



THE
THRUWAYS

AND BUFFALO'S FUTURE

Prepared and Published by

The BUFFALO CITY PLANNING ASSOCIATION

UNDERHILL BUILDING, 158 Pearl Street

Buffalo 2, New York, Washington 6370

GOVERNOR DEWEY ON THE THRUWAY

There is now no fast highway transportation from Buffalo through the State of New York. The 450 mile thruway from New York to Buffalo has been designed to meet this great need. It is now in sight. Traffic experts are analyzing the problem of tolls on the highway. I can assure you of one thing. It will be financed and construction on the New York to Buffalo thruway will start at three separate points next Spring.

One of the projects on the program is the new thruway for the Niagara area. I understand there are wide differences of opinion as to where the thruway ought to be located. Some people would like it on the West Side where it would undoubtedly be a more beautiful scenic drive. Others would like it further to the east where it would greatly relieve your traffic congestion. Some want a tunnel, others would like it I do not know the answer. I am a lawyer, not an engineer. I suspect there are a large number of others who do not know the answer but would like to think they did. Fortunately, we have one of the great engineers of the world as the Superintendent of Public Works of the State of New York.

Among other things, Charlie Sells has the job of deciding where your thruway ought to go. I don't envy him the decision. But I know that he now has a first-class staff of engineering experts. He wants to do the best job possible for Buffalo and the Niagara Frontier. When they get through with their survey a few months from now and he announces the decision, I know you will accept it as the best job engineering experts can do and I assure you I will back up his decision to the limit. This project is of first importance to the future of the whole western part of our State. It is going to cost the State millions of dollars. I want it to be right and I know you do too.

Excerpt from a speech of Governor Dewey at the Annual Banquet of the Buffalo City Planning Association.

BUFFALO UNITED!

Thursday, February 21, 1946

Dewey Told Buffalo Is United On Mid-City Thruway Route

Buffalo has definitely made up its mind that it wants the thruway routed through the center of the city. That was the message sent to Gov. Dewey today, three months after the state's chief executive, in an address before the Buffalo City Planning Association, recommended that Buffalo unite on a specific thruway plan.

BUFFALO CIO BOARD, TWO OTHER GROUPS URGE MIDCITY ROUTE

Three more local groups, including the Executive Board of the Greater Buffalo Industrial Union Council (CIO), today had joined the lengthening list of organizations advocating the midtown route.

MAHONEY, GUGINO TO INTRODUCE BILL FOR MIDCITY ROUTE

Senator Walter J. Mahoney and Assemblyman Frank A. Gugino will carry Buffalo's fight for a midcity thruway route to the Legislature tomorrow, introducing a bill carrying the recommendations of the City Planning Commission.

FIVE MORE GROUPS APPROVE MIDCITY ROUTE FOR THRUWAY

Five more organizations today announced their endorsement of the City Planning Commission's proposed routing of the Erie-Niagara thruway through the center of the city instead of along the waterfront. The Shirley-Summit Park Association, a leading civic organization, announced through its secretary, Benjamin Eichberg, that the Erie-Niagara thruway was entirely its own.

BILLS TO SPECIFY MIDCITY THRUWAY WILL BE OFFERED

Buffalo's determined effort to persuade the state to build the Erie-Niagara thruway through the heart of the city instead of around it will reach a new milestone this week. Bills will be introduced in the Legislature calling specifically for a midcity thruway.

BUFFALO UNITED ON THRUWAY PLAN, GOVERNOR IS TOLD

Whereas said committee, as a result of its investigation, reports its belief that, inasmuch as the proposed Niagara Thruway would be a permanent improvement involving an expenditure of considerable city, state and federal funds, and in view of the further fact that the City of Buffalo is the most populous community of New York State, it is recommended that the Erie-Niagara Thruway be routed through the center of the city.

THRUWAY CALLED KEY TO FUTURE TRAFFIC BURDEN

Planning Association Adds Weight to Demand That Super-Highways Be Routed Through Downtown Buffalo

Meeting in special session at Hotel Statler, directors of the Buffalo City Planning Association took a positive stand Monday on the proposed mid-city route for the Thruway.

In a resolution adopted after a thorough investigation by a special committee, the association endorsed the mid-city route.

ROTARY GROUP FOR MID-CITY THRUWAY PLAN

Committee Reports Results Of Study; Dewey Told Buffalo Is United on Highway Through Downtown Area

MAIN STREETERS WANT MIDTOWN THRUWAY ROUTE

Association Joins Broadway-Fillmore Group in Proposal; Business Federation Speakers Urge Like Action

The Main Street Association today announced its support of the City Planning Commission's proposed routing of the thruway through the heart of the city.

In this action by the organization downtown businessmen followed the lead of the Buffalo Business Federation. Wednesday evening speakers urged that the Commission's routing be supported.

At Wednesday the Broadway-Fillmore Association adopted a resolution endorsing the same mid-city route.

BUSINESS GROUP FOR DOWNTOWN THRUWAY ROUTE

Broadway-Fillmore Merchants Give Commission's Plan First Endorsement by a Major Association

Emphasizing that further delay in supporting the City Planning Commission's thruway plan is likely to result in permanent damage to Buffalo's future development, the Broadway-Fillmore Association today aligned itself solidly behind the commission's program.

NEW PR 829

20459241

SEP 14 1997

The Buffalo Chamber of Commerce, Buffalo Real Estate Board and several other organizations endorsed the Mid-City Route after this engraving was made.

