

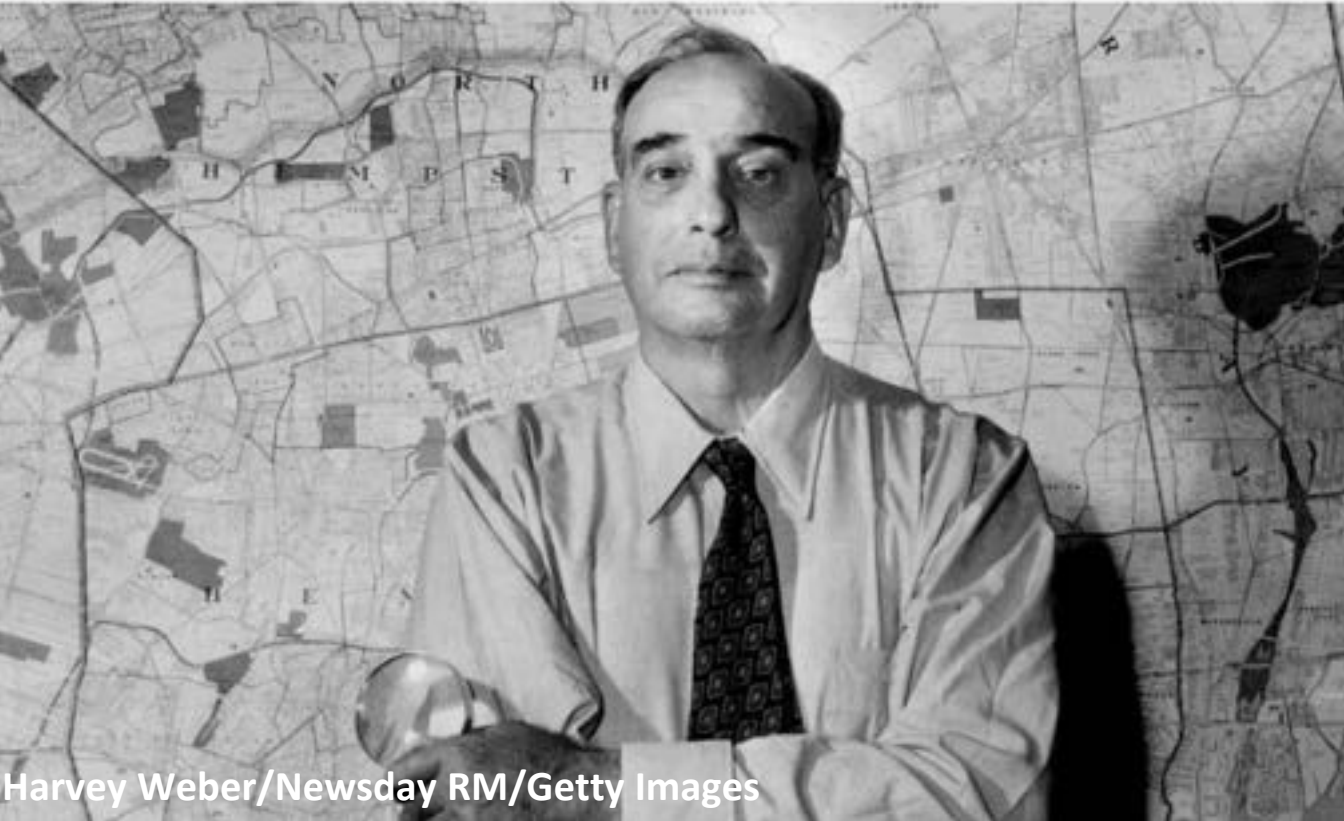
Connecting Communities More Than Just Materials



Photograph: NY Civil Liberties Union



Engineering Progression – Highway Expansion (Then)



Harvey Weber/Newsday RM/Getty Images

Robert Moses said, “that the highway construction must go right through cities and not around them.”



