

## Supplemental Figures

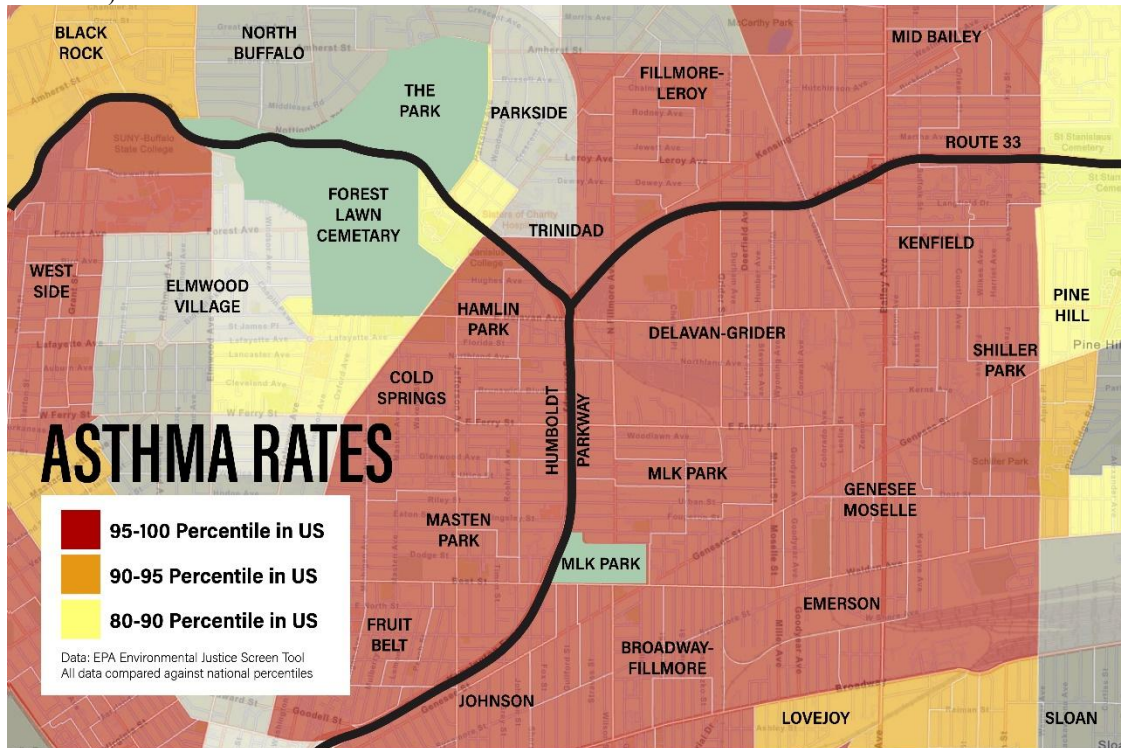
Supplemental Figure 1. Humboldt Parkway at Northland (Courtesy of The Buffalo History Museum, 1953)



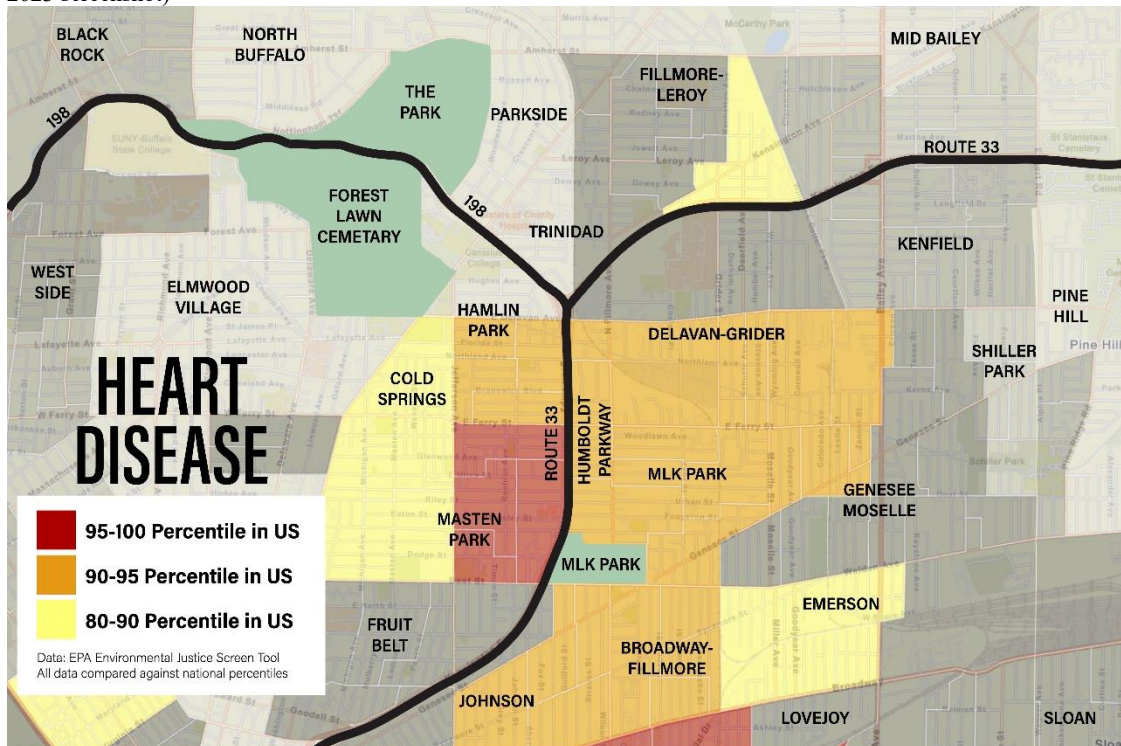
Supplemental Figure 2. Kensington Expressway construction (Buffalo Stories, BN Chronicles, circa 1968)