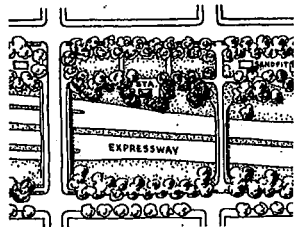
EXPRESS HIGHWAYS

THE SOLUTION TO TRAFFIC CONGESTION AND AN AID TO RAPID TRANSIT

By WELLES V. MOOT, *Chairman*
City Planning Commission

ALMOST every major city in the United States is now planning for at least one express highway through the heart of the city to relieve traffic congestion and to provide rapid transit by busses or trolley cars. As in Buffalo, this result has been based on long and careful study by the best obtainable professional assistance from the outstanding planning engineers and architects. The uniformity of result in these many cities is because the larger American cities are very much alike in their problems and the solutions follow much the same pattern for similar reasons in each community.

The City Planning Commission in Buffalo has been fortunate in obtaining the advice of very competent

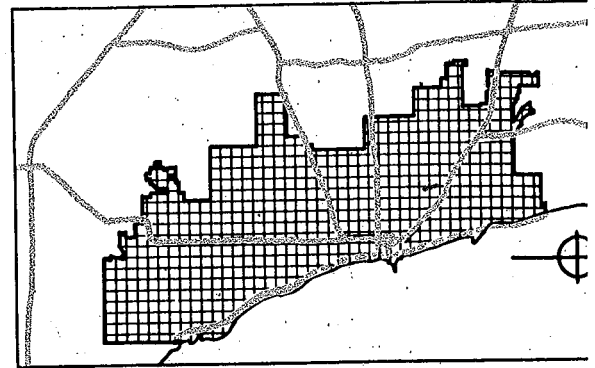


**INCIDENTAL
RECREATIONAL
DEVELOPMENT
ALONG
EXPRESSWAY**

planning engineers of outstanding national reputation. We have been able to check their recommendations with such men as Walter Blucher, Executive Secretary of the American Society of Planning Officials; Charles Bennett, Director of Planning of the City of Los Angeles; Wilson Wyatt, formerly President of the American Society of Planning Officials and now in charge of housing problems for the federal government; and Robert Moses, who has done such outstanding work in New York City and whose plans for Baltimore, Maryland, and Portland, Oregon, rejected by-passing expressways around the edge of the city and recommended expressways through the heart of the city, as planned for Buffalo. His Baltimore report cites many of the reasons in favor of going through the heart of Baltimore which we find compelling here in Buffalo.

These questions of express thruways through cities should be decided only after obtaining the best professional advice possible and learning what has been tried elsewhere and how it has worked, and they should not be decided on the basis of "I like this," or "I don't like this"; or "This will help me," or "This will hurt

me." Unless all the other cities are wrong, Buffalo eventually must have an express highway through the heart of the city to provide real rapid transportation by bus which obviously can not be had on city streets with stop lights and other delays, and also to get rid of part of the heavy burden of traffic from congested streets and thus remove unwanted traffic from residential areas and eliminate one cause of blighted areas and assist in the redevelopment of our suburban



CHICAGO
Proposed Expressways

residential areas.

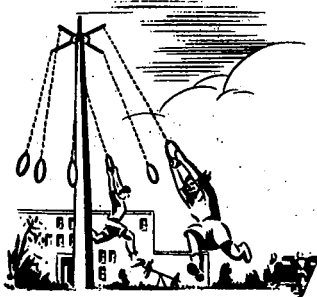
What will the Thruway look like? Humboldt and Lincoln Parkways are each 200 feet wide. These express highways in residential sections will be 300 feet wide, with a roadway in the center and at a level 20 feet below the surface streets, so that cross streets can pass overhead. This will give approximately 100 feet of park development, bushes and trees between the roadway and the service road in front of houses for such an express parkway. The invariable result of this construction is always many small parks, playgrounds and opportunities for tennis courts or wading. This type of express parkway is intended to be a definite addition to the parks of the city and to the quality of living conditions in a city.

This express highway extending from Ker Avenue and Military Road to Delaware and North Ham, passing between the cemetery and the park thence extending southerly and two or three blocks east of Main Street, and then out to near Bailey Avenue and south to South Park, with a branch extending near Clinton and Bailey to the city line near West and connecting with the State Thruway from the past Williamsville, will mean a saving of many thousands of hours per day to a large portion of the working and shopping people of Buffalo who are now struggling with our surface traffic jams. From downtown Buffalo to either South Park or Kenmore Avenue and Military Road will take 9 minutes, even in the rush hour. From Williamsville via the state highway and this express to downtown Buffalo will take about 12 minutes; it will take about the same time from the Airport

new Westinghouse plant. Busses will take a little longer, depending upon how many stops they make. Any citizen of Buffalo can judge how much this will mean to the city of the future.

During the last fifteen or twenty years Buffalo has lost \$60,000,000 in assessed valuations, partly because of unsatisfactory traffic conditions in Buffalo. If it is objected that the Thruway will reduce the assessed valuation of property in Buffalo by removing some \$20,000,000 assessed valuation from the books, the answer is that all experts are agreed that based on the experience of other cities such an express highway will quickly increase the assessed valuation of the remaining property many times twenty million. Buffalo has approximately \$940,000,000 assessed valuation. The cost of the Niagara Thruway from Clinton and Bailey to the north city line is expected to be \$36,000,000, of which the city's share should be about \$5,000,000—or \$500,000 a year over a ten-year period. Would any business man with \$940,000,000 invested in his plant hesitate to spend \$36,000,000 to modernize transportation within the plant and make that plant efficient? But Buffalo's share of the \$36,000,000 will be only \$500,000 a year for ten years.

Our experts have rejected the proposed water front thruway because clearly the purpose back of the water front thruway is to by-pass Buffalo for the benefit of tourists, and obviously it can not serve as an expressway for busses and cars wishing to reach mid-town locations on a convenient time basis. The same type of by-passing expressway has been rejected in Cincinnati, Baltimore and other cities, and Chicago with the largest and best water front route known in this country now finds it necessary to expend \$200,000,000 for expressways throughout the city.