Photograph: NY Civil Liberties Union

Engineering Progression – Reconnecting Communities (Now)

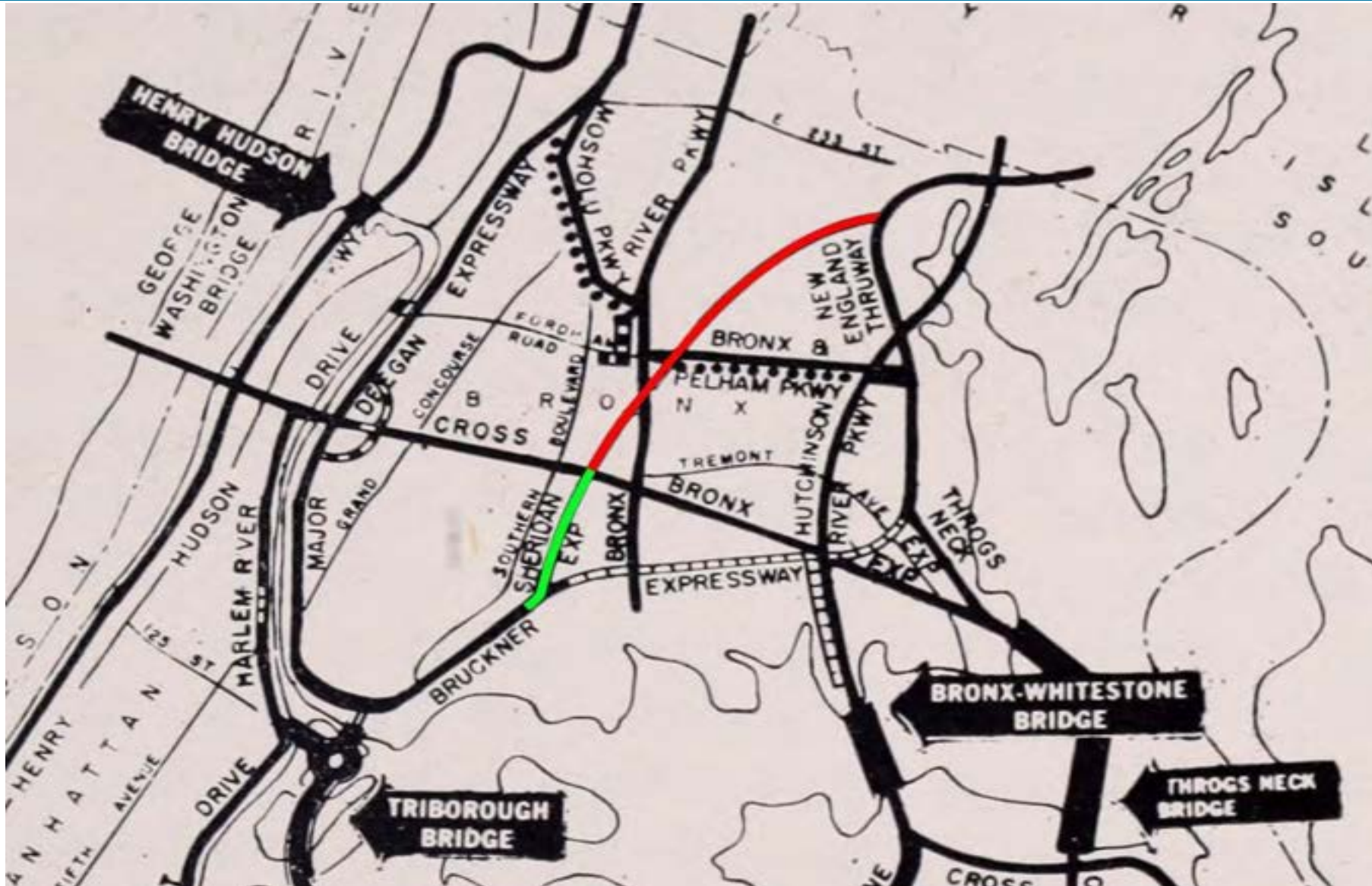
Biden Administration Announces First-Ever Funding Program Dedicated to Reconnecting American Communities





Arthur Sheridan Expressway Bronx

Arthur Sheridan Expressway



Arthur Sheridan Expressway – Project Limits



Arthur Sheridan Expressway – Project Objectives

The objectives of the project were to:

- Provide improved pedestrian access and connections between the communities to the west and the Bronx River Greenway from Starlight Park to Concrete Plant Park to the east;
- Provide streetscape improvements, such as planted medians and buffers, street trees, lighting, and improved signage;
- Introduce geometric changes in the roadway in a manner that promotes traffic calming and enhances safety for users;
- Reduce the vehicular operating speed along the Sheridan corridor while maintaining vehicular access to the community;
- Reduce or alleviate existing traffic congestion on the Westchester Avenue exit ramp.

