western New York musician.

Tom LeClair was separated by just 11 months from his brother Mitchell, a Navy veteran of World War II. It was only after Tom's death, earlier this decade, that Mitchell's daughters felt free to work toward a memorial.

On their urging, State Sen. Tim Kennedy — joined by Sens. Patrick Gallivan and Chris Jacobs as co-sponsors — introduced a bill calling for the Skyway to be renamed as "The Fallen Skywalkers Bridge," referring to the way ironworkers are described, with awe and honor, in Mohawk culture.

Uncertainty about the Skyway's future is causing the three families to rethink their goal. A high-profile design competition for alternatives to the bridge is building toward an end, and then state transportation officials will begin moving toward the lengthier official process for deciding whether the Skyway stays or goes.

No one can be sure how long the bridge will be around, which means changing the name might not be the wisest means of a lasting tribute.

"The bottom line," said Molly Hirschbeck, communications direc-

tor for Kennedy, "is that the senator wants to create a memorial."

Today, Kennedy will meet with the families, both to update them on the process and to talk about possible directions for a monument.

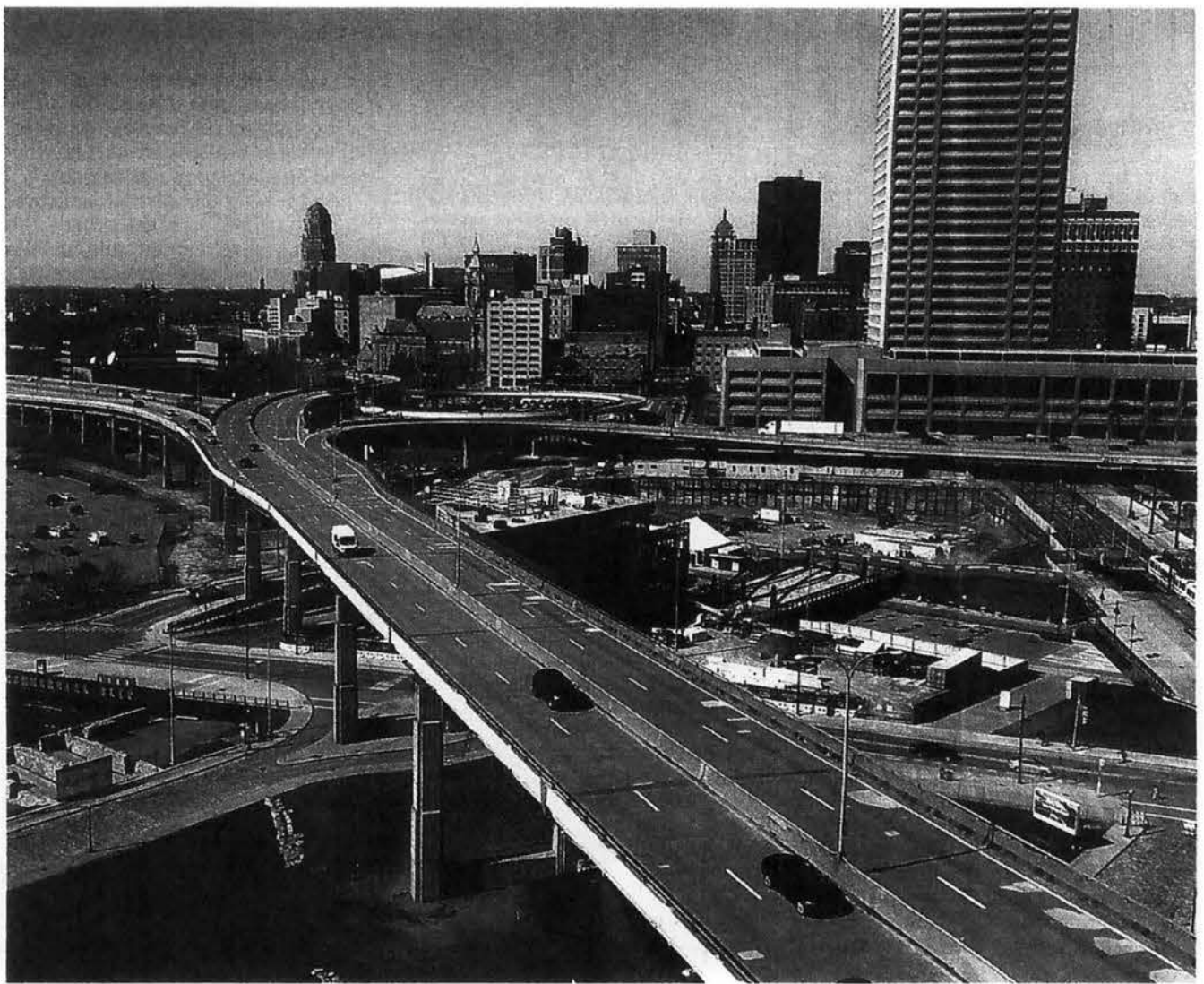
Mark Weber, a retired West Seneca schoolteacher, said the entire process will simply formalize what he has felt since he attended Daniel Smith's funeral, as a child.

Smith, who died at 57, was Weber's great-uncle. In the same way as Weber's grandfather, Smith spent much of his childhood in St. Joseph's Protectorate, an orphanage that was part of Father Baker's works of charity in Lackawanna.

To Weber, that intimate history — meshed with the powerful native heritage of LeClair and Gatlin White — only elevates the meaning of the Skyway, a monumental structure built by ironworkers whose work ethic reflected something essential about the region.

No matter what happens next with the bridge, the challenge for the designers of any tribute will be capturing what amounts to a kind of civic soul.

"Once you know you've lost someone on it," Weber said of the Skyway, "that makes it, forever, into something else."



John Hickey/Buffalo News

**It took daring and skilled workers to set 22,000 tons of steel used in building the Skyway in the late 1950s. Three workers who fell after being caught by gusts of wind may finally get a memorial.**

## *'High steel' workers who died on Skyway await memorial*

**P**atricia White Hancock still has vivid memories of her brother. She was a little girl when Gatlin White served with the Army's 82nd Airborne Division, a guy who would routinely show up with teddy bears and even a children's table and chairs for his sisters at Christmas.

They were born into the Seneca Nation on the Cattaraugus territory. After Gatlin completed his duty with the Army, he followed a familiar path of the time for many within the Haudenosaunee, or Iroquois Confederacy. He found work in what was known as "high steel,"



**Sean Kirst**

COMMENTARY

helping to build postwar towers in Northeastern cities.

Hancock and her sister, Jacqueline White Gibson, say Gatlin took a job close to home in the mid-1950s. According to old newspaper clippings, he was hired as an ironworker by Bethlehem Steel. His work involved climbing onto the girders of an

unfinished highway bridge in Buffalo while assembling 22,000 tons of steel as part of what would soon be called the Skyway.

Those ironworkers were in the crosshairs

See Skyway on Page C2

*No one can be sure how long the bridge will be around, which means changing the name might not be the wisest means of a lasting tribute.*

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Mana Lehman Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

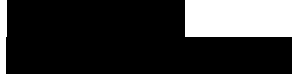
COMMENTS\* *If the Skyway is to be removed, I'd like to see the Tift Street Connector, improvements to the I-190 including the interchanges, and a moveable left bridge at the Buffalo River*

*\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



k nicholas leibovic



retired from UB



the skyway is not only an eyesore it is also an obstacle when one goes to the waterfront. the waterfront is the most important natural asset for this region and should be easily accessible. the skyway should be demolished. an intelligent solution to transportation flow after removal should not be beyond the capabilities of qualified professionals.



Christopher Lindenau



NY

Greetings, There is no doubt the Skyway is an eye-sore located on prime waterfront real estate. Removal is recommended as long as a viable alternative to move traffic to and from the southtowns is offered. Also what this area really needs is a direct bike path from the outer harbor to canalside because I despise having to use the bike ferry (cost, wait times). May we please dig a pedestrian mixed use tunnel under the river or convert some of the current skyway for the same purpose?

Michelle Lindsay

[REDACTED]

[REDACTED]

I'm very nervous about Buffalo shutting down the skyway. I live in [REDACTED] and take route 5 to work in the city Monday - Friday. Cutting off direct access to the city from route 5 is going to seize up traffic from those of us commuting from the Southtowns and increase commute times drastically. Unless Buffalo has a good plan for diverting all of that traffic that doesn't just involve re-routing it to the local side streets, I think closing it is a disaster waiting to happen. The i-90 is not a good alternative and will simply just become a parking-lot (more so than it already is) during morning and evening rush hour traffic.

Nicholas Lord

[REDACTED]

Resident

[REDACTED]

Hello, My wife and I work in the Northtowns and would have no other way of getting to work. When the skyway is closed or when there was construction our commute went from 40 minutes to well over an hour. One of the things that keeps us in the area is the short commute and ease of transportation. Being in our mid 20s we've been on the fence about leaving the state and depending on how this goes it might be the nail in the coffin. We work much too hard and pay much too much in taxes to have our means of getting to work removed. Too much input on this is coming from people who don't live in the Southtowns.

**From:** Andrew Love [REDACTED]  
**Sent:** Friday, February 28, 2020 2:54 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway ideas

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

Get cars off the skyway. Return them to the more than adequate surface roads and start restoring those neighborhoods. Restoring the Michigan Ave bridge to the outer harbor would also be a pretty good idea.

Sent from my iPhone

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM - 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

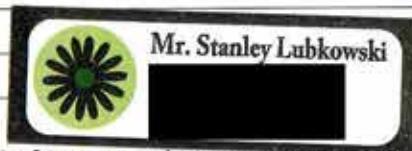
Name: Stanley Lubkowski Affiliation (if applicable):

Address:

Phone Number: E-mail: None Computerize

COMMENTS\*

Remove Skyway Completely - Re Route Rt 5 Along Tilton "The new Connector" & Away from the Water Front so Complete Development can be done for ALL TOUSE & housing TOO. ASAP. Long overdue, AND get Buffalo Lock Avenue - BlasDell - Hansburg & State Police & Erie County Sheriff Dept to enforce the Speed Limit AS These Idiots Don't do it Now. TOO MANY Drivers Doing 65-75-80 mph Tailgating & Reckless Driving For TOO Long Now. Also have the DOT dig up Rt 5 where the old Plytens were not removed causing the Road to NEAR UPWARDS NOW & possible make it 3 LANES wide



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**From:** Katie Ludwig [REDACTED]  
**Sent:** Friday, February 28, 2020 5:01 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway feedback

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

Hello!

In my opinion, we should close the skyway to vehicular traffic and put light rail and bike lanes on it.

Yours,

Kathryn Ludwig

[REDACTED]  
[REDACTED]

Adam Lysiak

[REDACTED]

[REDACTED]

I do not support the removal of the skyway unless there is equal to or greater than current traffic flow addition to the routes to the southtowns. I don't think that adding a couple extra lanes here is there is going to be able to match the bulk flow of traffic that the skyway allows.

1 Shopping, go, Delaware Park, go, visit where  
2 I used to work, Buffalo Psychiatric Center. I  
3 would like to continue doing that. Yeah.  
4 Okay.

5 **MR. MACKINNON:** Okay. I just want to  
6 say that the Skyway, I use it as a Southtown  
7 resident as a tool to get downtown to work.  
8 Many of my colleagues do the same thing. We  
9 don't use it for pleasure until the days are,  
10 you know, when business hours are closed.  
11 Often people complain that it's -- this bridge  
12 should not be there for just our use as a  
13 South Towner to get -- as a quick way to get  
14 to the city. But I always say to that, well,  
15 if you're in a different part of the county,  
16 what prevents you from getting down to the  
17 waterfront? The Skyway is definitely not a  
18 harm to that.

19 It's pretty quick for me to get in and out  
20 of the city. People are surprised that I live  
21 in Hamburg and I get into the city in nineteen  
22 minutes. And people are very surprised.  
23 People say, oh, I can't believe you live in

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544



1           the Southtowns; that's so far. But it's not  
2           very far at all with the Skyway, with the help  
3           of the Skyway. If you add all the maze of  
4           streets that they're talking about in  
5           different ways, that's going to add at least  
6           ten to fifteen minutes. That doesn't seem  
7           like a ton, but it does make a difference.

8           I understand the -- they want to open the  
9           Outer Harbor to more development, but the  
10          Skyway not being there, I don't see much  
11          difference in what's going to be developed  
12          there without the street -- without the main  
13          highway there.

14          So the other comment I wanted to make is  
15          the bike path. It comes out to Hamburg but  
16          stops in Lackawanna. And it should be going  
17          towards Woodlawn Beach through the steel plant  
18          area, but it doesn't. And there's no plans to  
19          make it that way. They take it through Route  
20          5 which is very dangerous because there's the  
21          amount of traffic and the amount of debris on  
22          the side of the road. Other than that, I  
23          think I'm all set.

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

**From:** Laura Macy [REDACTED]  
**Sent:** Wednesday, February 26, 2020 12:00 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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

Please... just remove it and build a road connecting to the City. Anything installed high above the City will only be closed every winter and will become another eyesore as well as a waste of money! I work downtown and have always detested going over the Skyway!

In appreciation,

Laura Macy  
Sent from my iPhone

Tyler Madell

[REDACTED]

[REDACTED]

Please only consider options that increase connectivity for multi-modal transportation options to the outer harbor and points further south. Personal vehicle usage is unsustainable environmentally and financially. We need to work on increasing options to bicycle, walk and take public transportation along the skyway and route 5. I hope that the DOT decides on a plan that will include high quality bicycling facilitates, pedestrian facilitates and priority lanes for public transit. The skyway should be repurposed for multi modal use or be torn down. It should not remain a highway exclusively designed for motor vehicles.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: FORREST MAGER Affiliation (if applicable): COLD SPRING CONST.

Address: [REDACTED]

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

COMMENTS\*

After Having extended experience working on/around the existing Skyway & RT 5 Corridor I think the following are very important

① Due to traffic volumes of Southern commuters the only alternative that will work will be a new highway ei. 4 lane etc. — using/improving city streets will not be effective — ~~at~~ beginning new highway at Tift & heading North as several alternatives do

② Keep the North end connection close to Downtown. If the new connection is as far East as Seneca St Bumps this will add too much NB traffic to I-190 which is already too congested in AM & PM commutes

③ Do NOT RE-OPEN THE MICHIGAN ST LIFT BRIDGE THIS WILL CREATE PROBLEMS FOR GENERAL MILLS

④ THIS <sup>PROJECT</sup> WILL EFFECTIVELY ELIMINATE <sup>ANNUALLY</sup> MILLIONS OF \$ OF MAINTENANCE COSTS ON A 60+ YEAR OLD BRIDGE — SKYWAY

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Matthew Magnus

Local 210 LIUNA

This has the potential to change the waterfront of Buffalo in a way not seen since the terminal of the Erie Canal. Opening the area currently occupied by the obsolete skyway will open prime real estate to a myriad of public and private development opportunities and better serve the economic needs of a city who finds its fortunes on the rise in the twenty-first century and it's a wonderful expenditure of my tax money!

**From:** Evelyn Malone [REDACTED]  
**Sent:** Thursday, February 20, 2020 1:49 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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

Appreciate being able to comment.

My understanding that this elevated road is structurally deficient and the constant maintenance of this roadway is very costly.

In my opinion it should come down as fast as possible, however,

It seems to me that it would be wise to also immediately build the light rail into the Southtowns. Each day waiting it gets costlier. The good thing is that we own the rights-of-way and that is the costliest part of the build. This savings should spur the construction of the rails and park and rides.

The best part of all of the above is that it would help with the issue of climate change and give us cleaner air to breath and cease the continual waste of money being spent on the skyway.

Evelyn Malone  
[REDACTED]

Mark Manly



The Skyway is no longer the best option for moving traffic into downtown Buffalo from the Southtowns and should be entirely removed which would open up brown fields for economic development.

**From:** Joe Marsala [REDACTED]  
**Sent:** Tuesday, February 18, 2020 6:50 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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I am in favor of tearing down the Skyway, to continue to open up the waterfront for development. The improvements that have been made around the waterfront so far are tremendous and draws many visitors to that area especially Canalside.

Sent from my iPhone



Gerald Martel

[REDACTED]  
Republican

[REDACTED]

It's had a long and useful life, but it is a vestige of 50's urban planning. Even Boston got rid of that city-dividing elevated expressway and put it underground. Not sure of the feasibility of doing that here, but a tunnel AND high-speed rail should be strongly considered.

diane marzec

[REDACTED]

[REDACTED]

the skyway is awful and detracts from canalside. buffalo decisions are usually bad. build the new subway to the southtowns and not UB

**From:** Lance Mauro [REDACTED]  
**Sent:** Thursday, February 20, 2020 3:40 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway removal

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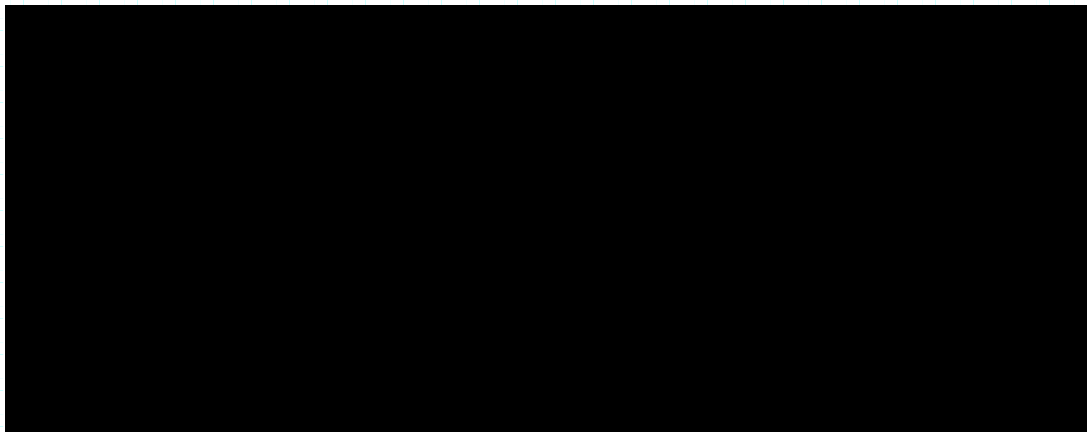
Hi Skyway Buff:

Remove the Skyway ASAP and dig a tunnel in place of it. Rerouting traffic to existing highways leads to major congestion....

Thank you, Lance Mauro

*Thanks,*

*Lance "Hurricane" Mauro*



henry mayer



home owner



it should have never been built

Laurel McCullon

[REDACTED]  
[REDACTED] Resident, downtown worker

As a commuter that uses the Skyway daily, I cannot in good conscience agree with eliminating the Skyway. #1 Commute times would be increased regardless which commuters used (Tifft, South Park, 90), None can easily accommodate the additional 40,000+ vehicles daily. #2 Environmentally, there would be a great increase in fuel consumption...not exactly environmentally pro-active. #3 Street level noise would greatly increase. #4 Air quality would decrease at street level. #5 Residents in areas near proposed ideas would have to deal with significantly more traffic. #6 Significant costs involved to purchase land from current owners. #7 Traffic heading south (to Stadium, etc) would have a much longer trip. #8 Emergency traffic (ambulances) would have a much longer trip to reach Children's Hospital and the VA. #9 When an accident occurs on 90 and it gets closed, downtown commuters use the skyway. #10. Snow removal on surface streets is not good...enough said about that! #11 Using Tifft as a new route would impact the wildlife in and around the nature preserve as would the noise and vehicle fumes.

I certainly hope that my comments are reviewed. Thank you for requesting comments.

**From:** Paul Mcnaughton [REDACTED]  
**Sent:** Sunday, February 23, 2020 1:10 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Possible Removal of Buffalo Skyway

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

Dear Sir or Madam:

I am a resident of [REDACTED], NY and, although now retired, I commuted to downtown Buffalo, the Peace Bridge, or Niagara Falls for over 30 years. I have seen nothing in any plans that indicates removing the Skyway will result in faster commutes. I have experienced the tremendous delays that result when the Skyway was closed due to snowstorms and I know a few shortcuts having lived in South Buffalo when younger.

If an efficient alternate route can be proposed I would be in favor of removing the Skyway otherwise leave it alone.

Paul J. McNaughton

[REDACTED]  
[REDACTED]  
[REDACTED]

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: JOANN MECCA Affiliation (if applicable): L W V B N

Address: [REDACTED]

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

COMMENTS\*

The skyway must come down because it is ugly, unnecessary, and intrusive to the inner harbor restoration and development. It was built to alleviate route five traffic when Bethlehem Steel was discharging thousands of cars and left bridge responded to ships in the harbor.

Your biggest problem is convincing south town commuters that that their trips into the city would not be a nightmare. You need to explain alternatives better and listen, then address their concerns.

Do not use the 4.4. light of way for anything but light rail development which is the best solution to commuter issues. This is the future whether you see it or not.

This is the first step. Now seriously work with the powers that be to solve the problem.

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**YOUR FEEDBACK IS IMPORTANT!**

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)

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MAR 02 2020

FILE
Utilities
Tech Support
Structures
Special Proj
PS/Proj Mgmt
ENV/IA
Design Unit C
Design Unit A
Bridge Mgmt
Sec to RDE
Asst to RDE
RDE
RECEIVED R-5 DESIGN

FOLD HERE



Ms. Joann Mecca



**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

1420332900 01031



**From:** Nicholas Mecca [REDACTED]  
**Sent:** Thursday, February 20, 2020 1:03 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Comments

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In my opinion, the skyway is an important travel byway, an aesthetic asset and lends a certain cosmopolitan effect to our city.

I am not, repeat, not in favor of removing it.

Thank you.

Nicholas D. Mecca  
[REDACTED]  
[REDACTED]



**DEPARTMENT OF THE ARMY**  
**BUFFALO DISTRICT, CORPS OF ENGINEERS**  
1776 NIAGARA STREET  
BUFFALO, NEW YORK 14207-3199

February 28, 2020

Regulatory Branch

SUBJECT: Scoping Comments for NYS Route 5 Buffalo Skyway Environmental Impact Statement, Department of the Army No. LRB-2020-00084

Buffalo Skyway Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York 14203

Dear Buffalo Skyway Project Team:

This pertains to your public scoping meeting regarding the NYS Route 5 Buffalo Skyway Project (Project) to realign the existing transportation network to support existing and planned recreational, mixed-use, and waterfront development in the Buffalo Outer Harbor and Inner Harbor areas, located in the city of Buffalo, Erie County, New York. The U.S. Army Corps of Engineers (USACE) is participating as a cooperating agency in the Environmental Impact Statement (EIS) development process.

Preliminarily, we have determined there are waters of the United States, including wetlands, within the boundaries of the proposed conceptual alternatives. The enclosed list (Enclosure 1) identifies information required for USACE to determine compliance with the Section 404(b)(1) Guidelines (Guidelines) and clarifies the issues that warrant consideration by the USACE during the EIS development and the subsequent permit evaluation process.

Including the information on the attached list will ensure the EIS contains the information necessary to satisfy both the National Environmental Policy Act (NEPA) and the Guidelines. This will allow USACE to make a timely permit decision following the completion of the EIS.

Regulatory Branch

SUBJECT: Scoping Comments for NYS Route 5 (Buffalo Skyway) Environmental Impact Statement, Department of the Army No. LRB-2020-00084

The USACE appreciates continual coordination and involvement in the EIS development. Questions pertaining to this matter should be directed to Ms. Heather Adams at 716-879-4308, by writing to the following address: U.S. Army Corps of Engineers, 1776 Niagara Street, Buffalo, New York 14207, or by e-mail at: [Heather.L.Adams@usace.army.mil](mailto:Heather.L.Adams@usace.army.mil)

Sincerely,

Steven Metivier  
Chief, NY Permits Section

Enclosures



### **Least Environmentally Damaging Practicable Alternative**

Development of the EIS should provide the information necessary to determine which alternative being considered is the least environmentally damaging practicable alternative (LEDPA). The USACE can only authorize the discharge of dredged or fill material into waters of the U.S. that is the LEDPA even if the LEDPA and the applicant's preferred alternative are not the same.

### **Cumulative Impacts**

For the purpose of NEPA analysis, cumulative impacts are defined as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. The cumulative impacts analysis should therefore provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. The EIS should include and analyze present and reasonably foreseeable projects and actions. Where adverse cumulative impacts may exist, the EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts. The EIS should clearly identify:

- The resources that may be cumulatively impacted
- The time over which impacts are going to occur
- The geographic area that will be impacted by the proposed project.

The focus should be on resources of concern (i.e. resources that are at risk and/or are significantly impacted by the proposed project before mitigation). The introduction to the Cumulative Impacts Section should identify which resources are analyzed, which ones are not, and why. For each resource analyzed, the EIS should:

- Identify the current condition of the resource as a measure of past impacts. For example, the percentage of species habitat lost to date.
- Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or in stasis.
- Identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends. For example, what will the future condition of the watershed be?
- Assess the cumulative impacts contribution of the proposed alternatives to the long-term health of the resource, and provide a specific measure for the projected impact from the proposed alternatives.
- Identify opportunities to avoid and minimize impacts, including working with other entities.

### **Environmental Effects and Data Needs**

The EIS should disclose the potential environmental effects and mitigation measures associated with the proposed project. This would involve delineation and description of the affected environment, indication of resources that would be impacted, the nature of the impacts, and a listing of mitigation measures for the impacts.

Although not all-inclusive, the following list comprises a general overview of the potential data needs and analyses for identifying and assessing waters of the U.S. during the Project's environmental evaluation and EIS review process.

- A delineation of all aquatic resources (this includes wetlands and all other waters of the U.S.), which could be affected by the proposed Project. The delineation of wetlands must follow the procedures set forth in the 1987 Wetlands Delineation Manual and the Alaska Regional Supplement and include all data support forms.
- A delineation of other waters of the U.S., for non-tidal waters, the ordinary high water mark shall be determined as described at 33 CFR 328.3(e).
- Acreage of aquatic resources that would be impacted
- Length of stream impacts.
- Description of habitat types
- A detailed assessment of the functions and services of aquatic resources
- A detailed assessment of project impacts on aquatic resources, including the type of impact (e.g., habitat removal, fragmentation, introduction of exotic species) and its magnitude. These effects must be evaluated in the appropriate local or regional context.

### **Mitigation**

For activities involving discharges of dredged or fill material into waters of the United States, the EIS should include a statement describing how impacts to waters of the United States are to be avoided and minimized to the extent practicable. The EIS should also include either a statement describing how impacts to waters of the United States are to be compensated for or an explanation of why compensatory mitigation is not being offered for the proposed impacts.

The fundamental objective of compensatory mitigation is to offset environmental losses resulting from unavoidable impacts to waters of the United States. Compensatory mitigation must be based on what is practicable and capable of compensating for the aquatic resource functions that will be lost. When evaluating compensatory mitigation options, the EIS should consider what would be environmentally preferable. In making this determination, the EIS should assess the likelihood for ecological success and sustainability, the location of the compensation site relative to the impact site and their significance within the watershed, and the costs of the compensatory mitigation project. The "Compensatory Mitigation for Losses of Aquatic Resources; Final Rule" (Mitigation Rule, 33CFR332), establishes a general preference for mitigation bank credits, then in-lieu fee program credits, and finally permittee-responsible mitigation.

Compensatory mitigation may be performed using the methods of restoration, enhancement, establishment, and in certain circumstances preservation. As per the Mitigation Rule, compensatory mitigation plans should include the following elements: objectives; site selection criteria; site protection instruments (e.g., conservation easements); baseline information (for impact and compensation sites); credit determination methodology; mitigation work plan; maintenance plan; ecological performance standards; monitoring requirements; long-term management plan; adaptive management plan; and financial assurances.

**From:** jjjbmichel [REDACTED]  
**Sent:** Thursday, February 20, 2020 6:15 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Tear down of the Skyway

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

Didn't Buffalo just mess up traffic for around 2 years, maybe longer?  
The cost of the repairs and resurfacing must have been enormous!  
Now less than 6 months later our elected officials decided that it's time to tear it down!  
As a dumb WNY resident please explain this to me. I am having a hard time understanding your logic.

Sent from my Verizon Wireless 4G LTE smartphone

**From:** [REDACTED]  
**Sent:** Tuesday, February 4, 2020 10:29 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway removal

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

Hi,

I went to the Skyway removal meeting held at the Southside school.

I looked over the ideas and plans presented and even had the opportunity to speak with a few people from the DOT.

I think any plan that will increase drive time to the south towns or plans to divert vehicle traffic onto existing city streets would be a **large mistake, yes it might be the cheapest way but we shouldn't be** looking at the cheapest we should be looking at the best way to make the travel to the south towns quicker and easier. We need to focus on the long term not short term.

I find it odd that when I mentioned the removal of the 190 going to the north towns and sending the traffic on to the city streets the excuse was it would take people too long to get home and the traffic build up. Yet the city streets going that way are for the most part are two lanes each way plus there is a subway system going that way that can be utilized.

Besides the added pollution from vehicles going through the neighborhoods of the City of Buffalo, Lackawanna, Blasdell streets. S. Park, Seneca, Abbott and Ohio are mostly one lane with a bike lane in that lane with double yellows so you have to stay behind the bicyclist not allowing vehicles to pass the bicyclists all adding drive time.

I live in [REDACTED] and when the warehouse fire on Rt. 5 a few years ago shut down the Skyway putting most of the vehicles going south on to city streets it took me 25 minutes to get off my street onto S. Park. It was so bad that made the local news so you can research it and get a glimpse of what you will be creating if you follow through with your current plan.



I noticed there was nothing about a tunnel going from downtown Buffalo out along the edge lake and coming up on the old Bethlehem Steel site. We could do a cut and bury (Boston Mass.) with three prefab lanes each way and including two tunnels for the subway all allowing for future traffic needs and the expansion of the subway system to the south towns coming up at the Bethlehem Steel site with a ride and park and then the subway could be run above ground to the stadium with another ride in park.

As far as the cost. We have Congressman (Higgins), Governor (Cuomo) and a NYS Senator that sits on the NYS Transportation Committee (Kennedy) that have all said the Skyway needs to come down so obtaining the money should not be an issue.

I urge you to look to making our community better, bringing it into the future and not burry the community in the past.

Thank you,

Tim Miller

1           **MR. BURNEY:** So I coordinate with a  
2 couple of large community groups that are  
3 working the Outer Harbor on basically  
4 ecological issues: The Our Outer Harbor  
5 Coalition, Pollinated Conservation  
6 Association, Western New York Environmental  
7 Alliance. And we're very concerned about how  
8 the Outer Harbor is treated environmentally.  
9 And any large construction project, like some  
10 of the alternatives that are proposed here, we  
11 think need very rigorous environmental  
12 scrutiny.

13 And so we're concerned about schedules, types  
14 of operations, impacts on wildlife, including  
15 ~~inaccessibility and data, and based on other~~ And we  
16 plan to have a voice in this discussion. And  
17 we hope that we are able to connect with DOT  
18 and the Federal Highway Administration on this  
19 project. And we're very happy that you had  
20 this scoping session and glad to be here to  
21 see the proposals. I think that's about it.

22           **MR. MODICA:** Okay. My concern is the,  
23 as is presently stated and known, the

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1           forty-five thousand plus vehicles that  
2           currently on a daily basis use the Skyway. So  
3           thus eliminating that main arterial, where do  
4           they magically go that's sufficient and at  
5           least as expeditious as it is now? That part  
6           is probably next to impossible, but it should  
7           be at least close.

8           Not to mention the concern of the local  
9           residents in the south, immediate South  
10          Buffalo area, how they would be disrupted. I  
11          live in the Southtowns. So the old Route 5  
12          approach, that would therefore include the  
13          Skyway, is absolutely phenomenal compared to  
14          dishing off, to use a basketball term, to city  
15          side streets.

16          Now, I did look at the charts and the  
17          concepts that are being proposed and a couple  
18          of them do look somewhat reasonable in the  
19          sense of eliminating, or perhaps not  
20          eliminating, but at least alleviating what  
21          real old city street backup would be as  
22          opposed with an influx of such vehicles.

23          I remember in the old days when my father

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1           used to work downtown Buffalo near City Hall  
2           and he was in 7th heaven when the Skyway was  
3           opened up. He thought it was phenomenal. And  
4           I can't help but think about that in my own  
5           life. If suddenly, if I'm so used to that  
6           being that way in my time that it was -- that  
7           it would be gone. So to replace it with an  
8           equal plan is difficult for me to understand  
9           at this time. Over and done.

10                   **MS. PILGER:** Okay. I'm all for keeping  
11           the Skyway and improving it best we can. I  
12           first traveled on the Skyway back in 1961 on  
13           an NFTA bus going to high school at Villa  
14           Maria in Cheektowaga. And the bus always went  
15           down through the rail yards, as I call it,  
16           through the Cheerios Mills, and all them,  
17           Ohio Street, and over the lift bridge and, oh  
18           my God, what a pain.

19                   And then when I got a job in Buffalo many  
20           years later, to be exact '91 October, I  
21           experienced trying to get to work or get home  
22           after. Whether it was day shift, or evening  
23           shift, or midnight shift, if the Skyway was

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170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

**From:** Ron Montgomery [REDACTED]  
**Sent:** Friday, February 21, 2020 1:30 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo skyway removal

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In my humble opinion, the skyway is a hinderance to further development on the waterfront and an eyesore. It would be a shame to invest dollars on rehab and repairs at this point and it should be removed. However I am not a south-towns resident and I understand that removing it would cause these residents undue difficulty getting into downtown. So I suggest a costly but more attractive alternative by putting a tunnel under the Buffalo River since rerouting all that traffic through residential and city streets would be a traffic nightmare.

Ron Montgomery  
[REDACTED] resident

**From:** Debbie Montroy [REDACTED]  
**Sent:** Wednesday, February 26, 2020 6:56 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway Project

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I live on [REDACTED] have been here since 1991. This is a quiet neighborhood that we have enjoyed the last 28 plus years. We do not need a 4 lane highway going in across from this neighborhood. There is also a brownfields that would be disturbed if this project does go though.

I also feel if this 4 lane highway goes though we will not be able to sell our houses because of this who would want to buy them so is the city going to do something about this? We already went though a redline phase!

So leave the skyway where it is why ruin a nice neighborhood with this project!!

Sincerely  
Debbie

**From:** Trevor Moomaw [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:27 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Tear it down

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Can we look into building a highway that doesn't take away from the natural beauty of the lake?

Sent from my iPhone

**From:** Brian Moore [REDACTED]  
**Sent:** Wednesday, February 26, 2020 9:58 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** NYS Route 5 (Buffalo Skyway) Project P.I.N. 5134.48

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I was not able to attend the scoping meetings, but have reviewed some of the graphics provided on the NYSDOT web site. I offer the following comments and questions.

As a prelude to determining alternatives to the existing Skyway Bridge, have existing “Desire Lines” for the current users of the Skyway been determined? During the Major Investment Study (MIS) for the Southtowns Connector Study initiated in the mid 1990’s it was revealed from existing traffic counts on the bridge and ramps at the north end of the bridge the following distribution of users: approximately 50% associated with I-190 north of the bridge, approximately 25 to 30% associated with Delaware Avenue into downtown, and the remaining 20 to 25% associated with I-190 east of the bridge including usage of Elm/Oak corridors.

Given the pattern and distribution of existing users of the Skyway Bridge exhibited by “Desire Lines”, has the existing GBNRTC travel forecast model been calibrated to FHWA acceptable deviations to reflect those desires?

Given the GBNRTC’s existing travel forecast model replicates the existing desires of the current Skyway users, has it been utilized to develop future forecasts to determine Desire Lines of future users of the Skyway Bridge?

Upon reviewing alternatives shown in graphic titled “ADDITIONAL CONCEPTS UNDER CONSIDERATION, I offer the following comments. Any alternative associated with graphics labeled as A, B, I, J, K, and L represent alternatives that cause diversion and extra travel distance from the desires of potential users of the Skyway. The result is added construction cost associated with either upgrading existing city streets, building new streets in the City of Buffalo, and adding travel lanes to sections of I-190, a NYSTA facility. These upgrades to I-190 is a direct result of diverting traffic from a NYSDOT facility to a NYSTA facility. Who pays for the upgrade of an Interstate facility as a result of diversion from a NYSDOT facility?

It would appear alternatives associated with graphics labeled as E, F and G provide the smoothest, most efficient and direct service to desired paths of Skyway users. These alternatives provide full directional access to I-190 and the extension of Elm/Oak one-way corridors.

An alternative layout of the interchange between I-190 and the proposed alternatives E, F and G accompanies this communication. It provides direct access to Scott Street and thus to waterfront venues.



A hard copy of this text and graphic referenced above is forthcoming via mail.

Brian A. Moore

[REDACTED]

[REDACTED]

Robert Morgan

[REDACTED]

retired UAW skilled tradesman and first responder

[REDACTED]

I believe the Skyway should be taken down, at least most of it. I support the winner of the recent competition for reuse of the Skyway. If this is not possible, for either engineering or fiscal reasons, I believe all of the Skyway should be demolished. Be well, Scott Morgan

Teresa Morgan

[REDACTED]

N/A

[REDACTED]

As a life long resident of [REDACTED] and a frequent visitor to the inner and outer harbor, I think it is time for the complete removal of the Buffalo Skyway. It is not only an eyesore, it is impeding further development at Canalside. Studies should be done to link the Southtowns via the unused rail way tracks east of the Skyway.

Sharon Morrissey

[REDACTED]

[REDACTED]

I am completely against tearing down the Skyway. It will not only be disruptive to those traveling to and from the city but it is the best view of the lake. This is MY city and my lake. If you tear it down crappy buildings will be built and I will never see the water like I can from the Skyway. I have spent hours at Canalside regularly and the Skyway being overhead is an attraction. It makes us different. I have spoken to tourists who think it is cool to have that overhead. Any roads that you build will take up as much land as those who use that as an excuse as to why it should come down. Plus the wind across a lower road will cause it to be closed much more often than the skyway currently is. Leave the Skyway as is and be creative with the space below it. I am a Democrat but I will vote against anyone and actively advocate against anyone that proposes that it come down.

# VILLAGE OF HAMBURG

**MAYOR**  
THOMAS J. MOSES, SR.

**TRUSTEES**  
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WEB SITE [www.villagehamburg.com](http://www.villagehamburg.com)

February 24, 2020

Buffalo Skyway Project Team  
NYS DOT Region 5  
100 Seneca Street  
Buffalo NY 14203

Re: Environmental Impact Statement (EIS)  
Scoping

Dear Skyway Project Team:

The Village of Hamburg respectfully requests that you extend the EIS Study Area south to the intersection of US Route 62 and NY Routes 75 and 391, in the Village of Hamburg. These routes, together with NY Route 5, are major north-south transportation corridors which feed the Skyway significant amounts of auto and truck traffic, coming and going from not only Hamburg, but from the towns of Eden, Evans, Brant, North Collins, Collins, Gowanda, the Seneca Nations Cattaraugus Territory, as well as Chautauqua and Cattaraugus Counties. Alternative routes to and through the City of Buffalo must be limited access to accommodate anticipated increased volumes of traffic associated with economic development.

The strategic plans for economic development in the southtowns region, include among other things, enhancing and sustaining agri-business, tourism and recreation, and in the Town and Village of Hamburg, land-use and zoning which will encourage development of existing vacant or under-utilized lands, particularly along the Route 75 and Route 5, Lake St. - Camp Rd. - Lakeshore Rd. corridors; north to the City of Lackawanna and beyond to Buffalo, Canada and Niagara Falls. New transit-oriented development is intended to include light industrial, commercial and residential mixed uses, as our region continues its transition from heavy industrial to advanced manufacturing and an increasingly knowledge based economy. Please consider the potential new developments, and associated traffic which could be generated, on existing vacant and under- utilized lands in the Town and Village.

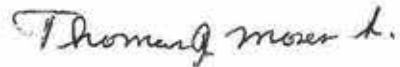
FEB 27 2020

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

Our vision includes intra and inter community shuttles, integrated with light rail and/or enhanced fixed route express bus service along the Southtowns-Buffalo corridor, with the hope of repurposing the existing highways to accommodate alternative mobility and creating lower speed, landscaped, pedestrian and bicycle friendly lakeshore boulevards.

Thank you for your attention to these matters.

Sincerely,

A handwritten signature in cursive script that reads "Thomas J. Moses, Sr.".

Thomas J. Moses, Sr.  
Mayor

**From:** Susan O'Neill-everett [REDACTED]  
**Sent:** Thursday, February 20, 2020 1:47 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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

It needs to go. It has been an albatross in our area preventing us from growth. Who's idea was it anyway to build an elevated expressway in this wintery icy climate. Truly a hazardous route. Not to mention it obstructs our beautiful lakefront that is crying out for restaurants, shops and housing. By, by Skyway!!

[Sent from Yahoo Mail on Android](#)

Daniel Norton

[REDACTED]  
[REDACTED] resident

The proposal that showed a direct artery from route 5 to the 190 at Bailey makes the most sense as it will continue to have a high speed access to Buffalo . The Skyway structure should be removed and Canalside and outer harbor be better connected . I do not think that the Skyway has any environmental or architectural value to save. Canalside would have a much more natural appearance with the Skyway being eliminated. There has been comparison between the Skyway and the NYC walkway along the Westside Highline but I don't think they are comparable

Thank You

Daniel Norton



Kenneth Nossavage

[REDACTED]

[REDACTED]

Do not remove, retask , or change the skyway in any form. Keep the status quo.

Mitch Nowakowski



Council Member - Fillmore

As projects are evaluated, we must select projects that are non intrusive to neighborhoods, remain conducive to healthy traffic patterns and produce a significant addition to the green space of our outer harbor.

Frances Nyitrai

[REDACTED]

non

[REDACTED]

To tear down a perfectly good structure to satisfy developers is wrong,wrong,wrong. Look at CANALSIDE, it's so congested with limited parking. My family used to there but not anymore. Why use up all the green areas for more buildings, more traffic. After CANALSIDE got congested we started going to the small boat area, people used to walk their dogs or sit and watch the boaters, parking was never a problem, then that got built up, parking again a problem. These venues can only be used 7 to 8 months out of the year. I vote "NO"

Albert Oehler

[REDACTED]

[REDACTED]

Tear It Down

Kathleen OKeefe



Before I moved South of Buffalo, I would drive over the Skyway to visit family and friends. The view going South would be pretty depending on the weather. Going North, the view would be interesting due to the historical landmarks, i.e., City Hall, the Electric Tower, Goldome and the high Liberty Ladies with their Torches. Since 2014, I have been driven over the Skyway many times to continue visits, get to medical appointments, join family members at Roswell, Buffalo General, theaters, Bison Games, Canalside, Naval & Military Park, the Museum of Science, Albright Knox and North of Buffalo. The view going South has become more interesting as well as pretty, thanks to increased parks along the waterfront and the lighted granary at night. Going North, the Cityscape has expanded new styles of architecture plus the increased structures in Larkinville. It is often breathtaking to have an almost aerial view of the Metropolitan Buffalo surroundings! As a frequent traveler on Paratransit, I have personally experienced extended delays in my trips when the Skyway has been closed due to weather, construction and/or movie-making. Since I am not the driver and I don't need to commute daily along the route, I try not to be too dismayed when this occurs as long as I don't miss a medical appointment at Roswell or elsewhere. However, ambulances and people in need of specialized care at our top notch medical centers downtown can suffer greatly when delayed. Also, delaying workers, whether during "rush" hours or when doing business downtown increases physical stress as well as extra wear and tear on vehicles. Increased congestion, circuitous routes and consequent slow-downs affect the ability of citizens to arrive on time at courts, government agencies, legal offices and other obligatory appointments. The Skyway was created to alleviate traffic difficulties and provide speedy connection for drivers North and South of Buffalo to downtown and beyond with out zigzagging through the City. It makes no logical, common sense to remove the Skyway. It does its job and it provides a scenic view of our nature and Cityscape. Please do not spend money, time and energy removing something that works!

**From:** Janine Ortman [REDACTED]  
**Sent:** Tuesday, January 28, 2020 8:28 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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

Hello

I think the skyway should STAY! I am greatly concerned about the cost of removal, what would replace it, the COST of replacement, what will be disrupted to replace it, how long it will take etc. / It would be especially disappointing to think of all the taxpayer dollars that have just been wasted during the 2 year repair!???

Instead, can we rethink the skyways place in our functionality, history, and even the artistry of the city? The skyway is in a class of things in Buffalo that I call "bleak, but charming"....now hear me out- for example, the old grain elevators are pretty "bleak" , but look what happens when we rethink their use...right now there are art installations that take place there, tours, even weddings! They have great value as a classic part of Buffalo history- there is even talk of creating condos in them one day!

So, what could be next for the skyway....instead of destroying it, Lets get some creative minds together and rethink , and reframe how to best save it, maintain it, and make it charming. One example of a great use is the yearly bicycle Skyride. How about a Skyway Festival every year- have it right in its shadow at Canalside...there are many possibilities...

You can not deny that it is a very important highway that moves a tremendous amount of traffic DAILY. Lets embrace it as part of our history- remember we the TAXPAYERS just spent a lot of money to repair it- lets not waste it.

Janine Ortman

J9 Sent from my iPad

tim ostrander

[REDACTED]

taxpayer

[REDACTED]

The idea to raze the skyway seems to be the most poorly thought out plan so far. To think that synchronized traffic lights on Clinton Street and or seneca street will be the magic answer for 40,000 people per day to get to their jobs promptly is beyond comprehension! Mr. Higgins seems to be under the delusion that he is the only person smart enough to solve this problem. He wants to throw away \$600 million dollars because the Skyway might close 2 or 3 days a year! As for a new rt190 access ramp off of Tiff street this was a good idea 20 years ago but should be done even with the Skyway still utilized. Mr Higgins made an affirmative statement of "the skyway WILL come down" which leads me to believe that this whole thing is rigged and nothing the hardworking taxpayers of Buffalo say will make any difference. Just imagine commuters on a hot summer day trying to get home from a hard day's work being stuck in a traffic jam on Clinton Street, they'll remember the Skyway fondly!

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: DEAN OTOKA Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

ARE TAKING INTO CONSIDERATION OF AN NFL STADIUM BEING BUILT DOWNTOWN.

TALK TO PEGULA

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

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**From:** Paluca, BA, Gerhard [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:22 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway removal

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

As has been discussed for decades, the Skyway is functionally obsolete and with inclement weather is closed for periods of time which does force residents of the SouthTowns region to use either the Thruway (I-90) or city streets through South Buffalo and Lackawanna. Proposals have been discussed of either removal of Skyway and replace with drawbridge such as Ohio St., or upgrading current arterials to accommodate increased traffic. Questions to be discussed;

- 1) Has a survey been established of residents taking the Skyway that when closed use other means of getting home?
- 2) How would a new draw bridge affect traffic – how many times per day does the Ohio St. bridge get activated for either pleasure craft or cargo ships?
- 3) In event of Snow or other Emergency, can the current arterials with enhancements (TBD) handle the flow?
- 4) If the drawbridge is the final solution, can it be constructed in place before the Skyway is removed?
- 5) As always, what are the costs associated with the various proposals?

--  
Gerhard Paluca, BA | Senior Sanitary Chemist  
Erie County | Health  
[REDACTED]



**From:** Anthony Paolini [REDACTED]  
**Sent:** Thursday, February 20, 2020 11:58 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** skyway

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

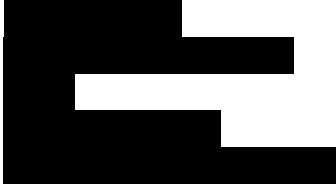
Tear it down !!!!!!!!!!!!!

Anthony Parisi



Take it down. It was built at a time where the city and community valued getting people in and out of downtown quickly and conveniently. Today, I believe there is a greater value placed on parks, public gathering space, entertainment, tourism, etc and it's my opinion that the skyway contradicts all of those things.

Richard Parke



I raise my voice to join others who are in favor of removing Buffalo's infamous Sky Way. This structure has served its time over the years and the ongoing cost of maintenance should now used in its destruction. Our water front will be better serviced without this road and the danger it possess though out Buffalo's occasional bad winters. I have supported this effort over the years and suggest this IS the time to start this removal process.



LEAGUE OF WOMEN VOTERS®  
OF BUFFALO/NIAGARA

February 24, 2020

NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, NY 14203

attn: Wahid Albert, chief engineer

Dear Mr. Albert,

The League of Women Voters of Buffalo Niagara (LWVBN) hereby addresses the scope of issues to be addressed through the NYSDOT proposed Route 5 (Skyway) Project. We are vitally interested in how the design of transportation infrastructure impacts the economy and environment and health of our communities. LWVBN supports the commercial development of the Inner Harbor and the preservation of the Outer Harbor as primarily public space set aside as a park.

Currently, vehicular access to the Outer Harbor is adequate by way of the Skyway and/or Ohio Street. Since we oppose commercial development in the Outer Harbor, we see no need to demolish the Skyway at this time.

However, the LWVBN does recognize that commuter traffic from the Southtowns uses the Skyway and that such congestion is unsustainable. We suggest that the NYSDOT first build alternative transportation options before any move is made to remove the Skyway. A viable alternative is extending the light rail system to the Southtowns, as proposed for many years by Citizens for Regional Transit. This alternative commuter transportation option would help satisfy NYS requirements for reducing greenhouse gases.

We oppose the proposal to use an existing railroad right-of-way for construction of a new road. The railroad right-of-way is in the public trust and should be part of planning a light rail extension to the Southtowns.

The LWVBN has no official position on the removal of the Skyway itself. However, we urge Governor Cuomo and the NYSDOT to adjust this project so that the actual need is addressed: to improve the transportation network so that the public may travel safely, efficiently, and without damage to the environment.

Sincerely,

Joan T. Parks  
President  
League of Women Voters of Buffalo/Niagara

cc: Governor Andrew Cuomo, Mayor Byron Brown

FEB 26 2020

RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	

MAKING DEMOCRACY WORK®

Matt Parsons

[REDACTED]

[REDACTED]

I think this MUST be put on the table for discussion/decision with the proposed Convention Center as well as the Stadium issue. Each of these will be a collective financial burden on the city/county taxpayers. Additionally, it will be a key part of the future growth for the area. Take the time to get this right.

Diane Pawelski

[REDACTED]  
[REDACTED]  
none, just a citizen from the Southtowns

Our family frequents downtown from Lake View via the Skyway or Ohio Street. Our son attends [REDACTED] and works at the [REDACTED] and our daughter works at [REDACTED]. Our son plays hockey for [REDACTED] team, so we are at Nichols School frequently for games. We are a family that knows the Skyway well. I have always disliked it as a Northtowns girl who moved to the Southtowns after marriage. I bet whoever designed the bridge was not a local. Here, we have winter bringing snow, sleet, and freezing rain. Here, along the lake we have wind – frequent and sometimes quite strong or even violent. In those situations, either the Skyway is closed or it should be. Last year's blizzard brought a chain reaction accident of thirty-some cars to the Skyway including vehicles of our friends, neighbors, and several [REDACTED] classmates of our son.

While wind and weather tell us an elevated highway is a poor choice in our climate, they aren't my biggest beef with the Skyway. Taking it into the city is quick and passable in good weather but going home is simply not safe. I am speaking of the absence of a decent merge lane and the completely blind faith it takes to enter onto the highway from the River Section of the 190 toward Lackawanna. You can see nothing, and have to risk your life and simply enter hoping other motorists are familiar and stick to the left to accommodate entering vehicles. Again, I personally know relatives whose vehicles have been totaled at that yield site. Thankfully they survived the incident. When my adult children or husband approach this spot and I'm in the car, I grip the armrest and pray. When I am driving, I go around the whole city and take the 290 to the 33 to the 90 and go home that way, figuring it is safer to avoid the danger zone completely.

If the Skyway remains in place, that particular spot cannot remain unchanged. There must be a way to keep entering traffic safe by providing a up-to-code-length merge lane. A blind yield is unacceptable. How can you yield to that which you cannot see?!? If you actually do stop at the yield, due to a vehicle in the right lane of the Skyway or in a vain attempt to look and make sure there isn't one, you will get rammed from behind as my cousin and his daughter did. It is a Skyway no-win situation. Now is the time to remove the Skyway or keep it and make it safe. For the record, I hope for removal. Sincerely, Diane Pawelski

# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: ARIS PAWENSKI Affiliation (if applicable): N/A

Address: [REDACTED]

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

### COMMENTS\*

As part of alternative(s) evaluation a basic comparison should be made of the following for each alternative:

1. How much land is gained by removal of skyway compared to how much land will be lost by each alternative. Each comparison should include lost property tax revenue.

2. What additional driving distance and driving time will each alternative have?

3. The affect of each alterative will have on local traffic during peak time, especially with school and NFTA buses, local residential traffic using cross streets, etc.

Also:

Discussion must be had directly with Invest Buffalo NIAGARA and Erie County and the ECIDA on how removal of Skyway will affect the attraction of Canadian companies to the former Bethlehem Steel site and Buffalo Lakeside Commerce Park.

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Paul Pawenski

[REDACTED]

[REDACTED]

Hello, I would like to see the current Skyway lowered or an alternative roadway that is lower to the ground. I have been a resident of the Buffalo area all my whole life and I currently work downtown and use the Skyway almost every day. With the waterfront being modernized in Buffalo, it would be nice to see a new roadway into the city. Thank you

F. Thomas Pecora

[REDACTED]

[REDACTED]

Not in support of removing the Skyway. Too many people, commuters, shoppers, weekenders, etc. rely on it. The costs to replace the Skyway with a lower road are too high. I would rather see the Peace Bridge project reactivated and finally completed. More important to our Buffalo Niagara/WNY economy.

Lorna Peterson

[REDACTED]

[REDACTED]

It is time to take the skyway down. Make the area walkable, accessible by public transit, and have calming car traffic measures. The City of Buffalo is owed its waterfront and parks back from suburbanites. Take down the skyway and let us reconnect to the water and the beautiful views. The Skyway is closed most of the time anyway, or so it seems. Get rid of it and let us reclaim the waterfront.

FEB 20 2020

RECEIVED	
R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	
FILE	



February 18, 2020

Buffalo Skyway Project Team  
NYSDOT Region 5  
100 Seneca St.  
Buffalo, NY 14203

To Whom It May Concern:

I think the Skyway should remain in use as is for vehicular traffic. I drove from [redacted] to Buffalo via Route 5 and the Skyway complex for 46 years. It is a very fast and efficient route from the south towns to Buffalo and vice versa.

I have not seen all of the proposed alternate routes but I have some comments to make.

Regarding Ohio Street, the city decreased the lanes and made the street narrow due to the development that has taken place along the river. You have to drive slowly especially when cars park on the street. When the Skyway was closed for several months for repairs, vehicles driving from Lackawanna towards the Ohio Street exit were sometimes backed up to the Father Baker Bridge when there was a hockey game or a special event in Buffalo. Plus, the Ohio St. lift bridge was closed many times for repairs and for vessels traveling on the river under the bridge. Ohio St. cannot handle efficiently the heavy traffic from the south towns to Buffalo or from Buffalo to the south towns. During the Skyway repairs or when the lift bridge was up, traffic was backed up also on Michigan Street when heading south during rush hour.

One of the politicians suggested synchronization of traffic lights on some city streets. While it may help to move traffic during non-rush hours, it is not a solution. Look at the Elm/Oak arterial. All it takes is one vehicle to be parked in one of the 3 lanes for whatever reason to create a traffic jam or gridlock. There were times when Elm Street would be backed up to the Skyway off ramp when traveling from the south towns. Cars were backed up also on the I-190 heading towards Elm Street. When there was an event at the baseball stadium or at the ECC swim center, traffic was backed up from the I-190 to Broadway Street or even beyond between 3:00 PM – 5:30 PM. There were employees and “event goers” traveling at the same time. There are many cross streets in this area and cars would block intersections. The traffic lights are synchronized but it doesn’t matter when there is gridlock. Traffic comes to a standstill. I sat in these traffic jams many times. Trying to cross over to Michigan Street didn’t help because traffic there was usually bumper to bumper when traffic was backed up on Elm or Oak Street. My point is that synchronization is not the solution but it helps during non-rush hours.

One of the politicians suggested using William, Clinton or Seneca Streets for south towns’ travelers. For many people this would be driving out of their way. Minutes count for very busy families. How is driving more miles efficient especially when there are many traffic lights to drive through? I don’t know if any schools are located on any of the alternate routes but the speed limit is 15 MPH through school zones. This would add more to the commute time.

Last year prominent developers have stated in the Buffalo News that the Skyway is not an urgent matter and suggested more important matters to address such as infrastructure, developing Main Street and the Rapid Transit System. Why not wait and see what happens when Mr. Jemal finishes renovating the Seneca 1 building? What will the volume of traffic be near Seneca 1? What if the county proceeds to build a new convention center on Delaware Avenue or elsewhere in Buffalo? Some of the developers who own vacant land and buildings in the city might develop their properties once the current and planned developments proceed. What about the development of Queens Landing on the waterfront or near Riverworks or the grain silos? Where will that traffic flow? Where will the cars that park currently under the Skyway park in the future if that land is developed? It makes sense for the developers to develop vacant buildings they own already instead of creating new vacant land by demolishing the Skyway. The development that is planned in the city will create more traffic on city streets which means more gridlock. Why tear down the Skyway when it provides a fast and efficient exit from and entrance to the city? Politicians and others like to join the development bandwagon but it should be well thought out and not an opportunity to win a popularity contest. Everyone wants to be at the waterfront now. There might come a time when it can become saturated with too many buildings, hotels and people. Years ago I used to go the Erie Basin Marina in the summer on my lunch hour. When it became too busy in the latter years and new parking restrictions were instituted I stopped going. It wasn't enjoyable anymore.

When there was a Monday and Thursday night football game at New Era Field, traffic on the Skyway heading outbound was bumper to bumper because there were commuters and fans traveling at the same time. According to the traffic reports on those days traffic was congested also on the I-190 and I-90. Traffic moved slowly on the Skyway but at least it moved. In the future if there is no Skyway, where will all of this traffic go? City driving is "stop and go" because of the traffic lights and stop signs. City streets are not efficient for moving high volume traffic.

The Skyway should not be used for fun and recreation. While the view from the top of the Skyway is phenomenal, it should be used for vehicular traffic and not recreation.

Some people who favor demolishing the Skyway do not drive from the south towns and/or through the gridlock on the city streets on a daily basis. I did for 46 years but retired last year. I still drive to Buffalo for events and special occasions.

In conclusion, please do not demolish the Skyway. Why destroy something that serves a vital purpose, is efficient and works? Developers should develop their vacant land and buildings that currently exist. I applaud the state DOT for maintaining the Skyway and for not giving in to criticism from politicians and others.

Thank you.

Sincerely,



Monica Pietrzak

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Helen Piker Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*  
I wish the Skyway to be kept & improved because its a very vital means of getting into Buffalo easy!! When the skyway closes its a nightmare to get to Buffalo over south park, 810, through etc. Please keep the skyway

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1           used to work downtown Buffalo near City Hall  
2           and he was in 7th heaven when the Skyway was  
3           opened up. He thought it was phenomenal.  
4           And I can't help but think about that in my  
5           own life. If suddenly, if I'm so used to that  
6           being that way in my time that it was -- that  
7           it would be gone. So to replace it with an  
8           equal plan is difficult for me to understand  
9           at this time. Over and done.

10                   **MS. PILGER:** Okay. I'm all for keeping  
11           the Skyway and improving it best we can. I  
12           first traveled on the Skyway back in 1961 on  
13           an NFTA bus going to high school at Villa  
14           Maria in Cheektowaga. And the bus always went  
15           down through the rail yards, as I call it,  
16           through the Cheerios Mills, and all them, Ohio  
17           Street, and over the lift bridge and, oh my  
18           God, what a pain.

19                   And then when I got a job in Buffalo many  
20           years later, to be exact '91 October, I  
21           experienced trying to get to work or get home  
22           after. Whether it was day shift, or evening  
23           shift, or midnight shift, if the Skyway was

—DEPAOLO-CROSBY REPORTING SERVICES, INC.—

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

1 closed, oh my God, it was four hours on South  
2 Park. If it was -- if I had to go to work in  
3 the afternoon I had to leave 12 o'clock  
4 because I knew everybody would be on South  
5 Park. And I was to be at work at 4 o'clock.  
6 And you had to be there on time working for  
7 the State of New York, too. So I'm all for  
8 leaving the Skyway.

9 And even when they reconfigured the road  
10 when you get off the Skyway, along the lake,  
11 even though the Skyway's open, the snow blows  
12 off the lake right onto the traffic. So you  
13 just pray to God that you come out of that  
14 zone.