It will not be possible to build any of these thruways until men and materials are available. The first great popular demand for men and materials is for homes for veterans, and the second tremendously greater demand is for the redevelopment of substandard areas and needed homes for the general population. With a manpower and material shortage already facing us it seems clear that these human and social problems will be taken care of first and that materials and manpower will not be diverted from them to build thruways. The problem of relocating people whose homes are taken in connection with thruway construction will therefore be simple since housing will already have been provided in connection with rebuilding substandard areas and

Existing and Proposed SUPERHIGHWAYS
TORONTO Metropolitan Area

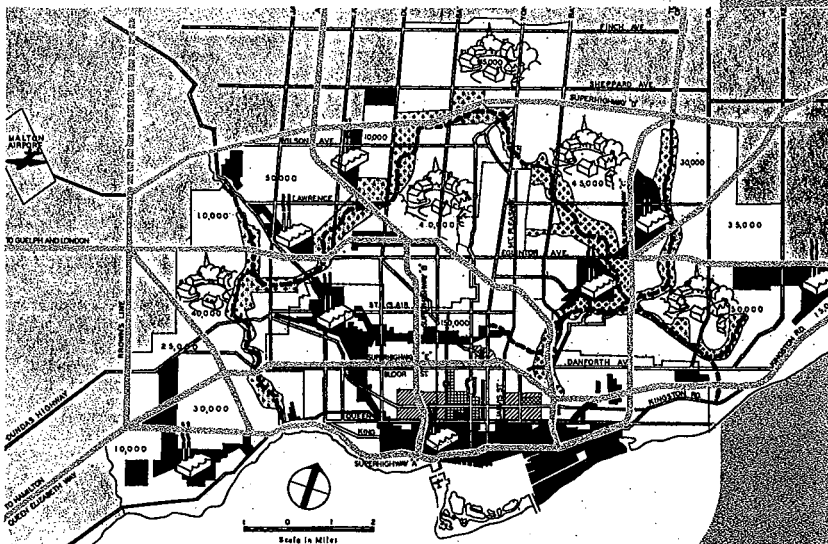
most of the homes displaced by the thruway are in these substandard areas and can be taken care of at the same time.

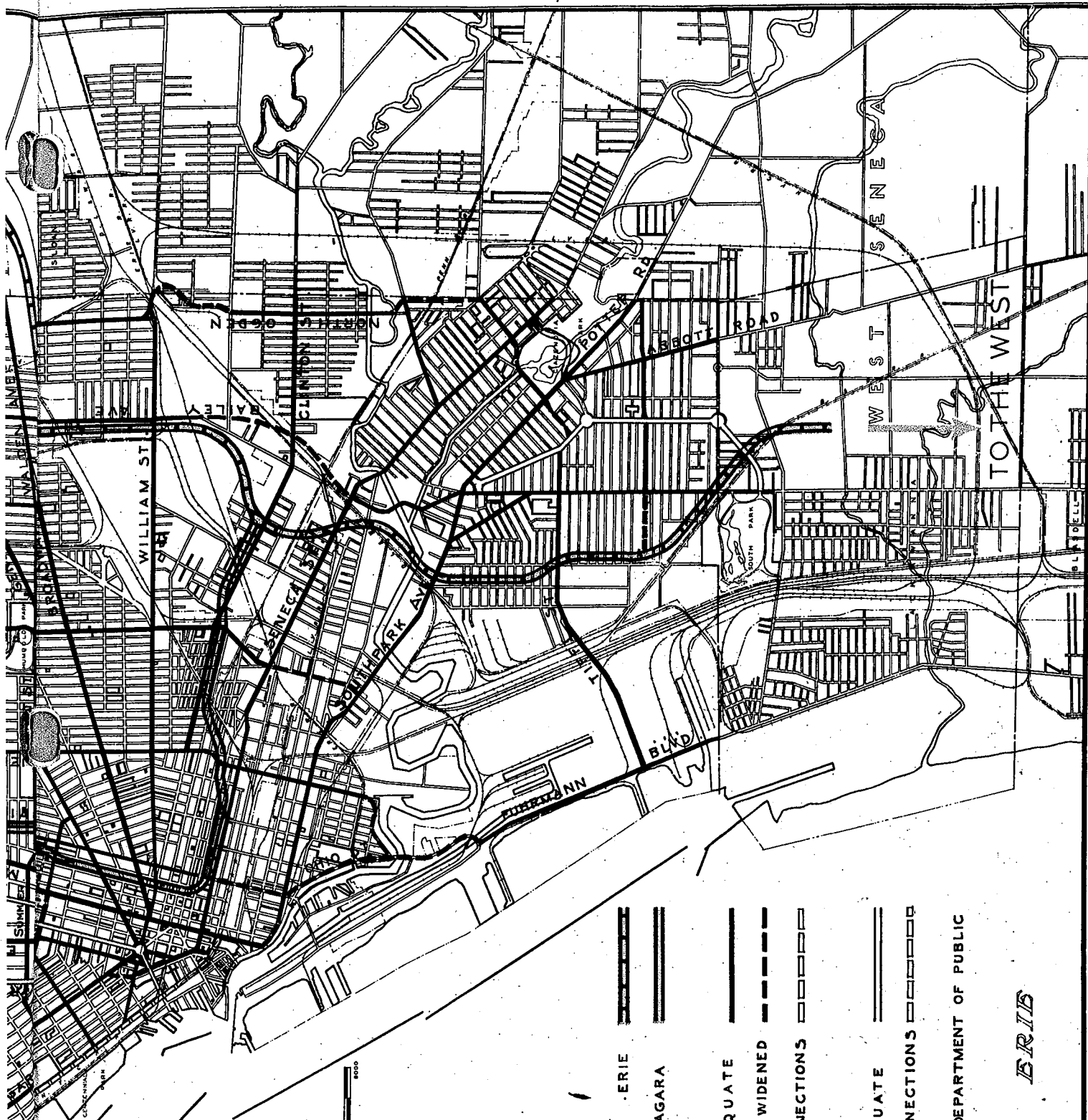
But we must plan for the construction of these thruways now and determine their location so as to protect the redeveloped areas against unwanted traffic and deterioration from the impact of adjoining commercial areas. It is therefore most important to promptly establish the location of our mid-city thruway.