Jennings Street - Existing



Jennings Street - Proposed



Jennings Street - Complete



172nd Street - Existing



172nd Street - Proposed



172nd Street - Completed



Overlook Plaza & Pedestrian Bridge





I-81 Viaduct Project
Syracuse

I-81 Viaduct Project



Background - Historical Impacts



Project Area



I-81 Overview



Community Grid Alternative



Proposed I-81 Business Loop

Community Grid Alternative - Existing



**Almond Street at
Harrison Street
looking northwest**

Community Grid Alternative



Community Grid Alternative



Community Grid Alternative

Providing new direct connection
between I-690 and University Hill



Crouse Avenue looking south to University Hill from north of I-690

Community Grid Alternative

Existing

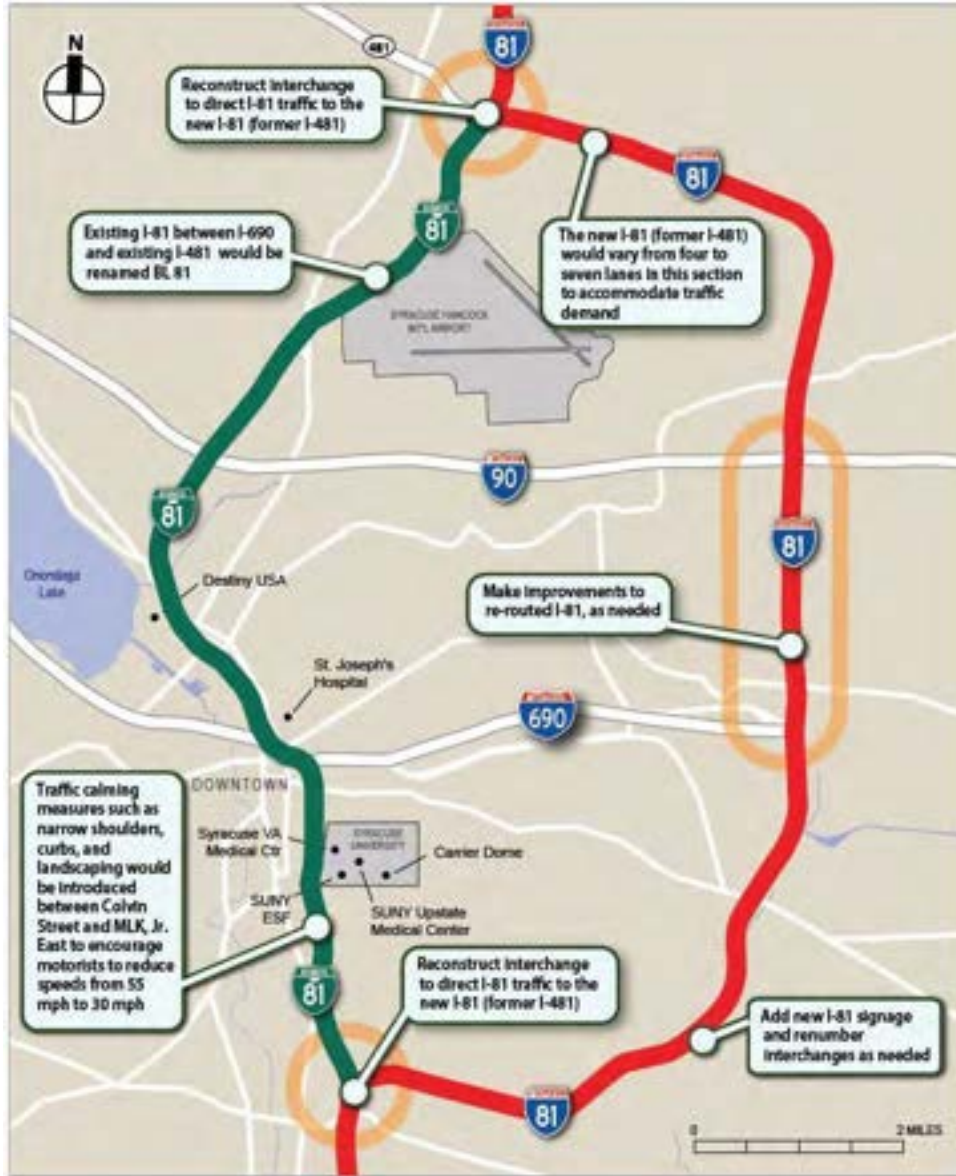


Proposed



West Street looking east at Genesee Street

Construction Overview



Northern I-481 Conversion to I-81 (Phase 1)

10.15.20



Future Opportunities (Phase 1)

Contract 2 – Southern, I-481 Conversion to I-81



Future Opportunities (Phase 1)

Contract 2 – I-481 at Route 5 & 92 (Exit 3)



Exit 3 Interchange

Future Opportunities (Phase 1)

Contract 2 – Existing I-481 Over CSX Yard



Future Opportunities (Phase 1)

Contract 3 – Inner Harbor



BL 81 (Inner Harbor)



Clinton Street Extension

Future Opportunities (Phase 1)

Contract 3 – Inner Harbor



Reconstructed Clinton Street



Clinton Extension/ Mission Landing

Future Opportunities (Phase 1)

Contract 4 – I-690/Crouse, Irving & Lodi



Future Opportunities (Phase 1)

Contract 4 – I-690/Crouse, Irving & Lodi



Irving Avenue
Looking Northwest

Future Opportunities (Phase 1)

Contract 5 – BL 81 Southern Section



Future Opportunities (Phase 1)

Contract 5 – BL 81 Southern Section



MLK Elementary School



Van Buren Street Roundabout

Future Opportunities (Phase 2)

Contract 6 – I-690 Rebuild



BL 81 & I-690

I-690 Rebuild Irving to Leavenworth

Future Opportunities (Phase 2)

Contract 6 – I-690 at West Street



Existing West & Genesee Street



Community Grid, West & Genesee Street

Future Opportunities (Phase 2)

