Connecting Communities
More Than Just Materials
Robert Moses said, “that the highway construction must go right through cities and not around them.”
Biden Administration Announces First-Ever Funding Program Dedicated to Reconnecting American Communities
Arthur Sheridan Expressway – Project Limits
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
172nd Street - Existing
172nd Street - Proposed
172nd Street - Completed
I-81 Viaduct Project
Syracuse
I-81 Viaduct Project
Background - Historical Impacts
Project Area

To Canada

To Pennsylvania
I-81 Overview
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

- Reconstruct interchange to direct I-81 traffic to the new I-81 (former I-481)
- Existing I-81 between I-690 and existing I-481 would be renamed I-81
- The new I-81 (former I-481) would vary from four to seven lanes in this section to accommodate traffic demand
- Make improvements to re-routed I-81, as needed
- Traffic calming measures such as narrow shoulders, curbs, and landscaping would be introduced between Coho St and MLK Jr. East to encourage motorists to reduce speeds from 55 mph to 30 mph
- Reconstruct interchange to direct I-81 traffic to the new I-81 (former I-481)
- Add new I-41 signage and realign interchanges as needed
Northern I-481 Conversion to I-81 (Phase 1)

- Business Loop 81 would merge/diverge with I-81 via high speed ramps.
- Ramp would be reconstructed.
- Interchange would be reconfigured so that I-81 would be two lanes in each direction. Speed limit would be 65 mph.
- Existing I-481 would be re-designated as I-81.
- Existing I-81, south of new I-81, would be re-designated as the Business Loop 81.
- Road would continue to be State Route 481.
- Existing ramps would remain.
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)

Proposed

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/Crousse, 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

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

- **Contract Number**
  - BL 81-81 Northern Interchange
    - BL 81 Noise Barrier from I-80 to Exit Ramp to Route 11
    - I-81 Kirkville Road to I-90
  - BL 81-81 Southern Interchange
    - Routes 5/92 Interchange
    - Lyndon Corners
    - I-81 1-690 to Kirkville Road
  - Northside Local Streets
    - Rehabilitate Bear Street, 1-690 to BL 81
  - 1-690 Reconstruction, Former Avenue to Beech Street
    - New 1-690 Interchange at Crouse and Irving Avenues
    - Crouse Avenue Improvements
    - Irving Avenue Extension and Improvements
  - BL 81, E. Brighton Avenue to Burt Street
    - New Northbound Exit to Colvin Street
    - Traffic Calming to Transition Freeway to City Street
    - Replacement of Rail Bridge over Remsen Avenue
    - Roundabout at Van Buren Street
  - 1-690 Reconstruction, Leavenworth to Former Avenue
    - Reconstruct West Street Interchange
    - Improvements to West and Genesee Streets
  - BL 81, I-690 to Hiawatha Boulevard
    - New Bear Street Interchange
  - Almond Street, Burt Street to Burnet Avenue
    - Improvements to Adams and Harrison Streets

**Years**
- Late 2022 to late 2025
- Mid-2023 to late 2025
- Mid-2023 to late 2025

**Location**
- Downtown Detail
- Genesee St
- Burnet Ave
- Adams St
- Colvin Ave
- Van Buren St
Future Opportunities (Phase 2)
Contract 7 – Business Loop 81 Northern Section

Existing I
Looking South -81, Bound at Hiawatha

Community Grid I-81,
Looking South Bound 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**

**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
Inner Loop East
Rochester

Source: Reconnect Rochester
- 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
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
Built

Enhanced community connections added.

Connecting communities
Inner Loop East

Source: Stantec
Inner Loop North
Rochester
<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>Summer 2022</td>
<td>Planning Study Completed</td>
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<tr>
<td>End 2023</td>
<td>NEPA Process to Start End 2023</td>
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<td>End 2025</td>
<td>Design Approval / NEPA Determination</td>
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<td>End 2026</td>
<td>Notice To Proceed</td>
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<tr>
<td>End of 2026</td>
<td>Construction Start</td>
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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

- E. Ferry Street
- E. Utica Street
- Humboldt Parkway
- Northampton Street
- Dodge Street
- W. Parade Street
- Kensington Expressway
- Best Street
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
** Concepts do not meet the draft project objectives and have substantial traffic impacts
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

DRAFT SCHEDULE

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

CONNECTING COMMUNITIES