APPENDIX B-2
Online Comment Form Submissions
Objectives

Goals and Above Grade / Tunnel Alternative

Below Grade / Alternative Reconstruction

I would like to comment on:

Complain about 690 dividing the north side from Erie Blvd. Leave I-81 as is. The decline in Syracuse economy goes beyond a highway... If this was the problem, then everyone would also complain of the consequences of their own bad decisions.

One of the advantages of Syracuse is the ability to get from one point to another in a quick and efficient manner. I believe the other alternatives currently being considered takes this benefit away.

I believe the best option available is to reconstruct Rt 81 and keep it as it currently exists. As a business owner on the northern side of Syracuse no matter where we are or need to get to.

As a first preference, I would prefer the tunnel approach with some surface modifications which I will discuss. If the tunnel approach is rejected, I would suggest that 481 from I-81 south of Syracuse be renamed 01 so it north as I-890 and that I-90 be renamed 81 so as I-81 north as it presently exists. With regard to both of these alternatives I would suggest the following surfacing:

1. The tunnel is constructed, a surface 4 lane road would be built above the tunnel for local traffic. That four lane road would either align with the path of Rt 481 or be diverted to the east of it. The four lane road would be a 4 lane road with 2 lanes going in each direction whether with a park like median or some other configuration that would make crossing the road from east and west more pedestrian and bicycle friendly. Perhaps the median could even be wide enough to contain park features.

2. If the tunnel is constructed, a surface 4 lane road would be built above the tunnel for local traffic. That four lane road would either align with the path of Rt 481 or be diverted to the east of it. The four lane road would be a 4 lane road with 2 lanes going in each direction whether with a park like median or some other configuration that would make crossing the road from east and west more pedestrian and bicycle friendly. Perhaps the median could even be wide enough to contain park features.

3. The surface road where I-81 presently travels on the elevated portion (where there are presently 7 or 8 lanes combined with on and off lanes as well as through lanes) would be no more than 2 lanes in each direction with perhaps 2 exit lanes with steps taken to prevent the local neighborhood from the surface traffic. In what is now the elevated portion of 81 the road way would be narrowed considerably with either a park like median or some other configuration that would make crossing the road from east and west more pedestrian and bicycle friendly. Perhaps the median could even be wide enough to contain park features.

4. Construction work associated with rebuilding the existing alignment will have significant impact on traffic flow to our downtown and connected businesses.

5. I-90 Viaduct Project Comments

6. I am an environmental lawyer having attended the NYS College of Forestry before graduating from Syracuse University. I was the DEC Regional Attorney for 11 years in Central New York during 6 months of which I was also the Acting Region Director. During much of my 11 years with the DEC, I was the actual attendee at the SMTC meetings. In private practice I have worked with the DOT on a variety of projects including the Finger Lakes Duratek Mall, new Premax Stadium Waterplex, and the I76 projects on Bridge Street in East Syracuse, the BJs in Auburn and the BJs in Geneva.

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13. The surface road where I-81 presently travels on the elevated portion (where there are presently 7 or 8 lanes combined with on and off lanes as well as through lanes) would be no more than 2 lanes in each direction with perhaps 2 exit lanes with steps taken to prevent the local neighborhood from the surface traffic. In what is now the elevated portion of 81 the road way would be narrowed considerably with either a park like median or some other configuration that would make crossing the road from east and west more pedestrian and bicycle friendly. Perhaps the median could even be wide enough to contain park features.

14. Construction work associated with rebuilding the existing alignment will have significant impact on traffic flow to our downtown and connected businesses.
I believe accessibility and feasibility should be at the core of any decisions made for I-81. It is a Congestion stretch for a person to cross, relying on countdown timers, walk signals and buttons that the new street needs to be around the city. How we would be assured that the infrastructure is not going to be used inefficiently and effectively? A landscape is less than just as much of a barrier an an elevated highway - both are huge! Pedestrians need to be able to get to the center of the city as quickly as possible, safety, visibility, but when you plan for cars you will get just that. Pedestrian facilities need to be there and before one is a divider. We all need sidewalks, safe sidewalks, even sidewalks on either side of the highway are needed. The design should look for ways of being a pedestrian and will it transition from point A to B that can help create a street and improve the pedestrian infrastructure on both sides of I-81.

We are all pedestrians. A light and some paint are not the solution to pedestrian problems under and around I-81. Please make understand the importance, and not so often left out in the design. Making the design is driven by such an alternative.

Wide (10+ Feet) sidewalks, that connect visually to nice WIDE sidewalks on either side of the highway are needed. The design should look for ways of being a pedestrian and will it transition from point A to B that can help create a street and improve the pedestrian infrastructure on both sides of I-81.

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I would therefore like to recommend that no decision be made until the plans are further fleshed out and that the boulevard option not be discarded based on opinion and emotion. As a community we need to put our heads together and get this right.

I have attended most of the I-81 forums, both the NYS DOT series occurring now and the SMTC's I-81 Challenge over the last few years. One thing that strikes me is how many amateur traffic engineers we have in CNY, particularly among the Save 81 supporters. Without any real studies being done they have concluded that the boulevard option can not work. Of course this is the 6% or so that are truly interested in helping the process. I doubt that the 6% will ever be alarmed by any proposal that might harm businesses in my district. However, until traffic studies are done and a realistic representation of what the enhanced boulevard option described above would look like and how it would perform, such speculation is both premature and not informed by data.

We are presented with an issue that will dramatically affect this area for the next 50 years. It is very similar to the disastrous University/Skytop area that would service Dome events. As the boulevard option would clearly be the least expensive there would be funds available for such a comprehensive solution. We are presented with an issue that will dramatically affect this area for the next 50 years. It is very similar to the disastrous University/Skytop area that would service Dome events. As the boulevard option would clearly be the least expensive there would be funds available for such a comprehensive solution.
A BOULEVARD COULD BE A RENAISSANCE FOR SYRACUSE AND CENTRAL NY

We have a chance in a lifetime opportunity to reinvigorate our community and create a Renaissance for Syracuse and Central New York by creating a walkable community on a beautiful 8 lane boulevard up to a billion and a third dollar of new taxable commercial and residential buildings where the elevated Route 81 Viaduct now stands if we proactively reap what we did on the $300 million Inter-

The goals for this project are to create a new boulevard in Syracuse that is walkable for at least 35,000 people a day. This boulevard will have a variety of uses: retail, office, hotel, entertainment, and park. To make this project work, we need to have a plan that includes all these elements. In addition, we need to ensure that the project is economically viable and that it will benefit the community as a whole.

The boulevard will be a central feature of the city, providing a focal point for development and growth. It will also be a major tourist attraction, drawing visitors to Syracuse and boosting the local economy. The boulevard will be designed to accommodate a wide range of uses, including retail, office, hotel, and entertainment.

The project will require significant investment, but the benefits will be substantial. The boulevard will create jobs and increase property values, and it will attract new businesses and tourists to the area. In addition, the boulevard will reduce traffic congestion and improve air quality.

We need to act now to ensure that the boulevard is built. This is a once-in-a-lifetime opportunity to create a Renaissance for Syracuse and Central New York. We need your support to make this happen.

Sincerely,

[Signature]

[Name]

[Title]

[Contact Information]
For years, there have been an assortment of drawings that feature an above-ground people mover system for transporting the public from the downtown area to various points in the growing University Hill area. It is so obvious and so efficient that the current model, with the Syracuse viaduct which has never been used, has been the "Big Idea" that no one has ever thought of. The smaller city the smaller idea. It must be turnable, or we the Feats will come up with the money for a small test mere (test). On the wrong side, Ithaca, Wegmans, VVS has had a great above-ground transport system for decades. Centre buses coming up University Hill is a thing of the past.

Believe that very large and complex problems require large and complex solutions. Clicking on one of the options does not address this. I am advocating for a comprehensive approach to solving the transportation problems in Syracuse, that will address economic, social and environmental issues. Mixing should be the primary goal and objective. Using the same logic that put single drivers in single vehicles to continue to work, stay for a full work day paying high parking fees for taking up all available downtown real estate filled with their vehicles, and then clogging the roads back to the exurb, is not going to solve our transportation problems. I see the viaduct as a symbol for our transportation problems. One of the many solutions that should be employed is to provide commuter parking in the suburbs which are sent by clean, comfortable, and public transportation to downtown. Check the commuter parking site departure. Thirty of thousands of people and you will find that they are frequently full. You just need that a very high percentage of all users work in downtown. If most people were working downtown, it doesn't seem like it is our community's least interest to keep our City divided by I-81.

I hope you submit your comments to the meetings/channels/anonymous and not been given prior comments. When the fee way is widened by two lanes and the curves are "relieved", what buildings will come down or tourists be modified? Still look forward to an answer, yes, and if not, "the deal is dead." Thank you.

This alternative is the best. Please conduct in depth traffic study of the entire City to determine the optimum/lesses to serve travelers of all types from all surrounding areas going to all destinations (e.g. pedestrians, bicyclist, motorists and transit riders). Please consider the economic development growth potential of removing the core of the City of Syracuse through real estate redevelopment along the old highway corridor. The highway has been an economic barrier for the City of Syracuse for decades. It is time to embark on a new and better future for the City with the region through transportation design that recognizes and prioritizes infrastructure for a healthy economy, and healthy quality of life for people in addition to moving multiple passenger vehicles through the City. Please take this once in a lifetime opportunity to think long term, and show what we can be, we can remove the highway and do an amazing job redeveloping the City street network and City of Syracuse around.

Hello and thank you for such an informative and user-friendly website. I personally grew up in a suburb of Syracuse and now reside in the City and am very interested in this opportunity to improve the transportation and neighborhood, and around the I-81 Viaduct. Making local my own life the whole time. I have found that the most affordable neighborhoods that are those that have parks, are walkable, bike friendly and have available bus lines. As a 30-year old commuter I need to earn hard earned dollars in car, transportation is a secondary priority when choosing where to live in Syracuse, or even whether to continue living in Syracuse. I believe that we have a tremendous opportunity to attract housing and business on the streets around the presently-located I-81 Viaduct. Instead of, and call the boulevard Salt City Boulevard - have a contest for the name.

Please consider the economic development growth potential of removing the core of the City of Syracuse through real estate redevelopment along the old highway corridor. The highway has been an economic barrier for the City of Syracuse for decades. It is time to embark on a new and better future for the City with the region through transportation design that recognizes and prioritizes infrastructure for a healthy economy, and healthy quality of life for people in addition to moving multiple passenger vehicles through the City. Please take this once in a lifetime opportunity to think long term, and show what we can be, we can remove the highway and do an amazing job redeveloping the City street network and City of Syracuse around.

The present arrangement is an ugly scar and a barrier to a people friendly area. Point four. Re-label 481- make it all 81 N and S- take the 7550 Sugarwood, and call the boulevard Salt City Boulevard - have a contest for the name.

I believe that very large and complex problems require large and complex solutions. Clicking on one of the options does not address this. I am advocating for a comprehensive approach to solving the transportation problems in Syracuse, that will address economic, social and environmental issues. Mixing should be the primary goal and objective. Using the same logic that put single drivers in single vehicles to continue to work, stay for a full work day paying high parking fees for taking up all available downtown real estate filled with their vehicles, and then clogging the roads back to the exurb, is not going to solve our transportation problems. I see the viaduct as a symbol for our transportation problems. One of the many solutions that should be employed is to provide commuter parking in the suburbs which are sent by clean, comfortable, and public transportation to downtown. Check the commuter parking site departure. Thirty of thousands of people and you will find that they are frequently full. You just need that a very high percentage of all users work in downtown. If most people were working downtown, it doesn't seem like it is our community's least interest to keep our City divided by I-81.

The viaduct will make a tremendous opportunity to attract housing and business on the streets around the presently-located I-81 Viaduct, and use Salina, and Comstock, Warren Streets to progress north to the downtown. Perhaps all these streets would be named in honor of the railroad, and call the boulevard Salt City Boulevard - have a contest for the name.

A Hands-on opportunity for the City Council to "do something" is to open the question of creating a public transportation system for the City. This is a dig-and-build opportunity to take advantage of the city's already existing infrastructure and save taxpayers millions of dollars. I know that you have been thinking about shifting I-81. If you're going to make a move, then make it a success, with the possibility of better transport options for every type of traveler. It's a no brainer and far more efficient than the current model, with the Syracuse viaduct which has never been used.

Please consider the economic development growth potential of removing the core of the City of Syracuse through real estate redevelopment along the old highway corridor. The highway has been an economic barrier for the City of Syracuse for decades. It is time to embark on a new and better future for the City with the region through transportation design that recognizes and prioritizes infrastructure for a healthy economy, and healthy quality of life for people in addition to moving multiple passenger vehicles through the City. Please take this once in a lifetime opportunity to think long term, and show what we can be, we can remove the highway and do an amazing job redeveloping the City street network and City of Syracuse around.

Bob Higgins, Cumming GA

My comments are anonymous.
Alternative

- At Grade / Surface

Objectives

- Goals and
- Tunnel Alternative

- Building the new highway in the old bike path

- Would it make sense to build a road that is just for biking? Now that the biking path is expandable, it could be built.

- All those that live on the West side of the city need 81. Unless another option gets built, we must keep 81 the way it is.

- I always travel through the Valley or use 481 as an option. I believe that those are even good options.

- And as far as a road like Erie Blvd, that is just as bad. There is enough congestion on 481 as it is.

- If it turns into a Blvd, it will be 10 times worse.

- I don't know that it won't change the best solution, I'd prefer not to perpetuate it for another 50 years simply out of laziness.

- I find it remarkable that people are keeping 81 as an option.

- It would be ignorant to think those are even good options.

- I can't travel through the Valley or use 481 as an option.

- Unless another option to get to 690 is built, we must keep 81 the way it is.

- My comments are anonymous.

- I sincerely hope the at grade proposal wins.

- The traffic signals are synchronized so they are green at the same time and the cross streets are easily accessible. I think it would be better than rebuilding the current elevated system.

- Commercial trucks and commuter traffic for downtown could be diverted to 481.

- It's a fact, any proposal is going to have some negative environmental and transportation side to it. Let's hope everyone gets it together and we come up with the best solution.

- I am sure the elevated route I81 diverting downtown was forced on Syracuse 50+ years ago by the state, over the hearty objections of city residents and leaders at the time. Maybe that was the best solution and we (in CNY) just didn't like it. But I don't know that.

- I think the elevated route isn't the answer. I would like to see another solution.

- I don't think it's the answer.

- I would urge you to keep the elevated system, and spend some money to fix the dangerous entrances to 690 East and West. That whole intersection will have to be redesigned.

- With a ground level system, more than just Genesee St to the Upstate area will be affected. Will 690 be lowered? Will 81 be lowered all the way to the north side? Will everyone get off by Upstate and then have to drive up the ramp to the existing I-81 down is not the answer.

- I think closing 81 through downtown would create more traffic. The traffic on 481, 500 and the main roads on the east side. Rt. 3 through Dewitt and Fayetteville already gets congested during rush hour. I would build a tunnel that would be spacious, but, in the best option it could be a short tunnel, starting at Adams st. and coming up at 81, build a surface right above the tunnel, so you can have your city and university connected without any interruption.

- I would like to see another solution.

- I will say that the elevated route 81 diverting downtown was forced on Syracuse 50+ years ago by the state, over the extremely vocal objections of city residents and leaders at the time. Maybe that was the best solution and we (in CNY) just didn't like it. But I don't know that. I do know that it wasn't the best solution. It would be better to not perpetuate it for another 50 years simply out of laziness.

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- Anything would be better than the above grade level we deal with now. I sincerely hope the grade proposal wins.

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There are exactly two approaches from the south to "the Hill" including Syracuse University and the medical complex: (1) I-81, and (2) Comstock Avenue. The latter is a two-lane street for its entire length. The route from the Outer Comstock Neighborhood (south of E. Colvin St.) is emergency, downtown, the Airport, the transportation hub, and I-690 both east and west is via I-81. Closure of I-81 for through traffic would force heavy traffic (including trucks) onto Comstock Ave. This would be especially serious after Dome events, as most Dome parking is adjacent to SU/C Neighborhood. Alignment, most existing Dome traffic is directed west on Colvin St. or Ainsley Drive to I-81. If I-81 ceases to carry through traffic, our diverse, middle-class residential neighborhood would be suffocated with traffic and our home values would decline. I believe that in the past 10 years, no comprehensive traffic study has been conducted while S.U. classes are in session on the following streets: Comstock, Thurlow, Ainsley, and East Colvin. Clearly such a study is essential to evaluate the impact of tearing down I-81.

The assertion that the elevated highway "divides" the city is false. Every block there is a street that crosses it. In fact, I-81 is less of a divider than I-690, the Syracuse Commercial, or Old Elm Cemetery.

I live well south of the city, but there will be a significant impact on my area should the surface alternative be chosen. The heavy traffic on City Street (an arterial) would be suffocated with traffic and our home values would decline. I believe that in the past 10 years, no comprehensive traffic study has been conducted while S.U. classes are in session on the following streets: Comstock, Thurber, Ainsley, and East Colvin. Clearly such a study is essential to evaluate the impact of tearing down I-81.

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As a person who commutes from Liverpool, it is important that we respect all people when making a decision. I personally would favor a transformative solution that will greatly enhance the perception and experience of the center of the city. As a person who commutes from Liverpool, it is important that we respect all people when making a decision. I personally would favor a transformative solution that will greatly enhance the perception and experience of the center of the city.

We offer the following observations about the transportation system in general and interstate-81 in particular that are important to us:

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To whom it may concern:

I am in favor of rebuilding 81 as it is now. I believe there would be too many adverse impacts if any other option is implemented.

Primarily, thousands of Central New Yorkers have established their lives and businesses based on the current configuration of the interstate system. For example, an individual might have purchased a home in Tully because Interstate 81 provided a direct route to his or her job in the Syracuse inner harbor.