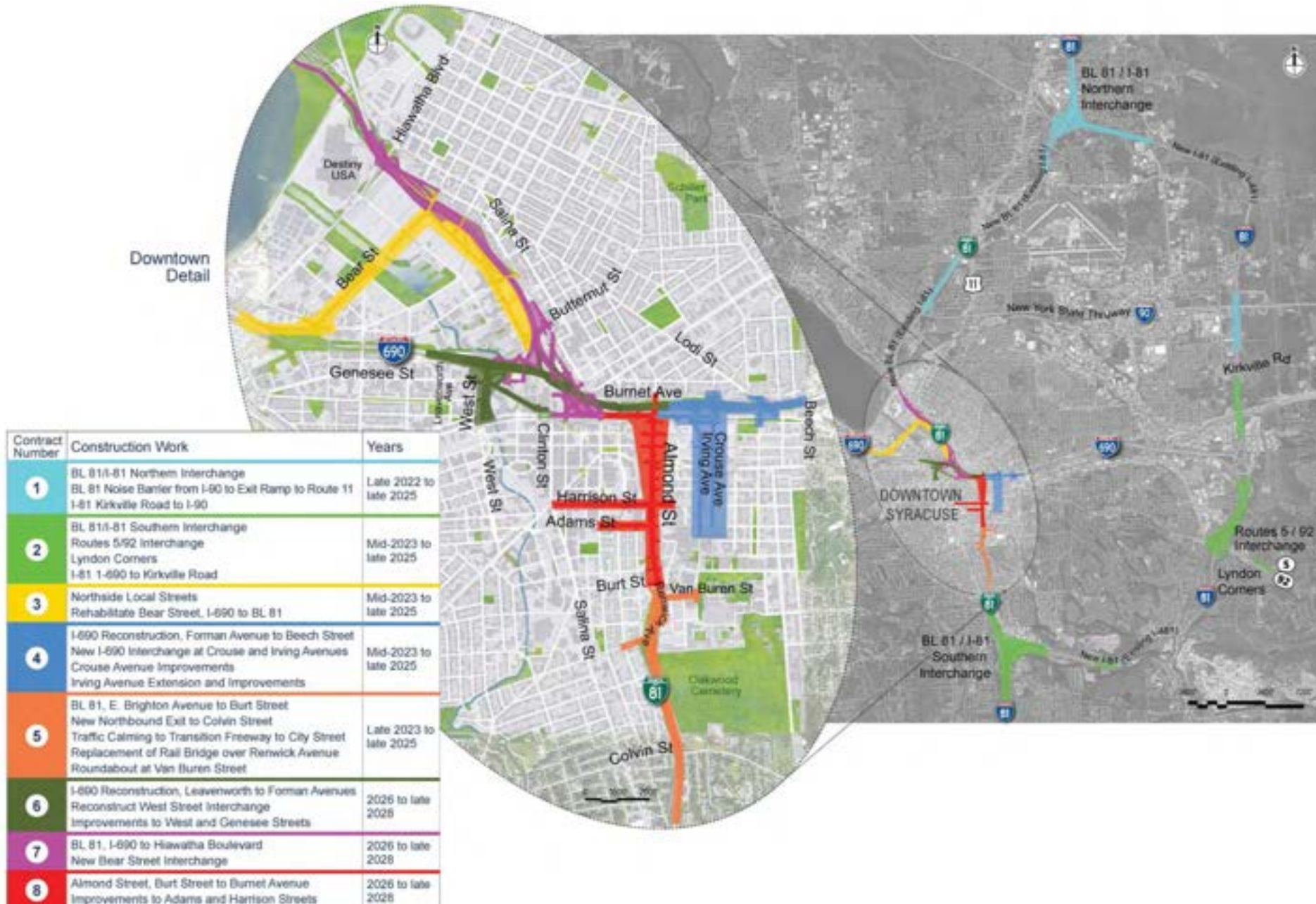
Contract 6 – Rebuild I-690



Creekwalk Enhancements



Construction Phasing



Future Opportunities (Phase 2)

Contract 7 – Business Loop 81 Northern Section



**Existing I-81
Looking Southbound at Hiawatha**



**Community Grid I-81,
Looking Southbound at Hiawatha**

Future Opportunities (Phase 2)

Contract 7 – Northern Business Loop 81



Existing I-81 at Salina & Clinton Streets



Community Grid BL 81 at Salina & Clinton Streets Exit

Future Opportunities (Phase 2)

Contract 7 – Business Loop 81 Northern Section



Oswego Boulevard & James Street

Future Opportunities (Phase 2)

Contract 8 – Business Loop 81 Southern Section



Existing Pioneer Homes



Community Grid BL 81 Pioneer Homes

Future Opportunities (Phase 2)

Contract 8 – Southern BL 81



Existing Almond & Adams Street



Community Grid BL 81 & Adams Street

Future Opportunities (Phase 2)

Contract 8 – Southern BL 81



Existing Almond & Harrison Street



Community Grid BL 81 & Harrison Street

Future Opportunities (Phase 2)

Contract 8 – Southern BL 81



Existing Center of Excellence



**Community Grid Center
of Excellence**

Future Opportunities

Wilson Park – Community Grid

Existing Condition



Existing plan view



View looking south from existing basketball courts

Proposed Condition

Before the eastern basketball court is temporarily closed to accommodate construction, a new basketball court would be built to ensure the public continues to have access to at least two basketball courts. Once construction is complete the third basketball court and other park improvements would be built.



Future Opportunities

Land Use – Surplus Land Under Community Grid



Future Opportunities

Land Use Working Group

- DOT will establish a Land Use Working Group of Stakeholders.
- Stakeholders to include City of Syracuse, City School District, economic development and economic opportunities organizations, environmental justice communities, business community, neighborhood residents, and other appropriate organizations.
- Surplus property disposition must comply with Syracuse Zoning ordinance, land use and development Plan 2040, Rezone Syracuse.