Supplemental Figure 3. EPA interactive EJ Screen Tool Health Disparities tab-Asthma (UB Small Built Works, October 2023 screenshot)

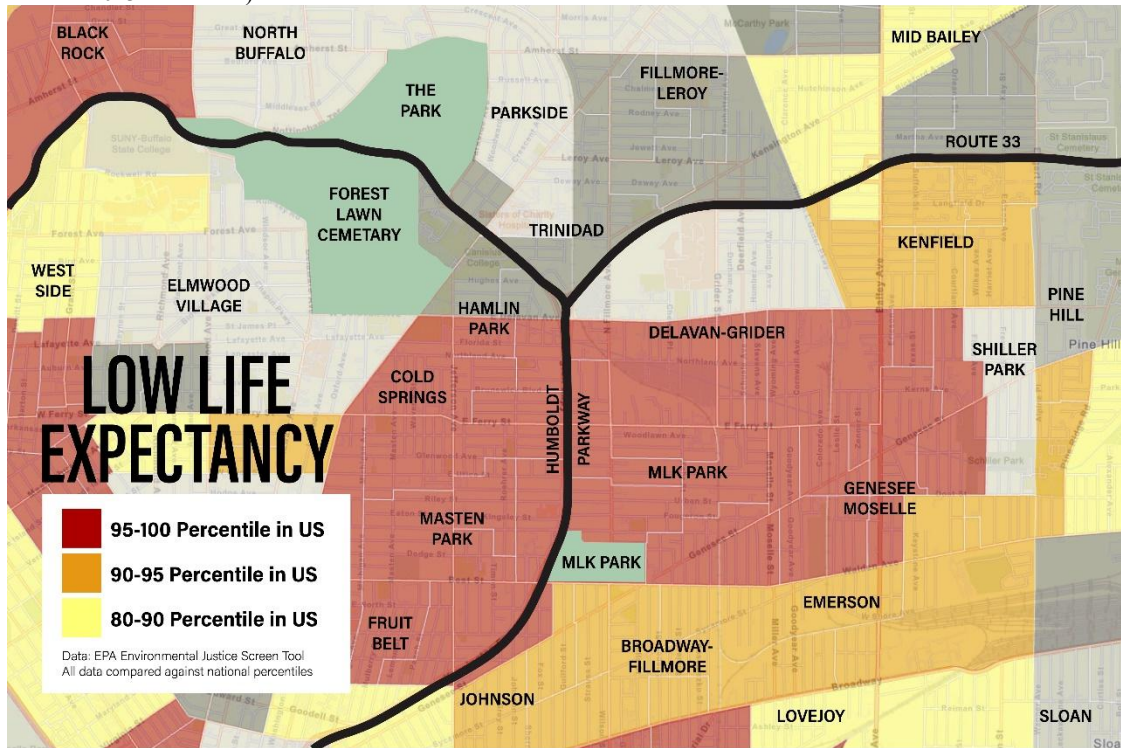


Supplemental Figure 4. EPA interactive EJ Screen Tool Health Disparities tab-Heart Disease (UB Small Built Works, October 2023 screenshot)

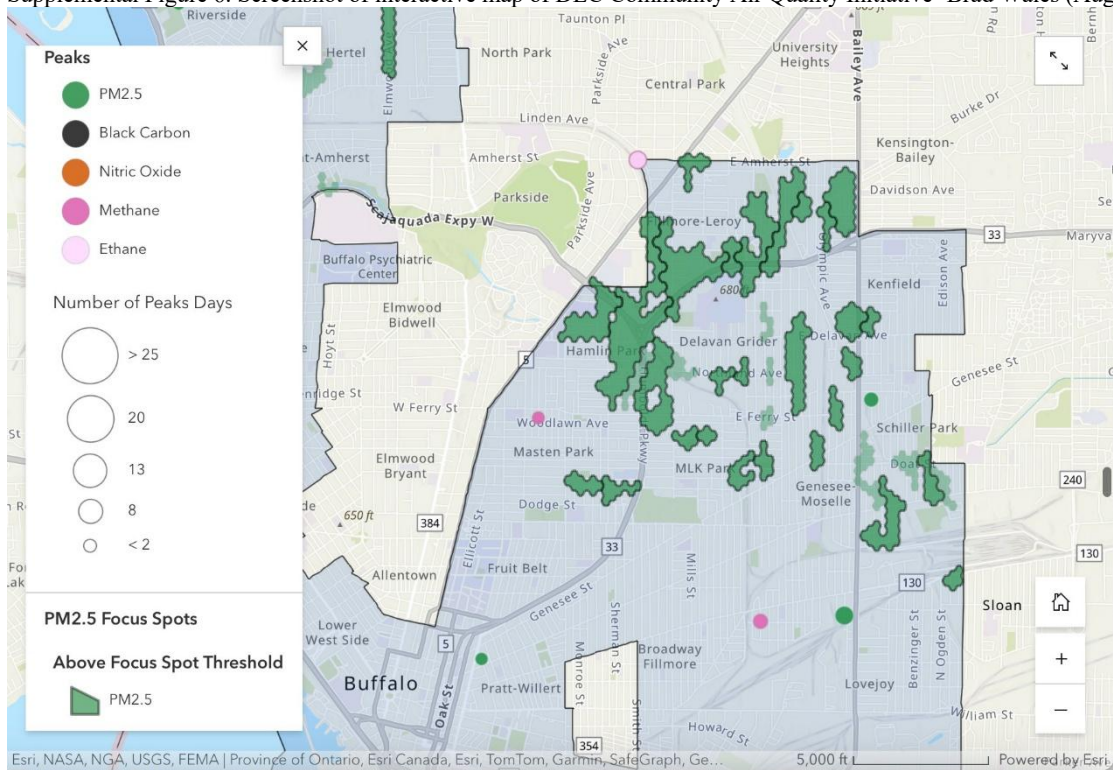




Supplemental Figure 5. EPA interactive EJ Screen Tool Health Disparities tab-Low Life Expectancy (UB Small Built Works, October 2023 screenshot)