15 All those years and when this project  
16 first came up and they mentioned going Ohio  
17 Street, going South Park, I said, oh my God.  
18 It was like a nightmare being relived. When  
19 they were working on the Skyway last couple of  
20 years, including last year, year before, when  
21 I had to go to Buffalo, I always went to Ridge  
22 Road. I live [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]. Go  
23 up to Ridge Road, down Ridge Road, South Park

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544



1 all the way to Washington in Buffalo and then  
2 find my way to where I was going. Never  
3 through them railroad yards and General Mills  
4 and all that. That's too much. And that's  
5 what people would face. Yeah.

6 I mean, what fairness would it be to say  
7 like they want to make the High Line like in  
8 New York City; I seen it. For people to be  
9 sitting up there enjoying looking at water,  
10 looking at traffic while we're struggling to  
11 go to Delaware Park in Buffalo, trying to find  
12 our way through the maze. I don't see the  
13 point of that. That's it.

14 But like I said, I seen it in the paper  
15 and I said people have to know. I wish I  
16 could put in more words even of experiencing  
17 the actual what happened to me personally.  
18 Trying to get from Buffalo through there.  
19 Say, down South Park, or down those other  
20 streets. It was horrendous. Horrendous. And  
21 I love Buffalo and I -- at my age of  
22 seventy-four I would like to just hop in the  
23 car and go do whatever I want to do.

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

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716-853-5544

1 Shopping, go, Delaware Park, go, visit where I  
2 used to work, Buffalo Psychiatric Center. I  
3 would like to continue doing that. Yeah.  
4 Okay.

5 MR. MACKINNON: Okay. I just want to  
6 say that the Skyway, I use it as a Southtown  
7 resident as a tool to get downtown to work.  
8 Many of my colleagues do the same thing. We  
9 don't use it for pleasure until the days are,  
10 you know, when business hours are closed.  
11 Often people complain that it's -- this  
12 bridge should not be there for just our use as  
13 a South Towner to get -- as a quick way to get  
14 to the city. But I always say to that, well,  
15 if you're in a different part of the county,  
16 what prevents you from getting down to the  
17 waterfront? The Skyway is definitely not a  
18 harm to that.

19 It's pretty quick for me to get in and out  
20 of the city. People are surprised that I  
21 live in Hamburg and I get into the city in  
22 nineteen minutes. And people are very  
23 surprised. People say, oh, I can't believe  
you live in

**DEPAOLO-CROSBY REPORTING SERVICES, INC.**

170 Franklin Street, Suite 601, Buffalo, New York 14202  
716-853-5544

# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

## PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

### COMMENT FORM

Name: JIM PLINZKE Affiliation (if applicable): LOCAL 210

Address: [REDACTED]

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

#### COMMENTS\*

AS PER DRAFTS SHOWN I THINK THE CONCEPT UNDER CONSIDERATION IDEA NO. (12) (MAKING SENSE) ROUTE IS THE WAY TO GO! A

AS FAR AS OTHER IDEAS FOR THE EXISTING SKYWAY, I THINK IT SHOULD BE REMOVED DUE TO THE COST OF MAINTAINING AN CARC, AND ITS HISTORY OF ACCIDENTS AT OTHER NEGATIVE FACTORS. THERE'S MANY ALTERNATIVES FOR THE LAND WHEN THE SKYWAY IS GONE!

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Richard Podkulski

[REDACTED]  
[REDACTED]  
Southtowns resident, community activist  
[REDACTED]  
[REDACTED]

The current Skyway configuration serves the needs of the Greater Western New York (WNY) community in a perfect manner. Transportation moves freely to and from the City of Buffalo, and the southern and northern suburbs. Any alteration would significantly impact not only the daily commutes of local drivers but also significantly impact the economic development of the WNY area. Alterations would significantly impact the environment by adding additional emissions from vehicles traveling across the proposed alternate routes. In addition, as a major recruiter of top technical talent to WNY, it would be a very much more difficult "sell" to recruits if the Southtowns corridor of housing were that more difficult to commute to work and back. As a lover of Lake Erie and its beautiful beaches, there is enough waterfront access in the Southtowns to accommodate additional recreational use of those areas. Please do NOT remove the Skyway. If this happens, my family and I will most likely leave NYS and move to greener pastures in the southern USA.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Cory Pokigo Affiliation (if applicable): Laborers 210

Address: [REDACTED]

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

**COMMENTS\***

The Concepts using the Old Railroad Right of way currently make the most sense.

I think the future of any proposed stadium needs to be considered as a possibility of a downtown stadium exists, and additional logistics would be necessary to be considered to support the increase in traffic this would bring. Now would be the best time to plan for that.

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Hannah Post



I strongly support the removal of the Buffalo Skyway as I believe it would improve the economic, environmental, and visual appeal of the Outer Harbor area.

# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48  
PUBLIC SCOPING

## COMMENT FORM

Name: Bill Price Affiliation (if applicable): SWBR

Address: [REDACTED]

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

### COMMENTS\*

I appreciate the scope of this project and realize the hardest part will be developing the criteria and weighting factors for narrowing the alternatives. I would strongly suggest that the highest priority criteria should be connecting city neighborhood and residents of the Erie/Niagara region to the waterfront. As society has changed from 1953 to today, it will certainly change again over the next 60 years. But the one consistent aspect of communities and cultures around the world is the human desire to be near water.

EB 2-10-2020

RECEIVED R-5 DESIGN
RDE
Asst to RDE
Sec to RDE
Bridge Mgmt
Design Unit A
Design Unit C
ENV/LA
PG/Proj Mgmt
Special Proj
Structures
Tech Support
Utilities
FILE

As traffic engineers you need a crystal ball. But think ahead and how transportation patterns and vehicle use will change in the near future. Please do not let the commuter travel time dictate the solution. All towns are developing comp plans that focus on living, working and playing within each town and concentrating density. Traffic will change; not fast but sooner than you think.

I have marked-up the alternative sheets with comments. Please see attached. Bill Price.

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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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



# AIM FOR THE SKY DESIGN COMPETITION

## CONCEPTS UNDER CONSIDERATION

Don't agree with bring traffic through Canal side.

Agree with bridge improvements on Michigan across ship canal to Outer Harbor. General Mills will yell and scream but please analyze. May happen in 10-20 years.

Agree with connection from outer harbor to Silo City and Oak Street

A hybrid between No. 1, 13, 11, 6 was considered by our team

There is no advantage to this(s) alternative(s). The green (no. 11) will require ramps at South Park, Elk and Rt. 90.

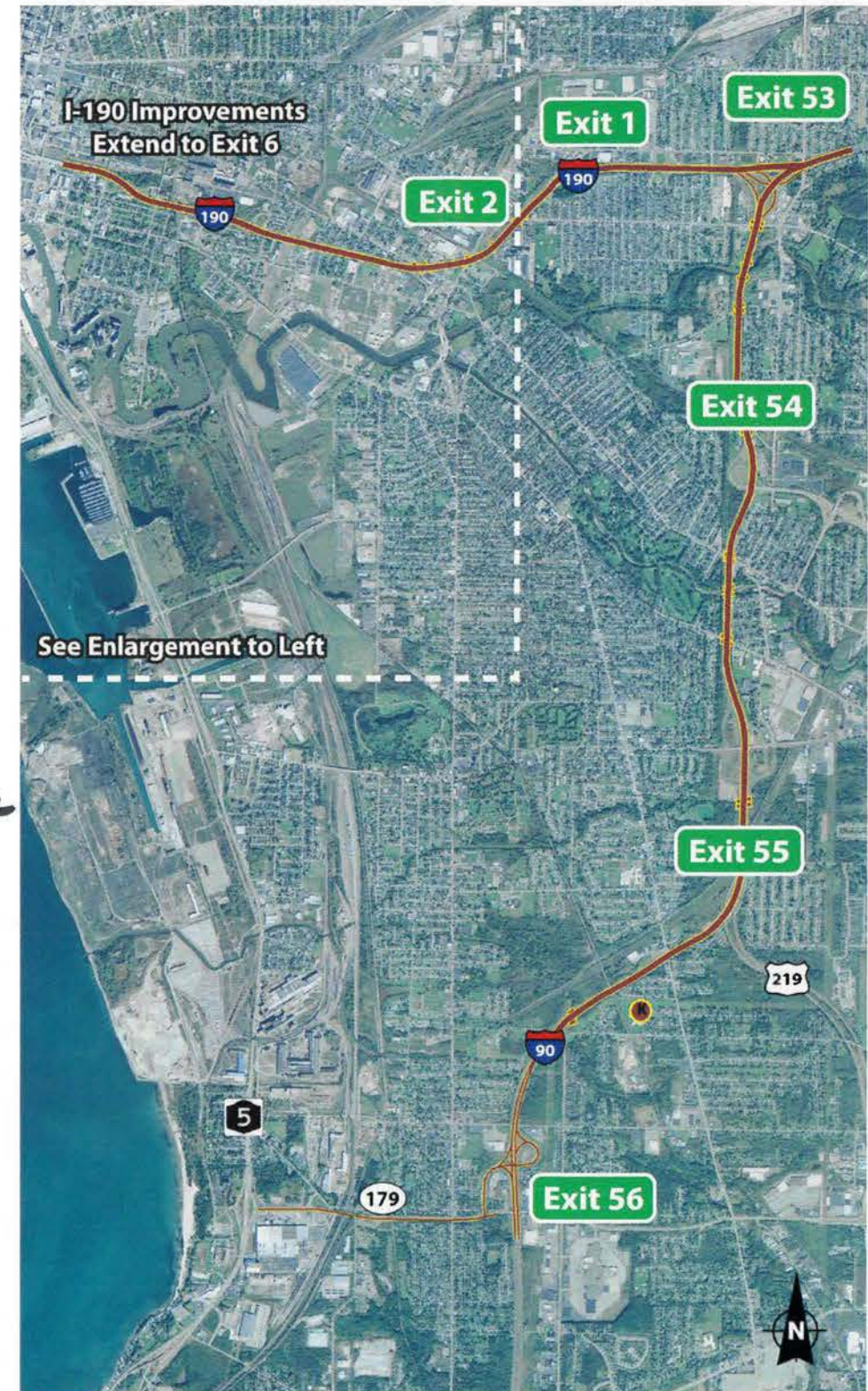


- 1. Skyway 2.0
- 2. Skyway River Loop\*
- 3. Olmsted Remixed
- 4. City of Lights\*
- 5. Queen City Harbor\*
- 6. Rust Belt Resurgence
- 7. Sky Scope
- 8. Highways to Parkways\* **DON'T AGREE**
- 9. Olmsted Parkway
- 10. Sapphire Necklace\*
- 11. REC
- 12. Making Sense
- 13. Vision for Skyway & NY5
- 14. Buffalo Up!\*
- 15. Erie Green
- 16. Buffalo Skybeach\*

\*Concept includes a proposed crossing over the City Ship Canal to reconnect South Michigan Ave. to Fuhrmann Blvd. 70616



# ADDITIONAL CONCEPTS UNDER CONSIDERATION



Tunnel?  
Ramps to surface could be issue

Agree

YES Agree  
NO advantage over A or B

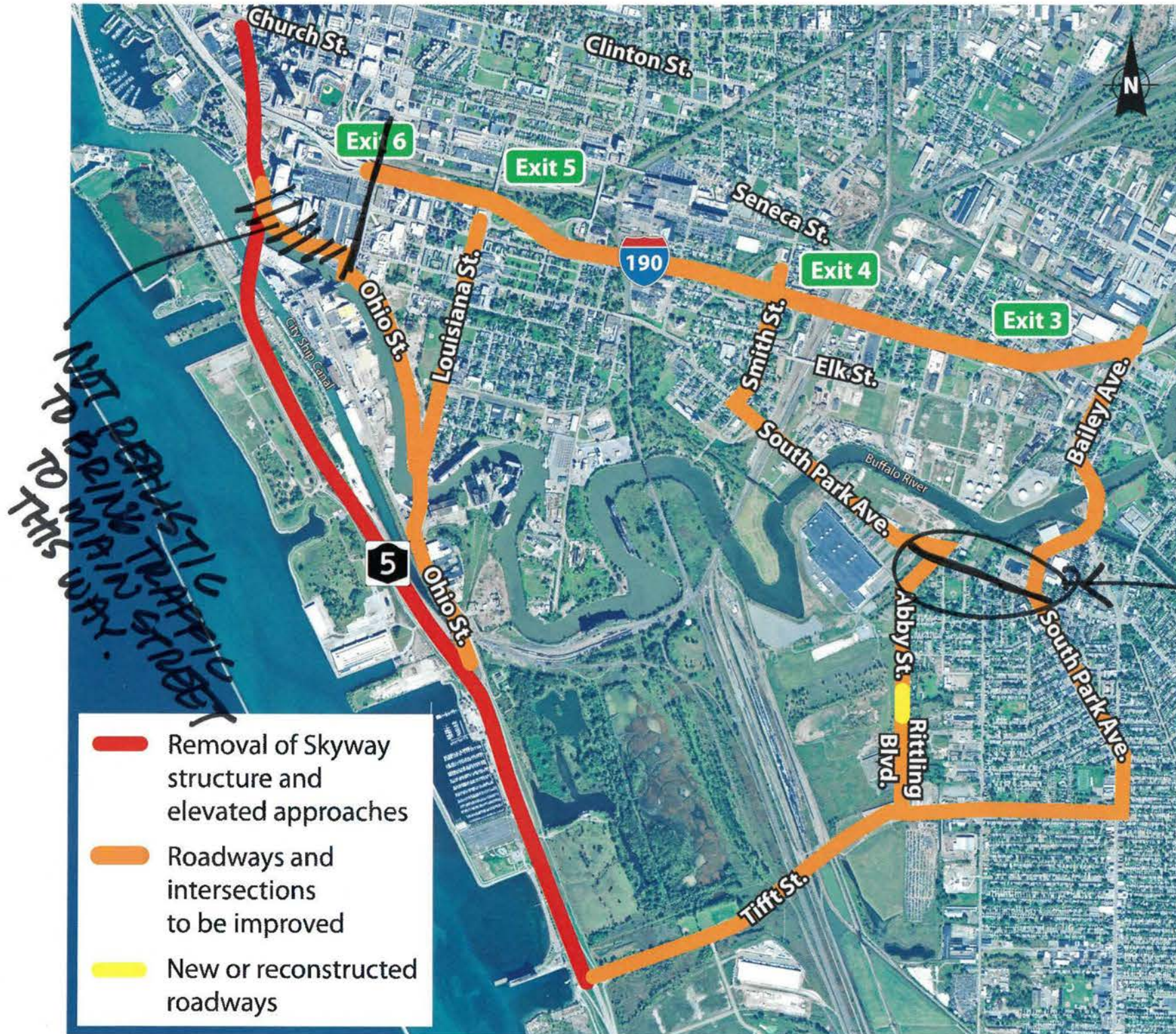
Already a mess here stadium site.

NOT NECESSARY

Great idea

Could work

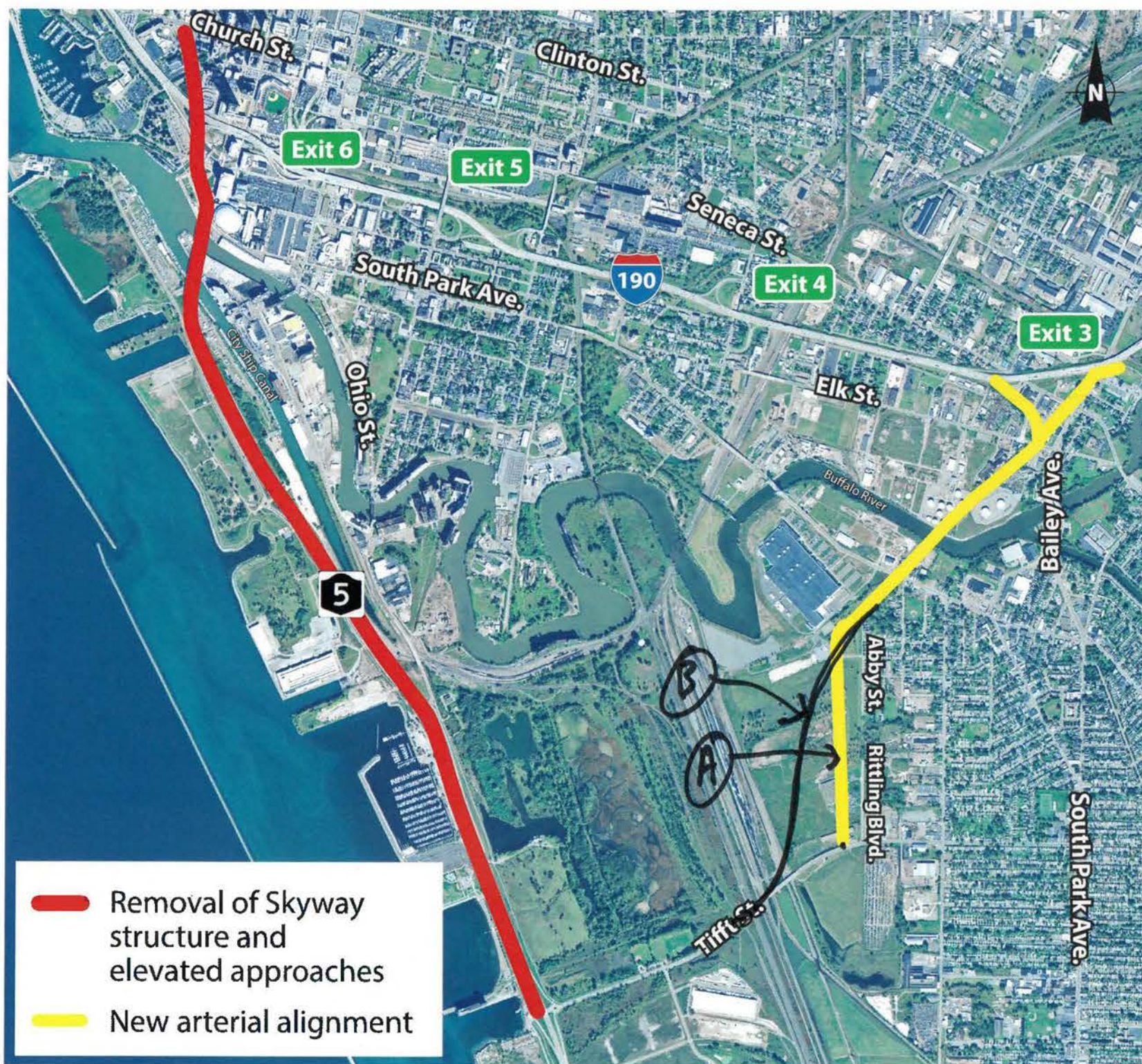
# CONCEPT UNDER CONSIDERATION: SKYWAY REMOVAL WITH IMPROVEMENTS TO EXISTING STREETS / INTERSECTIONS



- Removes Skyway structure and elevated approaches between Tiftt Street and Church Street
- To minimize right-of-way impacts, no additional through lanes would be added on City streets
- Adds turn lanes and optimizes signals to improve existing streets and intersections at key locations throughout the Study Area
- Adds new connection between Abby Street and Rittling Boulevard

*Good Alternative*

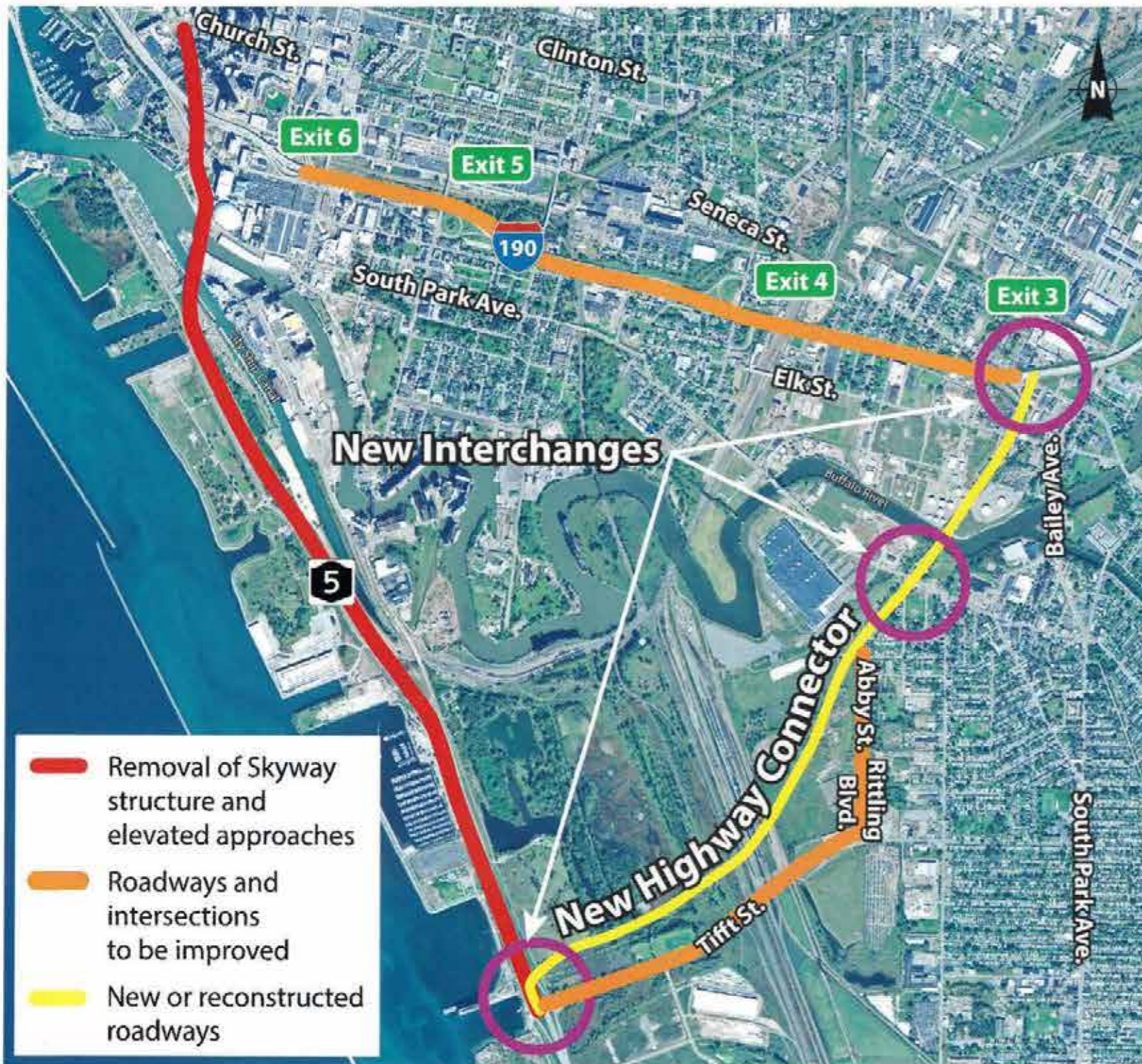
# CONCEPT UNDER CONSIDERATION: SKYWAY REMOVAL WITH NEW TIFFT STREET ARTERIAL



- Removes Skyway structure and elevated approaches between Tift Street and Church Street
- Extends Tift Street on a new alignment with four lanes from the intersection at Rittling Boulevard, extending north parallel to Abby Street, and continuing along an old railroad right-of-way over the Buffalo River to I-190
- Modifies I-190 interchange at Seneca Street (Exit 3)

*We proposed something similar, as did Wendel in previous study. Should work with other improvements.*

# CONCEPT UNDER CONSIDERATION: SKYWAY REMOVAL WITH NEW HIGHWAY CONNECTING NYS ROUTE 5 TO I-190



- Removes Skyway structure and elevated approaches between Tiftt Street and Church Street
- Realigns NYS Route 5 from Tiftt Street to I-190 via new highway connector utilizing old railroad right-of-way; provides new interchanges at Tiftt Street, South Park Avenue and I-190/Seneca Street (Exit 3)
- Improves I-190 between Seneca Street (Exit 3) and Elm Street (Exit 6)

JUST MOVES HIGHWAY BARRIER FROM ONE SPOT TO ANOTHER. IGNORES NEIGHBORHOOD AND ONLY SOLVES COMMUTER ISSUE.

DON'T ADVANCE THIS ALTERNATIVE.

**From:** Brett R [REDACTED]  
**Sent:** Wednesday, January 29, 2020 12:18 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway feedback

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

I greatly support your plan to take down the skyway & use it for development purposes. Big, bold, ambitious plans like these are what we need to put Buffalo on the map globally. I think Buffalo could easily become the next Toronto in the next 10 years or so. Obviously other projects are necessary, but it's bold projects like these that will get us there.

I am an advocate of modern architecture, this is what Buffalo lacks. We need to create a memorable skyline, because our current one is too boring & easily forgettable. Buffalo also needs a few skyscrapers. Taking down the skyway will give us additional land to do so. Please make sure there is a modern artistic touch to the design because Buffalo lacks art, aesthetics & modern architecture.

We need to attract the best & brightest to move to Buffalo & this project could help. It's important to understand that forward thinking people want to live in forward thinking cities. We greatly need to expand our tourism industry, especially with being so close to Canada, Toronto, & Niagara Falls; this project will help us get there. It could also help us bring in some big name businesses like Google.

I want to grow Buffalo into the next silicon valley, NYC, Seattle & Toronto combined.... & this project is the first step to doing so.

Let's create a new Buffalo skyline to put us on the global map.

Thank you for this big bold project, it is just what Buffalo needs.

I appreciate the efforts to speed this project up to, so thank you. I say this because it seems like the US is falling so far behind in development to the rest of the world; It seems everything just takes so much longer here than everywhere else in the world. Thanks again for the accelerated effort to get things moving.

Keep the big bold ideas coming & let's make Buffalo the greatest, most modern city in the world.

Please pass this along to where it might have impact. ^

Brett  
^'

P.s. if you are looking for the best of the best designers check out the NYC based Bjarke Ingles group, everything they touch turns into a global tourist destination. I spoke with them recently & they said they might be interested in a impactful project in Buffalo...so maybe reach out to them.

^'

Virginia Rader

[REDACTED]

[REDACTED]

I live in [REDACTED] and work on Grand Island. Please do not remove the skyway as it makes it very difficult to get to work and home without it. When work was being done we had to route through downtown or take the 90, which is very inconvenient.

Carolyn Raeke

[REDACTED]

[REDACTED]

The Buffalo Skyway should NOT be torn down. It currently provides an accessible north-south commute while also providing a breathtaking view of our waterfront. Its removal would create the challenge of accommodating 42,000 trips over the Skyway on an average day. Gov. Cuomo says the cost would be \$600 million; Congressman Higgins says it would be far less. But whatever the price tag, the cost of rerouting the traffic and removing this iconic structure would seem prohibitive in a time when our state budget is under considerable stress, federal funding is not assured and other infrastructure projects in the Western New York area are more pressing.



Michael Rebmann



I have lived in WNY for 62 years. The Skyway has been invaluable for access to the South towns and lakeshore areas. There is no denying the benefits of removing the Skyway. However, the only criteria that must be a requirement is an alternate route that is efficient to transport the 10s of thousands of vehicle that traverse the Skyway daily. Without a concrete commitment to an alternate route, the Skyway removal plan should not proceed.

**From:** Elizabeth Reiser [REDACTED]  
**Sent:** Saturday, February 22, 2020 8:50 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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

Good morning!

I appreciate the opportunity to weigh in on this issue.

The movement to remove the skyway is an enigma to me. It serves as an excellent corridor for transportation and adds to our city skyline!

I am against its removal. Conceptualizing equally, let alone superior, effective and efficient alternate routes is perplexing. Also, it seems to have had some significant repairs over the past few years so why tear it down after this investment. Utilize some funding to create shaded green spaces under the ramps. Then funnel the rest of the funds into our impoverished neighborhoods - providing good food sources, housing, jobs, education and improving the quality of life for the citizens of Buffalo and WNY!

God bless and be with you in all your work

Liz Reiser

Sent from my iPhone

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Jesse Reiter Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

"Additional Concepts" alternative involving bridge crossing to part of Smith Street... This would involve 4 (!) river crossings, eliminate a County park, ruin the Buffalo River part of our waterfront, and destroy the residential neighborhood at Smith and St. Stephens.

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Matt Renkas

[REDACTED]  
Buffalo Fire/Landscape Architect

Concept I (i) would work the best. The proposed highway off Tift, behind the George Hartman play fields, along the old rail line next to Abby, and connecting to the 190 at Seneca and Buffalo China Road. I feel this is the least invasive of the proposal to the existing neighborhoods. For the most part, the only part affected are vacant lots, junkyards, and industrial areas. This solution also brings a lot of traffic to the new brown field redevelopment site along Elk St, hopefully encouraging the creation of a business park...continuing to build off the success of Larkinville down the street. The Seneca Babcock neighborhood could benefit from the attention.

The remaining traffic heading to the downtown core can take Ohio Street, while those trying to travel north around the city can take the new 190 route. We need to stop catering to suburban drivers trying to save 10 minutes on their commute.

I would not like to see a piece of the Skyway remain. I think it should all come down. There is this obsession with turning it into a park and being "the next high line". We shouldn't seek to copy NYC and their design, but create a unique public space instead of a second rate copy of the high line.

1           you're taking it down. You've now saved me  
2           hours of writing. I'm not much of a typist.

3                   **MR. RENZO:** My name is Paul Renzo.  
4           I've lived out in the suburbs here all of my  
5           life, all of 52 years. I used to be a school  
6           bus driver so I traveled all the roads prior  
7           to the Skyway. And my input here, which seems  
8           to be a lack of common sense about this main  
9           artery here. How can you take a main artery  
10          and divert forty thousand cars between the  
11          hours of 7 a.m. and 9 p.m. onto Tifft Street,  
12          Hopkins and Ohio?

13                   Ohio Street being that they narrowed it  
14          down. They narrowed the street way. And also  
15          if you go over Tifft Street, that goes into  
16          streets that are in terrible condition. I  
17          mean, potholes. They're not kept up over on  
18          Hopkins and Tifft. And when the Skyway is  
19          closed because of inclement weather the  
20          traffic is bombarded on South Park and Baily  
21          and all those streets that are the arteries,  
22          alternative to the Skyway. So, I don't think  
23          there's any common sense here in this whole

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1           idea of removing the Skyway so hastily,  
2           especially after spending thirty-five million  
3           dollars on refurbishing it. They got to come  
4           up with a better plan of moving forty thousand  
5           cars between the two hours of 7 a.m. and 9  
6           a.m. And also in the evenings between 4 p.m.  
7           and 6 p.m. when the people are leaving, the  
8           exodus of the City of Buffalo.

9           My idea always was now that you spent the  
10          money on the bridge, dome it off. And put a  
11          dome such as the Botanical Gardens. A glass  
12          dome that's tall enough for semis, and busses,  
13          and coaches and all this stuff. And put fans  
14          periodically to remove the carbon monoxide.  
15          And put an LED light show so that it kind of  
16          integrates into the modernization and the  
17          renovation of Buffalo. Make the piece work in  
18          the area that it is. Make it like family-fun  
19          oriented. Put a sky ride on the underside of  
20          it where the sky ride could lift the people  
21          over all the fun and activity of the canal,  
22          the Buffalo Canalside, where they can see an  
23          aerial view. And look down, and go up and

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1 down, and up and down and look and see all the  
2 activities that are happening below and then  
3 on top, when you dome it off and put a  
4 beautiful LED light show. It will modernize  
5 it like the Jetson appeal.

6 And it would never have a reason to be  
7 closed because the main reason they close the  
8 Skyway intermittently is because of the high  
9 winds. But the high winds wouldn't be a  
10 factor if they domed it and put this LED light  
11 show. I didn't submit an idea for that  
12 because I didn't have a computer at home.  
13 That's why I'm here talking to the  
14 stenographer, so that my ideas could be maybe  
15 heard by somebody of importance that could put  
16 it forward in a more eloquent way than I have  
17 tried.

18 But that is a major concern, is getting  
19 the forty thousand cars from 7 a.m. to 9 and  
20 from 4 to 6 in and out of the city. And you  
21 can't do it on the existing one, two little  
22 lane roads such as Tiffy, South Park, Hopkins,  
23 Ohio. They've narrowed some of those roads

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1 and the speed goes down to thirty. So I mean,  
2 these people need to get to work and that's a  
3 main artery. They're going to have to come up  
4 with a better solution. And my figure is, if  
5 you spent the money why waste it? Work with  
6 it and make it modernized and make it family  
7 orientated.

8 So that's what I wanted to say. I've been  
9 dying to say it. I've been seeing it on the  
10 news. But if you even think about it, that  
11 whole thruway around the belly, the whole 190  
12 is elevated. How are you going to get people  
13 from down below up to the elevation? You're  
14 going to have to come up with a series of  
15 on-ramps and off-ramps. It's just going to be  
16 chaotic. It's just we have to work with what  
17 we have because the forefathers designed the  
18 city the way it is. And you can't get rid of  
19 the elevation because you need the grain to be  
20 brought into General Mills and the other  
21 businesses that are there. You can't put a  
22 lift bridge there because you can't stop the  
23 forty thousand traffic between 7 and 9.

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1           You're going to have to have the ships wait.  
2           And why replace a bridge with another bridge?  
3           If they refurbish this one, use it, but just  
4           make it kind of fit into the renaissance  
5           that's going on down there at Canalside.

6           So hopefully somebody of importance will  
7           listen to this and use some common sense. And  
8           maybe you'll get a few ideas from what I'm  
9           speaking of. That's it.

10           When they first built the bridge, the  
11           Skyway, in the 70's they didn't have the  
12           concrete barriers on the sides and the middle.  
13           They were just steel girders on both sides  
14           that you could clearly see through. And then  
15           they added on those steel, or the concrete,  
16           sides. So that if there was a car that kind  
17           of lost its way out of lane it would be  
18           bounced back into the lane. So every time you  
19           come up with modern technology to make things  
20           better, that's what they did with the Skyway.  
21           When I was a kid, you could see right over the  
22           edge of it. Now you can't because they put  
23           the concrete on both sides and the middle. So

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1 if you domed it that would be really cool. It  
2 would stop the wind. It would stop the snow.  
3 And you could light it up with LED and make a  
4 beautiful, magnificent light show. It'd make  
5 the city look real modern.

6

7 (Public comments concluded)

8

\* \* \* \* \*

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**From:** [REDACTED]  
**Sent:** Wednesday, February 26, 2020 7:43 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** remove the skyway completely

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

Dear Sir or Madam:

As a resident of [REDACTED], NY who has witnessed the stunningly successful rebirth of the City of Buffalo despite a decades-old attitude of hopelessness for any turnaround, I fully support the removal of the Skyway. The Skyway is an outdated structure, aesthetically unpleasant in its overwhelming brutalist style, and impedes the future development of Buffalo waterfront to its fullest potential. Proposals to remove only a portion of the Skyway are unacceptable. The benefit to the community and any prosperity associated with the removal of the Skyway will offset the cost and inconvenience in its demolition.

Thank you for your consideration of this matter.

Respectfully,  
Philip Rico

[REDACTED]

Pastor Al Robinson



Community Leader



Build the waterfront. Get rid of the skyway and

Emilia Rodriguez

[REDACTED]  
Home owner  
[REDACTED]

As a resident on [REDACTED] we do not support this project. We purchased in this area due to city living in a country environment. All of that will be taken from us if you change Abby into a 4 lanes. Other things affected by this will be the wildlife that has chosen this area for safety and security and our children who play along the hill. Please reconsider this project and dont include Abby!

Dale Rogers



Once the Skyway is removed the alternate route must not burden those living and doing business along Lake Erie, time is of essence!

**From:** [REDACTED]  
**Sent:** Wednesday, January 29, 2020 6:11 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Keep the Skyway

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There is nothing wrong with the Skyway and after just spending millions on repairs, tearing it done is irresponsible and a waste of taxpayer money. The Skyway ensures the most efficient way to get vehicles into the city and beyond from the Southtowns. I'm sure Amherst residents are for its removal, but the residents of Hamburg, Evans, Lackawanna, etc should have the most impact on your decisions. So a snowstorm or two closes it for a short time, but you also close the ground level road leading to it. Obviously the elevation has nothing to do with it. The Thruway gets closed in bad weather too but no one is calling for its removal!

**Your tearing down the Skyway will end up being just like the closing of Main Street in Buffalo to traffic. Now that businesses closed and the City realizes its mistake, tons of money is being spent on changing their minds.**

Another potential waste of taxpayer money would be a new Peace Bridge. Stop dreaming up ways of spending money unnecessarily and only to the benefit of construction workers!

Gail Rose  
[REDACTED]

Gregory Rosenberg

[REDACTED]

[REDACTED]

I support the removal of the Skyway.



THomas Roulley



The skyway is a barrier to downtown Buffalo and should be totally removed, leaving any part of it is a bad idea.

Ryan Rucinski



Please consider not removing the structure and utilizing it as a pedestrian overlook with simple light rail, and greenspace on top and sides. Removal and disposal would be much more expensive than repurposing. Also the view is great, it would make for a captivating educational platform for the downtowns history and revitalization! The skyway is a symbol of Buffalo it is only fit to keep it and let it be taken over by plants and pedestrians, void of vehicles. Raised decks are now part of park systems in many cities, Buffalo needs to be included.

1 bridges up.

2 So, it's just a matter of a lot of  
3 traffic and bottleneck area. So I just don't  
4 think that is a viable area. I like the idea  
5 that they would have synchronized lights at  
6 intersections on South Park Avenue and some of  
7 the other streets coming into downtown.

8 That should be done right away, but it is  
9 not the only answer. That is part of the  
10 answer. I think the tunnel is the best idea  
11 if you have to tear down the Skyway. Thank  
12 you.

13 **MR. RUDNICKI:** Two years ago I spoke at  
14 a Greater Buffalo/Niagara Regional  
15 Transportation Council meeting and to my  
16 surprise they actually listened to me and  
17 changed the Environmental Impact Statement for  
18 the Skyway removal to add alternatives to  
19 Route 5.

20 One of those alternatives I had hoped to  
21 see today and I haven't seen it, but that  
22 doesn't mean it isn't available. It just  
23 wasn't on the posters. That alternative is

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1 much better than the one I see on the poster  
2 which takes Route 5 inland at Tifft, crosses  
3 the railroad right-of-way and ties into the  
4 I-190 at Bailey Avenue.

5 Most of the traffic on Route 5 inbound is  
6 headed for downtown Buffalo and that adds  
7 maybe ten minutes to the trip. The preferred  
8 alternative I would like to see would be the  
9 same take-off at Tifft Street, but to then  
10 turn left behind Tifft Farms and follow the  
11 rail right-of-way straight north to tie into  
12 the 190 at Hamburg Street. There is already  
13 on and off ramps at Hamburg Street.

14 This is a much preferred alternative  
15 because it saves perhaps ten minutes. It's  
16 almost equivalent in time to the current time  
17 for taking the Skyway. I'm hoping that this  
18 alternative is investigated fully as it  
19 presents the best bet for having an  
20 alternative that truly works.

21 Of course, the roadway should be capable  
22 of handling 99 percent of the current 42,000  
23 vehicles per day that use the Skyway now. The

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1 roads should be four lanes and 50 mile an hour  
2 expressway from where it parallels Tifft all  
3 the way to the 190. There should be one exit  
4 ramp heading south on the 190 and there should  
5 be two exit lanes heading north towards  
6 downtown where it connects with the 190.

7 There may be the need to add additional  
8 lanes to the I-190 between Church Street and  
9 Hamburg Street to handle the increased  
10 traffic.

11 This alternative is relatively simple.  
12 There is difficulty in dealing with the  
13 railroad which are notoriously difficult to  
14 deal with, but if that problem can be ironed  
15 out, this alternative would be perfectly  
16 acceptable and allow for eventual removal of  
17 the Skyway and eventually even beyond that a  
18 new connection between downtown Buffalo and  
19 the Outer Harbor and I would prefer a tunnel  
20 for that, but that's a ways down the road, so  
21 first things first.

22 Provide the alternative. Second phase is  
23 remove the Skyway and the third phase would be

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1 to reconnect downtown Buffalo to the Outer  
2 Harbor, preferably with a tunnel.

3 MR. BARATTA: Well, I'm retired now,  
4 but I worked downtown for 40 years and I  
5 commuted from Blasdell to downtown Buffalo.  
6 In those 40 years I experienced the Father  
7 Baker bridge, which they were removed which  
8 was a good thing. They have a smaller bridge  
9 now, but that Father Baker bridge was  
10 dangerous and I'm glad they removed that.

11 But as far as the Skyway goes, I'm in  
12 favor of No Build. I think the Skyway served  
13 its purpose. It's been serving its purpose  
14 for a number of years. It seems to me the  
15 only problems we have with the Skyway is when  
16 we have like a blizzard or bad weather.

17 My 40 years of driving from Blasdell to  
18 downtown, I experienced good travel time using  
19 the Skyway. On those days when the Skyway was  
20 unavailable or there was maybe an accident or  
21 something and it slowed up the traffic, the  
22 traffic was a mess. Even going home sometimes  
23 when leaving Buffalo to go back home to

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D-446

**From:** Jim [REDACTED]  
**Sent:** Wednesday, January 29, 2020 3:22 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Scoping Meeting Comments

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I attended yesterday's Skyway Scoping meeting at Gateway yesterday and was somewhat dismayed by the number of posters actually showing alternatives. While not expecting 28 or so (16 +12), I was expecting more individual plans to be shown. One poster near the entrance did have a unique plan. It showed a four lane expressway heading east from the current Route 5, just north of Tifft Street, crossing the RR right of way and then heading roughly NNE to tie into the Niagara Thruway ( I-190) near the Seneca/Bailey area. It looked to me like this was "the leader in the clubhouse" as it handled all the traffic and got to the I-190 which made sense but it was NOT the best plan for doing that. My nephew [REDACTED] and I had submitted a plan during the contest but it didn't make the final cut. Our plan focused strictly on improving waterfront access and so lacked the "Wow Factor" that got many plans into the finals. Yet, it was a feasible plan.

We took Route 5 inland near Tifft but turned north immediately east of Tifft Farms. We crossed the Buffalo River just east of the single RR bridge and tied into the I-190 at Hamburg Street. The river crossing could be tunnel, high bridge or a lift bridge that's never raised (large ships no longer go upriver at this point). As with the plan on the poster, it would be a four lane expressway with perhaps a 50 mph speed limit. So very similar to what was on the poster but the I-190 connection was much closer to downtown. This is critical as the great majority of inbound commuter traffic goes that way with only a small percentage taking I-190 South. No residential property would need to be taken and only a small part of the former Tyson Foods plant between South Park Ave. and the 190 might need to be commandeered. The only real difficulty with our plan, also shared by the competing plan, was that the DOT would need to negotiate with the railroads to build the necessary bridges and/or underpasses to get to the river.

In my opinion, our plan is superior to the alternative on the poster in that it is shorter, quicker, simpler, and less costly. There are mechanisms in place for governments to negotiate with the railroads on rights-of-way issues. It's likely that extra lanes will be needed on the I-190 to handle the extra traffic. Our plan would require those between the Hamburg exit and the Church exit. The poster alternative would add quite a bit of cost there as well.

With all that being said, I would ask that our plan be given equal footing, if not preference over the other plan with regard to poster display.

In conclusion, I believe it is necessary for the public to be able to hear and discuss the various plans amongst themselves so that a consensus, or even just some plan eliminations, be made. I hope that this will happen at future meetings, as simply gathering comments is not enough.

Thank you for your consideration. Best Regards. Jim Rudnicki [REDACTED]

Sent from Windows Mail



**From:** Jim [REDACTED]  
**Sent:** Friday, February 14, 2020 10:51 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Additional Detail on Alternative Route 5

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

I had previously suggested that the alternative from Route 5 near Tifft to the I-190 near Seneca/Bailey was inferior to a route suggested by one of the sixteen semi-finalists in the recent Skyway contest. Here is a specific analysis of the alternative I suggested in a previous E-mail.

The alternative would head east from Route 5 just north of Tifft Street and follow an old on ramp between Tift Farms and the Hartmann playing fields. This would be a four lane, limited access (50 mph) highway. It would turn north at the end of what looks to be an abandoned spur RR track just east of Tifft Farms. It would be helpful if the RR companies would co-operate on this project by further shortening or reducing that spur to allow for a more gradual curve. In fact co-operation from the RR companies regarding their right-of-way is critical to the project. For instance, the next RR track east of the spur could easily be removed if a connection (switch) was installed closer to the Tifft Street bridge.

Regardless, the new alternative would then pass below the tracks (underpasses are much cheaper than bridges) and head just to the east of the blue water tower. This tower could possibly be relocated but it appears there is enough room for an 80 foot wide highway. The next problem is the crossover of the main N/S RR track coming from the RR lift bridge. This crossing can be either underpass or bridge. Once on the east side of that main N/S line, the alternative would head north, parallel to the tracks and cross the Buffalo River. This is our next problem. We can cross using a high bridge, a lift bridge or a tunnel since the river channel is still deemed navigable by the federal government. Currently, no businesses upriver utilize the large lake freighters but maintenance, dredging and ice-breaking ships do travel upriver. A lift bridge with 40 feet clearance to the water in the down position would result in a bridge almost never lifted. Obviously, a tunnel would solve all the issues but initial cost would be greater. A tunnel would require less maintenance and have a useful life twice or three times that of a bridge. It would have the additional benefit of perhaps 600 to 800 feet of clear shoreline on the north end before it emerges, thus providing some benefit to recreational uses.

Once the new alternative is across the river, it would continue to follow the rail right of way. It may be possible to pass under South Park Avenue with minor changes to the bridge there. Between South Park and the I-190, the amount of available space shrinks and it may be necessary to take a small portion of the currently vacant Tyson Foods plant. That taking would result only in the minor loss of some warehousing square footage.

A single on ramp to the I-190 S appears to pose no problem. Neither would a double ramp from the 190 S to the Alt. 5. A double on ramp from the new Alt. 5 to the 190 N would pass under the 190 and the tie in at Hamburg Street. Again, co-operation of the RR's would be helpful. Moving the main track west (track once existed here) would provide enough room for the on ramp to pass under the 190. There is also a spur line heading west to downtown that, if abandoned, would provide an ideal path for the on ramp.

As previously stated, an additional lane might be needed on the 190 between Hamburg Street and Church Street. This looks fairly straightforward on the 190 N side. On the 190 S side it may be more difficult due to buildings nearby. Still, this approach would take no residential property and only a small portion of the one commercial property.

in conclusion, I would object to the stated goal of helping to alleviate truck traffic near the Riverbend facility. This amounts to the tail wagging the dog, as it would benefit only a few at the expense of all the commuters who would use the new route. Access to the 190 at Seneca is only a short distance away. An additional connection to Tifft can be made by simply connecting two streets just east of the RR right of way. Since Riverbend has been in operation for some time now, it should be possible to determine what is needed without providing an expressway to their door.

I am assuming that E-mails regarding the Skyway project are automatically passed on to the consultant, T Y Lin. If they are not, I would appreciate your forwarding this Email to them as I was assured by them at the hearing at Gateway that all options were still on the table. This alternative is shorter, cheaper and "cleaner" than the Route 5 to Seneca/Bailey proposal.

Best regards and thank you. Jim Rudnicki [REDACTED]

Sent from Windows Mail

**From:** Jim [REDACTED]  
**Sent:** Friday, February 14, 2020 6:30 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Alternate Route 5 Details - Addendum

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

Hi again. I forgot one minor item on my submission earlier today. There should be an on and off ramp from the new alternative at Tifft Street. The off ramp to Tifft could be an underpass under the new route. The on ramp should not be a problem. It looks like an area just west of the Tifft Street bridge would be ideal. A traffic signal or some other traffic control device would be needed there.

I did not include a connection from the I-190 N to the new alternative as there isn't one from the I-190 to the Skyway at present. It may be possible to include one but I did not wish to overly complicate the various connections.

I look forward to continued progress on this project.

Best Regards, Jim Rudnicki [REDACTED]

Sent from Windows Mail

Ethnea Runfola



On a beautiful day in September 2019 at 4:30 PM I left the corner of Delaware & Utica heading to my home in [REDACTED]. I arrived home at 6:19 PM. The Skyway was closed. On a normal day with the Skyway open the driving time to my home at that hour is 25 minutes. If the Skyway is taken down without a viable alternative the travel times will be horrendous. It makes no sense to me to remove the Skyway. It not only moves traffic efficiently but it affords magnificent views of Lake Erie & the city. These esthetics are equally as important as getting to activities at Canalside. From my knowledge people seem to easily get to Canalside to enjoy what it has to offer. There is more to the city of Buffalo than Canalside.

Joseph Saidak

Resident

I think that there are some overpresumptious ideas about the future of Buffalo and the southern suburbs. Consideration to the Southtown suburbs seems overlooked. Based on the information I have seen before today, I believe that more input needs to be obtained.

I will look forward to attending other informational meetings.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Betty Sardina Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

Presently the Skyway provides a seamless route to the south, center, and west side of the city. The diagrams shown in the video show a series of routes of angled streets, intersections, traffic lts. etc. through first ward neighborhoods. How does this make sense! - There are very few accidents on the skyway as the two lanes in each direction provide safe + efficient ways to exit to desired locations. Not every vehicle using Rte 5 are intending to go into the city of Buffalo - People work in the Tonawandas, Ft. Erie, Niagara Falls, Lewiston + Youngstown. Their skyway would be a real estate agents dream to sell the city - The views from up there are remarkable we own a boat because of how the lake view entices people to get on the H2O - You want to remove it!

Another stupid Cuomo idea + Collins mistake - the traffic on the 90 would become unbearable - there are very few times that the skyway closes - when it does the congestion in + out of the city is gridlocked - How is this an improvement!

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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**From:** John Sardina [REDACTED]  
**Sent:** Tuesday, February 25, 2020 7:12 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway Scoping meeting response  
**Attachments:** NYSDOT Scoping meeting response 2-2-20.doc

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Please see the attached MS Word file.

Thank you.

John Sardina  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Stop the 'Pie-in-the -Sky'-way ideas! Save the Buffalo Skyway!

The 'needs' of the project calls for the removal of the Skyway including the elevated approaches between Tift Street and Church Street to accommodate existing and planned recreational, mixed use, and waterfront development and support economic development initiatives.

I attended both Scoping meetings and asked the simple question: "When the Skyway is gone, what specifically is going to be there in its place?" Not one person could give me an answer. That tells me there is no specific plan in place to accommodate existing and planned recreational, mixed use, and waterfront development and support economic development initiatives. Since there is no specific plan, then there is no need to remove the Skyway including the elevated approaches between Tift Street and Church Street. To further support this argument it states that the need is to support 'existing' projects. Since the project already exists, then apparently the Skyway is not in its way. Since the Skyway is not in the way, then there is no need for removal. Furthermore, it states that the removal of the Skyway will accommodate mixed use, waterfront development and support waterfront economic development initiatives. Let's just ask Queen City Landing how successful they have been over the past several years with Buffalo's ability to accommodate mixed use, water front development and the support of waterfront economic development initiatives regarding the Freezer Queen property even when the Skyway exists.

The outer harbor consists of 400 acres that was transferred from the NFTA to NY State. The Skyway is supported by 14 columns over the outer harbor. If you stack the 14 columns side by side, I do not think it would cover 10 acres. Therefore the politicians are telling us that the 10 acres that support the Skyway over the outer harbor is holding up their unplanned progress for the 390 acres of outer harbor that they don't know what to do with, and then have the audacity to claim there is a need to remove the Skyway and inconvenience the 43,000 users every day.

Let's save everyone a lot of time and money and simply dust off the 2008 DOT Skyway Study report that states there is no workable, practical and efficient route other than the Skyway to move 43,00 vehicles/day into and out of the city and to areas North and South of downtown.

The shortest distance between two points is a straight line. That straight line runs from Lackawanna to Buffalo and beyond via the Skyway.

The politicians' new proposal calls for our trip to work and back home to be longer, with a single lane instead of two, at half speed, and we will get to work and back home even faster than using the Skyway. Did the politicians just legislate new physical laws of nature?

Today the politicians are telling us that the Skyway is unsafe. Do you really believe the State DOT would have just now spent our \$36 million dollars and 2 years rehabbing the Skyway for use for the next 20 years if the DOT thought the bridge was going to be unsafe one month after the repairs were completed? No, but that is what the politician is telling us. Therefore the bridge is safe today and for the next 20 years.



We have all suffered for the past 2 years while the bridge was being repaired and we all know the inconvenienced it has posed for the 43,000 vehicles that use the bridge everyday. We have already time-tested the problems the detours caused. If the proposed so-called synchronization of traffic signals is the answer, then why was it not done during the past 2 years to reduce the inconvenience? Are the politicians going to synchronize school buses, Metro buses, garbage trucks, crossing guards and double parked delivery trucks too? No, they are not. We all know how the Thruway and South Buffalo get totally log-jammed when the Skyway is closed due to weather the couple times it happens every few years. A twenty minute drive turns into a four hour ordeal, if you are lucky. Now they are proposing we do that everyday.

Let us not fall victim to the same mistake that was done to the Robert Moses Expressway. What a shame to have closed the most important section and destroy the main purpose of the expressway. All they did was destroy valuable infrastructure and throw away all our money we paid to have it built in the first place.

Now the politicians want to throw away all the money we paid to have the Skyway originally built, plus the \$36 million dollars we just paid to have the bridge repaired that is now good for the next 20 years, plus the \$175,000 we just paid for 3 contest winners for ideas that are not viable, or wanted, plus the cost of a new DOT study, plus more money to perform a new Environmental Impact Study, plus the cost to raze the bridge, plus the cost to implement the so-called new needed infrastructure for a 'Plan' that does not exist. Be advised and concerned, this makes sense to the politicians.

People are not going to be inconvenienced to this extent on a daily basis. They are going to use the Thruway which is already over capacity during rush hours. Add the additional 42,000 vehicles to the Thruway and it will be totally log-jammed just like when the Skyway is closed due to weather.

If the politicians really want to help us get to work and back home safely and efficiently, then they will keep the Skyway and put in a new 4 lane highway just beyond the South Buffalo railroad bridge on the Hamburg/Lackawanna border parallel to the Lackawanna Turnpike on the old Bethlehem steel plant property, which is now owned by Erie County, and connect it to the Ridge Road interchange instead of putting in a bike path to nowhere. This would allow us to avoid all the traffic signals on the Turnpike in Lackawanna and you will still be able to use the Turnpike for local traffic.

I just do not see any benefit whatsoever of razing the Skyway. When I go to Canal Side on a hot summer day, the only relief I have from the sun is the shade provided by the Skyway. Do not take that away from us too.

Do not let the politicians sell you a load of snake oil and swamp land in Florida this time. If you agree, then we need to start a petition together to knock some sense into the heads of the politicians.

Remember the shortest distance between two points is a straight line. That straight line runs from Lackawanna to Buffalo and beyond via the Skyway.

John Sardina, [REDACTED]

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Lawrence O. Satcher Affiliation (if applicable): Local 210

Address: [Redacted]

Phone Number: [Redacted] E-mail: \_\_\_\_\_

COMMENTS\*

I [Redacted] the City of lights its open to the community and more space for other city activities. all the other ones is too many interchanges. One question that hasn't been answer is the residents of B.M.H.A will they have to relocate or stay?  
The New Highway connecting Ny 5 Route 5 to I-190 is better it will remove the whole bridge not half it will keep the traffic flowing. Bring more people to the area. Need to throw in a bike path or two.

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Christopher Scanlon Affiliation (if applicable): Buffalo Common Council

Address:

Phone Number:

E-mail:

COMMENTS\*

- Major concerns re: any connection of Abby to Pitling for vehicular traffic.

- Concerned about any added pollution via autos/trucks impacting neighborhoods adjacent to new highway connectors.

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**From:** Maureen Schaeffer [REDACTED]  
**Sent:** Friday, February 28, 2020 3:25 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway Project

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After viewing the renderings of the Buffalo Skyway, I think the most favorable plan is to keep the present Skyway and upgrade it. Many people regard it as an icon that has successfully served its purpose for the City of Buffalo, and the Southtowns, by alleviating traffic from neighborhoods that would otherwise result in heavily-congested areas.

The Buffalo Skyway Plausibility Review of 2014 mentioned that heavy-vehicle traffic, such as trucks and tractor-trailers, would be diverted to streets in the First Ward. They also mentioned that it would cause many safety and traffic concerns. To date, the figures and number of streets have greatly escalated. The First Ward could not handle all the anticipated traffic, and therefore, we would never accept this plan.

First Name: Maureen  
Last Name: Cleary Schaeffer  
Address: [REDACTED]  
City: [REDACTED]  
State: [REDACTED]  
Zip Code: [REDACTED]  
EMail: [REDACTED]

1 other end of town in 20 minutes. We don't  
2 want to make it two hours.

3 So I'm in favor of retaining the Skyway as  
4 is. That's it.

5 **MS. SCHENA:** I would like to see  
6 additional options be submitted so that the  
7 existing Skyway can remain and not be torn  
8 down. I think the No Build concept as stated  
9 doesn't leave enough room to consider keeping  
10 the Skyway with some improvements for whatever  
11 the needs may be.

12 I think generally people kind of view it  
13 as just a fast in/fast out route for a number  
14 of suburbanite commuters. I think that that's  
15 a bit shortsighted. There are many  
16 commercially related people and businesses  
17 south of the Skyway that extend into even the  
18 more rural areas towards Springville.

19 They need a convenient route which would  
20 help their financial business interests.  
21 Think about the independent contractors who  
22 are pulling trailers. They shouldn't be asked  
23 to try to navigate the more narrow city

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1 streets and depend upon coordinated traffic  
2 signals to reach their destination.

3 I also think that there are many people  
4 who depend upon a quick, easy, convenient  
5 route in and out of the city and into the  
6 Northtowns areas such as working mothers who  
7 may even have two jobs both in the city and  
8 north of the city which require leaving the  
9 day job, trying to quickly get home to prepare  
10 dinner for the children, the family and  
11 complete general supervisory needs and then  
12 drive back into the city or points northward  
13 for their evening job.

14 I don't think people realize how many  
15 people may be in that situation. These people  
16 also shouldn't be asked to navigate the more  
17 inconvenient city streets and depend upon  
18 traffic signals that are supposedly going to  
19 be more well-coordinated.

20 I know some people think it's kind of a  
21 sentimental attitude that people have, but if  
22 people haven't experienced driving in and out  
23 of the city for decades, 20, 30, perhaps even

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1           40 years, in and out once or twice daily, and  
2           have the thrill of viewing the Buffalo city  
3           skyline and smelling the Cheerios, well, that  
4           may be sentimental, but it also is  
5           invigorating and gives one the "I can do it"  
6           attitude to get through this workday.

7           Buffalo has beautiful architecture. And  
8           as we know, it's been overlooked and torn down  
9           way too often. I think that with the  
10          resurgence of the city and the focus on what  
11          architecture we have left, we owe it to the  
12          city and the historians and those amazing  
13          architects of generations past to continue to  
14          let people enjoy that view. Not just local  
15          people, but those who are visiting our area.

16          Last but not least, why hasn't the  
17          underground tunnel option surfaced to any  
18          great extent? I think I remember it being  
19          vaguely mentioned, but that would be a decent  
20          viable alternative. Perhaps with the City of  
21          Lights, perhaps an underground tunnel would  
22          work best with the City of Lights option which  
23          would at least keep the Father Baker bridge

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1 intact, keep the highest point of the Skyway  
2 intact so that one could view this amazing  
3 architecture and smell the Cheerios.

4 I was told by someone in the Department of  
5 Transportation that they thought that the City  
6 of Lights included an elevator to get to the  
7 top. That would be a necessity because if  
8 there were not an elevator there would be no  
9 easy way for senior citizens or people with  
10 disabilities to access the Skyway for viewing  
11 or walking.

12 Those people that are wheelchair-bound  
13 need to have convenient access. Families with  
14 strollers need to have an elevator for easy  
15 access.

16 So, again, if people are going to push to  
17 have the Skyway torn down, please at least  
18 consider an underground tunnel for quick  
19 access and egress to and from the city and  
20 Northtowns. That way, there shouldn't be any  
21 problem with snow plows, salting, snow  
22 removal, etcetera.

23 If an underground tunnel could be built

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1           between Britain and France, it seems to me as  
2           if one can be built to facilitate  
3           transportation in and out of the city and to  
4           the Northtowns.

5           I think people also have to consider all  
6           the Canadians that come for our sporting  
7           events as well as to visit Canalside. They  
8           need a convenient way to access the sporting  
9           events, New Era field in an easy manner and  
10          not have to think about traveling city streets  
11          and putting up with the streetlights.