"Roads of Tomorrow" in the March issue of the new Holiday Magazine, condensed from the Readers Digest, quotes Thomas H. McDonald, United States Commissioner of Public Roads, in charge of the one and one-half billion of federal funds for expressways, as saying of these expressways:—"They will go directly through the cities themselves; express streets—often depressed—will allow traffic to zip along with none of the frustrations of traffic snarls or cross streets, or countless stops and starts,"—"Nine-tenths of the traffic you see along rural highways either started from a big city or is bound for a big city, or both, and much of the rest will pass through a big city along the way."—"Patchwork to modernize streets" by widening "hasn't worked." He also states that half a million people were killed by automobiles in the twenty years before the war, and points out that twice as many cars as we now have within five years the casualties may well be tremendous. Expressways eliminate pedestrians and cross streets, and experience has shown that casualties on express highways are only a fraction of the terrible loss on surface streets.

Just before the war an actual count of every coast-to-coast driver who crossed an imaginary line from Canada to Mexico disclosed that there were less than 300 a day, or only 150 in each direction. Therefore, Mr. McDonald believes that the big cities and the transportation problems near the big cities are the things to be taken care of, and that the existing state highways outside of these areas are very decidedly secondary and should wait.








These views are simply typical of the conclusions reached by the expert planning engineers throughout the country and the people of Buffalo will be well advised to follow the leadership of these men in solving our problems.





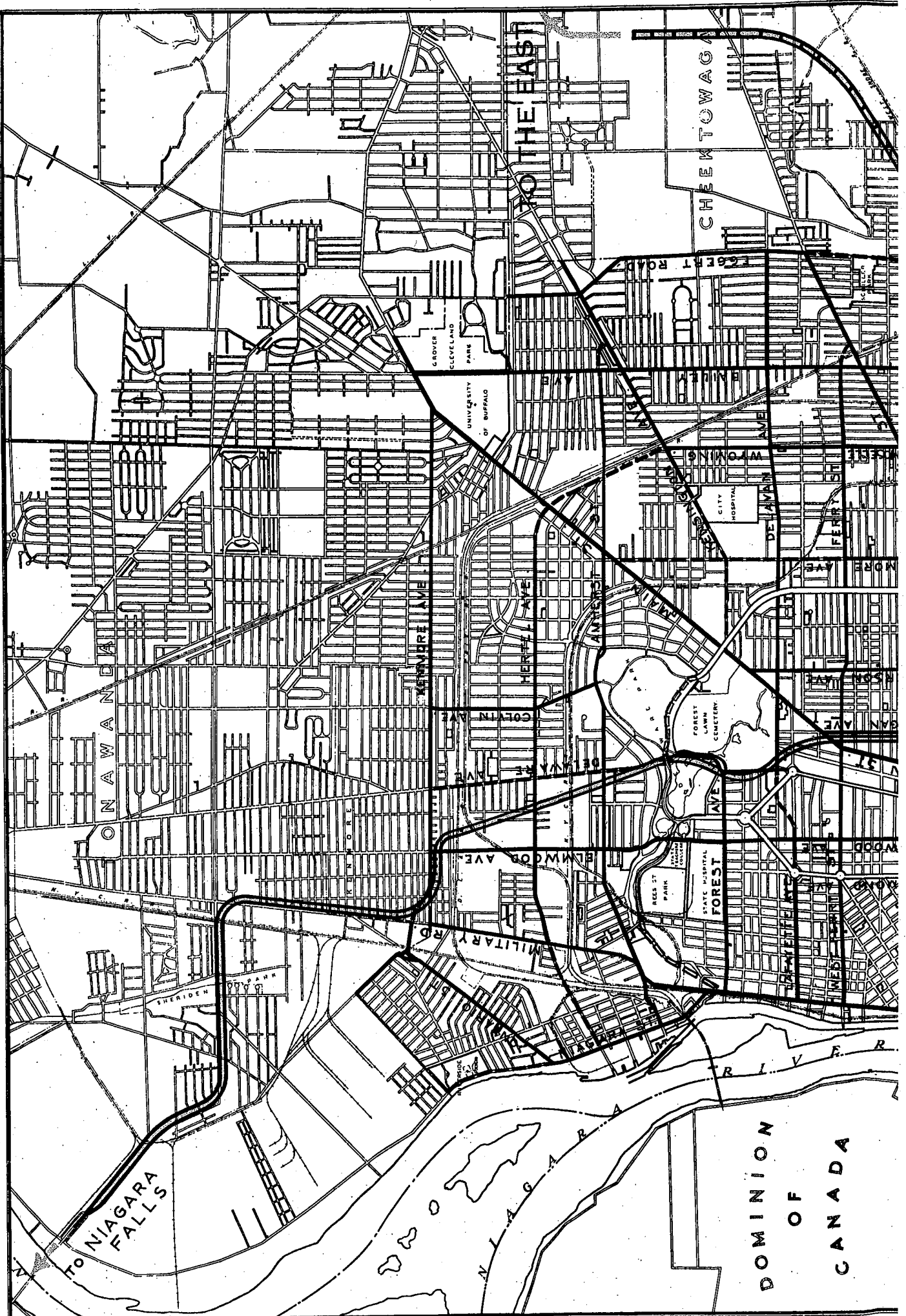
MARCH 1, 1946

LEGEND

- 
 PROPOSED THRUWAYS
- 
 NIAGARA
- 
 THOROFARES
- 
 R.O.W. TO BE WIDENED
- 
 PROPOSED CONNECTIONS
- 
 PARKWAYS
- 
 PROPOSED CONNECTIONS

PREPARED IN COOPERATION WITH DEPARTMENT OF PUBLIC WORKS AND DIVISION OF SAFETY

LAKE ERIE



TO THE EAST

CHEENOWAG

TO NIAGARA FALLS

DOMINION OF CANADA

UNIVERSITY OF BUFFALO

CITY HOSPITAL

FOREST LAWN CEMETERY

FOREST PARK

SHERIDAN PARK

MILITARY RD

ELMWOOD AVE

NIAGARA RIVER

ONAWANDA

DELAWARE AVE

DELAWARE AVE

FERRY ST

WEST

WYOMING

WYOMING

WYOMING

WYOMING

WYOMING

WYOMING

WYOMING

WYOMING

WYOMING

WYOMING

WYOMING

WHAT IS THE THRUWAY?