Supplemental Figure 6. Screenshot of interactive map of DEC Community Air Quality Initiative- Brad Wales (August 2024)



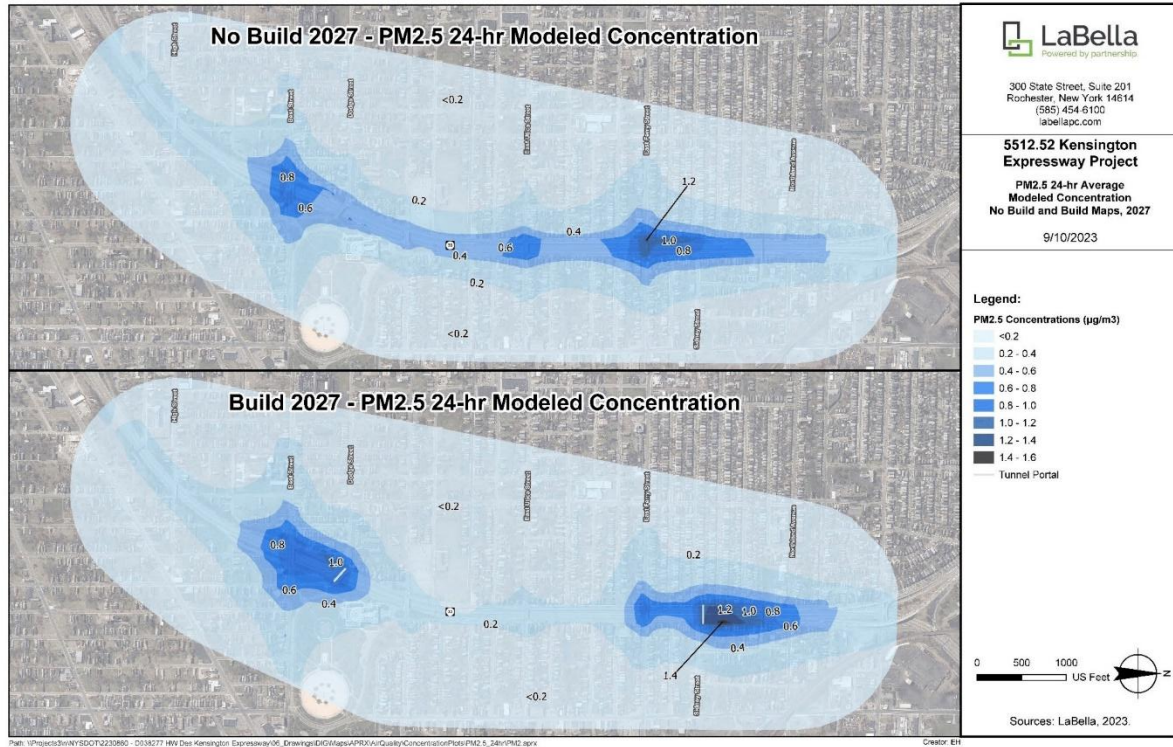
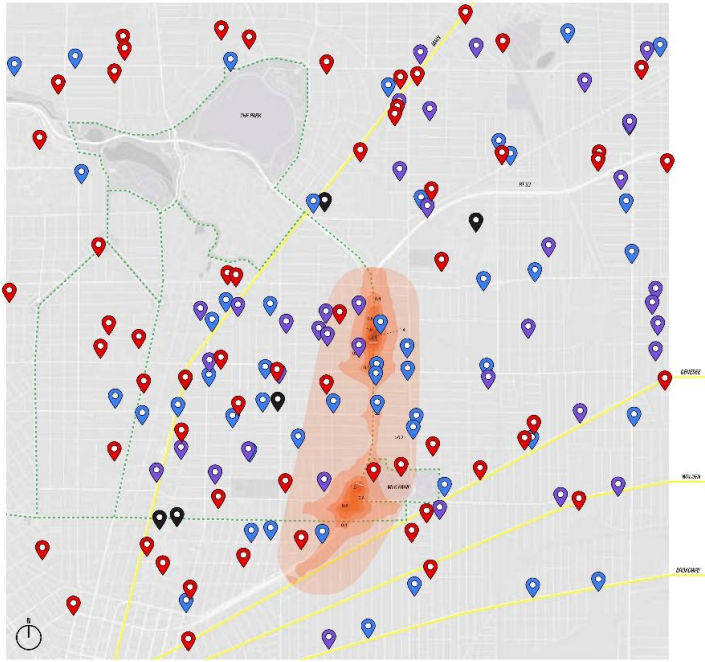


Figure 4.9-2: Modeled Year 2047 24-hr Average PM2.5 Concentrations

Supplemental Figure 8. Portal exhaust plumes overlaid onto pin-mapped Schools, Churches, Medical, and Youth Facilities (UB Small Built Works, October 2023)

**BIG to small | FALL 2023 | SMALL BUILT WORKS**  
 UB Department of Architecture



**SCHOOLS, YOUTH FACILITIES, and CHURCHES**

**KEY**

- Schools
- Youth Facilities
- Churches
- Community/Medical Facilities

**NYS DOT DDR/EA 9-12-23**  
**PROJECTED 2027 EXHAUST PLUMES**  
 PARTICULATE PM 2.5 LEVELS  
 24 HOUR MODEL

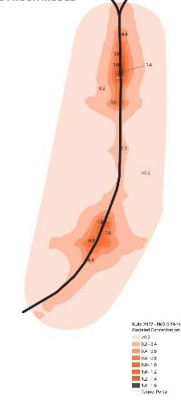




Table 4.4-2 provides a summary of race/ethnicity and poverty census data for each census block group within the Study Area. The Study Area contains 29 block groups within 9 census tracts. All 29 block groups are considered environmental justice populations based on the thresholds described above. Twenty-eight (28) of the 29 block groups in the Study Area exceed the minority population threshold of 50 percent. All 29 block groups in the Study Area exceed the low-income population threshold of 29.1 percent (the percentage of Erie County below 200% of the federal poverty level).