Several communities have established their businesses based on their proximity to I-81. Hotels, furniture stores, truck stops, etc. all built where they didbecause of their proximity to the interstate. Changing the configuration of I-81 to anything other than its current state would cause irreparable harm to these businesses, several of which are local, family-owned enterprises. Destiny USA, as controversial as it may be, is the single largest development in our area and the area's largest tourist draw. To remove interstate access to it could potentially be disastrous.

The individuals who promote the at-grade option as opposed to elevated offer the new connectivity between Downtown and the city's outskirts. I do not see how this would be anything different than 81 now. Currently, there are 37 exits, and I-81 is a thoroughfare which allows people to move freely between downtown and the hill. With a tunnel, there will be traffic lights and crosswalks which would allow people to move freely between downtown and the hill. What's the difference? There is an actual physical barrier created by I-81 (its built on a mound of dirt); yet you do not hear people complain about that.

I understand their point that the elevated highway is ugly and provides a psychological barrier. However, I believe the new elevated highway is built in an architecturally and visually appealing manner. These changes will be minimal.

I do not believe removing the highway will cause great economic boon in the area. I do believe the potential exists for the complete opposite if the highway is torn down. I worry about the families of businesses along 81. I worry about critically ill patients who have to get to the hospital in a timely manner. Removing 81 through downtown creates too many unknowns and uncertainties. Please leave 81 as is, we know it works.

Below Grade / Tunnel Alternative

A tunnel option for 81, if feasible, seems like the best option. 481 into a parking lot. 481 in its present form could not handle peak traffic loads. Fayetteville/Dewitt at 5 pm on any work day to see that the additional 81 through traffic that would now be forced onto 481 would turn converted to an Erie blvd type of thoroughfare, traffic on 481 will be a disaster. One only need to look at 481 exit 3 edges of all major cities. Highways transition quite effectively to city streets in Zurich, Geneva, and Basel. It is worth a look! I lived in Switzerland for a year and was stunned by the efficiency and environmentally friendly reality that all throughways stop at the airport on the western side. It is now a 20 minute drive! Yes, it is expensive. But the resulting benefits are amazing! I grew up in Santiago, Chile. Having returned there recently, I am amazed by the connectivity and expediency of their underground viaduct system. Truly remarkable and worth a consideration. It used to take 90 minutes to go from the eastern part of the city to the airport by I-81. It is now a 20 minute drive. Yes, its expensive. But the resulting benefits are amazing!

Above Grade / Alternate

A further issue that could be investigated is whether or not building a tunnel would necessarily require taking down all of the current road system. I-81 has been present in Syracuse for decades and serves a useful purpose in its current form. Is it my opinion that changing it in a substantial way (i.e., the at-grade option) introduces far too many unknown variables to accurately forecast what type of impact such a change would have for our area.

As stated earlier, a tunnel would put these criticisms to rest. I am in favor of a tunnel alternative. This would improve the aesthetics of the city from approaches as well as move traffic efficiently. A tunnel that had proper landscaping and pedestrian routes over and under would be great.

I am in favor of rebuilding 81 as it is now. I believe there would be far too many adverse impacts if any other option is implemented. Removing 81 through downtown creates too many unknowns and uncertainties. Please leave 81 as is, we know it works.
My comments are anonymous.

Syracuse needs not only a buillt but something to boost the morale of us citizens. We see little signs of economic development here and there, but they are so isolated that they have not true impact on the perceptions of the majority and therefore seem futile. We need this desperately, something to show up and reassure us that things will get better around here! In amazing what a refreshed and beautiful space can do to lift the spirit. Whether the solution is a boulevard or an underground highway, get rid of the vis a vis pilar and walls of brick. (I’ve also provided ideas to accomplish for consideration):

1) Make sure there is direct access via the highway to the two hospitals: St. John’s and the SUNY/Crouse area. Probably create a toddlers St. exit off RT. 690 east and demote the rest of RT. 81 till the current Adams St. onramp where you would pick up RT. 80 south again.

2) Connect RT. 81 and RT. 80/60 west. Seems like somehow connecting at West Wall St. Bridge and RT. 80 and RT. 60 west to the rear. Complicated I’m sure, but looks like the only possible area to do. Probably would need the firehouse and the National Grid to access from the Knoll Blvd, as downstairs.

3) Keep direct access to Destiny. Consider connecting RT. 81 northbound south of the Adams St. west to RT. 60 to allow direct access to Destiny from the South-Fri. 81 is terminated at Adams St though the CDP is as one answer currently. The bridge already forms a natural barrier and following this path would be the least amount of change to the nearby affected areas while avoiding blinding room in the CDP by eliminating the intervening viaduct which expansion is happening through SUNY and the Governor’s new tax free area program could flourish. Can’t move the railroad so minimal impact over current situation.

4) Expand capacity on the Thruway between exit 36 and 34A, and expand capacity on RT. 481 between RT. 31 in North Syracuse to the Governor’s new tax free area program could flourish. Can’t move the railroad so minimal impact over current situation.

5) Support a review of RT. 81 that includes as a priority creating a living community in Syracuse and not just commuters driving through the city. (As an organization dedicated to bringing post-grad volunteers to serve the poor in Syracuse and help build up the community we support a review of RT. 81 that includes as a priority creating a living community in Syracuse and not just commuters driving through the city)

6) Keep RT. 81 wants to be the answer. It is important to look at quality of life issues when determining what to do about the RT. 81 Viaduct Project. Interestingly, as a western-Onondaga County commuter, I have discovered that when the RT. 81 South exit off Route 690 East is closed, my commute actually goes more smoothly! I hope there will be a review of closures to help inform what the actual impact of changes could be on quality of life issues and traffic flow changes etc. Given the increased gasoline costs, it appears that people are driving less. How might this impact in the decision RT. 81 Viaduct? Thank you for your time.
1. How will this project remove barriers and reconnect the city's neighborhoods?

2. What are the criteria to measure success of the project? An acceptable/successful Level of Service may be incompatible with significant portion of it, would impact traffic flow, especially as it relates to the at-grade option. This versatility should be considered in numerous options for traffic to flow/be rerouted. DOT should expand its study area for how the city's entire street grid, or at least a row of public housing and perhaps the cogeneration plant.

3. How will this project contribute to high connectivity and great urbanism?

4. How can the existing transit system be modified to reduce traffic demand on I-81? How can this project incorporate these modifications – i.e. Park and Ride lots coupled with efficient and effective bus service?

5. What land is at risk as a result of the project and where?

6. How can efficient transportation options such as reverse flow lanes be incorporated?

7. If a boulevard is built according to current design loads, how does that street width compare with other local boulevards and each scenario? How is this information impacting the designs – i.e. smaller footprint for proposed project?

8. If a boulevard is built according to current design loads, how does that street width compare with other local boulevards and each scenario? How is this information impacting the designs – i.e. smaller footprint for proposed project?

9. What are the potential improvements as a result of this project?

10. How can the existing transit system be modified to reduce traffic demand on I-81? How can this project incorporate these modifications – i.e. Park and Ride lots coupled with efficient and effective bus service?

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20. How can the existing transit system be modified to reduce traffic demand on I-81? How can this project incorporate these modifications – i.e. Park and Ride lots coupled with efficient and effective bus service?
DoT has noted one of the major deficiencies they intend to correct in whatever solution is developed is to create a connection between I-80 West and I-61 North. Currently, travelers make this connection by using either Hiawatha Boulevard or Bear Street. DoT is looking to make a direct link (i.e., an interchange) in an area likely to impact the near future. However, there hasn’t ever been a key discussion about upgrading the current connection (Hiawatha and/or Bear streets) to provide the type of connection DoT is seeking. Therefore, how will the project scope include the exploration of upgrading Hiawatha or Bear streets in an area to ensure to provide the I-81 North/I-690 West connection DoT desires?

The street grid will impact the flow of traffic in the City of Syracuse. In my understanding, the current analysis of this grid will only account for 2 blocks on either side of the I-81 corridor, which is an inadequate analysis because by nature the grid allows numerous options for traffic to flow/distribute. DoT should expand its study area for how the city’s entire street grid, or at least a significant portion of it, would impact traffic flow, especially as it relates to the at-grade option. This versatility should be considered in the options. How will DoT do this?

Other Questions:
How will the project remove barriers and reconnect the city’s neighborhoods?

I have a suggestion that may or may not be small. I have lived in various cities that have interstates near them, one consistency I see is that the interstate goes around or near the city with the spur entering the city similar to 490 in Rochester, 680 here in Syracuse, and 750 if Albany. My suggestion is to do the same with I-81, transition the current 481 into I-81. If the decision is still to see is that the interstate goes around or near the city with the spur entering the city similar to 490 in Rochester, 680 here in Syracuse, and 750 if Albany. My suggestion is to do the same with I-81, transition the current 481 into I-81. If the decision is still to

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I attended the initial scoping presentation at the OnCenter. My main concern is that while the scope of the review to the East, West, and North (I-80) has been well discussed, the South (I-690) is not as well explored. How will South be included in the analysis? How will this be reflected in the analysis?

I support the idea of creating a reconfigured, and less traveled, boulevard through downtown Syracuse to create a city center that is not obstructed by throughways. All modes of transportation should be considered by planners when creating this new pathway in order to allow for ease of movement between the various neighborhoods of the city, and with an eye to creating transit-oriented development. Moreover, a significant portion of it, would impact traffic flow, especially as it relates to the at-grade option. This versatility should be considered in the options. How will DoT do this?

Other Questions:
How will the project remove barriers and reconnect the city’s neighborhoods?

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**Below Grade / Depressed Highway Alternative**

A below grade reconstruction of I-81 in city limits, the most reasonable alternative proposed. I-81 would go directly through the main business district of downtown Syracuse. The city would not have to acquire any real estate in order to make the roadway below grade. I-81 would be a limited access highway with only five exits off the highway. Two exits into the downtown area would be located on Adams Street, Oneida Street and Washington Street. The other exits would be located at Onondaga Street, Kay St, and Jordan Street. At these exits, vehicles having destinations within the downtown area would be able to access the elevated roadway via ramps. Those vehicles having destinations outside of downtown would be required to use a roundabout or a traffic circle to exit the elevated roadway. The roundabout or traffic circle would be located at the end of the exit ramp. Vehicles would be able to access the downtown area via any of the exits. The cost of this alternative is estimated at $200 million. The benefits of this alternative include a reduction in traffic congestion, a decrease in air pollution, a decrease in noise pollution, and a decrease in the number of accidents. The alternative would also provide a much-needed pedestrian-friendly area in downtown Syracuse.

**Objectives**

1. To create a new vision for Syracuse. Yes, it will inconvenience many people but it is not a "me" issue. It is about the future for people who will live and work in Syracuse.
2. To make sections of the road below grade. Any traffic impediments along these major highways would cause lasting regional problems. We need to do it right this time. Arguments about past decisions should not be considered. The time is now, the times and demographics have changed, it is time to do this. Thank you NY State taking input this time.
3. To make sections below grade. If the highway becomes a depressed roadway, the cost of making it sections below grade would be much less. Any traffic impediments along these major highways would cause lasting regional problems. We need to do it right this time. Arguments about past decisions should not be considered. The time is now, the times and demographics have changed, it is time to do this. Thank you NY State taking input this time.
4. Elevation was the result of use of the railroad right-of-way used for building 690 allowing 81 to join up to it.
5. Auburn is an example of a "poor street level" highway system. The goal of Auburn's Rt. 20 street level highway was to move through traffic. The result is congestion and the nosediving and deterioration of the Auburn's city business district. A blow, too. Let Onondaga County make that same mistake.
6. Cost Factor: To make our elevated highways into depressed roadways would be very costly. If we were to present that section below grade would be cost effective then by all means do it. Currently all levels of government are cash strapped.
7. SU's Proposed Sports Complex should be taken into account.
8. Regional/County wide considerations: Truck/automobile traffic and NY City's trash trucks going to Seneca Meadows will funnel through the Finger Lakes Region if there is any restriction of time travel. The country roads and environmentally sensitive waters throughout the Finger Lakes would be put in jeopardy as would the small communities which would be overwhelmed by the traffic. These roads would just about eliminate Almond St. but there are many parallel streets that can take that traffic.
9. SU's Proposed Sports Complex should be taken into account.
10. The Safety Center, Museum, Civic Center, Court House, OnCenter, War Memorial also access from that exit.

**Moving People**

I strongly support taking down the I-81 viaduct. Thru traffic can use 481 which should be named 81. Certainly creative city and traffic planning would be needed to accommodate the changes. We could have a new vision for the downtown area. There is no need to eliminate the highway system. A below grade reconstruction of I-81 in city limits, the most reasonable alternative proposed. I-81 would go directly through the main business district of downtown Syracuse. The city would not have to acquire any real estate in order to make the roadway below grade. I-81 would be a limited access highway with only five exits off the highway. Two exits into the downtown area would be located on Adams Street, Oneida Street and Washington Street. The other exits would be located at Onondaga Street, Kay St, and Jordan Street. At these exits, vehicles having destinations within the downtown area would be able to access the elevated roadway via ramps. Those vehicles having destinations outside of downtown would be required to use a roundabout or a traffic circle to exit the elevated roadway. The roundabout or traffic circle would be located at the end of the exit ramp. Vehicles would be able to access the downtown area via any of the exits. The cost of this alternative is estimated at $200 million. The benefits of this alternative include a reduction in traffic congestion, a decrease in air pollution, a decrease in noise pollution, and a decrease in the number of accidents. The alternative would also provide a much-needed pedestrian-friendly area in downtown Syracuse. The goal of the replacement of the current Interstate 81 in Syracuse should be to move people between the city and the suburbs and to create a new vision for Syracuse. Yes, it will inconvenience many people but it is not a "me" issue. It is about the future for people who will live and work in Syracuse.
While debating among alternative designs, I agree with stated goals that the area’s transportation functionality must be preserved and even improved, taking economic impacts into consideration. I hope economic benefits are examined for both short-term and long-term effects on a variety of levels (profit to large business), using expert advice looking at real results from different metropolitan areas and the choices they made.

I also agree that this is an opportunity to enhance the livability and environmental conditions around the I-81 corridor, so the area needs a mix of green and concrete and becomes more “green” and appealing for pedestrians crossing through the area as well as residents within one-half mile of all locations.

My major concern at this time, of which I have become aware through discussions is, to decide that the design path chosen (above grade, below grade, etc.), a civic design artist or artists be brought on board to design an aesthetically appealing and “iconic” design that serves as a focal point of pride from a distance, and echoes, with futuristic appeal. I understand that the engineers have been working the latter “design” elements into consideration, however those most likely relate to safety, structural soundness, etc. As I have not seen any design that I believe is iconic and finds that product that will define our community, and I will likely take consultation with experts who specialize in that area.

As one example, take the Ford Street bridge over the Genesee River in Rochester, NY. While not at the center of the city, that bridge is appealing, modern, and has defined this immediate community as well as become a photographic feature of Rochester.

We need something similar in Syracuse. This is achievable even if it is a less prominent level roadway in the midst of an iconic feature. But if above-grade is the ultimate decision, which I think it likely to preserve function, it must be public, modern, light color tones (blending), leading the eye upward, inspiring.

One final comment; for all the talk about the benefit that would be create in E. Genesee St. by the “Connective Corridors” project, one recent move through the area shows the project had more to do with improving certain reconfiguration of the area is a certain view of sustainability, but is a debated way. If we have not redefined the area necessarily for the benefit of all - including businesses and pedestrians. We must not focus on a few predetermined absolutes (such as extremely aesthetic lanes for such a short area, it’s a new city in diving up, in upward, or of achieving an overall stunning design and change that is agreeable to all or most who will actually *use* the highway and area, and provides maximum benefit relative to cost.

Purpose and Need

Traffic jams that occur on and off this particular exit every work day, it takes me twice the amount of time that it should to get home or planning the new 81 project to drive around this area during rush hour (especially the morning one). One of the main reasons I live the Harrison St/Adams Street exit off 81 South, I would strongly encourage anyone who is responsible for making decisions or will be part of the project to drive around this area during rush hour (especially the morning one). One of the main reasons I live the Harrison St/Adams Street exit off 81 South, I would strongly encourage anyone who is responsible for making decisions or will be part of the project to drive around this area during rush hour (especially the morning one). One of the main reasons I live the Harrison St/Adams Street exit off 81 South, I would strongly encourage anyone who is responsible for making decisions or will be part of the project to drive around this area during rush hour (especially the morning one).

Because such a large population of Syracuse area residents work at SU, the hospitals or the other businesses that require use of.

With a backdoor exit upstream from this into SU, and the rerouting of through traffic onto this area are approximately 80,000 vpd. With a backdoor exit upstream from this into SU, and the rerouting of through traffic onto this area are approximately 80,000 vpd.

This preserves the connectedness of Jackson, Taylor, Burt and the railroad line next to Burt St.

Coming from the south my design proposes to maintain an elevated highway, coming down between Jackson St. and Adams St. This preserves the connectedness of Jackson, Taylor, Burt and the railroad line next to Burt St.

From Adams Street to Fayette Street, to facilitate free passage of traffic, which is important to people coming into the city I have no traffic lights in my design. This can be done by making use of the innovation of modern lane roundabouts. NYSDOT Roundabout design guidelines give detailed service volumes of these facilities up to 45,000-50,000 vpd. 400 traffic volumes traversing in this area are approximately 80,000 vpd. With a backdoor exit upstream from this into SU, and the rerouting of through traffic onto this area are approximately 80,000 vpd, relieving traffic on the roundabout was encouraged to improve safety and efficiency.

As I said there would be no traffic lights from Adams St to Fayette St. Three intersections would make use of dual lane roundabouts, Almond or 81 or whatever it becomes and Adams, Almond and Harrison, and Almond and Genesee.
We need to get rid of the monster overhead highway, build a highway through the city. It will spur hugh economic expansion for the city. See what happened in San Fransico after the earthquake forced the destruction of much of their overhead highway. There was a revitalization along the thoroughfare that brought money back to the city. We need to get rid of the current overhead highway, build a highway through the city, and set high expectations. I think that we have to consider the process that brought us to the 481 road" or by-pass around Syracuse is little mentioned. It's very unusual for an interstate highway to transect a city--I believe Syracuse is unique in that respect. A general comment as a member of the public, not speaking on behalf of my employer. I am relying on the State to continue seeking input from all concerned, which I think has been done well so far, and ultimately to make the best policy decision. Regardless, I think that the process is the important thing. We cannot allow a self interested minority to drive the process, although obviously all interested parties should have a voice. I do not envy the engineering team required to smoothly connect a surface level route to the elevated I81. I also do not welcome the process, although obviously all interested parties should have a voice. We need to get rid of the monster overhead highway, build a highway through the city. It will spur hugh economic expansion for the city. See what happened in San Fransico after the earthquake forced the destruction of much of their overhead highway. There was a revitalization along the thoroughfare that brought money back to the city.