WHAT WILL IT ACCOMPLISH?

By LADISLAS SEGOF, nationally known

City Planning Consultant

AUTOMOBILE traffic, which declined somewhat in our cities during the war years, will soon resume its rise to higher and higher peaks. As for many years past, more and more people will own cars and they will use them more. Within five years traffic in our cities may increase 25 to 40 percent above 1941 levels.

Car Registration in U. S. and Miles Travelled

	Registration	Miles Travelled
1920	9 million	30 billion
1930	26 million	
1941 (peak)	34 million	
1945	30 million	300 billion
1960 (estimated)	40 million	600 billion

Buffalo, along with other major cities, will be confronted with unprecedented traffic problems—unless it plans now wisely and can provide soon more adequate and safer motorways and public transportation facilities. Without them, more and bigger traffic jams and delays, more and still more accidents are in the cards. The depreciation of both residential and business properties in central areas will continue, if the increase of traffic on residential streets and the congestion in business districts are not arrested and relieved. The "flight from the city" of both residences and business establishments will also continue, and at an accelerated pace.

In the past, cities have endeavored to cope with ever-growing traffic generally by widening existing streets or arterial thoroughfares. The results, it is now widely admitted, were disappointing. In respect to additional traffic-carrying capacity gained, thoroughfare widenings proved inefficient, of but temporary benefit, and too costly as measured by results. Generally they contributed little to traffic safety, and often even increased the accident hazard—especially to pedestrians. In their effect on property uses and values they proved quite destructive.

Thoroughfare widenings have been found to depreciate and even destroy or render useless both business and residential frontages. Slicing off 40 or even 20 feet from business properties on one side or another often requires taking down many structures altogether, and reduces the depth of lots to such an extent as to render them unsuitable for their former use. Residential properties along wide and heavily travelled arteries are even more adversely affected.

Disappointment with the results of thoroughfare widenings prompted city engineers, highway officials and city planners to look for and experiment with new types of motorways for accommodating the ever increasing volumes of traffic. They were trying to find a superior type of motorway, such as:

1. Would have a high efficiency and economy, in terms of traffic-carrying capacity per unit cost of construction and upkeep;

2. Could be built on cheaper right-of-way than is usually involved when widening thoroughfares with frontages more or less built up;

3. Would retain permanently the traffic capacity for which it was built;

4. Would permit free and expeditious travel with maximum safety;

5. Would help instead of harm existing developments and property values, and further the desirable future growth of the community.

Search and experimentation along these lines produced the type of motorways variously called expressways, freeways, limited access roads, or thruways—all having essentially the following basic characteristics.

Such motorways are insulated, in that there is no direct access to them from abutting properties or from minor streets. Traffic can enter and leave only at especially designed connections with major streets. In general design they consist of two separated express pavements, one for each direction of travel, plus such parallel service roads as may be necessary to serve the abutting properties. Crossings and left-hand turns at grade are eliminated by means of bridges and ramps, thus making traffic signals and all stops unnecessary. A vehicle entering the expressway can travel uninterrupted and in safety to its destination, at the speed for which the expressway was designed. No parking or stopping and no pedestrians are permitted on an expressway at any time.

In other respects, expressways may vary considerably in design. They may be at ground level, or may be elevated or depressed, depending on what is the most appropriate treatment in a given situation. The depressed type is unquestionably the most desirable in urban areas. This is usually flanked by landscaped strips, or the two halves of the express pavement may be separated by landscaped areas of varying widths.

It should require no exceptional imagination to see, or lengthy argument to prove, that a motorway of this type—if wisely located in relation to the traffic pattern and the existing as well as the desirable future development of the community—can satisfy the above-mentioned requirements and will have none of the shortcomings experienced with thoroughfare widenings.

While admittedly costly, three to four million dollars per mile through built-up areas, they may not be much more expensive than the substantial widening of business thoroughfares. They are decidedly cheaper, however, in terms of results. A single traffic lane on an expressway can carry 1500 cars per hour at an uninterrupted speed of 40 miles an hour, compared with 500 to 750 cars per hour on a surface thoroughfare at the usual average speeds of 15 to 20 miles per hour. The capacity of an expressway, moreover, remains intact—it cannot be whittled away by parking, cross traffic, traffic lights and the like, as on a surface thoroughfare.

With traffic in opposite directions separated by a central dividing strip, with all crossing traffic and left-hand turns at grade eliminated, with no pedestrian crossings at grade and no parking—accident rates on expressways are less than half what they are on ordinary highways. During a three and a half year period, the accident rate on the Merritt Parkway, between Greenwich and New Haven, was only 1.9 per million vehicle-miles, compared with 4.7 on the parallel section of U.S. Highway 1.

Because there is usually considerable range of choice in selecting their routes, expressways can be located where they will not interfere with existing neighborhoods, and will fit in best with the desirable future development of the city or metropolitan area. Indeed, they can be employed to promote such development, eradicate or revitalize blighted sections, or serve as protective buffers for residential neighborhoods against adjoining industrial areas.