There are six block groups identified as having 100 percent minority populations: Tract 33.02 block groups 3 and 4, Tract 34 block groups 2 and 4, Tract 35.02 block group 1, and Tract 166 block group 3 (refer to Figure 4.4-2). These block groups are located within the Delavan-Grider, Masten Park, Broadway-Fillmore, and MLK Park neighborhoods.

Block groups with the highest percentage of low-income populations include Tract 27.03 block group 1, Tract 27.04 block groups 1 and 2, Tract 31 block group 4, Tract 35.01 block groups 1 and 2, and Tract 166 block group 2 (refer to Figure 4.4-3). These block groups generally lie within the MLK Park, Masten Park, Fruit Belt, and Broadway-Fillmore neighborhoods. Neighborhoods to the north, such as Hamlin Park and Delavan-Grider, generally have a lower percentage of their population below 200% of the federal poverty level.

Furthermore, each of the census tracts included in the Environmental Justice Study Area shown in Figure 4.4-1<sup>86</sup> has been identified as a disadvantaged community under the CLCPA.

A review of EJSCREEN, a mapping and screening tool developed by the USEPA, confirmed the presence of minorities and low-income populations within the Study Area, and identified environmental and health risks to these populations using publicly available demographic and environmental information.

In comparison to the whole of New York State, populations within the Study Area had a higher risk of exposure or proximity to traffic (68<sup>th</sup> percentile), lead paint (75<sup>th</sup> percentile), facilities using extremely hazardous substances (89<sup>th</sup> percentile), and facilities with hazardous waste (80<sup>th</sup> percentile). Populations within the Study Area are in the 51<sup>st</sup> percentile for exposure to particulate matter (PM2.5), the 47<sup>th</sup> percentile for exposure to diesel particulate matter and the 36<sup>th</sup> percentile for ozone compared to New York State. According to the USEPA, screening results should be supplemented with additional information. Additional details and information on air quality and hazardous waste and contaminated materials in relation to the Project are provided in Section 4.9, Air Quality, and Section 4.19, Hazardous Waste and Contaminated Materials.

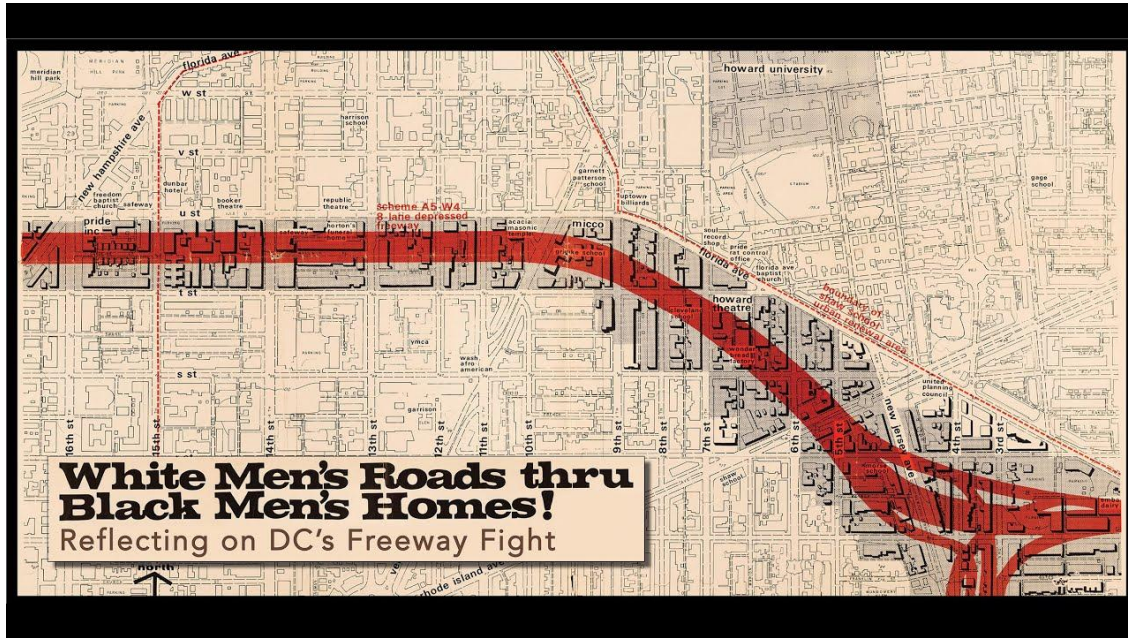
EJSCREEN results also indicate that, compared to New York State, the populations within the Study Area had a higher prevalence of asthma among adults aged 18 and older (98<sup>th</sup> percentile), higher prevalence of heart disease (98<sup>th</sup> percentile), low life expectancy (99<sup>th</sup> percentile), and higher proportion of persons with disabilities (91<sup>st</sup> percentile).<sup>87</sup>

As described in Section 2.1 Project History, the construction of the Kensington Expressway removed the Humboldt Parkway and created a barrier to community connectivity, thereby changing the context of the neighborhood from a cohesive residential community to one divided by a major transportation facility. East-west roadway connections were severed by the expressway construction, resulting in a physical and visual barrier between the east and west sides of the expressway and more circuitous trips to reach community services on either side. The loss of the wide median with mature trees of the Humboldt Parkway also altered the aesthetic character of the neighborhood and its adjoining neighborhoods. The six-lane expressway and concrete retaining walls are the predominant element of the viewshed for residents along the transportation corridor.

<sup>86</sup> 2020 census tracts 27.03, 27.04, 31, 33.01, 33.02, 34, 35.01, 35.02, and 166.