I-481 does much the same thing to DeWitt, as 81 currently does to Syracuse--it presents a formidable barrier cutting the Town into east and west halves, creating noise, dirt, and pollution.

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Replacing I81 with an at grade boulevard option is the worse idea. The increased traffic will clog up the local streets making it impossible to get anywhere. I fear this will make going to any events downtown impossible. Plus there will no longer be any convenience of being able to exit where you want to. For too long we have allowed the automobile to rule the earth, creating urban and suburban sprawl, while countless houses sit empty because people use the highways to get to work. It's time to focus on moving people, NOT cars!. Remove the viaduct and let's have a comprehensive public transportation project with buses, trams, trolleys, light rail, etc. I do not envy the engineering feat required to smoothly connect a surface level route to the elevated I81. I also do not welcome the process, although obviously all interested parties should have a voice.

I travel from the northern suburbs and I rarely avoid a surface level Route 81. On my morning commute to downtown I join with dozens of other cars that are funneled into four downtown exits (Salina, Clinton, Franklin, West). From those exits, the cars disperse themselves to where they are actually going. The vast majority of citizens that use 81 to travel to points within the city of Syracuse, and those that live and do business near the road, do not desire to be barred hostage by those entrenched interests. It would be politically unpopular for the State to continue seeking input from all concerned, which I think has been done well so far, and ultimately to make the best policy decision. I do not envy the engineering team required to smoothly connect a surface level route to the elevated 81. I also do not welcome the process, although obviously all interested parties should have a voice.

I-81 now works just fine for everyone. You can't afford to look at or what the cost to build it to be, and they still have problems with it. It's very unusual for an interstate highway to transect a city--I believe Syracuse is unique in that respect.

We need to get rid of the monster overhead highway, build a highway through the city. It will spur hugh economic expansion for the city. See what happened in San Fransico after the earthquake forced the destruction of much of their overhead highway. There was a revitalization along the thoroughfare that brought money back to the city.
I am opposed to reconstructing the interstate the way it is currently.

Briefly, we should not disrupt the flow of traffic through the city with an alternative that might do just that. Route 81 as it stands is an asset to the community. It can be improved though. The current elevated portion is quite utilisable. I would favor a more artistic appearance in the design. Instead of an eye sore it should become an attraction. Further there should be a better interchange with route 690 west.

I believe the funds would be available to make the path through the city, state of the art with wide lanes, decorative structure and advanced technology for traffic management, drainage and noise removal.

I am seeking to be a modern mound and hoping that our government can deliver.

Thank you and best of luck.

Regards,
Joseph Stanistreet

Above Grade / Reconstruction Alternative

Although you choose the at-grade option for replace the I-81 viaduct through downtown Syracuse. Having been a student of Syracuse and lived in the city, I can tell you firsthand that the viaduct, and a viaduct of any sort, even a newer pretty one, creates a psychological barrier in the heart of the city. Without the viaduct, I would have traveled downtown more often and spent more money in the city than I did.

A tunnel/depressed alternative would almost certainly create similar problems due to the void created in the city fabric by either the interchange and the ROW itself.

The traffic concerns are overcome, since all modern thinking on traffic states that traffic adapts to the environment. If there are more roads, more people drive. With less roads, less people drive. Not only that, but vehicle miles traveled has been decreasing for years and will continue to do so.

The most important concern is what solution allows Syracuse to thrive as a city. That solution is the at-grade option. This option lets both sides of the interstate back together and unites the city.

Please do the best thing for the city of Syracuse and choose the at-grade option.

Thank you.

Sue Clark

Above Grade / Surface Alternative

I firmly believe, as a resident of downtown Syracuse, a grade level option to I-81 (addressed later) would be an excellent choice as a replacement for the existing structure. The elevation of the downtown community would be lowered and the removal of the viaduct, noisy, hunk of steel which was depressed property values and created "sketchy" areas within the downtown vicinity. To go through my city, you shall not see an elevated highway near downtown areas - it's a people area. A grade line for the land also the removal would be a large park. The downtown area lacks green space, which is necessary to bring people back into the city. Think about Boston and New York City, with large, open green spaces within downtown centers. Granted, Syracuse will never be on the same scale, but that open space is needed to make residents and visitors feel more welcome downtown. As it stands, the highway makes a few dark, industrial, and non-welcoming. Remove the highway, and see a large resurgence in population and economy. More people living in the downtown area with higher salaries results in more property tax income for the city. More restaurants, shops, and bars in downtown results in more tax income to help the city support itself. The removal of the elevated I-81 would lay the foundation for a Syracuse renaissance. The naysayers have no interest in the city itself and see it just as a commute spot. That mindset is unhealthy for the future of the city as well as the future of the greater Syracuse area.

Think about Boston and New York, with large, open green spaces within their downtown centers. Granted, Syracuse will never be on the same scale, but that open space is needed to make residents and visitors feel more welcome downtown. As it stands, the highway makes a few dark, industrial, and non-welcoming. Remove the highway, and see a large resurgence in population and economy. More people living in the downtown area with higher salaries results in more property tax income for the city. More restaurants, shops, and bars in downtown results in more tax income to help the city support itself. The removal of the elevated I-81 would lay the foundation for a Syracuse renaissance. The naysayers have no interest in the city itself and see it just as a commute spot. That mindset is unhealthy for the future of the city as well as the future of the greater Syracuse area.

I encourage you to choose the at-grade option for replace the I-81 viaduct through downtown Syracuse. Having been a student at Syracuse University and lived in the city area.

My comments are anonymous.

Ordinary tax payer

Alternative At Grade / Surface Alternative

I would like to see the removed portion be down and replaced by a beautiful at-grade level like the West Shore Avenue which would extend across and acts as a parallel road in each side. Traffic coming into the city would not be affected at all. The funds would not use the 1460 by-pass, (billy) it would completely circle the city. In addition, I recommend making 190 toll free in the area.

My comments are anonymous.

Alternative Above Grade / Reconstruction Alternative

I would like to see the I-81 viaduct constructed as a large, soaring bridge that brings us downtown Syracuse area. Such an option brings this idea to the downtown Syracuse area, such as a boulevard. I believe that this would promote the best of both worlds.

My comments are anonymous.
Purpose and Need

The future of I-81 needs to account for transportation beyond personal vehicles. Public transportation, bicycle and pedestrian must be considered and included as a preferred method of transportation. Traffic flow should not be diverted to West Street and that arterial highway is already too busy for the amount of pedestrians that cross West Street every day. The safety of the crosswalk need to improve in its current state on West Street. Please consider the detrimental factors to the Westside as you consider increasing vehicular traffic.

The Syracuse community is quite divided over I-81. Therefore, the release of the EIS is vital to the decision making process. All options need to be fully considered because the community is at odds and every possible solution needs to be considered and embraced as a preferred method of transportation. The traffic flow should not be diverted to West Street and that arterial highway is already too busy for the amount of pedestrians that cross West Street every day. The safety of the crosswalk need to improve in its current state on West Street. Please consider the detrimental factors to the Westside as you consider increasing vehicular traffic.

Below Grade – Tunnel Alternative

Tunnel Alternative is the preferred proposal to be selected by the committee for further study.

- It will be the easiest and most cost effective alternative.

- It will allow for a game changer in the future of Syracuse, the transit center of New York state. We have a dubious past of thinking small. Let’s do this right. Go Big, Gunther on go home! Thank You!

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To Mr. Joseph Flynn
New York State Department of Transportation
Albany, NY

From: Anthony Catsimatides
Past President - AIA-CNY Chapter
111 State Tower Building
Syracuse, NY 13202

Dear Mr. Flynn;

The American Institute of Architects (AIA) has recently commissioned a Task Force of AIA Central New York chapter members to inquire into qualitative design issues regarding the Interstate 81 corridor through the City of Syracuse. The Task Force has already submitted a list of questions through the Department of Transportation’s I-81 website. In addition, we feel that it is necessary to compile four key questions of interest for the arterial renovation project that we respectfully request you address and respond to. Our questions are as follows;

1. Who is the Client?

2. How is the Program formulated?

3. What comprises the actual Planning Process?

4. What are the Standards for the project?

We are confident that you share our goal of implementing the best possible design for the City of Syracuse and the County of Onondaga, by ensuring the highest and best use scenario and outcome for a legacy of great urban planning for the city and the region. Please review the enclosed document and consider this our submittal of record to the ongoing MEPA process already underway.

Respectfully Yours,

Anthony Catsimatides, AIA

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Anthony Catsimatides, AIA

American Institute of Architects

To: Anthony Catsimatides
From: Mr. Joseph Flynn

Subject: Response to I-81 Viaduct Qualitative Design Issues

Dear Anthony,

Thank you for your letter dated May 23, 2014, regarding the I-81 Viaduct Qualitative Design Issues. I appreciate your efforts to ensure a best possible design for the City of Syracuse and the surrounding region.

I understand your concerns about the impact of the Viaduct on the city’s streets and traffic patterns. However, it is important to consider the overall benefits of the project, including improved safety and reduced congestion. The DOT has taken steps to minimize the impact on existing streets and pedestrian movement.

The DOT has been working closely with the City of Syracuse and other stakeholders to identify potential solutions to address any concerns. We are committed to ensuring that the design of the Viaduct is sensitive to the needs of the community and that it contributes positively to the city’s character.

Thank you for your continued interest in the I-81 Viaduct Project. I appreciate your efforts to improve the design and ensure its success for the residents of Syracuse.

Sincerely,

Mr. Joseph Flynn
New York State Department of Transportation
John balloni@ongov.net
54 Aspen Springs
Liverpool, New York 13088

John
chronicles@sgen.com
St. Alban's Springs
Center town, NY

Jim
etnica@earthlink.net
205 Lockesley Rd. Syracuse NY 13224

Jon
etnica@earthlink.net
205 Lockesley Rd. Syracuse NY 13224

The argument by the city that Rt 81 crosses a barrier is crap. What about 680, or Exi Blvd, or the RR tracks... We have the opportunity and the responsibility to step out of the box. Let’s not miss it. It will encourage and be willingly to really listen to all parties concerned as they put forth their needs and ideas on how to fulfill them.

We are in a long and difficult journey which must have as its goal the improvement of the living conditions of ACS, the RESIDENTS of the city of which it is inluded. The errors in the construction of Rt 81 over the city must never happen again. Nowadays neighborhoods were destroyed resulting in migration to the suburbs. I live working on the South Side of the city and wished it would stay where it was before we divided the city. We are angry and have shown when we divided the city. We are angry and have shown how long we have become a different city.

Let our politicians be US and the neighborhood in which we live and work. Build connections that take us rather than separate us, improve our environment etc. Business would flourish if neighborhoods were more secure and connected. Why then ugly? We have the opportunity and the responsibility to step out of the box. Let’s not miss it. It will encourage and be willingly to really listen to all parties concerned as they put forth their needs and ideas on how to fulfill them.

We have the same feeling here in Skaneateles. Onondaga County Sheriff’s Office

I come from Skaneateles. Onondaga County Sheriff’s Office

I support removing the elevated highway and replacing it with a surface road. Elevated highways that run through cities have been removed in many other cities. The arguments against removing the elevated highway are poorly thought out and appear to be reflexively anti-change.

It works for Carrier Dome. I sense that it would work on a regional level with depots in Cortland, Central Square, Oswego and farther than six blocks to their destinations. More recently innovations such as light rail, trolley and safe, well light pedestrian ways. It would be nice if CNY discovers the benefits of walking or cycling to their destinations)

In my opinion the above grade solution is superior to the at grade solution. Although the below grade solution would be the best of time, we should start encouraging the changes in traffic flow ahead of time.

The route should stay where it is. A below grade design with evergreen borders and bridges over the cross streets would be make it safer for pedestrians to cross the busy streets. These underground walkways could also have shops in them like I have seen in England. The future of Syracuse, where I have lived for 34 years, would be best served by removal of the elevated 81.

Let’s listen to all parties concerned as they put forth their needs and ideas on how to fulfill them. Let’s not miss it. It will encourage and be willingly to really listen to all parties concerned as they put forth their needs and ideas on how to fulfill them.

I support the above grade design. I think the design would be such that the city would be more accessible to people with disabilities and that would have murals. I do not think it would be as dynamic to display public service announcements, weather/traffic conditions, public transportation signs, or other messages.

In my family business, although closed 3 years ago, we have been downtown for 149 years. In 1960 my father bought the old Smith-Corona employee recreation building in the 750 block of E. Washington St. (The building moved from that address in 1960). Our business experienced the construction and eventual completion of Rt 81. It greatly changed the dynamic of that part of the city. Although I have been downtown since 81, I had to adjust to the new pattern. They will similarly adjust to the revamping of Rt. 81. Some will experience the construction and eventual completion of Rt 81. It greatly changed the dynamic of that part of the city. Although I have been downtown since 81, I had to adjust to the new pattern. They will similarly adjust to the revamping of Rt. 81. Some will

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We now have the power to rebuild and reunite our city. We are reaping what we have sown when we divided the city. We are angry and have shown how long we have become a different city.

The argument by the city that Rt 81 crosses a barrier is crap. What about 680, or Exi Blvd, or the RR tracks... We have the opportunity and the responsibility to step out of the box. Let’s not miss it. It will encourage and be willingly to really listen to all parties concerned as they put forth their needs and ideas on how to fulfill them.

The best possible solution would be a tunnel, although that might be too costly. Next best would be a depressed highway. In either case, we should make every effort to direct traffic around the city.

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My comments are anonymous.

I support a removal of the above grade reconstructed I-81. A at grade boulevard would be the best alternative but a tunnel option would be a last resort.

In my opinion the above grade solution is superior to the at grade solution. Although the below grade solution would be the best of time, we should start encouraging the changes in traffic flow ahead of time.

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favor removing any elevated highways in the City of Syracuse.

do not favor replacing I-81 through City with a wide boulevard to facilitate intra-city travel, however. It's width would only continue the same bisection of City now imposed by elevated I-81.

Instead, I envision a combination of depressed and surface roads that are, in a flat area built of lower grades with more pedestrian space. I think this would cause the least disruption to everyone involved and probably be the cheapest option as well. If you build a tunnel or even a wide boulevard, how many homes and businesses would be displaced? I am not for the life of me to see how a boulevard makes a walker friendly, having to cross 6-10 lanes of traffic.

What about the new construction that Upstate Hospital and SU is doing? I can't see the new addition being able to stay there, you would need to remove most of the traffic laying around the boulevard. Shaking one at the top of the other seems like the least disruption and cheapest option plus much easier to walk from downtown to Upstate and the university not mentioning the traffic flow. Don't tear down build up.

Don't tear down build up.

The Onondaga Citizens League thoroughly examined the I-81 issue from a citizen perspective to help prepare the community to provide informed input in the NYSDOT process. Our findings, in the “Rethinking I-81” report http://onondagacitizensleague.org, support the rerouting of interstate traffic around the city and the development of an attractive, pedestrian friendly urban boulevard as the preferred alternative to serve the community’s 21st century goals and objectives of: 1. Better access to downtown and the University Hill area; 2. Neighborhood and job growth in the hub of the city; 3. Increased economic development and competitiveness of the region; 4. Environmental improvements associated with a coordinated transportation and land use plan that reduce traffic congestion, enhance transit, bicycle and pedestrian uses, and incorporate green space.

IMPROVED connectivity between neighborhoods, stimulated economic growth, and created a more attractive, sustainable and safer transportation and land use plan that reduce traffic congestion, enhance transit, bicycle and pedestrian uses, and incorporate green space.

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http://onondagacitizensleague.org

The Mayor’s “crisis level” wish list to Governor Cuomo (Syracuse.com 1/12) included $5 million for road construction. The Mayor submitted by Michael Struggler

Article 6-Graha State Highway

The City is not able to maintain its streets under current demands. Any additional traffic on city streets can only make the situation worse.

Traffic will be bad news for the City in many ways. The state may wind up with responsibility to maintain the direct arterials, but the state does not have the funds to do so. There is no way the state can finance what is needed. The state would be better off out of the business of maintaining roads.

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The train tracks are already in place and have been long before 81.

Its width would only continue the same bisection of City now imposed by elevated I-81.

Miracle confirmed that the City has been short changing the annual maintenance each year since 2007 by millions of dollars. These stark financial facts take more worries about the I-81 option to replaced the elevated portion with a surface level boulevard. According to the traffic volume in the H-1 study, over 62,000 vehicles use that roadway every day.

Two things will happen if the elevated section is replaced with a boulevard. First, according to the state estimate, 12% of the traffic will be diverted to the Route 481 by pass around the city. The second consequence is that the remaining 44,000 vehicles will be forced onto surface streets.

I favor removing any elevated highways in the City of Syracuse.

I do not favor replacing I-81 through City with a wide boulevard to facilitate intra-city travel, however.

I believe the best option is to keep the elevated highway and block it. This would give them lanes in each direction without expending the current footprint and meet current guidelines and space. I think this would cause the least disruption to everyone involved and probably be the cheapest option as well. If you build a tunnel or even a wide boulevard, how many homes and businesses would be displaced? I am not for the life of me to see how a boulevard makes a walker friendly, having to cross 6-10 lanes of traffic.

As the elevated highway is rehabilitated, I envision a combination of depressed and surface roadways that are, in a flat area built of lower grades than the current surface boulevard. This would reduce to half the footprint of a single surface boulevard.

Further, the depressed concept opens opportunity to combine efforts to replace our aged, deteriorating infrastructure for gas, water, electric, etc.