12          If the underground tunnel option is  
13          considered, I think it should be Option C. It  
14          is more of a direct link to the I-90 and the  
15          Northtowns as well as downtown Buffalo. The  
16          other two underground tunnel options are too  
17          long, too circuitous and would probably be  
18          much more expensive.

19          MRS. BLUE: I am opposed to tearing down  
20          the            I don't see it as a priority for  
21          Skyway. thePlus, it's a lot of money to invest  
22          &#160;.something that is taking away from the  
23          uniqueness of our waterways. I see it as

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D-465

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Peter Schiffrin Affiliation (if applicable) [Redacted] NYS Citizen

Address: [Redacted]

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

COMMENTS\*

1) New connections by Louisiana Street (Concept 4)

+  
New Highway Connection over brownfields (Concept 1)

2) Leave it 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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Jason Schlabach

[REDACTED]  
Taxpayer, contractor, conservative

Someone needs to sit down with Terry Pegula and discuss future stadium plans and how that project and this project can work together to benefit the people of WNY.

I believe concept I makes the most sense.

A new Highway with interchanges should handle traffic for the next 50 years.

The skyway needs to come down once the new Highway is open. The skyway bridge will only be a drain as Maintenance cost continue to rise as it ages. The misguided thoughts about making a pedestrian or bike park will never justify the cost to build or maintain it. Tear it down and free up some usable waterfront. How often does it get closed to trucks due to weather? How often would it really be nice to walk or ride a bike up there?

There needs to be a good hard look at the condition of the 190 as well. It should have a third lane extended throughout not only for traffic flow but also so proper maintenance and repair can take place as needed. You should be able to put jersey barrier up one lane at a time to conduct resurfacing as needed with the safety and productivity of the contractors in mind.

Kathy Schmidt

[REDACTED]

[REDACTED]

An already obscene amount of money has been spent on considering other options. A viable route into the city has to be made available before anything can be done to the existing skyway. Do that, take the old thing down and create the parking that is lacking in that area. We don't need the ugly thing the architects dreamed up.

Lynda Schneekloth

[REDACTED]  
Western New York Environmental Alliance  
[REDACTED]

Preference: No Build Alternative Having reviewed the proposed alternatives, there are none that provide the transportation efficiency as the current skyway. Alternatives would demand: demolition and removal of an enormous amount of waste; building new highways as alternatives; running traffic through existing neighborhoods that would not add to local revitalization, interruption of current wildlife corridors, and incur time and financial costs to all who currently use the skyway as a means of travel and to those who don't use it but live in the city. One might suggest that this project is not a transportation project at all but an economic development proposal using the skyway removal as an excuse. None of the materials presented provide a clear rationale for the removal of the skyway, especially in light of the current renovation and repair of the highway. I could suggest that this skyway, for many, is actually a beautiful arc rising above a very very flat city and the view of the lake and downtown extraordinary and public -- otherwise one would have to work in one of the tall buildings downtown to have this experience. Some might disagree with that but many in our city share that view. The rationale is also based on a false premise: that the skyway blocks the city's access to the waterfront. In fact, it is the I-190 that blocks access and no one seems to suggest removing that structure. The Skyway removal in the city would not open much land for development and as a citizen of this region, I am opposed to spending public funds to provide developers with more opportunities in one location when the city is currently full of development opportunities, many parking lots downtown that could be reused, and many vacant properties. Some of the drawings show development along the corridor where the highway currently stands. This is counter to the City's Comprehensive Plan of 'no sprawl' as it would repeat the highway sprawl (houses only along the road) in our rural areas, it would further divide Tiff Nature Preserve from its historic lake connections, and would have to deal with the contamination legacy of the fill that represents the Outer Harbor. We are limited to making comments on what has been offered, but if it would make any difference, I suggest this project be halted right now and no further funds be allocated to even studying the Skyway Removal for at least another 25 years. We are faced with a climate crisis and all public funds should be directed toward the addressing that critical matter to protect the life and health of people and environment in our region at the Great Lakes. If the proposal were to remove highways and put in alternative transportation such as train access in and out of the city to the southtowns, this would be a project worth discussing.

**From:** Ronald Schultz [REDACTED]  
**Sent:** Thursday, February 20, 2020 2:20 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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When deciding to tear down the skyway I sincerely hope there is consideration for how detrimental it will be to the city of lackwanna and its roads etc..

[Sent from Yahoo Mail on Android](#)

**From:** David Scott [REDACTED]  
**Sent:** Friday, February 21, 2020 6:53 AM  
**To:** Dot.sm.Buffalo.Skyway

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Until I can see an alternative to arriving into Lackawanna and further, I would leave the skyway right where it is. There is no faster way and hasn't been since it was built. I vote to keep it until something equally as easy and fast is presented.

David E Scott  
[REDACTED]

**From:** Joel Scott [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:10 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Leave the skyway alone

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Leave the skyway alone

Put a public pool in the north buffalo,  
[REDACTED]



**From:** Joe Scully [REDACTED]  
**Sent:** Thursday, February 20, 2020 2:44 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway

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I join a number of citizens not completely at ease with the destruction of a main artery, from the South towns, into the City. A “contest” funded by the State elicited some reasonable alternatives, along with some “Fairy Tales”, but none allowed ingress and egress from Buffalo as well as the existing Skyway. I am open to progress but I remain to be convinced the tear down is the Panacea for “progress” as proposed. I also do not see it as the eyesore so often proscribed by some of our Citizens.

Sent from my iPad

1 many ways which I'd be more than happy to  
2 expound upon at another time if they can't  
3 figure it out for themselves.

4 One more thing. One last comment about all  
5 the proposals I saw inside this room today.  
6 I'm shocked regarding some of them and my  
7 thought was, these people must never travel in  
8 and out of Buffalo, nor do they even live in  
9 the area or they would not suggest some of  
10 these ridiculous proposals that are out there.  
11 They have no idea. Exclamation mark.

12 I'm amazed that more talk isn't occurring  
13 regarding repair of our infrastructure, the  
14 condition of our streets, and our sewer-ways.  
15 Period -- sorry. There's much better ways to  
16 spend our tax paying dollars.

17 **MR. SEIDE:** Let me -- I'll start with the  
18 notice for these presentations. There should  
19 be more notice -- more prior notice. So,  
20 you're asking for public input, but if the  
21 public doesn't know about it with enough time  
22 available, right, it's almost like it negates  
23 itself.

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1           Now. Now that we're here, I'm glad that  
2           there's public input including having  
3           interpreters over here, that's fantastic. Do  
4           a shout-out to you, the stenographer here,  
5           that's great.

6           Now, as far as the proposals. I was  
7           surprised. So I attended the design  
8           competitions, was surprised that this part --  
9           that this was going to be part of the process  
10          that DOT and FHWA were going to come up with  
11          their own proposals at all. It almost feels  
12          like the design competition was fluff. But  
13          now that I see they are being included as part  
14          of the possibilities it's -- it feels better.

15          So in general, as far as all the  
16          presentations go, I think it's important to  
17          keep the car traffic away from the waterfront.  
18          So I think it was suggestion H or I, maybe  
19          designs H and I, and the winning design  
20          competition, the City of Lights, I think it  
21          was. Those all kind of kept the automobile  
22          traffic away from the waterfront.

23          Pedestrian traffic. There needs to be

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1 better connection between Canalside and the  
2 Outer Harbor. So keeping part of the Skyway I  
3 think is important. Not as it has been used  
4 traditionally, but more from a pedestrian  
5 standpoint. Whether it's biking or walking  
6 or, it's just, it's also, we think of what is  
7 quintessentially Buffalo. The Skyway is  
8 quintessentially Buffalo. So I think it's  
9 important to keep part as a reminder or as a  
10 sculptural piece. Not to mention once you're  
11 up there, the views -- the views from there;  
12 outstanding.

13 I think that's most of it. Anything else  
14 that I remember -- the people that were here  
15 to answer questions were very informative and  
16 took their time. The single board that showed  
17 the DOT and FHWA new proposals probably should  
18 have been much larger so that we could see it  
19 better. Because that's pretty much one of the  
20 primary boards that everyone is gathered  
21 around to look at. I think that's it.

22 MS. DIETRICH: I'm completely against  
23 taking it down or making any changes to it

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# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: MICHAEL SENIOR Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

## COMMENTS\*

I LOVE THE SKYWAY AND AM OPPOSED TO ANY OF THE PROPOSED ALTERNATIVES:

1.) THE CURRENT HIGHWAY (WITH THE EXCEPTION OF A FEW DAYS A YEAR DUE TO SNOW STORMS) HANDLES 44,000 CARS A DAY ~~EFFECTLY~~ EFFICIENTLY. IT GETS US TO N.B.I-190, S.B.I-190 AND DOWNTOWN BUFFALO. AVERAGE SPEED ALONG RT.5 = 65 MPH (POSTED 55 MPH)

2.) ALL PLANNED DEVELOPMENT IN THE OUTER HARBOR IS OPPOSED BY THE LEAGUE OF WOMEN VOTERS, SIERRA CLUB & BUFFALO-NINGARA WATER KEEPERS

3.) THE SKYWAY WAS JUST REPAIRED LAST YEAR FOR \$ MILLIONS.

4.) THE SKYWAY IS 50+ YEARS OLD, SHOULD BE CONSIDERED AN HISTORIC STRUCTURE

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

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Department of  
Transportation



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Leanne Sharick Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

Concept I

*\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). **Scoping comments are due by February 28, 2020.**



**From:** Colin Shea [REDACTED]  
**Sent:** Tuesday, February 18, 2020 9:19 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway alternatives

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

Hello I'm a resident of [REDACTED] and I would like to see some alternatives to the skyway.

**From:** Pat Shevlin [REDACTED]  
**Sent:** Wednesday, February 26, 2020 11:13 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway Project

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Removing the Buffalo Skyway and routing traffic over Buffalo streets is not the best option because this will potentially increase pollution and negatively impact the quality of life in the affected neighborhoods. Remember the pollution issues with trucks backed up near the Peace Bridge?

The idea of another lift bridge is not an option for efficiently moving traffic - people commuting to work or home again don't want to wait for ships or pleasure boaters to pass by. That is not a quick operation.

The biggest issue to consider is that the waterway under the Skyway is still an active shipping lane. Many times I have seen cargo ships at the Gold Medal plant for hours or even more than a day, and those ships are docked directly under the Skyway.

The Skyway delivers traffic directly into the business district of downtown, and efficiently connects cars to the I-190. All of the proposals I have seen direct traffic AWAY from the central business district and will add miles to the commute. Last summer I needed to take the Louisiana Street detour home, and it took twice as long as my usual commute. Normally I can get to work or home in about 15-20 minutes; the detour took over 40 minutes with traffic lights and heavy traffic. Buffalo leaders keep talking about 'green options', but adding time and miles to everyone's daily commute will increase gas use and pollution.

I hope the people who are handling this project consider all of the negative impacts the removal of the Skyway will have on southtown commuters, as well as the impact on the quality of life for the neighborhoods that will receive the brunt of the re-routed traffic.

Thank you for your consideration.

Respectfully,  
Patricia Shevlin

[REDACTED]  
[REDACTED]  
[REDACTED]



M shiel



I want the skyway left alone. There are talented people who can utilize the space underneath it to blend with the waterfront. I love driving over skyway looking at the clouds, the lake, sunsets, boats. Nearby roads cannot manage the traffic esp in altered weather. Leave the skyway STANDING

Dorothy Sikorski

[REDACTED]

[REDACTED]

I would like to see the bridge torn down . The bridge is not suited to our weather. It has to be closed down when it is icy ,when there is a snow storm, when it is too windy or when there is an accident on it. It is costly to maintain since it gets blasted by our weather and because of the height. These things should have been taken into consideration before it was built . It will make room for downtown growth such as a larger convention center with better parking.

Jola Simon

[REDACTED]

[REDACTED]

I am in favor of removing the Skyway. It is becoming obsolete and the longer we wait the more expensive and difficult the project will be. This is the 21st Century and it's high time Buffalo moves into the future.

1 work. Thank you.

2 **ED WILLIAMS:** Okay. Let's talk about the  
3 presentation first. Presentation is poorly  
4 designed, poorly shown, and not enough  
5 information. Secondly, no interpreters or  
6 docents were on hand to explain what I'm  
7 seeing. Three, you would have to be a  
8 graphologist to understand what was presented  
9 even though I've been in the area all my  
10 life. Four, I think they should remove the  
11 Skyway in its entirety to allow for more  
12 taxes, to expand your tax base. That's it.

13 **MS. SINATRA:** Okay. Well, the very first  
14 comment that I want to say, that this video  
15 presentation is very prejudice to the outcome  
16 that they're desiring. It starts by telling  
17 us why the Skyway was made implying that it's  
18 not useful anymore. It also states that the  
19 Skyway is a visual and physical obstacle to  
20 the waterfront. It is not, in my opinion. So  
21 those two comments played at the beginning are  
22 prejudicing those who were listening and many  
23 people don't realize that. So it's an

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D-484

1           unknowing, unspoken way of winning your  
2           audience over and that's very upsetting to me.

3                   And then I want to say, in as nice  
4           language as I can, is why in God's name would  
5           you want to cut out a main artery in and out  
6           of the city? Why don't we embrace the beauty  
7           of the bridge as other cities have? It is the  
8           most spectacular view of the water whether  
9           you're going in or out. It's an absolutely  
10          crazy idea to take it down after we have spent  
11          millions of dollars, just recently, restoring  
12          it.

13                   And to that point, I live just [REDACTED], or  
14          some may call [REDACTED], of the Skyway. And I can  
15          tell you, driving into the city almost every  
16          day that it is complete hell when the Skyway  
17          is closed. I've called many times and they  
18          told me the lights on those side streets were  
19          timed so that the traffic would flow smoothly;  
20          it does not. It takes me almost double the  
21          amount of time to get anywhere in Buffalo when  
22          that Skyway is closed.

23                   I've called about the red lights, I think

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1 I might have mentioned this, and they told me  
2 they would work on the timing to make it  
3 better. But I can tell you from firsthand  
4 knowledge, once again, whether you're going  
5 into the city or coming out of the city, any  
6 time of day, it was a complete disaster.  
7 Lines, and lines, and lines, and lines of  
8 traffic. And very long waits at the lights.  
9 And if you get stuck at the drawbridge, Ohio  
10 Street I believe, then you're really waiting  
11 an extra long time as well.

12 And then there's all the side streets  
13 for all those people. What kind of -- all  
14 these different proposals that are out there  
15 really changes the structure of all those  
16 homes, owned places, where people -- I've been  
17 talking to people and they're really upset  
18 about the nature of their neighborhood  
19 changing. And again, as someone who's driven  
20 when the Skyway was closed, has driven many  
21 different ways to get home or to get into  
22 Buffalo, and I've tried them all -- there's  
23 none I haven't tried. Including the thruway

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1           which is ridiculous, because it takes me out  
2           and around. Talk about environmental, I'm  
3           using much more gas.

4           A lot of the streets -- all of the streets  
5           are thirty miles an hour. One case example is  
6           Tifft Street. In a couple two or three  
7           different ways of coming in or out of the city  
8           utilizing Tifft Street, it's thirty miles an  
9           hour. The street itself looks like an  
10          industry street. Even Route 5 out through  
11          ██████████ ██████████ ██████████, where I live, is forty  
12          miles per hour and sometimes fifty miles an  
13          hour. And by the way, it crosses several  
14          parks and beaches along the way. But yet it's  
15          still forty or fifty miles an hour. Tifft  
16          Street, and all the other streets in question,  
17          are all thirty miles an hour.

18          Tifft Street, especially, is hard to do  
19          thirty miles an hour and they have a policeman  
20          there constantly. And I know for one because  
21          I've gotten stopped a few times. You get a  
22          ticket for going thirty-two, two miles over.  
23          Because when you're driving it's just -- it's

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D-487

1 wide open. It's looks industrial. You hardly  
2 even notice that when you get closer to the  
3 waterfront that there is a small park to the  
4 right. So it's very easy -- almost impossible  
5 to drive the speed limit. Very easy to go  
6 thirty-five, forty, forty-five on Tiff  
7 Street. And once again, police are just  
8 waiting there to give you a ticket. None of  
9 this makes any sense to me. I'm really upset  
10 about it. It would even be to the end result  
11 of me selling my waterfront property and move  
12 elsewhere. Because the thought of trying to  
13 drive in or out of the city, living in the  
14 Southtowns, without the Skyway is insane and  
15 not even a possibility as far as I'm  
16 concerned.

17 And I apologize, but I'm going to visit  
18 that comment once more that was made at the  
19 beginning of the slide projection where it  
20 states that it's a visual and physical  
21 obstacle to the waterfront. That statement is  
22 so incorrect. If it does anything, it helps  
23 to highlight our waterfront in many, many,

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1 many ways which I'd be more than happy to  
2 expound upon at another time if they can't  
3 figure it out for themselves.

4 One more thing. One last comment about  
5 all the proposals I saw inside this room  
6 today. I'm shocked regarding some of them and  
7 my thought was, these people must never travel  
8 in and out of Buffalo, nor do they even live  
9 in the area or they would not suggest some of  
10 these ridiculous proposals that are out there.  
11 They have no idea. Exclamation mark.

12 I'm amazed that more talk isn't occurring  
13 regarding repair of our infrastructure, the  
14 condition of our streets, and our sewer-ways.  
15 Period -- sorry. There's much better ways to  
16 spend our tax paying dollars.

17 MR. SEIDE: Let me -- I'll start with  
18 the notice for these presentations. There  
19 should be more notice -- more prior notice.  
20 So, you're asking for public input, but if the  
21 public doesn't know about it with enough time  
22 available, right, it's almost like it negates  
23 itself.

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Larissa Sisti

[REDACTED]

[REDACTED]

Skyway is a horrible eyesore. Money would have been better spent on a state of the art subway system. Wish Buffalo would bite the bullet and invest in a subway / train system that would include links with Rochester and Niagara Falls. On another note: the American side of Niagara Falls should consider becoming a foil to the victorian architectural style of the Canadian Falls by building a super modern city - thinking Dubai - that would attract worldwide travelers to a futuristic experience.

Ashley Smith

[REDACTED]

[REDACTED]

To Whom It May Concern: Communities, organizations and agencies have been working together to create a Buffalo that is vibrant, welcoming and accessible, and the re-envisioning of the Route 5 corridor can be a crucial link in realizing this vision. The Buffalo Skyway has negatively impacted the economic viability and quality of place of Downtown Buffalo and our waterfront for nearly 70 years by occupying a significant portion of downtown waterfront land for one purpose – to move motor vehicles at highway speeds. As we consider the removal or repurposing of the Skyway to correct these legacy burdens, we must ensure the alternatives do not repeat past mistakes. The current project needs statement outlined by NYSDOT correctly looks at how to accommodate planned recreation, mixed-use and waterfront development to add economic vitality in the areas where this infrastructure negatively impacts quality of life in our city and region. However, it does so by simply looking at removing the Skyway structure and accommodating the existing motor vehicle traffic elsewhere—falling short of the touted aspirational goals, particularly if this burden of automobile traffic is placed on communities that have faced systemic disinvestment and economic marginalization. Please consider the following: A \$20 million investment has just been made by NYS in the Skyway, adding decades of life to the structure. Instead of tearing it down, opportunities for repurposing it for all types of mobility would provide a more cost conscious and sustainable investment. Personal vehicles are the largest contributor to greenhouse gas emissions in Erie County. Adding better transit options, whether it be rail or bus, to communities south of the city would allow sustainable movement of more people while reducing the number of vehicles on the roadway. Investing in our public spaces to better serve people living in our neighborhoods equitably -- not burdening them with additional through traffic -- will provide economic advantages for individuals and businesses while improving quality of life and creating more inclusive communities. Americans have a right to travel and the freedom to choose the mode by which they travel. Safe, affordable and efficient travel via modes that support community, environment, and social mobility should be of foremost concern on any investment in public spaces.

**From:** C Smith [REDACTED]  
**Sent:** Wednesday, January 29, 2020 10:45 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway comment

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I am 73 and have used the bridge often, but now it is no longer a viable regional resource.

As the former Father Baker bridge outlived its practicality, so has the Skyway to the extent that no form of branding or reuse would benefit the area. It should be removed entirely and not reconfigured to a project with dubious benefit.

Re-route Route 5 or build a tunnel, but remove the bridge.

Sincerely,  
Cecil J. Smith

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, February 20, 2020 9:08 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Buffalo Skyway

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Dear Representative,  
The Skyway has served its purpose and in my opinion it is no longer needed. I would support its total removal with the understanding that the traffic from the Southtowns would still have a direct path to downtown Buffalo along Route 5.

Sincerely,  
Doug Smith

[REDACTED]  
[REDACTED]

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Lynn Smith Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

Do not want the skyway to come down  
many commuters will have problems which  
they don't have now.

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



Rachel Solly

[REDACTED]

[REDACTED]

I am concerned about noise, traffic, and wildlife impacts for any alternative that reroutes traffic from Tiff Street. This is a quiet neighborhood with wildlife. In particular, the highway connector alternative would be extremely disruptive. Please provide details on how these issues would be mitigated if one of these alternatives are selected.

**From:** John Soltysiak [REDACTED]  
**Sent:** Saturday, February 1, 2020 5:42 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Cc:** [REDACTED]  
**Subject:** NYS ROUTE 5 PROJECT - SCOPING COMMENTS

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**KEEP THE SKYWAY AS IT IS**

1. It is an excellent, efficient highway serving traffic to and from the southtowns.
2. All the alternative routes are poor for many reasons including: longer, slower, less safe, and more polluting.
3. Many alternative routes put traffic onto city streets adding to the already existing commercial and residential traffic.
4. These streets also carry pedestrian and bicycle traffic, school buses, garbage trucks, delivery trucks, etc making these alternatives poor options regarding safety and efficiency.
5. Many of the alternative routes direct traffic onto the 190, south of downtown. This route is already at capacity during the rush hour periods
6. Much rush hour traffic will end up using the 190 with the 90, entering/exiting at Blasdell, Hamburg, or beyond. This route is already at capacity during rush hour.
7. There is already acres of unused land on the waterfront available for recreation at the north end at Outer Harbor Drive where the Pier Restaurant used to be. The area under the skyway is also available and unused
- 8..I don't believe the limited amount of recreational acreage added by removal of the Skyway justifies this costly project. None of the alternatives routes, or combination of them, can replace the efficiency of the existing Skyway. The cost of maintaining the existing Skyway is likely much less than the cost and hardships of the alternatives.

John Soltysiak,  
Retired NYS PE

John Soltysiak  
[REDACTED]  
[REDACTED]  
[REDACTED]



Ted Sonntag  
[REDACTED]

The City of Lights alternative proposes an extension of Michigan Avenue across the City Ship Canal to Fuhrmann Boulevard. This would include a lift bridge that would bisect RCR Yachts. RCR docks sailboats primarily on the south side of the proposed lift bridge. The lift bridge would need to accommodate the sailboat masts that extend 40 feet or more above the water line. In summer months the lift bridge would be opening constantly to accommodate boat traffic. For these reasons this part of the City of Lights alternative should not be pursued.

For the City of Lights alternative, costs to maintain the retained portion of skyway structure in a safe and aesthetically pleasing condition should be included.

The stated goal of this project is to eliminate the skyway and reroute traffic (40,000 trips daily) through alternate routes. It is difficult to provide relevant comments on the various alternatives because there is no information on what portion of those 40,000 trips continue north or south on I-190 versus those that are routed into and out of the city. But I will make two points anyway. First, alternatives that do not include a four-lane limited access connector to I-190 will be undesirable as they will result in traffic back ups at pinch points. We experienced this last year when the skyway was closed and traffic was routed to Ohio street. Second, alternatives that route significant traffic to Fuhrmann Boulevard north of Tift Street should be avoided to minimize traffic near Gallagher Beach, Safe Harbor Marina and Wilkeson Point Park. The point of developing these parks was to provide safe access to the waterfront.

**From:** Don Sparrow [REDACTED]  
**Sent:** Thursday, February 20, 2020 5:03 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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Take it down and develop the new space...a riverside park sounds good to me.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Craig E. Speers Affiliation (if applicable):

Address: [REDACTED]

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

COMMENTS\*

I am opposed to any demolition of the Skyway for many reasons. A few them are the following:

- Disruption of the main shipping channel on the Buffalo River. Many lake freighter shipments of grain, cement and petroleum, coal and salt and sand arrive each year. These shipments can not be interrupted by surface bridge structures.

- Business such as ADM, General Mills and La Forge Cement with hundreds of jobs will not stay in the area if their businesses are interrupted by surface traffic on Ohio, Louisiana, South and Jefferson Streets. These business depend on truck, lake and rail shipments, Skyway traffic diverted to the surface will injure these businesses.

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**From:** [REDACTED]  
**Sent:** Friday, January 31, 2020 8:09 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** NYS Route 5 Buffalo Skyway Project - Oppose

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[REDACTED]  
York 14216

NYS Dept of Transportation  
Buffalo Route 5 Skyway Project Team

[REDACTED]  
[REDACTED]  
January 31, 2020

Dear Sirs:

I am absolutely opposed to the demolition of the Buffalo Route 5 Skyway Project for following reasons:

- Ship Channel Interference - demolition of the Buffalo Route 5 Skyway Project and its replacement by a surface draw bridge across the Buffalo river will interfere with main shipping channel of the Buffalo River. Scores of shipments per year use the Buffalo river access to industries located on the river, including the General Mills complex; ADM Milling plants: LaFarge Cement plant; Marathon Oil tank farm complex on Elk Street. There are thousands of employees who work in the plants or who supply these plants or who work in the trucking and railroad sectors that service these plant complexes. Any shipping delays will cause production issues.

- Surface Interference - demolishing the Buffalo Route 5 Skyway complex and routing surface auto and truck traffic on to local city streets such as Fuhrman Blvd., Ohio Street, Louisiana Street, Ganson Street and South Streets will create massive traffic delays which will interfere and interrupt truck and railroad traffic servicing the General Mills complex, the ADM Milling plants, and the LaFarge Cement plants. This interference in the normal shipping of goods could very well cause these industries to close and relocate, costing Buffalo thousands of jobs. Building draw bridges across the Buffalo River using Kelly Island would severely impact truck shipping and rail shipping operations for the General Mills and ADM Milling plants located on Ganson Street. This would more than likely cause these plants to cease operations, and lay off hundreds of employees.

- Surface Congestion - demolishing the Buffalo Route 5 Skyway complex will force 30,000 to 40,000 cars and trucks on to local city streets that were never designed and are incapable of handling such traffic volumes. Fuhrman Blvd, Ohio Street, Ganson Street, Louisiana Street and South Street. This erroneous plan would create gridlock, and would endanger the response of emergency police and fire services in the South Buffalo/First Ward region of the City of Buffalo. That is just plain unacceptable. Delaying the response of A District Buffalo Police personnel and Buffalo Fire Dept. personnel from Engines 1 and 32, and Ladder Companies 2 and 5, and the 3rd and 6th Battalion Chiefs is not acceptable in any way, and could lead to loss of life.

- Fireboat Cotter - building a new set of draw bridges across the Buffalo River will delay emergency response times for the BFD Fireboat Cotter when responding to fire and rescue calls in the Buffalo harbor area. Again this type of delay could result in the loss of life and an increase in property damage. This is not acceptable.

- Tunnel - the only acceptable alternative to the Buffalo Route 5 Skyway Project is to tunnel under the Buffalo River so that there will be no disruption to the industries along the Buffalo River - including General Mills, ADM Milling and LaFarge Cement. This would also eliminate surface traffic congestion and gridlock, and not delay emergency service response.

Again I would urge that no action be taken to demolish the Buffalo Route 5 Skyway complex in the City of Buffalo for the above stated reasons.

Respectfully submitted,

Craig E. Speers, Past

Retirees Region One - WNY

President - NYS PEF

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Theresa Stachowiak Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

*To whom it may concern:*

*I am writing this to say I do NOT support the prospective option to the Skyway alternative route including Abby St.*

*After 25 years I moved back to Buffalo, and @ the age of 68 I do not wish to move again. I've invested many dollars into my "retirement" home and love the location, being able to view the beautiful sunsets & the history of the Old grain elevators from my front windows. Not to mention my great neighbors who really care & love our neighborhood.*

*Please consider a different route when it comes to your final decision making - It is a quality of life issue to many of us! The noise would be unbearable. Thank-you -*

FEB 27 2020

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



RECEIVED	
R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
Design Unit A	
Proj Mgmt	
Special Proj	
Structures	
Tech Support	
Utilities	

**YOUR FEEDBACK IS IMPORTANT!**

*Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)*

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*Theresa Stachonrak*



BUFFALO NY 142

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**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

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TAPE OR STAPLE HERE

**From:** Richard Stanton <development@lackny.com>  
**Sent:** Thursday, February 27, 2020 3:45 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** City of Lackawanna NY Comments on Scope of Environmental Impacts of PIN 5134.48  
**Attachments:** 2020.02.07 Lackawanna Scoping Comment Letter.pdf

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

Dear Buffalo Skyway Project Team,

Please accept the attached letter as the City of Lackawanna New York's comments regarding the necessary scope of the study of Project impacts posed by the proposed Buffalo Skyway Project.

We appreciate your efforts in facilitating public review of potential impacts of the proposed infrastructure change.

--

Richard E. Stanton, Esq.  
Director of Development  
City of Lackawanna  
714 Ridge Road - Room 309  
Lackawanna, NY 14218  
716 827-6421





# CITY OF LACKAWANNA DEPARTMENT OF DEVELOPMENT

714 Ridge Road – Room 309  
Lackawanna, NY 14218  
Tel: (716) 827-6474 Fax: (716) 827-1866



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February 27, 2020

Buffalo Skyway Project Team  
New York State Department of Transportation  
Region 5  
100 Seneca Street  
Buffalo, NY 14203

Re: New York State Route 5 Skyway Project – PIN 5134.48

Dear Skyway Project Team Members

The City of Lackawanna New York is a government agency interested in the proposed reconfiguration of Route 5, and its arterial routes (the Project). We do have concerns about potential Project impacts on our community, and our local, and regional resources.

From our perspective the Skyway currently serves as a critical piece of infrastructure. It connects many Lackawanna residents, businesses, and land, to Buffalo, in less than 10 minutes. It facilitates a not-too-obtrusive passage of commercial traffic through a corridor engineered to handle the heavy load.

Our primary concerns are:

1. Potential adverse impacts caused by the redirecting of commercial traffic to Tifft Street which could then overburden South Park Ave, Abbott Rd, and Ridge Road and.
2. Delays in transportation relied upon by local businesses/employers who invested in our community in reliance on their connectivity to Buffalo and the Peace Bridge.

---

Richard Stanton  
Department of Development  
D-505

3. Impact on Lackawanna's neighborhood caused by loss of connecting to commuters who invested in their properties based upon proximity to jobs in Buffalo

1. *Concerns with Commercial Vehicular Traffic Rerouted towards Tiff Street.*

While the Study Area depicted in your presentation identifies a broader geographic area than Buffalo, the area being considered for improvements, and mitigation, does not appear to extend beyond Tiff Street, and Route 5 at Tiff Street.

We are concerned that much of the traffic diverted from Route 5 to the I-190, and then to Tiff Street, will then divert traffic easterly along Tiff Street to South Park Avenue and Abbott which lack additional capacity, and are currently beyond the area being studied with the impacts of the various alternatives.

The area surrounding Ridge and South Park is particularly sensitive to traffic impacts. The area is the hub of our business corridor where we are seeking to quiet traffic, and develop bicycle lanes to improve the quality of life in our community. We are also seeking to utilize the improvements in this area to draw visitors to the Botanical Garden's, Olmstead's South Park and the Our Lady of Victory Basilica, into our business community. The potential to redirect commercial vehicular traffic along the South Park Avenue corridor would be inconsistent with our community's plans, and poses potential adverse impacts on the use of local resources. Added commercial traffic along Ridge Road is also inconsistent with our plans to quiet the street down to create a more desirable and livable community.

We request the areas studied for potential adverse traffic impacts (noise and congestion) be extended to include South Park Ave past Ridge Road, Ridge Road, and Ridge Road at Abbott Rd.

## *2. Potential Adverse Impacts on Land Usage relying on Connectivity along Route 5*

In Lackawanna, along Route 5, our land is zoned for Industrial use on the west, and Regional Commercial use on the east. Our current zoning and marketing of our Route 5 corridor is consistent with our recently adopted New York State Brownfield Opportunity Area Plan.

We, together with our development partners have been successfully marketing the industrial land west of Route 5 based upon its unique intermodal access, proximity to downtown Buffalo, and the international border crossing. We now have several businesses that have invested in our former industrial lands in reliance upon that connectivity.

Along the east of Route 5 there are businesses that rely upon the corridor for the regional distribution of their goods and services

While we are a recovering industrial city, we have seen recent job growth along the route 5 corridor we have several major projects in the ground at the present time.

We request the socio-economic impacts examined through the DEIS include the potential to displace local and regional businesses, and also the potential to discourage the redevelopment of the former industrial lands along the Lackawanna Route 5 corridor, if critical connectivity to Buffalo and our international border are lessened.

## *3. Impacts on Neighborhoods Caused by Loss of Connectivity to Jobs.*

With the increase in Buffalo's housing costs, Lackawanna's land has become a more affordable alternative to Buffalo's neighborhoods. Lackawanna is a welcoming alternative to Buffalo's gentrification. People can reside in our "First Ward" or "Second Ward" and commute to their jobs in downtown Buffalo in less than 10 minutes.

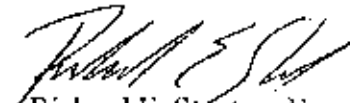
The increased desire of people to live here helps strengthen our neighborhoods, which have struggled since the loss of jobs caused by the steel plant closures in the late 1980's. Conversely delays in access to downtown Buffalo could lessen the desirability of would be residents

choosing Lackawanna, and if that happens our neighborhoods would likely be adversely impacted.

We do ask that the DEIS model changes in commute times from Lackawanna's First Ward and Second Ward to Downtown Buffalo, in order to assure adverse impacts on neighborhoods are mitigated to the maximum extent possible.

In summary, we appreciate your outreach to encourage public comments on the redesign of the Route 5 corridor, and request you to scope the DEIS so it assesses our concerns, prior to determining the best alternative.

Respectfully Submitted,



Richard E. Stanton, Esq.  
Director of Development

Cc: Mayor Annette LaFalco

Julie Starkweather



I think our community needs the Skyway for commuting from the Northtowns and downtown Buffalo to get to the Southtowns. When the Skyway is down due to weather, or when it was closed for repairs, alternative routes took about an hour longer to get to the same destination. Western New York is nice because you can get from one point in WNY to another point in WNY in about a half-hour! The Skyway allows this, as does the 90, 290, 190, 33, and the former-198 (which should be at least a 40 mph, as is the speed limit for many city streets). Hindering traffic deters commerce. The Skyway connects the Bills stadium to the Peace Bridge. and have you ever looked out at the Niagara River from the Skyway, while going North? You should! I'm usually watching the road, but I had the good fortune to be a passenger as a colleague pointed it out to.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: DAN STARR Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

The presentation + scope display were very good, Congratulation.

Attached is my column which gives my position on the skyway.  
SOS - SAVE OUR SKYWAY.



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

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RECEIVED R-5 DESIGN	
RDE	
Asst to RDE	
Sec to RDE	
Bridge Mgmt	
Design Unit A	
Design Unit C	
ENV/LA	
P6/Proj Mgmt	
Special Proj	
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**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

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# Starr Gazing



## S.O.S. – Save Our Skyway

Dr. Dan Starr  
Retired Director of Athletics and  
Professor Emeritus of American  
History at Canisius College.  
starr@canisius.edu

# S O S

Column from After 50 News

Sept 2017

Voices have been raised calling for the Buffalo skyway to come down. Criticism has grown over the past few years. Congressman Higgins has emerged as the champion of “tear it down.” The Buffalo News shares his views. We all know that both the News and Higgins have accomplished much for Harbor Place and CanalSide, but they seem misguided on the Skyway issue. The Skyway is worth keeping.

The skyway was well received when it was built in 1955. Over the past decades, the cost of continuing to repair the skyway has been a concern. I think many of us are aware that repairing bridges is always going to be a major concern as well as an ongoing task. Look at the Peace Bridge. I simply cannot recall when I have not seen work crews on the Peace Bridge. A somewhat similar situation prevails with the Grand Island Bridges among many other bridges throughout our fair land.

If the skyway were in danger of collapsing, endangering many lives, and shown to be excessively costly, then replacing the skyway would need some serious discussion. However, we are not at that point yet.

Rep. Higgins and his supporters have other things in mind. They point to the “valuable” space that the skyway takes up. Really! Where is all that space for the developers? Is it under the 1.34 mile roadway? Plenty of that space is already being nicely utilized by marinas and boat storage facilities. Developers might locate some small pockets near the ramps. But if there were no skyway ramps, there would still need to be exits and entrances from the I-90 for downtown and to the harbor area.

golden age



Let's look at the plus side, the many advantages of maintaining the skyway. Authorities say that more than 35,000 commuters use it on a daily basis. With no skyway, the traffic over the Ohio Street Lift Bridge would be a nightmare. Building another bridge would not be the answer. The skyway seems essential for thousands who live in the Southtowns and beyond. There is no sensible alternative.

The skyway provides an important roadway for WNYers headed south and west. It is important for those heading to summer homes and cottages all along the Lake Erie shoreline, for frolickers headed to the Evans/Angola area or the Sunset Beach area, for those going to Chautauqua, and, in the winter, to ski resorts. With no skyway, there would be major headaches.

The skyway offers magnificent views, wonderful panoramic views of our city, views that cannot be found anywhere else. True, you can also

*Continued on Page 10*



# Start Gazing

Continued from Page 8

see fine views from the observation deck in City Hall and the 40th floor of the former bank building at the end of Main Street. But the skyway stands alone in terms of singular, outstanding views. Visitors from the west, driving from Cleveland, Chicago, and beyond, come over the skyway and see the harbor, the Navy ships, the new hotels, and the Sabres arena, and they see St. Paul's steeple looking as though it is smack in the center of Main Street surrounded by downtown Buffalo's "near" skyscrapers. It's quite breathtaking! Glancing to the right side as they come to the top of the skyway, they can see Central Terminal, St. Stan's (the mother church of Polonia), and much more.

The views are just as magnificent going the other way, leaving the city over the skyway. You see the outer harbor, the famous 1833 lighthouse at the entrance to the harbor, the upper Niagara River, and the Canadian shoreline, all the way up to the legendary Point Abino lighthouse. You might even point out to your children the place where the giant roller coaster, the Comet, that you so enjoyed as a child, stood at Crystal Beach.

Looking straight ahead, you see where the vast Bethlehem Steel plant stood; now the site looks a little like Holland with its cluster of windmills. Far ahead, you see Sturgeon Point and the curvatures of Lake Erie. To the east, you see numerous grain elevators, the Buffalo River, the fabled First Ward

and beyond to South Buffalo.

Another valuable point made by the likes of my friends Dave Cooke and Zuke is that the skyway has become a symbol of our city. It is not an architectural gem, like the Sydney Opera House or the Taj Mahal, but it rates a worthy comparison with the Space Needle in Seattle or the Gateway Arch in St. Louis. The skyway has become a landmark, an integral part of Buffalo.

Another objection is that the skyway is not aesthetically pleasing. Well, it may not be a work of art or even on par with the Golden Gate or Brooklyn Bridges. But if you look up at the skyway from a kayak in the harbor (as famed kayaker Tony McElroy does), you see that the skyway frames or even enhances some of the skyline that includes the 40-story bank building, many grain elevators, and the Sabres arena. Similar views can be had from the likes of Paul Reister's sailboat in the harbor entrance.

There are still other reasons why the skyway is valuable and needs to be maintained for the benefit of the community. Here's an idea: close the skyway to regular traffic on certain days in the summer. For instance, close it on Sundays from 10am to 4pm and allow pedestrians and bicyclists free reign. Actually, we have already experienced some successful bike-a-thons and roll-a-bikes on the skyway.

How about senior citizen groups taking trips to the top of the skyway? Just think of the many senior citizens who would welcome a minivan trip from Fox Run, Amberleigh, Weinberg, Canterbury Woods, or from any other of the numerous adult living facilities in Western New York. What a grand way to spend a summer afternoon! Old timers could reminisce about their early days in Buffalo as they gaze out over the cityscape. Hyperbole would be flowing.

How about closing the skyway on certain days at the beginning of the school year? Schools could



provide for their social studies students to take a half-day trip to the skyway to learn about the city's history. I can see it now: Ms. Farrington's 7th graders viewing the beginnings of the city of Buffalo in the early 1800s around the mouth of the Buffalo River, or Anne Eckert's classes learning about the huge grain elevators and Buffalo's emergence as a major industrial city by the end of the 19th century. Someone else might point to the Central Terminal, and the DLW Terminal, and the site where the Lehigh Valley Terminal was, and discuss Buffalo's important role as a major rail center second only to Chicago. Ann Bennett's students might be made aware of the harbor below as one of the busiest inland ports in the world some 150 years ago. Someone else could point out where the Irish, African Americans, Polish, Italians, and others had settled in the past. Yes, a classroom in the sky!

I am not a civil engineer. I lasted one week in the UB engineering program back in 1952. But I have consulted engineers and have read extensively of the skyway issues discussed by local authorities. Buffalo Rising has provided valuable information and insightful articles. For example, R. Nussbaum notes in "The Future of the Skyway," that we are "just starting to understand the potential of the

bridge." Dr. Edward Steinfeld, UB professor, has had students investigate possible uses for the skyway, demonstrating that the skyway is "an opportunity rather than a liability." The article was titled "The Skyway Revisited" and it was noted that the skyway is a "unique structure with outstanding views of Buffalo and Lake Erie." Angela Keppel in "Which Side of the Skyway Debate Do You Fall On?" also provided valuable information.

I cannot resist a final segue. In the early 1950s, I was a part of the generation coming of drinking age at 18. That meant that in the summertime, we spent a lot of time on the American lakeshore. For us, it meant principally Lerczak's. For others, it meant Angola/Evans beaches, Point Breeze, or the awesome Sunset Bay area. The 30 mile trip out to the lakeshore could be time consuming and even arduous. There was no skyway so you drove over the Ohio St. lift bridge. Buffalo Harbor was still busy with big ships coming and going so you might have to wait a half hour at the bridge. Then it was out Fuhrmann Blvd. and again we might get stuck for another half hour at the Union Canal lift bridge waiting for a ship headed for the Donner Hanna complex. Then, it was out down Route 5. A few years later, the skyway took care of all that and the trip was much shorter.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: DAN STARR Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I VISITED @ GATEWAY-SCOPING IN JANUARY. I WAS IMPRESSED WITH THE EXHIBIT.

I CONTINUE TO FAVOR KEEPING THE SKYWAY.

THE SKYWAY IS VITAL FOR SOUTHTOWN COMMUTERS MUCH MORE THAN THAT - IT IS AN IMPORTANT PART OF OUR WAY HERITAGE.

I CONTINUE TO PLAY A ROLE IN BUFFALO'S SOCIAL, EDUCATIONAL, AND CULTURAL LIFE.

I HAVE ATTACHED HERewith, A COLUMN I WROTE THAT APPEARED IN THE SEPTEMBER 2017 EDITION.

IT OUTLINES THE MANY ADVANTAGES THAT THE SKYWAY GIVES OUT LIVES IN W. NY.



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A few years later the Skyway took care of all that.

Noreen Starr

[REDACTED]

[REDACTED]

The skyway is a dangerous artifact of poor planning. A roadway that closes at 2 flakes of snow & leaves the vehicles exposed to high winds needs to be replaced sooner rather than later. Something more suited to our weather is needed.

Kyla Steffan  
[REDACTED]

As a long time resident of the SOUTHTOWNS, I oppose this entire project. You are cutting off the only mainstream route from any township south of Lackawanna. The majority of commuters come into the city via route 5 and the skyway for work and recreation. The proposed redevelopment does not and will not be able to support the amount of traffic entering the city from the Southtowns. This was proven in the recent 2 year construction just completed on the skyway when the 'brilliant' NYS DOT and the city decided it was more important to have the outbound skyway opened the majority of the time and traffic entering the city from Ohio street was backed up and could take 30 minutes or more to get to their destinations. The more logical way would have been the exact reverse-outbound open only during the hours that people were leaving work M-F...you are destroying the commute from the Southtowns with this design by someone who doesn't drive this nor lives in the area and only to put more money in your pockets through 'commuter tolls' on the thruway from anyone south of the Lackawanna toll booths.

# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

## PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

### COMMENT FORM

Lynda Stephens, [REDACTED]

February 25, 2020

(I choose not to include my telephone number or email on a public document.)

#### COMMENTS:

**My preference is the NO BUILD ALTERNATIVE.**

Page 1 of 2

1. Overview: The No Build Alternative is the ONLY fiscally responsible alternative. Project brochure "Project Purpose" provides reasons for the proposed project, specifically, to promote and serve the aspirations of developers. The Skyway is an important element of NYS Route 5, an established and well used highway system. This element of Route 5 satisfies local, commuter and trade transportation needs. Recent Skyway improvements have secured safety and remedied operational deficiencies. The bridge is expected to meet transportation needs for the next twenty-five years. This is documented in NYS DOT materials. I attended and considered the other alternatives. Adequate documentation is lacking for "capacity deficiencies of the highway connections", as mentioned in Project Purpose.

Project Needs section: Where is the documentation that these needs are genuine? Almost all articulated "needs" have already been addressed/resolved or are non-existent. None of the proposed alternatives present as efficient a transportation alternative as the Skyway. Local people's concerns, and trade route needs should be considered ahead of economic interests of developers.  
(Economic considerations)

2. In over twenty-five years as a grant writer for municipalities in the western part of New York State, I worked closely with engineers and architects on public projects. I never saw a public project where intact, useful infrastructure would be demolished to accommodate developers' or elected officials' interests in "so-called" economic development. Buffalo's population is less than one half of its peak of almost 600,000. Existing City infrastructure can accommodate many more residents within existing neighborhoods and emerging neighborhoods where critical infrastructure is already in place. Factories halted manufacturing and are now being repurposed for residential uses. State and federal resources for Buffalo, one of the poorest cities in the United States, should target the needs of Buffalo's poorer neighborhoods. Buffalo and Erie County do not need more sprawl that is costly for all local taxpayers to maintain.  
(Economic, social justice)

3. A related concern is the Governor's proposed timeframe for the NEPA/SEQR process – it is clearly a "fast track", less than two years. On January 28, 2020, The Buffalo News published a quote by the NYS DOT chief engineer, "This is really the most aggressive EIS I have ever dealt with for a project starting from scratch." This announced timeframe is not adequate for environmental investigations covering large areas.  
(Construction effects, Secondary and cumulative effects, Hazardous and contaminated materials, Air quality)

4. I attended both scoping meetings and spoke with multiple NYS DOT staff and consultants. One DOT person informed me the Governor had set aside \$600 million for project implementation. If this be true, it is a shocking example of putting the cart before the horse. Some of the proposed alternatives would likely cost in excess of \$600 million. This is an unnecessary burden for taxpayers.  
(Economic considerations)



5. Tax revenue should be applied to places in Buffalo, Erie County, and across the State to fix crumbling infrastructure. As recently as this past Sunday, February 23, 2020, local television news (WGRZ) reported emergency bridge joint repairs for NYS road 290 (Youngman). Special, and in my opinion unnecessary, projects such as Skyway removal, drain NYS DOT staff and resources away infrastructure that pose threats to the public, and impact national and bi-national trade transportation.  
(Economic considerations, Secondary effects)

6. Skyway demolition presents its own problems. We've all heard about large crane disasters. Will Buffalo's demolition experiment add to these disasters? What happens to Inner Harbor assets when demolition disasters occur? How much economic displacement will occur? Will we be able to visit the Outer Harbor to enjoy the lake and park areas?  
(Economic considerations, Construction effects, Secondary and cumulative effects)

7. The Outer Harbor and Tifft Farm have lots of wildlife. Last fall, I and other drivers had to wait while a herd of deer left the Outer Harbor through one of the tunnels, presumably heading toward Tifft Farm. It will be necessary to research and explain how Skyway removal will not intensify current needs for wildlife management. How will driver safety be dealt with? Expect more movement of deer, coyotes, and other animals if the Skyway is taken down.  
(Secondary and cumulative effects, Parkland)

8. Fuhrman Blvd. is mostly designed to be an off-highway, park road. It did double duty during the recent Skyway repair project. Depending on the hour of day, traffic, including many over-the-road trucks, was extremely slow moving. Vehicle related air pollution increased. Will there be more of this?  
(Air quality, Parkland and recreational resources)

9. The Outer Harbor, Tifft Farm, western parts of South Buffalo, including River Bend are rife with contaminated materials, often hazardous. New road construction will loosen and spread airborne and waterborne contaminants. Identification of underground contaminants is essential for public and worker safety. It is likely Phase One reports will take more than two years to document contamination in such large areas of Buffalo. During the Love Canal crisis, when investigators looked for a one mile square "clean" urban area for control group purposes, none was found in Niagara Falls or Buffalo. Phase One reports identify known contaminants and their sources. Phase Two reports involve testing and analysis of soil, groundwater, surface water, and air quality. All are needed for an EIS.  
(Hazardous and contaminated materials, Air quality, Land use)

10. Skyway demolition will destroy one of the most spectacular visual resources in western NYS. The bridge is graceful and iconic. Bridge scale complements tall City buildings, and tall ships including Naval Park vessels. In short, the Skyway is a landmark. So many historic landmarks have been destroyed in Buffalo. Let's not make another mistake.  
(Visual resources, Cultural and historic resources)

NOTE: As per NEPA/SEQR rules, I expect all of my comments to be included in the public record.



**Department of Transportation**

FEB 26 2020

**NYS Route 5 (Buffalo Skyway) Project Team**

**NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

RECEIVED R-3 DESIGN	RDE	Asst to RDE	Sec to RDE	Bridge Mgmt	Design Unit A	Design Unit C	EP-1/A	PG/Proj Mgmt	Spec'drus	Int'l Support	Utilities	FILE
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TAPE OR STAPLE HERE

Davilyn Stief

[REDACTED]

[REDACTED]

My family and I would like to protest the changes proposed to our neighborhood involving Abby Street in Buffalo, NY. We bought our home in December 2019. We fell in love with not only the house, but also the quiet neighborhood and the abundance of wildlife present. With the proposed plan, this would have a HUGE negative impact on the residents of this neighborhood--both humans and animals. In regards to the people in this neighborhood, the quietness of this area is important for those who like to get away from all of the "hustle and bustle" of the city. It is a safe place where we can spend time with our families without the danger of having a high traffic area. Our children love to see the animals and play outside. One of the favorite activities for many of the kids in our neighborhood is to go snow sledding on the hill located on Abby Street. With the proposed change, this would extinguish this memory-making activity for these families along with decreasing the safe playing environment they currently have. In regards to the wildlife, it is extremely disappointing that those who came up with this proposed plan did not consider the major negative impact that it could have. The animals in this neighborhood have made a home for themselves and should not have to be evacuated from those homes to allow traffic through. The displacement of these animals could have harmful effects on this area along with possibly causing a decrease in the population of those animals due to them possibly not being able to adjust to the change. There would be an increase in accidents involving animals and a decrease in food supply to have these animals survive. It is cruel and insensitive when I am sure there are other options that could be considered that would not cause a major disruption to the wildlife we have. In conclusion, I believe it would be most beneficial if another option was considered and executed rather than this current proposal. I believe there could be a better solution than disrupting this quiet, safe and amazing neighborhood. This neighborhood is a unique area to Buffalo and should be preserved as it is.

Cindy Stitt

[REDACTED]

[REDACTED]

Stop wasting money when the skyway at this time does its job. Traffic is much too busy along the ground when there is a skyway closing.. Bumper to bumper at a standstill to be exact! I live on [REDACTED], don't even think of trying to get out. At this time South Park and Abbott get quite busy during rush hour. (And route 5 is open) There are lines waiting every morning on Abbott Road already.. I have been in a waiting line for the traffic light at South Park,/ Abbott/ Bailey sitting in front of KFC. AT 8:00am many days.

1           **MR. HURLEY:** Okay. So I guess what I'd  
2 like to say pretty simply is -- and actually  
3 both of us are pretty adamant that the -- how  
4 do I put this. The commute basically stays as  
5 it is; an uninterrupted 55 mile-an-hour way  
6 into the city with interchanges. No stop  
7 signs, red lights, or other impediments.

8           As fas as the options for the Skyway itself  
9 goes, I like a lot of the ideas, but my main  
10 concern is the commute because of what happens  
11 in South Buffalo when the Skyway is closed for  
12 any reason. And that's basically all I have to  
13 say.

14           **MR. STOUT:** I've successfully warded  
15 off Walmart at the corner of my street because  
16 they didn't SEQR it right. It's possible I  
17 could ward off DOT if I had to. I really  
18 don't want to. It's important to me that they  
19 don't lie to the public which this motive  
20 does. It says that if they meet the National  
21 Environmental Quality Acts it will meet the  
22 SEQR rule; it doesn't say that. SEQR says, if  
23 you meet the SEQR requirements then NEPA will

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1 be accepted. It doesn't say the other way  
2 around. They've twisted it back-ways.

3 Now this is written by the federal  
4 government. So you expect them to understand  
5 their law quite well, but do they understand  
6 New York State law? And my question is --  
7 doesn't appear they do. So that's the first  
8 real problem here.

9 The real issue in this whole project is  
10 how will these changes save the planet? SEQOR  
11 requires all the consequences of the action,  
12 and all of the implications of the action and  
13 all those associated impacts. Have you  
14 changed how traffic flows? Have you changed  
15 how much fuel is used? You'll create changes  
16 in carbon and you could affect how soon this  
17 planet falls apart. It's called global  
18 warming. So this project has to look at the  
19 consequences to the national environment,  
20 called the globe and the planet earth, as part  
21 of this project; does not have to be  
22 extensive, but they have to at least  
23 thoroughly -- SEQOR says how you have to

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1 consider each object that might have an impact  
2 and also defines what an impact is. Says how  
3 do you determine if something is significant  
4 or not? And it's all described in the law.  
5 And they must do it. If they don't, someone  
6 could sue them and be turned away. Whatever  
7 decision they reach will be useless. So let's  
8 not do that. Let's look at it. That's why  
9 I'm talking with you.

10 The global environmental specialists  
11 that studied the planet, it's survival. Say  
12 that we must stop using fossil fuels as soon  
13 as possible. Two of the major sources of  
14 fossil fuel pollution are transportation and  
15 buildings. This is a transportation project.  
16 We should find a way to build this project in  
17 such a way that it reduces the use of fossil  
18 fuels or eliminates them. That's a goal.  
19 Because we want to have a planet to live on.  
20 At least I do. I don't think these guys out  
21 here that are building highways want to jump  
22 off the edge of the world and forget it in a  
23 few days or a few years. They'd like to stay

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1           around until they die of natural causes, or  
2           nearly so anyway. So we have, this project  
3           has, to consider that stuff because SEQOR says  
4           you have to.

5           The studies that have been done worldwide  
6           show that heavy transportation should be using  
7           hydrogen gas fuel. Local transportation can  
8           use electric battery propulsion. We have to  
9           set up the transportation systems to allow for  
10          the hydrogen-powered gas stations to permit  
11          the heavy vehicles to refuel; that's city  
12          buses, that's trucks. Trucks come off the  
13          interstate highway system. They may just come  
14          over and be a part of Route 5 somewhere along  
15          the line. We need the hydrogen gas station  
16          along Route 5 or the thruway, one or the  
17          other. We have dozens of trucks coming into  
18          Buffalo every day. This should be a place  
19          where we have a refueling station.

20          The problem with our electric concept of  
21          electrifying everything in terms of service  
22          transportation is, we haven't found a way to  
23          make a battery that doesn't take rare earth

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1 elements that are limited in amount. They're  
2 going to become expensive or not available,  
3 one or the other. So we have to use hydrogen  
4 because we don't have enough of the rare earth  
5 elements to make all the electric -- all the  
6 vehicles that we think we need them for. And  
7 some of those electric batteries are actually  
8 being used for storage systems on the island  
9 of Hawaii right now because they still don't  
10 have hydrogen there either. So we created a  
11 problem we haven't solved yet. We don't need  
12 to create the problem here. Some of this is  
13 not necessarily related to this project and  
14 yet it's related to preserving the globe.

15 So what else would I write since I'm  
16 now speaking? I think that that's -- those  
17 are the biggest things. Somebody was looking  
18 at -- out here a minute ago. Sounded like he  
19 works in downtown Buffalo. He uses the Skyway  
20 bridge every day to go back and forth to work.  
21 And when he looked at some of the alternatives  
22 to get him over to the 190 he said all of them  
23 are far slower than the present situation and

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1 I would not prefer them. Even a logical  
2 person would agree with him.

3 I looked at the approaches there. It  
4 looked like Louisiana Street is the best  
5 connection to I-190. That's not Tifft Street.  
6 So I know that goes right through a  
7 residential area. I used that street a good  
8 portion of this year and last year because  
9 they were improving the Skyway bridge, but I  
10 think that's the best approach right there,  
11 and there's room. It doesn't have to go next  
12 to the buildings.

13 There's limited amount of residential  
14 buildings along Louisiana Street. And they  
15 would have to update the connections at Exit  
16 3, you know. I think it's 3, yeah -- 3, the  
17 190. Because it probably doesn't matter for  
18 numbers, but the only way we're going to win  
19 the Skyway bridge is divide and conquer.

20 We have to put up good signs indicating to  
21 people that the choices are that way, and that  
22 way or this way. And we have to describe what  
23 you get to when you take each one of the

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1 directions. This takes you to 190 and this  
2 takes you to downtown, you know, High Street  
3 area, whatever, and this one takes you to the  
4 park. And people who are driving big trucks  
5 will not take the one to the park and you  
6 won't have them down in there. And you won't  
7 need any roads they've got there now because  
8 they won't be there. So the only way to win  
9 this battle is to divide and conquer.

10 You have to divide the traffic. Signage  
11 is really important. There's a big choice  
12 when you get to Milestrip Road. You can turn  
13 and you can get over and you can get on the  
14 Thruway and now you're on 190. And now you  
15 have the choice of picking one -- I mean,  
16 you're on 90. You have the choice of picking  
17 190 later to go out into the city or on east,  
18 if that's -- and, the big trucks are going to  
19 want to come in Louisiana Street and go  
20 straight out because it's shorter. So that's  
21 going to be hard to get that down.

22 And this is talking vehicles regardless of  
23 how they're powered. People are going to

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1 drive their vehicles the most effective way  
2 they can with what's available. My  
3 recommendation for the elevated section of the  
4 Skyway, between the Skyway bridge and Tiffit,  
5 is to retain half of it. Making the half that  
6 you retain one-way traffic going south leading  
7 to the Michigan Avenue bridge, that isn't  
8 there. And the other lane going to the  
9 Michigan Avenue bridge is used for mass  
10 transit, the surface rail. And the surface  
11 rail runs down at least to the Ford plant and  
12 the tank farm across the street which is no  
13 longer a tank farm, from the Ford plant to be  
14 purchased and made into a big parking garage  
15 for people coming in who wish to ride the  
16 transit, or a portion thereof. It even could  
17 be done that way. And the transit would  
18 connect with the transit in downtown Buffalo  
19 which hopefully will eventually connect to the  
20 airport and UB and UB North which is in  
21 process. So that we could get multiple people  
22 into vehicles instead of this one person, one  
23 vehicle.

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D-531

1           I stand here realizing that I drive into  
2 Buffalo in a one-person vehicle most of the  
3 time. Because I go to a meeting trying to  
4 improve the city of Buffalo and I don't even  
5 live in the city. Or I work as a volunteer in  
6 the city of Buffalo, but I have to get there.  
7 So clearly I would use Louisiana Street if it  
8 exists. Even if I have to get to it off of  
9 Fuhrmann Boulevard. That's the only thing  
10 left. Waste all the money of taking down the  
11 other lane that you're not going to use. As  
12 I've described, you can leave it. Make it  
13 into basketball courts or something else, but  
14 don't spend the money tearing it all apart.  
15 Well, figure out an adaptive reuse for it.

16           Here again, I'm now suddenly the highway  
17 designer without any qualifications per se. I  
18 used to work for DOT. I used to work for DEC.  
19 So I'm retired from DEC. And I understand the  
20 environmental quality very well. So I say  
21 that they're at risk of getting sued if they  
22 don't do it well. And I think that's about  
23 it. I'm glad you listened to me and I'm glad

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1           you're taking it down. You've now saved me  
2           hours of writing. I'm not much of a typist.