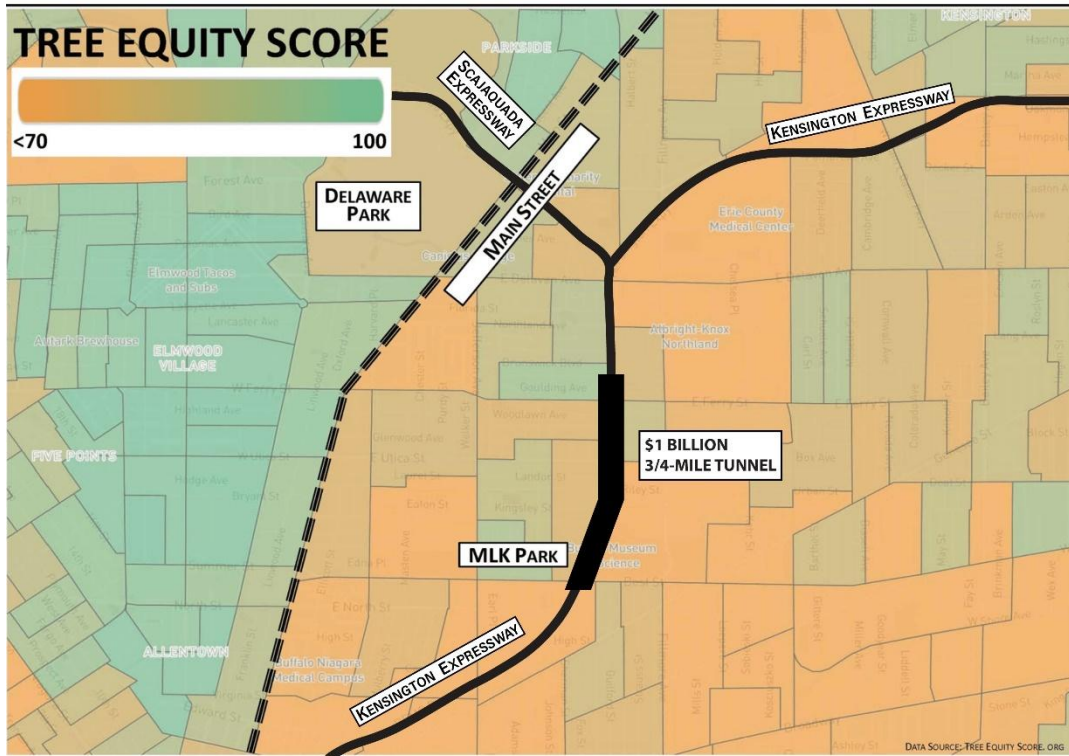
<sup>87</sup> EJScreen Version 2.2. <https://ejscreen.epa.gov/mapper/> Accessed September 7, 2023.

Supplemental Figure 10. White Men's Roads Thru Black Men's Homes-Reflecting on DC's Freeway Fight (DC History YouTube video, November 19, 2020)



Supplemental Figure 11. Buffalo Green Space Inequities (Dr. Jennifer Roberts, April 2023)

## BUFFALO, NEW YORK





Route 81 Eastside Express (travels westbound on East Ferry Street, southbound on Humboldt Parkway and then eastbound on the Kensington Expressway, using the ramp from East Utica Street).

The east-west bus routes in the area generally operate every 20 to 30 minutes during the morning and afternoon commuting periods on weekdays. Evening and weekend service is less frequent (hourly or less). Route 66 operation is commute time focused and weekday only. The Route 81 service connects the University at Buffalo South Campus to downtown and operates in the inbound direction only on weekday mornings.

Bus stops are located on Best Street, and near Humboldt Parkway on East Utica and East Ferry Streets. There are also stops for Route 81 on Humboldt Parkway southbound near Winslow Avenue and East Utica Street. There are no bus stop amenities present at any of the bus stops (e.g., shelters and benches).

### 1.3.2.5 Infrastructure Deficiencies

The aging infrastructure of Humboldt Parkway and the Kensington Expressway creates the needs described below.

#### 1. Concrete Retaining Walls:

Retaining walls within the Project limits were constructed in 1963 (Michigan Avenue to Northampton Street) and 1970 (Northampton Street to Northland Avenue). These walls have been deteriorating at a rapid rate over the past 5 to 10 years. The prominent distress is in the lower third of the walls where snow and salt accumulate during the winter months. Patching treatments would not sufficiently address the deterioration of the retaining walls. Therefore, the retaining walls need replacement. ★

#### 2. Bridge Structures:

The overhead bridges at Best Street, Dodge Street, and Northampton Street were built in 1963 and the overhead bridges at East Utica Street and East Ferry Street were built in 1970. All five of the bridges have their original decks, which have exceeded their expected 40-year service life. The bridges all have steel multi-girder superstructures with steel slider bearings and are multi-span simple-span bridges. Girder ends are experiencing section-loss up to 64% due to leaking bridge joints. All the bridges have overextended bearings and the Best Street and Dodge Street bridges have girder ends that are touching between spans. The bridges have pier columns without adequate pier protection and are vulnerable to trucks. Additionally, the bridge at Dodge Street has a vertical clearance of 14 feet and 2 inches and the bridge at Northampton Street has a vertical clearance of 14 feet and 3 inches. Both bridges have had their superstructure steel impacted by vehicles traveling on the Kensington Expressway. All the bridges have partial length cover plates with fatigue sensitive welds. The bridges at Best Street, Dodge Street, and East Utica Street have substantial areas of hollow-sounding concrete and exposed rebar on their substructures. Finally, all bridges have inadequate termination of their bridge barriers or railings and need upgrading to current standards.