Regarding the alternative visions for City in 2040 is a reduction by 75% of current overhead power lines. In my eyes telephone/power lines are the number one blemish of the global landscape.

The elevated highway is rehabilitated, I envision a combination of depressed and surface roadways that are, in a flat area built of lower grades than the current surface boulevard. This would reduce to half the footprint of a single surface boulevard.

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Two things will happen if the elevated section is replaced with a boulevard. First, according to the state estimate, 12% of the traffic will be diverted to the Route 481 by pass around the city. The second consequence is that the remaining 44,000 vehicles will be forced onto surface streets.

That traffic will be bad news for the City in many ways. The state may wind up with responsibility to maintain the direct arterials, but the state does not have the funds to do so. There is no way the state can finance what is needed. The state would be better off out of the business of maintaining roads.

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The train tracks are already in place and have been long before 81.

I favor removing any elevated highways in the City of Syracuse.

I do not favor replacing I-81 through City with a wide boulevard to facilitate intra-city travel, however.

I believe the best option is to keep the elevated highway and block it. This would give them lanes in each direction without expending the current footprint and meet current guidelines and space. I think this would cause the least disruption to everyone involved and probably be the cheapest option as well. If you build a tunnel or even a wide boulevard, how many homes and businesses would be displaced? I am not for the life of me to see how a boulevard makes a walker friendly, having to cross 6-10 lanes of traffic.

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My name is David V. Bottar, Executive Director of Riccelli Enterprises, Inc. I am submitting written comments on January 17, 2014 under separate cover via email and hard copy postal service.

The I-81 viaduct through Syracuse, as it presently exists, is one of the best and most valuable assets Onondaga County and central NY has. I believe it should be replaced with an interchanges that does everything the current highway does, and more.

Quick, easy, and efficient accessibility to the road transportation system is a must for all commerce and the well being and future growth of the community. Not passing 81 through the city, as a middle road, would be a shortsighted and dangerous mistake.

We want to thank the New York State Department of Transportation for this opportunity to participate in the scope for the NYSERCA plan for I-81, and for the opportunity to add written comments to our statement at the November 13th meeting. Our comments are as follows.

The replacement of the I-81 viaduct creates an historic opportunity for this community.

The proposed investment of between $1.0 billion and $1.5 billion in construct means presents an opportunity to have a major impact on the long term resilience of this region of New York by creating a transportation solution that will address the transportation needs and the second task of providing a solution that enhances the livability, sustainability, and economic vitality of greater Syracuse and the region.

The viaduct is a problem, as the NYSERCA report stated that the accident rate on the elevated portions is 3-5 times the national average for the interstate system. The study noted, the viaduct suffers from multiple design deficiencies and re-occurring accident problems.

Many community leaders believe that the viaduct creates a barrier between two of the region's largest job and growth centers: Downtown Syracuse and University Hill.

This viaduct design and current condition severely impede the very pedestrian and bicycle traffic that NYSERCA is seeking to encourage.

A study soon to be released by the Downtown Committee of Syracuse, Inc. indicates that the real property tax revenue generated by properties are located closer to the I-81 viaduct.

However, there is a great opportunity that could result from re-structuring the viaduct that could significantly leverage other public and private investment taking place in the center of Syracuse.

There is over $4 billion of new investment currently taking place in central Syracuse. This growth has been driven by the educational and medical institutions on University Hill and Prospect Hill, and both have contributed to downtown revitalization by creating a new housing and office space in the central city. There is a significant change in the character of the central city as there is a surge of market rate rental development taking place.

In the next 10 years, the character of both Downtown and the Franklin Square/Syracuse lakefront have emerged as two of the fastest growing neighborhoods in the region.

The opportunity exists to create improved access to the suburbs and other areas of economic activity such as Destiny USA, which has emerged as a major shopping and tourist destination.

The State of New York has made significant investments in this central core, particularly in the SUNY Upstate Medical University, the Syracuse Center of Excellence, the Biotechnology Accelerator, and the Convention Center complex. One of the focus points in Syracuse for Governor Cuomo's "Start-Up New York" program will be an SUNY-owned land adjacent to the highway in the Logan's Tunnel Alternative.

There is over $1.4 billion of new investment currently taking place in central Syracuse. This growth has been driven by the educational and medical institutions on University Hill and Prospect Hill, and both have contributed to downtown revitalization by creating a new housing and office space in the central city. There is a significant change in the character of the central city as there is a surge of market rate rental development taking place.

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As a resident of the east side of Syracuse I frequently need to make a choice to take city streets or highways to reach destinations in the population is centered and where most tourist attractions, businesses, shopping, housing and parks are located. We need a workable solution for the future of this community and its people.

shrinking), our county (about 460K) and our MSA (about 730K) when comparing our situation and choices to other cities across the I urge those participating in the next phase of the I-81 process to take into consideration the size of our city (about 150K people and potentially modifying its location in some areas and locations of ramps, and considering 481 access to South Campus to alleviate some traffic issues that the University causes for the city. Social and economic issues facing Syracuse must be addressed, but nothing will happen if we allow the University influence over state and federal transport decisions without adequate representation of residents. As a University employee and commuter from the Eastern suburbs, I am fortunate not to require I-81 for most of my travel needs. I’m a property owner in the city and have seen many good things happen here in the past 20 years. Can we also try to bring our city like that?"

"I believe a sounder option would be to repair the above-surface structure, that some believe such a solution would benefit Syracuse socially and economically, there is no significant proof that this would occur, and it remains an expensive speculation. I believe a sounder option would be to repair the above-surface structure, potentially modifying its location in some areas and locations of ramps, and considering 481 access to South Campus to alleviate some traffic issues that the University causes for the city. Social and economic issues facing Syracuse must be addressed, but separately.

We do not NEED a superhighway cutting through the middle of our struggling urban center. See German cities of this size - regardless of where they are on the map, the major highways are outside of the city proper, running into smaller, smaller roads where the population is centered and where most tourist attractions, businessues, shopping, housing and parks are located.

As a resident of the east side of Syracuse I frequently need to make a choice to take city streets or highways to reach destinations in three parts of the city or county. Based on experience, I have learned that I can get to most places in the city and county more quickly and safely using city streets instead of highways. I also have the option of walking downtown and I appreciate that option and choose it when I can.

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The Crouse-Marshall Business Improvement District (CMBID) is a not-for-profit corporation established in 2003 under New York State's Business Improvement District law. The CMBID is located on the blocks bounded by Adams Street, University Avenue, Waverly Avenue and Crouse Avenue. CMBID operates programs in environmental maintenance, security, and marketing within the district.

With respect to the Interstate-81 project, CMBID would like NYSDOT to be aware of these issues as it considers the future of I-81:

1. The Harrison/Adams interchange provides direct access to the business district and many businesses are located on and adjacent to the interchange. The Harrison/Adams interchange provides a significant percent of the city's vehicular traffic into the district. The interchange is a major barrier to the movement of goods and services into and out of the district. As a major business district, the CMBID has strong ties to both the State University of New York (SUNY) system and Syracuse University. Many of our businesses are dependent on students for their commercial success, so maintaining access for Syracuse University and its students, as well as access to and from the city, is critical to the success of our businesses.

2. Given that the I-81 Viaduct occupies and daily/directly impacts the City of Syracuse and the County of Onondaga, and that City-County taxes help pay for the highway it's maintenance, shouldn't NYSDOT consider their client to be the CITY & COUNTY as well as the decision-makers for this study/project? Is the DOT seeking input from all stakeholders or only the City of Syracuse?

3. Objectives and Goals: The Syracuse and CNY region is uniquely supported by professional and academic planning expertise, including Syracuse University School of Architecture and its UPSTATE Urban Design Center, SUNY ESF School of Landscape Architecture and the Crouse-Marshall Business Improvement District.

4. We have an opportunity to enhance the credentials divisibility of the viaduct area and to facilitate the movement of people, not vehicles. This would also eliminate the potential health, safety and security concerns associated with the viaduct.

5. The Center Domes provides significant business opportunities for our businesses. Therefore maintaining a system that makes it easy for Carrier Dome patrons to attend events is a priority for us. We ask that you consider a special event plan as part of the analysis.

6. There is an opportunity to improve the ties between downtown and the Westcott Neighborhood and the University area. There is a strong demand from both the University and the Westcott neighborhood to maintain access to the city core.

7. The viaduct is a major barrier to the movement of people into and out of downtown Syracuse. The viaduct is a major barrier to the movement of people into and out of downtown Syracuse.

8. There is a strong demand from both the University and the Westcott neighborhood to maintain access to the city core. Many new student residences are being built and planned for the area around our district. Many of our businesses are dependent on students for their commercial success, so maintaining access for Syracuse University and its students, as well as access to and from the city, is critical to the success of our businesses.

In my understanding, NYS DOT requires the I-81 viaduct to maintain multiple "nonstandards" or "nonconforming" highway attributes, as they are potentially related to "prospective congestion and safety hazards." For addressing these issues, NYS DOT's I-81 project includes three safety/efficiency objectives: "Eliminate structural deficiencies and substandard bridge ratings in the I-81 roadway priority area" and "Address identified geometric and operational deficiencies in the I-81 roadway priority area and related interchanges.".

My understanding is, any method keeping I-81 along it's present track through Syracuse requires allowing the road space to meet safety standards in DOT's Highway Design Manual. This would increase the space used by the roadway, in a city where parking spaces already occupy half the downtown's land area. The only other option for putting I81 through the city is creating an underground tunnel for I81, which seems unreasonably expensive. The buildings currently adjacent to I81 are valuable real estate, and we would think twice before sacrificing them.

In concert with my other comments, this comment asserts we need to redirect the highway outside of Syracuse. The I-81 highway could redirect east, along Route 481. Substantially increasing our public transit options in both quality and quantity would help alleviate the 87% local traffic now on I-81. (I-81 Challenge, Technical Memorandum #1 Appendix B).

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Geographic Impact and HI
The history of neighborhoods surrounding I-81 reveal how the I-81 viaduct and street-level viaduct effectively surrounded and isolated the South and West Side neighborhoods from the rest of the city. This planned isolate is acutely injurious to these communities, especially as the residents are lower income or average than other Syracuse neighborhoods. An Syracuse Metropolitan Transportation Council director James D'Agostino correctly observes, “No one asked the community what it wanted when I-81 was built 50 years ago” (Bump 2011).

The National Environmental Policy Act (NEPA) was in part conceived to resolve such gross negligence planning cases. However, simply applying the NEPA in our current case, without accounting for long-term ecological geographic injurious may simply miss the process with power imbalances and the times of HI. We have been there for so long, people may not be able to imagine other arrangements, rendering the process more difficult. We need an informed, holistic process whereby people understand social justice, health and quality of life implications in each choice.

Community activist Walt Dixie asserts, “You can’t just continue to condense buildings and keep a certain income population impacted together” (Bump 2011).

For example, it seems unacceptable to me when I see young children playing basketball in a court directly undermined by HI. How would we feel if we were to see the same scene on our school yard or making our way home to Fresh-Face-City? I would not expect me if I am high value home in South Side to be undermined by HI.

This comment addresses ground level ozone pollution and related health impacts.

In my understanding, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funding for transit, depending on the severity of measured air pollution issues in a given community. This finding is shot off when the community in question reaches “compliance” under the National Ambient Air Quality Standards (NAAQS), treating the local air pollution in an acceptable tolerable to human health.

Recently I attended the Syracuse Metropolitan Transportation Council (SMTC)’s quadrennial Federal Certification Review, held Tuesday, November 19, 2013 from 7:00 – 9:00 p.m., in the SMTC’s offices. The federal government has determined that the SMTC is in compliance with the NAAQS for all emission substances. However, when asked if SMTC staff knew where the local ozone monitor was, they were unable to say. I take this, the USG’s only ozone monitor in Syracuse is located at SMEP Enterprise Pompey Syracuse, NY (32322), roughly five miles from the connect city, downtown Syracuse, and about six miles from the South Side. This monitor can only give a very loose sense of how smoke is being formed in Syracuse’s central valley. As well, I know from bicycling by last summer, how this monitor is located in a woodland, nowhere near human habitation. The wellbeing may be absorbing local produced refuse south, volatile organic carbons and the resulting smoke, potentially reducing ozone measurement accuracy as representing the region.

This comment recommends accurately measuring ozone concentrations in Syracuse’s valley, a place where air pollution can gather, especially on less windy days. In recent years, Syracuse has too often had fairer weather, and this trend may be attributable to climatic change. Also, asthma rates are far higher in the central valley zip codes than in the surrounding Onondaga County (NYS Department of Health). I have put in on a biomedical health impact study on our high asthma rate city. It seems improbable this asthma is merely related to smoking habits or dirty furnaces. So I also recommend the DOT undertake a health impact assessment of I-81’s current configuration, using the best health attributional science available.

A few other things are important for I-81. This is considered having HI with I-81, roasting a viaduct in the East of the city. It is unlikely the pollutant intro a pedestrian/bicycle green space. If it is done in a planned, then I’d favor the tunnel option with an accessible form on a green space with a signal form for a light. My preference is a six lane form under a viaduct to a green space.

We finally have a chance to remove the visual roadblocks in downtown Syracuse. It’s funny how you just get used to overhead traffic and large cement walls. My vision for Syracuse is an open walkable downtown connected by sidewalks, public squares, vibrant businesses and a visually beautiful green landscape.

My comments are extrapolated.

12:04:2014 13:12:17 CheifRusso Radical enviro@campbon.com 1 Sunnyfield Dr Cortland, NY 13045

Roosevelt Grade / Reconstruction Maintenance
Maintaining quick access from our area to the Medical Facilities (University / Crouse VA / St. Joseph’s) is essential for our family – both my wife and daughter have conditions which require as little time as possible to get treatment (lack of a rider of life and death which is not available in Cortland; and I am a VA patient. I-81 has literally been a lifeline for us (taking 481 would delay treatment by at least 30 to 40 minutes). I’m sure that there are many others in the CNY region for whom this is true. I am a native of Syracuse grown up on Onyapagua – graduated from Syracuse Central and Syracuse University and have continued to feel part of the community even though now living in Cortland. Therefore (1) (i) (1) (1) (1) (1) NY-655 highway system has transformed the region.

People adapt – we always do. Bringing I-81 out and around Syracuse will unify, not divide our city!

12:04:2014 12:30:27 CheifRusso Radical enviro@campbon.com 1 Sunnyfield Dr Cortland, NY 13045

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People adapt – we always do. Bringing I-81 out and around Syracuse will unify, not divide our city!
Regarding the ongoing Route 81 saga, if you saw the Post Standard on Friday you will see that the local politicians are still arguing to have a tunnel or a depressed highway considered. So far, the only thing resembling a schematic that the state DOT has released is shown below. The scale is almost indiscernible small so most people may pay no attention to it including probably our local politicians. But if you look at it very, very carefully, it shows the tunnel starting underground down by E. Castle St. and coming out again to the surface at about E. Washington St. The depressed highway scheme shows it starting underground between Adams Street and Monroe Street and also quickly coming up again at E. Washington St. If all the commuters to and from the hospital, university area and downtown understand the implications of this, they might be up-in-arms and angry.

Why don’t the two schemes continue on to the north?

Well it’s not hard to figure out; there would be a gigantic construction hole many acres in area, 3/4 of a mile long and maybe 60 or 75 feet deep in spots, at the intersection of Route 81 and 690 that would completely close down Route 81 and Route 690 for let’s say at least two years. Other cross streets like James St., Erie Boulevard, N. Salina St. and maybe others would also be closed during construction. I think it’s fair to say that there is no tunnel digging machine that could possibly rebuild all of the elaborate highway elevated structures that now exist at the intersection of Route 690 and 81. This means a gigantic hole down below the water table that would be filled with water. Now to keep this water back down under adjacent foundations so nearby buildings don’t sink. You are talking about a monumental engineering project to do this and obviously a monumental cost not only for construction but also for continuous maintenance of water pumps and air supply pumps forever forward. Plus I would imagine it might be quite a frightening experience trying to drive through it if you’re trying to turn off to one side or the other. And who knows how many existing on and off ramps would have to be eliminated in order to do this.

Ideally, NYSDOT would have had their engineers produce schematic plans and sections of all of the possible schemes being considered for our consideration and they can claim that they did for the depressed highway and tunnel, but it’s my guess that very few of you reading this e-mail ever saw or looked carefully at the NYSDOT publicly available exhibit that I show below. And to the best of my knowledge DOT has carefully avoided telling us anything about the horrors and shut down roads that may occur during the construction phase. Years maybe.

As you probably can tell, I’m a boulevard supporter. I think it could be a Renaissance for downtown Syracuse; we need it.

Dave Ashley

2/1/2014 23:20:01 ashley david C davidashley@gmail.com 101 Windsor Place Syracuse NY 13210 General or Other

2/6/2014 16:17:27 Phillips Jim jphillips@gpcny.com 1810 Cold Springs Rd Liverpool New York 13090 General or Other

What if a loop was created around the city. Connect 690 and 81 at Hiawatha and bear st running parallel. Then connect 690 (at the downtown west st exit) back to 81 and 481 south of the city using the route of west st making that the new 81 corridor for through traffic. Touring downtown a safe place to cross the street.
A 50 year decision with tremendous impact on our future viability. Let's not continue to create an ugly, unsafe barrier between our newly vibrant Downtown and our equally vibrant SU.

Let's be imaginative for once!

As you probably can tell, I'm a boulevard supporter. I think it could be a Renaissance for downtown Syracuse; we need it.

However, I have concerns about the boulevard option. The construction project that is proposed to the public by the local politicians is not an engineering or transportation project. It is an ideological political project. It is a move to create an open downtown and to allow the city to have a wider area for its public squares, vibrant businesses and a visually beautiful green landscape.

This was aggravated when the bypass on the west side of the city was abandoned, further forcing traffic to funnel through major highways converge on downtown. Rts. 81 & 690 converge on basically one exit area, that being the Harrison & Washington St. intersection.

