Vision

Our concept for Re-View the Waterfront is quite simple—remove the barriers separating the City of Buffalo from its waterfront. The waterfront has served the needs of commerce, industry, and transportation, providing the catalyst for historic growth and economic development. The end of World War II brought outward migration from urban areas to the suburbs—aided by the interstate highway system. The Skyway and Route 5 along with NYS Routes 33, 190, and 90 expedited and facilitated what we thought of as the “American Dream.”

Today we have a new vision and a shift in social expectations; returning to urbanized areas which offer density, mixed uses, and walkability. The Skyway Bridge and elevated Route 5 corridor remains a barrier—physically, visually, and emotionally—separating the City (and region) from the waterfront.

**ICONIC SKYWAY PARK**
Ramps on either side of the existing Skyway bridge will be removed, the remaining bridge deck will become Skyway Park, providing panoramic views for pedestrians and cyclists.

**GREAT DESIGN**
A legacy of design quality will continue with improvement to Main Street, Canalside, Outer Harbor and First Buffalo Marina, reclaiming land to be added to Tifft Nature Preserve.

**EQUITY**
Establishing new connection to the waterfront will contribute to social, environmental and transportation equity.

**CONNECTIVITY**
This transformation of a commuter corridor to create a visual and physical connection to the waterfront, rerouting commuters inland with multi-modal improvements.

**LAND USE LEGACY**
These improvements will create economic development helping the waterfront realize its full potential as regional entertainment and cultural destination.
Land Use

The proposal offers the opportunity for economic development in Downtown and Canalside. Removal of the Skyway (Church Street to Prime Street) along with the access ramps makes 12 acres available for development. Land uses will be consistent with the UDO and advances densifying downtown and allows Canalside to realize its full potential as a regional entertainment and cultural destination.

On the Outer Harbor proposed development includes a Marina Hamlet around South Michigan Avenue, the area adjacent to Terminals A & B, as well as the mixed-use corridor along Ridge Road proposed in the Lackawanna Comprehensive Plan. We anticipate the improvements to the local street network will support private development in Silo City, along Ohio Street, in Riverbend and the Elk Street BOA, with incremental infill development across the First Ward.

Funding Strategy

### Project Costs

**Demolition**
- Skyway Bridge Segments: $24,075,000
- Route 5 Pavement Removal: $15,750,000
- Embankment Excavation: $16,400,000
- Bridge Removal: $5,040,000
- **Total Demolition Cost**: $61,265,000

**Improvements**
- Skyway Park: $50,000,000
- New Bridges / Improvements: $46,000,000
- Reh. 1/96 Interchange Improvements: $2,000,000
- New Roads: $42,000,000
- Complete Streets Improvements: $7,400,000
- Open Space & Habitat Restoration: $10,000,000
- Waterfront Signage: $7,000,000
- **Total Improvement Costs**: $179,493,450

**Total Construction Cost**: $240,665,000

**Contingencies**
- 8% Design
- 10% Construction
- 3% Acquisitions
- 3% Design & Engineering
- 4% Construction Management
- **Total Project Budget**: $340,540,975

### Fiscal Benefits - 20 Years

- **New Property Tax**: $166,469,727
- **New Sales Tax**: $136,936,000
- **New Tourism Related Tax**: $106,829,240
- **Total 20-Year Local Tax Benefit**: $410,235,000

### Long Term Job Impacts

- **New Office Space Jobs**: 1,851
- **New Office Space Jobs**: 221
- **New Industrial Space Jobs**: 272
- **New Tourism Related Jobs**: 383
- **Total Demolition Cost**: 2,437

### Annual Tourism-Related Impacts

- **Net New Visitor-Days**: 240,000
- **Tourism-Related Spending**: $23,942,410
- **Tourism-Related Wages**: $9,435,000
- **Tourism-Related Local Tax Revenue**: $779,181

**Total Local Tax Revenue - 20 Year @ 3%**: $20,836,885

### Funding Sources

- Empire State Development
- New York State Department of Transportation
- New York State Department of Environmental Conservation
- Parks, Recreation, and Historic Preservation
- Transportation Enhancement Program (TEP)
Transportation

As social norms change and the suburban/urban commuting pattern wanes, residents and visitors desire improved access to the waterfront. This proposal looks to Buffalo’s past transportation networks that relied on local streets versus a limited access highway, supporting the near-term needs of dispersing the peak hour traffic which currently uses Route 5 and the Skyway.

We propose to leave the A section of the Skyway will remain allowing pedestrians and cyclists to get from Downtown, Canalside, KeyBank Center, and Harborcenter across the Buffalo River and Ship Canal to the Outer Harbor. Access from the ground surface up to the bridge deck will be via two iconic structures.

However, the overall objective is the transformation of a commuter corridor into a visual and physical link to the waterfront. The vehicles that currently use the Skyway will be offered multiple alternatives to get to downtown, the First Ward, Larkinville, the Cobblestone District and Kelly Island.

The South Michigan Avenue bridge across the Ship Canal will be reestablished with a bascule bridge. A new road near Terminals A & B will cross the southern portion of the Ship Canal, intersecting with Ohio Street near Childs Street connecting Silo City and the Outer Harbor. The other new connection is the Tifft Street Extension, extending to South Park Avenue, crossing the Buffalo River up to Elk Street and improved access to the I-190. Complete streets design and multi-modal improvements will be made all existing interchange ramps and local streets.

2050 Projected Traffic Volume

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<td>I-90 / I-190</td>
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<td>Local Roadways</td>
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<td>I-190 / Tifft Street Arterial Connection</td>
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<td>Silo City Connection</td>
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<td>Michigan Street Extension/Bascule Bridge</td>
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<td>Existing Skyway Bridge</td>
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Traffic Distribution

Transportation Network Improvements

NOTES:
1) SIGN & WAYFINDING - PHASE 2
2) DEMOLITION - PHASE 3
3) OPEN SPACE / HABITAT ENHANCEMENT - PHASE 4

PHASE
1
2
3
4
5

SCHEDULE
2020-2025
2022-2026
2027-2028
2029-2030
2030-2032

0 2000 4000 6000 8000 10000 12000

Existing Skyway Bridge
This proposal includes removal of the Skyway structure from Downtown through Canalside including access ramps to and from Route I-190. The remaining bridge structure crosses high over the Buffalo River and Ship Canal to South Michigan Avenue creating an iconic Skyway Park. The Skyway does have a place in Buffalo’s history and the panoramic views for visitors will be stunning.

Skyway Park will be a destination specific to Buffalo as the Highline is to New York City and the Walkway over the Hudson is to Poughkeepsie.