Another desirable feature of expressways has to do with improved transit service. Being at a separate grade—in urban areas, depressed whenever possible—they afford a ready opportunity for the installation and operation of rapid transit lines, either bus or rail. Transfers between the surface transit lines and the rapid transit trunk lines in the expressways can be easily arranged for, by the provision of transfer stations on and below the bridges which carry the more important surface streets across the expressway. The transit system of a city having even a few but strategically located expressways might thus consist of a few rapid transit trunk lines supplemented and fed by a network of surface transit lines. Such a combination of expressway and rapid transit makes possible very substantial economies, and creates an opportunity of providing rapid transit service in cities and metropolitan areas which otherwise could not possibly afford them.

Because of the incomparably superior effectiveness for handling traffic, promoting safety, protecting property values, arresting blight, and other advantages mentioned, the City Planning Commission, after thorough studies of all aspects of the problem, reached the conclusion that the construction of a few strategically located thruways, rather than the widening of a much greater number of arterials and other thoroughfares, will best serve the present and future needs of Buffalo. The widening of some thoroughfares along some sections may be necessary to remove bottlenecks or to provide adequate feeders for the thruways. But thoroughfare widenings, as a general method of meeting the City's traffic needs, would be, in the opinion of the Commission, inadequate, ineffective and too costly in terms of results, besides not being conducive and likely to be even harmful to the improvement of the community's future development in general.

Similar conclusions were reached and programs adopted by city and state authorities in practically all major cities the country over—New York, Chicago, Detroit, Cleveland, Baltimore, Cincinnati; and in many of the smaller ones like Louisville, Houston, Dallas, Austin, Grand Rapids—to mention some of them.

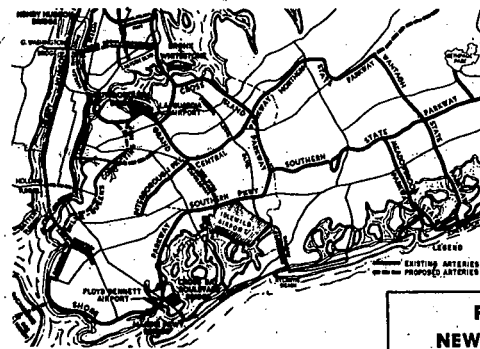
New York City's program calls for the expenditure of about 100 million dollars in the first three years, of which some 39 million is to be spent on about 9 miles of expressways in 1946 or a cost of 4.3 million per mile. Detroit's twelve-year program covers 34 miles of expressways at an estimated cost of 131.5 million dollars, or a cost of 3 million per mile. Eight miles are scheduled for completion during the first three years at an estimated cost of about 36 million dollars, or 4.5 million per mile. The long-range expressway plan for the Cincinnati Metropolitan Area provides for about 50 miles of these motorways. About 8 miles of these are expected to be built during the first three years.

The plan of thruways recommended for Buffalo by the City Planning Commission consists of the two thru-

ways previously proposed for the Buffalo area—the statewide Erie Thruway and the Niagara Thruway—but not along the routes originally proposed for them. For these routes were so located as to serve predominantly, if not exclusively, the needs of through or long-distance traffic—the one by-passing Buffalo altogether and the other skirting the city along the waterfront with very few and inadequate connections.

The routes recommended by the City Planning Commission were selected, after thorough studies, because in addition to meeting fully the requirements of long-distance traffic, these were deemed to have the following major advantages to Buffalo:

(a) Drain most effectively the traffic from the most heavily loaded thoroughfares and arterials.



Portion of
NEW YORK CITY
Expressway System

(b) Provide best for traffic between residential sections and major industrial and commercial areas.

(c) Serve the most people in general.

(d) Suitable for use for trunk-line public transit service of the express type.

(e) Intercept and channel-off the large volumes of traffic now passing through central residential areas, and thereby stop the blighting of these residential neighborhoods.

(f) Increase the accessibility and therefore the desirability and value of business and industrial locations closer in.

(g) Clear deteriorated fringes of older residential areas where these adjoin industrial or warehouse districts or railroad facilities.

(h) Facilitate the redevelopment or rehabilitation of blighted residential sections by draining off much of the traffic which otherwise would have to pass through them.

(i) Separate and act as landscaped buffer strips between residential sections and adjoining industrial or warehouse districts or railroads yard or trackage.

(j) Introduce light and air into the congested central parts of the city and act as fire breaks.

(k) Provide small parks and playgrounds within the landscaped right of way, again in the congested sections where these are most needed.

The routing of the Erie and Niagara Thruways as shown on the plan prepared by the City Planning Commission, the Commission firmly believes, not only will satisfy the requirements of through traffic, but will be of greatest benefit to Buffalo and the Buffalo Metropolitan Area in:

(1) Providing more adequate facilities for automobile traffic and public transportation, and in

(2) Promoting the sound and otherwise desirable development and redevelopment of the community.

RESOLUTION....

passed by the Board of Directors, Buffalo City Planning Association, at a meeting held Monday, February 18, 1946, in the Iroquois Room, Hotel Statler, at 3 P.M.

Resolved, That the future development and prosperity of this City urgently require an adequate system of express parkways or thruways to solve existing traffic problems and provide for future traffic needs, and therefore we request:

1. That the State Thruway called the Erie Thruway be promptly relocated to pass through Buffalo as planned by the City Planning Commission but subject to such minor changes as may be found necessary.

2. That the Niagara Thruway be relocated to pass through the heart of Buffalo as planned by the City Planning Commission from approximately Clinton and Bailey westerly to approximately Seneca and Michigan, and thence northerly to near Ferry and Michigan, but subject to such minor changes as may be found necessary; and that the Niagara Thruway be extended northwesterly from Ferry and Michigan to connect with the Grand Island Bridge by such route as the State Commissioner of Public Works, working with the City authorities, may determine to be best for the welfare of this community.