The highway system in Syracuse has been in a state of flux for many years, going from one plan to another. It started in the 1950's with the creation of an I-88 expressway from Bear St. and Parrish St. to the I-81 overpass. This was followed by the removal of the onions lot in 1961 and the construction of I-690 over the same space. In 1968, the 81 corridor was extended to the south of downtown (I-481) and in 1974, I-481 was extended to the north.

The 481 / NY-695 highway system have transformed the regional accessibility in my lifetime -- only a West to North connection has been available, the I-81 / I-90 / I-690 / I-481 / NY-695 highway system have transformed the regional accessibility in my lifetime -- only a West to North connection was available. People adapt--we always do. Bringing 81 out and around Syracuse with easy access to downtown streets makes sense to the traffic flow and the city's future.

People adapt--we always do. Bringing 81 out and around Syracuse with easy access to downtown streets makes sense to the traffic flow and the city's future. Let's unite, not divide our city! Public squares, vibrant businesses and a visually beautiful green landscape.

Let's be imaginative for once! In his letter to the editor of the Syracuse Post Standard, Friday, February 7, 2014, p B-4, John Reilly writes:

I think that the reconstruction alternative is the most beneficial to all concerned. This choice creates the least amount of disruption to those who use the highway. Also, it would be the most cost effective in relation to the improvements that are made.

Let's unite, not divide our city! Public squares, vibrant businesses and a visually beautiful green landscape.
Note to NYSDOT regarding the I-81 Viaduct Project

I think above grade reconstruction alternative would be better. It keeps the car/truck pollution up in the air, so it does not go to the ground level. Highways stop and start at the city limits. It works very well and would work here as well.

I have seen the alternative that keeps highways out of a city be quite effective in all the major cities in Switzerland. I have driven around in these cities, they do not suffer from the pollutants that are coming off the highway. People live right next to the highway and do not suffer from smog, sound, etc. I would support a survey, on the ground and door to door, of communities affected by it, before making any decisions.

3/26/2014 11:00 am
White
swright@gmail.com
Fowler Street
Syracuse
NY
13203

I believe this decision could go on for a long time especially reflecting our city in a way that would be of long-term benefit to those who live in and around the city. I want to firmly contribute to and influence my own environment. I believe we are doing a disservice to our city and everyone involved in what could have been a lasting benefit to those who live in, around, and through the city. I want ultimately to return to and invest my own time, energy, and money in my hometown of Syracuse.

I do not support the demolition of civic infrastructure in or around Downtown Syracuse in order to rebuild an above-ground highway. The old highway was a well-accepted infrastructure in our community, and it was a cultural and economic value. The reactivation of local surface-level streets, and transportation efforts that can spur adjacent growth, culture, and quality of life with the possibility of added tourism and the future potential for more businesses. There is the potential for increased revenue for the city and other businesses. Moreover, I do not think the elevated highway has done more harm than good over the last several decades and its effects can be seen in the nearby depressed real estate market.

I have a comment about the implications that any redesign will have upon the I-81 and I-690 interchange. While the elevated section of I-81 is defined a scar, the interchange with I-690 is a cut-out of the city. Currently the interchange is a mess of on/off ramps and baby exits. Any changes to I-81 would seem to necessitate a redesign of the interchange, especially when one considers that something so large will need to be addressed in order to prevent us from being stranded on the southern side of the city. This is not the way to run a ship and New York State DOT could end up getting blamed for a lot of mistakes that they will not be able to make.

I've spent a lot of time around both its elevated and submerged portions as a pedestrian. The submerged highway was not the best solution, but it was a first step in addressing the issue. Now I would like to see a better solution that can address the needs of the city, the environment, the cars, and the people. I believe this decision could go on for a long time especially reflecting our city in a way that would be of long-term benefit to those who live in and around the city. I want to firmly contribute to and influence my own environment. I believe we are doing a disservice to our city and everyone involved in what could have been a lasting benefit to those who live in, around, and through the city. I want ultimately to return to and invest my own time, energy, and money in my hometown of Syracuse.

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<td>Carey Cliff</td>
<td><a href="mailto:cliffp.carey@gmail.com">cliffp.carey@gmail.com</a></td>
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<td>Joseph Bauer</td>
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<td>Michael Brown</td>
<td><a href="mailto:kathyresch@gmail.com">kathyresch@gmail.com</a></td>
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**Alternative at Grade / Surface?**

7. Cost and environmental impact of widening I-481 between I-81 and I-690 in Syracuse-Jamesville (at a minimum?).

6. Increase in debris and litter in eastern suburbs.

5. Redirection and increase in noise pollution to eastern suburbs. Why decrease quality of life in high quality high functioning suburb.

4. Inadequate surface roads to SU/Hospitals from Colvin exit.

3. I-481S at I-690 is too sharp for heavy tractor trailer traffic as evidenced by overturned trailer history.

2. Inadequacy of lanes to handle new traffic with current 481 local traffic. In particular the back up of Fayetteville exit traffic.

1. Inadequacy of I-81 to I-481 transition lanes.

**Any alternative should minimize impact on existing public and private properties, should improve the 690 interchanges and facilitate traffic flow through the University area.**

As a downtown resident, I support the position outlined by the Downtown Committee. Syracuse has a great history which shouldn't be learned at 55 MPH. Phoebes Restaurant or attend a show at Syracuse Stage. The University campus would also be more accessible to folks in the main downtown area if they were moved to S. Salina.St. where there are currently many restaurants. In fact it is impossible for over 1 hour to exit 481S at Dewitt due to right lane back up to 690. Left lane flyover may be necessary. Additionally increased the number of access points from both Rt 81 and Rt 690.

Any alternative should maximize economic development in the city. I believe we can bring the route down to street level more accessible to folks in the main downtown area if they were moved to S. Salina.St. to enhance that area as well. Same idea for restaurants currently located on Little bay St. Syracuse has a great history which shouldn't be lost at 66 MPH. This is just an idea. If a store like Smith Restaurant Supply would need to be moved, maybe it could relocate to an empty storefront on existing S. Salina St. to enhance that area as well. Same idea for restaurants currently located on Little bay St.

Parking in this discussion needs more consideration. There's an estimated 500 cars that park in and underneath the stadium in this area. These people each downtown and in University Hospitals. If a coincidental profit will be generated then this needs to be explored.

**At Grade / Surface?**

9. Routes 90, 31, 690, 20, and 5 all connect with it.

8. Armory Square

7. Cost and environmental impact of widening I-481 between I-81 and I-690 in Syracuse-Jamesville (at a minimum?).

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1. Inadequacy of I-81 to I-481 transition lanes.
I feel that it is very important to prioritize and incorporate new public transit as early as possible into the process. In order to help mitigate some of the traffic during deconstruction and the subsequent decided-upon alternative construction, an improved public transit system should be in place before 2028, any of the deconstruction begins. This will allow people to rethink their mobility, especially young people who, previously, would have been hostile to transit. With the huge added benefit of creating a contingent of transit riders that otherwise wouldn't even set foot on transit until encouraged by the potential traffic woes of the years of I-81 work. These new riders will then no longer be a fleeting group to continue using the transit after all I-81 is complete, and therefore ensure its continued success into the future.

The transit implementation needs to be something above and beyond the bus system we have today; it needs to strive to be the addition of a line or system of BRT and/or light rail/ street car. Having dedicated, higher-frequency routes such as these permanent routes also have the added bonus of encouraging economic development along their paths, catering especially to the younger generation that prefers the option to avoid owning a car.

I strongly implore you to continue the study you had begun regarding the possible implementation of BRT and/or street cars. This is a once-in-a-generation opportunity to provide people with a new alternative mode of transportation, coupled with the key is the strong incentive (the perceived traffic chaos that the I-81 work will possibly cause) to get them to start riding the transit. I urge young people to see this opportunity and not rely solely on their cars.
My comments are applicable Email Address Street Address City State Zip Code I would like to comment on: Comment

After attending the June 26 session at the OnCenter, I am pleased to see that you have rejected the Bouledour option, which is better than the 690West connection to Interstate 81, Please consider the alternate as Hiawatha Route as preferred. I am also curious about the number of vehicles traveling west to 690 on northbound 690 West. When the final decision is made and properties are acquired in the way the route will be reimbursed? Thanks and good luck. Gary Crawford a 47 year resident.

I prefer the Boulevard option, but I think that public transportation options (and in particular surface rail) should be integrated into the planning process early on. In New York, not just SL-1, I attended the June 26 scoping meeting, and was soliciting a public person that the planning process was one in which the highway/timelines plans would be finalized first, and only then would public transportation options be considered. The problem with this is that if the highway/time plan is finalized, then whatever becomes a consistent on what can be done with public transportation, especially light rail. Thus the overall project could end up with a sub-optimal design compared to one which all aspects of transportation were considered simultaneously.

In specific proposal for light rail/walking, for example, a continuously running small commuter train that makes a stop at the Empire State Plaza, the Clinton, Onondaga, and Erie Boulevards. It could be true, which would encourage its use and also facilitate a downtown presence of people in the city, I have reviewed the cost of light rail that route around the Chiefs Airport to westway.

Finally, I would like to point out that all of the SL options have an external benefit: they would enhance the environment so necessary to advance the livability along the highway from N. Salina Street to Teall West. When the final decision is made and properties are acquired in the way the route will be reimbursed? Thanks and good luck. Gary Crawford a 47 year resident.

I'm concerned that we're designing projects for the 20th century rather than for the probable new realities in which all aspects of transportation were considered simultaneously.

Aspire on line. I am making an assumption here that we do not want to be painting down town. Even one foot print. Please start stressing to public concrete alternatives that make bridge paint and rusty steel, fewer piers at ever oportunity). The public should be educated on this before tunnel zealots get to refer to http://www.aspiremagazinebyengineers.com/i/295658/

I think We are advancing toward good alternatives, understand that repalcement structure will have larger structure during construction and would be a good carbon-neutral method.

I had previously commented on my support for a tunnel option, but now hearing about the shallow saline I think the viaduct options, which have high building acquisition (and demolition) costs. I hope that these external benefits (which are hard to quantify) are taken into account in weighing the costs and benefits of the various options.

Creating a boulevard and enhancing the nearby neighborhoods is exemplary. Removing 690 West will provide a route around the Newark Airport, for example. It will help to delineate ring roads for outer West. When the final decision is made and properties are acquired in the way the route will be reimbursed? Thanks and good luck. Gary Crawford a 47 year resident.

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The DOT has done a good job with the scoping process. The reasons for dropping various alternative are sound.

As a City resident, I strongly support a street level solution. This approach, including re-routing I-81 on 481 for through traffic, creates the most economic development opportunities for the City and therefore the local stakeholders.

The DOT has focused on removing the on/off ramps from the hospital area, which is crucial. However, I feel that the plan should include a broader solution.

I would like to ask if you plan on doing away with the exit from I-81 at the Harrison exit as this is very fast and unsafe for ambulances. This exit makes it difficult to access hospitals immediately.

My son, who recently had an asthma attack, was taken by ambulance to the hospital area and the university area and the near west side more walkable and bikeable. I would like to see this improve. This exit makes it difficult to access hospitals immediately.

I do not support the current highway plans, as they will result in a long-term burden for the city. The highway plans mentioned in the presentation are not reasonable. I don't want to be traveling through a tunnel with vehicle emissions. I am opposed to constructing a viaduct in the downtown.

The scoping process is a good start. Please continue the strong dialogue with the many communities and stakeholders.

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The scoping process is a good start. Please continue the strong dialogue with the many communities and stakeholders.
Dear Tim,

I was interested in your pro-boulevard view. No offense, but I don't think the time is right yet. One day we will do a massive public works project (tunnel) because it will take too long, 7 or 8 years. Second, it severely transports traffic going north to west, and east to south. At the very least we would have to build somewhere on route 127. I do not believe the best solution is, but we know to live with it for the next 50 years as all lanes are not to take the easy way out.

I believe that the best solution seems to be the hybrid between a boulevard and tunnel. That said, I think that the best long term solution seems to be the hybrid between a boulevard and tunnel.

The boulevard would create considerable inconvenience to those businesses collectively. Be prepared for endless litigation. A boulevard does nothing to remove what I call barriers towards the University, downtown, and the surrounding areas. The friendliest metaphor I can think of is that the highway is a barrier (in a real sense, not a metaphorical sense), with no basis in reality.

A boulevard is a barrier (in a real sense, not a metaphorical sense) with no basis in reality. 690 is an elevated viaduct - yet there's no barrier phobia with that. A 6-lane boulevard occupies virtually as much real estate as the existing viaduct. Why exactly would we believe that the boulevard is the solution? Where is the real need for development going to occur? It's not at points, but instead at points with little basis in reality.

Any decision can be construed or manipulated to appear unbiased. That's how politics work. The great places that Syracuse has to offer, including downtown businesses, are significantly less on rerouted 81. Traffic on I-690 will not allow the same level of access to the downtown and surrounding areas.

I firmly believe that the best solution is one that is a long term solution and does not simply choose the issue to come back up in the near distant future. Many of the comments that I've received like syracuse.com do politicians and business leaders wanting to spend everyone else's money, which I do not believe is the case.

Chris Leece

Syracuse)

Eastern Alignment (81' Below

Alternative T-4: Tunnel on

General or Other

In my comments I do have the option of becoming more in-depth. I would love to see my comments. I've also mentioned my option in the drop-down box for comments.

Thank you for the opportunity to comment - please add Access Syracuse and the re-routing along 481 as options in the drop-down box for comments.

Tim Wilke
Native Central New Yorker & Former Syracuse Resident

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Chris Leece
My comments are.

Consideration should be given to constructing an interchange on the I-690 near Chittenango. There is a 15 ft. wide street on the I-481 corridor with no I-481 overpasses. As a result, traffic from the rapidly growing areas of north-east Madison County and eastern Onondaga County would be forced to use the current I-81 bypass, which is used for both weekly and daily traffic. Replacing the highway with a street level boulevard is the most cost effective and sustainable solution. It's economic, environmental, social and aesthetic reasons, a boulevard is the clear choice.

The evaluation of the current boulevard alternatives confirm this. The Congress for New Urbanism, a leading organization dedicated to creating vibrant, walkable, mixed-use cities, will only lower our ranking as a clean-air city. Any other solution will require major use of eminent domain to clear a new footprint. The cost will be staggering for a rather poor result. And the air-quality which has been good in comparison to many other cities will only lower with an alternative that will cut through the downtown area. The road warriors aren't going to stop to use services in the city anyway.

In contrast, the boulevard concept frequently forced you to use services in the city. From my experience, casual auto drivers would stay on the I-81 corridor while trucks to avoid the downtown area unless they are making pickups and deliveries.

The slight increased congestion is more than offset by the much lower air-quality in the urban area. The road warriors aren't going to stop to use services in the city anyway. From my experience, casual auto drivers would stay on the I-81 corridor while trucks to avoid the downtown area unless they are making pickups and deliveries.

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To Whom it May Concern,

My choice is to remove the I-81 bridge that goes through the City of Syracuse and use Rte 11 and I-481 AND turn affected areas into well-lighted pedestrian/bicycle boulevard. Definitely NO tunnels!

Rte 11 runs parallel to I-81 (see Wikipedia below). In lieu of I-81, use Rte 11 going through City. In one of the informational sessions, heard that approximately 70% of I-81 traffic stops in Syracuse; therefore Rte 11 would be viable?


US 11 and I-81 continue to parallel each other as they head north from Binghamton toward Cortland, passing through the hamlets and villages of Otsira Corners, Glen Creek, Castle Creek, and Whitney Point. Beyond Whitney Point, both I-81 and US 11 begin to follow the Tioughnia River in a north-northeastly direction, with US 11 passing through further settlements along the river (Lisle, Marathon, Messengerville, and Bigelow Mills). Before reaching Cortland, the highway has a direct interchange with I-189 and 19 followed immediately by a junction with NY 14, which joins US 11 as the road enters Cortland.1

Thank you for the opportunity for community input.

Sincerely, Mrs. Haines

Sunday, July 27, 2014 8:39 AM
Alternative V-2: 4-lane boulevard, fully improved to current standards.

Alternative SL-2: One-Way Traffic on Almond Street and Other Local Streets.

Alternative V-1: Rehabilitation.

Alternative SL-1: Boulevard.

Alternative SL-3: Roundabout at Green Street Area.

Alternative SL-4: Roundabout at Genesee Street Area.

Alternative H: Elevated highway.

Alternative T: Tunnel.

Alternative H2: Booster.

Alternative T2: Booster.

Alternative G: Galleria.

Alternative H3: Elevated highway.

Alternative T3: Tunnel.

Alternative G3: Galleria.

Alternative H4: Elevated highway.

Alternative T4: Tunnel.

Alternative G4: Galleria.

Alternative H5: Elevated highway.

Alternative T5: Tunnel.

Alternative G5: Galleria.

Alternative H6: Elevated highway.

Alternative T6: Tunnel.

Alternative G6: Galleria.

Alternative H7: Elevated highway.

Alternative T7: Tunnel.

Alternative G7: Galleria.

Alternative H8: Elevated highway.

Alternative T8: Tunnel.

Alternative G8: Galleria.

Alternative H9: Elevated highway.

Alternative T9: Tunnel.

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Alternative H10: Elevated highway.

Alternative T10: Tunnel.

Alternative G10: Galleria.

Alternative H11: Elevated highway.

Alternative T11: Tunnel.

Alternative G11: Galleria.

Alternative H12: Elevated highway.

Alternative T12: Tunnel.

Alternative G12: Galleria.


Alternative T13: Tunnel.

Alternative G13: Galleria.

Alternative H14: Elevated highway.

Alternative T14: Tunnel.

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Alternative H15: Elevated highway.

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Alternative G18: Galleria.

Alternative H19: Elevated highway.

Alternative T19: Tunnel.

Alternative G19: Galleria.

Alternative H20: Elevated highway.

Alternative T20: Tunnel.

Alternative G20: Galleria.

Alternative H21: Elevated highway.

Alternative T21: Tunnel.

Alternative G21: Galleria.


Alternative T22: Tunnel.

Alternative G22: Galleria.

Alternative H23: Elevated highway.

Alternative T23: Tunnel.