Supplemental Figure 13. Kensington Expressway, photo of Existing Retaining Walls (Beth Elkins, February 2024)



Supplemental Figure 14. We Are Women Warriors-Sherry Sherrill going door-to-door (February 2024)



Supplemental Figure 15. ESP and WAWW-Presentation on Environmental Racism (flyer designed by Max Collins, April 2024)



**ESP**  
EAST SIDE PARKWAYS  
COALITION

**WE ARE WOMEN  
WARRIORS**

**PRESENTED BY**

**JES BREATHE**  
CANCER AWARENESS GROUP

**COVINGTON  
ASSOCIATES  
CONSULTING**

**STOP  
THE  
VIOLENCE  
COALITION**

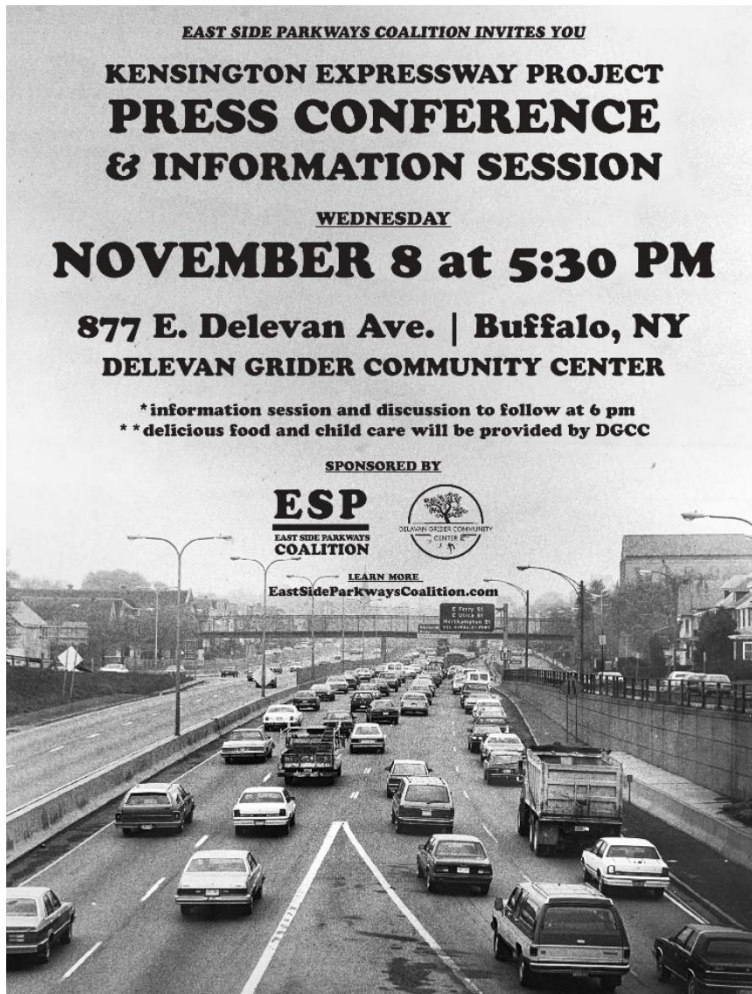
**NYSDOT'S TUNNEL  
PERPETUATES  
ENVIRONMENTAL  
RACISM**

**THURSDAY  
APRIL 4TH  
5-7:30 PM**

**FRANK E. MERRIWEATHER LIBRARY  
1324 JEFFERSON AVENUE, BUFFALO, NY**



Figure 16. ESP Press Conference and Information Session (flyer designed by Max Collins, November 2023)



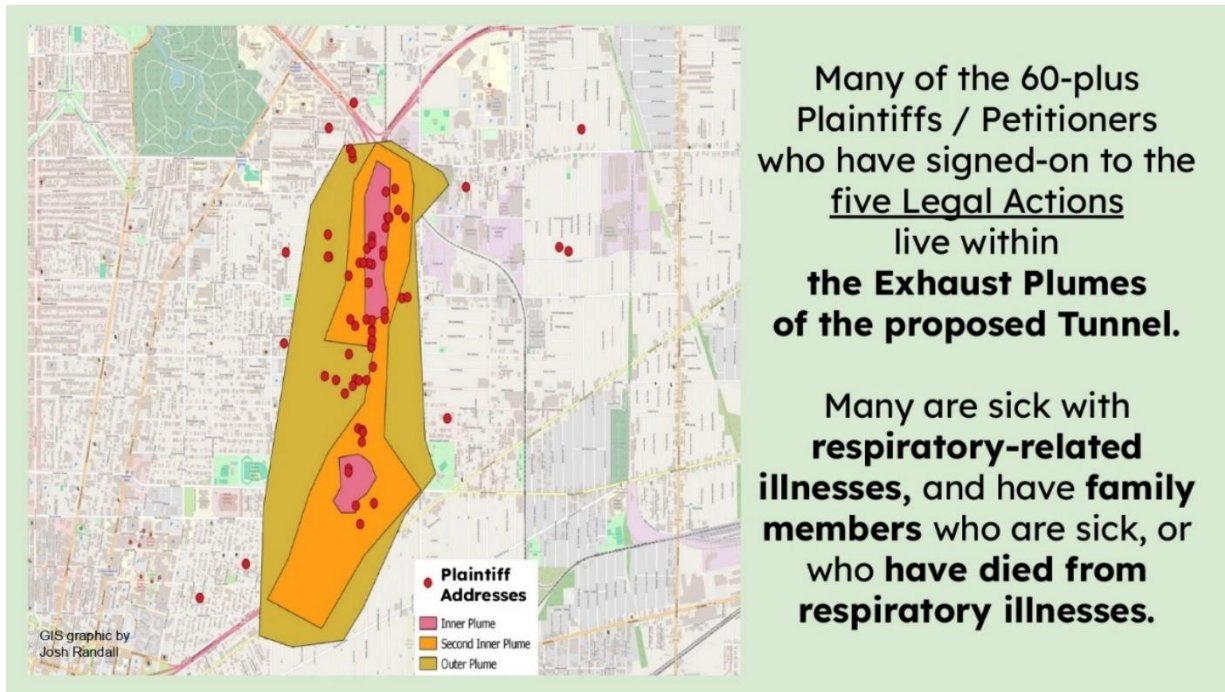
Supplemental Figure 17. ESP and WAWW data sheet “by the numbers” for meeting with SCC (August 2024)