3           **MR. RENZO:**           My name is Paul Renzo.  
4           I've lived out in the suburbs here all of my  
5           life, all of 52 years. I used to be a  
6           school bus driver so I traveled all the roads  
7           p~~o~~the Skyway. And my input here, which seems  
8           to be a lack of common sense about this main  
9           artery here. How can you take a main artery  
10          and divert forty thousand cars between the  
11          hours of 7 a.m. and 9 p.m. onto Tifft  
12          Street, Hopkins and Ohio?

13                   Ohio Street being that they narrowed it  
14                   down. They narrowed the street way. And also  
15                   if you go over Tifft Street, that goes into  
16                   streets that are in terrible condition. I  
17                   mean, potholes. They're not kept up over on  
18                   Hopkins and Tifft. And when the Skyway is  
19                   closed because of inclement weather the  
20                   traffic is bombarded on South Park and  
21                   Baily and all those streets that are the  
22                   a~~l~~ternative to the Skyway. So, I don't think  
23                   there's any common sense here in this whole

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Kenneth Stuczynski



The Skyway is part of our industrial heritage and isn't hurting anyone by remaining. I oppose its removal.

Fran Sullivan

[REDACTED]

[REDACTED]

The Skyway provides the best scenic view of Buffalo's Inner Harbor, Outer Harbor, entry to the Niagara River, and of the bordering shores of any place in Buffalo, continuously for more people than any other single location, no matter the weather conditions. There is nothing comparable. Do Not Remove this extraordinary compliment to our beautiful, historic, and re-surgin WNY community. RE-PURPOSING? What a grand idea. CREATING transportation to urban, suburban, and rural areas South of Downtown Buffalo for moving masses of people, may FINALLY transition past more than a CENTURY of silently imposed separation of those communities. It is a key compliment for Skyway re-purposing; as well as it is key for initiating a SURGE of developmental growth for those communities South of Downtown ripe for an advance in development.

Kathleen Sullivan

[REDACTED]

[REDACTED]

I agree with Congressman Higgins. Take it down and open up that beautiful, usable space!



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: PHILIP SULLIVAN MD Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

I spoke with 2 gentlemen from DOT today Jan 28 and I was impressed that traffic considerations are being taken seriously.

Traffic is a huge concern for Southtown Commuters, Any option that involves CITY STREETS would be horrible. If there are expressway options that could be reasonable. Thank you.

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

You may submit your comments by leaving this form in the comment box, by U.S. mail (see pre-addressed mailer on reverse side), or by e-mail to: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**YOUR FEEDBACK IS IMPORTANT!**

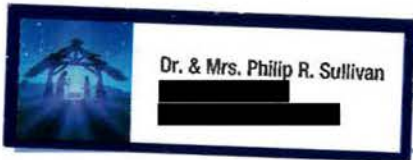
Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)

JAN 31 2020

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RECEIVED	
DESIGN	
<i>(Surde)</i>	
Duenebacke	
Hill	
Lorenz	
Singh	
Vaidya	
Zimmerman	
Ambrose	
Boniface	
Hoch	
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BUFFALO  
NY 14203  
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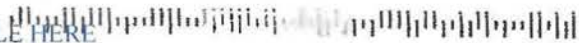


**Department of Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

14203-293300

TAPE OR STAPLE HERE



Clark Sykes

[REDACTED]

[REDACTED]

I am in favor if a complete dismantling and removal of the Route 5 skyway. It is obsolete, divides the city from its waterfront, and should be taken down ASAP. Alternative routes for inbound traffic from the south towns could easily be found.

Diane Sypnier

[REDACTED]

Democrat

[REDACTED]

Take the albatross down. Build new entrance and exit to the 190 if possible. If this remains standing, there will be regrets in the future.

Kristin Tanner



Don't remove the skyway. If it needs repairs, do so. The waterfront is accessible as is. Removing the skyway would increase traffic and make the waterfront less accessible.

Linda Tedesco



I am happy to Express an opinion rather than just have something done with no input. I personally feel the skyway should come down. I rarely drive on it: it scares me! I don't think I am the only one to feel this way. Also, I feel the view like at canalside is blocked by it. It just doesn't look nice. It seems dangerous to maintain considering our weather which in some ways has gotten worse (more "wind events"). Although I do drive around western New York for my job, I will take the 90 instead, etc. I suppose a more regular road could replace it. I certainly don't miss the Father Baker bridge! Thanks for letting me explain my view.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Douglas TERRAY Affiliation (if applicable):

Address: [REDACTED]

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

COMMENTS\*

*I think this is a great project 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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). **Scoping comments are due by February 28, 2020.**



**From:** eric thomsen [REDACTED]  
**Sent:** Friday, February 14, 2020 5:28 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** P.I.N 5134.48

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

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It is good to see that there are creative writers who are trying to sell a project when in fact there are only two choices for the Skyway.

1) The Skyway stays where it is and it is maintained as needed. There was a study done many, many years that showed it would be more cost effective to maintain the Skyway then to replace it with a new roadway. I would like to see that study updated to reflect today's maintenance/construction dollars to maintain vs. removing it and building a new road to connect to the I-190.

2) Build the new roadway on the old railroad line

You can not put 52,000 vehicles on city streets. Most of the streets are two lane (one in each direction). You would have to buy R.O.W. which would require buying homes. Not going to happen.

I would toss the 16 concepts from Andy's competition. I would toss the three tunnel options as well. I would like to see how you propose to go under ground and reconnect to the elevated I-190. Of the 25 concepts I have eliminated 19, leaving 6. Of those 6 only two are doable.

Stop wasting money on concepts that are not viable and concentrate on those that are.

Eric Thomsen  
[REDACTED]



**From:** Thurston, Adeline [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:00 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway removal

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

I am for removal. No additional comment

Sent from [Mail](#) for Windows 10

william tobin



The waterfront will become a better attraction with the removal of the skyway. Do it soon. It has slowed down the revival of Buffalo. The roadway could be taken off and the pillars painted looking like modern art. Like an Archway into the city. Alternate access moving bridges could be installed to handle the traffic. The city survived without the skyway and it will do it again. Imagine a free and friendly waterfront. Take down the old and develop the new.

JAN 30 2020

JAN 28 2020

February 1, 2020

REGIONAL DIRECTOR	
ASST. TO RD	
CLAIMS	
PUBLIC INFO OFF	
SAFETY & HEALTH	
SECRETARY	
ED	
CONSTRUCTION	
DESIGN	
REAL ESTATE	
OD	
OPERATIONS	
FLEET	
PPD	PLAN & PROGRAM
ASD	ADMINISTRATION
ITD	INFORMATION SERV

Joe Tocke



Buffalo Skyway Project Team  
NYSDOT, Region 5  
100 Seneca Street  
Buffalo, NY 14203

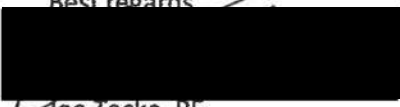
Attn: Mr. Francis P. Girrillo, Regional Director

Dear Mr. Girrillo:

Please find enclosed a short exciting paper entitled "Outer Harbor Future" for your reading and enjoyment and as input into the **Public Scoping Meetings for the NYS Route 5 (Buffalo Skyway) Project, P.I.N. 5134.48**. Please pay particular attention to a potential "Eastern Great Lakes Maritime Center" and the "Buffalo Light- Lake Erie National Historic Site/ Park". These two major potential development nodes could be a Federal/ New York State joint venture.

Thank you for your consideration!

Best regards,



Joe Tocke, PE

JAN 31 2020

RECEIVED	
R-5 DESIGN	
Surdej	
Duenebacke	
Hill	
Lorenz	
Lunz	
Singh	
Vaidya	
Zimmerman	
Ambrose	
Boniface	
Hoch	
FILE	

Outer Harbor Futures

The Role of

The Skyway

By Joe Tocke, PE (RETIRED)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Outer Harbor Futures

### Preamble

The overall concept for the Outer Harbor is to capitalize on its uniqueness, Environment : natural locations/habitants, the water, beauty, four seasons weather, Heritage, Users: existing and future, including the transportation infrastructure, in concert with adjacent centers and neighborhoods development goals. The bridge to, WHERE?: the Future!!!

### The Skyway Proposals include:

- A. Pedestrian / Bike Lift Bridge at the foot of Erie St. connecting to the existing pedestrian-bike path on the southside of the Buffalo River Length 250', Width 22', Open / Closed Cl. 100'/ 20' over MHW.

**Estimated Costs \$75 M**

(Design similar to the Manchester, England Ped. Bridge over Wolford Quay; consider observation decks a top the towers). **See Attachments (A & B)**

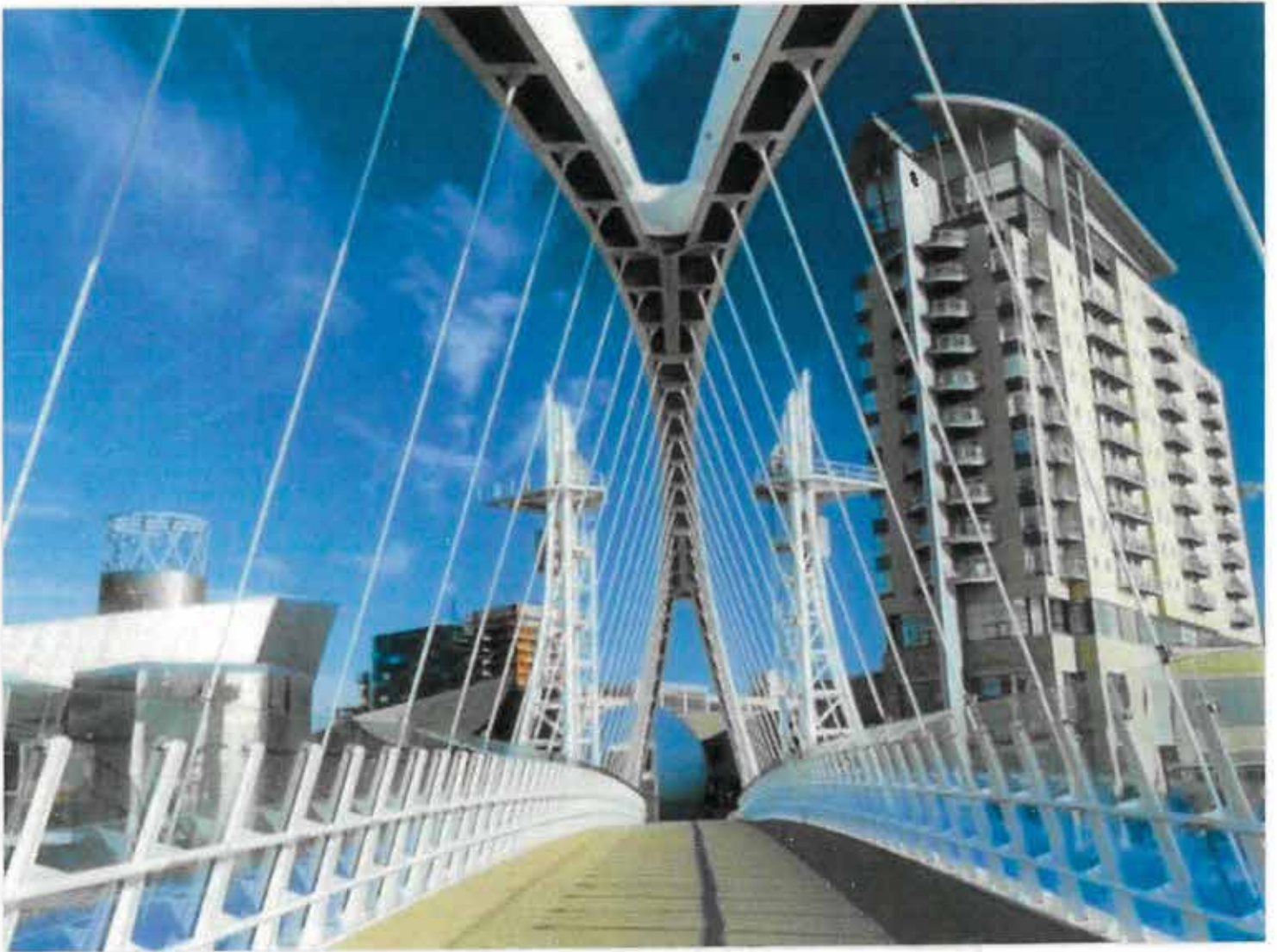
- B. Car- Local Truck, Separate Walkways/ Bike Ways, Lift Bridge at the foot of Erie St. (consider a separate people mover lane) Length 250', Width 44', Open/ Closed Cl. 100'/20' over MHW.

**Estimated Costs \$115M**

(Design similar to the Pont Jacques Cababan-Delmas's Bridge in Bordeaux; consider other architectural style for the towers and observation decks a top the towers). **See Attachments (C & D)**

- C. 21<sup>st</sup>. Century Parkway

/



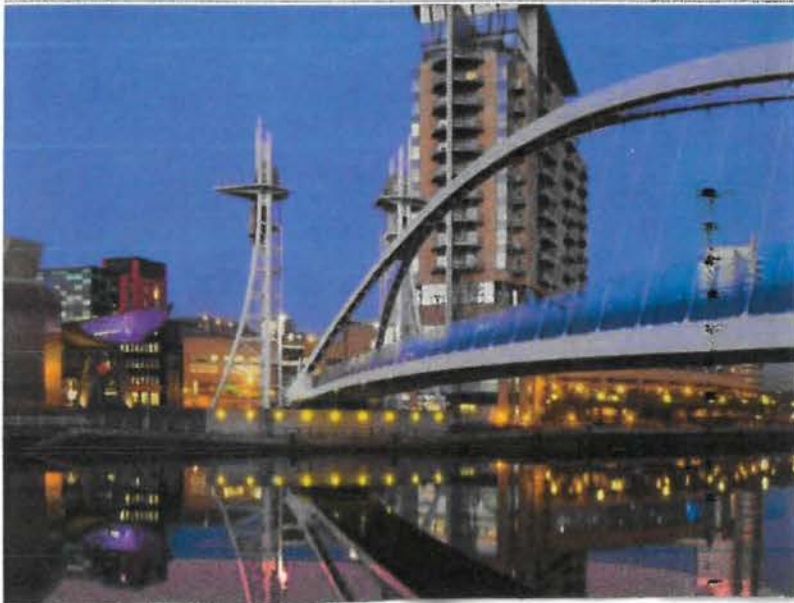
Attachment A

6/20/2019

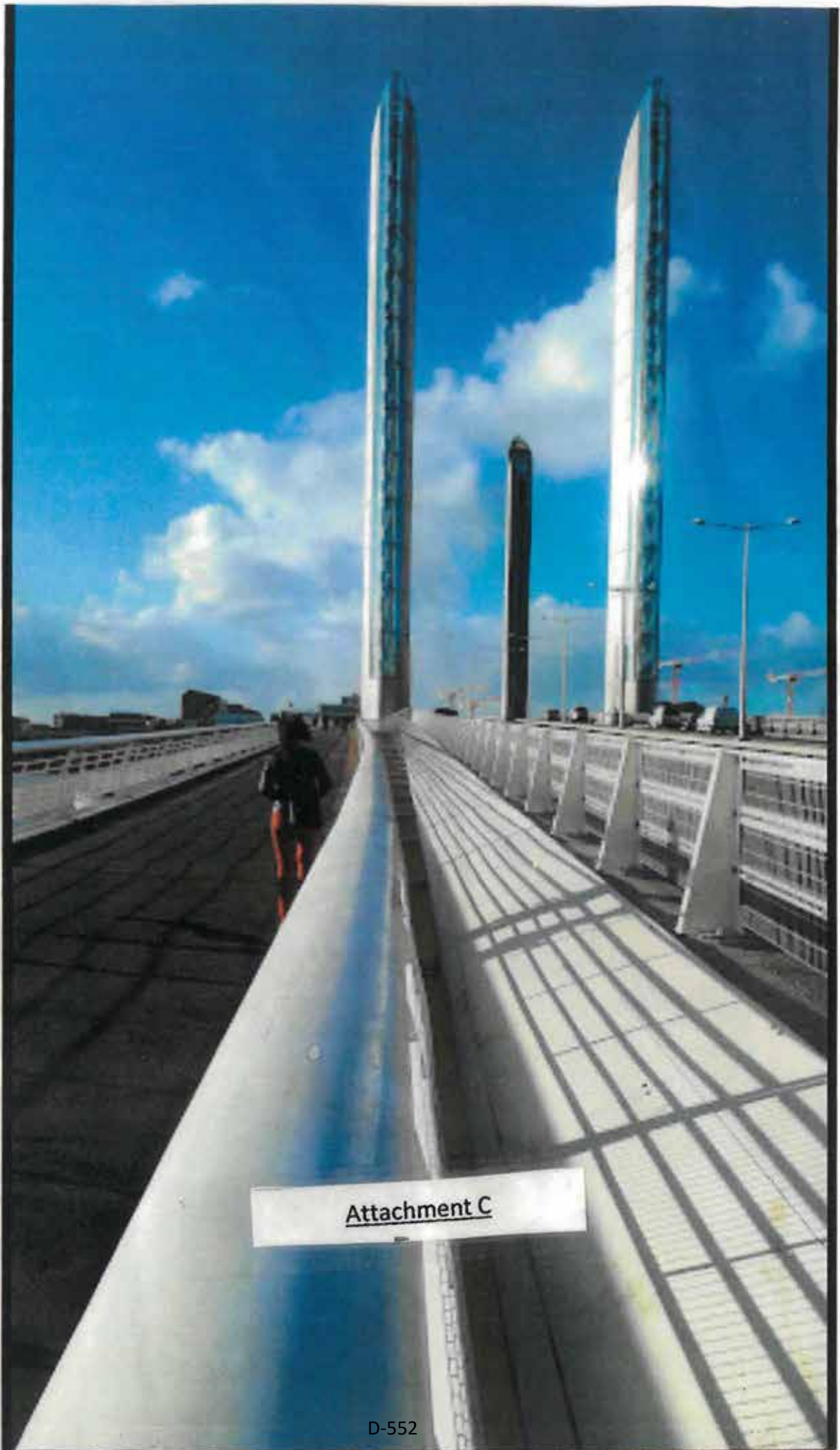
Suspension Bridge, Manchester, England - Wallpaper #36658

# Suspension Bridge, Manchester, England

By: leo (/users/leo) | Category: Places (/places) | Resolution: 1920x1080 | Views: 4,019



Attachment B



Attachment C





Attachment D

5

### **C. 21<sup>st</sup>. Century Parkway**

The southside alignment (21St Century Parkway) would follow the existing roadway alignment (not encroaching the Times Beach Nature Preserve property) to the southside of the South Michigan Ave. Slip curve west to the Lake Shoreline (the exact location to the shoreline ( horizontal & vertical) will depend on future lake levels, the possibility for beach development and caps over contaminated areas. Elevations with great views of the Lake should be paramount. Continuing along the shoreline to the demolished NFTA Terminal, curving east and then curving south into existing roadway. A bridge would cross the Bell Slip, a portray of the old Ohio Street Bridge over the City Ship Canal should be considered in its design. (Roadway Alignment 2.1 miles long) **See Attachments E & F**

**Estimated Costs \$36M**

### **D. The Null Skyway**

**Continuous Maintenance & Periodic Major Rehabilitation of the**

### **Other Amenities in the Waterfront Corridor:**

#### **Moderate Term- Two Major Potential Development Nodes:**

##### **1. Eastern Great Lakes Maritime Center-**

The establishment of an **Eastern Great Lakes Federal/ State Maritime Center** at the NFTA Site 901Fuhrmann Blvd.. Potential Tenants could include: relocations, US Coast Guard Station- 1 Fuhrmann, US Corp of Engineers Regional Offices, -1776 Niagara St., US Department of Navy & Reserve Center - 3 Porter Ave., Eastern Great Lakes US Dept. of the Interior Water Science Center, US IJC Eastern Great Lakes Office, NOAA Eastern Great Lakes Fisheries Science Center & National Great Lakes Fisheries Service, NYS Military & Naval Affairs Div. National Guard Truck Storage Garage off LaSalle Park, Buffalo State College Great Lakes Center for the Environment, Research, & Education (CERE),





**Attachment E**



**Attachment F**

establishment of a NYS Public Aquatic Center with a design similar to the **NYS Wild Center in Tupper Lake, NY.**

## **2. Buffalo/ China Light Lake Erie National Historic Site/ Park-**

The creation of the **China / Buffalo Light- Lake Erie National Historic Site/ Park** on the vacated US Coast Guard Base. This park could contain replicas of period boats: Buffalo Creek Indian Reservation, French Explorers, War of 1812, Trans shipment Erie Canal/ RR.; a real Lake Grain Boat; possibly converted into a Public Fun Boat with experiences (rides, 3D- light shows, live scooper performance shows, etc.) and possibly a Historic Light Ship, a Historic Coast Guard Boat and a "Little Toot The Happy Harbor Tug Boat"; consider relocating Edward Cotter Fire Boat to this Park.

### **Other Possible Elements:**

Granville Island, Vancouver, BC- Artist Silo Treatments to ones currently used & vacant (**See Attachment G**).

Winter Carnivals similar to those of Michigan Tech & Dartmouth College (Winter)

Water Skiers Cable Park

Ice Fountain(s) similar to the past one at Mt. Snow VT.(Winter)

Crush Ice Sport Facility/ Track (Winter)

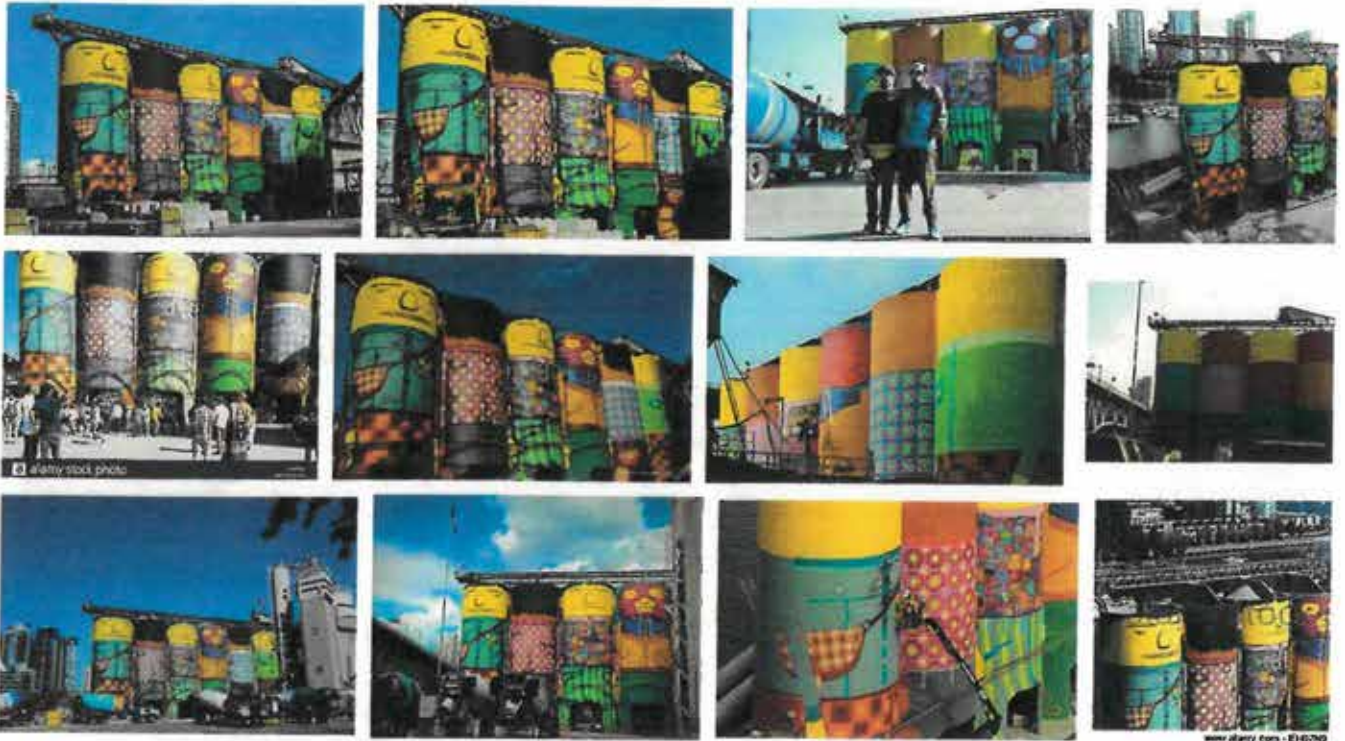
Indian Snow Snake Facility (Winter)

Zip Lines from Silos

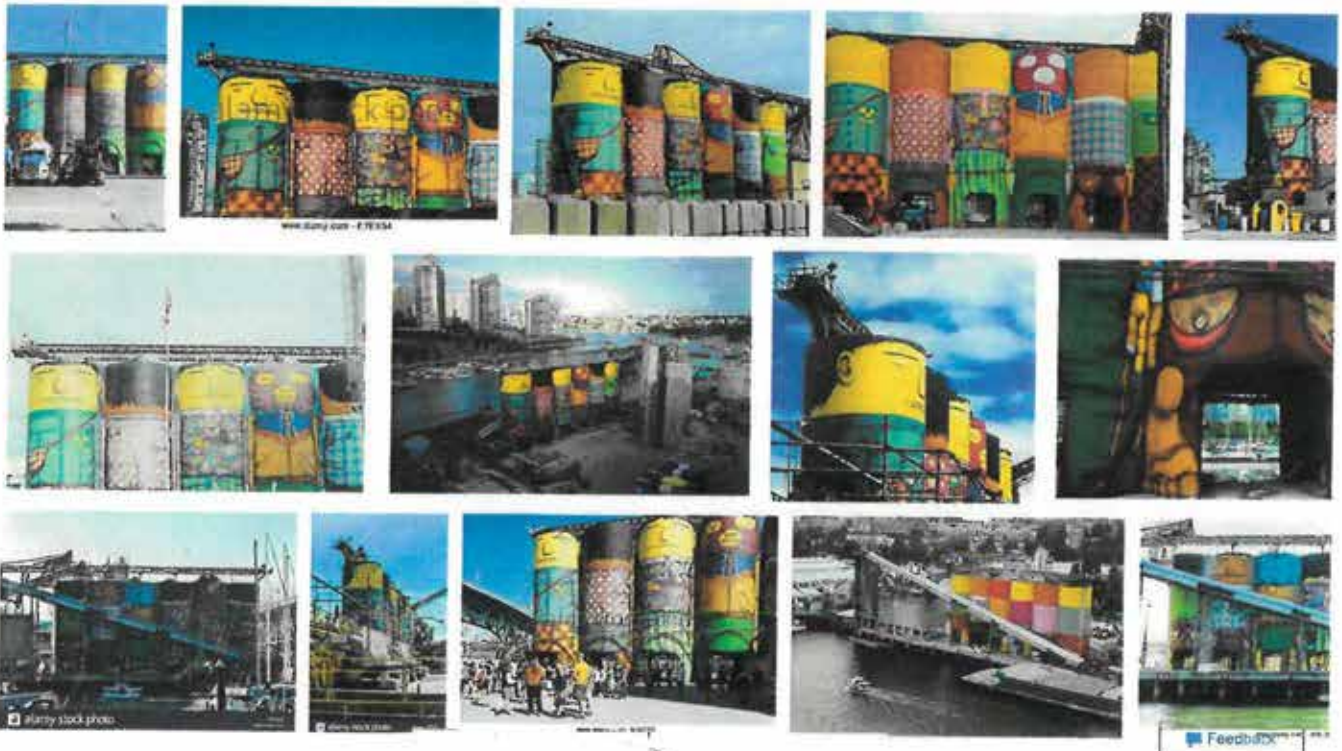
A Dog Sled Track (Winter)

### **A Ferris Wheel a top the Connecting Terminal**

Public Beach(es); may require the construction of small off-shore islands / additional break walls to maintain a beach. Consider the results of Route NY 5/ Hoak's Site Study/submit a proposal for a Federal Lake Beach Demonstration Project.



Explore more searches like Granville Island Vancouver Site Art



**Attachment G**

## Route NY5 Outer Harbor Traffic Reduction Considerations:

1. **The Tiff Street – Riverbend Arterial** This arterial/ COA highway would use existing Tift Street from NY 5 to the eastside of the Tiff Street RR Bridge then continued on a new curvilinear alignment northeasterly to a modified Seneca St. I-190 Interchange; approx. 1.6 Miles. The new alignment portion would be on open land/ an abandoned RR ROW and on possible contaminated soils, thus requiring a cap. The crossing over the Buffalo River would be beyond the Navigation Limits; thus, not requiring navigation clearance (See Attachment H
2. **Toll Barrier Relocation** was an element of the Southtowns Connector Study. It proposed the relocation of NYS Thruway Lackawanna Mainline Toll Barrier to a location southwest of NY 75, thus eliminating the barriers at NY 75 & Milestrip Rd; reducing traffic on Route NY 5 along the Outer Harbor. A similar typed Toll Booth relocation proposal to reduce traffic on Main St. in the Village of Williamsville almost occurred, but NYS Thruway Authority rejected it for financial reasons.

### Recommended Alternative- (in descending order)

**Pedestrian / Bike Lift Bridge at the foot of Erie St. & Toll Barrier Relocation**

**Car-Local Truck ,Separate Walkways/ Bikeways Lift Bridge at the foot of Erie St. , the 21<sup>st</sup>. Century Parkway & Toll Barrier Relocation**

**Car- Local Truck, Separate Walkways/ Bikeways Lift Bridge at the foot of Erie St., the 21<sup>st</sup>. Century Parkway & the Tiff Street – Riverbend Arterial**

**The Null (Status Quo)**

//



Attachment H

12

D-560



**From:** Betty Tryjankowski [REDACTED]  
**Sent:** Thursday, February 20, 2020 2:50 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Save the Skyway

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

Dear Folks,

I personally think the Skyway should stay where it is.

It is the fastest way into and out of Downtown from the nearby southtowns, as well as an efficient and scenic way to the Outer Harbor.

That doesn't even call into play the incredible traffic tie ups there would be should a grade lift-bridge replace the current elevated roadway. Witness the tie-ups last year when the Skyway was closed inbound or outbound during repairs. If one were not aware of the traffic problem, or didn't know how to "escape" from the waterfront (like we do) we would have spent countless hours in traffic just because we wanted to go out there for dinner or to launch our boat.

I have been in the Buffalo River when a freighter comes in to General Mills and am awed by the massive size and power of those ships. Frequently one is parked directly under part of the roadway.

Going outbound over the Skyway provides an incredible view of the lake and all it's sparkling glory from the height of the roadway!

I regularly invite visitors to our city to enjoy the ride and the view as I take them over the high bridge out toward Lackawanna, filling them with awe at Erie's beautiful shore and glistening waters!

If it were to be demolished and a new roadway built, it would take many years to finish, and I would probably be dead by then (I'm 63 now).

And it would rob me of many wonderful years of enjoyment as described above. And i'm only one person.... multiply that by so many others my age!!

Thank you for listening.

Betty Tryjankowski  
63 year [REDACTED] Resident

**From:** cturner@itgobuffaloniagara.com  
**Sent:** Thursday, February 27, 2020 4:04 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** ITGO Scoping Comments  
**Attachments:** ITGO - Skyway Scoping Comments.2.27.20.pdf

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

Good afternoon.

Please find attached comments for the Scoping Session for the NYS Route 5 (Buffalo Skyway) Project on behalf of the Buffalo Niagara International Trade Gateway Organization (ITGO). For further information, or with any questions, please don't hesitate to contact me at 716.713.7686.

Yours,  
Craig W. Turner  
Executive Director

\*\*\*

CRAIG W. TURNER  
Executive Director  
Buffalo Niagara International Trade Gateway Organization, Inc.  
[cturner@itgobuffaloniagara.com](mailto:cturner@itgobuffaloniagara.com)  
[www.itgobuffaloniagara.com](http://www.itgobuffaloniagara.com)





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Borderworx Logistics

**SKYWAY SCOPING FEEDBACK  
BUFFALO NIAGARA INTERNATIONAL  
TRADE GATEWAY ORGANIZATION (ITGO)  
FEBRUARY 27, 2020**

The Buffalo Niagara International Trade Gateway Organization (ITGO) is a not-for-profit logistics industry group working to create a globally-recognized, binational logistics center in our region.

Having grown out of the WNY Regional Economic Development Council, and comprised of representatives from the public, private, not-for-profit and academic sectors, our work supports regional efforts to attract private investment and create jobs through strengthening our region's logistics ecosystem – a critical, but often overlooked, area that is essential to economic growth.

Initiatives such as ITGO are strengthening metro regions' attractiveness throughout the country. By focusing strategically on logistics and supply chain capabilities – including infrastructure, workforce development and marketable relationships – communities are reaping the benefit of creating strong, reliable logistics networks, leading to lower costs and better speed-to-market for their current and prospective companies. For the Buffalo Niagara region, logistics is in our blood – the movement of freight is what built our city into an economic powerhouse in its most prosperous times. We believe – with our enviable geography, our wealth of expertise, and our global reach – that logistics can and will be the driver for our economic future.

ITGO works closely with the Port Authority of New York and New Jersey (PANYNJ) to identify ways to lower cost and provide more reliable service. To that end, we are engaged in an effort in partnership with PANYNJ and CSX to create a new rail-to-road cross dock/transloading facility at Buffalo Lakeside Commerce Park. The new facility is the center point of ITGO's work, and once up-and-running, will help manufacturers and distributors in the Buffalo Niagara region – including the Southern Tier – find a better, more cost-effective way to reach export markets by providing a one-stop-shop for freight movement, and equipment to support that freight, currently a roadblock to investment.

Significant to that effort is the viability of the Rt. 5 trade corridor, currently being evaluated as the NYS Department of Transportation conducts its Environmental Impact Statement process for the proposed redesign of the Skyway, connecting Buffalo's outer harbor to downtown. The Skyway is a critical connection between the proposed facility and the Canadian market, and changes – whatever they may be – will significantly impact current and proposed freight flow through the corridor.

In addition to ITGO's project and the CSX intermodal yard connections, the current Route 5 corridor is critical to a number of ITGO stakeholders in manufacturing and distribution, as well as future development initiatives we are working closely on with Erie County, including the redevelopment of the Bethlehem Steel property. It is safe to say that most of these stakeholders and initiatives in the area are reliant on connections to the Peace Bridge and Southern Ontario, and any redesign of the current corridor must take those connections into account.

ITGO has been involved in public discussion regarding the future of the Skyway since our inception in 2014. We have not taken a yes/no position on the elevated portion of Route 5, but have served as a resource to both NYSDOT and the media, as far as the current and future use of the highway from a freight perspective. Our latest numbers show more than 600 trucks using the Skyway daily, with significant additional freight movement promised through the initiatives outlined above. This freight supports job-creating investment in the City of Buffalo and points south, and any alternatives to the Skyway must provide no harm to the companies doing business in the area. This includes not only avoiding time delays that impair our ability to attract manufacturing in today's just-in-time environment, but also preserving special permits for heavier loads currently utilized by a number of companies in the corridor, including Welded Tube and General Mills.

While there are practical implications for companies doing business in the Rt. 5/Skyway corridor related to the EIS and possible Skyway redesign, there is also an image component that must be addressed in the storytelling surrounding the proposed project. For private sector investment attraction, close behind workforce, logistics and speed-to-market is second among the questions asked by site selectors when evaluating a region. While from a placemaking perspective ITGO supports the state's vision for recreational, mixed-use, and waterfront development in Buffalo, we would caution against leaving freight movement out of the public messaging surrounding the proposed project, as it sends a message to the economic development world that maintaining, much less strengthening, an environment for solid regional logistics is not a priority. Indeed, in the public notice for NYSDOT's scoping process, while "economic development" was mentioned, the absence of any mention of freight analysis related to the highly-trafficked freight corridor was received by many of our stakeholders in the logistics industry as a direction, rather than an omission.

ITGO stands committed to working with NYSDOT, Empire State Development, TY Lin and other agencies to help determine intelligent and practical solutions for freight movement in the Rt. 5/Skyway corridor, and to serve as a conduit for input and feedback from the private sector.

Craig W. Turner  
Executive Director  
716.713.7686  
[cturner@itgobuffaloniagara.com](mailto:cturner@itgobuffaloniagara.com)

**From:** mulrichssmn [REDACTED]  
**Sent:** Thursday, February 20, 2020 3:54 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Remove skyway in Buffalo, NY

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

We would have better access to the beautiful waterfront.  
Rowen Ulrich

Sent via the Samsung Galaxy Tab E, an AT&T 4G LTE tablet

Lisa Vahapoglu

[REDACTED]  
Community member; [REDACTED]  
[REDACTED]

Please take it down ASAP. Look to San Francisco for a model of how to redesign city traffic flow following the removal of the Embarcadero Freeway structure (similar to Buffalo's Skyway). I lived in SF during the removal, reconstruction, and replacement development, and it went incredibly smoothly. Lessons learned from this work should be studied by Buffalo planners and designers.

**From:** D Valint [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:13 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway.

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

It is time to remove the Skyway.

It has only served to Bypass Buffalo. We have a muddied up Jewel. And just needs to keep polishing it up.. removing the Sky will make a HUGE impact..

Lets try to slow down and enjoy our City. Thanks

Daniel Valint  
[REDACTED]

[Sent from Yahoo Mail on Android](#)

**From:** Dennis Vallett [REDACTED]  
**Sent:** Thursday, February 20, 2020 6:08 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Removal

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

Concerning the Skyway Bridge removal, what route will replace it? I received this email today from my area Congressman, Brian Higgins. My wife and I visited Woodlawn Beach twice last summer. The Skyway was closed all summer for repairs which forced us into a detour via Louisiana St and through 45 minutes of South Buffalo side street turns, red lights, stop signs and traffic jams. After experiencing that mess three separate times, one of which was during rush hour, we decided the final time to go home making our way east to the Rt. 90 Thruway from the beach.

Nowhere in his email does Higgins say what is going to take the Skyway's place. After spending millions of dollars on bridge repairs and inconvenienced thousands of daily commuters, Higgins now wants to tear it down. My family and I are not in favor of this proposal and we oppose it.. Thank you.

Sincerely,

Dennis Vallett



**From:** Raymond Vaughan [REDACTED]  
**Sent:** Tuesday, February 25, 2020 9:48 AM  
**To:** Dot.sm.Buffalo.Skyway; Rick.Marquis@dot.gov  
**Subject:** Letter on Skyway procedure - different from my separate scoping-comment letter which will follow  
**Attachments:** Vaughan PROCEDURE comment letter 2-25-20.pdf

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

Dear Mr. Cirillo and Mr. Marquis:

Please see my attached letter dated Feb. 25 on several procedural issues relating to the Buffalo Skyway Project. This letter does not consist of scoping comments. I expect to send a separate scoping-comment letter..

--Ray Vaughan

[REDACTED]  
[REDACTED]  
February 25, 2020

Frank Cirillo, Regional Director  
New York State Department of Transportation (NYSDOT)  
100 Seneca Street  
Buffalo, NY 14203  
By email: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov)

Richard Marquis, Division Administrator  
Federal Highway Administration, New York Division  
Leo W. O'Brien Federal Building, 7th Floor  
11A Clinton Avenue  
Albany, NY 12207  
By email: [Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)

**Procedural issues re: Environmental Impact Statement (EIS) for NYS Route 5 (Buffalo Skyway) Project, PIN 5134.48**

Dear Mr. Cirillo and Mr. Marquis:

As described below, there are several points of procedure in this current EIS process that need clarification and resolution. I will submit scoping comments in a separate letter, and may repeat some of the points listed here, but please note that this letter is not a scoping letter. It raises procedural issues that need to be addressed, primarily involving the manner in which removal of the Skyway is handled in the EIS process.

**I. Removal of the Skyway is part of one of two related actions on which a decision is pending**

1. The current EIS encompasses two related proposed actions (either of which separately meets the definition of “action”) on which decisions are pending:

a) realignment of the existing transportation network, including identification, design, and construction of new highway(s) for traffic removed from the Skyway, and

b) either i) removal/demolition of the Skyway after its traffic is removed, or ii) re-use of the Skyway for new purposes after its traffic is removed, or iii) removal/demolition of part of the Skyway and re-use of the remaining part after its traffic is removed.

2. Each of the above actions (“1(a)” or “1(b)”) qualifies individually as a proposed action significantly affecting the environment under the National Environmental Policy Act (NEPA) and State Environmental Quality Review Act (SEQRA) and their implementing regulations.

3. Note that a categorical exclusion cannot be claimed for action “1(b)” under 23 CFR 771.11(c)(14) which applies to bridge removal and bridge removal related activities. Removal of the Skyway does not qualify for a categorical exclusion under 23 CFR 771.11(a), where such exclusions are granted only, based on past experience, to actions that “[d]o not induce significant impacts to planned growth or land use for the area; ...do not have a significant impact on any natural, cultural, recreational, historic or other resource; ...do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.” Action “1(b)” involves such impacts and does not qualify for a categorical exclusion. See also 23 CFR 771.11(b), requiring that appropriate environmental studies be conducted to determine if a categorical exclusion is justified in the event of “unusual circumstances” such as significant environmental impacts, substantial controversy on environmental grounds, significant impact on properties protected by Section 4(f) requirements or Section 106 of the National Historic Preservation Act, or inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action. All of these “unusual circumstances” are in play here, making action “1(b)” ineligible for an automatic categorical exclusion under 23 CFR 771.11(c)(14).

4. The above actions “1(a)” and “1(b)” are independent, in the sense that any chosen realignment of the existing transportation network that removes traffic from the Skyway will “free up” the Skyway without determining its future. A chosen realignment (action “1(a)”) that removes traffic from the Skyway does not predetermine the choice among Skyway removal, re-use, and partial re-use (action “1(b)”). Conversely, a choice among Skyway removal, re-use, and partial re-use/removal does not predetermine the new highway realignment that may be chosen to remove traffic from the Skyway.

## **II. Removal or re-use of the Skyway, as a distinct and undecided action, needs to be supported by a fair and robust EIS process**

5. Despite their independence, actions “1(a)” and “1(b)” are closely related and would typically be supported by a single EIS in order to avoid segmentation, properly evaluate their combined or cumulative impacts, etc. The current EIS, in treating both actions in a single EIS process, needs to ensure that each (both) of the actions will be addressed fairly and robustly, with a reasonable range of alternatives for each.

6. For example, if the EIS were to consider three different highway realignments for traffic removed from the Skyway, then ideally the EIS would consider and compare nine alternatives – pairing each of the three realignment options with each of the three Skyway options of removal, re-use, and partial removal – in addition to the No Action alternative. Even if fewer alternatives are considered, the range of alternatives needs to ensure defensible comparisons, not only among the “1(a)” highway realignment options but also among the “1(b)” Skyway options of removal, re-use, and partial removal. The Skyway re-use option “1(b)(ii)” should not, for example, be restricted in the EIS to a single alternative wherein it is paired with a demonstrably poor highway realignment option. This would be improper because it would essentially force the EIS process to rule out Skyway re-use for reasons unrelated to the merits (pros and cons) of Skyway re-use. Doing so would bias the EIS process, evade the “hard look” requirement of SEQRA, and impede

or compromise the preparation of a meaningful SEQR Findings Statement at the end of the EIS process.

7. The current early stages of the EIS process should not be biased in favor of Skyway removal (as compared to full or partial re-use) and should not mischaracterize Skyway removal as a “need.” Two of the main Buffalo Skyway Project documents unfairly assert that this is “a proposal to *remove* the Buffalo Skyway bridge and its approaches...”<sup>1</sup> and that the primary “Project Need” is to “*Remove* the Buffalo Skyway structure and elevated approaches...”<sup>2</sup> Removal is merely one of the three options listed above as “1(a)(i)”, “1(a)(ii)”, and “1(a)(iii)” for this action; NYSDOT should not be pre-selecting or favoring the removal option. Furthermore, there is no demonstrable basis for treating Skyway removal as a “need.” The EIS must fairly and robustly support a decision on whether, and to what extent, the Skyway will be re-used or demolished after its traffic is removed. The Notice of Intent and other NEPA/SEQRA documentation need to be explicit about this. They should acknowledge that the choice among Skyway removal, re-use, and partial re-use/removal is pending, not predetermined.

8. An equal footing among Skyway removal, re-use, and partial re-use/removal was seen in the rules for, and the results from, last year’s Skyway Corridor design competition. There has been no subsequent decision process that favors removal over the other options. Additional evidence of this equal footing, and the lack of a “need” for Skyway removal, comes from a June 2019 conversation between Gov. Andrew M. Cuomo and the *Buffalo News* editorial board, part of which was reported/published as follows:

Cuomo told the editorial board that he doesn’t have a preference about keeping or tearing down the Skyway. He compared the project to the High Line project in Manhattan, which turned an old unused raised railroad bridge into a park that is now wildly popular with locals and tourists.

Cuomo said he initially thought it was a terrible idea. “Who would want to walk along an old elevated railroad line?” he said that he thought. “I was 100 percent wrong.”<sup>3</sup>

In the several months since this conversation with the Governor, there is no evidence of an explicit decision by the State of New York to tear down rather than keep the Skyway. There has certainly been no review process or Record of Decision or Findings Statement to support such a decision.

9. Even though the *City of Lights* Skyway Corridor Competition winner retains part of the Skyway for re-use and is shown as a “Concept Under Consideration” by NYSDOT,<sup>4</sup> there is no

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<sup>1</sup> Notice of Intent, 84 FR 70263-64 (Dec. 20, 2019); emphasis added.

<sup>2</sup> See NYSDOT/FHA NYS Route 5 Project poster for “Project Needs” at [http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Project%20Needs.pdf](http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Project%20Needs.pdf); emphasis added.

<sup>3</sup> Maki Becker and Stephen T. Watson, “Cuomo wants fate of Buffalo’s Skyway decided in 6 months,” *Buffalo News*, April 10, 2019.

<sup>4</sup> See <https://esd.ny.gov/sites/default/files/04%20-%20City%20of%20Lights%20boards.pdf>; also NYSDOT/FHA NYS Route 5 Project poster, “Concept Under Consideration: City of Lights (Winner of

supporting language in NYSDOT’s main project documents (see ¶ 7 above and footnotes 1-2) that ensures that anything other than full removal of the Skyway will be among the alternatives pursued in the EIS. The Notice of Intent and any equivalent SEQRA notice need to be revised to acknowledge that the range of alternatives in the EIS will provide a fair and robust comparison among Skyway re-use, partial re-use/removal, and full removal.

### **III. Removal of the Skyway is not a direct action within the meaning of 17 NYCRR 15.1(h)**

10. Full or partial removal of the Skyway is an “action” under SEQRA and NYCRR 15.1(a), but it is not a “direct action.” The applicable regulatory language sets clear limits on “direct action.”

11. “Direct action” is defined in 17 NYCRR 15.1(h) as “a project or physical activity which results in the creation, alteration or new use of a structure, facility or land which will, upon completion or operation, be under the jurisdiction of the department....” Either re-use or removal is “a project or physical activity which results in the creation, alteration or new use of a structure, facility or land,” but neither re-use nor removal “will, upon completion or operation, be under the jurisdiction of the department.” More specifically, there is no evidence that the New York State Department of Transportation (NYSDOT) has either intended or would have the authority or mandate, after removal of traffic from the Skyway, to retain jurisdiction over either a re-used Skyway or the underlying land after Skyway demolition. Land under the Skyway has been sought for development, and NYSDOT has no valid reason to be a landlord or developer of property that no longer has a present or reasonably foreseeable transportation use. NYSDOT might possibly retain jurisdiction over a re-used Skyway, especially if new uses of the Skyway deck include pedestrian traffic, bicycles, and/or transit vehicles, but NYSDOT has not expressed an intention to do so. Thus, Skyway removal is not a “direct action” within the meaning of 17 NYCRR 15.1(h). Re-use of the Skyway might qualify as a “direct action,” but not without an express and justified NYSDOT commitment to retain jurisdiction.

12. The aforementioned development plans for land under the Skyway are clearly declared in the Notice of Intent:

It has become apparent that the portions of NYS Route 5 along the Buffalo Outer Harbor, including the Skyway Bridge, present both a physical and visual barrier to continued development within this area. Infrastructure removal is needed to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives.<sup>5</sup>

NYSDOT has no planned or plausible role as a landlord or developer of such properties, and land under a removed Skyway cannot reasonably be characterized as remaining under its jurisdiction. Skyway removal is said to have a purpose (“to accommodate” development). It is a project that, in the language of 17 NYCRR 15.1(h), would result in “alteration...of a structure,

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Aim for the Sky Design Competition),”

[http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Concept\\_City%20of%20Lights.pdf](http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Concept_City%20of%20Lights.pdf).

<sup>5</sup> Notice of Intent, op. cit.

facility or land” but would not, “upon completion or operation, be under the jurisdiction of the department.”

#### **IV. Removal of the Skyway cannot be supported solely by a Federal FEIS**

13. Because Skyway removal is not a “direct action,” it is not eligible for the following “Procedures for direct actions” set forth in 17 NYCRR 15.6:

(a) Should the proposed direct action of the department not be type II or excluded, the department will either:

- (1) prepare an environmental assessment on the proposed action; or
- (2) commence procedures leading to the preparation of a DEIS or Federal DEIS pursuant to subdivision (c) of this section.

In either case, if the action is in a coastal area, the provisions of 19 NYCRR Part 600 also apply and will be complied with by the department.

(b) If, based upon consideration of the completed environmental assessment and the criteria contained in section 15.11 of this Part, the department determines that its proposed direct action will not have a significant effect on the environment, the department shall prepare a formal determination to such effect and file it in accordance with section 15.10 of this Part. Upon such filing, the department may undertake such action and shall have no further obligation with respect to this Part.

(c) If, based upon its consideration of the environmental assessment, and the criteria contained in section 15.11 of this Part, the department determines that its proposed direct action may have a significant effect on the environment, the following shall apply:

(1) If the proposed direct action of the department is subject to the requirements of NEPA, the department shall follow the procedures for compliance with NEPA for major Federal actions significantly affecting the quality of the human environment, which procedures will result in the preparation of a Federal FEIS. Upon the completion of the Federal FEIS, the department shall have no further obligation with respect to this Part, provided that the department has:

- (i) given consideration to the Federal FEIS; and
- (ii) prepared a record of decision in accordance with section 15.9 of this Part...<sup>6</sup>

14. Thus, completion of a Federal FEIS (after which NYSDOT “shall have no further obligation with respect to this Part,” provided it has given consideration to the Federal FEIS and prepared a Record of Decision) *is not sufficient in itself*. A joint state/federal EIS process under SEQRA and NEPA – as conducted, for example, at the West Valley Demonstration Project/Western New York Nuclear Service Center – will apparently be necessary.

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<sup>6</sup> 17 NYCRR 15.6(a)-(c).

15. To the extent that SEQRA and NEPA differ (e.g., in their treatment of climate/greenhouse gas impacts or community character impacts), the requirements of both must be met.

16. The EIS process will, in any case, culminate in a Joint Record of Decision/Findings Statement, not unlike those executed by the Federal Highway Administration (FHA) and NYSDOT for the Tappan Zee Bridge, PIN 8TZ1.00 (September 25, 2012), Peace Bridge Plaza, PIN 5760.80 (June 2-3, 2014), and Portageville Bridge, PIN 4935.79 (December 15-16, 2014), attesting in accordance with SEQRA and 17 NYCRR 15.9 that all adverse effects have been avoided or mitigated to the maximum extent practicable. Such findings will need to be based on an EIS that has robustly evaluated (taken a “good hard look” at) the actions, their impacts, and a reasonable range of alternatives capable of supporting the Skyway Project decision.

## **V. Coastal policies compliance**

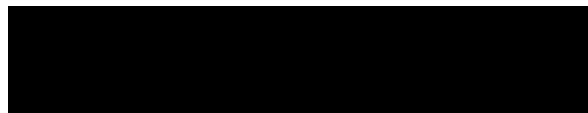
17. The EIS process must ensure compliance with NYS Coastal Areas requirements, and evaluate applicable impacts, etc., in accordance with the federal Coastal Zone Management Act, Art. 42 of NYS Executive Law, 19 NYCRR Part 600, SEQRA, 17 NYCRR 15.9(a)(2)(iv), etc.

18. The City of Buffalo has a Local Waterfront Revitalization Program (LWRP) and a Local Waterfront Revitalization Area (LWRA) with defined boundaries, within which state agency activities “must now be undertaken in a manner consistent, to the maximum extent practicable, with the LWRP,” as stated in the April 5, 2019 letter from the NYS Department of State.<sup>7</sup> The Skyway lies within the Buffalo LWRA; hence the provisions of the Buffalo LWRP apply in addition to the aforementioned NYS Coastal Areas requirements.

19. Details of how the Skyway EIS process will incorporate and address these coastal/waterfront requirements are not yet clear. NYSDOT is in the process of formulating these details and “will undertake the appropriate review of the State’s Coastal Policies and submit the appropriate coastal form(s) to the NYS Department of State. The NYSDOT is in the early stages of project development. The appropriate coastal form(s) will be included in the Draft EIS when that document is made available to the public.”<sup>8</sup> My separate Skyway Project scoping letter will outline some of the relevant coastal/waterfront issues.

Thank you for your attention to these several issues.

Sincerely,

A large black rectangular redaction box covering the signature of Raymond C. Vaughan.

Raymond C. Vaughan, Ph.D., P.G.

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<sup>7</sup> See [https://docs.dos.ny.gov/opd-lwrp/LWRP/Buffalo\\_C/BuffaloLWRP.pdf](https://docs.dos.ny.gov/opd-lwrp/LWRP/Buffalo_C/BuffaloLWRP.pdf) for Buffalo’s LWRP and the NYS Department of State letter dated April 5, 2019.

<sup>8</sup> February 12, 2020 email from Renjit P. James, Assistant Special Projects Manager, NYSDOT.

**From:** Raymond Vaughan [REDACTED]  
**Sent:** Friday, February 28, 2020 4:59 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Scoping comments - Buffalo Skyway Project  
**Attachments:** Vaughan SCOPING comment letter 2-28-20.pdf

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

Please see my scoping comment letter attached.

--Ray Vaughan



[REDACTED]  
[REDACTED]  
February 28, 2020

Buffalo Skyway Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, NY 14203  
By email: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov)

**Re: Comments on scope of Environmental Impact Statement (EIS) for NYS Route 5 (Buffalo Skyway) Project, PIN 5134.48**

Dear Skyway Project Team:

Thank you for the opportunity to provide comments on the NYS Route 5 (Buffalo Skyway) Project. My general and detailed comments are listed below:

**I. Removal of the Skyway is part of one of two related actions on which a decision is pending**

1. The current EIS encompasses two related proposed actions (either of which separately meets the definition of “action”) on which decisions are pending:

- a) realignment of the existing transportation network, including identification, design, and construction of new highway(s) for traffic removed from the Skyway, and
- b) either i) removal/demolition of the Skyway after its traffic is removed, or ii) re-use of the Skyway for new purposes after its traffic is removed, or iii) removal/demolition of part of the Skyway and re-use of the remaining part after its traffic is removed.

As described in my February 25th letter to NYS Department of Transportation (NYSDOT) and Federal Highway Administration (FHA) on procedural issues, the above actions “1(a)” and “1(b)” are independent, in the sense that any chosen realignment of the existing transportation network that removes traffic from the Skyway will “free up” the Skyway without determining its future. A chosen realignment (action “1(a)”) that removes traffic from the Skyway does not predetermine the choice among Skyway removal, re-use, and partial re-use (action “1(b)”). Conversely, a choice among Skyway removal, re-use, and partial re-use/removal does not predetermine the new highway realignment that may be chosen to remove traffic from the Skyway.

**II. Removal or re-use of the Skyway, as a distinct and undecided action, needs to be supported by a fair and robust EIS process**

2. Despite their independence, actions “1(a)” and “1(b)” are closely related and would typically be supported by a single EIS in order to avoid segmentation, properly evaluate their combined or

cumulative impacts, etc. The current EIS, in treating both actions in a single EIS process, needs to ensure that each (both) of the actions will be addressed fairly and robustly, with a reasonable range of alternatives for each.

3. For example, if the EIS were to consider three different highway realignments for traffic removed from the Skyway, then ideally the EIS would consider and compare nine alternatives – pairing each of the three realignment options with each of the three Skyway options of removal, re-use, and partial removal – in addition to the No Action alternative. Even if fewer alternatives are considered, the range of alternatives needs to ensure defensible comparisons, not only among the “1(a)” highway realignment options but also among the “1(b)” Skyway options of removal, re-use, and partial removal. The Skyway re-use option “1(b)(ii)” should not, for example, be restricted in the EIS to a single alternative wherein it is paired with a demonstrably poor highway realignment option. This would be improper because it would essentially force the EIS process to rule out Skyway re-use for reasons unrelated to the merits (pros and cons) of Skyway re-use.

4. The current early stages of the EIS process should not be biased in favor of Skyway removal (as compared to full or partial re-use) and should not mischaracterize Skyway removal as a “need.” Two of the main Buffalo Skyway Project documents unfairly assert that this is “a proposal to *remove* the Buffalo Skyway bridge and its approaches...”<sup>1</sup> and that the primary “Project Need” is to “*Remove* the Buffalo Skyway structure and elevated approaches...”<sup>2</sup> Similar bias is seen in the Project Brochure:

#### **PROJECT NEEDS**

The Buffalo Skyway/NYS Route 5 interchanges, approaches, and infrastructure extend approximately 3.5 miles from Tiffit Street to Church Street. Over the past few decades, this area has undergone a substantial change in land use with a focus on recreational, mixed-use, and waterfront development. The needs for the project are as follows:

- Remove the Buffalo Skyway structure and elevated approaches between Tiffit Street and Church Street to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives...<sup>3</sup>

5. Such bias in the EIS process is unfounded and inappropriate, as pointed out in my February 25th letter to NYSDOT and FHA on procedural issues. Skyway removal is merely one of the three options listed above as “1(a)(i)”, “1(a)(ii)”, and “1(a)(iii)” for this action; NYSDOT should not be pre-selecting or favoring the removal option. Furthermore, there is no demonstrable basis for treating Skyway removal as a “need.” The EIS must fairly and robustly support a decision on

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<sup>1</sup> Notice of Intent, 84 FR 70263-64 (Dec. 20, 2019); emphasis added.

<sup>2</sup> See NYSDOT/FHA NYS Route 5 Project poster for “Project Needs” at [http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Project%20Needs.pdf](http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Project%20Needs.pdf); emphasis added.

<sup>3</sup> See NYSDOT/FHA NYS Route 5 “Project Brochure” poster at [http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Brochure.pdf](http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Brochure.pdf).

whether, and to what extent, the Skyway will be re-used or demolished after its traffic is removed.

6. An equal footing among Skyway removal, re-use, and partial re-use/removal was seen in the rules for, and the results from, last year's Skyway Corridor design competition.<sup>4</sup> There has been no subsequent decision process that favors removal over the other options. Additional evidence of this equal footing, and the lack of a "need" for Skyway removal, comes from a June 2019 conversation between Gov. Andrew M. Cuomo and the *Buffalo News* editorial board, part of which was reported/published as follows:

Cuomo told the editorial board that he doesn't have a preference about keeping or tearing down the Skyway. He compared the project to the High Line project in Manhattan, which turned an old unused raised railroad bridge into a park that is now wildly popular with locals and tourists.

Cuomo said he initially thought it was a terrible idea. "Who would want to walk along an old elevated railroad line?" he said that he thought. "I was 100 percent wrong."<sup>5</sup>

In the several months since this conversation with the Governor, there is no evidence of an explicit decision by the State of New York to tear down rather than keep the Skyway. There has certainly been no review process or Record of Decision or Findings Statement to support such a decision.

7. Even though the *City of Lights* Skyway Corridor Competition winner retains part of the Skyway for re-use, and is shown as a "Concept Under Consideration" by NYSDOT,<sup>6</sup> Congressman Brian Higgins asserts that "the Skyway is coming down,"<sup>7</sup> and there is no supporting language in NYSDOT's main project documents (see ¶ 4 above and footnotes 1-3) that ensures that anything other than full removal of the Skyway will be among the alternatives pursued in the EIS. The Notice of Intent and other environmental-review documents need to acknowledge that the range of alternatives in the EIS will provide a fair and robust comparison among Skyway re-use, partial re-use/removal, and full removal.

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<sup>4</sup> <https://esd.ny.gov/skyway>.

<sup>5</sup> Maki Becker and Stephen T. Watson, "Cuomo wants fate of Buffalo's Skyway decided in 6 months," *Buffalo News*, April 10, 2019.