Alternative G23: Galleria.

Alternative H24: Elevated highway.

Alternative T24: Tunnel.

Alternative G24: Galleria.

Alternative H25: Elevated highway.

Alternative T25: Tunnel.

Alternative G25: Galleria.

Alternative H26: Elevated highway.

Alternative T26: Tunnel.

Alternative G26: Galleria.

Alternative H27: Elevated highway.

Alternative T27: Tunnel.

Alternative G27: Galleria.

Alternative H28: Elevated highway.

Alternative T28: Tunnel.

Alternative G28: Galleria.

Alternative H29: Elevated highway.

Alternative T29: Tunnel.

Alternative G29: Galleria.

Alternative H30: Elevated highway.

Alternative T30: Tunnel.

Alternative G30: Galleria.

Alternative H31: Elevated highway.

Alternative T31: Tunnel.

Alternative G31: Galleria.

Alternative H32: Elevated highway.

Alternative T32: Tunnel.

Alternative G32: Galleria.

Alternative H33: Elevated highway.

Alternative T33: Tunnel.

Alternative G33: Galleria.
Epoxy Asphalt has already demonstrated its ability to deliver 40 year service life as a road surfacing on steel bridge decks. The extensive testing undertaken indicated that Epoxy Asphalt should produce a durable, long lasting material suitable for use on heavily trafficked roads. It confirmed that Epoxy Asphalt is a premium material that out performs conventional binders on the important indicators of potential long service life.

The challenges of construction with this material are considered moderate as existing plant and equipment can be used. However, hardening of the material during delays in construction increases the risk of construction failures and damage to plant. It will also be important to establish when, after the initial hardening of the Epoxy Asphalt, the curing reaction is complete, given the health effects of the uncured Epoxy Asphalt binder, which have resulted in restrictions on its use in some countries.

The conclusion reached is that, on the basis of its performance characteristics Epoxy Asphalt surfacing material is ready for large scale demonstrations on the roads, for VOC material of steel fiber reinforced micro cement which enables great strength and durability, only need to undergo further processing to a road material. These facts were taken from the website www.internationaltransportforum.org.

My hope and prayer that long term use and maintenance costs will be taken into account before a viable urban and environmental plan has been reached.

The needs to remain a thoroughfare to allow people to get where they need to in a timely fashion so it always has. It becomes a boulevard, then air pollution will increase as traffic is stopped at lights. It will also increase gas consumption impacting a person’s and business’ expenses negligibly. It will also cause bottlenecks in the transport of goods and services as well as people to their places of employment. Maybe this could be a highway: the city has plenty of off roads and boulevards already that people can choose to use instead.

In order to have a smooth functioning boulevard, I-81 will have to be the current I-481. A major problem of routing I-81 via I-690, then a major problem in routing I-81 around the city will be the inflexible, unchangeable divided highway. I recognize the ramps here may have to be longer, but it would not work better for Syracuse. Many older cities do have divots in rivers and other geographical or man made divixions, which shouldn’t pose as much of an upset as it is. Please see consider this option.

My comments are new to my knowledge, been brought up. A higher archedway, and less concrete pillars would be more beautiful and create a new Syracuse skyline.

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Butler Wes

8/1/2014 20:19:56

My comments are anonymous. wbutler54@gmail.com

Purpose and Need

The Boulevard is the best option. Reactionary voices do not realize that keeping the Viaduct in its current form is not an option. People need to hear change, and in this case they do not understand that change is inevitable because the Viaduct cannot be maintained in its current form.

The Viaduct as constructed was a shame. 20th Century Modernism, and the belief in the local government can be, should be applauded. We do not even attempt megaprojects like the Viaduct, and I have to admit I admire the dreamers who thought big and dreamed transforming a city with a megaproject. Unfortunately, they transformed Syracuse for the worse.

In the 21st Century, we have stopped believing that the government can transform society for the better. We have told ourselves that the government should do less. In this case, the government can transform Syracuse for the better with a 21st Century megaproject. The Boulevard will be a national model of 21st Century innovation. Boston's Downtown is thriving since it removed its Central Artery in 2003. However, that project took 30 years and cost billions of dollars. Syracuse can achieve the same result and thrive without the money or the trouble. This is because a limited opportunity must be seized.

Reactionary voices will resist, but they will come to accept the Boulevard just as their parents, who were many people, opposed the Viaduct, accepted that.

DOT has done a poor job communicating that it's time for the Viaduct in its current form to come to an end. It is time for a change, and the State needs to communicate that. Replacing the Viaduct has not been the argument. Opponents of the Boulevard have also stated that the entire process has been a sham, and that the State has supported a Boulevard all along. I do believe the latter statement is true, but I believe the State is correct in this conclusion. A Boulevard is the least solution.

The solution is easy. Build an alternate I-81 from Binghamton Utica-Waterloo. This was one of the original proposed routes for I-81. Out of-town traffic can be diverted while replacement viaducts are built in Syracuse. Local traffic can be diverted around the construction area by using-181 while a section of I-81 is closed for construction. Replacing an alternate I-81 (I-690) would help relieve future traffic issues in Syracuse. Also, this would help with safety issues of large trucks and traffic along the southern section of I-81. Out-of-town traffic can be diverted while replacement viaducts are built in Syracuse. Local traffic can be diverted around the construction area by using-181 while a section of I-81 is closed for construction. Replacing an alternate I-81 (I-690) would help relieve future traffic issues in Syracuse. Also, this would help with safety issues of large trucks and traffic along the southern section of I-81.

I suggest at the public meeting at Dr. Weeks School in Syracuse last week, I would like to see the DOT consider reusing the elevated section of 181 with the Viaduct project. It would make sense to get rid of the elevated section through downtown Syracuse. All of the utilities could be undergrounded and traffic could be improved. The elevated section through Syracuse could become green space that would work well as a recreational green park space. It's at the top of my wish list. (http://www.messynessychic.com/2012/07/06/paris-secret-park-in-the-sky-the-original-high-line/ )

For I-81 traffic, travelers and Syracuse residents would be able to re-route traffic via I-481 and I-690 before reconnecting with the freeway north and south of Syracuse. Some of the recreation work is already included in some of your alternatives but it would take a TON of $$$ by not having to tear down the old I-81. Yes, you would still have to do some maintenance but I would prefer the low cost to maintain on a fixed structure holding people, business, artwork, shrubs, trees, plants and a few buildings and it would resemble the park for recreation and park use in the middle of the City. We are a bus to the lifestyle and economy for Syracuse. It is part of our public recycling in ODT and our environment is all about nature. Dot. Couch could lead development by making it a 10 year free zone as well. Let's put the idea on the table to see how it would work. If you follow the Parkland link and look at how much the High Line has done for NYC, you can’t help but be impressed by the possibilities of Park I-81 – The Green Line.

8/6/2014 14:56:13

Ronnie

8/6/2014 8:33:19

Phillips Kevin

Pulaski and Need

It’s hard to pick a category for my comments because I believe they touch on many areas. First, as I suggested at the public meeting at Dr. Weeks School in Syracuse last week, I would like to see the DOT consider reusing the elevated section of 181 that runs through downtown Syracuse. All of the utilities could be undergrounded and traffic could be improved. The elevated section through downtown Syracuse could become green space that would work well as a recreational green park space for a high line in NYC and its recreation. Also, this would help with safety issues of large trucks and traffic along the southern section of I-81 that needs urgent upgrading into a four-lane highway. (http://www.messynessychic.com/2012/07/06/paris-secret-park-in-the-sky-the-original-high-line/ )

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8/6/2014 10:39 AM

Brian Hughes
brianlimited@aol.com
34 Cross Rd
Syracuse NY 13224
General or Other

Thank you for the opportunity to provide comments on the proposed alternatives for reconstruction of I-81. As a longtime resident of Skaneateles, I have observed the impact of interstate traffic on our village as it travels from New York City heading east on I-81 to Homer and traveling by way of Routes 41 to Route 690 to Skaneateles on their way to the Seneca Meadows racetrack.

While the impact that these trucks on our community had been lessened to some degree through contracts negotiated with the trucking companies, I share the concern raised by others that, should the current exit become a bottleneck, sending traffic onto what is currently 690, not only will we see an increase in traffic on rural roads, but I imagine that a large portion of traffic destined for points west on the Thruway will also make use of the Homer exit. In fact, according to Google Maps, there is currently a two minute advantage for taking 690 to 41 to reach the Thruway compared with taking Route 41 to Route 29 and to Route 55/690, joining the Thruway at Exit 41. It seems obvious that if 690 becomes the new I-81, the route through Skaneateles and Auburn to Exit 41 of the Thruway would become the quoted route.

Moreover, in the event that the bypassing of exit 41 to 490 to the Thruway would burden the potential volume of traffic that could begin using the non-interstate short cut. I would hazard a guess that Routes 690 in particular is not designed to handle that higher traffic volume and will likely require increased maintenance and potentially structural changes. In addition, residents living along the Exit 41 route will be subjected to the increased hazards created by a higher traffic volume while, for safety reasons, roads should be carried by a limited access highway.

I hope that ALL costs associated with any alternative are understood and quantified in your analysis. Your analysis should account for, not only the direct construction and property acquisition costs associated with each alternative, but the indirect costs to commuters in the path of permanently altered traffic flows that will result from the street-level alternatives still under consideration. It may be that, by taking full account of all costs and effects, some of the alternative previously discarded as infeasible (such as the various tunnel options) may have some merit after all.

8/7/2014 12:37 AM

Andrew Osmun
julieandy@juno.com
211 S. Monticello Dr.
Syracuse NY 13205

Alternative SL-1: Boulevard

I support Access Syracuse's plan. My comments are

...unreasonable. Residents in a large area near me would also be detoured in a major way to have to use evacuation access is approved as the commuting traffic, access to the airport, etc... would be

If it were possible to reroute I 81, there would be two very positive side effects. This would eliminate the worst bridges in Syracuse, the railroad bridges over Onondaga Parkway and W. Genesee St.

Please consider Access Syracuse's plan as a viable, compromise. I live off 481 and work in the University area - I use these roads daily and it is a big support of bringing Syracuse back to the

While I do not care to comment on any specific proposal, I would like to say that, as a Valley resident, removal of the "highways" through Syracuse would make our commute very unpleasant. Whenever I-81 is closed for repairs it creates a great inconvenience for us to use city streets to travel downtown or to the north side of the city, which we do nearly everyday for work or leisure travel. We support keeping I-81 preferably as an above ground viaduct. Therefore keeping the current street level travel options open as well. I can only imagine the nightmarish scenarios of a sold out game or other event at the Carrier Dome without all the current travel options available. Fewer options are in no way better than more options.

An idea I have not seen publicized for the route 81 dilemma would be to consider using the CSX railroad right-of-way that snakes its way from just south of the E. Adams St. I-81N exit through the west side of the city and emerges close to I-40 near the Carrier Dome. While there is enough of a right-of-way to rebuild I-81 so that the bulk of the roadway could go through mostly commercial sections of the northwest side of Syracuse rather than the downtown part of Syracuse. This would unfortunately uproot some residents, however every construction option will uproot people to some degree. As a community, we should be able to find assistance and resources for equivalent or better housing for those who have to be relocated.

We have been a marked upsurge in tankers carrying flammable crude oil bursting into flames in commercial and transportation of toxic, flammable, and explosive materials by rail through the heart of our city. There has been a marked increase in the number of train accidents in the area. If it were possible to reroute I-81, there would be less very positive side effects. This would eliminate the negative economic impact of rail traffic entering, also road ice formation. Then there are structural issues with the buildings and utilities that will be impacted by the vibration component of the work in the

The impact that these trucks on our community had been lessened to some degree through contracts negotiated with the trucking companies, I share the concern raised by others that, should the current exit become a bottleneck, sending traffic onto what is currently 690, not only will we see an increase in traffic on rural roads, but I imagine that a large portion of traffic destined for points west on the Thruway will also make use of the Homer exit. In fact, according to Google Maps, there is currently a two minute advantage for taking 690 to 41 to reach the Thruway compared with taking Route 41 to Route 29 and to Route 55/690, joining the Thruway at Exit 41. It seems obvious that if 690 becomes the new I-81, the route through Skaneateles and Auburn to Exit 41 of the Thruway would become the quoted route.

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I hope that ALL costs associated with any alternative are understood and quantified in your analysis. Your analysis should account for, not only the direct construction and property acquisition costs associated with each alternative, but the indirect costs to commuters in the path of permanently altered traffic flows that will result from the street-level alternatives still under consideration. It may be that, by taking full account of all costs and effects, some of the alternative previously discarded as infeasible (such as the various tunnel options) may have some merit after all.

8/7/2014 14:34 AM

Maura Stefl
mshrocker@aol.com
106 Clarmar Rd.
Fayetteville NY 13066

General or Other

I live just south of the SU campus and bought in part due to the easy access to 81 to commute to my job in the Valley if I-81 is removed. We can see no advantage to its removal, only major inconvenience, especially for easy access to both I-81 and 481. My wife and I have discussed this and we will move from the

8/6/2014 18:35:54

Florence Swartz
pfswartz4@verizon.net
89 E Genesee St
Skaneateles New York 13152-1308

Alternative T-4: Tunnel on Eastern Alignment (81’ Below Syracuse)

My wife and I have discussed this and we will move from the north side of the city, which we do nearly everyday for work or leisure travel. We support keeping I-81 preferably as an above ground viaduct. Therefore keeping the current street level travel options open as well. I can only imagine the nightmarish scenarios of a sold out game or other event at the Carrier Dome without all the current travel options available. Fewer options are in no way better than more options.

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I would like you to consider Access Syracuse plan proposed by Save-81. I live north of the city as many people are moved to the north side of the county after completion of 81. If there ever was an emergency like a plane crash in Syracuse Airport in north of Syracuse town would we transport people quickly without an instant. City Streets would never handle such an emergency. We have Fort Drum north of the city which also could have an emergency due to a new war. If new was to be used only until the end of its useful life as its the name again? If I-81 divides the city and must taken down don't someone say 800 divides the city the other way and must taken down? What always made Syracuse great for me as a destination was the fact that it had a major east-west highway (New York State Thruway) and a north-south highway (Route 81). As you want me to begin answering some of your questions.

As you can see from the table below, I support rehabilitation of the current highway. I am not disappointed again that our region chooses to rebuild the I-81 viaduct and hence contribute to the continued decline in the economic welfare and overall quality of life in Syracuse and Onondaga County. Taking in consideration all the monies spent already to repair and update certain sections already on Route 81, I felt it was a waste of our tax monies to remove what has been fixed and re-design what has been in existence for so long as I can remember. I feel the existing structure should remain and then be replaced in similar fashion with updates to meet today standards. To say that Route 81 is a structure causing division between areas of the city is absurd, as it divides the city just as a boulevard or a tunnel would. I do not agree with the offerings of Destiny Mall saves which are just offering is strictly based on what will best provide for the mall and not what will best provide for the traveling public or the residents in the suburbs. I believe the best option is what will cost the least to the tax payers based on work already completed and updates and repairs of the current roadway, with replacement of the current bridge structures and possible improvements to the current lanes. favourite

Thank you.

Standards

Alternative V-1: Rehabilitation

I support rehabilitation of the current 81.

Alternative V-2: New Viaduct

Fully Improved to Current Standards

Syracuse depends on availability of convenient transportation. As a businesswoman, I would like to push towards improving current roads and bridges. As long as bridges and highways safe and keeping current traffic patterns once made are repaired.

We would like to community to consider the Access Syracuse plan.

The Access Syracuse plan is a hybrid solution that's designed to preserve the best aspects of all the other options. The tunnel aspect would preserve I-81's vital function of providing access into and out of the entire community, particularly downtown Syracuse. The boulevard aspect above would affect fewer cross streets than any of the other options, including the DOT boulevard option. It would truly connect and energize the network of downtown Syracuse and create a pedestrian friendly environment.

It is critical that we make hard decisions that balance the needs of all parties. I support the Access Syracuse plan to maintain the existing roadway and bridge structures, coupled with improvements to I-81."
I am strongly in favor of maintaining I-81 through the City of Syracuse for the following reasons:

1) the area has developed around the existing highway access and too many businesses are dependent on its current configuration.
2) there is not enough economic vitality and real estate development pressure to adapt to the loss of the highway, including the adjustment of current businesses and the redevelopment of parcels adjacent to the current I-81 alignment.
3) If the only interhace access through the metro area is on I-490 to the west of the city, significant amounts of traffic including trucks heading west toward Rochester will elect to use rural roads on the west side of Syracuse like US 20 not intended or suitable for interstate travel.

For the above reasons, I favor maintaining a viaduct through Syracuse, but held in normal completion to design the viaduct to meet current architectural standards and to relocate within the city and in many cases improve their facilities. A good number will still be on the tax rolls.

The new skyways of the 21st Century can add to the appeal of a city. I believe we should NEVER erase Syracuse from the map. A new Skyway would deliver outsiders directly to the core of the city and have a closed underbelly with modern futuristic lighting.

The only options that will include any V2, V5 or T4. The others are either half measures or do not take Syracuse weather into consideration. Can you imagine removing 30 inches of snow from a depressed highway, the other half measures are only a waste of taxpayer money.

Over the past 50 years, the entire economic infrastructure of the county is linked to the current Route 81 location. Virtually every venue in the county has an exit off Route 81 such as, the airport, major hospitals, area schools, Clinton Square,飾, NBT Bank, Sublime, the Regional Market, and Destiny USA.

Route 81 works really well for all of CNY. You can get anywhere in 15 minutes! To my knowledge, there is no highway that has been more successful.

Route 81 in the ONLY road that runs the entire length of Onondaga County without a single red light!

The New York State transport of 2015 can add to the appeal of a city. They should always consider the Syracuse area.

The new Skyway would deliver outsiders directly to the core of the city and have a closed underbelly with modern futuristic lighting.

As a resident of Dewitt and a business owner in the town of Salina, I have watched with great interest the debate and proposals of the future of Interstate 81. I believe a project of such a magnitude and long term consequences must consider fully all aspects that any decision will have on the community, businesses, and residents of not only the city of Syracuse but the surrounding communities as well.