3. That the State Commissioner of Public Works and our representatives in the State Senate and Assembly be requested to take immediate action so that this remedial legislation may be enacted at the present session of the Legislature.

CIVIC PLANNING WEEK

THE Buffalo City Planning Association started a worthy tradition with its 1945 Civic Planning Week, the first, so far as is known, to be held in the country. The second annual observance of the week, to be held March 24th to 31st, seeks to carry on the work of effective education of Buffalo's men, women and youth toward a clearer understanding of how intelligent community planning can and will help Buffalo attain its full development as a healthy, attractive and progressive metropolitan center. Particular emphasis is given during the week to enlisting the interest of all school children in civic matters.

PROPOSED NIAGARA THRUWAY

1. *What is this Thruway?*

The Niagara Thruway will be a non-stop, no left turn, express parkway designed for a minimum speed of about 45 miles per hour. It will extend from Niagara Falls through Buffalo to a connection with the Erie Thruway (part of the cross-state Thruway).

2. *What will it look like?*

It will be a depressed parkway 300 feet wide with sloping banks, well landscaped with trees and shrubbery and with two 36-foot pavements separated by a center strip which later can be used for high speed busses or trains if desired. Essential cross streets will remain at their present grade and will pass over this Thruway on bridges. Delaware Avenue between Forest Avenue and Nottingham Terrace, except for its sharp curves, illustrates what a Thruway looks like and how a street is carried across it on a bridge.

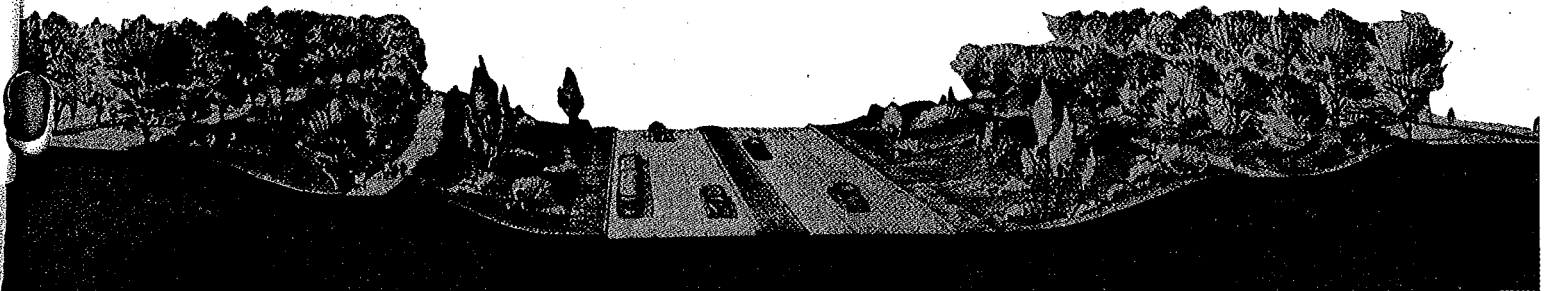
3. *What will the Thruway do for Buffalo?*

Traffic experts tell us that unless something effective is done within four years, the traffic jams in Buffalo will make it almost impossible to get downtown and will crowd residential areas with unwanted traffic, with the net result that both business and people will move away from Buffalo. The proposed Niagara Thruway will relieve Buffalo streets of this impossible traffic burden, will help make it possible to redevelop blighted residential areas and preserve others, and will make our business areas easily accessible. It will save the people of the Niagara Frontier many hours of time as shown by the following table:

	Time in Minutes Using Thruway
South Park to downtown Buffalo	9
River Road industrial section to downtown Buffalo	18
Niagara Falls downtown to downtown Buffalo	28
Sheridan Drive and Military Road to downtown Buffalo	15
South Park to River Road industrial section	27

4. *Why not widen existing streets?*

Experience over the past 20 years has demonstrated the fallacy of trying to provide for large masses of traffic by widening surface streets. Detroit spent some fifty million dollars on street widening



and now frankly declares its efforts were largely futile and "failed both to produce the expected benefits to adjacent property and to eliminate traffic hazards and delays".

Surface streets retain their grade crossings, lights, left turns, curb stops (however temporary) and other delay and accident factors no matter how much they are widened. In addition, widening often impairs or destroys the usefulness of abutting property.

5. *What will it cost?*

The estimated cost of the Niagara Thruway within the City of Buffalo is approximately \$36,000,000. This estimate is based on actual valuations of real property to be taken and on cost experience of other cities where such thruway development has progressed much further than in Buffalo.

6. *How will it be paid for?*

Following the example of Detroit, where financing of a \$125,000,000 thruway program has been provided for, the cost of the Niagara Thruway would be paid approximately as follows: one-half by the Federal Government, which has already authorized \$500,000,000 for such purposes; one-quarter by the State of New York; one-eighth by the County of Erie; and one-eighth by the City. Against the City's four and one-half million dollar share of the cost, there will be a credit of about one million for City lands contributed. On a ten-year program the balance would mean \$350,000 per annum, or on a five-year period \$700,000 per annum, which is a comparatively small part of the four to five million annual fund for capital improvements to be provided under the pay-as-you-go plan.

7. *Why is the Thruway located through the city instead of along the water front?*

It is so planned in order to serve all of the people of Buffalo, including the east and south sides and not just a few people on the west side, and because only a Thruway through the city can relieve the traffic congestion which threatens the future welfare of the city. A pleasure drive near the water front is a desirable thing, but a Thruway can serve its purpose only if located where traffic is generated and where traffic wants to go. Unless the Niagara Thruway is located where it will be of use to the people of Buffalo, both residents and businesses will continue to move to the suburbs at an increasing rate.

8. *What are other cities doing?*

A few of the many cities which are now preparing to build thruways are: Chicago, Detroit, Dallas, San Francisco, Kansas City, Denver.