**ESP and We Are Women Warriors**  
**by the numbers :**

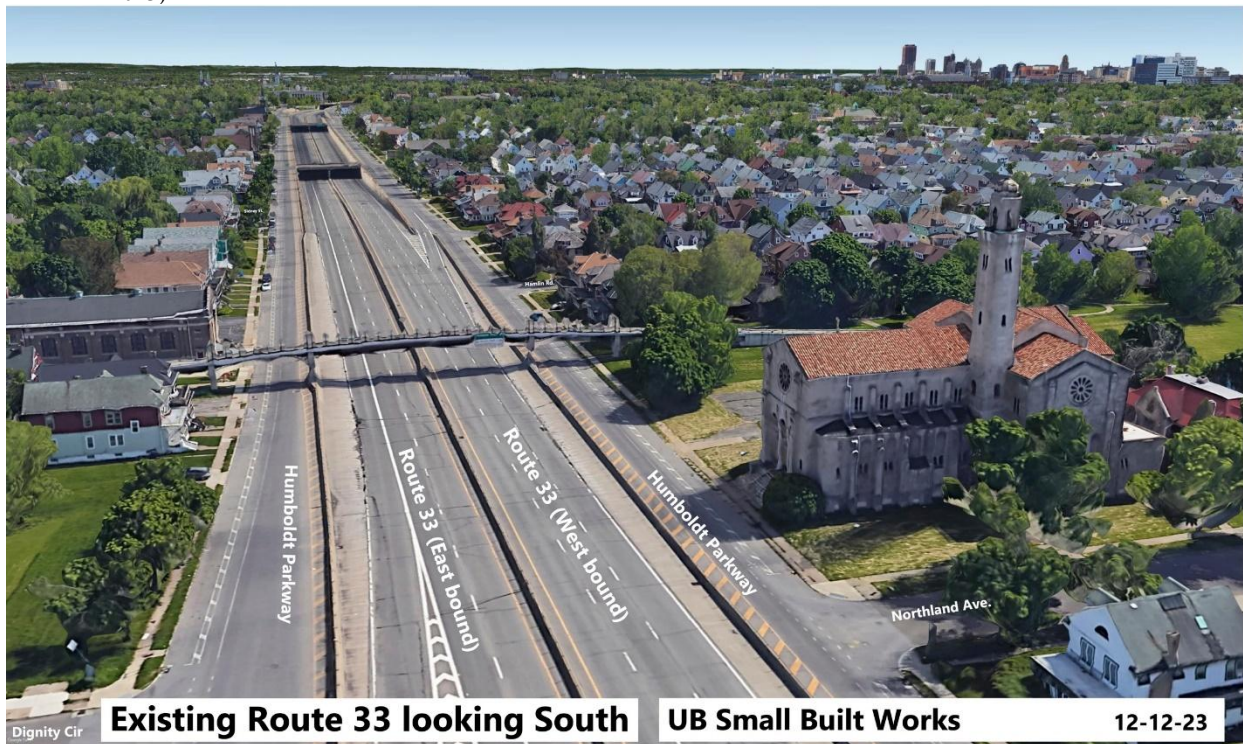
- Weekly public meetings at Delavan Grider since August 2023
- **60+ Plaintiffs on three lawsuits (plus NYCLU and WNYYCC)**
- Over \$150,000 raised since April
- **More than 20 public events with hundreds of attendees**
- Hundreds of doors knocked-on in the neighborhoods
- **500+ lawn signs distributed**
- 700+ sent letters to political & bureaucratic leaders
- **1,325+ Instagram followers, ESP is also on Facebook and X**
- Challenger Articles by Betty Jean Grant every week since 12/23
- **NY Times, Bloomberg City LAB, Buffalo News called for an EIS**



Supplemental Figure 18. Tunnel plumes and plaintiffs map (ESP, July 2024)