Areas of High Community Interest

Jobs/Protecting Historic & Culturally Sensitive Areas



- Community Benefits
 - Promotes a livable/walkable/transit friendly community
 - Removes the physical barrier
 - Reconnects University Hill with Downtown
- Federal expansion of local hire & work force development pilot programs
- Creates potential new opportunities for residential, recreational and/or commercial development
- Most economical build alternative
- Incorporates input from the local community, including Environmental Justice communities
- Avoids removal and demolition of historic properties

Areas of High Community Interest



“Transportation is not just to get to places better, but to make places better.”

—USDOT Secretary,
Anthony Foxx, TRB 2014





Source: [Reconnect Rochester](#)

Inner Loop East Rochester

Inner Loop - History

- Built in late 1950's and early 1960's
- Distribute traffic through and around downtown
- Connect to I-490
- Ultimately complete I-390 extension and Northern Expressways (never built)
- 149 parcels razed



*Completion of the Inner Loop in mid 1960's
(looking east at Monroe Ave)*

Rochester Inner Loop East



Source: Credit to the City of Rochester, New York

Rochester Inner Loop East



Source: Credit to the City of Rochester, New York

Inner Loop East



Built
**Enhanced
community
connections
added.
Connecting
communities**

Inner Loop East



Source: Stantec

Inner Loop East



Source: Stantec



Inner Loop North Rochester

Inner Loop North



Inner Loop North

DRAFT SCHEDULE

Summer 2022	Planning Study Completed
End 2023	NEPA Process to Start End 2023
End 2025	Design Approval / NEPA Determination
End 2026	Notice To Proceed
End of 2026	Construction Start



NYS Route 33
Kensington Expressway Project
Buffalo

Kensington – History

- Construction of Kensington Expressway resulted in removal of the wide treed median of the former parkway and reduced connectivity.
- There is a strong community desire to recreate the character of the former parkway.
- The community surrounding the Expressway includes residential neighborhoods, several places of worship, MLK Park, schools and the Buffalo Museum of Science.



Kensington – Project Location



Kensington – Project Purpose



The purpose of the Project is to reconnect the community surrounding the defined transportation corridor and improve the compatibility of the corridor with the adjacent land uses, while addressing the geometric, infrastructure, and multi-modal needs within the corridor in its current location. The transportation corridor is defined as NYS Route 33 (Kensington Expressway) between Best Street and East Ferry Street, including Humboldt Parkway within these project limits.

Kensington Concepts

- **Concept #1* - No Build**
- **Concept #2* - Bridge Rehabilitation w/ Humboldt Enhancements**
- **Concept #3* - Bridge Replacement w/Humboldt Enhancements**
- **Concept #4[†] - Kensington Reconstruction w/ Imp. Community Connections through Partial Decking**
- **Concept #5 - Kensington Reconstruction w/ a 6-Lane Tunnel for Improved Community Connections and establishing Victorian Gardens**
- **Concept #6 - Kensington Reconstruction w/ a 6-Lane Tunnel for Improved Community Connections, including a Tree-Lined Parkway Setting**
- **Concept #7** - Kensington Reconstruction w/ a 4-Lane Tunnel for Improved Community Connections**
- **Concept #8** - Kensington Reconstruction as a 6-Lane Boulevard**
- **Concept #9** - Kensington Reconstruction as a 4-Lane Boulevard with Traffic Diverted to Other Roads**
- **Concept #10** - Removal of NYS Route 33 including Reestablishing the former Parkway Setting**