<sup>6</sup> See <https://esd.ny.gov/sites/default/files/04%20-%20City%20of%20Lights%20boards.pdf>; also NYSDOT/FHA NYS Route 5 Project poster, "Concept Under Consideration: City of Lights (Winner of Aim for the Sky Design Competition)," [http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Concept\\_City%20of%20Lights.pdf](http://buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Concept_City%20of%20Lights.pdf).

<sup>7</sup> Mark Sommer, "'Skyway is coming down': Higgins touts plan that costs less, boosts East Side," *Buffalo News*, October 8, 2019.

### III. Comments on realignment of the existing transportation network (re: action “1(a)”)

8. The realignment that Anthony O. James and I proposed in our Skyway Corridor Competition entry (*Vision for Skyway Corridor and relocated NY Route 5 highway*)<sup>8</sup> should be included in the scope of this EIS process and should be among the alternatives that are presented and evaluated in the EIS. This recommendation is not intended to be self-serving but is based on the premise that our proposed traffic realignment is more realistic than others proposed in the Skyway Corridor Competition,<sup>9</sup> and also more realistic than the realignments proposed to date in this EIS process.<sup>10</sup>

9. “Realistic,” in comparison to other proposed realignments, means implementable with the least traffic disruption, thereby minimizing traffic congestion and delays, fuel consumption, carbon emissions, etc., and probably maximizing acceptance of a Route 5 realignment by the public and by affected commercial and government entities. While any realignment will have some impacts on traffic flow,<sup>11</sup> an EIS process typically intends to minimize such impacts.

10. Our proposed traffic realignment in *Vision for Skyway Corridor and relocated NY Route 5 highway* is not shown entirely correctly on the NYSDOT poster showing concepts under consideration from the Skyway Design Competition. The south end of our proposed realignment is truncated on the poster, and a curving ramp near the north end is shown incorrectly on the poster as a right-angle turn.<sup>12</sup> While these are minor points, they should be noted.

11. Some of the recent Skyway Competition entries, including ours, will increase traffic in both directions on all or part of the segment of the *I-190 expressway* between Ogden Street and downtown Buffalo. The scope of the EIS needs to include and address, in defensible detail, the resulting *visual impacts* in adjacent city neighborhoods.

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<sup>8</sup> See [https://esd.ny.gov/sites/default/files/13%20-%20Vision%20for%20Skyway%20Corridor%20and%20Relocated%20NY%20Route%205%20Highway%20boards\\_0.pdf](https://esd.ny.gov/sites/default/files/13%20-%20Vision%20for%20Skyway%20Corridor%20and%20Relocated%20NY%20Route%205%20Highway%20boards_0.pdf) and Appendix A attached to this comment letter.

<sup>9</sup> See <https://esd.ny.gov/skywayideas> for the sixteen semi-finalist entries, including our finalist entry.

<sup>10</sup> See especially the following NYSDOT project posters:  
[http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Concept\\_Skyway%20Removal%20with%20New%20Highway.pdf](http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Concept_Skyway%20Removal%20with%20New%20Highway.pdf),  
[http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Concept\\_Skyway%20Removal%20with%20New%20Tiff%20Street%20Arterial.pdf](http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Concept_Skyway%20Removal%20with%20New%20Tiff%20Street%20Arterial.pdf),  
[http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Concepts%20Under%20Consideration\\_Aim%20for%20the%20Sky.pdf](http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Concepts%20Under%20Consideration_Aim%20for%20the%20Sky.pdf).

<sup>11</sup> For example, see Appendix A, p. 38, which notes that “the existing Corridor is closer to a straight-line route for the bulk of the traffic that currently uses the Skyway. Any redesigned NY Route 5 highway will necessarily be longer unless its Buffalo River crossing comes directly into downtown Buffalo (rather than being shifted eastward) – but such a crossing directly into downtown Buffalo, particularly a low-level bridge crossing, is unrealistic in terms of its effects on downtown traffic and its disruption of river and waterfront uses.”

<sup>12</sup> Compare our proposed realignment (as shown in Appendix A, Fig. 1) to its depiction on the poster:  
[http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project\\_Poster\\_Concepts%20Under%20Consideration\\_Aim%20for%20the%20Sky.pdf](http://www.buffaloskyway.dot.ny.gov/Content/files/MeetingMaterials/NYS%20Route%205%20Project_Poster_Concepts%20Under%20Consideration_Aim%20for%20the%20Sky.pdf).

12. Some of the recent Skyway Competition entries, including ours, will increase traffic on *Buffalo city streets*. The scope of the EIS needs to include and address, in defensible detail, the resulting *visual impacts* in adjacent and/or affected city neighborhoods.
13. Some of the recent Skyway Competition entries, including ours, will increase traffic in both directions on all or part of the segment of the *I-190 expressway* between Ogden Street and downtown Buffalo. The scope of the EIS needs to include and address, in defensible detail, the resulting *noise impacts* in adjacent city neighborhoods.
14. Some of the recent Skyway Competition entries, including ours, will increase traffic on *Buffalo city streets*. The scope of the EIS needs to include and address, in defensible detail, the resulting *noise impacts* in adjacent and/or affected city neighborhoods.
15. Some of the recent Skyway Competition entries, including ours, will increase traffic in both directions on all or part of the segment of the *I-190 expressway* between Ogden Street and downtown Buffalo. The scope of the EIS needs to include and address, in defensible detail, the resulting *air pollution impacts* in adjacent city neighborhoods.
16. Some of the recent Skyway Competition entries, including ours, will increase traffic on *Buffalo city streets*. The scope of the EIS needs to include and address, in defensible detail, the resulting *air pollution impacts* in adjacent and/or affected city neighborhoods.
17. Some of the recent Skyway Competition entries, including ours, will increase traffic in both directions on all or part of the segment of the *I-190 expressway* between Ogden Street and downtown Buffalo. The scope of the EIS needs to include and address, in defensible detail, the resulting impacts on *community character* (as defined in SEQRA) in adjacent city neighborhoods.
18. Some of the recent Skyway Competition entries, including ours, will increase traffic on *Buffalo city streets*. The scope of the EIS needs to include and address, in defensible detail, the resulting impacts on *community character* in adjacent and/or affected city neighborhoods.
19. Some of the aforementioned impacts will be further magnified in the event that the I-190 expressway is widened from its current three lanes to four lanes (in each direction) in order to accommodate traffic flow diverted from the Skyway. The scope of the EIS needs to include and address such increased impacts in defensible detail.
20. The scope of the EIS should cover and compare not only the aforementioned near-term local impacts (such as traffic, visual, noise, air-pollution, and community-character impacts), *but also the overall greenhouse-gas emissions and associated climate impacts from the traffic flow* in each alternative.
21. This EIS process will apparently focus on realignment of vehicular traffic, consisting of a mix of private vehicles, commercial vehicles, and transit vehicles (buses) with roughly the same distribution as today's traffic. Climate impacts from this current traffic mix would be substantially reduced by greater use of public transit (buses, light rail). The EIS should provide at least a benchmark-level climate-impact comparison to such public-transit alternatives which

may be implemented in the foreseeable future, even if realignment of the current traffic mix remains the main focus of the EIS.

#### **IV. Comments on Section 106, historic preservation, and potential re-use of the Skyway (re: action “1(b)”)**

22. A Section 106 process is needed to assess the historic-preservation significance of the Skyway, which was built in the early 1950s and is eligible for listing in the National Register of Historic Places. By separate letter dated February 26<sup>th</sup>, Francis R. Kowsky and I have requested Section 106 Consulting Party status.

23. The Skyway is significant in several ways, most notably its historic-engineering success in creating a simple, unadorned design, apparently influenced by a 1933 Le Corbusier plan for Algiers, to serve its functional needs:

- Crossing the Buffalo River and City Ship Canal to achieve grade separation between then-busy ship traffic and motor-vehicle traffic, and
- finding a footprint for the Skyway, necessarily curved, to fit between existing grain elevators and other structures.

Its historic significance and context are amplified by the decidedly functional grain elevators that are an integral part of Buffalo and its waterfront heritage.

24. Given the practical limitations on preserving historic structures that have no further use, the EIS and Section 106 process need to assess the Skyway’s potential for re-use and repurposing. There is ample evidence that the Skyway offers substantial opportunities for re-use and repurposing, as validated elsewhere by the High Line and other projects. Skyway-specific evidence includes the June 2019 comments by Gov. Cuomo, quoted above in ¶ 6, as well as a number of proposals and presentations such as:

- William Graebner (2007), “Ribbon of Steel and Concrete: A Cultural Biography of the Buffalo Skyway (1955),” *American Studies*, Vol. 48, Number 1, Spring 2007, pp. 77-100, <https://muse.jhu.edu/article/375252/pdf>
- Ran Webber (2009): <http://buffaloskyway.blogspot.com/>
- Raymond C. Vaughan (2010), “Ideas for the Waterfront and Beyond,” letter to *Artvoice*, Vol. 9, no. 47 (Nov. 24, 2010-Dec. 1, 2010), pp. 2-3.
- Angela Keppel (2012), “Which Side of the Skyway Debate Do You Fall On?” and associated comments, <https://buffalostreets.com/2012/08/31/skyway/>
- Robert Jones and Meagan Baco (2012), “The Buffalo Skyway: Improvement and Reuse Options of the Best View in the City,” Preserving the Historic Road Conference, Indianapolis, September 2012. See session 18 in conference program listing, [http://historicroads.org/wp-content/uploads/2018/09/PTHR\\_Program\\_2012.pdf](http://historicroads.org/wp-content/uploads/2018/09/PTHR_Program_2012.pdf)
- Jake Cassel (2012), “Save the Skyway,” letter to *Artvoice*, Vol. 12, no. 21 (May 23, 2013-May 29, 2013), p. 2.
- Edward Steinfeld & UB Architecture and Design students (2013): <http://udeducation.org/idg/work/spring2013skyway/index.asp>

- Edward Steinfeld & Megan Basnak (2014): <http://buffalorising.com/2014/02/the-skyway-revisited/>
- Raymond C. Vaughan (2014), “The Buffalo Skyway: Can CNU’s Bad Boy Become a Beautiful Elevated Linear Park?”, 6-minute presentation at the 22<sup>nd</sup> Congress for the New Urbanism (CNU22), [https://www.youtube.com/watch?v=2\\_PRoEQLbIk](https://www.youtube.com/watch?v=2_PRoEQLbIk).
- SkyRide, annual bicycle ride over the Skyway led by GObike Buffalo (2014-present), <https://www.skyridebuffalo.org/>
- The Skyway Corridor Competition, “Aim for the Sky” (2019), which received over 100 submissions from the U.S., Canada, Italy, India, and China, <https://esd.ny.gov/skyway>
- The sixteen Skyway Corridor Competition semifinalist entries (2019), at <https://esd.ny.gov/skywayideas>

As an additional visual celebration indicative of ongoing community interest in the Skyway, see CEPA Gallery, Buffalo (2019), “The Skyway Photo Competition Exhibit,” <http://www.cepagallery.org/portfolio/skywayphotocompetitionexhibit/>.

25. In all, there is *ample evidence that the Skyway offers substantial opportunities for re-use and repurposing*. Such evidence does not predetermine that the Skyway must remain standing; it simply rebuts the fictional “need” for Skyway removal. The EIS process is the forum in which these options for action “1(b)” need to be robustly reviewed and compared.

**V. Comments on visual resources, the 8 or 9 acres of waterfront “land” or platform that the Skyway offers for re-use, and its *irreplaceability* (re: action “1(b)”)**

26. As has been noted throughout the decades, the Skyway offers outstanding views of Lake Erie and the city of Buffalo. At its opening in 1955, motorists commented on “the panoramic vistas of docks, lake steamers, the Coast Guard base, grain elevators and buildings far below” and the “breath-taking beauty in every direction...”<sup>13</sup> Edward Steinfeld (SUNY Distinguished Professor of Architecture, University at Buffalo) has remarked that “The view from the Skyway is exceptional since the span is so high and strategically situated on the waterfront.”<sup>14</sup> The photos in Appendix A, page 9, provide some sense of these vistas which encompass close-up views of many of the city’s architectural treasures in the downtown area, the broader eastward sweep of the city with its various steeples and towers, the lake stretching countless miles westward between its New York and Canadian shores, and the head of the Niagara River – with all of these views, especially the lake views, varying constantly with the weather and time of day.

27. Thus, the views *from* the Skyway are an important public resource that needs to be evaluated (and protected, to the extent possible) in the EIS process. These views are currently available to motorists using the Skyway; were formerly available to pedestrians when the Skyway had a narrow pedestrian walkway (as I know from having used the walkway in the past); and once a year since 2014 have been available to bicyclists participating in the annual SkyRide event (<https://www.skyridebuffalo.org/>). These views *from* the Skyway are separate and distinct from the

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<sup>13</sup> Quoted by William Graebner, “Ribbon of Steel and Concrete: A Cultural Biography of the Buffalo Skyway (1955),” *American Studies*, Vol. 48, No. 1, Spring 2012, <https://muse.jhu.edu/article/375252/pdf>, pp. 77-78.

<sup>14</sup> See <http://udeducation.org/idg/work/spring2013skyway/index.asp>.

surface viewshed issues discussed below. The EIS scope should include, in comparing visual resources with the Skyway removed and the Skyway remaining in place, *photo-documentation of lake- and cityscape views available from several locations along the Skyway, which would be lost as visual resources if the Skyway were removed.*

28. The 8- or 9-acre platform of the Skyway, if/when traffic is removed to a new highway realignment, is a waterfront platform that can accommodate a variety of new uses, many of which are detailed in the sources and links shown above in ¶ 24, and others of which are summarized in Appendix A, bottom of p. 7. See also Appendix B, p. 1, Fig. 10, etc. Given the success of the High Line (see ¶ 6) and other re-uses of elevated structures as linear parks and/or viewing platforms (e.g., Kinzua Bridge), the EIS process needs to conduct a careful evaluation of this range of new uses for the Skyway.

29. Demolition of the Skyway would foreclose the various new uses that could thrive on an 8- or 9-acre platform and add to the vitality of Buffalo's waterfront. Construction of a new platform of similar size and structural capacity is not a realistic option. Skyway removal would be an irreversible and irretrievable commitment of resources, as referred to by 17 NYCRR 15.15(c)(6).

**[comments continued on page 10]**



**Fig. 1:** View upstream toward Skyway from Canalside, 11 September 2016 photo by Dommatorese, [https://commons.wikimedia.org/wiki/File:Buffalo %26 Erie County Naval %26 Buffalo River.jpg](https://commons.wikimedia.org/wiki/File:Buffalo_%26_Erie_County_Naval_%26_Buffalo_River.jpg), used here under Creative Commons Attribution-Share Alike 4.0 International license. This view shows the center portion of the Skyway crossing the Buffalo River. Lake Erie is behind the viewer.





**Fig. 2:** Northern end of Skyway and the underlying Canalside area in foreground. Buffalo River is located below the viewer (below bottom margin of this photo); Lake Erie is to the left (beyond left margin of this photo). Airphoto from NYSDOT’s own Skyway Project website, <http://www.buffaloskyway.dot.ny.gov/>. The multi-lane elevated highway extending from left margin to right margin is I-190, which is not part of NYSDOT’s current Skyway Project. (The Skyway/I-190 interchange ramps in left center are part of the project but the I-190 interchange ramps in right center are not.)



**Fig. 3:** Central portion of Skyway, crossing the Buffalo River and City Ship Canal, in foreground. The southern end of Skyway, Outer Harbor area, and Lake Erie are in background. John Hickey/*Buffalo News* file photo; appeared in *Buffalo News* April 10, 2019.

## **VI. Comments on whether and how much the Skyway has adverse impacts on other visual resources, waterfront uses, and proposed land development (re: action “1(b)”)**

30. Claims made by others about the Skyway’s adverse impacts on surface viewsheds, waterfront uses, and proposed land development cannot be accepted as entirely reliable. Such claims need to be assessed in the EIS against the contrary evidence summarized here.

31. The Skyway has minimal adverse effect on surface viewsheds due to its location (relative to the lake and to Canalside and other waterfront uses), its height, and its open structure (consisting of widely spaced piers and a relatively thin deck). Its location, height, and open structure can be seen in Figs. 1-3 above. My CNU22 presentation in 2014 provides a more specific discussion of the Skyway’s minimal adverse effect on surface viewsheds. See Appendix A for the slides from my CNU22 presentation in 2014, and see [https://www.youtube.com/watch?v=2\\_PROEQLbIk](https://www.youtube.com/watch?v=2_PROEQLbIk) for my full 6-minute presentation (video, audio, and subtitles) which reviews the Skyway’s minimal adverse effect on surface viewsheds due to its location, height, and open structure.

32. The scope of the EIS should include, in comparing visual resources with the Skyway removed and the Skyway remaining in place, *photo-documented comparisons of viewsheds and viewshed obstructions (accompanied by measurements in steradians or square degrees of any blocked portions of viewsheds) as seen from several vantage points where waterfront visitors would have a reasonable expectation of waterfront views.*

33. The Skyway Project’s Notice of Intent makes the following misleading claim about the Skyway’s adverse impacts on Outer Harbor development:

It has become apparent that the portions of NYS Route 5 along the Buffalo Outer Harbor, including the Skyway Bridge, present both a physical and visual barrier to continued development within this area. Infrastructure removal is needed to accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives.<sup>15</sup>

This unattributed claim about the Skyway *presenting a barrier to continued development* within the Outer Harbor area, and about infrastructure removal *being needed to accommodate and support development*, improperly omits any reference to the Erie Canal Harbor Development Corporation’s “Buffalo Outer Harbor Preferred Plan” dated June 10, 2019,<sup>16</sup> which is *not development-oriented* but is instead oriented toward natural surroundings and parkland, providing passive and active recreational areas with extensive trails and water access. Thus, when relevant official documents such as the ECHDC plan are taken into account, the things claimed to be “apparent” and “needed” in the Notice of Intent have no demonstrable basis.

34. To the extent that the Skyway Project’s EIS process finds a defensible basis for pursuing Outer Harbor development, the scope of the EIS should include *photo-documented development locations, along with rough architectural renderings of the type of development proposed and*

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<sup>15</sup> Notice of Intent, op. cit.

<sup>16</sup> <https://buffalowaterfront.com/u/pdf/Buffalo-Outer-Harbor-Presentation-June2019.pdf>

*the proposed financing mechanisms, accompanied by descriptions of how such development either does or doesn't require Skyway removal.*

35. The question of whether Skyway removal is needed to accommodate development north of the Buffalo River (in and adjacent to Canalside) is more complicated but needs thoughtful, unbiased evaluation in the EIS. The question, when properly posed, is the question of whether the north end of the Skyway should be removed or left standing for re-use. Removal of the north end, leaving the remainder of the Skyway available for re-use, would be compatible with some of the existing proposals such as the *City of Lights* Skyway Corridor Competition winner. Thus, the only plausible development-based question is whether the Skyway's north end should be removed or left standing for re-use.

36. The *City of Lights* Skyway Corridor Competition winner proposes that both ends of the Skyway be removed, such that the remaining bridge deck (crossing the Buffalo River and City Ship Canal) “will become Skyway Park, providing panoramic views for pedestrians and cyclists,” with access to the bridge deck provided by “freight size elevators, stairs and catwalks.”<sup>17</sup> While feasible, such reliance on elevators and stairs creates a *more restricted access* than simply walking/riding onto and off of the existing ends of the Skyway as the SkyRide cyclists currently do. The scope of the EIS should evaluate this difference between continuous end-to-end pedestrian and cyclist access (augmented by elevators at Canalside and Outer Harbor<sup>18</sup>) and the more restricted elevator-and-stair access to a truncated Skyway as proposed by the *City of Lights* entry. In other words, which configuration provides a more user-friendly park experience? This is an important consideration in deciding between full and partial re-use of the existing Skyway structure (actions “1(b)(ii)” and “1(b)(iii)”, respectively). As such, it is fully within the appropriate scope of the EIS.

37. In addition to pedestrian and bicycle access, another beneficial Skyway re-use is a shuttle bus, or other form of transit shuttle, that carries passengers over the Skyway between downtown Buffalo and the Outer Harbor.<sup>19</sup> Operation of such a shuttle would require that the ends of the Skyway be left in place. The scope of the EIS should assess the “value added” to an Outer Harbor park by transit-shuttle access from downtown. This is an important consideration in deciding between full and partial re-use of the existing Skyway structure, and is thus fully within the appropriate scope of the EIS.

38. The scope of the EIS should evaluate whether removal of the north end of the Skyway is needed to accommodate development north of the Buffalo River (in and adjacent to Canalside). Specifically, the scope of this evaluation should include *photo-documented development locations, along with rough architectural renderings of the type of development proposed and the proposed financing mechanisms, accompanied by descriptions of how such development either does or doesn't require Skyway removal.* See also the next paragraph.

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<sup>17</sup> NYSDOT/FHA NYS Route 5 Project poster, “Concept Under Consideration: City of Lights (Winner of Aim for the Sky Design Competition),” op. cit.

<sup>18</sup> See Appendix B, page 2 and Fig. 10.

<sup>19</sup> See Appendix B, pp. 1 and 11.

39. The scope of the EIS evaluation listed in ¶ 38 should also consider how visual resources would be changed by removing the north end of the Skyway and erecting one or more new buildings on its footprint. Specifically, the scope of this evaluation should include *photo-documented comparisons of viewsheds and viewshed obstructions (accompanied by measurements in steradians or square degrees of any blocked portions of viewsheds), thereby comparing the existing Skyway to proposed new building(s), as seen from several vantage points where waterfront visitors would have a reasonable expectation of waterfront views.*

40. The point of the evaluations set forth in ¶¶ 38-39 is that blocking of waterfront viewsheds by new buildings should not exceed blocking of waterfront viewsheds by the existing Skyway – or, more precisely, any such adverse impact on visual resources needs appropriate SEQRA/NEPA review.

41. As can be seen in Fig. 2 above, the section of the Skyway in the immediate foreground (i.e., the section of the existing Skyway above Canalside) is a) less likely to have adverse visual impacts and b) less likely to be a location for new buildings than the far north end of the Skyway. The Skyway’s minimal impact on visual resources, as already explained, is due to its location, height, and open structure, as can be seen in Fig. 1 above and in my CNU22 presentation (Appendix A, esp. pp. 5-7, and [https://www.youtube.com/watch?v=2\\_PRoEQLbIk](https://www.youtube.com/watch?v=2_PRoEQLbIk)). The general character of Canalside as a park will limit new building development within Canalside – and, in any case, the narrow footprint of the Skyway imposes only a narrow restriction on new building development. As can be seen in Fig. 2 above, the Skyway’s presence above Canalside may offer a measurable benefit to visitors (shade on sunny summer days) that would be lost if the Skyway is removed. This benefit can be included in the scope of the EIS, as one more factor in deciding whether the presence or absence of this portion of the Skyway provides Canalside visitors with a more user-friendly park experience.

42. Existing traffic on the Skyway poses adverse noise impacts at Canalside. The assumption made here for all three “1(b)” options is that traffic will have been removed from the Skyway, making noise a “non-issue” when comparing Skyway removal, re-use, and partial re-use. Noise impacts would remain an issue for the No Action alternative.

43. An argument made for removal of the far northern end of the Skyway is that it would be “a catalyst for...the creation of a downtown neighborhood between St. Joseph Cathedral and WNED-TV Studios, and the re-installation of Terrace Park, Buffalo’s first public park.”<sup>20</sup> This is a valid goal but does not require removal of the north end of the Skyway. A structure that bridges over the north end of a repurposed Skyway can serve the purpose of reuniting St. Joseph Cathedral with the WNED Studios and creating a neighborhood in between. Planners need not be restricted to two-dimensional thinking in creating attractive multi-level urban fabrics. A plan of this type can also merge the north end of the Skyway – repurposed as a linear park – into an appealing and creative re-installation of Terrace Park. If such a re-installation of Terrace Park is less visually compelling than the original, the fault may lie with the lake views blocked by I-190 rather than the repurposed Skyway.

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<sup>20</sup> This has been said by Congressman Brian Higgins, as reported by Mark Sommer, “ ‘Skyway is coming down’ ...,” op. cit. Higgins favors full removal of the Skyway, not just its north end.

## VII. Coastal policies compliance

44. The EIS process must ensure compliance with NYS Coastal Areas and City of Buffalo requirements, and evaluate applicable impacts, etc., in accordance with the federal Coastal Zone Management Act, Art. 42 of NYS Executive Law, 19 NYCRR Part 600, SEQRA, 17 NYCRR 15.9(a)(2)(iv), Buffalo's Local Waterfront Revitalization Program (LWRP) adopted in 2019, etc. NYSDOT is still in the process of formulating the details of how these requirements will be addressed.

45. In completing section C of the NYS Department of State Coastal Assessment Form (CAF), NYSDOT will need to answer "yes" in several categories, including the following:

*2. Will the proposed activity have a significant effect upon:*

(b) Scenic quality of the coastal environment? Yes. See extensive discussion of visual resources in these scoping comments.

(c) Development of future, or existing water dependent uses? Yes. See extensive discussion in these scoping comments about whether the Skyway is removed, re-used, or partially re-used, thereby either foreclosing or allowing its repurposing as an elevated linear park. As discussed above, such a park is a highly water-dependent use.

(d) Operation of the State's major ports? Potentially yes for commercial shipping in relation to highway realignments and associated Buffalo River crossings. See Appendix B, page 14 (and footnote 15); also pp. 28 and 31.

(e) Land and water uses within the State's small harbors? Potentially yes for yachts (sailboats) in relation to highway realignments and associated Buffalo River crossings. See Appendix B, page 14 (and footnote 15); also pp. 28 and 31.

(f) Existing or potential public recreation opportunities? Yes. See extensive discussion in these scoping comments about whether the Skyway is removed, re-used, or partially re-used, thus either foreclosing or allowing its repurposing as an elevated linear park.

(g) Structures, sites or districts of historic, archeological or cultural significance to the State or nation? Yes. The Skyway is eligible for listing in the National Register of Historic Places. See ¶¶ 22-24 above and the separate letter dated February 26<sup>th</sup> in which Francis R. Kowsky and I have requested Section 106 Consulting Party status.

*3. Will the proposed activity involve or result in any of the following:*

(a) Physical alteration of two (2) acres or more of land along the shoreline, land under water or coastal waters? Yes in any case, and especially if NYSDOT pursues Outer Harbor Development.

(b) Physical alteration of five (5) acres or more of land located elsewhere in the coastal area? Potentially yes in relation to the north end of the Skyway and its potential replacement by new development.

(c) Expansion of existing public services of infrastructure in undeveloped or low density areas of the coastal area? Potentially yes if NYSDOT pursues Outer Harbor Development.

(f) Reduction of existing or potential public access to or along the shore? Yes; removal of the Skyway would eliminate/foreclose the option of potential public access to 8 or 9 acres of elevated linear park on the Skyway deck.

(g) Sale or change in use of state-owned lands located on the shoreline or under water? Yes, if NYSDOT pursues Outer Harbor Development.

4. *Will the proposed action be located in or have a significant effect upon an area included in an approved Local Waterfront Revitalization Program?* Yes, the City of Buffalo's approved LWRP.

## VIII. Conclusions

46. This EIS process needs to ensure that each (both) of the actions it covers will be addressed fairly and robustly, with a reasonable range of alternatives for each. The two actions are "1(a)", realignment of the existing transportation network, and "1(b)", the choice among Skyway removal, re-use, and partial re-use/removal.

47. Several of the issues presented here as essential parts of the EIS scope are relatively complicated, involving potential loss of a re-usable Skyway structure and how such loss compares (in terms of viewsheds, the overall quality of a park visitor's experience, etc.) to Skyway removal and new uses of its footprint. These issues, despite the complexity they may introduce, are necessary parts of the scope of an EIS process that, when completed, must be capable of supporting a Record of Decision and Findings Statement.

48. As stated in the SEQRA regulations,<sup>21</sup>

The basic purpose of SEQRA is to incorporate the consideration of environmental factors into the existing planning, review and decision-making processes of State, regional and local government agencies at the earliest possible time. To accomplish this goal, SEQRA requires that all agencies determine whether the actions they directly undertake, fund or approve may have a significant impact on the environment, and, if it is determined that the action may have a significant adverse impact, prepare or request an environmental impact statement.<sup>22</sup>

While 6 NYCRR 617.1(d) acknowledges that "the protection and enhancement of the environment, human and community resources should be given appropriate weight with social and economic considerations in determining public policy, and that those factors be considered

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<sup>21</sup> And see also 17 NYCRR Part 15, esp. 17 NYCRR 15.1(d), "These regulations are designed to be no less protective of the environment than 6 NYCRR Part 617."

<sup>22</sup> 6 NYCRR 617.1(c).

together in reaching decisions on proposed activities,” resulting in “a suitable balance of social, economic and environmental factors,” this does not mean that issues important to “the protection and enhancement of the environment, human and community resources” can be omitted from an EIS process before the balancing among social, economic and environmental factors is done.

According to 6 NYCRR 617.9(b),

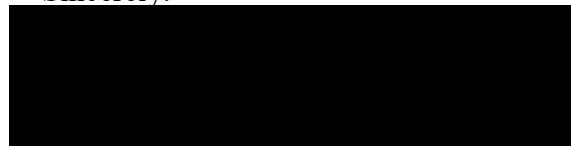
(1) An EIS must assemble relevant and material facts upon which an agency’s decision is to be made. It must analyze the significant adverse impacts and evaluate all reasonable alternatives. EISs must be analytical and not encyclopedic. The lead agency and other involved agencies must cooperate with project sponsors who are preparing EISs by making available to them information contained in their files relevant to the EIS.

(2) EISs must be clearly and concisely written in plain language that can be read and understood by the public. Within the framework presented in paragraph (5) of this subdivision, EISs should address only those potential significant adverse environmental impacts that can be reasonably anticipated and that have been identified in the scoping process. EISs should not contain more detail than is appropriate considering the nature and magnitude of the proposed action and the significance of its potential impacts. Highly technical material should be summarized and, if it must be included in its entirety, should be referenced in the statement and included in an appendix.

49. The above specification that “EISs must be analytical and not encyclopedic” does not support omission of potential significant adverse environmental impacts that can be reasonably anticipated and that have been identified in the scoping process. All of the issues and impacts identified in this letter are potential significant adverse environmental impacts that can be reasonably anticipated and have been duly identified in the scoping process.

Thank you for this opportunity to submit scoping comments.

Sincerely,

A large black rectangular redaction box covering the signature of Raymond C. Vaughan.

Raymond C. Vaughan, Ph.D., P.G.

# APPENDIX A

R. Vaughan, CNU22 presentation slides, 2014

(see also [https://www.youtube.com/watch?v=2\\_PRoEQLbIk](https://www.youtube.com/watch?v=2_PRoEQLbIk) for narrated/subtitled video)



# ***The Buffalo Skyway: Can CNU's Bad Boy Become a Beautiful Elevated Linear Park?***

**Raymond C. Vaughan, Ph.D.**

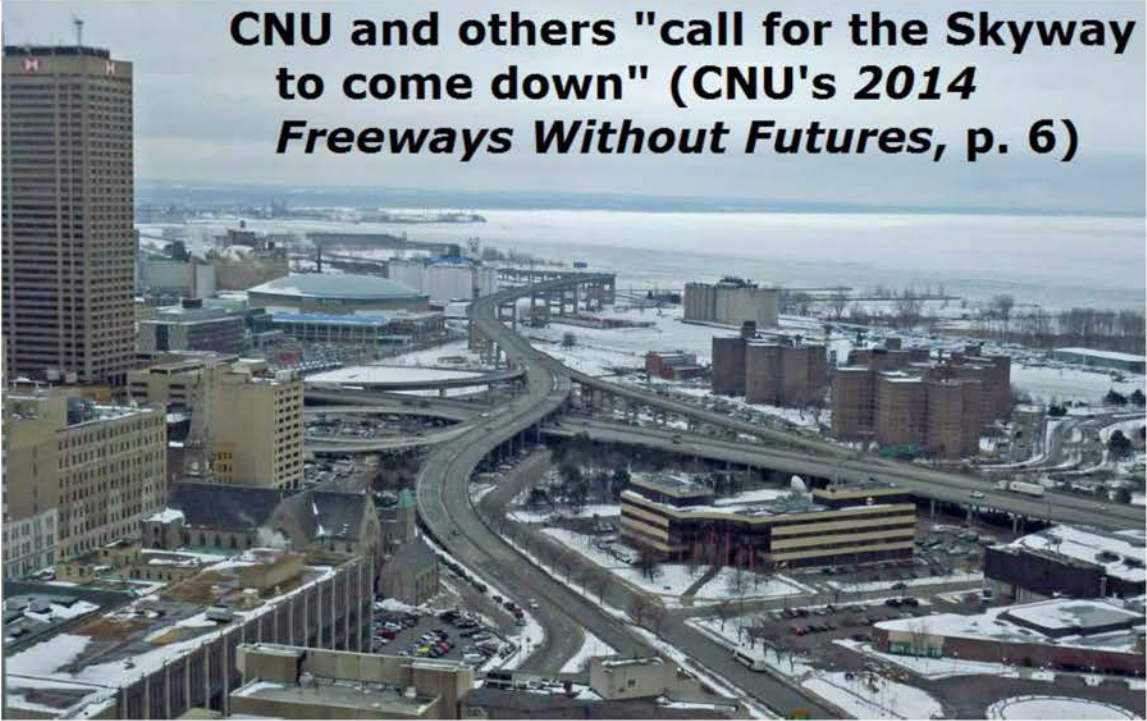


Open Innovation Session: *Scale Down and Design for People, With People*  
**CNU22 · Buffalo, June 6, 2014**



Payton Chung

**CNU and others "call for the Skyway  
to come down" (CNU's 2014  
*Freeways Without Futures*, p. 6)**



**Really 2 separate Skyway issues:**

- \* **Remove traffic?**
- \* **Demolish? Or repurpose?**





A platform  
for new  
uses:  
50 feet  
(15 m)  
wide



toward  
Lake  
Erie



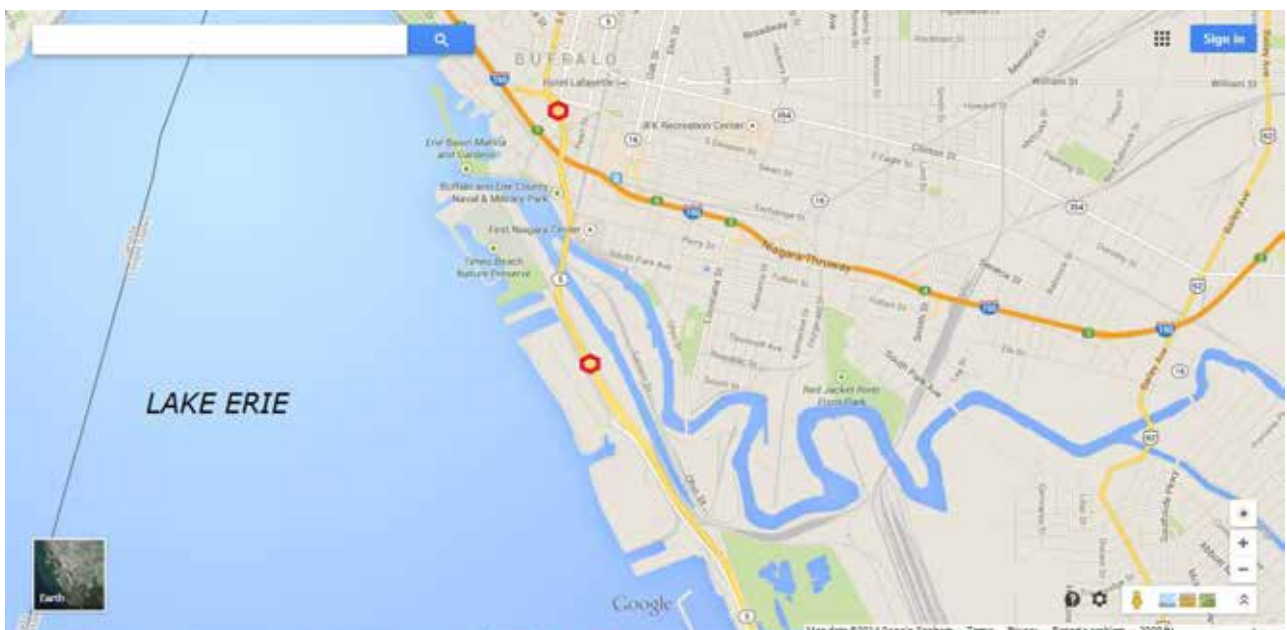
Jay Burney

## BUFFALO SKYWAY: Built in 1950s

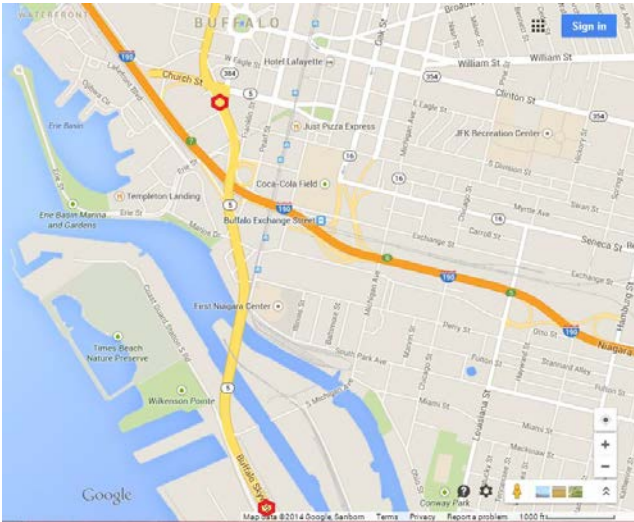
- Height: Up to 110 feet (33 m)
- Width: 50 feet (15 m)      Length: 1.4 miles (2.2 km)
- Footprint Area or Surface Area: 8 acres (3 ha)

## ISSUES, assuming traffic is removed from Skyway:

- Demolish? Or repurpose for new uses -- like High Line?
- Viewsheds blocked? (*minimal due to location and open structure*) Offset by lake & cityscape views from Skyway?
- Surface uses blocked? (*minimal because Skyway is high overhead and relatively narrow*) Offset by new uses?
- Cost (**\*\*high for either demolition or repurposing\*\***)
- Skyway adds spatial complexity (*positive? negative?*)



**Skyway extends 1.4 miles (2.2 km) between two red markers**



**Skyway is primarily *behind* and/or *above* Canalside and Outer Harbor waterfront park viewsheds. It's *narrow* and *open*; doesn't block views as waterfront buildings would. Except for its widely spaced supporting piers, the Skyway doesn't block surface use (pedestrian/park use) as Interstate 190 does.**



**VIEW  
UPRIVER  
(away from  
Lake Erie)  
FROM  
CANALSIDE  
PARK**

Don Nieman



**VIEW  
UPRIVER  
(away from  
Lake Erie)  
FROM  
CANALSIDE  
PARK;  
Brig *Niagara*  
at dock**

Ray Vaughan



**VIEW  
DOWNRIVER  
(toward  
Lake Erie)  
with  
CANALSIDE  
PARK on  
right bank,  
beyond and  
partly under  
Skyway**

Ray Vaughan



**VIEW FROM  
LAKE ERIE,  
looking  
northeast  
toward  
downtown  
Buffalo,  
with OUTER  
HARBOR  
PARK in  
foreground**

Ray Vaughan

### **SOME USES & COMPONENTS OF A REPURPOSED SKYWAY:**

- Gardens, benches, patios, pedestrian paths, bikeway
- Lake and cityscape views!
- Restaurant at top; other small cafes and shops?
- Elevator up from Canalside Park
- Solar panel arrays
- Cross-country ski trail and sleigh rides in winter
- Flexible space (*rearranged/re-used as needed*)

### **OTHER BRIDGES THAT PROVIDE EXAMPLES/IDEAS:**

- High Line, NYC      Walkway over Hudson, Poughkeepsie
- Ponte Vecchio, Florence      Kinzua Bridge, PA
- Temporary 2009 re-use of Rainbow Bridge, Niagara Falls



Joe Fenstermaker

**RECENT  
TEMPORARY  
REUSE:**

**SkyRide  
bicycle tour  
over the Skyway**



Ray Vaughan

**GO Bike Buffalo**

**Saturday  
May 31, 2014**



Jay Burney

**LAKE ERIE  
VIEW from  
Skyway**

**SkyRide  
bicycle tour**

**Saturday  
May 31,  
2014**



# LAKE ERIE VIEW from Skyway



Ray Vaughan

<<<<

toward  
Lake  
Erie

<<<<



Joe Fenstermaker



Joe Fenstermaker

**CITYSCAPE:  
Downtown  
Buffalo and  
Canalside  
Park from  
Skyway**

### CONCLUSIONS

- *Two separate issues:* Replacement of Skyway as a traffic artery.....and what to do with it afterward
- Skyway offers unique views of Lake Erie & the Buffalo cityscape, and of the 21-acre (8 ha) Canalside Park that lies below/alongside the Skyway
- *Overall:* Need an appropriate balance between:
  - Real or perceived impacts on surface viewsheds & uses
  - Views & new uses made available if Skyway is reused
- **Have shown: Minimal interference w/surface viewsheds**

### CONCLUSIONS

- **Have shown: Minimal interference with waterfront use and activity at ground level/dock level/water level**
- *Gone is gone.* Careful analysis is needed before any decision on demolition vs. repurposing – the analysis must meet environmental review (NEPA) requirements.
- Cost is high for either demolition or re-use. Cost needs careful analysis beyond the scope of this presentation!
- Eight acres (3 ha) of waterfront “land” will be lost if the Skyway is demolished, or saved if Skyway is repurposed. *This needs to be factored into the analysis.*

**RELATED WORK AND RESOURCES**

**Lopez-Pineiro (2006):** <http://www.holesofmatter.com/skyparkway/>

**Webber (2007):** <http://www.ranwebber.com/skyway.pdf>

**Vaughan (2010):**

[http://artvoice.com/issues/v9n47/letters/waterfront\\_and\\_beyond](http://artvoice.com/issues/v9n47/letters/waterfront_and_beyond)

**Jones & Baco (2012):** <http://thebuffaloskyway.tumblr.com/>

**Steinfeld & UB Architecture and Design students (2013):**

<http://idea.ap.buffalo.edu//idg/work/spring2013skyway/index.asp>

**Steinfeld & Basnak (2014):**

<http://buffalorising.com/2014/02/the-skyway-revisited/>

# APPENDIX B

R. Vaughan & A. James, Skyway Competition entry, 2019

# Vision for Skyway Corridor and relocated NY Route 5 highway



Part 2 Technical Submission to the Competition  
to Re-Imagine the Buffalo Skyway Corridor

August 16, 2019

*Cover images: From figures herein, q.v. for attribution*

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## 1. OVERVIEW

The Vision presented here for the Skyway Corridor offers several compatible additions but otherwise follows the Erie Canal Harbor Development Corporation’s “Buffalo Outer Harbor Preferred Plan” dated June 10, 2019. ECHDC’s brand-new preferred plan for the Outer Harbor is oriented toward natural surroundings and parkland, providing passive and active recreational areas with extensive trails and water access, in contrast to the more intensive development preferred for the Inner Harbor at Canalside. Given the narrow footprint of the Skyway Corridor within the Outer Harbor, any new uses within this Corridor should harmonize with the larger Outer Harbor plan. New uses should also be compatible with Buffalo Harbor State Park and Tifft Nature Preserve, both of which border the Skyway Corridor’s narrow footprint beyond the southern boundary of the Outer Harbor.

As part of this Vision, traffic that currently travels on the Skyway Corridor as far south as the Union Ship Canal will be diverted onto a new highway, to be constructed at a cost of about \$350 million on new right-of-way about a mile east of the existing Corridor, as shown in Fig. 1. Fuhrmann Boulevard will be reduced to one traffic lane in each direction within the Corridor, extending as far north as the lighthouse and Coast Guard Station, and maintaining its connection to Ohio Street. The Skyway itself will remain standing and be adapted to new purposes, at least a limited number of new purposes for the next few years, beyond which its long-term future may be determined by a decision process with substantial public participation, preferably including a design competition. The Skyway offers a unique platform of almost nine acres of elevated surface area,<sup>1</sup> and despite the temptation to recommend a rich variety of new purposes for the Skyway within this Vision,<sup>2</sup> the public deserves a little more time to consider how – and whether – such repurposing fits into the ongoing reinvention of Buffalo, Canalside, and the Outer Harbor.

The new Corridor uses envisioned here, all intended to be compatible with the Outer Harbor plan, Buffalo Harbor State Park, and Tifft Nature Preserve, are:

- A transit shuttle that operates 3.8 miles between downtown Buffalo (Church and Terrace) and the Union Ship Canal, crossing the Buffalo River on the otherwise traffic-free Skyway, initially operable as bus service but subsequently replaced on the same route by light rail.
- Development of a “Tifft-Fuhrmann Village,” consisting of several new 10- to 12-story mid-rise buildings, predominantly condo or apartment in combination with a hotel/motel

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<sup>1</sup> 60 ft width x 1.2 miles length = 8.73 acres.

<sup>2</sup> For example, a combination of permanent and rearrangeable uses including restaurant(s), shops, boutique hotel, all located atop the Skyway with indoor access to an elevator to land surface; at least one lane or one track reserved for transit vehicles over the entire span of the Skyway; a linear park like the High Line over the entire span of the Skyway, providing pedestrian and bike path(s) alongside a flowing stream (supplied by water pumped up by a solar-powered pump), with the path(s) passing alternately through planted garden areas and past small shops (as on the Ponte Vecchio); a winter sledding hill on the south-facing slope of the Skyway; etc. The re-use options are too numerous for a quick decision on which – and whether any – new uses should be pursued.

unit, on about 10 acres of the Corridor at the location shown as “TF” in Fig. 1. Buildings limited to 10-12 stories at this location meet the Buffalo Green Code and would not be out of character with nearby structures such as the Saskatchewan Pool Elevator which is about 185 ft high.<sup>3</sup> See Fig. 2 for a representative design of such buildings; also Fig. 3 for a possible layout of buildings on the 10-acre parcel; also Fig. 7 where they’re shown in the distance.

- “Ships Ashore,” a static display celebrating Buffalo’s maritime/shipping history, including a tugboat and at least one larger ship, at the location shown as “S” in Fig. 1, northwest of the CSI sand dock on the City Ship Canal. See Figs. 4-6 for this display.
- A Bird Sculpture Park, comprising about 25 large (e.g., 20-ft wingspan) sculptures of birds native to the area, plus a few similarly sized avian dinosaurs from which modern birds are descended, located within the Corridor near the entrance to Tiff Nature Preserve (see area marked “B” in Figs. 1 and 3), but not located within the nature preserve. The sculpture park is intended to be an attraction on its own, conceptually linked to the nature preserve but not part of it. See Fig. 7 for an illustration of the sculpture park.
- “The Shops,” a group of buildings of post-and-beam construction or other traditional design, with their location within the Corridor to be determined, including a stable (offering horseback riding, summer carriage rides, winter sleighrides), a shop providing snowshoe and ski rental, a blacksmith shop (demonstrative of the craft; also operating as a gift shop), a woodworking shop (likewise demonstrative, e.g., of how wagon wheels or snowshoes are made; also operating as a gift shop), and a three-sided eating/drinking establishment, operating as 1) a restaurant and sidewalk café, 2) a pub, and 3) a rustic lodge with fireplace, each with a variety of menu items. Figs. 8-9 for a generic design.
- Pedestrian/bicycle access between downtown Buffalo and the Outer Harbor during the summer months, achieved by opening the traffic-free Skyway (1.2 miles total length) to pedestrians and bicyclists. This type of access can be made available immediately upon removal of traffic from the Skyway,<sup>4</sup> offering a very scenic alternative to the Queen City Bike Ferry. As an added convenience, a shorter pedestrian/bicycle access between Canalside and the Outer Harbor should be provided across the *center* portion of the Skyway (2500 ft) by building two sets of passenger/bicycle elevators that extend from land surface up to the Skyway, one at Hanover Street in Canalside, the other at the South Michigan-Fuhrmann intersection in the Outer Harbor (see Fig. 10 for proposed design). Such elevators will give pedestrians and cyclists a Buffalo River crossing that is not only shorter but directly accessible to/from Canalside.

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<sup>3</sup> T.E. Leary, J.R. Healey, and E.C. Sholes, *Saskatchewan Cooperative Elevator (Pool Elevator)*, 1489 Fuhrmann Blvd., Buffalo, Historic American Engineering Record, U.S. Dept. of Interior, HAER NY-254, <https://web.archive.org/web/20121102204055/http://lcweb2.loc.gov/pnp/habshaer/ny/ny1600/ny1682/data/ny1682data.pdf>.

<sup>4</sup> If safety concerns need to be addressed, cf. the public access to Kinzua Bridge in Pennsylvania (<https://www.dcnr.pa.gov/StateParks/FindAPark/KinzuaBridgeStatePark/>), the pedestrian walkways on the Peace Bridge in Buffalo-Fort Erie and on the Rainbow Bridge in Niagara Falls, etc.

**Fig. 1:** NY Route 5 relocated on new right-of-way, totaling about 3.57 miles of new highway. Numbers in white show approximate distances in miles.

Areas in white marked S, B, and TF are “Ships Ashore,” the Bird Sculpture Park, and Tifft-Fuhrmann Village, respectively.

The former DL&W rail right-of-way, now being developed as a linear park by WNYLC, is shown in red in relation to the new highway right-of-way.



Base map: Imagery ©2019 Google, Map data ©2019 Google



**Fig. 2:** This image shows 2 mid-rise buildings and associated townhouses that overlook Erie Basin Marina in Buffalo (extracted from their local surroundings) as *examples of structures to be designed and built by a private developer as condo/apartment/hotel/motel units in Tiff-Fuhrmann Village*. These are merely examples; no endorsement of the designs is intended or implied. Tiff-Fuhrmann Village would contain several such mid-rise buildings (townhouses optional), shown as seven generic towers in Fig. 3, but the actual number would depend on the size of the footprint of each building.



Base image from Google Earth: Data SIO, NOAA, U.S. Navy, NGA, GEBCO Landsat / Copernicus

**Fig. 3:** In this oblique aerial view looking east toward the Corridor from a vantage point above Lake Erie, the Saskatchewan Pool Elevator is in the foreground. Behind it is Tiff-Fuhrmann Village, with generic representations of its buildings in red. The Bird Sculpture Park, marked “B,” with Tiff Nature Preserve behind it, is to the left (north) of Tiff-Fuhrmann Village. The curving white line behind Tiff-Fuhrmann Village represents the new alignment of NY Route 5. The Union Ship Canal is at the far right.



Base image ©2019 Google

**Fig. 4:** In this view looking north along the Corridor toward the Skyway, the tug *Washington* is part of the Ships Ashore static display. As shown here, the tug is surrounded by a shallow “moat” of water a few inches deep – or may alternatively be displayed in a sea of grass. The elevated expressway lanes of Fuhrmann Boulevard are removed, and the Skyway is open only to pedestrians, bicyclists, and a shuttle bus. Fuhrmann Boulevard, carrying one traffic lane in each direction, is at the left.



Base image ©2019 Google

**Fig. 5:** This view of the Ships Ashore display, looking southeastward, shows both the tug *Washington*, about 70 ft long, and a cut-away lake freighter. The freighter, approximately 600 ft long, has its starboard side cut away to show the internal structure of the ship.



**Fig. 6:** In this oblique aerial view looking northward across the Corridor toward downtown, the red marks at the center of the image show the footprints of the two vessels in the Ships Ashore display, consisting of the cut-away lake freighter and the much smaller tug.





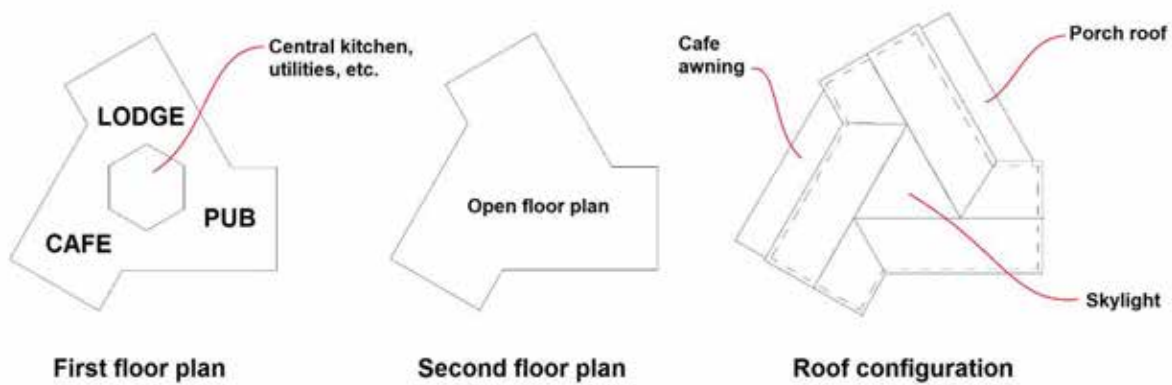
Base image ©2019 Google

**Fig. 7:** In this view looking south along the Corridor, the elevated expressway lanes of Fuhrmann Boulevard are removed, but gentle topographic relief is retained or introduced to provide a visually interesting landscape. As shown here, Fuhrmann Boulevard carries one traffic lane in each direction, preferably accompanied – as now – with one lane of parking in each direction. The new Bird Sculpture Park is shown in the left foreground, beyond which is Tift Nature Preserve. Buffalo Harbor State Park is on the right. Two generic 10- to 12-story buildings of Tift-Fuhrmann Village are shown along Fuhrmann Boulevard in the distance; they are colored light brown.



Hannaway blacksmith shop image from visitrhodeisland.com

**Fig. 8:** Three of the buildings of The Shops, showing blacksmith shop (white; image shows Hannaway Blacksmith Shop in Lincoln, RI), stable, and 3-sided pub/café/lodge building. Not shown here are the wheelwright/woodworking shop and snowshoe/ski rental shop. Location of The Shops within the Corridor to be determined, in accordance with other Outer Harbor plans.



**Fig. 9:** General plan of 3-sided pub/café/loodge building within The Shops complex.



**Fig. 10:** Pair of elevators in the Outer Harbor near the intersection of Fuhrmann Blvd. and S. Michigan Ave., providing pedestrian and bicycle access to/from the repurposed Skyway. In combination with a similar pair of elevators at Canalside, the elevators pictured here will give pedestrians and cyclists a 2500-foot-long route across the Buffalo River and City Ship Canal via the Skyway. The elevator design shown here is based on the elevator at Marble Mountain, Da Nang, Vietnam.

## 2. COSTS AND BENEFITS

### 2.1 New uses, costs, and benefits within the Skyway Corridor

The new uses within the Corridor have various costs and economic benefits. The largest benefits/paybacks are expected to be from 1) the anticipated annual increase in the number of people using the Outer Harbor, especially out-of-town visitors, and 2) real-estate taxes paid to the city, schools, and county from Tiff-Fuhrmann Village. Another likely benefit, while difficult to parse out from the effects of other ongoing improvements on the waterfront and in the city generally, is the retention and growth of the population living in – and paying taxes in – the city and county.

About a million visitors per year, or slightly more than a million, are currently using the Outer Harbor.<sup>5</sup> By comparison, Presque Isle State Park in Erie, PA, located 90 miles west of Buffalo, attracts about 4 million visitors annually; they contribute about \$70 million to Erie’s economy each year,<sup>6</sup> which is an annual average economic benefit of about \$17.50 per visitor. This average from Presque Isle provides rough guidance for Buffalo’s Outer Harbor. With its ongoing improvements and growing reputation, the Outer Harbor can reasonably expect to add an additional million, perhaps as many as two million, visitors per year. Applying an annual average of \$17.50 per visitor, such an increase in the number of visitors would bring an additional \$17.5 million, perhaps as much as \$35 million, to the economy of the Buffalo area. While this type of spending is widely distributed (restaurants, motels, etc.), the entire amount strengthens the local economy, and the share returned as sales tax provides a more direct opportunity to pay a portion of Skyway Corridor expenses.

Tiff-Fuhrmann Village development, built as a private development that consists of several new 10- to 12-story buildings on 10 acres of land, as shown generically in Figs. 1-3, would contribute directly to city, school, and county tax revenues. The development’s assessed full market value is not likely to exceed \$100 million,<sup>7</sup> corresponding to a taxable value of \$64 million. At 2017-18 rates,<sup>8</sup> assuming no tax incentives, a property with this taxable value would pay about \$840,000 city tax, \$865,000 school tax, and \$410,000 county tax. The combined city and county

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<sup>5</sup> “This latest investment in Buffalo’s waterfront adds to the year-round experience that is *already attracting more than a million visitors annually* to enjoy this flourishing area,” as stated by Gov. Cuomo in a press release from Congressman Brian Higgins, “\$5 Million Lakeside Complex Opens on Buffalo’s Outer Harbor,” May 24, 2019 (emphasis added).

<sup>6</sup> “Presque Isle State Park...attracts 4 million visitors that spend an estimated \$76.9 million annually,” according to the Great Lakes Commission, “Great Lakes Restoration at Work in Pennsylvania,” March 2017. A slightly lower value is given online by the Healing Our Waters Great Lakes Coalition, [www.healthylakes.org/economic-benefits-in-pennsylvania/](http://www.healthylakes.org/economic-benefits-in-pennsylvania/), n.d., “Annually, the park attracts 4 million visitors and generates \$67 million from visitor spending.”

<sup>7</sup> Based on 2019 City of Buffalo Final Assessment Roll for somewhat comparable but smaller properties including 1 South Street (a.k.a. 9 South Street), 301 Ohio Street, 199 Scott Street (Fairmont Apartments), 550 Seneca Street (Seneca Street Lofts), and 32 Hertel Avenue (Marina Vista Apartments, a.k.a. 10-12 Hertel Avenue).

<sup>8</sup> Buffalo 2017-2018TaxRatePerM.pdf.

shares, in the neighborhood of \$1 million per year, provide some incentive and justification for the city and county to help cover Skyway Corridor expenses.

Aside from Tifft-Fuhrmann Village development, the other new uses envisioned above are not likely to generate meaningful income that could help cover highway-relocation and Skyway Corridor expenses. Such uses can be viewed as gradual additions that will be undertaken as grants or other funding become available. While all these new uses are intended to be popular features that draw more visitors (e.g., the hotel/motel within Tifft-Fuhrmann Village is well-situated to attract overnight stays by out-of-town visitors to the Outer Harbor), the various plans already in progress for the Outer Harbor are strong enough, in the interim, to succeed on their own.

In more detail, the Bird Sculpture Park would be implemented by inviting sculptors to create large-scale birds, more or less on the scale of the Bald Eagle sculpture at Montezuma Wildlife Refuge near Syracuse. These works by different sculptors will tend to vary in their materials of construction, degree of realism vs. abstraction, etc., but should in all cases possess the distinguishing marks that are characteristic of the species. Some sculptures such as a Great Blue Heron, if done with wings outstretched, would be tall enough to shade a bench or café table. This sculpture park should include at least 25 birds. Several additional invited sculptures would be of *avian dinosaurs* – the ancestors of modern birds. Public sculpture costs vary widely, but at an intermediate estimate of \$100,000 apiece, the total cost of 30 sculptures would be in the neighborhood of \$3 million.

“Ships Ashore” would bring a retired tugboat onshore as a static display, preferably a classic tugboat such as the Buffalo-based *Washington* or one of her sister tugs in Cleveland. These tugs are approaching 100 years old, and the Cleveland-based company that owns them is in the process of retiring and replacing some of them.<sup>9</sup> A tug brought ashore onto the Corridor, as shown in Figs. 1 and 4-6, can be fitted into a shallow excavation and displayed either in a “sea” of grass or in a shallow (a few inches) moat of water. It may serve as a refreshment stand or merely a static display. A much larger component of Ships Ashore would be a *cut-away lake freighter* with one side, port or starboard, cut away while the other side remains intact. See Fig. 5. Bringing a retired lake freighter onto land would be a challenging project. Lake freighters such as the 600-foot *Cedarglen* are periodically retired and replaced, with many of them towed overseas to Turkey to be cut up and scrapped;<sup>10</sup> however, some of them are cut up and scrapped at Port Colborne, Ontario,<sup>11</sup> just a few miles west of Buffalo. A cut-away lake freighter would

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<sup>9</sup> Great Lakes Towing Company, Cleveland, OH. For the company’s older tugs and their impending retirement, see <http://www.professionalmariner.com/October-November-2017/Throwback-tugboat-fleet-stands-test-of-time-on-Great-Lakes/>.