New York City has already built miles of express parkways. Other cities have acquired rights of way and in some cases have started construction of the first links in their thruway systems.

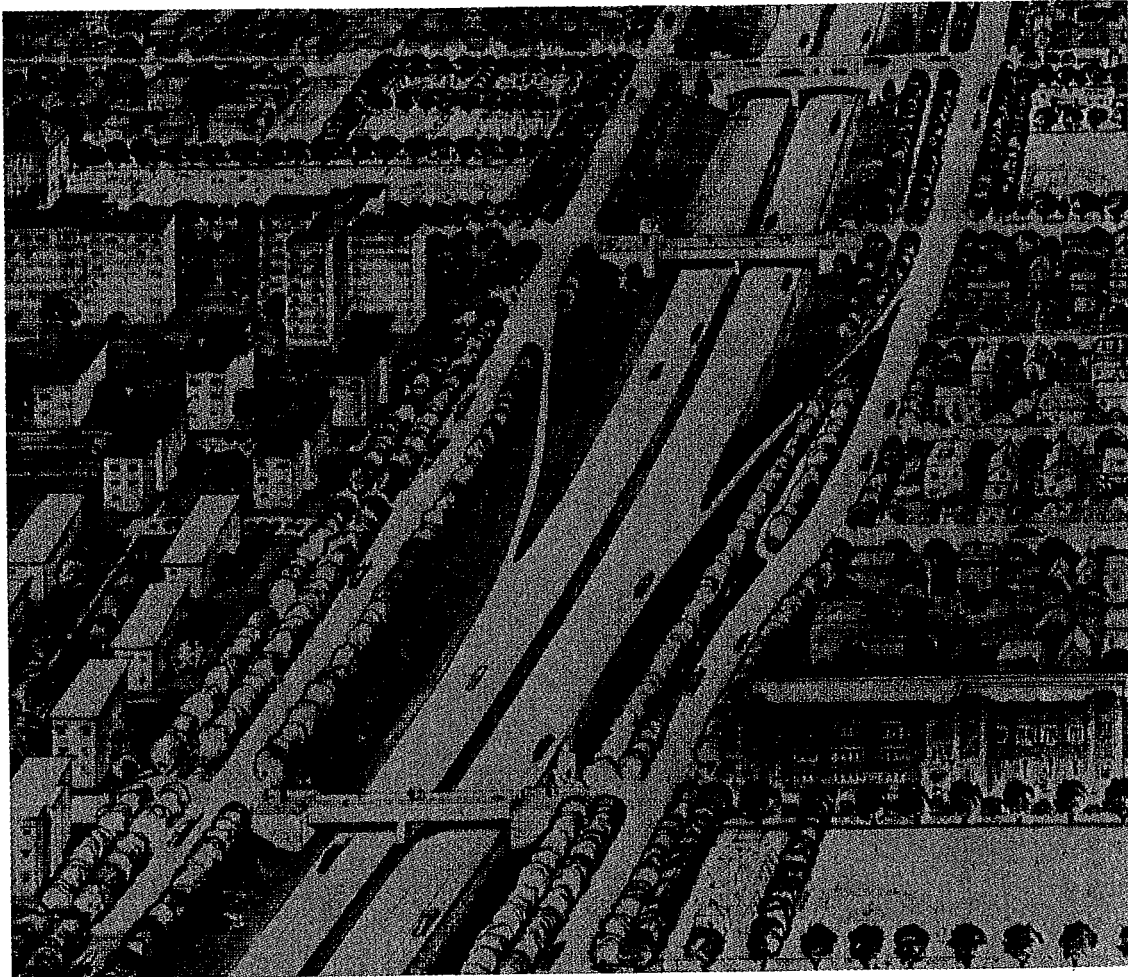
In all these cities the thruways are being brought into the heart of the metropolitan area where they will be of greatest benefit.

November 14, 1945

BUFFALO CITY PLANNING COMMISSION



Chairman



Birdseye view of thruway planned for a metropolitan city. Note ramps connecting express roadways with parallel service drives. Important cross streets are carried over at their present grade, while other streets terminate at service drives. Park-like character of thruway enhances abutting property and encourages attractive development such as apartments on left. Incidental improvements include parks and playgrounds.

UNITED FOR PROGRESS

GOV. DEWEY'S CHALLENGE

Three months ago, when Gov. Dewey came here to address the annual meeting of the Buffalo City Planning Association, he gave that body to understand that unless Buffalonians themselves could unite soon on some specific routing plan for the projected Niagara and Erie thruways, the state would have to make its own decision.

Since then, Buffalonians have made so impressive a showing, approaching unanimity on this issue, that it should convince the most confirmed skeptic. Speaking through a wide variety of informed and representative civic organizations, the community has expressed overwhelming approval of the proposal to route the Niagara thruway through the heart of the city.

One of the latest of these groups to come out for the mid-city route is the Rotary Club. In line, too, is the planning association to which Gov. Dewey spoke. Its president, Milton C. Guggenheimer, has reminded the governor of his challenge, and added this comment:

"I believe I am safe in stating that Buffalo has definitely made up its mind what it wants and what it feels, after careful study, will serve the best interests of the City of Buffalo."

At the time of his visit, Gov. Dewey had reason for being skeptical about Buffalo's ability to make up its mind. Most Buffalonians had not yet familiarized themselves with the question, and a vocal minority had been busy spreading confusion. The governor's impression that there were "wide differences of opinion as to where the thruway ought to be located" was understandable. But if he still has any doubts on this score, he may quickly resolve them by consulting the impressive roster of civic organizations that now stand four-square behind the mid-city routing, despite every effort that has been made to postpone or water down their endorsements. On this issue Buffalo, as Mr. Guggenheimer says, solicits Gov. Dewey's "whole-hearted co-operation."

Buffalo Evening News 2-22-46