Concept may not meet the draft project objectives

† Concepts do not meet the draft project objectives

** Concepts do not meet the draft project objectives and have substantial traffic

impacts



Department of
Transportation

Kensington



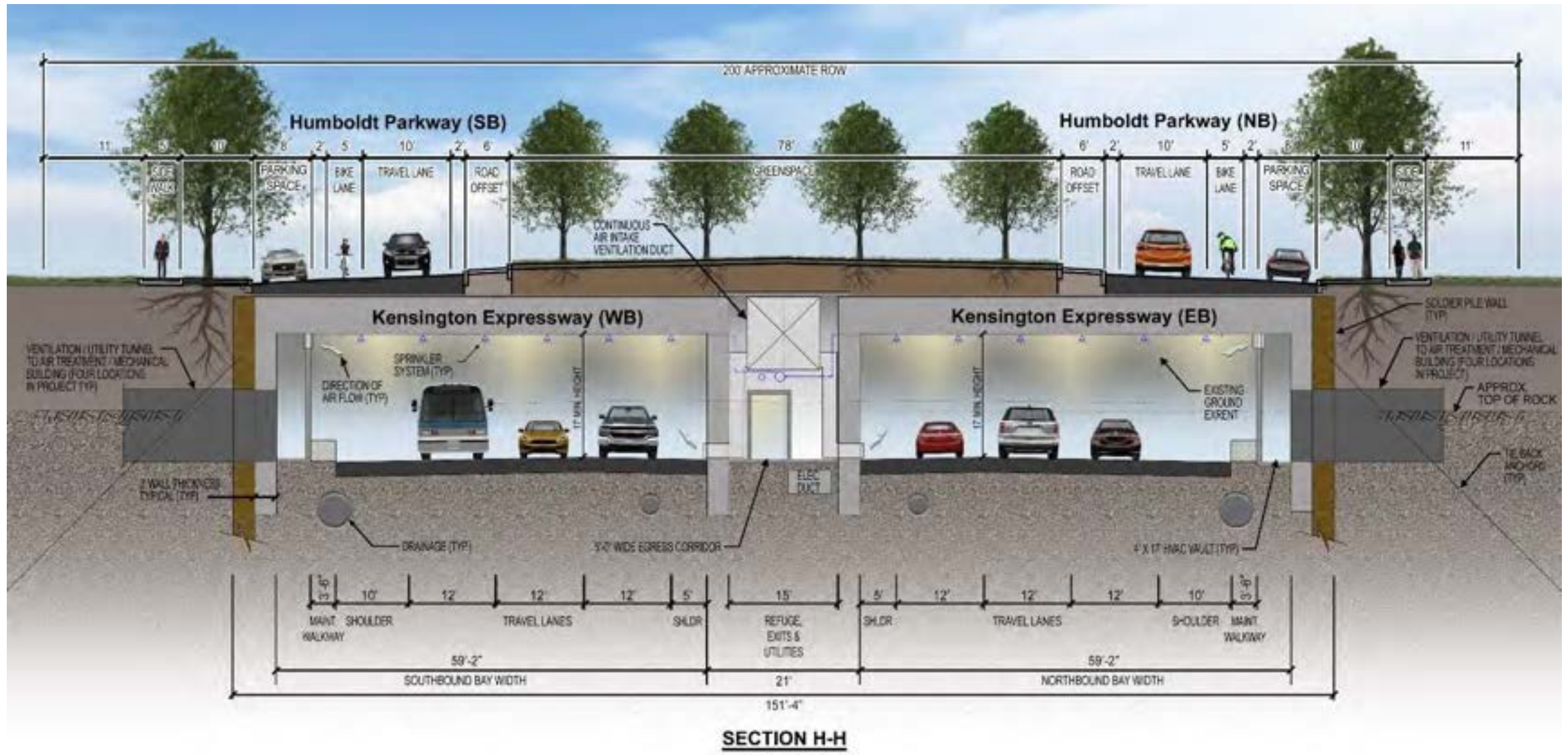
LEGEND:

- REPLACEMENT BRIDGES
- NEW BRIDGE CONNECTIONS
- VENTILATION STRUCTURE
- SEE RELATED SECTION RENDERING

NYS Route 33, Kensington Expressway Project
Project Concept 6 - Kensington Reconstruction with a 6-Lane Tunnel for Improved Community Connections, including a Tree-Lined Parkway Setting



Kensington



Kensington

DRAFT SCHEDULE

Fall 2022	Project Scoping Report Published
Winter 2023	Draft Environmental Document
Summer 2023	Public Hearing
Early 2024	Environmental Determination

CONCLUSION

CONNECTING COMMUNITIES