<sup>10</sup> The *Cedarglen*, built in 1925 and retired from Great Lakes service in the spring of 2019, is currently (June-July 2019) being towed across the Atlantic to be scrapped, probably in Turkey. Two other lake freighters have also been retired and gone to Turkey this year.

<sup>11</sup> Marine Recycling Corporation of Port Colborne, Ontario, Canada. The *English River*, retired in 2018 after bringing cement to Buffalo for many years, was scrapped there. The company takes pride in being an environmentally responsible recycler of the various components of the ships it dismantles.

have rails installed on the cut-away side, with stairs and an elevator allowing visitors to reach and walk around the main deck, pilot house, engine room, etc. The large empty space of the ship's cargo hold may be utilized in various ways, including, for example, installation of several platforms upon which visitors can sit in a shaded, semi-sheltered outdoor space. Despite the difficulty of bringing such a ship onto land and removing half of it, Buffalo is well-situated in terms of its proximity to companies with experience in moving very heavy structures<sup>12</sup> and handling/cutting up retired ships.<sup>13</sup> This would be a unique project whose cost has not been determined.

A transit shuttle running along the Corridor between downtown Buffalo (Church and Terrace) and the Union Ship Canal, making its first Outer Harbor stop at the south end of the Skyway and its last stop at or near Tiff/Fuhrmann Village, would initially operate as a bus shuttle. Its immediate capital cost would be low (for a few shelters and, if needed beyond the existing NFTA fleet, one bus) if the bus ran on the otherwise traffic-free Skyway and on existing Fuhrmann Boulevard. If the shuttle needed a new, dedicated roadway in the 2.6-mile portion of the Corridor that extends from the south end of the Skyway to Union Ship Canal, such a roadway and accompanying shelters/stations may cost about \$10 million per mile, totaling about \$26 million. Operating cost for the bus shuttle would be in the neighborhood of \$10 per mile,<sup>14</sup> thus about \$76 per 7.6-mile round trip. If the shuttle ran 30 round trips per day (e.g., every half hour for 15 hours), the operating cost would be about \$2,280 per day or \$832,000 per 365-day year. Eventual conversion of the shuttle to light rail would require much larger capital expenditure, in the neighborhood of \$50 million per mile over the 3.8-mile distance between downtown Buffalo (Church and Terrace) and the Union Ship Canal, totaling roughly \$200 million. Whether and how such a shuttle would be connected to NFTA's existing Metro Rail would need to be decided.

The several buildings of The Shops (stable, blacksmith and woodworking shops, snowshoe/ski rental shop, pub/café/lodge) would be constructed within the Corridor, at a cost of roughly \$3 million, at a location to be determined. The location should be in close proximity to Outer Harbor snowshoe/ski trails, horseback riding and sleigh trails, and should be convenient for visitors/customers arriving on foot or by bicycle, shuttle bus, or car.

Elevators providing pedestrian/bicycle access to the Skyway from Canalside and from the Outer Harbor (see Fig. 10 for an example) are estimated to cost about \$500,000 at each of these locations, totaling roughly \$1 million for both locations.

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<sup>12</sup> International Chimney Corp. of Williamsville, NY, known for its expertise in moving heavy structures such as lighthouses, theaters, etc.

<sup>13</sup> Marine Recycling Corporation of Port Colborne, Ontario. See footnote 11.

<sup>14</sup> Tables comparing bus transit costs in various cities are shown in both <https://ny.curbed.com/2018/1/30/16946476/mta-new-york-city-bus-operating-costs-analysis> and [http://www.portlandfacts.com/cost\\_of\\_transit\\_&\\_cars.html](http://www.portlandfacts.com/cost_of_transit_&_cars.html).



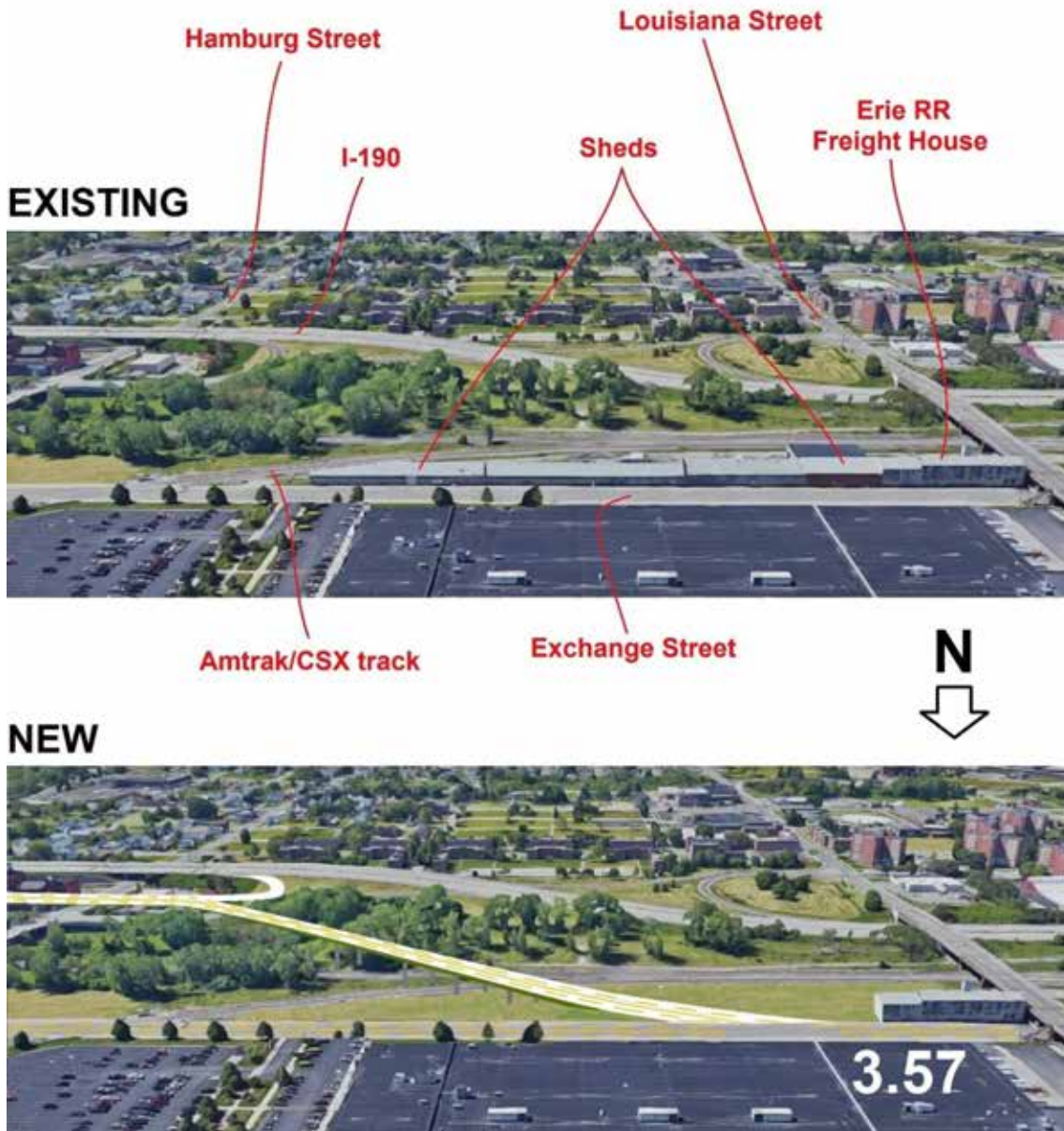
Photo from Wikipedia article on the Johnson Street Bridge, credited to Thedarkempire, June 24, 2018; reproduced here under Creative Commons BY-SA 4.0 license

**Fig. 11:** New Johnson Street bascule bridge in Victoria, BC, Canada.



Image adapted from 2011 Brian W. CP-1 photo

**Fig. 12:** Buffalo River crossing based on new Johnson Street bridge in Victoria, BC, shown with existing CP-1 rail drawbridge behind. Concrete Central grain elevator is immediately to the right of this view.



Base image: Imagery ©2019 Google, TerraMetrics, NOAA, Landsat / Copernicus, Data SIO, NOAA, U.S. Navy, NGA, GEBCO, Map data ©2019 Google

**Fig. 13:** In this oblique aerial view looking southward, the top panel shows the existing section of Exchange St. between Hamburg and Louisiana Sts., including the row of sheds that extends eastward from the Erie Railroad Freight House. The bottom panel shows the sheds removed, and also shows (in white) the northern end of the new NY Route 5 highway alignment, including its fork intersection with Exchange St. and one of its ramp connections to I-190. This ramp (an offramp from I-190) currently serves as an exit that descends to Hamburg St. but will be reconfigured as an exit that merges into the new NY Route 5 highway and thus passes above Hamburg St. The intersection with Exchange St., as indicated in Fig. 1, is 3.57 miles from the southern end of the new highway alignment at Union Ship Canal.

## 2.2 Summary and costs of relocated NY Route 5

A distinctive new bridge across the Buffalo River will be built northeast of the Concrete Central grain elevator. A bascule lift bridge is proposed here based on a recognizable need to preserve upstream navigability and, more specifically, on the unknown outcome of federal approval that would be needed in order to restrict upstream passage of vessels beyond the new bridge.<sup>15</sup> The bascule bridge, based on the new Johnson Street Bridge in Victoria, BC, Canada, is a strongly functional design (see Figs. 11-12) that complements the functional grain-elevator and rail surroundings at the Buffalo River crossing location. The deck of the new bridge will carry 4 vehicular lanes (2 in each direction) and bicycle/pedestrian lane(s).

The new Johnson Street Bridge opened in 2018; its total cost was roughly \$105 million in Canadian dollars (CAD), currently equivalent to about \$79 million in U.S. dollars (USD). The cost of a slightly shorter and wider Buffalo River bridge of similar design is estimated here as \$90 million (USD), allowing for various contingencies.

The full route of the new highway, approximately 3.57 miles in length, is shown in Fig. 1. As described in an inbound direction, the new alignment deviates from existing Route 5 immediately north of the Lackawanna/Buffalo city line and the Union Ship Canal. From that point it curves inland to an interchange with Tiffit Street/Fuhrmann Boulevard, then proceeds northward between existing rail tracks/yards and the wooded eastern boundary of the Tiffit Nature Preserve, then crosses the Buffalo River on the new bascule bridge. Beyond the bridge it continues along the western boundary of Red Jacket River Front Park to on/off ramps at South Park Avenue, then an interchange with I-190, before merging into Exchange Street near Louisiana Street. Parts of the new highway will be at grade; parts will be elevated as needed, especially for grade separation where the highway crosses existing rail lines. The entire length of the new highway will have 4 vehicular lanes (2 in each direction), accompanied by separated bicycle/pedestrian lane(s) from its southern end at Union Ship Canal to South Park Avenue. There will be no traffic lights or stop signs along the new alignment except for a traffic light at its north end where it merges with Exchange Street at a fork intersection. See Fig. 13 for a depiction of this fork intersection. See also detailed description and discussion of the new alignment in Chapter 7.

Other costs in addition to the bridge cost are based on typical highway construction costs and shown in Table 1.

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<sup>15</sup> Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) prohibits the obstruction or alteration of navigable waters of the United States without a permit from the Corps of Engineers. See specifically <https://www.lrb.usace.army.mil/Portals/45/docs/regulatory/Section10NavigableWaterways/waterwayNY.pdf> for navigability of Buffalo River. Online discussion of the two nearby rail lift bridges (CP-1 and CP Draw) suggests that upstream navigability cannot easily be foreclosed. However, if it were possible to limit upstream navigability for vessels beyond a certain height, then the best option for the new bridge would be a fixed (non-lift) span such as a short cable-stayed or arch bridge, with its deck sufficiently elevated above the water to clear tugs, barges, fireboat, and commercial tour boats. A fixed span, with no moving parts, would minimize the initial cost, reduce ongoing maintenance and staffing needs, and avoid the traffic interruptions associated with a lift bridge of similar size.



The section of the new highway bordering Red Jacket River Front Park will cross, in some manner, the DL&W trail or linear park that is being developed by the Western New York Land Conservancy. Careful design of this crossing will be needed to ensure that it is safe, convenient, and attractive for users of the DL&W linear trail/linear park.

This new alignment seeks minimal negative impacts on existing neighborhoods, businesses, and resources (but does impact the U-Haul Moving & Hauling Facility on Perry Street, other facilities on the north side of Perry, about 15 residential buildings north of I-190 in the vicinity of Larkin, Roseville, and Van Rensselaer Streets, and the easternmost shed-like buildings that are attached to the old Erie Railroad Freight House on Exchange Street near Louisiana Street). Where possible, buildings should be moved and rehabbed rather than demolished.

The new alignment respects the Buffalo River channel/corridor as 1) a navigation channel for vessels of many sizes and functions, from commercial to recreational to firefighting to icebreaking, 2) an ecological corridor, and 3) a viewshed corridor for the many and growing recreational/educational uses of the river. Other water resources south of the river may be impacted by the new highway alignment, particularly a few small wetlands near Tiffit Street and Tiffit Nature Preserve. These impacts will need to be assessed.

### **2.3 Costs of land acquisition and offsetting funds realized from sale of land**

Land acquisition will be needed along the entire length of the new highway alignment. These costs are estimated to be approximately offset by (approximately equal to) the funds realized from the sale of two parcels of land within the Corridor.

One of these parcels is the ten acres that will be sold to a developer for the construction and operation of Tiffit-Fuhrman Village. The sale should be contingent on milestones being met, including a schedule for completion and opening of condo/apartment units and a hotel/motel unit within the Village.

The other parcel, located across Pearl Street from One Seneca Tower in downtown Buffalo, will become available when traffic is removed from the Skyway, and when the current Skyway offramp to northbound I-190 is removed. The Skyway remains standing in this Vision, with pedestrians, bicycles, and a shuttle bus having access to the downtown end of the Skyway at Church Street; however, the ramps that connect the Skyway to I-190 can and should be removed. The land under the offramp to northbound I-190, currently used for parking, will become available for higher/better use as a building site when the ramp is removed. The 1.5-acre parcel, bounded by Pearl, Seneca, and Upper Terrace/Franklin, is in a prime downtown location.

The price per acre for these two Corridor parcels is reasonably expected to be much higher than the price per acre for the land needed for the new highway alignment. Thus, the land acquisition costs are estimated to be approximately offset by the funds realized from the sale of the two Corridor parcels.

**Table 1: Costs for new NY Route 5 highway on new right-of-way shown in Fig. 1**

<b>Basis for costs</b>			
<i>Estimated 4-lane highway construction cost:</i>	\$12,000,000	per mile	
<i>Estimated bridge cost per foot, assuming 70 ft width and \$400 per square foot bridge cost:</i>	\$28,000	per ft	
<i>Estimated bridge cost per foot, assuming 80 ft width and \$400 per square foot bridge cost:</i>	\$32,000	per ft	
<i>Estimated interchange cost:</i>	\$45,000,000		
<i>Estimated bascule bridge cost in U.S. dollars, based on new Johnson Street Bridge in Victoria, BC, Canada:</i>	\$90,000,000		
<b>Costs for new NY Route 5 highway</b>	Feet	Miles	Estimated cost
(2) bridges in Tifft-Fuhrmann interchange, each 70 x 165 ft	330	0.0625	\$9,240,000
Bridge over track at about Mile 0.95; 80 ft width	250	0.0473	\$8,000,000
Bridge over track at about Mile 1.45; 80 ft width	750	0.1420	\$24,000,000
Bridge over track & riverbank at about Mile 1.9; 80 ft width	750	0.1420	\$24,000,000
Bridge over track at about Mile 2.6; 80 ft width	750	0.1420	\$24,000,000
South Park Ave. bridge extension (230 ft long x 60 ft width)	--	--	\$5,520,000
I-190 interchange	N/A	0.3	\$45,000,000
Bridge/elevated highway beyond (north and west of) I-190 interchange, from about Mile 3.07 to 3.57; 70 ft width	2640	0.5	\$73,920,000
Bascule bridge over Buffalo River, including non-lift span(s) and 115-ft openable span, totaling 400 ft	400	0.0758	\$90,000,000
Subtotal	--	1.41	\$303,680,000
Remaining highway distance along new right-of-way	N/A	2.16	\$25,899,091
Additional roadway in/around Tifft-Fuhrmann interchange	--	--	\$15,000,000
Total	--	3.57	\$344,579,091

Land acquisition costs are not included here. As noted above, land acquisition costs will be approximately offset by the funds realized from the sale of two properties within the Corridor.

### **3. REVIEW OF CRITERIA #1 (Affordability: The quality of the overall plan to fund/ finance the Vision) AND #2 (Feasibility: Positive impacts outweighing costs of the Vision)**

As described above, the components of this Vision are mostly not self-funding. Funding sources can be identified and are discussed below, but no definite funding commitments can be assumed until project-specific steps are taken to secure grants, seek appropriations, etc.

Costs of this Vision fall into two or three unequal categories, consisting mainly of about \$350 million for construction of a relocated NY Route 5 highway and about \$10 million for several projects within the Corridor. Projects within the Corridor include The Shops, a bird sculpture park, a shuttle bus service across the otherwise traffic-free Skyway and along the Corridor, and pedestrian/bicycle elevators leading up to the Skyway from Canalside and the Outer Harbor. Another proposed use within the Corridor, the “Ships Ashore” static display, is a unique project whose cost has not been determined. All of these new uses within the Corridor are incremental, intended to complement and enhance the surrounding uses (Outer Harbor, Buffalo Harbor State Park, and Tifft Nature Preserve), and can be undertaken as funding becomes available. Some funding for the new uses within the Corridor may be available from grants (e.g., for the sculpture park) while most will depend on state and federal appropriations supplemented by some level of city and county contributions. Some new uses within the Corridor may be eligible for Niagara Greenway funding, intended “to improve and enhance the Niagara River Greenway.”<sup>16</sup> The Corridor lies not only within the designated Niagara River Greenway Area but also within one of the Greenway Focus Areas.<sup>17</sup>

Construction of a relocated NY Route 5 highway will depend primarily on state and federal highway funding. New uses within the Corridor will be unable to generate meaningful income to finance such highway construction. This inability – arising from the need for compatibility with the lake-, park-, and nature-oriented surrounding uses (Outer Harbor, Buffalo Harbor State Park, and Tifft Nature Preserve) and from the preference for putting major real-estate development downtown, *north* of the Buffalo River – effectively bars large cash-generating projects such as major real-estate development from the long, narrow Corridor. A partial exception is the Tifft-Fuhrmann Village, proposed here as a group of mid-rise condo/apartment/hotel/motel buildings that will be designed, built, and operated as a private development on about 10 acres sold from the southern portion of the Corridor. Interest among developers for such a project is likely to be high, given the general pace and scope of recent development in the Buffalo area.

Income from sale of the land for Tifft-Fuhrmann Village, and also from sale of at least one downtown parcel adjacent to One Seneca Tower that is now occupied by an exit ramp from the Skyway to I-190, has not been accounted separately above. It can be regarded as an offsetting amount that will approximately cover the land acquisition costs for the relocated NY Route 5 highway. See section 2.3.

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<sup>16</sup> For example, see:

<http://niagara.nypa.gov/RelicensingGreenwayFunds/BuffaloErieGreenway/BECGFProtocolsSchedule.pdf>

<sup>17</sup> See map (Fig. 8) at <https://www.niagararivergreenway.com/nrgc-plan>.

Property tax from the completed Tiff-Fuhrmann Village development, in the neighborhood of \$1 million/year for city and county tax combined,<sup>18</sup> is the most direct payback from this Vision. Other foreseeable income is tied to the current and growing tourism attracted to the Outer Harbor and its several components, including new uses within the Corridor. Based on nearby experience at Presque Isle in Erie, PA, an additional 1 to 2 million annual visitors would contribute \$17.5 to \$35 million to the local economy<sup>19</sup> – some of which is collected directly as sales tax, while the remainder spreads more broadly into the local economy.

Although the local benefit is greatest when such tourist dollars are spent here by out-of-town visitors, the Outer Harbor area provides a new amenity that's available to both visitors and residents. Its enjoyment not only serves to make this a more desirable place to visit, live, and work; it also contributes, as an indirect result, to the local population and tax base. This process of retaining local residents and attracting new ones not only builds the number of taxpayers on the tax rolls but also has a positive effect on property values, thus providing a twofold benefit. Such tax benefits are long-term, not necessarily immediate, and the amenities and other factors that attract and retain local residents go well beyond the offerings of the Outer Harbor area – but the Outer Harbor and associated new uses within the Corridor are an integral part of the mix. Going a step further, the twofold benefit of ongoing growth in city/county population and city/county land values may help incentivize investment in a successful, growing community.

As emphasized repeatedly herein, this Vision complements, strengthens, and builds upon recently completed and/or planned public investments or projects, particularly the new Outer Harbor plan. It also complements, strengthens, and builds upon key resources in/near the Corridor, one example being the relationship of the bird sculpture park to Tiff Nature Preserve. The sculpture park will be an attraction on its own, conceptually linked to the adjacent nature preserve but not part of it. More generally, the Vision complements and builds upon all of its lake-, park-, and nature-oriented surroundings – the Outer Harbor, Buffalo Harbor State Park, Tiff Nature Preserve, and Lake Erie – while connecting the city to these resources via the traffic-free Skyway. Pedestrians, bicycles, and a shuttle bus can traverse the full 1.2-mile length of the Skyway (and beyond) between downtown Buffalo and the Outer Harbor, while pedestrians and bicycles would also have the option of a shorter 2500-foot Skyway crossing via the elevators at Canalside and Outer Harbor. In all, the lake-, park-, and nature-oriented aspects of this Vision represent a highest and best use. This is reflected in the overwhelming public preference for having the recent Outer Harbor plan be lake-, park-, and nature-oriented. This preference is continually confirmed by the ongoing growth in public use of the Outer Harbor. Based on recent personal observation, public use of the Outer Harbor represents a broad demographic cross-section of local residents.

Other direct economic benefits of this Vision include new job opportunities for both local and new residents. Construction workers will be needed for the relocated NY Route 5 highway and for Tiff-Fuhrmann Village. Tiff-Fuhrmann Village and The Shops, when completed, will hire skilled artisans, service employees, and others.

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<sup>18</sup> See section 2.1.

<sup>19</sup> See section 2.1 for economic benefits at Presque Isle and cited sources. Those benefits apparently already include an economic multiplier. If not, a multiplier of about 1.5 should be applied.

Costs for the Skyway itself are largely avoided or deferred in this Vision. Traffic can be removed from the Skyway when the new Route 5 highway is completed, after which the Skyway is open to pedestrians, bicycles, and shuttle bus while its long-term future is decided. Its long-term future will preferably be a combination of permanent and rearrangeable new uses rather than demolition, but this would be decided after traffic is removed. If traffic removal occurs in the near future, then the Skyway would be inherited in good condition for new uses as a result of the extensive current (2018-2019) rehab and deck rebuilding by NYSDOT. In any case, the subsequent decision – on whether to demolish the Skyway or proceed with additional new uses in addition to its immediate use by pedestrians, bicycles, and shuttle bus<sup>20</sup> – will need to consider the competing costs of demolition and ongoing maintenance in combination with other factors.

Annual operating costs for new uses within the Corridor are estimated at about \$1 million for the shuttle bus (see section 2.1) and no more than \$1 million for the elevators up to the Skyway at Canalside and Outer Harbor. Other facilities are expected to be essentially self-sustaining, particularly at The Shops which will house retail businesses among other activities. Business locations at The Shops, particularly the pub/café/lodge, are likely to be of interest to prospective proprietors, based on the steady growth in Outer Harbor visitors and on the demonstrated interest in leases for two nearby waterfront restaurants (Dug’s Dive/Charlie’s Boat Yard in Buffalo Harbor State Park and the Liberty Hound at Canalside).

Highway maintenance costs for the new Route 5 highway are beyond the scope of this proposal. Such costs will be partially offset by the substantial reduction in highway maintenance costs within the Corridor.

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<sup>20</sup> For a range of possible new uses, see footnote 2.

#### **4. REVIEW OF CRITERION #3 (Technical Competence: Achievability with regard to transportation needs)**

The Vision presented here is based on a review of current and projected future traffic levels from NYSDOT and Greater Buffalo Niagara Regional Transportation Council (GBNRTC) sources. These have been used to show where traffic removed from the Skyway will go. The relocated NY Route 5 highway and its connections to downtown streets are shown to be substantially *comparable* to the existing Skyway route into and out of downtown, such that most current Skyway users will simply shift to the new Route 5 alignment without seeking alternative routes to/from the Southtowns (such as South Park Avenue through Lackawanna, Ridge Road, I-179, or the combination of I-90 and I-190). Given this comparability, there is little or no need to assess changes in traffic patterns over a broader geographic area than considered here. For this reason, roads further south and east such as those named above, need not be considered; they are beyond the scope of this assessment. Details are provided in Chapters 7 and 8.

This assessment focuses on AM and PM peak-hour flows, primarily at a dozen nodes (traffic signals) in the downtown area through which traffic removed from the Skyway will flow, and finds no significant deterioration of levels of service (LOSs) along these pathways. As indicated above, the analysis need not and does not include the surrounding regional roads, located further south and east, that link downtown to the Southtowns. These surrounding roads can be reasonably assumed to be unaffected by removal of traffic from the Skyway onto the new NY Route 5 alignment.

As described below, esp. in sections 8.2-8.5, the new alignment avoids inordinate peak-hour delays associated with commuting or goods movements and, by providing a well-defined network of primary city streets onto which traffic is shifted, avoids indirect transportation impacts such as increased truck traffic through local neighborhoods. The new alignment does not produce any significant increases in projected regional vehicle miles traveled that could result in regional air quality impacts. See section 8.1.

In looking ahead at a 30-year planning horizon, this Vision applies the Scenario 1/2/3 traffic data provided by GBNRTC for Year 2050. See section 8.6.

Future technological change such as routine use of autonomous vehicles is recognized as a possibility that may increase the capacity of a given roadway; however, no credit is taken here for such potential capacity increases nor for future reductions in demand (e.g., from increased use of public transit). This Vision assumes a near-term continuation of the current car-, truck-, and roadway-centered transportation system while recognizing that the system will likely undergo major change in ways that cannot be accurately predicted in detail. See section 8.6. The NY Route 5 relocation is essentially neutral with respect to public transportation. It offers no specific incentives to increase transit ridership but provides a new highway alignment on which buses, along with cars and trucks diverted from the Skyway, can travel without undue congestion delay.

## **5. REVIEW OF CRITERION #4 (The design quality of the Vision and its approach to urban design)**

Design quality and creativity are best addressed in several different geographic areas:

### **5.1 Design quality and creativity for the Skyway itself**

The Skyway's long-term future – the choice between demolishing it or repurposing it beyond near-term use by pedestrians, bicycles, and shuttle bus – is deferred in this Vision. Its long-term future will preferably be a combination of permanent and rearrangeable new uses<sup>21</sup> rather than demolition, which raises a number of intriguing questions about design creativity in the context of regulatory and physical constraints, codes, plans, programs, etc. For now, these questions remain deferred. When addressed, they will need to ensure that any combination of new uses exhibits architectural, engineering, and landscape-design excellence in a manner that relates to both ends of the Skyway, encompassing both the urban fabric of its downtown end and the lake-, park-, and nature-oriented areas that surround its south end.

The two elevators that carry pedestrians and bicycles up from Canalside and Outer Harbor are the only immediate Skyway-specific design features in this Vision. Elevators similar to the Vietnamese design depicted in Fig. 10 provide a clean, functional design that fits both the urban setting at Canalside and the open space of the Outer Harbor.

### **5.2 Design quality and creativity for the Corridor exclusive of the Skyway**

Tiff-Fuhrmann Village is addressed separately below in section 5.5. The other components of this Vision located within the Corridor are The Shops, the bird sculpture park, and Ships Ashore. Each relates in a different manner to its setting. The buildings of the The Shops, housing a stable, blacksmith shop, woodworking shop, snowshoe/ski rental, and pub/café/lodge, feature a traditional design (such as post and beam, board and batten, possibly stucco over masonry) that fits the natural setting of the Outer Harbor – with an untraditional twist in the three-sided configuration of the otherwise traditional pub/café/lodge building, as shown in Figs. 8-9. The bird sculpture park relates to the adjacent Tiff Nature Preserve, and the Ships Ashore static maritime display relates to both the lake and the commercial history of Buffalo.

### **5.3 Design quality and creativity along the new NY Route 5 alignment**

No new structures are proposed along the new Route 5 alignment, but the new Buffalo River crossing is an important design element. A bridge similar to the new Johnson Street bridge in Victoria, BC (see Figs. 11-12) provides a clean, functional design that fits the surroundings that are dominated by the river, rail yards, and grain elevators. The new highway's crossing of the DL&W linear park (see section 2.2 and Fig. 1) will need to be carefully designed, and the highway itself, functioning as a major gateway into Buffalo, deserves attention. Its viewsheds

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<sup>21</sup> For a range of possible new uses, see footnote 2.

will include the river, rail yards, grain elevators, glimpses of the lake, and the bordering trees of Tifft Nature Preserve and Red Jacket River Front Park.

#### **5.4 Design quality and creativity in downtown Buffalo**

Aside from the mostly-deferred plans for the Skyway, this Vision touches only minimally on downtown Buffalo. Its main downtown component will be the sale of land adjacent to One Seneca Tower which is now occupied by the Skyway's offramp to northbound I-190. Here, as with Tifft-Fuhrmann Village, a developer who buys the property will control its new use, presumably consisting of design and construction of a new building. As with Tifft-Fuhrmann Village, a deed restriction that limits building height should be considered. Given the location immediately adjacent to the city's tallest building (One Seneca Tower), a restriction on building height may seem belated – but there should be at least some critical review of the practice seen in other cities where a series of tall buildings effectively walls off any waterfront views of buildings behind them. This is merely one design criterion that should be balanced against others such as a building's contribution to the urban skyline – as seen from lake or land – as well as its own proportions, scaling, and relation to adjoining buildings and uses.

Any new building next to Seneca One Tower should of course contribute to a lively, urban setting at street level, resulting from good design that favors compact/dense development and multiple/mixed active uses along a streetface whose transparent façades promote interaction and safety. Well-executed design of this type, accessible to foot and bicycle traffic as well as cars, creates an attractive variety of uses such as terraces and patios that blur the distinctions between indoor and outdoor urban life. Ensuring such good design will be the responsibility of the developer to whom the parcel is sold.

In addition to the parcel of land adjacent to One Seneca Tower, there may be another strip between I-190 and the Marine Drive Apartments that could be sold and developed. This parcel, currently occupied by the southbound I-190 ramp to the Skyway, may be too narrow for development.

Further from downtown, the north end of the new NY Route 5 alignment intrudes into city neighborhoods that are primarily industrial/commercial but also include residences on Roseville Street. Houses on/near Roseville Street that face removal should be assessed for historic significance, preservation potential, and their ability to be moved. Buildings worthy of preservation could be moved, for example, to vacant lots on South Park Avenue near the Seneca Buffalo Creek Casino, thereby restoring some of the lost urban fabric in that area.

#### **5.5 Design quality and creativity for Tifft-Fuhrmann Village**

When the Corridor parcel of approximately 10 acres is sold for private development of Tifft-Fuhrmann Village, the property transfer should include a deed restriction that limits building height to 10-12 stories. Taller buildings would be out of character with surrounding structures and would pose undue hazard to birds, especially in view of the proximity to the lake, Tifft



Nature Preserve, regional flyways, and the binational Niagara River Corridor Important Bird Area.<sup>22</sup> Whether any other design requirements could be attached to the property transfer is unclear. Good design is needed at this development which ‘anchors’ the south end of the lake-, park-, and nature-oriented uses of the Outer Harbor, Buffalo Harbor State Park, and Tiffitt Nature Preserve and also serves as a transition into the city of Lackawanna. While located entirely in Buffalo, Tiffitt-Fuhrmann Village may help spur and define adjacent brownfield redevelopment in Lackawanna. Tiffitt-Fuhrmann Village is generally consistent with the Buffalo Green Code, Local Waterfront Revitalization Program, etc., but the developer will be responsible for demonstrating detailed compliance with these and other requirements and guidelines such as the NYS Smart Growth Act.

## **6. CRITERION #5 (Experience and Qualifications of the Respondent Team)**

Credentials, technical capabilities, and past experience on similarly-scaled and scoped planning and design efforts: *These have been addressed in a separately-submitted summary of the Respondent Team makeup, accompanied by key team members’ resumes, citing experience in disciplines/efforts comparable to this effort.*

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<sup>22</sup> For example, see <http://datazone.birdlife.org/site/factsheet/niagara-river-corridor-iba-canada>

## **7. DETAILS OF THE NEW NY ROUTE 5 ALIGNMENT**

### **7.1 Two alignment options developed and considered here, resulting in choice of Option A**

As a preliminary step in the Vision set forth here, two options were developed for the south end of the relocated highway. Option A deviates from existing Route 5 near the Union Ship Canal at the Buffalo-Lackawanna city line, while Option B deviates from existing Route 5 near the current intersection of Ohio Street and Fuhrmann Blvd. Both options for the relocated highway are shown in Fig. 14. Based on their pros and cons, *Option A is recommended here*. The north end of the relocated highway is the same in both options; it provides an interchange with I-190 and connections to both South Park Avenue and Exchange Street.

Both options seek minimal negative impact on existing neighborhoods, businesses, and resources. Both options assume removal of traffic from the Skyway, with the Skyway remaining in place for the time being and open only to pedestrian, bicycle, and shuttle bus service. Such Skyway use would continue pending a decision on its long-term future, i.e., whether it should be demolished or repurposed. Such a decision is assumed to be a separate, later decision, the only exception being that its interchange ramps to I-190 are assumed to be removed. The existing north end of the Skyway, connecting to city streets at Church Street, would remain in place pending the later decision.

### **7.2 Option A summary (described in an inbound direction)**

A distinctive new bridge across the Buffalo River will be built northeast of the Concrete Central grain elevator. See Figs. 11-12. A bascule lift bridge is proposed here based on the need for upstream navigability. The bascule bridge recommended here is a strongly functional design that complements the functional grain-elevator and rail surroundings at this location. The deck of the new bridge will carry 4 vehicular lanes (2 in each direction) and bicycle/pedestrian lane(s).

The full route of the new highway, approximately 3.57 miles in length, is shown in Fig. 1. As described in an inbound direction, it deviates from existing Route 5 immediately north of the Lackawanna/Buffalo city line and the Union Ship Canal. From that point it curves inland to an interchange with Tiff Street/Fuhrmann Boulevard, then proceeds northward between existing rail tracks/yards and the wooded eastern boundary of the Tiff Nature Preserve, then crosses the Buffalo River on the new bascule bridge. Beyond the bridge it continues along the western boundary of Red Jacket River Front Park to on/off ramps at South Park Avenue, then an interchange with I-190, before merging into Exchange Street near Louisiana Street. Parts of the new highway will be at grade; parts will be elevated as needed, especially for grade separation where the highway crosses existing rail lines. The entire length of the new highway will have 4 vehicular lanes (2 in each direction), accompanied by separated bicycle/pedestrian lane(s) from Mile 0 to South Park Avenue. There will be no traffic lights or stop signs along the highway except for a traffic light at its north end where it merges with Exchange Street.

**Fig. 14:** Map of both highway relocation options – with Option A, as recommended here, shown in white.

Option A is entirely in white. The southern part of Option B is in yellow. Its northern part is in white and is the same as the northern part of Option A.

The former DL&W rail right-of-way, now being developed as a linear park by WNY Land Conservancy, is shown for reference in red.

Base map: Imagery ©2019  
Google, Map data ©2019 Google



### **7.3 Option A, details of new highway and its right-of-way, south of the Buffalo River**

As shown in Fig. 1 and measured approximately in miles from the Union Ship Canal, the existing four lanes of Route 5 (two lanes in each direction) curve inland immediately after crossing the canal, then proceed in a northeast direction into and through an interchange with Tifft/Fuhrmann. This new interchange, generally similar to the existing interchange at Woodlawn, will allow NY 5 traffic to pass unimpeded over an underlying roundabout.<sup>23</sup>

Tifft Street will be severed and realigned, more or less as shown in Fig. 1, with the existing eastward length of the street connected through a realigned reverse curve to the SE side of the interchange, and with the foot (the far western end) of Tifft Street connected to the NW side of the interchange. With its traffic now diverted to the new highway, Fuhrmann Boulevard immediately south of the existing Fuhrmann-Tifft intersection will be removed. From that intersection northward to the Coast Guard station, Fuhrmann will be simplified into a street (one travel lane in each direction, with the existing elevated roadway removed) that serves the Outer Harbor and connects to Ohio Street but has no other northward vehicular connection. This simplified Fuhrman Blvd. will remain connected to the foot of Tifft Street via a curve that serves as a seamless transition between the two streets.

As shown in Fig. 1, the center of the new Tifft/Fuhrmann interchange is at about Mile 0.5. Alternatively, it may be centered at about Mile 0.4 or 0.45, as may be needed to accommodate the realignment of Tifft Street.

Continuing inbound from the Tifft/Fuhrmann interchange, the new highway will curve to the left, crossing on a bridge over an occasionally active rail track at about Mile 0.95, then straighten out at about Mile 1.0 and continue generally northward between the eastern boundary of Tifft Nature Preserve and the adjacent tracks (rail yards) that are aligned more or less north-south. There is an occasionally active rail track at about Mile 1.45 that the new highway will cross over on a bridge. Due to the oblique angle at which the new highway crosses the track, the overall length of this bridge is approximately 750 ft, consisting of multiple spans as needed. Here and at all other bridge locations except the Buffalo River crossing, any of the bridges can be standard girder-and-column construction, with the longer bridges being considered sections of elevated highway.

At about Mile 1.8, the new highway will pass between a large water tower and the tracks. The distance between the tracks and the nearest leg of the tower is about 175 feet, providing adequate clearance for the new highway to pass between. Immediately beyond the water tower, from about Mile 1.85 to Mile 1.95, the new highway will cross on a bridge over active tracks that run westward.

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<sup>23</sup> This new Tifft/Fuhrmann interchange is similar in configuration to the existing interchange at Woodlawn in the town of Hamburg, where NY 5 crosses on two bridges over an elliptical roundabout that connects the NY 5 on/off ramps to NY 179 (Mile Strip Road), Woodlawn Beach, Gateway Office Building, etc.

From these tracks to about Mile 2.0, the new highway encounters an issue of tight clearance between the active rail tracks on the east (oriented more or less north-south) and the riverbank on the west, with the tight clearance due mostly to a localized wide spot in the Buffalo River that formerly served as a turning basin for ships. This tight clearance issue will preferably be resolved by extending the aforementioned bridge from Mile 1.85 to about Mile 2.0. The bridge configuration is illustrated in the righthand panel of Fig. 15, where the white rectangular outline shows the bridge (750 ft overall length) spanning both the active rail tracks and the riverbank area where clearance is tight. Corps of Engineers approval may be needed if the west edge of the bridge extends a few feet over the nearshore waters of the Buffalo River.



Base map: Imagery ©2019 Google, Map data ©2019 Google

**Fig. 15:** The white rectangular outline in the right-hand panel shows the proposed bridge location between about Mile 1.85 and Mile 2.0 of Option A. The left-hand panel, an excerpt from Figs. 1 and 14, provides context.

From about Mile 2.0 to Mile 2.25, there is ample clearance on both sides as the new highway runs between the back of the Concrete Central grain elevator and the active north-south-oriented rail line, here reduced to a single track. This is the approach to the Buffalo River crossing for both the new highway and the existing track. The rail crossing is the existing bascule drawbridge known as CP-1;<sup>24</sup> the new highway crossing will be on a new bascule bridge located parallel to, and immediately downstream from, CP-1. The width of the river here is roughly 400 feet; however, as shown in Fig. 12, the openable CP-1 drawbridge extends only partway across, with the rest of the width spanned by fixed girder bridges. The width of the channel through

<sup>24</sup> See <https://bridgehunter.com/ny/eric/bh50874/> for CP-1.

which ships can pass when the CP-1 drawbridge is open is about 115 feet.<sup>25</sup> Thus, a new highway drawbridge alongside CP-1 would need an openable span of approximately 115 feet if its navigable opening is aligned with CP-1 and if upstream navigability for large ships remains a requirement here.<sup>26</sup>

#### 7.4 Option A, details of new bridge across the Buffalo River

As noted, the width of the Buffalo River at the Option A crossing location is roughly 400 feet. The bridge here will carry 4 vehicular lanes (2 in each direction) and bicycle/pedestrian lane(s), with the type of bridge (lift or non-lift) depending primarily on a Corps of Engineers decision based on the need to preserve upstream navigability. The need is currently greatest for medium-size vessels such as the Buffalo fireboat *Edward M. Cotter* (which traditionally performs icebreaking upstream of this location, in addition to its firefighting duties), tour boats offering scenic/industrial/historical river cruises, tugs and barges engaged in river restoration and/or dredging, etc.

Given the need for upstream navigability, at least for medium-size vessels, the Buffalo River crossing at this location should be either a lift bridge (e.g., bascule) with an openable span of approximately 115 feet or a non-lift bridge (e.g., arch or cable-stayed) high enough to clear medium-size vessels passing beneath it. The design recommended here is *a bascule bridge similar in design to the new Johnson Street Bridge in Victoria, BC* (see Figs. 11-12),<sup>27</sup> scaled to the width and length needed here. The openable span of the Johnson Street Bridge is about 46 m or 150 feet, which can be shortened substantially to 115 feet for the Buffalo River crossing. The Johnson Street Bridge accommodates a 3-lane roadway flanked by a pedestrian walkway on one side and a multi-use pathway on the other; this would need to be adjusted to provide 4 vehicular lanes plus bicycle/pedestrian lane(s) for the Buffalo River crossing. See Fig. 12 for a composite image showing the new bridge in relation to the existing CP-1 railroad bridge.

The new Johnson Street Bridge opened in 2018; its total cost was roughly \$105 million in Canadian dollars (CAD), currently equivalent to about \$79 million in U.S. dollars (USD). The cost of a shorter and slightly wider Buffalo River bridge of similar design is estimated here as \$90 million (USD), allowing for various contingencies.

An alternative design based on a Dutch bascule or “tail” bridge was considered but rejected for the Buffalo River crossing; its 15-m (50-ft) openable span is too small and does not appear to be

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<sup>25</sup> The openable channel width at the nearby CP Draw rail bascule bridge is less, only about 95 feet.

<sup>26</sup> See footnote 15.

<sup>27</sup> See [https://en.wikipedia.org/wiki/Johnson\\_Street\\_Bridge](https://en.wikipedia.org/wiki/Johnson_Street_Bridge), <https://www.johnsonstreetbridge.com/>, <https://www.victoria.ca/EN/meta/news/news-archives/2018-archive/new-johnson-street-bridge-opens.html>, [https://www.johnsonstreetbridge.com/wp-content/uploads/2018/01/JSB\\_QuarterlyReport-Jan2018.pdf](https://www.johnsonstreetbridge.com/wp-content/uploads/2018/01/JSB_QuarterlyReport-Jan2018.pdf), etc.

adaptable to the longer span needed here. Details and a video of this innovative bridge – the Slauerhoffbrug in Leeuwarden, Netherlands – can be seen online.<sup>28</sup>

## 7.5 Option A, details of new highway and its right-of-way, north of the Buffalo River

Continuing in an inbound direction from the Buffalo River bridge, the new highway in Option A initially remains on the west side of the active rail track, i.e., the track that crosses the river on the CP-1 drawbridge. The highway will thus need to acquire/occupy a narrow (~100 ft) strip of the Linde North America property at about Mile 2.35 to 2.4. This narrow strip is apparently part of a large, unoccupied parking area at the eastern edge of the Linde property (the back edge of the property, relative to its Katherine Street frontage); its loss would apparently not interfere with Linde’s operations at this location.

At about Mile 2.6, the new highway will cross on a bridge over the aforementioned active rail track. The length of this bridge will be approximately 750 feet, as dictated by the oblique angle of the bridge relative to the track. Within the span of this bridge, the new highway will also cross – in some fashion – the DL&W trail or linear park that is being developed by the Western New York Land Conservancy. This “crossing” needs to be safe, convenient, and attractive for users of the DL&W linear trail/linear park. Careful design will be needed to ensure that the needs and expectations of those trail users are met.

Proceeding inbound from the bridge at about Mile 2.6, the new highway runs along the *east* side of the active rail track and will thus need to acquire/occupy a narrow (~100 ft) strip of Red Jacket River Front Park along the park’s western boundary. At about Mile 2.75, as shown in Fig. 1, an offramp allows inbound traffic to exit to South Park Avenue, while an onramp brings traffic from South Park Avenue onto the new highway in an outbound direction. The new highway then passes under South Park Avenue, requiring that the existing bridge that carries South Park Avenue over the rail track be rebuilt (extended eastward) to accommodate the new highway.

Beyond South Park Avenue, at about Mile 2.85, the large U-Haul Moving & Hauling Facility (former Russer/Zemco/Tyson building) lies directly in the path of the new highway and would need to be acquired and demolished. This would apparently be the largest structure affected by Option A. One or two smaller truck-service facilities on the north side of Perry Street may be likewise affected by the new highway and its new interchange with I-190, particularly its offramp allowing inbound traffic to exit to outbound I-190, and its onramp bringing traffic from outbound I-190 onto the new highway in an outbound direction.<sup>29</sup> Both ramps are located at about Mile 2.95.

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<sup>28</sup> For example, <https://en.wikipedia.org/wiki/Slauerhoffbrug>, and see esp. the video of the bridge in operation at <https://www.youtube.com/watch?v=ftIpbQ4LiMY>.

<sup>29</sup> Note that directions of travel on both the new highway and the adjacent portion of I-190 are being described in this chapter as “inbound” and “outbound” relative to downtown Buffalo. Such descriptions avoid the possible confusion of using compass directions for the new highway (NY 5) and I-190, the problem being that NY 5 is nominally an east-west highway but runs generally north-south in the area

The new highway passes under I-190 at about Mile 3.0, beyond which an offramp allows inbound traffic to exit to inbound I-190, while all four lanes of the new highway curve westward on a new section of elevated highway. These new alignments past Mile 3.0 will require moving or demolition of about 15 residential buildings in the vicinity of I-190 and Larkin, Roseville, and Van Rensselaer Streets. These are the only residential structures affected by this plan in either Option A or Option B.

Proceeding generally westward as shown in Fig. 1, the now-elevated new highway rises to a height sufficient to cross over Hamburg Street, beyond which a ramp at about Mile 3.32 allows inbound I-190 traffic to enter the new highway in an outbound direction. Continuing beyond this ramp, all four lanes of the new highway curve gently northwestward toward Exchange Street. Note that the ramp at Mile 3.32, represented by a dashed white line in Fig. 1, is in fact a modification of an existing ramp. The existing ramp brings inbound I-190 traffic onto Hamburg Street, while the modified ramp will bring inbound I-190 traffic onto the new highway in an outbound direction.

Before reaching Exchange Street, the new highway remains sufficiently elevated to pass over active rail tracks (CSX and Amtrak). The new highway then descends to meet Exchange Street at grade at about Mile 3.57, forming a fork intersection with Exchange Street as shown in Figs. 1 and 13. Traffic signals at this intersection will alternately allow vehicles to proceed through the intersection in both directions on Exchange Street (as now) and allow inbound traffic from the new highway to go to inbound on Exchange Street while outbound traffic from Exchange Street enters the new highway in an outbound direction.

The new highway's final descent to Exchange Street, between about Mile 3.47 and Mile 3.57, will apparently require the demolition or moving of the easternmost shed-like buildings that are attached to the old Erie Railroad Freight House at Exchange and Louisiana Streets. See Fig. 13. As noted elsewhere, the main brick building at the west end of this freight house complex should be preserved.

## **7.6 Option B summary (described in an inbound direction)**

The northern portion of Option B, including its connections to Exchange Street, I-190, and South Park Avenue, is identical to Option A. The southern portion differs from Option A, making the length of the new highway more than a mile shorter in Option B than in Option A.

Inbound traffic in Option B remains on existing Route 5 (Fuhrmann Boulevard) as it passes west of Tiff Nature Preserve, then curves inland on new elevated highway or bridge of conventional design that crosses over Ohio Street, active railroad tracks, and the Gerdau scrap/recycling yard. The new highway then crosses the Buffalo River on a distinctive bascule lift bridge essentially identical to the bridge proposed for Option A. As in Option A, this bascule bridge is based on the new Johnson Street Bridge in Victoria, BC. Beyond this river crossing, the new highway

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considered here, and I-190 is nominally a north-south highway but runs generally east-west in the area considered here.



remains elevated as it crosses over Katherine Street on an alignment that has minimal impact on most Katherine Street businesses; however, as it continues, this new alignment unavoidably passes through an industrial facility and would probably require its closure or relocation. An adjacent business may be likewise affected. These impacts are avoided in Option A and constitute a major difference between the two options.

Continuing in an inbound direction, the Option B alignment crosses on a bridge over active railroad tracks and thereafter becomes identical to Option A.

### **7.7 Option B, details of new highway and its right-of-way, partly the same as Option A**

As shown in yellow in Fig. 14 and measured approximately in miles from the entrance into the former Buffalo River Improvement Corp. (BRIC) pumping station, the existing four lanes of Route 5 (two lanes in each direction) curve inland on a new bridge that crosses over Ohio Street, active railroad tracks, and the Gerdau scrap/recycling yard. This is a 1000-foot-radius bridge of ordinary highway design,<sup>30</sup> extending through about 75° of arc from Mile 0.05 to 0.3, which serves as the approach to the Buffalo River crossing.

The Buffalo River crossing raises navigability issues similar to those in Option A. The issues are more severe here because the Option B crossing is further downstream, such that a non-lift bridge would make an additional mile of the river inaccessible to tall vessels. A bascule lift bridge similar to the Canadian design featured in Option A is proposed here based on the need to preserve upstream navigability and, more specifically, on the unknown outcome of federal approval that would be needed in order to restrict upstream passage of vessels beyond the new bridge. As in Option A, the bridge would have an openable span of about 115 ft and a total length (including fixed spans) of about 400 ft.

Beyond this river crossing, the new highway remains elevated as it crosses over Katherine Street on an alignment that has minimal impact on most Katherine Street businesses; however, as it continues, this new alignment unavoidably passes through the Linde North America facility and would probably require closure/relocation of this industrial facility. A tractor-trailer driving school may be likewise affected. Thereafter, at about Mile 1.16, the Option B alignment crosses on a bridge over active railroad tracks and becomes identical to Option A. Within the span of this bridge, the new highway will also cross the DL&W trail or linear park that is being developed by the Western New York Land Conservancy. As noted above for Option A, this “crossing” needs to be safe, convenient, and attractive for users of the DL&W linear trail/linear park. Careful design will be needed to ensure that the needs and expectations of those trail users are met.

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<sup>30</sup> For example, see D. Linzell et al., *Guidelines for Analyzing Curved and Skewed Bridges and Designing Them for Construction*, Pennsylvania Dept. of Transportation, FHWA-PA-2010-013-PSU 009, 2010, [http://www.dot7.state.pa.us/BPR\\_PDF\\_FILES/Documents/Research/Complete%20Projects/Design/Guidelines%20for%20Analyzing%20Curved%20and%20Skewed%20Bridges.pdf](http://www.dot7.state.pa.us/BPR_PDF_FILES/Documents/Research/Complete%20Projects/Design/Guidelines%20for%20Analyzing%20Curved%20and%20Skewed%20Bridges.pdf).

Continuing in an inbound direction on the same alignment as Option A, Option B connects to South Park Avenue, I-190, and Exchange Street, requiring moving or demolition of the same structures impacted by Option A (U-Haul Moving & Hauling Facility, other facilities on the north side of Perry Street, about 15 residential buildings in the vicinity of I-190 and Larkin, Roseville, and Van Rensselaer Streets, and the easternmost shed-like buildings that are attached to the old Erie Railroad Freight House). As in Option A, the accompanying pedestrian/bike trail(s) would not extend north of South Park Avenue. From that point onward, pedestrians and bicyclists would use city sidewalks and streets.

## 7.8 Discussion of Options A and B

Depth of foundations for the Buffalo River bascule bridge has not been researched; however, in the event that foundations in competent bedrock are needed, nearby wells indicate that the top of the Onondaga Formation is within about 50 ft of the surface.<sup>31</sup> Onsite borings would be needed to confirm the depth and localized integrity of this typically competent limestone unit.

Table 2 compares several pros and cons of Options A and B. An important advantage of Option A is that its southern section passes east of Tiffit Nature Preserve and is thus substantially shielded from the snow that sometimes blows directly off Lake Erie and causes drifting and visibility problems for vehicles on existing Route 5 (Fuhrmann Blvd.). Option B, passing west of Tiffit Nature Preserve on existing Route 5, would not be similarly shielded from such winter driving problems.

However, Option A has disadvantages as well. One is that its new alignment crosses wetlands near Tiffit Street and Tiffit Nature Preserve, necessitating impact assessment and agency approval before these could be filled. See State Regulated Freshwater Wetlands shown on NYSDEC's online Environmental Resource Mapper.<sup>32</sup>

Another issue for Option A involves wildlife migration across the new highway and the resulting risk of collisions. This risk may be minimized if wildlife migration can be funneled through (i.e., under) two of the bridges on which the new highway crosses over occasionally active rail tracks, namely the 250-ft-long bridge at about Mile 0.95 and the 750-ft-long bridge at about Mile 1.45. This is not intended to divert collisions from highway vehicles to trains. The extent of wildlife strikes by trains at this location has not been researched but is *a*) an existing issue that would remain substantially unchanged by the new highway, and *b*) probably less of an issue for locomotives than for highway vehicles because trains here are typically moving slowly as they enter, leave, or pass the rail yards, and because the louder noise and larger size of trains probably deter fast-moving wildlife such as deer more effectively than cars and trucks do.

If additional guidance is needed on keeping wildlife off the new highway, there may potentially be guidance available from the NYS Thruway Authority on whether/how they take steps to

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<sup>31</sup> See well 31-029-14567 about 1 mile ENE and well 31-029-12819 about 1 mile WSW of the bridge location.

<sup>32</sup> [www.dec.ny.gov/gis/erm](http://www.dec.ny.gov/gis/erm)

minimize collisions with wildlife along the section of Thruway that passes through the Montezuma Wildlife Refuge near Syracuse. This has not been researched.

The pedestrian/bike trail paralleling the new highway is assumed to pass *around* the periphery of the new Tiff/Fuhrmann interchange, not over the two bridges that carry motor vehicles over and through the interchange. Each of these bridges is thus assumed to be 70 ft wide (for 4 vehicular lanes, 2 in each direction) and 165 ft long.

From the Tiff/Fuhrmann interchange to South Park Avenue, the new highway's bridges and sections of elevated highway are assumed to be 80 ft wide in order to accommodate 4 vehicular lanes plus bicycle/pedestrian lane(s). The bicycle/pedestrian lane(s) will end at South Park Avenue, with pedestrians and cyclists able to take city streets such as Van Rensselaer Street to Larkinville or South Park Avenue to downtown Buffalo. Thus, from South Park Avenue to Mile 3.57 at Exchange Street, the new highway's bridges and sections of elevated highway are assumed to be 70 ft wide in order to accommodate 4 vehicular lanes.

Note that vehicles entering the new highway from Exchange Street will be unable to exit until they reach the Tiff/Fuhrmann interchange. Signs at the new highway's fork intersection with Exchange Street will need to warn drivers, "No Exit Before Tiff Street." The only alternative suggested here is that outbound traffic on the new highway could be given an offramp onto South Park Avenue, as in Fig. 16. However, such an offramp may be too close to the onramp from outbound I-190, resulting in unsafe merging of vehicles entering and exiting the new highway.

Similarly, note that the new highway's interchange with I-190 allows both directions of I-190 traffic to enter the new highway in an outbound direction, and allows inbound traffic on the new highway to go either direction on I-190. However, *the new interchange provides no access to/from Exchange Street*. This is deliberate. Existing interchanges along I-190 already provide access to/from downtown Buffalo, Larkinville, etc. The new I-190 interchange will serve inbound and outbound Buffalo Southtowns traffic that *bypasses* downtown Buffalo and Larkinville in favor of other locations reached by I-190. The new interchange will also serve vehicles to/from the Buffalo Southtowns that travel short distances on I-190 and are using its other interchanges to access downtown Buffalo and city neighborhoods such as Larkinville. The new highway's fork intersection with Exchange Street need not (and doesn't) serve as a feeder to/from I-190, but, instead, serves city traffic going to/from Lackawanna, the Buffalo Southtowns, and points west.

Note also that the new highway follows a narrow corridor that offers little or no room for development along the highway, or even any substantial roadside turnoff such as a parking area. One exception is the area from about Mile 2.0 to 2.2, directly behind (east of) the Concrete Central grain elevator. Some type(s) of silo-oriented or river-oriented development may be appropriate here.



Base map: Imagery ©2019 Google, Map data ©2019 Google

**Fig. 16:** The yellow arrow points to a possible additional “escape” offramp to South Park Avenue – but the crossover merge zone between this possible offramp and the onramp from I-190 may be unduly short.

**Table 2: Pros and cons of Options A and B**

	Pros	Cons
Option A	<p>Entire new alignment, including section of new highway passing east of Tiff Nature Preserve, is sheltered from direct path of snow blowing off the Lake Erie; hence less blowing and drifting, and better winter visibility.</p> <p>Its Buffalo River crossing, located adjacent to an existing rail lift bridge, is less disruptive to navigation, etc., than the Option B crossing which is further downstream.</p> <p>No impacts to Katherine Street businesses except for a narrow vacant strip along the east edge of the Linde North America property. Option A would not impact any residential area or business location beyond those impacted by Option B.*</p>	<p>Likely presence/migration of wildlife, including deer, on section of new highway passing east of Tiff Nature Preserve, leading to increased risk of collisions with wildlife – unless wildlife migration can be reliably funneled through underpasses (250-ft and 750-ft spans) needed for the occasionally used rail tracks at Mile 0.95 and Mile 1.45</p> <p>Loss of wetland areas in vicinity of Tiff Street and east of Tiff Nature Preserve, requiring evaluation of environmental impact and (probably) mitigation.</p> <p>Longer overall highway realignment; hence more expensive than Option B.</p>
Option B	<p>Traffic would remain on the existing portion of Fuhrmann Blvd. which passes west of Tiff Nature Preserve, where wildlife presence/migration is minimal; hence minimal risk of collisions with wildlife,</p> <p>Wetland areas impacted by Option A are <i>not</i> impacted by Option B.</p> <p>Shorter overall highway realignment; hence less expensive than Option A.</p>	<p>Traffic would remain on the existing portion of Fuhrmann Blvd. which passes west of Tiff Nature Preserve and is <i>not</i> sheltered from direct path of snow blowing off the lake; hence no reduction of existing blowing and drifting, and no improvement in winter visibility.</p> <p>Its Buffalo River crossing, located relatively far downstream, is more disruptive to navigation, etc., than the Option A crossing which is further upstream.</p> <p>At least one Katherine Street industrial facility (Linde North America) would apparently be entirely displaced; other businesses on Katherine Street and Gerdau scrap yard on Ohio Street may also be impacted.</p>

\*Both Options would require acquisition and demolition of U-Haul Moving & Hauling, other facilities on Perry St., and the easternmost freight sheds on Exchange St. About 15 residential buildings on/near Roseville Street will preferably be moved to new locations or otherwise may need to be demolished.

## 7.9 Environmental/cultural impact reviews needed

Environmental review will be required in accordance with the State Environmental Quality Review Act (SEQRA). Such review will need to include water resources impacted by the new highway alignment, particularly a few small wetlands near Tiff Street and Tiff Nature Preserve.

Archaeological exploration/assessment along the new right-of-way is recommended, even though this right-of-way is previously disturbed. Four cultural/historical categories may be of interest:

- Native American culture and history, especially in the vicinity of the Concrete Central Elevator and the new Buffalo River crossing (since part of the new highway alignment is on/near the border of the Seneca Nation's Buffalo Creek Reservation which existed until ca. 1842).<sup>33</sup>
- Early railroad history (dating back to ca. 1850 for the Buffalo & State Line, later the Lake Shore & Michigan Southern, which ran immediately parallel to much of the right-of-way).
- Canal and/or other marine history (esp. in/near former Hamburg Canal and Tiff Nature Preserve).
- Buffalo industrial/commercial/residential history in the vicinity of South Park Ave. and Exchange Street.