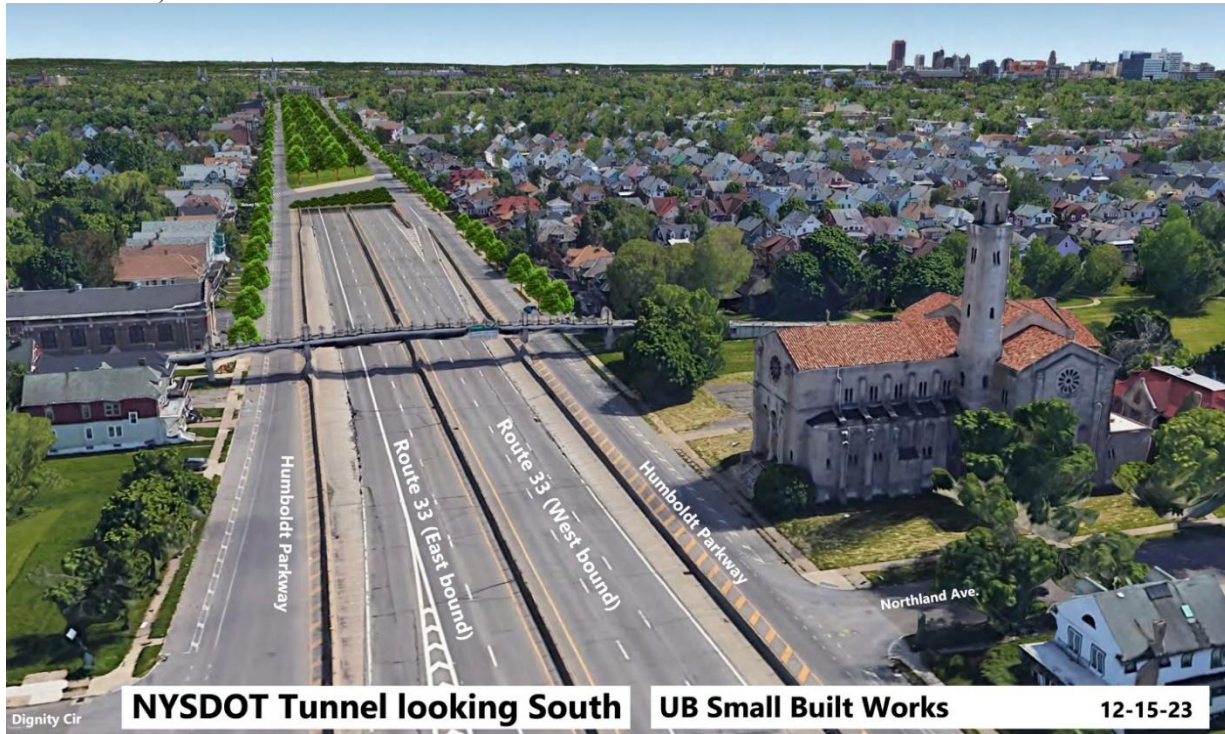


Supplemental Figure 19. Aerial view of the Existing Route 33 looking South (Google Earth and UB Small Built Works, December 2023)





Supplemental Figure 20. Aerial Rendering of the proposed Tunnel by NYSDOT looking South (UB Small Built Works, December 2023)



Supplemental Figure 21. Aerial Rendering of a fully restored Humboldt Parkway looking South (UB Small Built Works, December 2023)





Supplemental Figure 22. Aspirational unified plans for the removal of Buffalo highways with a potential waterfront boulevard joined with the Region Central plan and a fully restored Humboldt Parkway (Brad Wales, August 2024)

**REGION CENTRAL PLAN 1-17-23**

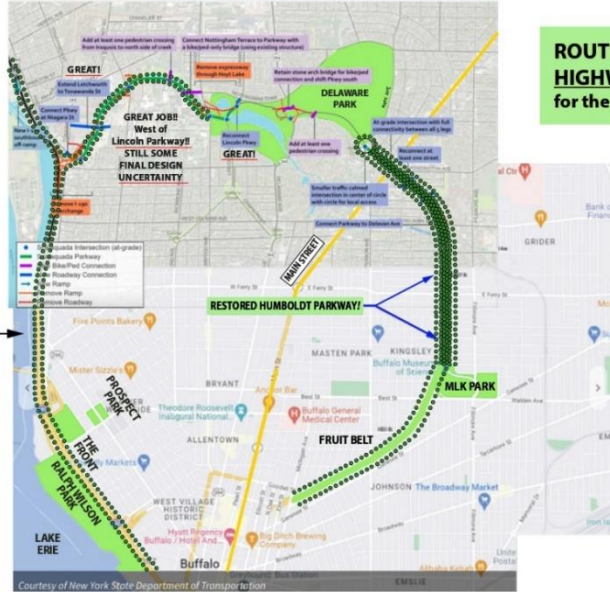
**joined with a fully restored  
HUMBOLT PARKWAY**

**For Bidwell Parkway:  
This is also 1/2 the COST!!**

**ROUTE 198  
HIGHWAY REMOVAL  
for the WEST SIDE**

**ROUTE 33  
HIGHWAY REMOVAL  
for the EAST SIDE TOO!!!**

**POTENTIAL  
HIGHWAY REMOVAL  
to a BEAUTIFUL, COMPLETE  
STREETS, LANDSCAPED  
BOULEVARD**



**A BIDWELL-LIKE  
ENVIRONMENT  
is HEALTY FOR ALL**

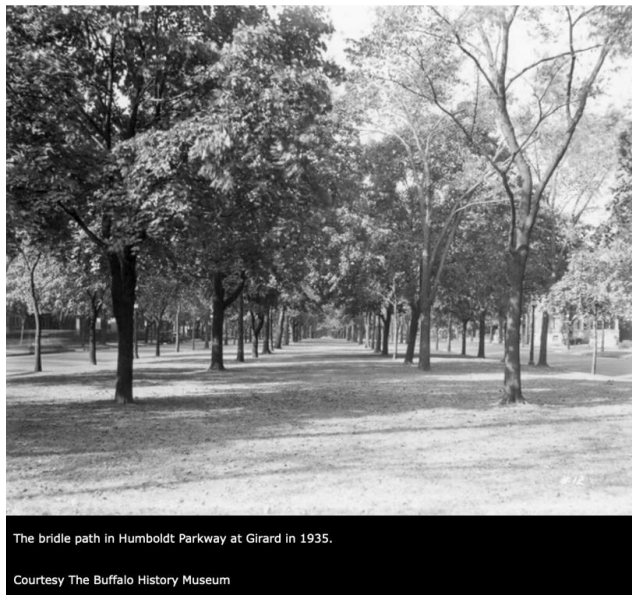
**\$500 MILLION  
left over to  
REBUILD STREETS**

**FRUIT BELT:  
Could be a PARKWAY or  
a restored street grid  
or a combination of both  
-- to be determined  
by the COMMUNITY**

**A MORE HEALTHY PLAN:  
ALL COMMUNITIES WORKING TOGETHER!!**

August, 2024

Supplemental Figure 23. Humboldt Parkway in 1935 (courtesy of Buffalo History Museum)





Supplemental Figure 24. Courier Express photo of Humboldt Parkway tree stumps (March 1960)



*"Rows of tree stumps stand as forlorn reminders of the once picturesque center mall on Humboldt Parkway near Kingsley-- they're coming down in the name of progress to make way for [the] Kensington Expressway. . ." reported the Courier-Express on March 3, 1960.*

Supplemental Figure 25. Humboldt Parkway tree demolition circa late 1960s