One of the positive aspects of living in the Syracuse area is the ease of which you can commute to most locations and surrounding areas. As a business owner operating directly off Interstate 81, we have come to rely on the ease and fast access to all the surrounding communities that 81 currently provides for business.

As a resident of eastern suburbs I can strongly argue against any proposal that would plan to reroute through the current I-81 alignment as an alternative to the traffic, which makes the decision method for those who wish to get through the city. Anyone who has to travel on 490 daily understands the idea of adding additional through traffic is certainly logistically a bad idea but also an accident waiting to happen.

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Some serve more to make their proponents feel good about their 'intention' to improve the area for specific segments of the population regardless of whether they address the least and most cost effective way to move traffic to and from all major points in all directions to and from Syracuse. Some feature little sight of the fact that I-81 is part of the Interstate System, designated as a major north south artery through New York State.

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I have been a Central New York resident all my life, having lived in Liverpool from 1947-1971 and the City of Syracuse until 2006. I observed the original construction and work when I-81 north of the City terminated shoulder near Erie Blvd East, prior to the eventual construction.

My idea for a complete solution to the I-81 Challenge utilizes many of the concepts already discussed and proposed, with a focus on two specific: elimination of unnecessary traffic from the City and providing non-stop travel through the City for local traffic via a depressed boulevard at a lower than current speed.

As a Sketch Plan and Profile of this concept is separately attached. Shown are three underpasses and two Park areas along a boulevard. By using ramps and the underpasses, there should be significant space to accommodate utility reroutes. It is acknowledged that there is much room for enhancements and development, but this is an idea to seriously consider. Of course, key to any plan will be accommodation of rush hour traffic, including that to the University Hill.

Construction of a few sections of a depressed roadway will require control of water and relocation of utilities at a cost, however, by minimizing this construction to the known possible length, there would be benefits in cost savings, future maintenance mitigation, and ventilation requirements, over a lengthy tunnel. Construction in the area can be made similar to that described in the State's Street Level Option or SL 1.

It seems obvious that a primary objective of the project should be to remove the through traffic from the downtown proper by using I-81 as the designated I-81. In spite of the fact that there would be some new traffic along existing streets and businesses in the section of I-81 "tapped", the quality of city life for all (residents and employees) must be a major consideration of the final decision. This solution should increase traffic safety in the City as well as reduce peak hour traffic congestion. The elimination of the physical barrier (existing viaduct) would link the University Hill, Downtown, and Armory Square area, thereby enhancing the development of a stable downtown community core.

The interconnection between north and south Interstate spur roads would not need to be designated as an interstate highway, and as such, can be constructed to different standards and at a lower cost. Local traffic that wants to cross the downtown sites can be accommodated, without stops, by constructing a boulevard with select underpasses along the alignment of Almond St. and current I-81. This road would be adjacent to the University Hill, Downtown, and Armory Square areas.

Any future transportation pathways for Syracuse should consider the impact of the world's rapidly growing car population on the environment. For instance, the assertion that the I-81 replacement infrastructure should be useful until 2075. But hydrocarbons to make gas and diesel will be totally gone by 2050 and likely replaced by 2030 – and beyond. By the time this project is complete, society as a whole will be living a paradigm shift in our commuting and shopping routines, and general use of hydrocarbon energy – the concept of the Sunday Drive will be considered in the same category as our 20th century dumping of industrial waste into the lakes. We will ask, "What were we thinking?" The I-81 replacement structure could be one huge expensive relic! On horse path.

A discussion is needed to address this reality. I'm particularly concerned about the petroleum industry and auto industry providing unrealistic opinions on the planet's near term and future energy situation. All electric cars charged by renewable energy sources are in the cars, but the needed infrastructure has yet to be proposed and developed. The auto industry needs to get realistic.

At one of the DOT presentations, it was said that Mass Transit will not work for Syracuse – because it didn't work for Buffalo. I offer this: in addition to electric cars, mass transit may be the best solution for I-81 and on into the future. A network of Salt City all-electric trolley cars can keep us moving if implemented. Syracuse will be a city of destiny – one that will walk away without such a plan. If there are skeptics to these projections, perhaps we should wait until 2020 (the no build option) so we can all see a demonstration regarding transportation in a new energy world.

I am unconvinced that a boulevard would work. How can one exist with an interstate highway combined into one highway that effectively manages the traffic, especially such an important route to two hospitals and university areas? Since the environment impacts of alternatives that detour through traffic only 690-481 can be considered, don't propose to shunt through traffic onto 690-481 unless it can be easily built for less cost savings, future maintenance mitigation, and ventilation requirements, over a lengthy tunnel.

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1. Without the Urban, there is no Suburban. The suburbs wouldn't exist. Syracuse didn't start. People did to abide the economic benefit from working in or being supported by the economy of the City. But to be quite honest when asked if the highway should stay or go. Quite often, suburbanites are only concerned with their commute time. But the commute time to Downtown is pretty good, but that doesn't make it the City successful. The goal is for the City to be the heart of the area, and even my commute time is 5 minutes longer (which I was when 81 was closed for maintenance a while back). I think we should do what is best for the City. Alternative V-2 would fall into place if it is in the best interest. This could be considered somehow philosophical, but there is much information to support it and common sense and Latin dialects show that could be calculated without an urban.

2. I think there is a lot of misinformation thrown around when talking about traffic impacts as well. I think the people need to know in detail and real numbers how they might be impacted and be provided with information that allows them to better understand how their commute might be affected. For instance, A person who is traveling from point A to the city itself will be likely to be impacted very little. People talk of removing 81 means there will be no longer any road. There will still be an off ramp at some point to get in and off the highway. I think the people need to be aware of how they might be impacted and be given the correct study designs.

3. Another clear piece of information that should be communicated to the public is how many buildings will need to be demolished to build a new viaduct or given alternative. Without this information, the public is making an uninformed and uneducated decision. I do not believe this is a philosophical or debatable point.

4. It's already there and improving it is the most logical choice. Don't tear it down just because some people don't like how it looks or how it cut the city years ago. It's already there and improving it is the most logical choice. I don't think the viaduct should be torn down just because building it originally was a mistake. Businesses have grown up and flourished due to the current footprint. Tearing it down will not be a viable place to do business if you remove one of the highways that are currently in place.

5. I highly recommend the final solution look good and something Syracuse can be proud of for decades. To make a huge difference to our city and downtown. Thank you for all the hard work.

6. I am a native of LaFayette and still own farm land there. It seems to me that if Rte 81 was closed for a period of time between the 411 road to the 499 and we would very soon find (or anyway) know how viable running traffic to 499 would be. I was able to become aware of hard data given the correct study designs.

7. Syracuse is quite ignorant when asked if the highway should stay or go. Quite often, suburbanites are only interested in how it affects their commute, not how the people need to know in detail and real numbers how they might be impacted and be provided with information that allows them to better understand how their commute might be affected.

8. I strongly urge you to build a higher, wider viaduct that would divide the city even more. I really think people will find the alternative that works for their needs, and according to your timetables there wasn't a lot of alternate or for different routes. It could make a huge difference to our city and downtown. Thanks for all the hard work.

9. Syracuse is not the only viable solution to traffic going under route 81 just as it is. During the winter 30,000 people travel 81 to get to the Dome to watch SU play basketball-- I can't imagine the traffic nightmare with a boulevard.

10. Algebraically, it is going to do nothing more than cost us taxpayer money. Going into the higher standards for 81 is going to do nothing more than cost us taxpayer money. 81 would not be a viable option if it was torn down. The road to 499 would be unable to handle the traffic that would come in from the north as well as the south during rush hour. During the winter 30,000 people travel 81 to get to the Dome to watch SU play basketball. It could make a huge difference to our city and downtown. Thank you for all the hard work.

11. The only viable solution is an elevated viaduct with an additional lane going in each direction. Also the ability for south bound traffic to enter 499 west would be an improvement. If the highway is removed and a boulevard is put in to place the city pedestrian traffic would be divided. As it is now people and traffic go under route 81 just as it is.
My comments are:

Traffic on Almond Street and
Alternative SL-3: Two-Way
Standards

Alternative V-2: New Viaduct
Fully Improved to Current Standards

In summary I think the preferred option is in replacing the existing structure but with an attempt to integrate it better with the existing infrastructure and minimize the impact on the surrounding neighborhood. I believe that this will provide the best solution for the city as a whole.

As someone born and raised in the Syracuse area and with a "heart" for Syracuse's present and future, I want to see a city that is safe, vibrant, and welcoming to all. I believe that the preferred option is the one that will best serve the needs of the community and contribute to the overall well-being of the city.

Thank you for considering my comments. It is important that we make the right decisions for our city's future.

Sincerely,
[Name]
would like to submit a general comment regarding rebuilding Route 81 through Syracuse. I believe the most viable new construction would be to build a new raised highway, with adding new exits/entrances for Route 81. I have read with concern that the raised highway should not result. The resulting traffic issues in Syracuse, especially near the Syracuse University and Upstate Medical/Crouse hospital complex, would be horrendous. The idea of rerouting north and south bound traffic off Route 81 would increase traffic in all ready congested routes, especially between Syracuse, Dewitt and Fayetteville. The new idea of a tunnel seems not to be too costly. I do understand that some buildings may be lost due to the rerouting of the raised highway, but properties will be lost during construction of any of the choices. I thank you for the opportunity to comment on the rebuilding of Route 81.

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Mandatory V-1: Rehabilitation

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would like to provide a comment on the Street-level alternative, "SL-1: Boulevard" that has been presented showing a tree-lined boulevard with a center linear green space that features a double row of trees and a sidewalk.

The concept shows a 195’ wide solution that includes pedestrian and bike facilities at the outer edges and a green strip at the center of the boulevard that is nearly 60’ wide. It is my opinion that the placement of such a massive, 60’ wide center green strip with all of those trees, in that particular location in the design, is misguided. This center green strip in the design is a single-use space that offers no added benefit because it is devoid of any true purpose for pedestrians or City life. Pedestrians will much more frequently use the sidewalk system at the edges of the design because that is where their destinations, engines, and connections are located. Pedestrians will cross the boulevard to get to the other side, and not to get to the middle. The center space with a sidewalk would be a ‘no man’s land’ because there is no significant destination for that space. This is a very wide and unattractive, or useful space to be. The double row of trees, and all that space, is wasted in the center location.

I would like to see the center green strip eliminated as it is the case in the "Eastern Parkway" in Brooklyn NY. In it, the double row of trees is given in the outer edge pedestrian space where it greatly improves the pedestrian and commercial space. The space dedicated to vehicular travel is consolidated together at center, and generous pedestrian crossings are provided. The design allows space for much needed parking along the boulevard, trees and slower lanes of traffic movement nearer to the commercial/amenity space. This is at possible within the 195’.

I would suggest that a Boulevard option like the Brooklyn’s Eastern Parkway be presented for Syracuse, where all traffic lanes are consolidated at center. This will encourage traffic speed moderation through the City. A separated boulevard encourages much higher speeds. On either side of the boulevard, the shade and shelter provided can be enjoyed more readily by pedestrians, cyclists, businesses, and parked cars along the boulevard. This design will minimize the footprint of the roadway, and allow more dedication of space to much more beautiful and usable, human oriented zones, thereby creating more quality space for City life to flourish, for businesses to develop, and a shorter distance for pedestrian crossings.

I support the Boulevard option. I think people like myself have been underrepresented due to time constraints and lack of funding. The group supporting the completion of a raised highway through Syracuse are being short sighted and looking at how fast they can get through Syracuse. The Boulevard option allows for more leisurely movement, has the potential to accommodate bike lanes, and can also have a green strip along with other amenities, and also provide a more livable city with improved pedestrian pathways. The improved connection between Syracuse University and downtown would also be achieved. As I understand it, the cars are also fewer for the Boulevard option. I’m very excited about Syracuse these days. I’ve lived in the city for 15 years, but have recently sold my house on the far west side and am moving downtown (the new Pike Block). If the raised highway is removed and replaced with a Boulevard I would consider staying in Syracuse after I retire from my job. If the raised highway in rebuilt, I would have to consider moving to a more progressive city.

There are three areas Syracuse that are of critical importance to the economy of the region-the University Hill Complex, Downtown Syracuse and the Lakeshore area. The University has prepared a paper that outlines their interests, but also provide a more livable city with improved pedestrian/bicycle paths. The improved connection between Syracuse University and downtown would also be achieved. As I understand it, the cars are also fewer for the Boulevard option. I’m very excited about Syracuse these days. I’ve lived in the city for 15 years, but have recently sold my house on the far west side and am moving downtown (the new Pike Block). If the raised highway is removed and replaced with a Boulevard I would consider staying in Syracuse after I retire from my job. If the raised highway in rebuilt, I would have to consider moving to a more progressive city.

8/26/2014 11:17:19 Halton

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8/25/2014 9:51:05 Bowser

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8/25/2014 15:34:46 Gleisner

This is the way it should be.

THROUGH it.

should these people fight downtown traffic?

I think that if people want to go into "downtown" Syracuse, a boulevard is the best option. Otherwise, there gives to your options in the report. Thanks for your time.

Vito Sciscioli

8/25/2014 21:43:50 Sciscioli

I think the EIS needs to keep options that I have mentioned above and not simply focus on the pass/fail Hill area. Time is running short on the comment period and I should probably spend more time on this but I have a hard time figuring out what these meant especially how Teall Ave, would be and how it would be used and by whom. On and off ramps along the entire corridor can and should be configured at the 690 interchange, an especially important connection to improve access to the University Complex, Downtown Syracuse and the Lakeshore area. The University has prepared a paper that outlines their interests, but also provide a more livable city with improved pedestrian/bicycle paths. The improved connection between Syracuse University and downtown would also be achieved. As I understand it, the cars are also fewer for the Boulevard option. I’m very excited about Syracuse these days. I’ve lived in the city for 15 years, but have recently sold my house on the far west side and am moving downtown (the new Pike Block). If the raised highway is removed and replaced with a Boulevard I would consider staying in Syracuse after I retire from my job. If the raised highway in rebuilt, I would have to consider moving to a more progressive city.

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8/25/2014 15:34:46 Gleisner
My comments are anonymous. wbutler54@gmail.com

Alternative V-1: Rehabilitation

Keeping the interstate highway as it is presently configured is of great importance to the city, county, and region. VR-2 is the best choice unless the extra improvements are too costly and excessively disruptive to existing buildings.

If you scale down the improvements.

Improvements to the interstate highway as it presently stands is of great importance to the city, county, and region. The viaduct presently constructed has

Expanding traffic and avoiding excessive disruptions to existing buildings the choice should be made between alternatives V-2, V-3 & V-4.

Thank you.

Certainly the needs of through traffic are served by the I-481 bypass, so it would appear the excessive cost of building the viaduct would only really solve the BLMREC for quick and easy access to Bell and the hospitals for less than half of the local area population. Maintaining commutes will still be very expensive and time consuming for the local population because the viaduct presently constructed is aしましたboulevard with little or no safety features.

Keeping the viaduct presently constructed would be the best choice and far less costly than any other. The boulevard approach makes the most economic sense and will be better for the city.

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I do travel once in a while on I-81 when my daughters and i travel to destiny usa or to visit family,i do see a need for I-81 to be replaced or a new road way/tunnel made,sometimes the traffic heading north thru the state traffic and would allow emergency vehicles easy access to the hospitals. I think the Interstate should improve traffic flow through Syracuse for inter-

Please do it. Please! Please! Please! Thanx for your time.

Jim

Thanks

I travel I-81 every weekday to commute from Oswego to my job in Syracuse. I am very opposed to any of the options involving a tunnel or depressed highway. I do not think they are sound choices.

Alternatives V-2, V-3, & V-4.

It is imperative that Rt 81 through Syracuse and central NY be preserved in the same footprint that it is now.

While I understand that some people feel that Downtown Syracuse is now cut off from the University Hill area they do not realize how Syracuse is now so much easier to reach than it used to be back in the 1950s when I used to drive my sister to Leereotype College.

690 replacing the old NY Central Railroad with new bridges and installing a highway.

I Worked on Interstate 81 in the early 60's in the Nedrow area. After 3 years in the US Army I worked on I-81 again for 9 months in the Syracuse area. I know the traffic situation has changed a lot between alternatives V-2, V-3, & V-4.

Maintaining the interstate highway is of great importance to the city, county, and region.

Project Objectives

If the project objectives include overtime the long term notion hinges down has to be a rated and choice much the 690 east of 81.

General or Other

It is imperative that Rt 81 through Syracuse and central NY be preserved in the same foot print that it is now. To do otherwise would negatively impact commerce and businesses in Syracuse, further isolating Syracuse and depressing economy and would cause significant excess traffic on I-81 and 481 and other roads. These other roads do not have the design or capacity to handle additional traffic in a safe manner. Particularly, the I-81 and 481 exchange in Crouse is already dangerous and creating problems up and down the road. Maintaining the interstate highway as it presently stands is of great importance to the city, county, and region. The viaduct presently constructed has

690; north/south commutes by 481. We don't need the 81 Viaduct through downtown any longer. The

I also would like to point out that the I-481 is an Interstates and has a larger purpose than getting people in and out of Syracuse. I am a former military family member and have done a good deal of interstate travel, from where ever we were stationed to other states or visit family or the occasional vacation. People want a roadway to get to their homes and destination - not a tour of the cities they have to pass through just to get there. Please.

Project Review

Certainly the needs of through traffic are served by the I-481 bypass, as it would appear the excessive cost of building the viaduct would only really solve the BLMREC for quick and easy access to I-81 and the hospitals for less than half of the local area population. Maintaining commutes will still be very expensive and time consuming for the local population because the viaduct presently constructed is a "boulevard with little or no safety features.

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While I understand that some people feel that Downtown Syracuse is now cut off from the University Hill area they do not realize how Syracuse is now so much easier to reach than it used to be back in the 1950s when I used to drive my sister to Leereotype College.

690 replacing the old NY Central Railroad with new bridges and installing a highway.