Destruction of historic structures should be avoided or minimized. Houses on/near Roseville Street should be assessed for historic significance, preservation potential, and their ability to be moved. The Erie Railroad Freight House at Exchange and Louisiana Streets can and should be protected. This is a 2-story brick building, about 200 ft long and 32 ft wide,<sup>34</sup> to which is attached a series of lower sheds that extend eastward along Exchange Street. These lower sheds may be of later date and will likely need to be removed to accommodate the new fork intersection at which the new highway merges with Exchange Street. See Fig. 13.

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<sup>33</sup> For the portion of the Buffalo Creek Reservation that was north of the Buffalo River and survived until 1842, see Emslie and Lovejoy map (Emslie, Peter; *Map of part of the Buffalo Creek Indian Reservation: adjoining the city of Buffalo acquired by treaty 20th May 1842*; map, 1844; Buffalo, New York, <https://texashistory.unt.edu/ark:/67531/metapht187493/>, University of North Texas Libraries, The Portal to Texas History, <https://texashistory.unt.edu>; University of Texas at Arlington Library). The portion south of the river can be inferred from the Buffalo city map in *Illustrated Historical Atlas of Erie Co. New-York* (New York: F.W. Beers, 1880). See also an 1865 paper by O.H. Marshall which appeared in *Publications of the Buffalo Historical Society* 2, 417 (1880), and see also Erie County Deeds, Liber 13, page 148.

<sup>34</sup> This freight house was reported to be destroyed by fire in 1907 and rebuilt the same year. See *The Railway and Engineering Review* 47, 736 (August 17, 1907) and 919 (October 19, 1907). It is unclear whether the outer brick walls date from 1907 or whether they are older and survived the fire.

## 8. TRAFFIC ANALYSIS

### 8.1 Traffic and emissions

When the relocated highway is compared to the current route over the Skyway and along the Corridor, the following conclusions can be drawn about traffic and vehicular emissions:

Most importantly, the existing and relocated highway alignments are very comparable. The relocated highway, shifted eastward from the existing Corridor, connects to I-190 in a manner that, except for the eastward shift, is similar to the Skyway's current connection. Both connections employ interchange ramps that enhance traffic flow and minimize congestion for vehicles entering/exiting I-190. The relocated highway's connection to city streets is further from downtown than the existing Corridor; however, it offers a broader, more distributed range of options for downtown traffic to enter and exit the highway, resulting in roughly comparable entrance/exit options, thus maintaining current levels of service and not increasing peak-hour delays on city streets. Consequently, conclusions about vehicular emissions can be based primarily on the *change in the distance driven* as a result of the eastward shift.

Traffic on either the Skyway or the relocated highway consists of about 40,000 trips per day. Based on available data,<sup>35</sup> this traffic connects to I-190 and downtown city streets in the following proportions. These proportions will remain substantially the same when the relocated highway replaces the Skyway due to the high degree of comparability between the two alignments:

- About 20,000 trips per day go via I-190 to/from various locations north of downtown, such as the Peace Bridge, Grand Island, Niagara Falls, and the Lewiston-Queenston Bridge. Such trips will become about 0.9 mile longer as a result of the eastward shift of the relocated highway; hence an additional 18,000 vehicle-miles for these trips.
- About 2,000 trips per day go via I-190 in the opposite direction, to/from Ogden Street, the Thruway (I-90), etc. Such trips will become about 1.9 mile shorter as a result of the eastward shift of the relocated highway. Thus, there will be about 3,800 *fewer* vehicle-miles for these trips.
- About 18,000 trips per day go to/from city streets. Such trips to/from downtown will become roughly 0.85 mile longer as a result of the eastward shift of the relocated highway, while trips to/from other city locations will typically be lengthened by no more than about the same distance. Thus, there will be about 15,300 additional vehicle-miles for these trips to/from city locations.

The net result for these trips is about 29,500 additional vehicle-miles per day. Compared to overall daily vehicle-miles in the Buffalo area, this is a small increase that will have little or no

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<sup>35</sup> NYS Traffic Data Viewer (<https://gis3.dot.ny.gov/html5viewer/?viewer=tdv>) and GBNRTC Transportation Data Mgmt. System (<https://gbnrtc.ms2soft.com/tcds/tsearch.asp?loc=Gbnrtc&mod=>). Note, however, that there are three crossover merge zones in the immediate vicinity of the Skyway/I-190 interchange (one on I-190 NB, two on I-190 SB) that complicate the distinction between city and I-190 trips.

measurable effect on air quality; however, the carbon emissions resulting from this increase also need to be considered. The increase in vehicle-miles translates to about 1,180 additional daily gallons of fuel if the vehicles are averaging 25 miles/gallon, or about 980 additional daily gallons of fuel if the vehicles are averaging 30 miles/gallon. Consequently, when traffic is shifted from the existing Corridor to the relocated highway, the increase in vehicular CO<sub>2</sub> emissions will be in the neighborhood of 10 tons/day.

Such an increase in carbon emissions may be gradually offset by improvements in vehicular fuel economy and especially by a shift to electric vehicles and/or public transportation, but a direct comparison inevitably shows a greater energy usage for vehicles traveling on the rerouted NY Route 5 highway than for vehicles traveling on the existing Corridor. This is inevitable in the sense that the existing Corridor is closer to a straight-line route for the bulk of the traffic that currently uses the Skyway. Any redesigned NY Route 5 highway will necessarily be longer unless its Buffalo River crossing comes directly into downtown Buffalo (rather than being shifted eastward) – but such a crossing directly into downtown Buffalo, particularly a low-level bridge crossing, is unrealistic in terms of its effects on downtown traffic and its disruption of river and waterfront uses.

## **8.2 Traffic congestion overview and a substantial shift of traffic from Church to Exchange**

Moving traffic off the Skyway and onto the new NY Route 5 highway will reduce rush-hour congestion in the Church Street area of downtown Buffalo and is not expected to introduce substantial new congestion elsewhere. The reason for this expected improvement is that the new alignment offers a broader, more distributed range of options for downtown traffic to enter and exit the highway.

In the current alignment, vehicles entering the *outbound* Skyway have only three options. They can enter from the Church-Lower Terrace intersection, or from the ramp that ascends to the Skyway from the foot of Church Street, or from the interconnected offramp from southbound I-190. Vehicles exiting the *inbound* Skyway in downtown Buffalo have more options, including the Church-Delaware intersection, Pearl Street, Elm Street, and both directions of I-190, yet this current alignment remains heavily focused on Church Street. The new alignment is much less reliant on Church Street and increases the options, with the new options generally shifted eastward from downtown. As shown in this analysis, the eastward shift produces only marginally greater driving distances and does not introduce any substantial new congestion. Driving times will thus remain approximately the same.

This analysis is based on traffic flow through a dozen key nodes (traffic signals) in the downtown area and on traffic density on I-190 through the downtown area. Traffic density on a few city streets is also considered; however, city street traffic is mostly addressed by means of the key traffic signals. The downtown area is assumed to be bounded on the south and west by the Buffalo and Niagara Rivers, and to be bounded approximately on the north and east by North Street and Michigan Avenue, thus including the Medical Corridor. The I-190 interchanges



servicing this downtown area extend from the Niagara Street interchange (also known as Virginia-Carolina) to the new interchange at which I-190 will connect to the new NY Route 5 alignment.

The north end of the new NY Route 5 alignment has direct connections not only to I-190 but also to South Park Avenue and Exchange Street. These connections and associated traffic routes can be compared, using the morning and afternoon peak-hour analyses shown below, to the existing Skyway connections. Analysis of peak-hour traffic is more appropriate than average daily traffic analysis for purposes of assessing congestion. These peak-hour traffic analyses are approximate, in the sense that 1) the available traffic data are not all from the same year, 2) the peak-hour periods are not necessarily for the same hour-long intervals (e.g., 8-9 AM as compared to 7:30-8:30 AM); and 3) traffic data from abutting intersections do not match exactly. Despite these approximations, the analyses provide good screening-level demonstrations of the feasibility of the new alignment.

Exchange Street plays an important role in carrying traffic between the new NY Route 5 alignment and downtown Buffalo. This role depends partly on Exchange Street's westward continuation as Upper and Lower Terrace. Exchange Street is well-suited to the additional traffic load because its four lanes (2 in each direction) are generally underutilized and because the street is grade-separated from four important cross-flows of traffic (Oak St. arterial ramp, Elm St. arterial ramp, Michigan Avenue, and Louisiana St.), thus allowing traffic on Exchange to flow freely, with no intervening cross streets, from Washington Street to the point immediately beyond Louisiana Street where Exchange will intersect with the new NY Route 5 alignment. Within this 0.65-mile distance between Washington and Louisiana, Exchange Street encounters only two intersections – one at North Carroll, one at Chicago Street – both of which are T-intersections at which vehicles on North Carroll and Chicago must stop while traffic on Exchange continues unimpeded.

Given the key role of Exchange Street and its continuation as Upper and Lower Terrace, a few additional precautions are needed. First, the current transition from Lower Terrace to Exchange, located under elevated I-190, needs to be improved/restored in the vicinity of Pearl to Washington to provide smooth traffic flow on Lower Terrace and Exchange. Improvement/restoration of the street alignment here should include clear lane markings. Second, current development of the Amtrak station on Exchange should avoid impeding traffic flow on Exchange. Third, a choice is needed on whether the intersections at North Carroll and Chicago need traffic signals or remain unsignalized. The same choice is needed at Pearl and Upper/Lower Terrace, Upper Terrace and Swan, Lower Terrace and Erie, and the Amtrak station on Exchange. Fourth, traffic signals on Exchange and its continuation as Upper and Lower Terrace should be *timed*, as described in the next paragraph, to ensure smooth traffic flow on Exchange, Upper Terrace, and Lower Terrace.

While the principles of timed traffic signals are well-known (as used in the downtown area, for example, on the Oak and Elm St. arterials), the existing signals and potential new signals on Exchange, Upper Terrace, and Lower Terrace will need to be timed to provide smooth *inbound* traffic flow in the morning and smooth *outbound* traffic flow in the afternoon/evening, with the twice-daily transitions between these two distinct timing patterns occurring, for example, at noon

and at 2 AM. Such timing will be needed to accommodate the new traffic load on the undivided four lanes of Exchange Street.

### **8.3 Afternoon rush-hour (outbound peak-hour) congestion analysis**

The following city traffic routes, designated A-L, include existing connections to the outbound Skyway as well as new routes that connect existing city streets to the new NY Route 5 alignment. These twelve outbound routes can be summarized as follows:

Route A, proceeding from the Church/Lower Terrace intersection (traffic signal 223) and directly onto the north end of the Skyway, currently carries in the neighborhood of 1056 vehicles<sup>36</sup> or 1275 vehicles<sup>37</sup> during the peak afternoon hour. This route will disappear when traffic is shifted off the Skyway onto the new alignment; hence, its peak-hour traffic (assumed hereafter to be 1275 vehicles) must be redistributed among the remaining city routes B-L that are listed below.

New Route B, proceeding from the Niagara/Virginia intersection (traffic signal 1130) and onto southbound I-190, continues on I-190 until its traffic exits at the new interchange onto the new NY Route 5 alignment. This route is similar to existing Route B, except that the existing route continues on I-190 for a shorter distance before its traffic exits onto the Skyway. Distance from the Niagara/Virginia intersection to the Union Ship Canal via new Route B and the new NY Route 5 alignment is about 5.6 miles, which is about 0.9 mile greater than the 4.7-mile distance between these endpoints via the Skyway Corridor. New Route B is assumed for purposes of this analysis to undergo no change in its peak-hour traffic, i.e., to carry the same number of peak-hour vehicles as existing Route B. In fact, drivers using existing Route B will seek the least congested option once traffic is removed from the Skyway, so some change in peak-hour traffic on this route may occur – but any such change is expected to be minimal because I-190 congestion is not expected to change substantially (as discussed separately below). The same self-selection process (drivers seeking the least congested option) will likewise apply to the peak-hour traffic estimates made below for Routes C-L.

New Route C, proceeding from the Church/Lower Terrace intersection (traffic signal 223) to the foot of Church Street, then via the existing ramp onto southbound I-190, continues on I-190 until its traffic exits at the new interchange onto the new NY Route 5 alignment. This route is similar to existing Route C, except that the existing route uses the ramp at the foot of Church Street to enter the Skyway rather than I-190. Distance from the Church/Lower Terrace intersection to the Union Ship Canal via new Route C and the new NY Route 5 alignment is about 5 miles, which is about 1.2 miles greater than the 3.8-mile distance between these endpoints via the Skyway

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<sup>36</sup> Peak-hour traffic of 1056, shown in Fig. 21, is from 2011 data for Signal 223, from the GBNRTC Transportation Data Mgmt. System, <https://gbnrtc.ms2soft.com/tcds/tsearch.asp?loc=Gbnrtc&mod=>.

<sup>37</sup> Peak-hour traffic of 1275 is the average weekday axle-factored daily high [peak-hour] count of outbound vehicles entering the Skyway from the Church/Lower Terrace intersection, from 2016 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0022\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0022_2016.pdf).

Corridor. Compared to existing Route C, new Route C is assumed for purposes of this analysis to carry 180 additional peak-hour vehicles. On average, this corresponds to three additional vehicles per minute during the afternoon peak hour. See next paragraph for justification of the assumption that 180 additional peak-hour vehicles is realistic.

New Route D, proceeding from the Church/Lower Terrace intersection (traffic signal 223) onto Lower Terrace, and continuing on Lower Terrace as it becomes Exchange Street,<sup>38</sup> then continues on Exchange through traffic signals at Main and at Washington (signals 1932 and 726) until it reaches a new fork intersection on Exchange beyond the Louisiana Street bridge. At this fork, the new Route D traffic bears right onto a ramp, thereby entering the new NY Route 5 alignment. Distance from the Church/Lower Terrace intersection to the Union Ship Canal via new Route D and the new NY Route 5 alignment is about 4.75 miles, which is about 0.95 mile greater than the 3.8-mile distance between these endpoints via the Skyway Corridor. New Route D is assumed for purposes of this analysis to carry 180 additional peak-hour vehicles, or three additional vehicles per minute. In combination, the additional 360 additional peak-hour vehicles passing through the Church/Lower Terrace intersection on new Routes C and D will be offset by the elimination of about 1275 peak-hour vehicles on Route A; hence, the net reduction of about 915 peak-hour vehicles through the Church/Lower Terrace intersection will reduce current Church Street congestion. This reduction in afternoon rush-hour congestion on/at Church Street supports the assumption that drivers may avail themselves of the new Route C and Route D options at the rate of use estimated here.

New Route E, turning east at a stop sign from Pearl onto Lower Terrace, continues on Lower Terrace as it becomes Exchange Street, then continues on Exchange through traffic signals at Main and at Washington (signals 1932 and 726) until it reaches a new fork intersection on Exchange beyond the Louisiana Street bridge. At this fork, the new Route E traffic bears right onto a ramp, thereby entering the new NY Route 5 alignment. Distance from the Pearl/Lower Terrace intersection to the Union Ship Canal via new Route E and the new NY Route 5 alignment is about 4.37 miles. New Route E is assumed for purposes of this analysis to carry 180 additional peak-hour vehicles, or three additional vehicles per minute. Turning left at the existing stop sign onto Lower Terrace will require gaps in traffic on Lower Terrace, which may be facilitated by signal 223 at Church and Lower Terrace – or, alternatively, a new signal installed at Pearl and Lower Terrace can be timed in conjunction with other signals on Exchange and Lower Terrace to enhance eastbound afternoon traffic flow.

New Route F, turning east at signal 726 from Washington onto Exchange, continues on Exchange until it reaches a new fork intersection on Exchange beyond the Louisiana Street bridge. At this fork, the new Route F traffic bears right onto a ramp, thereby entering the new NY Route 5 alignment. Distance from the Washington/Exchange intersection to the Union Ship Canal via new Route F and the new NY Route 5 alignment is about 4.25 miles. New Route F is

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<sup>38</sup> The current transition from Lower Terrace to Exchange, located under elevated I-190, needs to be improved/restored in the vicinity of Pearl to Washington to provide smooth traffic flow on Lower Terrace/Exchange. Improvement/restoration of the street alignment here should be combined with clear lane markings and, as discussed separately above, with timed signals on Lower Terrace/Exchange.

assumed for purposes of this analysis to carry 180 additional peak-hour vehicles, or three additional vehicles per minute.

New Route G, proceeding south from the Washington/Exchange intersection (signal 726), then via the existing ramp from Washington onto southbound I-190, continues on I-190 until its traffic exits at the new interchange onto the new NY Route 5 alignment. Distance from the Washington/Exchange intersection to the Union Ship Canal via new Route G and the new NY Route 5 alignment is about 4.25 miles. New Route G is assumed for purposes of this analysis to carry 180 additional peak-hour vehicles, or three additional vehicles per minute.

New Route H, proceeding south from the Oak/Swan intersection (signal 109), then via the existing ramp from Oak onto Seneca, then through the Seneca/Michigan intersection (signal 112) before turning right onto North Carroll, then left at a stop sign onto Exchange, continues on Exchange until it reaches a new fork intersection on Exchange beyond the Louisiana Street bridge. At this fork, the new Route H traffic bears right onto a ramp, thereby entering the new NY Route 5 alignment. Distance from the Oak/Swan intersection to the Union Ship Canal via new Route H and the new NY Route 5 alignment is about 4.31 miles. New Route H is assumed for purposes of this analysis to carry 50 additional peak-hour vehicles, or less than one additional vehicle per minute. Turning left at the existing stop sign onto Exchange will require gaps in traffic on Exchange, which should be facilitated by signal 726 at Washington and Exchange – or, alternatively, a new signal installed at North Carroll and Exchange can be timed in conjunction with other signals on Exchange and on Lower Terrace to enhance eastbound afternoon traffic flow.

New Route I, proceeding south from the Oak/Swan intersection (signal 109), then via the existing ramp from Oak onto Seneca, then through the Seneca/Michigan intersection (signal 112) before turning right onto Chicago, then left at a stop sign onto Exchange, continues on Exchange until it reaches a new fork intersection on Exchange beyond the Louisiana Street bridge. At this fork, the new Route I traffic bears right onto a ramp, thereby entering the new NY Route 5 alignment. Distance from the Oak/Swan intersection to the Union Ship Canal via new Route I and the new NY Route 5 alignment is about 4.31 miles. New Route I is assumed for purposes of this analysis to carry 45 additional peak-hour vehicles, or less than one additional vehicle per minute. Turning left at the existing stop sign onto Exchange will require gaps in traffic on Exchange, which should be facilitated by signal 726 at Washington and Exchange – or, alternatively, a new signal installed at Chicago and Exchange can be timed in conjunction with other signals on Exchange and on Lower Terrace to enhance eastbound afternoon traffic flow.

New Route J, proceeding south from the Oak/Swan intersection (signal 109), then via the existing ramp from Oak onto Seneca, turning right at the Seneca/Michigan intersection (signal 112) and left at the Michigan/South Park intersection (signal 113), continues on South Park until it reaches the new ramp onto the new NY Route 5 alignment. Distance from the Oak/Swan intersection to the Union Ship Canal via new Route J and the new NY Route 5 alignment is about 4.43 miles. New Route J is assumed for purposes of this analysis to carry 50 additional peak-hour vehicles, or less than one additional vehicle per minute.

New Route K, proceeding south from the Oak/Swan intersection (signal 109), then via the existing ramp from Oak onto southbound I-190, continues on I-190 until its traffic exits at the new interchange onto the new NY Route 5 alignment. Distance from the Oak/Swan intersection to the Union Ship Canal via new Route K and the new NY Route 5 alignment is about 4.35 miles. New Route K is assumed for purposes of this analysis to carry 50 additional peak-hour vehicles, or less than one additional vehicle per minute.

New Route L, proceeding east from the Michigan/South Park intersection (signal 113), continues on South Park until it reaches the new ramp onto the new NY Route 5 alignment. Distance from the Michigan/South Park intersection to the Union Ship Canal via new Route L and the new NY Route 5 alignment is about 3.74 miles. New Route L is assumed for purposes of this analysis to carry 180 additional peak-hour vehicles, or three additional vehicles per minute.

In combination, new Routes C-L carry the 1275 peak-hour vehicles that will no longer follow Route A onto the Skyway. These routes are shown schematically in Fig. 17. Figs. 18-24, taken from or adapted from the GBNRTC Transportation Data Management System,<sup>39</sup> show the changes in traffic flow at each of the intersections named above.

Changes in traffic levels on I-190 and certain city streets are as follows. See also section 8.5.

- Additional peak-hour vehicles on southbound I-190 through the downtown area = 410. Compared to existing afternoon peak-hour traffic on I-190 (4820 vehicles<sup>40</sup>), this is an increase of about 8.5% and is not considered a significant contributor to congestion on I-190. Rush-hour congestion sometimes occurs on I-190 but is not expected to be substantially affected by the addition of 410 peak-hour vehicles. Expressed as annual average daily traffic (AADT), the current AADT for southbound I-190 near Louisiana Street is about 42,635,<sup>41</sup> or about 14,212 per lane, which is at the high end of a “C” level of service (LOS), assuming urban freeway conditions with 10% trucks.<sup>42</sup> The addition of vehicles diverted from the Skyway, including these 410 peak-hour vehicles, may push this to the low end of a “D” level of service.<sup>43</sup>

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<sup>39</sup> <https://gbnrtc.ms2soft.com/tcds/tsearch.asp?loc=Gbnrtc&mod=>

<sup>40</sup> Peak-hour traffic of 4820 is the average weekday axle-factored daily high [peak-hour] count of vehicles on I-190 (southbound) near Louisiana St., from 2016 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0548\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0548_2016.pdf).

<sup>41</sup> Id.

<sup>42</sup> R. Margiotta and S. Washburn, *Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System*, report no. PL-18-003, U.S. Federal Highway Administration, October 2017, p. 24, Table 13.

<sup>43</sup> Id. A roughly similar conclusion could be drawn from a comparison of the peak-hour traffic (4820, with and without the additional 410 peak-hour vehicles) to J.D. Zegeer et al., *Default Values for Highway Capacity and Level of Service Analyses*, Transportation Research Board of the U.S. National Academies, NCHRP Report 599, p. 78, Table 39, with that comparison being adjusted slightly for free-flow speed and percent heavy vehicles.

- Additional peak-hour vehicles on Oak St. arterial at Swan St. = 195. Compared to existing afternoon peak-hour traffic on Oak (about 2200 vehicles<sup>44</sup>), this is an increase of about 8.9% and thus not considered a significant contributor to congestion on Oak St.
- Additional peak-hour vehicles on Exchange St. east of Chicago St. = 635. Compared to existing eastbound afternoon peak-hour traffic on Exchange (about 181 vehicles<sup>45</sup>), this is a very substantial increase but is not considered a significant contributor to congestion on Exchange Street. Exchange is currently underutilized; its 4 lanes (2 in each direction) should be able to handle the increased traffic without difficulty, assuming that timed signals and the other measures noted above are implemented.
- Additional peak-hour vehicles on South Park Ave. at Katherine St. = 230. Compared to existing afternoon peak-hour traffic on South Park (about 314 vehicles<sup>46</sup>), this is an increase of about 73%. This portion of South Park Avenue is underutilized; hence the increase is not considered a significant contributor to congestion.

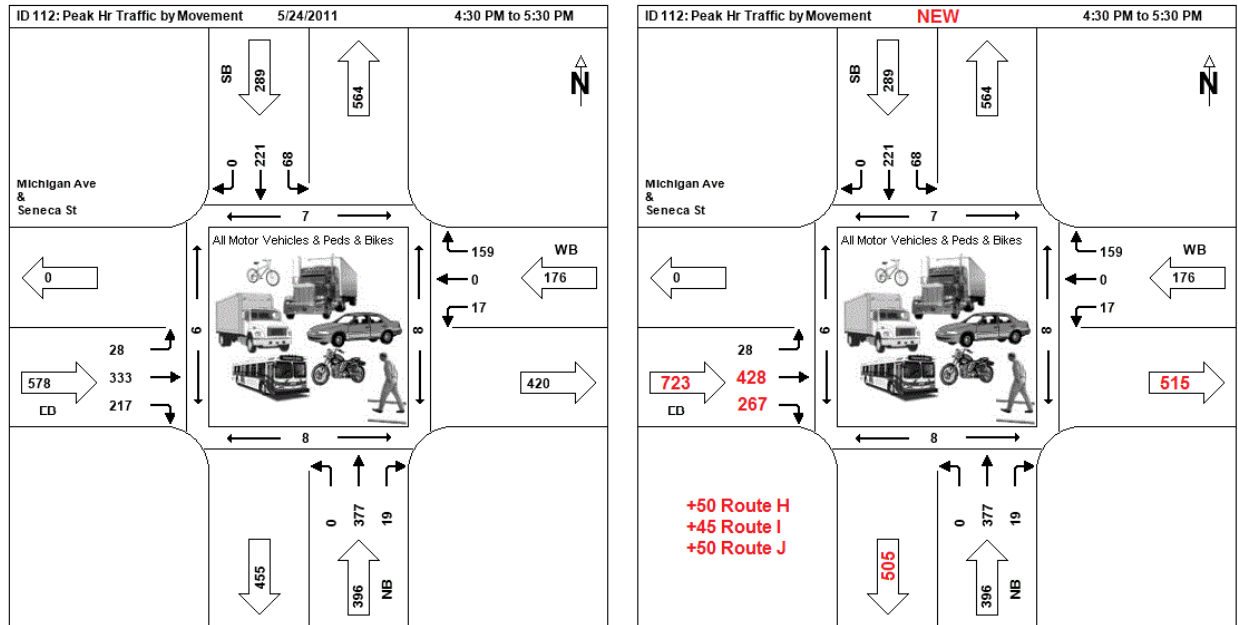
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<sup>44</sup> See 2014 and 2011 Traffic Count Hourly Reports which show daily high counts in the neighborhood of 2200 vehicles ([https://gis3.dot.ny.gov/tdvpdf/YR2014/R05/53\\_Erie/53\\_0950\\_VOL\\_07-2014.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2014/R05/53_Erie/53_0950_VOL_07-2014.pdf) and [https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53\\_Erie/53\\_0950.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53_Erie/53_0950.pdf)).

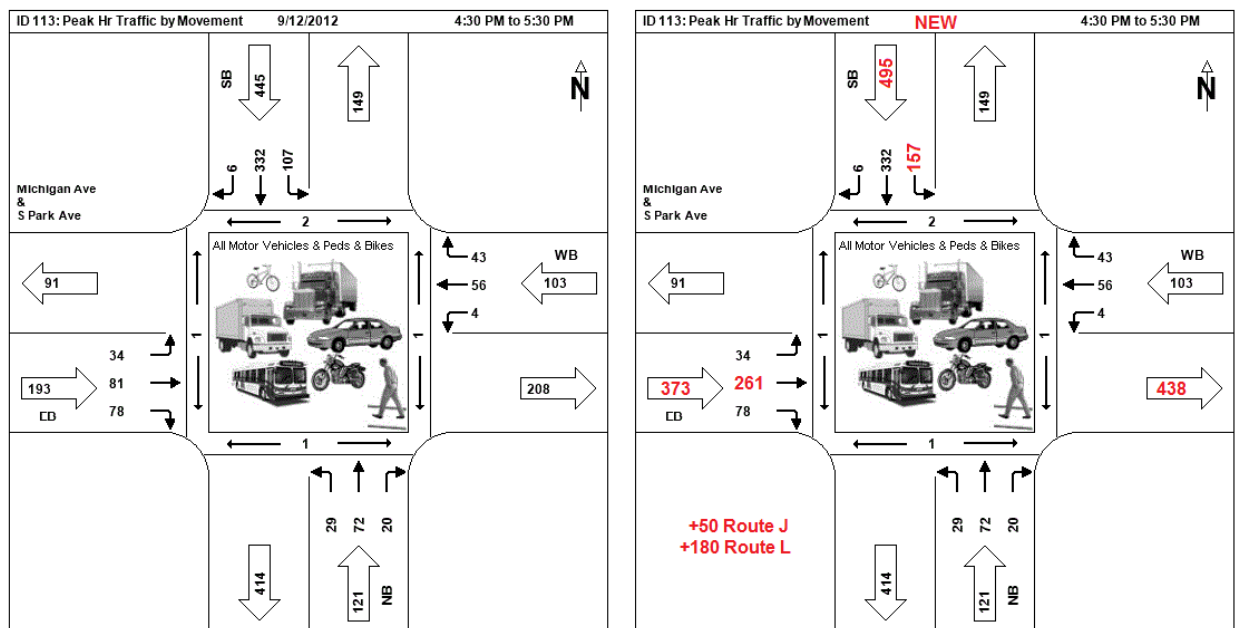
<sup>45</sup> Peak-hour eastbound traffic of 181 is half of the average two-way weekday axle-factored daily high [peak-hour] count of 362 vehicles on Exchange near Hamburg St., from 2013 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2013/R05/53\\_Erie/53\\_7084\\_VOL\\_07-2013.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2013/R05/53_Erie/53_7084_VOL_07-2013.pdf). See also [https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53\\_Erie/53\\_7084\\_2011.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53_Erie/53_7084_2011.pdf) and [https://gis3.dot.ny.gov/tdvpdf/YR2008/R05/53\\_Erie/53\\_7084.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2008/R05/53_Erie/53_7084.pdf) for eastbound-only values.

<sup>46</sup> Peak-hour eastbound traffic of 314 is half of the average two-way weekday axle-factored daily high [peak-hour] count of 628 vehicles on South Park near Katherine St., from 2012 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2012/R05/53\\_Erie/53\\_6489\\_VOL\\_04-2012.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2012/R05/53_Erie/53_6489_VOL_04-2012.pdf).



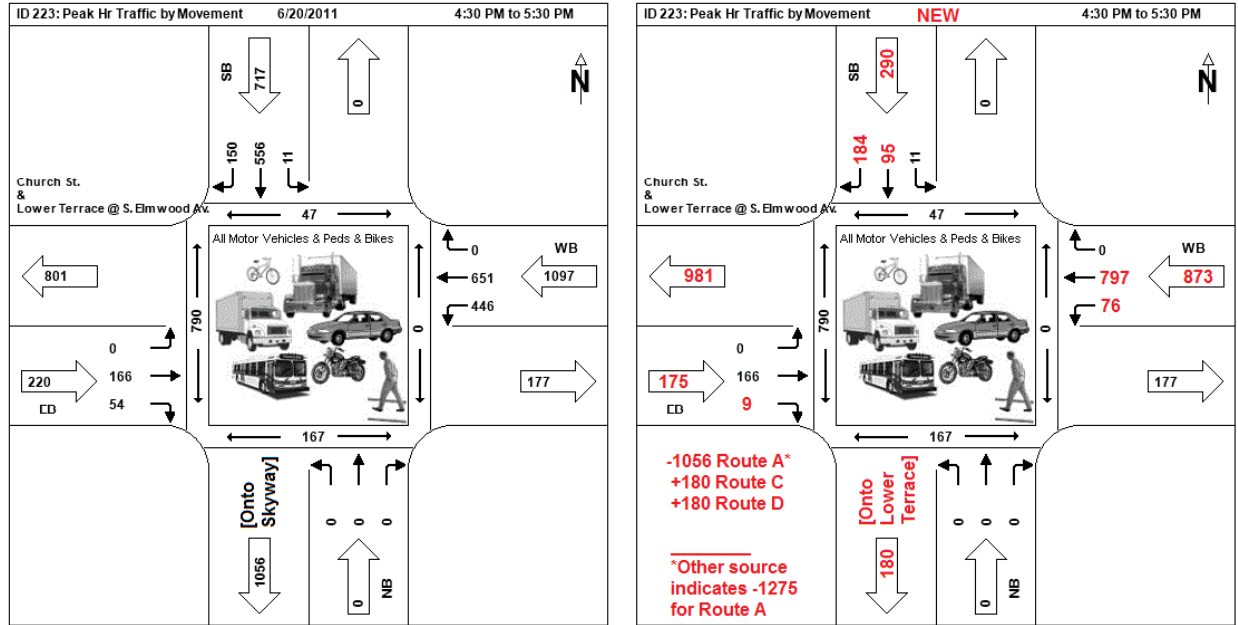


**Fig. 19:** Signal 112 at Michigan & Seneca, existing and new PM peak-hour vehicles.

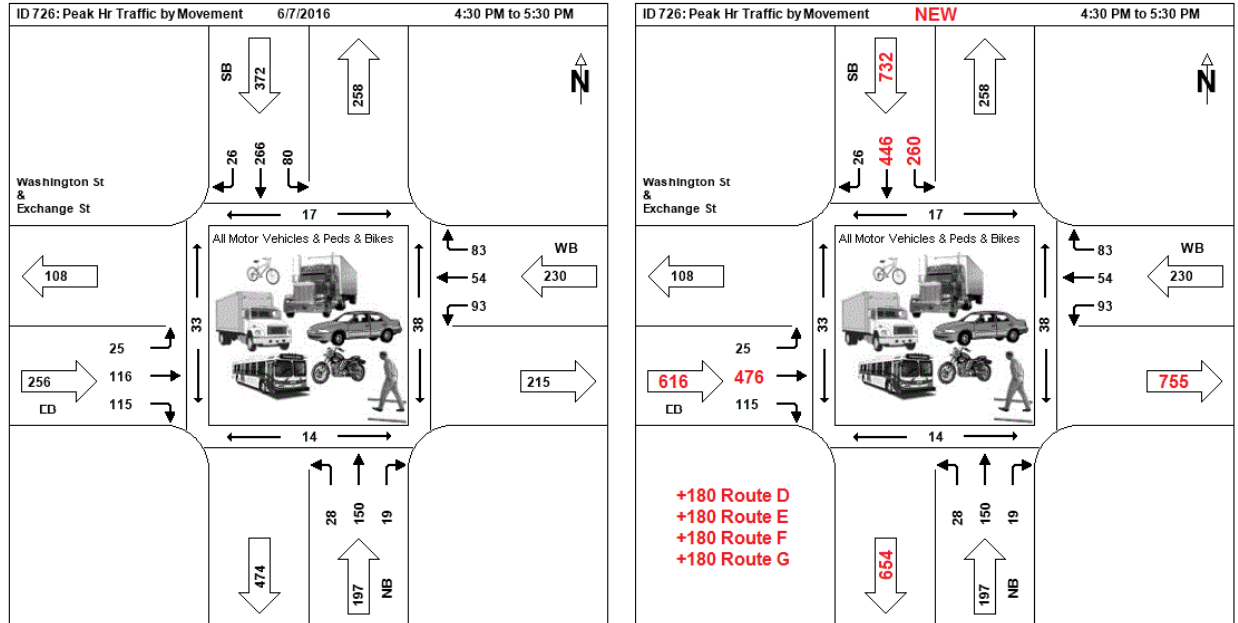


**Fig. 20:** Signal 113 at Michigan & South Park, existing and new PM peak-hour vehicles.

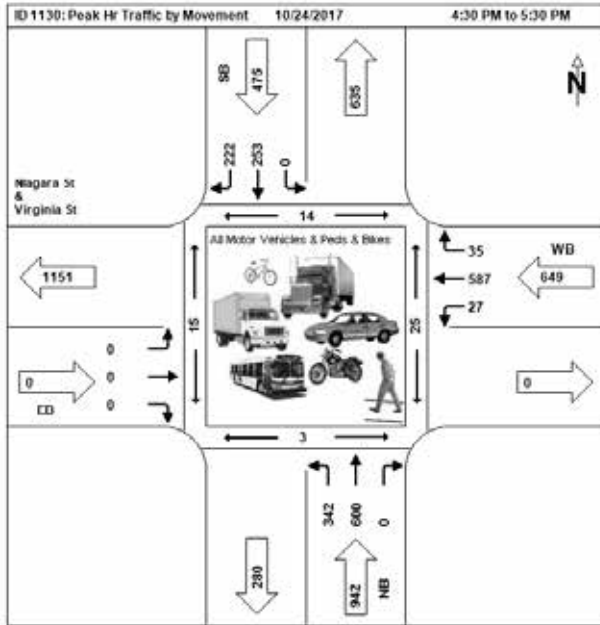




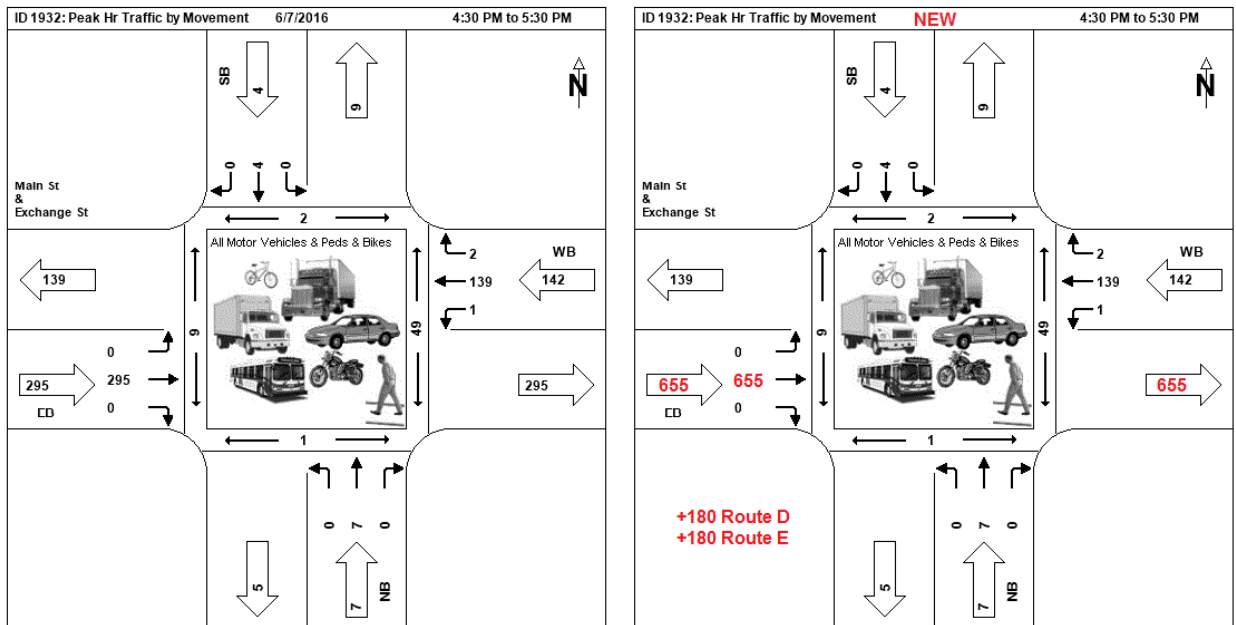
**Fig. 21:** Signal 223 at Church & Lower Terrace, existing and new PM peak-hour vehicles.



**Fig. 22:** Signal 726 at Washington & Exchange, existing and new PM peak-hour vehicles.



**Fig. 23:** Signal 1130 at Niagara & Virginia, existing PM peak-hour vehicles. (New peak-hour vehicles assumed to be the same as existing.)



**Fig. 24:** Signal 1932 at Main & Exchange, existing and new PM peak-hour vehicles.

## 8.4 Morning rush-hour (inbound peak-hour) congestion analysis

The following city traffic routes, designated A' (A-prime) through F', and also H' through L', include existing connections to the inbound Skyway as well as new routes on existing city streets that connect to the new NY Route 5 alignment. These eleven inbound routes can be summarized as follows:

Route A', bringing traffic into the Church/Delaware intersection (traffic signal 105) from the north end of the Skyway, currently carries in the neighborhood of 1071 vehicles<sup>47</sup> or 1532 vehicles<sup>48</sup> during the peak morning hour. This route will disappear when traffic is shifted off the Skyway onto the new alignment; hence, its morning peak-hour traffic (assumed hereafter to be 1532 vehicles) must be redistributed among the remaining city routes B' - F' and H' - L' that are listed below.

New Route B', bringing inbound traffic from the new NY Route 5 alignment onto northbound I-190, proceeds via I-190 to the Niagara Street (Virginia-Carolina) exit, thereby reaching the intersection of Niagara Street with the I-190 offramp (traffic signal 129). This route is similar to existing Route B', except that the existing route via the Skyway Corridor covers a shorter distance on I-190. Distance to the Niagara St./I-190 offramp intersection from the Union Ship Canal via new Route B' and the new NY Route 5 alignment is about 5.75 miles, which is about 0.9 mile greater than the 4.85-mile distance between these endpoints via the Skyway Corridor. New Route B' is assumed for purposes of this analysis to undergo no change in its peak-hour traffic, i.e., to carry the same number of peak-hour vehicles as existing Route B'. In fact, drivers using existing Route B' will seek the least congested option once traffic is removed from the Skyway, so some change in peak-hour traffic on this route may occur – but any such change is expected to be minimal because I-190 congestion is not expected to change substantially (as discussed separately herein). The same self-selection process (drivers seeking the least congested option) will likewise apply to the peak-hour traffic estimates made below for Routes C' - F' and H' - L'.

New Route C', bringing inbound traffic from the new NY Route 5 alignment onto northbound I-190, proceeds via I-190 to the Church Street offramp, thereby reaching the Church/Delaware intersection (traffic signal 105). This route can be compared to an existing Route C' which takes the northbound I-190 exit ramp off the Skyway, but then exits immediately via the Church Street offramp rather than entering northbound I-190.<sup>49</sup> Distance from the Church/Delaware intersection to the Union Ship Canal via new Route C' and the new NY Route 5 alignment is about 5.1 miles, which is about 0.9 mile greater than the 4.2-mile distance between these

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<sup>47</sup> Peak-hour traffic of 1071, shown in Fig. 26, is from 2011 data for Signal 105, from the GBNRTC Transportation Data Mgmt. System, <https://gbnrtc.ms2soft.com/tcds/tsearch.asp?loc=Gbnrtc&mod=>.

<sup>48</sup> Peak-hour traffic of 1532 is the average weekday axle-factored daily high [peak-hour] count of outbound vehicles entering the Church/Delaware intersection from the Skyway, from 2016 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0022\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0022_2016.pdf).

<sup>49</sup> This is an example of one of the three crossover merge zones on I-190, noted herein as a complication in interpreting existing traffic counts, i.e., distinguishing between Skyway traffic to/from downtown and Skyway traffic to/from I-190.

endpoints via existing Route C' (or, alternatively, about 1.3 miles greater than the 3.8-mile distance between these endpoints via existing Route A'). New Route C' is assumed for purposes of this analysis to carry 150 additional peak-hour vehicles. On average, this corresponds to 2.5 additional vehicles per minute during the morning peak hour.

New Route D', bringing inbound traffic from the new NY Route 5 alignment onto westbound Exchange Street near the Louisiana St. bridge, proceeds via Exchange through traffic signals at Washington and at Main (signals 726 and 1932), then continues without deviating as the street name changes (from Exchange to Upper Terrace, and from Upper Terrace to Franklin), thereby reaching the Church/Franklin intersection (traffic signal 819). Distance from the Church/Franklin intersection to the Union Ship Canal via new Route D' and the new NY Route 5 alignment is about 4.7 miles, which is about 0.9 mile greater than the 3.8-mile distance between these endpoints via the Skyway Corridor. New Route D' is assumed for purposes of this analysis to carry 250 additional peak-hour vehicles, or about 4 additional vehicles per minute during the morning peak hour. In combination, the additional 400 additional peak-hour vehicles on Church Street on new Routes C' and D' will be offset by the elimination of more than 1000 peak-hour vehicles on Route A'; hence, the net reduction of about 600 peak-hour vehicles is expected to reduce current Church Street congestion. This reduction in morning rush-hour congestion on Church Street supports the assumption that drivers may avail themselves of the new Route C' and Route D' options at the rate of use estimated here.

New Route E', bringing inbound traffic from the new NY Route 5 alignment onto westbound Exchange Street near the Louisiana St. bridge, proceeds via Exchange through traffic signals at Washington and at Main (signals 726 and 1932), then continues without deviating as the street name changes from Exchange to Upper Terrace, thereby reaching the Pearl/Upper Terrace intersection. Distance from the Pearl/Upper Terrace intersection to the Union Ship Canal via new Route E' and the new NY Route 5 alignment is about 4.37 miles. New Route E' is assumed for purposes of this analysis to carry 250 additional peak-hour vehicles, or about 4 additional vehicles per minute during the morning peak hour.

New Route F', bringing inbound traffic from the new NY Route 5 alignment onto westbound Exchange Street near the Louisiana St. bridge, proceeds via Exchange to the Washington/Exchange intersection (signal 726). Distance from the Washington/Exchange intersection to the Union Ship Canal via new Route F' and the new NY Route 5 alignment is about 4.25 miles. New Route F' is assumed for purposes of this analysis to carry 275 additional peak-hour vehicles, or about 4.5 additional vehicles per minute during the morning peak hour.

New Route H', bringing inbound traffic from the new NY Route 5 alignment onto westbound Exchange Street near the Louisiana St. bridge, turns right from Exchange onto North Carroll, then left at a stop sign onto Seneca, then right onto Michigan at the Seneca/Michigan intersection (signal 112), then left onto Swan at the Michigan/Swan intersection (signal 107), thereby reaching the Elm/Swan intersection (signal 110). Distance from the Elm/Swan intersection to the Union Ship Canal via new Route H' and the new NY Route 5 alignment is about 4.23 miles, which is a few hundred feet greater than the 4.15-mile distance between these endpoints via the

Skyway Corridor. New Route H' is assumed for purposes of this analysis to carry 57 additional peak-hour vehicles, or about one additional vehicle per minute during the morning peak hour.

New Route I', bringing inbound traffic from the new NY Route 5 alignment onto westbound Exchange Street near the Louisiana St. bridge, turns right from Exchange onto Chicago, then left onto Swan, proceeding through the Michigan/Swan intersection (signal 107) and thereby reaching the Elm/Swan intersection (signal 110). Distance from the Elm/Swan intersection to the Union Ship Canal via new Route I' and the new NY Route 5 alignment is about 4.24 miles, which is a few hundred feet greater than the 4.15-mile distance between these endpoints via the Skyway Corridor. New Route I' is assumed for purposes of this analysis to carry 75 additional peak-hour vehicles, or 1.25 additional vehicle per minute during the morning peak hour.

New Route J', bringing inbound traffic from the new NY Route 5 alignment via a ramp to South Park Avenue, turns left onto South Park, then right onto Michigan at the Michigan/South Park intersection (signal 113), proceeding through the Seneca/Michigan intersection (signal 112), then left at the Michigan/Swan intersection (signal 107), thereby reaching the Elm/Swan intersection (signal 110). Distance from the Elm/Swan intersection to the Union Ship Canal via new Route J' and the new NY Route 5 alignment is about 4.36 miles, which is about 0.2 mile greater than the 4.15-mile distance between these endpoints via the Skyway Corridor. New Route J' is assumed for purposes of this analysis to carry 75 additional peak-hour vehicles, or 1.25 additional vehicle per minute during the morning peak hour.

New Route K', bringing inbound traffic from the new NY Route 5 alignment onto northbound I-190, proceeds via I-190 to the Elm Street offramp, thereby reaching the Elm/Swan intersection (signal 110). Distance from the Elm/Swan intersection to the Union Ship Canal via new Route K' and the new NY Route 5 alignment is about 4.46 miles, which is about 0.3 mile greater than the 4.15-mile distance between these endpoints via the Skyway Corridor. New Route K' is assumed for purposes of this analysis to carry 125 additional peak-hour vehicles, or slightly more than 2 additional vehicles per minute during the morning peak hour.

New Route L', bringing inbound traffic from the new NY Route 5 alignment via a ramp to South Park Avenue, turns left onto South Park, thereby reaching the Michigan/South Park intersection (signal 113). Distance from the Michigan/South Park intersection to the Union Ship Canal via new Route L' and the new NY Route 5 alignment is about 3.75 miles. New Route L' is assumed for purposes of this analysis to carry 275 additional peak-hour vehicles, or about 4.5 additional vehicles per minute during the morning peak hour.

In combination, new Routes B'- F' and H'- L' carry the 1532 peak-hour vehicles that will no longer enter downtown from the Skyway on Route A'. These routes are shown schematically in Fig. 25. Figs. 26-34, taken from or adapted from the GBNRTC Transportation Data Management System,<sup>50</sup> show the changes in traffic flow at each of the intersections named above.

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<sup>50</sup> <https://gbnrtc.ms2soft.com/tcds/tsearch.asp?loc=Gbnrtc&mod=>

Changes in traffic levels on I-190 and certain city streets are as follows. See also section 8.5.

- Additional peak-hour vehicles on northbound I-190 through the downtown area = 275. Compared to existing morning peak-hour traffic on I-190 (5534 vehicles<sup>51</sup>), this is an increase of about 5% and is not considered a significant contributor to congestion on I-190. Rush-hour congestion sometimes occurs on I-190 but is not expected to be substantially affected by the addition of 275 peak-hour vehicles. Expressed as annual average daily traffic (AADT), the current AADT for northbound I-190 near Louisiana Street is about 44,166,<sup>52</sup> or about 14,722 per lane, which is at the low end of a “D” level of service (LOS), assuming urban freeway conditions with 10% trucks.<sup>53</sup> The addition of vehicles diverted from the Skyway, including these 275 peak-hour vehicles, will maintain the “D” level of service.<sup>54</sup>
- Additional peak-hour vehicles on Elm St. arterial at Swan St. = 332. Compared to existing morning peak-hour traffic on Elm (about 2200 vehicles<sup>55</sup>), this is an increase of about 15% and is not considered a significant contributor to congestion on Elm St.
- Additional peak-hour vehicles on Exchange St. east of Chicago St. = 907. Compared to existing westbound morning peak-hour traffic on Exchange (about 134 vehicles<sup>56</sup>), this is a very substantial increase but is not considered a significant contributor to congestion on Exchange Street. As noted above, Exchange is underutilized; its 4 lanes (2 in each direction) should be able to handle the increased traffic.
- Additional peak-hour vehicles on South Park Ave. at Katherine St. = 350. Compared to existing morning peak-hour traffic on South Park (about 232 vehicles<sup>57</sup>), this is an increase of about 150%. This portion of South Park Avenue is underutilized; hence the increase is not considered a significant contributor to congestion.

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<sup>51</sup> Peak-hour traffic of 5534 is the average weekday axle-factored daily high [peak-hour] count of vehicles on I-190 (northbound) near Louisiana St., from 2016 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0548\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0548_2016.pdf).

<sup>52</sup> Id.

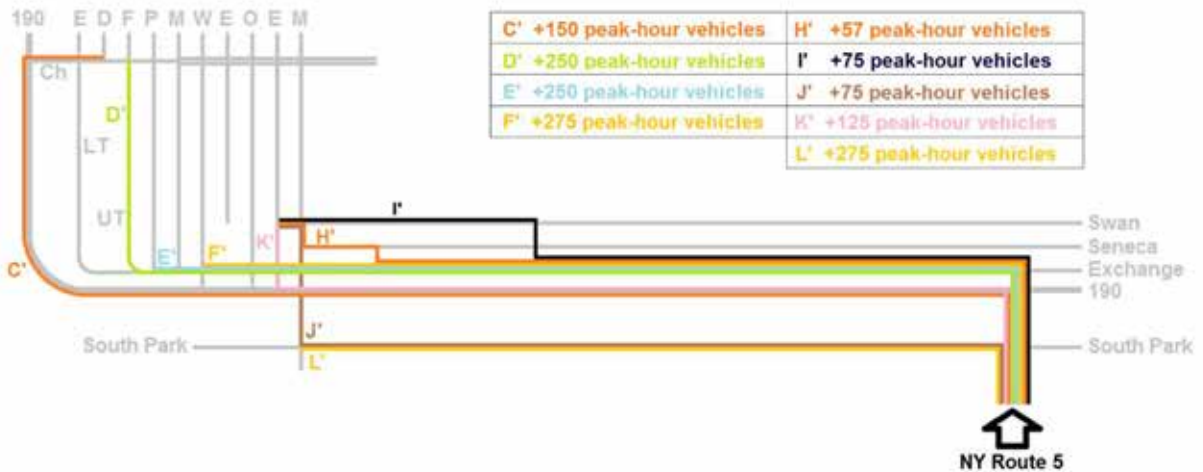
<sup>53</sup> R. Margiotta and S. Washburn, *Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System*, op. cit., p. 24, Table 13.

<sup>54</sup> Id. A roughly similar conclusion could be drawn from a comparison of the peak-hour traffic (5534, with and without the additional 275 peak-hour vehicles) to J.D. Zegeer et al., *Default Values for Highway Capacity and Level of Service Analyses*, op. cit., p. 78, Table 39, with that comparison being adjusted slightly for free-flow speed and percent heavy vehicles.

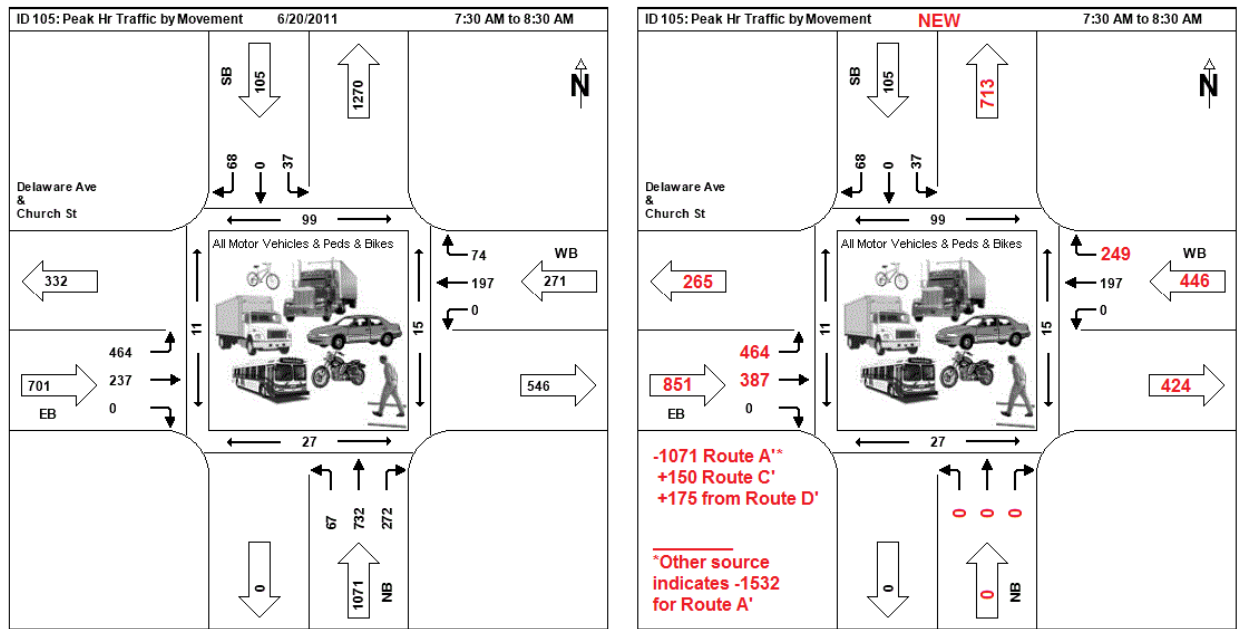
<sup>55</sup> See 2014 and 2011 Traffic Count Hourly Reports which show daily high counts in the neighborhood of 2200 vehicles ([https://gis3.dot.ny.gov/tdvpdf/YR2014/R05/53\\_Erie/53\\_0950\\_VOL\\_07-2014.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2014/R05/53_Erie/53_0950_VOL_07-2014.pdf) and [https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53\\_Erie/53\\_0950.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53_Erie/53_0950.pdf)).

<sup>56</sup> Peak-hour eastbound traffic of 134 is half of the average two-way weekday axle-factored morning high [peak-hour] count of 267 vehicles on Exchange near Hamburg St., from 2013 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2013/R05/53\\_Erie/53\\_7084\\_VOL\\_07-2013.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2013/R05/53_Erie/53_7084_VOL_07-2013.pdf). See also [https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53\\_Erie/53\\_7084\\_2011.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2011/R05/53_Erie/53_7084_2011.pdf) and [https://gis3.dot.ny.gov/tdvpdf/YR2008/R05/53\\_Erie/53\\_7084.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2008/R05/53_Erie/53_7084.pdf) for eastbound-only values.

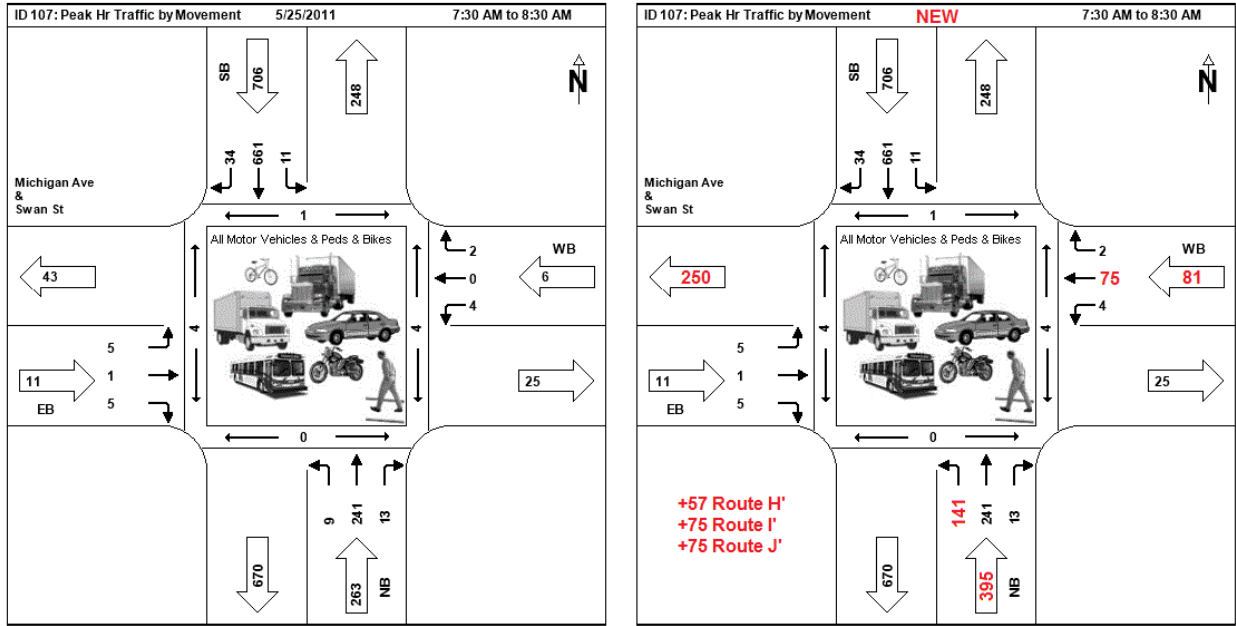
<sup>57</sup> Peak-hour westbound traffic of 232 is half of the average two-way weekday axle-factored morning high [peak-hour] count of 463 vehicles on South Park near Katherine St., from 2012 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2012/R05/53\\_Erie/53\\_6489\\_VOL\\_04-2012.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2012/R05/53_Erie/53_6489_VOL_04-2012.pdf).



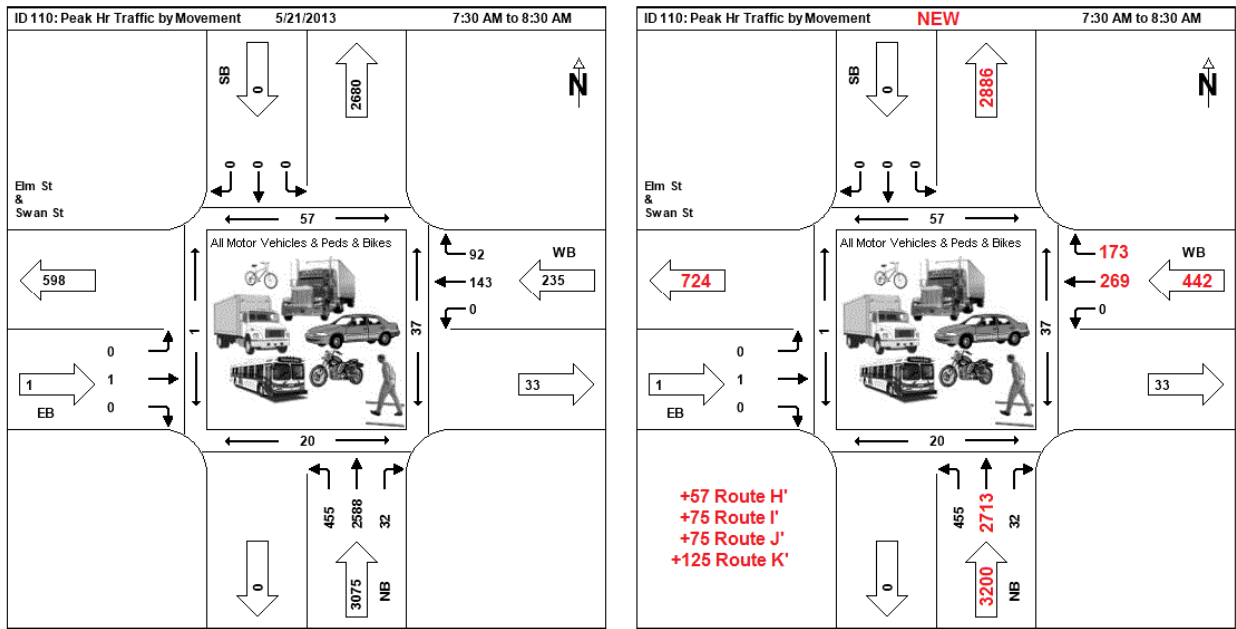
**Fig. 25:** Schematic diagram of inbound routes C'-F' and H'-L', with route designations in color. Street names indicated at the top in gray (190 E D F P M W E O E M) are I-190, South Elmwood, Delaware, Franklin, Pearl, Main, Washington, Ellicott, Oak, Elm, and Michigan, respectively. Ch, LT, and UT are Church, Lower Terrace, and Upper Terrace.



**Fig. 26:** Signal 105 at Delaware & Church, existing and new AM peak-hour vehicles. Note that 175 vehicles from Route D' are assumed to approach and enter this intersection on westbound Church Street, then turn right onto northbound Delaware.

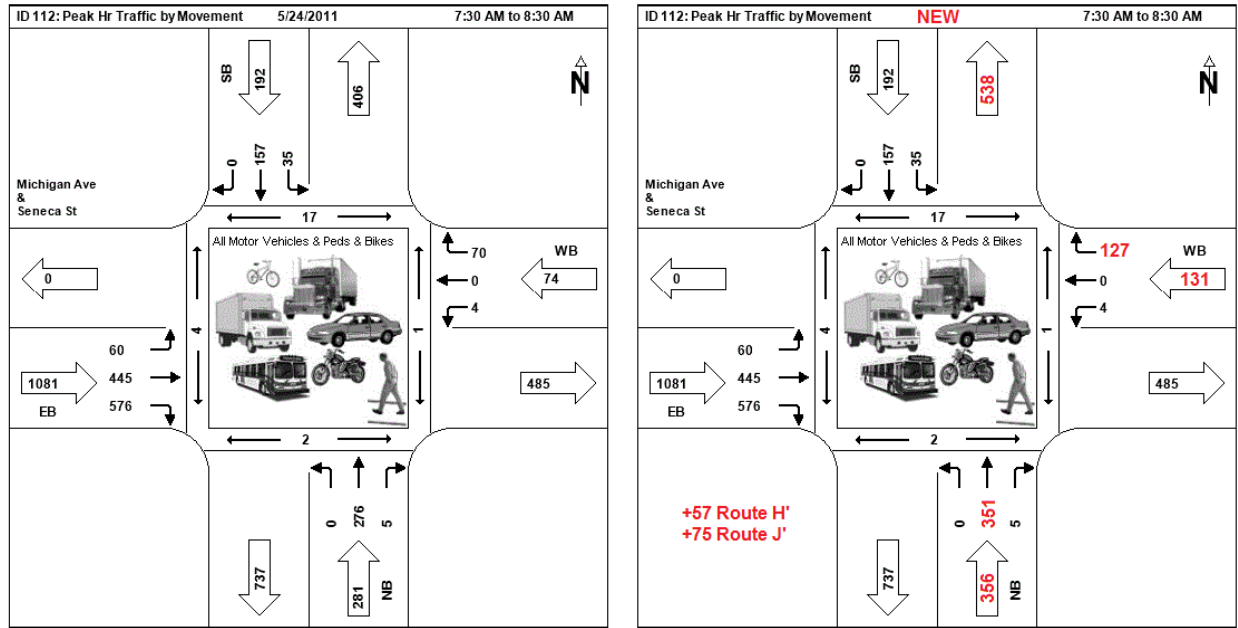


**Fig. 27:** Signal 107 at Michigan & Swan, existing and new AM peak-hour vehicles.

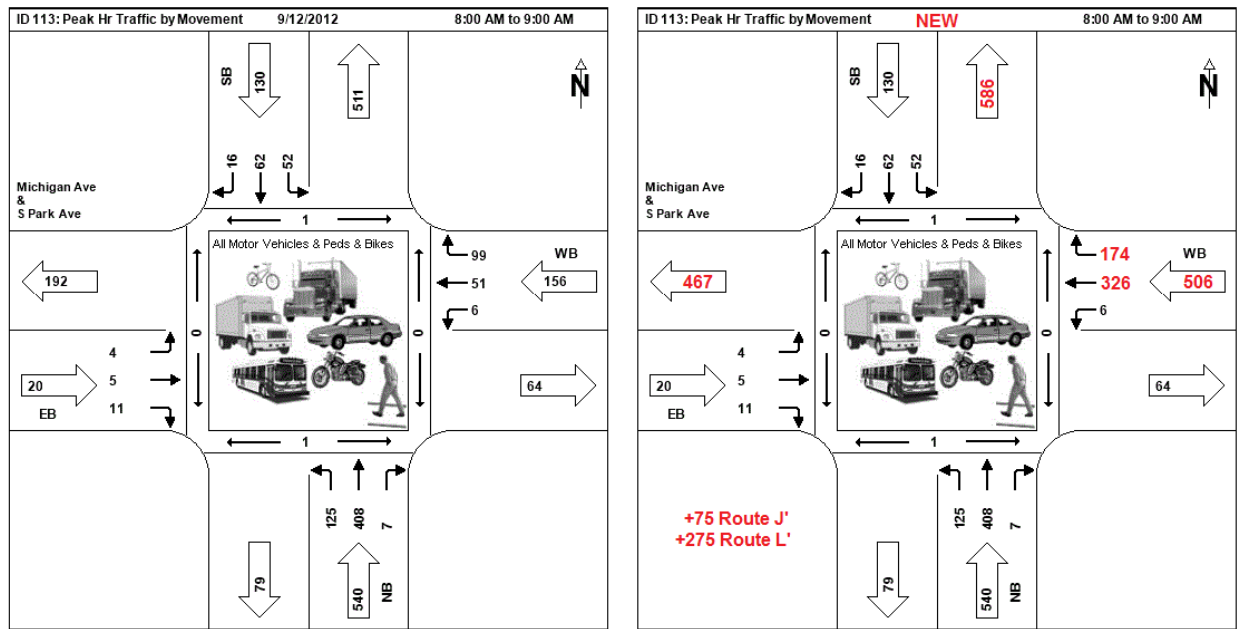


**Fig. 28:** Signal 110 at Elm & Swan, existing and new AM peak-hour vehicles.

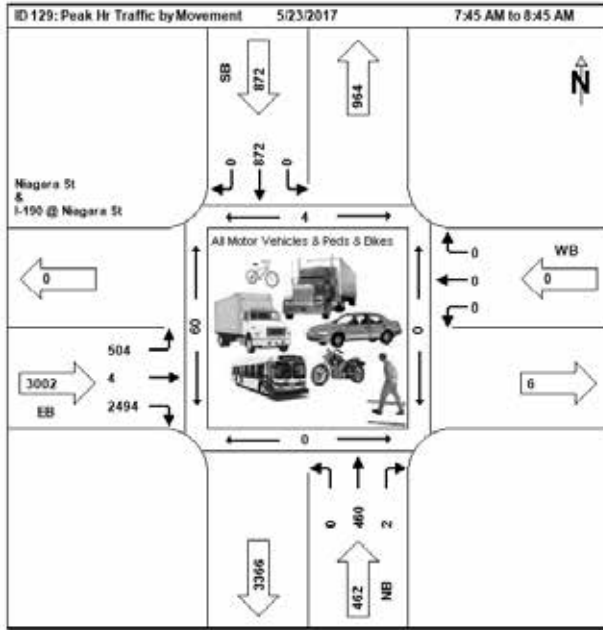




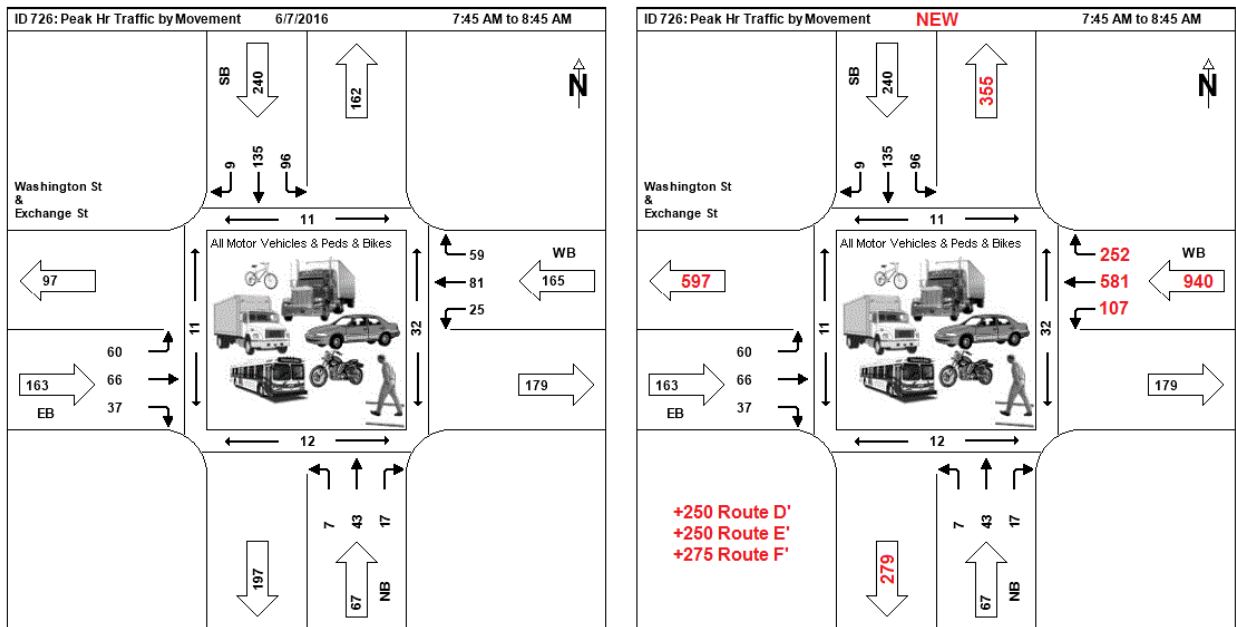
**Fig. 29:** Signal 112 at Michigan & Seneca, existing and new AM peak-hour vehicles.



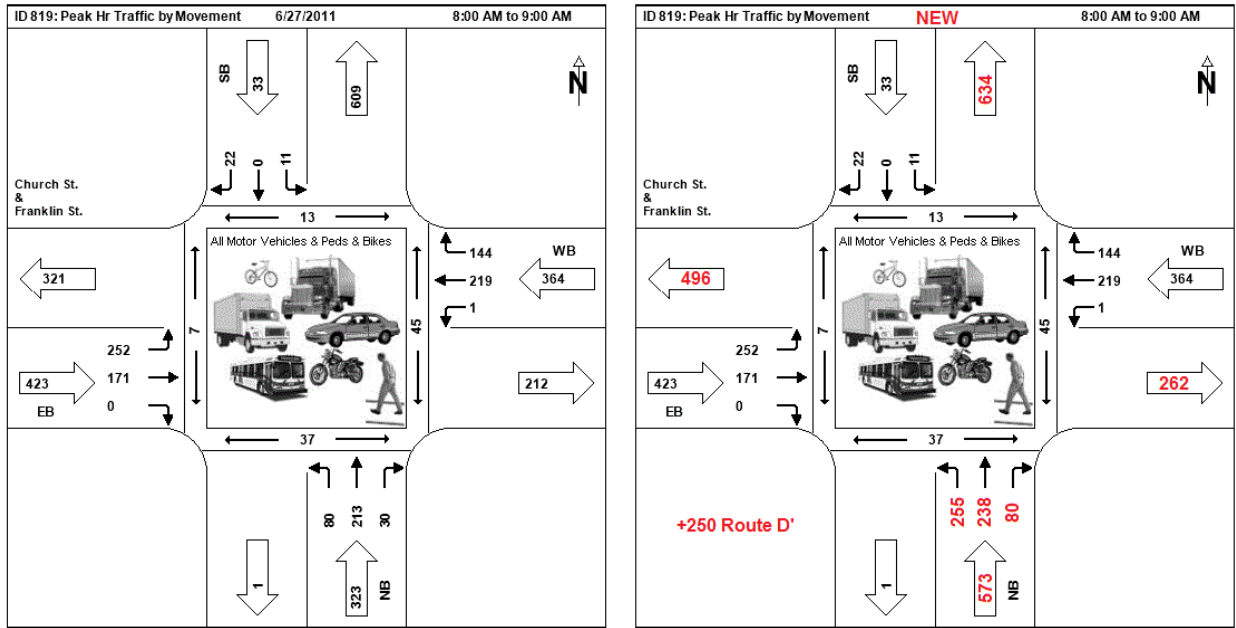
**Fig. 30:** Signal 113 at Michigan & South Park, existing and new AM peak-hour vehicles.



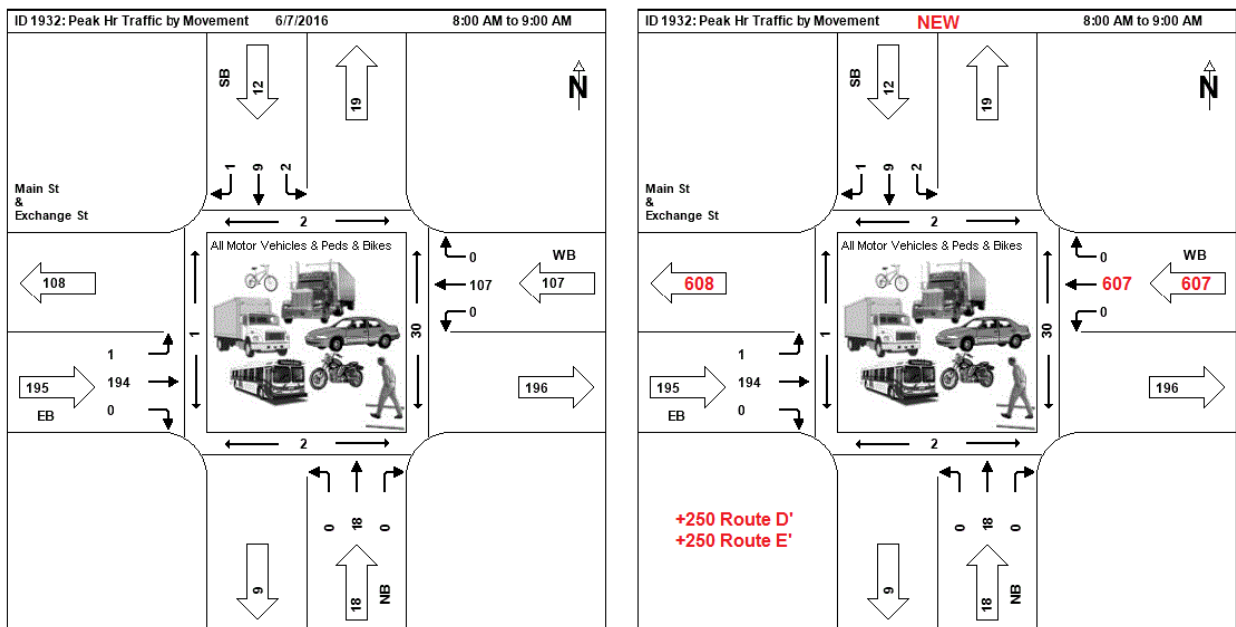
**Fig. 31:** Signal 129 at Niagara & I-190, existing AM peak-hour vehicles. (New peak-hour vehicles assumed to be the same as existing.)



**Fig. 32:** Signal 726 at Washington & Exchange, existing and new AM peak-hour vehicles.



**Fig. 33:** Signal 819 at Church & Franklin, existing and new AM peak-hour vehicles. Note that 175 vehicles from Route D' are assumed to turn left onto Church at this intersection, then go one block to signal 105 and turn right onto northbound Delaware.



**Fig. 34:** Signal 1932 at Main & Exchange, existing and new AM peak-hour vehicles.

## 8.5 Discussion of traffic congestion analyses

For most of the signalized intersections reviewed above, peak-hour traffic through the intersection in any direction does not exceed 1000 vehicles/hour. These intersections are typically 2 lanes in each travel direction; hence, when compared to a typical base saturation flow of about 1800 vehicles/hour/lane,<sup>58</sup> these intersections should not experience any substantially increased congestion or delay when the traffic signal's percent green time is factored in.<sup>59</sup>

Exceptions where peak-hour traffic through the intersection in some direction exceeds 1000 vehicles/hour include signal 1130 in Fig. 23 (1151 vehicles/hour, no change from current rate), signal 112 in Fig. 29 (1081 vehicles/hour, no change from current rate), signal 129 in Fig. 31 (3366 vehicles/hour, no change from current rate), signal 109 in Fig. 18 (2828 vehicles/hour, increased from 2633, but spread over 3 travel lanes), and signal 110 in Fig. 28 (3200 vehicles/hour, increased from 3075, but spread over 3 travel lanes). The two latter intersections (109 and 110) are on the Elm-Oak arterials where each of the 3-lane streets is one-way and where the traffic signals are set for more than 50% green time in the predominant travel direction. Thus, these intersections should not experience any substantially increased congestion or delay as a result of traffic diverted from the Skyway.

Two intersections that show high rates of left turns may need closer attention. These are signal 726 in Fig. 22 (260 vehicles/hour, increased from 80) and signal 105 in Fig. 26 (464 vehicles/hour, no change from current rate). Since the high rate of left turns at signal 105 is a current rate that would not be exceeded as a result of traffic diverted from the Skyway, the intersection should not experience any substantially increased congestion or delay as a result of the new traffic pattern.

Traffic flow through all of the above intersections, not just those with high left-turn rates, warrants additional analysis. Such analysis should include factors such as allocation of signal green time that are beyond the scope of this report.

## 8.6 Future traffic projections

The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) has provided a Skyway Traffic Scenario Analysis (transportation demand model runs) for the year 2050,

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<sup>58</sup> J.D. Zegeer et al., *Default Values for Highway Capacity and Level of Service Analyses*, Transportation Research Board of the U.S. National Academies, NCHRP Report 599, pp. 51-53.

<sup>59</sup> Base saturation flow (BSF) is defined as the "equivalent hourly rate at which previously queued vehicles can traverse an intersection approach under prevailing conditions, assuming that the green signal is available at all times and no lost times are experienced." *Id.* at 51. The rate at which such vehicles can traverse an intersection approach governed by a signal *that is green less than 100% of the time* (e.g., 50%) is necessarily less.

available both as a written summary<sup>60</sup> and as detailed maps showing projected traffic levels for three future scenarios for the year 2050:<sup>61</sup>

- Scenario 1: Full removal of the Skyway from its terminus south of Ridge Road to I-190;
- Scenario 2: Removal of the Skyway elevated expressway, from its terminus south of Ridge Road to the Outer Harbor Drive interchange, and interconnection of the Skyway high-level bridge lanes to Fuhrmann Blvd; and
- Scenario 3: No changes to Skyway highway systems (No Action), which would be a baseline condition.

The first two scenarios are not directly applicable here because traffic removed from all or part of the Skyway Corridor in those scenarios does not have a reasonably comparable route such as the NY Route 5 realignment proposed here onto which traffic can be readily diverted. Instead, traffic is diverted onto I-190, I-90, and city streets in ways that are not good analogs for the realignment set forth here.

Scenario 3, the no-action scenario representing no changes to the Skyway highway system, provides guidance on traffic levels that are expected 30 years from now. A few useful conclusions can be drawn from Scenario 3:

- The daily projected traffic over the Skyway (i.e., daily demand) in the year 2050 is essentially the same as now, no more than about 40,000 trips per day.<sup>62</sup>

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<sup>60</sup> See written summary at:

[https://esd.ny.gov/sites/default/files/GBNRTC\\_2019\\_Skyway\\_Traffic\\_Scenario\\_Analyses\\_Summary\\_discussion.pdf](https://esd.ny.gov/sites/default/files/GBNRTC_2019_Skyway_Traffic_Scenario_Analyses_Summary_discussion.pdf).

<sup>61</sup> <https://esd.ny.gov/sites/default/files/Scenario1-Skyway.pdf>, <https://esd.ny.gov/sites/default/files/Scenario2-Skyway.pdf>, and <https://esd.ny.gov/sites/default/files/Scenario3-Skyway.pdf>.

<sup>62</sup> See <https://esd.ny.gov/sites/default/files/Scenario3-Skyway.pdf>, Map 2, Daily Demand. Note, however, that even though the Scenario 3 model runs show essentially no change in Skyway traffic during the next 30 years, they apparently show an increase of about 17% in AM peak-hour traffic exiting the Skyway from Church St. and Delaware Ave. (1792 versus 1532 AM peak-hour vehicles, from id., Map 1, and from average weekday axle-factored peak-hour traffic of 1532 listed in 2016 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0022\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0022_2016.pdf)), and also apparently show an increase of about 118% in PM peak-hour traffic (more than double!) entering the Skyway from Church St. and South Elmwood Ave. (2701 versus 1275 PM peak-hour vehicles, from <https://esd.ny.gov/sites/default/files/Scenario3-Skyway.pdf>, Map 3, and from average weekday axle-factored PM peak-hour traffic of 1275 listed in 2016 NYSDOT Traffic Count Hourly Report, [https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0022\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0022_2016.pdf)). The reason for such a large (118%) projected increase in PM peak-period demand for vehicles entering the Skyway from Church and South Elmwood is unclear, especially in view of the essentially unchanged daily demand over the Skyway as a whole, and in view of the more moderate increase (17%) in AM peak period demand for vehicles exiting the Skyway to Church and Delaware. In any case, while such increases mean an increased number of vehicles diverted onto city streets, and onto short sections of I-190, as they travel between downtown destinations and the new NY Route 5 alignment (e.g., via routes B-L, B'- F', and H'- L' discussed above), the projected increases represent a future (Year 2050) congestion problem that goes

- Exchange Street remains substantially underutilized in Scenario 3, even though its traffic levels (peak-period and daily demand) are projected to increase slightly over the next 30 years.<sup>63</sup> Exchange Street thus remains a good pathway – as in routes D-F, H-I, D’-F’, and H’-I’ discussed above – for handling a substantial fraction of the traffic removed from the Skyway onto the new NY Route 5 alignment.
- Daily traffic on I-190 in the vicinity of Louisiana Street (i.e., daily demand) in the year 2050 is projected to increase about 10% above current levels.<sup>64</sup> At this relatively small projected increase in traffic, I-190 will remain a good pathway – as in routes B, C, G, K, B’, C’, and K’ discussed above – for handling part of the traffic removed from the Skyway onto the new NY Route 5 alignment. However, the Scenario 3 projections for I-190 *peak-period* demand in Year 2050 show a different trend that is not easily reconciled with the projected 10% increase in daily demand. Peak-period demand on I-190 in the vicinity of Louisiana Street is projected to double, or more than double, in the Scenario 3 projections.<sup>65</sup> This would reduce the ability of I-190 to serve as a link for vehicles diverted from the Skyway – as in routes B, C, G, K, B’, C’, and K’ discussed above – but any such a doubling of peak-hour traffic, if true,<sup>66</sup> would pose a future I-190 congestion problem that goes well beyond any Route 5 relocation. Additional modeling may clarify whether I-190 can continue, over the next few decades, to accommodate traffic removed from the Skyway.

Despite the usefulness of standardized transportation models, *climate change and the range of possible government responses create a very large uncertainty* in future traffic levels thirty years from now. Social, technological, and demographic trends stemming from these and other

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well beyond any Route 5 relocation. Existing Church Street congestion, in particular, will become substantially worse if Route 5 traffic is *not* diverted away from the current downtown end of the Skyway.

<sup>63</sup> Compare <https://esd.ny.gov/sites/default/files/Scenario3-Skyway.pdf>, Maps 1-3, to daily totals, high counts, and AWDT and AADT values in 2013 NYSDOT Traffic Count Hourly Report for Exchange St. near Hamburg St. ([https://gis3.dot.ny.gov/tdvpdf/YR2013/R05/53\\_Erie/53\\_7084\\_VOL\\_07-2013.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2013/R05/53_Erie/53_7084_VOL_07-2013.pdf)).

<sup>64</sup> Compare <https://esd.ny.gov/sites/default/files/Scenario3-Skyway.pdf>, Map 2, to northbound and southbound AADT values in 2016 NYSDOT Traffic Count Hourly Report for I-190 near Louisiana Street ([https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0548\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0548_2016.pdf)).

<sup>65</sup> Compare <https://esd.ny.gov/sites/default/files/Scenario3-Skyway.pdf>, Maps 1 and 3, to daily high counts shown in 2016 NYSDOT Traffic Count Hourly Report for I-190 near Louisiana Street ([https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53\\_Erie/53\\_0548\\_2016.pdf](https://gis3.dot.ny.gov/tdvpdf/YR2016/R05/53_Erie/53_0548_2016.pdf)).

<sup>66</sup> The Scenario 3 data for I-190 near Louisiana Street appear inconsistent. As indicated above and in the two preceding footnotes, the Scenario 3 *peak-period demand* is shown as doubling – or more than doubling – in 2050 relative to current peak-hour values, while *daily demand* in 2050 is shown as being only about 10% greater than current AADT values. The values being compared (e.g., future daily demand vs. current AADT) should be roughly if not exactly comparable, yet the two trends (peak-period vs. daily demand) appear unrealistically different. K-factors calculated from the Scenario 3 data for I-190 near Louisiana Street – representing the proportion of AADT occurring in the peak hour, and assuming that AADT is comparable to daily demand – are in the neighborhood of 25%, which appears unrealistically high. See, for example, *Traffic Data Computation Method: Pocket Guide*, U.S. Federal Highway Administration, Publication No. FHWA-PL-18-027, August 2018, pp. 44-45, which indicates that K-factor typically ranges from 7% to 12%.

sources are difficult to predict in detail but may involve, for example, autonomous vehicles, public transportation ridership, implementation of high-occupancy vehicle (HOV) policies, workers' abilities to work from home rather than commute, etc. In addition, traffic levels will depend partly on whether the local population grows, shrinks, or remains about the same;<sup>67</sup> partly on whether the Canadian population between Toronto and Buffalo continues to grow; and partly on trade and border-security policies that either prudently support or unduly stifle the flow of goods and people across the U.S.-Canadian border. In any case, the proposed new NY Route 5 alignment appears equally or more adaptable to long-term traffic changes than the current Skyway Corridor is. This should not be taken for granted; it can and should be evaluated by GBNRTC transportation demand model runs in which the Skyway is replaced by the new NY Route 5 alignment, covering both current and future traffic conditions.

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<sup>67</sup> Recent upward revisions of Erie County's predicted future population by Cornell University's Program on Applied Demographics (PAD) illustrate the difficulty of this type of projection. As of 2016, the PAD predictions for Erie County's population were 878,075 in year 2020, 829,685 in year 2030, and 769,396 in year 2040. The current PAD predictions for Erie County's population, as published September 21, 2018 (<https://pad.human.cornell.edu/counties/projections.cfm>), are 936,084 in year 2020, 949,073 in year 2030, and 945,891 in year 2040. These updated county population projections are *substantially greater* (7% greater, 14% greater, and 23% greater for years 2020, 2030, and 2040, respectively) and represent a very a positive development but may, depending on factors outlined above, aggravate traffic congestion. The updated projections reflect the current renaissance of the Buffalo area, as captured by the PAD methodology ("The projections were produced using a cohort component model and *the assumption is that components of demographic change in the future will remain similar to recent components of demographic change*," quoted from <https://pad.human.cornell.edu/counties/downloads/2018Methodology.pdf>, emphasis added). The renaissance of the Buffalo area is of course an ongoing goal to which well-designed and well-implemented Outer Harbor and Skyway Corridor plans can and will contribute.

christopher Ventura

[REDACTED]

[REDACTED]

The Skyway is not only an eyesore and a hindrance to waterfront redevelopment but it is a tremendous waste of money for upkeep. There is no reason why the route south can't be extended down to Louisiana St. or over the old train tracks through Red Jacket Park. This is a once and a lifetime chance at completely transforming downtown Buffalo. It would open up development to the long-awaited transformation of the NFTA train garage, parkland for the Fuhrman Blvd. corridor, not to mention the prime land next to Seneca One Tower as well as the land west of Canalside District. The DOT needs to take this opportunity seriously as this will lead to the continued rebirth of the State's second largest city. Thank you for your time and consideration



**From:** Ray Volpe [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:31 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Remove the skyway

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

It's an eyesore that also limits full development of Buffalo's waterfront.  
My wife is afraid to driver over it and I limit driving to good weather conditions.

Sent from my iPad

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: WAGIZA, James F. Wagon Affiliation (if applicable): TAXPAYER

Address: [REDACTED]

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

COMMENTS\*

1/29/20  
The skyway is an iconic symbol of Buffalo. It has served the transportation needs of the city since 1959. It has been re-built 3 times in that time. The cheapest alternative will cost at least 3x that and will impede the flow of traffic.

Leave it alone - put a roof over it and heat the roadway.

[REDACTED]

\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



1 The weather, fire emergencies, the police  
2 emergencies and ambulance emergency response  
3 teams. Instead of like okay, these small  
4 towns, they have a first aid ambulance or  
5 whatever in the small towns, plus a fire  
6 engine over there. Okay, they could have  
7 that down on Fuhrmann. Have around-the-clock  
8 ambulance plus a fire engine for Fuhrmann  
9 Boulevard. That's other thing. We can't  
10 spend money on that. Consider the traffic in  
11 wintertime. You only got Tifft Street,  
12 Hopkins and South Park to run on. Three main  
13 thoroughfares to consider in the wintertime  
14 when you close Fuhrmann Boulevard. When that  
15 snow blows it's this way, down. And that's  
16 when they close that down. So like I say,  
17 consider on the Skyway Bridge -- no. No. I'm  
18 done.

19 **EILEEN WAHL:** I'm a Buffalonian born and  
20 raised. My whole life I've lived in the  
21 Buffalo area. I live in [REDACTED] right now.  
22 For thirty years I lived -- I grew up in South  
23 Buffalo. So I know all the areas that they're

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716-853-5544

D-675

1 talking about very well. I'm an avid biker so  
2 I understand everything there is to know; I  
3 think. So, I love the Skyway. I do not want  
4 it taken down.

5 I think it moves a tremendous amount of  
6 commuters safely, efficiently, to the downtown  
7 area from the Southtowns. You cannot beat  
8 that Skyway. The view is fabulous when you're  
9 a passenger and in the car. You are not going  
10 to beat that view.

11 Also, they are saying that it impedes the  
12 development of the area, the Skyway down  
13 below. I do not see that. Right now the  
14 waterfront is gorgeous. There's a lot of bike  
15 paths, there's kayaking, there's sailing down  
16 there. They have the Canalside area. Why is  
17 it impeding any development? There are exits  
18 off of the Skyway that you can access all the  
19 waterfront.

20 I'm trying to think what else. I just, I  
21 want it to be known that I am very much in  
22 favor of keeping the Skyway. And, I think,  
23 any alternative, other than a tunnel, will not

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D-676

1 work. Thank you.

2 ED WILLIAMS: Okay. Let's talk about the  
3 presentation first. Presentation is poorly  
4 designed, poorly shown, and not enough  
5 information. Secondly, no interpreters or  
6 docents were on hand to explain what I'm  
7 seeing. Three, you would have to be a  
8 graphologist to understand what was presented  
9 even though I've been in the area all my life.  
10 Four, I think they should remove the Skyway in  
11 its entirety to allow for more taxes, to  
12 expand your tax base. That's it.

13 MS. SINATRA: Okay. Well, the very first  
14 comment that I want to say, that this video  
15 presentation is very prejudice to the outcome  
16 that they're desiring. It starts by telling  
17 us why the Skyway was made implying that it's  
18 not useful anymore. It also states that the  
19 Skyway is a visual and physical obstacle to  
20 the waterfront. It is not, in my opinion. So  
21 those two comments played at the beginning are  
22 prejudicing those who were listening and many  
23 people don't realize that. So it's an

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D-677

**From:** [REDACTED]  
**Sent:** Tuesday, February 4, 2020 5:52 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Don't tear down the Skyway

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While I love what we're doing with the waterfront, I don't think we've been presented with adequate planning studies for alternate routes for the 40,000+ vehicles that use the Skyway daily. There is already an existing problem on the Skyway to Route 5 through Lackawanna during the afternoon rush hour. Routing people through streets and the Thruway will only increase the delays.

Please provide detailed, researched studies on the suggested routes and estimated travel times for these 40,000 vehicles. Until then, don't tear down the Skyway. The reality is that if we're not willing to fill in the Scajaquada Expressway (Rt. 198) to restore Humboldt Parkway because it will inconvenience the 37,000 - 65,000 vehicles from the north towns, then those of us who travel from the south towns shouldn't be inconvenienced either.

Sonia Lynn Walker

[REDACTED]  
[REDACTED]  
[REDACTED]

Taylor Walsh

[REDACTED]

[REDACTED]

I support the removal of the skyway! Even if portions remain that become a sky park, but regardless it shouldn't function as a highway anymore. It takes away from the overall vibe of canalside.

Marty Walters



Citizen

Keep the skyway. It offers exceptional views that add to our quality of life.



**From:** Dickward [REDACTED]  
**Sent:** Tuesday, February 25, 2020 11:16 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** skyway project

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

Keep the Skyway open until the DOT comes up with a plan to move the Southtowns commuters that doesn't add time and mileage to the trip. To inconvenience so many commuters so Canalside can add a few more tourist attractions is ridiculous and immoral.

January 29, 2020

Dear Sirs,

**I am opposed to the closing of the Route 5 Skyway for the following reason.**

If the Skyway is impassable for vehicular traffic beyond Tift St. to Church St., traffic will be routed via Tift St. to South Park Ave., and into downtown Buffalo, in both directions.

**This will necessarily terminate the Dedicated Bike Lane on both Tift St. and South Park Ave., which as an avid cyclist, I have found delightful for biking between Ridge Rd. and downtown (with fewer safety concerns from cars) whenever I have had the opportunity.**

FEB 07 2020

RECEIVED
RECEIVED R-5 DESIGN
MOZRA
Dueenebacke
Hill
Lorenz
Lunz
Sleigh
Vaidya
Zimmerman
Ambrose
Bonifant

Sincerely,

Rev. Howard Warner, III



Kathleen Warren

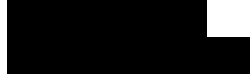
[REDACTED]

Democrat

[REDACTED]

Dear Director: I am in favor of Skyway Removal. A tunnel could be used to reach the outer harbor.

William Wasielewski



Resident



Tear it down!!!! Like the 190 it cuts access off to the water. Time to revitalize that area and stop paying for maintenance on that bridge. We have come so far on the waterfront. Tearing the Skyway and Marine Drive apartments down takes us to the next level!

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: JIM WASZKIELEWICZ Affiliation (if applicable): LOCAL 210

Address: [REDACTED]

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

COMMENTS\*

Concept 1

*\*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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). **Scoping comments are due by February 28, 2020.**



**From:** TD W [REDACTED]  
**Sent:** Tuesday, January 28, 2020 5:17 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway plans.

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I think there are other much needed projects to do in the area than a transformation of the skyway. (Plus, the proposed plan is completely ridiculous.) If it is obsolete, just dismantle it and provide alternate routes. However, if this is the case, why the hell did the taxpayers of NYS just spend MILLIONS to rehab the structure. I think the powers that be need to step back and reconsider the situation. Thank you. Timothy Watson.

# NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

## PUBLIC SCOPING MEETING

JANUARY 28, 2020 1:00 PM – 4:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

### COMMENT FORM

Name: Vanessa Wazny Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

#### COMMENTS\*

- I do not wish to see the Skyway Bridge, nor the Skyway/Rt. 5 complex torn down. I am a regular commuter into downtown from the Southtowns and use this route 5 days a week. It is effective, efficient, direct, and quick. It works well. I do not see the need to take it down. I also know other people who live in my area who feel the same.
  - I also am wary of the "Project Needs" to "accommodate existing and planned recreational, mixed-use, and waterfront development and support waterfront economic development initiatives." To me, this means the Skyway will be taken down to free up some acreage so that condos or expensive apartments for those in a higher socio-economic class can live there. We have enough high-rises, condos, and apartments in the waterfront area. The Buffalo Outer Harbor Project already provided good access via Fuhrmann Blvd (Buffalo Outer Harbor) to the attractions down that road along the waterfront. I do not want to see housing built along that area, and if taking down the Skyway means that, I am against it.
  - I question the wisdom and cost of creating a new road just past Tiff Street that will connect traffic with the 190. Doesn't it have to go over the River & past neighborhoods? Won't that cause a big environmental impact, plus cost a lot to build? This seems a waste of taxpayer money.
- \*Any information provided on this form may become part of the project file, which is a public record.
- We already have a functioning route - The Skyway. Leave it be.

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: [buffalo.skyway@dot.ny.gov](mailto:buffalo.skyway@dot.ny.gov). Scoping comments are due by February 28, 2020.



**YOUR FEEDBACK IS IMPORTANT!**

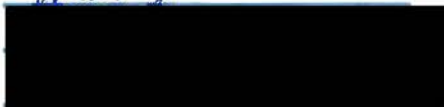
*Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)*

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RECEIVED R-5 DESIGN	
MOZRALL	
Duennebacke	
Hill	
Lorenz	
Lunz	
Singh	
Vaidya	
Zimmerman	
Ambrose	
Boniface	
Hoch	
FILE	
JAN 30 2020	

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Wazny



PLACE  
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HERE



**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

TAPE OR STAPLE HERE



Ian Wedgewood

[REDACTED]  
[REDACTED]  
n/a  
[REDACTED]  
[REDACTED]

I'd like to see the skyway removed completely. While a raised park would be an interesting way to reuse such a structure, the cost greatly outweighs the value it provides. SPACE: We have PLENTY of space to invest in throughout the city. To invest into a space 300 feet above the city, is a lost opportunity that would otherwise enrich the lives of the city residents/workers/visitors that are on the ground, interacting with that space daily. I'd also like to point out that this region has spread it's resources out way too thin in terms of sprawl. We need to reverse the trend that has been the last 70 years. How about the noise generated by the skyway's existence. Removal will improve the immediate area. Air quality will improve to the million visitors. Land value to the open space will rise dramatically. Pearl Street Bar & Grill will be connected to canal side and more density will follow. COST: The Skyway costs millions per year to offer a service to people living outside the city and those funds are taken directly from the city that could serve more people, more efficiently. If we eliminate the highway services the skyway provides, money can be put to programs that is accessible to all. All of a sudden mass transit doesn't appear to be as impossible to fund. Funding will be available for protected bike lanes. Vehicular investments have historically taken far too much of the total available transit funds (Robert Moses era development). Removing the skyway will help restore the funding imbalance. GLOBAL WARMING: We want to reduce Vehicle Miles Traveled (VMT) for our population and removing the skyway does that. Remove the skyway. Period.

Katie Wedgewood

[REDACTED]

[REDACTED]

The Skyway should be removed in order to facilitate creating a more vibrant and welcoming downtown. While it's hard to escape concrete buildings, if we can remove an overhead concrete structure that physically overshadows the hard work done to revitalize Canalside and continually introduces noise pollution, our downtown life could grow and be more vibrant than it is today. If the Skyride cannot be completely removed, the concrete should be covered in plants (a project done in China) in order to relieve the constant gray from buildings and support mental and physical health.

John Wehrfritz

[REDACTED]

[REDACTED]

Keep the skyway there needs to be an easy way til connect southtowns to the 190.

Raymond Wehrfritz



Southtowns commuter to Niagara falls

Leave the bridge up its the only viable route to the 190 north and downtown, if you push the traffic to 190 from the south  
Your just creating a traffic jam on the 190.  
190 was a mess in both directions with the construction the last 2 yrs.

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Francis Weise Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*  
1. Leave it alone!!! it will cause too many headaches if taken down.

2. If brought down, build a tunnel. Cost is prohibitive but it is the only other way to keep traffic running smoothly.

3. Tiff street route is barely possible. As long as no lift bridge over Buffalo River and 190 is widened to handle extra traffic.


4. No city streets!! South Park is the only street that really would be affected and it could not handle being one lane in each direction plus bike paths. People in those neighborhoods would not be able to ~~cross~~ the street with the heavy traffic. Plus don't forget about the seniors using the street.

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michael wesolek



I AM TOTALLY IN FAVOR OF THEREMOVAL OF THE SKYWAY . MY CONCERNS ARE AS FOLLOWS #1 COST OF MANTANANCE #2 IT IS CLOSED SO MUCH DURING INCLEMENT WEATHER AND MANY ACCIDENTS #3 ALTHOUGH IT WILL CREATE A TEMPORARY TRAFIC PROBLEM IN THE LONG RUN ALTERNATIVES WILL WORK OUT ( EXAMPLE IS RT. 33 ) LIKE IT OR NOT ITIS MUCH BETTER THAN NAVIGATING CLOGED CITY STREETS AS I DID FOR MANY YEARS . #4 THE LANDS UNDER THE SKYWAY IS OF HIGH VALUE FOR EASING PARKING FOR SENECA TOWER PROJECT AND ANY TYPES OF DEVELOPMENT OR PARKLAND. THOUGHTS OF KEEPING IT FOR THE ESTHETIC VALUE IS A JOKE LETS GET REAL AND DO SOMTHING ( LOOK AT THE PROGRESS AT THE PEACE BRIDGE , WHAT A JOKE )

NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: Carrie Widt Affiliation (if applicable): \_\_\_\_\_

Address: Chaffee NY

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

How do other major cities control or make their infrastructure work? Sabers, outer harbor concerts, traffic. Look at Cleveland multi sports and events happening. Get rid of those apartments near navy ships / outer harbour get rid of Perry projects. Use the waterway and make attractions Boating, Hiking Biking, Boat Slips Restaurants  
Go Union!!

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 28, 2020 5:00 PM – 8:00 PM

GATEWAY BUILDING

3556 LAKE SHORE ROAD, BLASDELL, NY 14219

COMMENT FORM

Name: BILL WIEDER Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

LEAVE SKYWAY AS IS. IT HAS CARRIED LARGE AMOUNTS OF TRAFFIC EFFICIENTLY FOR YEARS AND WOULDN'T NEED EXPENSIVE CHANGES IN SURROUNDING AREAS.

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Ellen Wielopolski

[REDACTED]

[REDACTED]

I am in favor of removing the Skyway to improve the waterfront, which I believe is a great asset and tourist attraction to our city.

**From:** Marisa Wigglesworth <mwigglesworth@sciencebuff.org>  
**Sent:** Wednesday, February 19, 2020 4:57 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** NYS Route 5 (Buffalo Skyway) Project Comment  
**Attachments:** Tifft Feedback.Rte 5 Initial Proposals.2020.02.14.pdf

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

Please see attached.  
Thank you.



MARISA WIGGLESWORTH  
President and CEO | Buffalo Museum of Science, Tifft Nature Preserve  
OFFICE 716 896 5200 x332 | MOBILE 267 615 1651  
[Website](#)



February 14, 2020

On behalf of Tifft Nature Preserve, and for the benefit of the Western New York citizens and visitors who value this natural refuge, the plants and animals who call it home, and all residents of the greater Buffalo area who – knowingly or unknowingly – enjoy the environmental benefits that having a 264-acre nature preserve in our region generates, we offer the following feedback on the proposed NYS Route 5 (Buffalo Skyway) Project.

Acceptable solutions will **NOT**:

- Make use of any land, trails, or roadways currently part of Tifft Nature Preserve.
- Add any new or alter any existing roadways that results in a road being closer to the Tifft Nature Preserve property boundaries than the existing roadways are today.
- Significantly increase traffic on Fuhrmann Boulevard such that it would negatively alter the Boulevard's current visitor/walker/bicyclist-friendly quality.

We look forward to continued participation in this process as the DOT's plans evolve.


Respectfully submitted,

Meghan Dye  
Director  
Tifft Nature Preserve  
mdye@sciencebuff.org  
716-896-5200 ext. 201

Marisa Wigglesworth  
President and CEO  
Buffalo Society of Natural Sciences  
mwigglesworth@sciencebuff.org  
716-896-5200 ext. 332



Geoff Wildstead

  
Resident of Southtowns

Your alternatives for the skyway are frankly embarrassing. Do not tear down the skyway without a viable alternative for traffic. The Ohio Street fiasco during the past two construction seasons proves how bad traffic will be without the Skyway. A couple 2 lane lift bridges in 30 MPH areas is NOT a viable alternative. Tearing down the Skyway 10 years after a major repair is a waste of money. There is no need to rush this decision. Take your time with this. The DOT staff that were assigned this project need to voice the truth. This is not acceptable to the public.

David Willard

[REDACTED]

[REDACTED]

Feel that the skyway should be taken down because we need to look at how many times it has been closed. I think we need to look at other means to cross the river without changing the route 5 access to the south towns.

1 work. Thank you.

2 **ED WILLIAMS:** Okay. Let's talk about the  
3 presentation first. Presentation is poorly  
4 designed, poorly shown, and not enough  
5 information. Secondly, no interpreters or  
6 docents were on hand to explain what I'm  
7 seeing. Three, you would have to be a  
8 graphologist to understand what was presented  
9 even though I've been in the area all my life.  
10 Four, I think they should remove the Skyway in  
11 its entirety to allow for more taxes, to  
12 expand your tax base. That's it.

13 **MS. SINATRA:** Okay. Well, the very first  
14 comment that I want to say, that this video  
15 presentation is very prejudice to the outcome  
16 that they're desiring. It starts by telling  
17 us why the Skyway was made implying that it's  
18 not useful anymore. It also states that the  
19 Skyway is a visual and physical obstacle to  
20 the waterfront. It is not, in my opinion. So  
21 those two comments played at the beginning are  
22 prejudicing those who were listening and many  
23 people don't realize that. So it's an

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NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: Ron Williams Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

COMMENTS\*

The best one I liked  
was Concept I.

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Edward Willis

[REDACTED]

None. Private citizen.

[REDACTED]

Do not rush to destroy the Skyway. Despite what many oliyicians say, the Skyway is a very cost worthy structure that serves a very good purpose—



NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT

P.I.N. 5134.48

PUBLIC SCOPING MEETING

JANUARY 29, 2020 4:00 PM – 8:00 PM

SOUTHSIDE ELEMENTARY SCHOOL

430 SOUTHSIDE PARKWAY, BUFFALO, NY 14210

COMMENT FORM

Name: R. Willis Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

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

COMMENTS\*

concept & SHUTDN = concept J

The Best Concept is

project I... no Dohot

Thanks

Leah #210

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**From:** Mary Wilson [REDACTED]  
**Sent:** Friday, February 21, 2020 6:44 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Keep the Skyway!!!!

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

Repair structure or renew structure without all the fancy designs the only cost more. The simplicity of the Skyway allows one to look upon our beautiful waterway without obstruction. Although it may have to be rebuilt, Buffalo should consider cost and safety, and function and leave ornate designs out. There's enough of that all around. I'd rather appreciate the sky, water and surrounding land from a natural gently lofting Skyway which welcomed us each time we enter or leave the city.  
Thank you, Mary Wilson

**From:** Sophie Wisoff [REDACTED]  
**Sent:** Friday, February 28, 2020 3:02 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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

Cars are in the past— sustainable public transit is the future.  
The use of automobiles are a public health crisis.  
The HighLine in NYC is a popular tourist attraction. Imagine that right here in the city which transformed not only New York, but the whole Nation.  
Bring that useless concrete bridge to life!  
Please, and thank you,  
Sophie Wisoff

Gary Witman

[REDACTED]  
[REDACTED]  
registered voter  
[REDACTED]  
[REDACTED]

I fully support removal of the Buffalo Skyway. It is time to stop spending good money on a bad project. The Buffalo Skyway has outlived its useful life and is a drain on limited resources for its upkeep. The improvements at Canal Side and the Buffalo waterfront are in the right direction and serve WNY residents and visitors well. It is time to stop funding maintenance of the Buffalo Skyway and remove it to further improve the quality of life of area residents with the redirected funds. Thank you.

Craig Wittmann

As an unofficial representative of the China Light Yacht Club, I want to strongly remind you that the area around and under the Skyway is used recreationally by many persons. Please consider our property rights when planning demolition of the bridge. We have suffered property damage and reduced usage during recent projects; by scheduling demo work during the boating OFFSEASON, this damage can be minimized or avoided.

**From:** Cathy [REDACTED]  
**Sent:** Monday, January 27, 2020 3:41 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Tear it down

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

I'm unable to attend the public meetings but am submitting my request. I support tearing the Skyway down. It looms over a precious waterfront as an eyesore; a nightmare to physically maintain; a hazard in bad weather; and a risk to anyone beneath should a bit fall off. I'm all for a picturesque spot as an overlook but accessible by means other than cars.

Thank you for your consideration.

Cathy Wood

**From:** Margaret Wooster [REDACTED]  
**Sent:** Friday, February 28, 2020 5:06 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Comments of the Buffalo Skyway Project

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

From: Margaret Wooster of behalf of Buffalo's Our Outer Harbor Coalition

I am writing on behalf of the Our Outer Harbor Coalition representing 13 organizations including the Western New York Environmental Alliance, League of Women Voters Buffalo Niagara, Preservation Buffalo Niagara, Partnership for the Public Good, Wellness Institute of Greater Buffalo, Friends of Times Beach, 21st Century Park on the Outer harbor, Sierra Club Niagara Group and others.

Our comments have been well expressed by one of our members, Lynda Stephens, who submitted hers to you on February 25:

- We support the **NO Build Alternative** as the only fiscally responsible alternative.
- **Project Purpose** appears only to promote and serve the interest of developers (not the commuters, not the taxpayers, and not the waterfront. Tax revenues are needed in Buffalo, Erie County and across the State to fix crumbling infrastructure.
- **Economic and social justice.** Buffalo is one of the poorest cities in the U.S. Skyway removal would be unnecessarily costly to our City and neighborhoods.
- **Construction effects.** What alternative routes are planned? What would be the environmental impacts to our parklands, nature preserves, waterfront access, Inner and Outer Harbors?
- **Hazardous materials, air quality, land use.** A disturbance of this magnitude to contaminated soils and sediments, plus the disturbance created by disposing of this recently refurbished colossal bridge, are aspects of this proposal that boggle the mind in a time of climate change, when much more critical investments are needed to make our waterfront climate resilient.
- **Visual resources.** As Lynda Stephens stated "Skyway demolition will destroy one of the most spectacular visual resources in WNY." The Skyway is a landmark gateway both coming into our City and going out to our Great Lakes Emerald Coast, which can only be seen in its entirety by most of us--from the Skyway!

Thank you for considering these comments and please let us know you have received them.

**From:** [REDACTED]  
**Sent:** Friday, January 17, 2020 1:01 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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

Considering the recent announcement by the New York State DOT about a scoping project for the skyway, I would like to ask why a tunnel is not under consideration? It would be a direct replacement with no impact whatsoever on the existing infrastructure of the downtown & Outer Harbor areas if it used the same right of way as the existing bridge.

To me the lift bridge ideas makes no sense. The bridges would snarl the roads on either side of the river with waiting cars when lifted causing back ups everywhere, it would impose yet another eyesore on the waterfront by cutting off the view, and would result in a major amount of vehicle traffic being dumped onto the very streets that we are currently trying to turn into a destination for entertainment venues, history tourists, walkers, bike riders, families, shoppers, and people out for a night on the town or a place to eat. There is too much marine traffic on the river to keep lifting bridges all Summer long. There are freighters, tug-barges, sailboats, tour boats, ice breakers, dredgers, the ice boom boats, and the fireboat all using the Buffalo River & City Ship Canal. Lift bridges would be going up and down all day long causing traffic jams at all times of the day. The congested mess down there on city streets the last two construction seasons while the Skyway was closed (or had lane reductions in/outbound) should be a good example of what will happen without the Skyway.

We had lift bridges there before the Skyway and we built a high level bridge for a reason. That reason (contradictory to what many people and local politicians believe) still exists and going back to lift bridges is a step in the wrong direction. A tunnel project was in the works back in the late 1980s but it never got built & the seed money was spent on the cobblestone streets around the arena instead. I'd like to see it revived & have a serious look taken at those old plans.

-Brian R Wroblewski

[REDACTED]



Rebecca Wurster



Resident

I am excited about the potential for removing the skyway and creating a more environmentally friendly driving route as well as an increase for more pedestrian friendly improvements.

John Yates



The Skyway stands in the way of the development of Buffalo's waterfront. Better alternatives will be proposed.

1 the study area and it really doesn't  
2 approach the Northtowns and it's a case where  
3 you wonder if these people are unaware of  
4 what is going to happen. I'm not sure who  
5 this got mailed to.

6 Did it ever make it outside the city  
7 limits of Buffalo? That's my question.

8 **MS. YEKICH:** I'm a longtime Western New  
9 York resident. I like using the Skyway. If  
10 there has to be a change, I like the tunnel  
11 idea under the Route 5 Skyway. I like the  
12 commute times that we currently have using the  
13 Skyway.

14 The various ideas being put forth where  
15 people would have to go on to a connector to  
16 get to the I-90, I just think it's too long of  
17 a commute. This past summer I used Ohio  
18 Street everyday during off-peak times and  
19 encountered a delay. It just seemed like it  
20 took twice as long to use that Ohio Street as  
21 I normally would on the Skyway and there were  
22 no accidents, no broken-down vehicles. There  
23 were no Fed Ex trucks and there were no lift

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1 bridges up.

2 So, it's just a matter of a lot of traffic  
3 and bottleneck area. So I just don't think  
4 that is a viable area. I like the idea that  
5 they would have synchronized lights at  
6 intersections on South Park Avenue and some of  
7 the other streets coming into downtown.

8 That should be done right away, but it is  
9 not the only answer. That is part of the  
10 answer. I think the tunnel is the best idea  
11 if you have to tear down the Skyway. Thank  
12 you.

13 MR. RUDNICKI: Two years ago I spoke at  
14 a Greater Buffalo/Niagara Regional  
15 Transportation Council meeting and to my  
16 surprise they actually listened to me and  
17 changed the Environmental Impact Statement  
18 for the Skyway removal to add alternatives to  
19 Route 5.

20 One of those alternatives I had hoped to  
21 see today and I haven't seen it, but that  
22 doesn't mean it isn't available. It just  
23 wasn't on the posters. That alternative is

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**NYS ROUTE 5 (BUFFALO SKYWAY) PROJECT**

**P.I.N. 5134.48**

**PUBLIC SCOPING MEETING**

**JANUARY 28, 2020 1:00 PM – 4:00 PM**

**GATEWAY BUILDING**

**3556 LAKE SHORE ROAD, BLASDELL, NY 14219**

**COMMENT FORM**

Name: [REDACTED] Affiliation (if applicable): \_\_\_\_\_

Address: [REDACTED]

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

**COMMENTS\***

*your presentation today at the Gateway Building was very well done - months of May/June 2019 I traveled Ohio Street at 11AM every day to get to Buffalo General Hospital. There were no accidents, disabled vehicles, or lift bridge (except one) activity but the 30 mph and sometimes less took me 20 minutes longer than when I used the Skyway in rush hour traffic. Beautiful changes but slow. Synchronized lights needed now on South Park Ave from Tiff St. to waterfront and also Michigan Ave. This would help ~~divert~~ divert some traffic. A tunnel constructed underneath the soon-to-be-demolished Skyway would provide a great route to downtown Buffalo. New Michigan Street bridge connecting Ohio Street area to Fuhrman Blvd. is a waterfront necessity.*

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

*Do not use my name and/or address for any private or public record*

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**YOUR FEEDBACK IS IMPORTANT!**

Please use this form to submit comments during the public scoping comment period. For more information about the project and ways to get involved, please visit our website: [www.buffaloskyway.dot.ny.gov](http://www.buffaloskyway.dot.ny.gov)

JAN 31 2020

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Dunnbeck	
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BUFFALO NY 142

26 JAN 2020 PM 5:1



**Department of  
Transportation**

**NYS Route 5 (Buffalo Skyway) Project Team  
NYSDOT Region 5  
100 Seneca Street  
Buffalo, New York, 14203**

TAPE OR STAPLE HERE

14203-293300



**From:** Gregory Zagon [REDACTED]  
**Sent:** Thursday, February 20, 2020 12:37 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway Removal

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

Thank you for this opportunity to respond.

Two options: REMOVE IT COMPLETELY !!

MAINTAIN IT AS PRESENT

Making an elevated "park" would be more of an eyesore and a waste of \$\$\$.

Thanks

Greg Zagon

Sent from [Mail](#) for Windows 10

**From:** Louis Zagst [REDACTED]  
**Sent:** Saturday, February 22, 2020 8:17 AM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** FIX THE ROADS!

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

Good day!

Fix the roads and bridges first. What a joke to remove the Skyway. The traffic will be a mess.  
THINK; fix the roads!

Lou Zagst



**From:** Joseph Zappo [REDACTED]  
**Sent:** Thursday, February 20, 2020 4:16 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** skyway

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

As a long time sailor who has been docked under the skyway since 1980 I question the purpose of the removal of the bridge this will only make it more difficult for people who want to get to the outer harbor. There are hundreds of sailboats along the Union ship canal using the skyway makes it easier to get to our boats. The use of ground level lift bridges is out of the question due to the amount of marine traffic and running of 40 thousand cars per day through the city is crazy. The bridge was built for a purpose and is still being used for that purpose we see steady traffic of lake steamers to General Mills sand and cement boats as well as other large commercial ships in our harbor. If the bridge has to come down a tunnel is the only answer don't make the people who actually use the water suffer for aesthetics and development.

Joe Zappo

[REDACTED]  
[REDACTED]

Anthony Zarillo



NA block light and create a feeling of s



The Skyway reminds me of the old West-side Highway in New York City. Elevated highways block light and create a feeling of spatial congestion. If the Skyway is not necessary, then it should be taken down.

**From:** Ann Zawicki [REDACTED]  
**Sent:** Saturday, February 22, 2020 10:26 PM  
**To:** Dot.sm.Buffalo.Skyway

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I think the public would be best served by removal of the skyway  
Ann Zawicki

[REDACTED]

Sent from my iPhone

**From:** Charles Z [REDACTED]  
**Sent:** Wednesday, February 26, 2020 12:43 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Comments on Removal of Skyway

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We need to move away from this type of traffic solution. It is too susceptible to bad weather and is an eye sore on our waterfront. It needs to be replaced with a good solution for the south towns. The old south town collector which Congressman Nowak pushed decades ago may not be adequate. It seems that a better solution would be a tunnel which can go in and come out of the ground anywhere. The costs of tunnels are running between 1 and 4 million a mile. The secondary access costs are likely to be more expensive. This would handle the through traffic. Then we need a simple solution for local traffic (cars, bikes and walkers) between canal side and the outer harbor. We likely only need a mile or so of tunnel.

Charles Zernentsch

[REDACTED]

[REDACTED]

[REDACTED]

**From:** Julia Zizzi [REDACTED]  
**Sent:** Thursday, February 20, 2020 10:20 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** I do not support removal

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Big money guys are salivating for the acreage they could swallow up and push for projects that enrich them and keep the public from using and enjoying the waterfront/ wildlife/ possible beach front available. The bridge is efficient moving traffic in & out to the south (except for a very small percentage of weather days) and one of the best places from which to view our beautiful city! Keep it, fix it. Stop wasting our time and money.

Julia A Zizzi

Sent from my iPhone

**From:** Zobel [REDACTED]  
**Sent:** Thursday, February 20, 2020 3:25 PM  
**To:** Dot.sm.Buffalo.Skyway  
**Subject:** Skyway

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DO NOT REMOVE THE SKYWAY !!!...period. None of the reasons stated for removal make any sense. It does not interfere with development or access to our waterfront. This entire issue is a typical contrived controversy to distract the people and government from the more important problems that deserve attention, but may not be so "sensational."

Cars Sharing Main Street was another one of those "game changers." What a waste. The money spent to provide some parking could have been used to improve amenities for pedestrians like shelters, benches and safe friendly surroundings.

Pay attention to the real problems in Buffalo: The schools, the need for better public transportation, the pathetic condition of the roads and especially the disgraceful condition of Bailey Avenue "business district." It's like driving through a garbage dump!!!

Michael Zobel Jr.