I Worked on Interstate 81 in the early 60's in the Nedrow area. After 3 years in the US Army I worked on I-81 again for 9 months in the Syracuse area. I know the traffic situation has changed a lot between alternatives V-2, V-3, & V-4.

Maintaining the interstate highway is of great importance to the city, county, and region.

Project Objectives

If the project objectives include overtime the long term notion hinges down has to be a rated and choice much the 690 east of 81.
General or Other

Re: I-81: It is my opinion that the most appropriate alternatives for I-81 would either be a complete rehabilitation of I-81 to bring it up to current standards, a new viaduct with considerable improvements, a stacked viaduct, or the tunnel option - all of which would mandate keeping I-81 on its present path.

It is my firm belief that moving it, making it into a boulevard, or (worse) making it a highway (which would not only be a considerably longer route than through Syracuse, but would also severely impact businesses adjacent to I-81 that are now situated on the current route, and could potentially degrade the choices of businesses that would consider the greater Syracuse area for conventions and the like.

In short, it would be folly to consider changing the current routing of I-81 and would serve no beneficial purpose in doing so.

Thank you for your consideration in this matter.

Sincerely,

Robert D. Barton Jr.
401- Jewel Drive
Syracuse, NY 13204

--

Butler Wes
dall@nikarchitects.com
576 North Salina St.
Syracuse, New York 13208
13258
Project Objectives

Alternative V-1: Rehabilitation
IT IS FINE JUST THE WAY IT IS AND WE ALL KNOW THAT IT WORKS.

Alternative V-5: New Stacked Viaduct

I believe that it is vital to maintain a highway that goes directly to 3 hospitals, Syracuse University, and to the northern suburbs.

Of all the options, the boulevard, alone, is the weakest from multiple standpoints. From our neighborhood, Coutts Corner, we would be severely impacted. There are 4 to 6 north-south streets to absorb traffic... To my knowledge there has never been a comprehensive traffic study done of the major Outer Expressway routes and I-81 is not the only one. A study done in 1999

I believe that it is vital to retain a highway that goes directly to 3 hospitals, Syracuse University, and to the northern suburbs.

The only option anyone should be considering is rehabbing the current roads and bridges. WE have to live in this city. All of these options you are proposing are ridiculous. Just the confusion and inconvenience to the citizens and businesses, and financial losses to businesses should deter anyone from even thinking about tunnels and boulevards. The money the city has wasted investigating these far fetched ideas would probably have paid for the repairs. The city does a crappy job of maintaining its roads in the first place. Our neighbors in the northern suburbs would also need to consider a football or basketball game at the Dome. There are multiple other comments possible on getting to the hospitals, etc., but the list is too long.

My comments are

Biancavilla Dean

575 North Salina St.
Syracuse, New York 13208
13259
Project Objectives

Alternative SL-1: Boulevard

We should keep I-81 by creating a hybrid boulevard/tunnel. This would create a faster and more efficient way of traffic flow.

Alternative V-3: New Viaduct with Substantial Design Improvement

My main concern is maintaining current I-81 traffic speeds though and around Syracuse. I believe boulevard would be ideal for the season and the low travel levels on any economic basis. In part, I would like to see the current design work to be as good as possible while also affordable and as level last for a longer time than the current one did. Neither is a economic more expensive than any other design but I would still choose a boulevard over a tunnel (if I was a Syracuse citizen). I was the longest area terrain, so I could become more of an asset to Syracuse.

Alternative V-5: New Stacked Viaduct

The only option anyone should be considering is rehabbing the current roads and bridges. WE have to live in this city.

And also the "Urban Street Guide" by the National Association of City Transportation Officials (NACTO) 07

Underneath the double-decker highway are a Food Emporium, TJ Maxx, a pedestrian plaza, a huge indoor tennis facility, and other retail and neighborhood-enhancing establishments. East-West and North-South bus routes cross on the Manhattan side of it, and some of the most expensive real estate in NNY is located around this roadway. It’s footprint is no larger than our present I-81, and people can go in and out from and from other destinations from Manhattan easily, and to work or hotels or restaurants in other areas from Queens via this bridge and roadway. I think we could do equally well with this bridge and roadway.

In short, it would be folly to consider changing the current routing of I-81 and would serve no beneficial purpose in doing so.

Thank you for your consideration in this matter.

Sincerely,

Robert D. Barton Jr.
401- Jewel Drive
Syracuse, NY 13204

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8/27/2014 13:42:40
Silverman Brenda

300 Roe Ave
Syracuse, NY 13210
13256
Project Objectives

Alternative SL-1: Boulevard

I think that commuting time should be a deal breaker in this decision. The point of shiftings to get places faster. Any option that increases commuting time by more than one minute from anywhere to anywhere around Syracuse is no go. So I think either a rebuilt viaduct or tunnel if there’s money for it is the best option. A tunnel is as long as there’s money for it, and as long as the 81 tunnel follows a nearly parallel path to the current viaduct, and as long as there are at least the same work as the current viaduct. Otherwise, a rebuild viaduct following an almost identical path as the current viaduct would be better. Even in the hybrid plan, I see little relevance the boulevard. Where would it go? Would it destroy many buildings and streets? It seems like it would be too intrusive.

Anonymous

I wish I could submit a photograph of the roadway in Manhattan that leads to and comprises the 59th street bridge to Queens (formerly known as Queensborough Bridge, now known as the 59th Street Bridge.) Underneath the double decker highway are a Food Emporium, TJ Maxx, a pedestrian plaza, a huge indoor tennis facility, and other retail and neighborhood-enhancing establishments. East-West and North-South bus routes cross on the Manhattan side of it, and some of the most expensive real estate in NNY is located around this roadway. It’s footprint is no larger than our present I-81, and people can go in and out from and from other destinations from Manhattan easily, and to work or hotels or restaurants in other areas from Queens via this bridge and roadway. I think we could do equally well with this bridge and roadway.

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Sincerely,

Robert D. Barton Jr.
401- Jewel Drive
Syracuse, NY 13204

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8/27/2014 14:44:27
Thomas Robert

304 robbins Rd.
Syracuse, NY 13208
13264
Project Objectives

Alternative V-1: Rehabilitation

The only option anyone should be considering is rehabbing the current roads and bridges. We’ll have to live in this city. All of these options are you proposing are ridiculous. Just the confusion and inconvenience to the citizens and businesses, and financial losses to businesses should deter anyone from even thinking about tunnels and boulevards. The money the city has wasted investigating these far fetched ideas would probably have paid for the repairs. The city does a crappy job of maintaining its roads in the first place. Now after all these years, I-81 is falling apart? Big surprise. Why didn’t they take care of it from the start?

My comments are

In short, it would be folly to consider changing the current routing of I-81 and would serve no beneficial purpose in doing so.

Thank you for your consideration in this matter.

Sincerely,

Robert D. Barton Jr.
401- Jewel Drive
Syracuse, NY 13204

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8/27/2014 15:06:18
Silverman Brenda

300 Roe Ave
Syracuse, NY 13210
13257
Project Objectives

Alternative SL-1: Boulevard

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Robert D. Barton Jr.
401- Jewel Drive
Syracuse, NY 13204

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8/27/2014 15:09:35
Anonymous

I would like to see 81 restored as an elevated roadway just as it is. I would hate to lose the Community Center and Pool at Wilson Park to some boulevard type roadway. I think we could do equally well with this bridge and roadway.

In short, it would be folly to consider changing the current routing of I-81 and would serve no beneficial purpose in doing so.

Thank you for your consideration in this matter.

Sincerely,

Robert D. Barton Jr.
401- Jewel Drive
Syracuse, NY 13204

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8/27/2014 15:19:10
Anonymous

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In short, it would be folly to consider changing the current routing of I-81 and would serve no beneficial purpose in doing so.

Thank you for your consideration in this matter.

Sincerely,

Robert D. Barton Jr.
401- Jewel Drive
Syracuse, NY 13204

--
Anonymous. wbutler54@gmail.com Alternative SL-1: Boulevard

My comments are

University sherri.clarry@gmail.com Alternative SL-1: Boulevard

im 770 James St Syracuse NY 13203 General or Other

xavierxander@hotmail.com

Standards

Fully Improved to Current Standards

Alternative V-2: New Viaduct

Alternative V-3: New Viaduct

Alternative SL-1: Boulevard

Alternative SL-1: Boulevard

Alternative T-1: Almond Street

Alternative V-2: New Viaduct

Alternative V-3: New Viaduct

option also creates opportunities for better connection between the University area and the downtown.

Do right by our city and keep things that work.

Don't tear down more buildings.

Please fix all the traffic.

Why do that with the North South traffic?

Erie Blvd is terrible, it is blocked, it is hell and unmaintained. East West driving is terrible.

business, someone should explain why Syracuse's population is 3/4 what it was before 81 was installed.

Please do not fall for the propaganda of the loud and very vocal minority. If 81 was such a good idea for
efficiency of interaction, the automobile as the primary form of human transportation is not a sustainable
mankind... from oil driven wars, pollution, urban sprawl and loss of societal communication and overall
that 200 years from now, it will likely be considered one of the most damaging inventions of modern

Lastly, I believe the entire structure of transportation will move toward less individual automobile use over
same.

University. Upon discussions with peers from different areas of the City and suburbs, they found the
that were more scenic, and took less than 5 extra minutes for me to get to work near the South Side of the

paranoid, without logic or simply creating propaganda by cherry picking data and fudging facts and figures
of the comments and statements I have read from people supporting a new viaduct or tunnel are irrational,
Upon further investigation of all of the options, it is clear to me that the boulevard is the best option. Most
of the comments and statements I have read from people supporting a new viaduct or tunnel are irrational,
without logic or simply creating propaganda by cherry picking data and fudging facts and figures in order to mystically support their north side businessess.

Additionally, I-81 south was closed from the west side earlier this summer, and I found 3 different routes that were more scenic, and took less than 6 extra minutes for me to get to work near the South Side of the University. Upon discussions with peers from different areas of the City and suburbs, they found the paths

Lastly, I believe the entire structure of transportation will move toward less individual automobile use over
the next 50 years in order to move toward a more clean and energy efficient society. It is already tinking
the way, and if there were enough money, I am sure Syracuse would love to have it in public transportation
back in the form of trolley's and light rail. The automobile experiment had a good run, but I am convinced
this way, and if there were enough money, I am sure Syracuse would love to have it in public transportation
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that 200 years from now, it will likely be considered one of the most damaging inventions of modern

I strongly believe the T-1 Alternative with above ground Boulevard is the 21st century choice; no matter
what the cost is. Thank You for allowing me to voice my opinion.

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the next 50 years in order to move toward a more clean and energy efficient society. It is already tinking
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back in the form of trolley's and light rail. The automobile experiment had a good run, but I am convinced
that 200 years from now, it will likely be considered one of the most damaging inventions of modern

Let's get it right for a change.

A new or rebuilt viaductalom Syracuse is decades from or physically divided city.

As a local resident and commuter, I travel the viaduct at least twice a day, at least 5 days a week. Adding
this will hit the people that currently live in the heart of this city.

re-routing high volumes of interstate traffic currently passing through the City of Syracuse, and would make the City “invisible” to interstate travelers. Currently, there are two main entrances and exits to I-81 in the greater Syracuse area where interstate travelers currently pay for gasoline, food, motels, shopping at shopping malls and so on. Were the traffic to be diverted around the City, local commerce would be greatly, and negatively impacted. Thank you.

15 minutes. When I had to take city streets, it took a half hour. Waste of time and gas. Not to
don't get used to it. It used to take me 45 minutes to get there. I transferred to S. Salina St for the shorter

I feel that we shouldn't go backwards. I moved here for the convenience of the highways. I work where I
do, because 81 takes me straight there. No matter which other way I use, I double my commute time. And
I feel sorry for the people who have built their businesses around being near the highway. I used to work in Camillus, and without a highway to get you there, it is a monstrous drive. Unnecessary long. And, you
don't get used to it. It used to take me 45 minutes to get there. I transferred to S. Salina St for the shorter
15 minutes. When I had to take city streets, it took a half hour. Waste of time and gas. Not to
mention frustrating. Please, anything except a boulevard. We should consider all tunnel, boulevard and depressed highway options.

There can be plenty of flow, access and commerce without a raised viaduct.

As a local resident and commuter, I travel the viaduct at least twice a day, at least 5 days a week. Adding
time and/or miles to my commute doesn't thrill me in the least.

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15 minutes. When I had to take city streets, it took a half hour. Waste of time and gas. Not to
mention frustrating. Please, anything except a boulevard. We should consider all tunnel, boulevard and depressed highway options.
I have stated many times, I favor getting rid of the ugly eyesore that is route 81 through the city.

Throughout traffic can go via 690 - I believe that is why that road was built, so traffic through traffic around the city.

So let us do it right. Anyone interested in going into the city can take the "Almond Street exit" off of I-81 north. This will bring you down to street level and you can travel wherever you need to go. I suggest in your decision, follow 681 to 690 or exit 81 south. Most travelers from out of state that get to Destiny are from the north. Many Canadians travel here in shops. They don't even come across the Syracuse property. At any rate, it has been shown to be an additional 7 minutes of driving from Brighton Ave to Seventh North Street isn't worth it to improve the cityscape.

The noise level in the hotels and businesses that are currently along the elevated highway will be reduced.

Along the course of the Military. A big road right through town. They will get two on a surface street, or use 481 - 481 is very congested. I know. The noise level in the hotels and businesses that are currently along the elevated highway will be reduced.

The interstate needs to be built in a way that allows for the needs of those who travel in and out of the city as well as through the city from northern or southern suburbs. 690 is not an acceptable alternative from an economics perspective nor does it allow access for western suburbs. A stop and go boulevard option will take many hours from coming into the city.

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The noise level in the hotels and businesses that are currently along the elevated highway will be reduced.
REPLACE/PLACE EXISTING HIGHWAY IMPROVE AS REQUIRED TO TODAY'S STANDARDS, NO TUNNELS, BLVDS. THE HIGHWAY WORKS and DOES NOT AFFECT ANYONE LIFE.

Concerning the Overall Report, I was disappointed at the lack of attention to any detail in the project south of Adelaide Street. This is the community in which the Syracuse Housing Authority has property and a residential community on both the east and west sides of the current viaduct. Specifically, the at-grade and replacement alternative speak to major structural possibilities including ramps and interchanges. Most notably, there were no artistic renderings of the proposed ramp down to Jackson Street, the road under the railroad tracks at Van Buren and Burt Street, as is already done in that area on both McBride and Burt Streets. But this is a residential community on McBride, with children, schools, buses, a Parks and Recreation Center, not a commuter road. We have built arteries because close to the foot of the I-81 viaduct but I would like to see it come down in favor of a more suitable at grade option, one which is not even being considered. That option would be the adoption of the 'Doucette Plan' which would reduce 81 along Interstate 481 and through an at-grade option which would begin back at Brighton Avenue which would integrate with the city street grid.

This option would remove the 'mound' of I-81 south of Martin Luther King Drive East, be at grade at Colvin Street, and allow for the south side of the city no longer to be bypassed. As such, there would be no ramp at Burt Street, so that grade solution would reduce speed which would afford the ability toroute the road under the railroad tracks at Van Buren and Burt Street, as is already done in that area on both Burt Street and Colvin Avenue. I have not met a community member who would capitalize on this. It is for the City to be returned to a connected neighborhood, walkable, livable, and enriched by surrounding areas.

The depressed highway section from Hiawatha Blvd. is the city streets to the very end or exit on the ramp to the traffic from I-81 south of Adams Street to meet up with the northern section. I believe this situation is a real expensive alternative PLEASE NO TUNNELS. Traffic jams in the middle of a tunnel are heartbreaking, hot, air pollution, feeling trapped, no place for emergency vehicles and so on. We have been stuck in such a situation and now I hate tunnels.

As I mentioned, I hope the people of Syracuse would like to share the following comments concerning the Draft Scoping Report that NYSDOT published in June of 2014.

Comments concerning the Draft Scoping Report:

TUNNELS ,BLVDS. THE HIGHWAY WORKS and DOES NOT AFFECT ANYONE LIFE.

Concerning the Viaduct Replacement solution (specifically V-2 Alternative) there is mention of an interchange at Martin Luther King East or Burt Street. What would this look like? How will it affect the community? What property must be taken? What changes to local traffic pattern will occur? With the Viaduct Replacement solution which promote the elevation of the viaduct up higher from Martin Luther King East on the southern end up to Adams Street, what would be the noise of traffic impact be. There is no mention of what would be apparent, that the sound of traffic would travel further and have a stronger reso...
I am 100% in favor of keeping the present via duct, but improving it to current standards. It works reasonably well, but clearly needs remediation and updating to current safety standards.

To better accommodate these standards, and to address the claims that the via duct divides the city, I would further urge that the elevation of the viaduct be RAISED, and that the then-thinnest-palbable columns be pared, within safety parameters.

doing so, should provide a bit more room to make the highway wider, and raise it further out of sightline, permitting a more or less unobstructed view across the highway.

Putting in a tunnel or an erie blvd style solution solves none of the issues raised (as if those solutions wouldn't still leave the city divided), costs way more, and would impede the present fabulous traffic flow. It's precisely that fabulous traffic flow that makes this city such a desirable place to live and work.

We need a 21st Century expressway with closed underpasses, modern lighting, and additional hook-ups to route 690.

Route 81 in the city SHOULD NOT become a boulevard. That would be a death sentence for business in downtown Syracuse and surrounding areas. I work for a large company and travel all over NYS. To make 690 the preferred route for people traveling down 81 from Canada or up 81 from down south makes no sense from a financial standpoint. To hand off downtown business is a very shortsighted thought process. Putting it in a tunnel or below grade interection or a hybrid option of the two would divide the two addidional people who want to use the bridges come down but won't hurt business owners. "Please do not put in a boulevard. I know I will not use it as much as I would have to go to 680 again.

Route 81 is the arterial route from I-690 to the carrier dome for college. I am totally familiar with the area of the Route 81 viaduct. While I do not currently commute to downtown Syracuse on a daily basis, I do have season tickets to the Syracuse Crunch games and other Oncenter events. This is easy and quick. I could see getting off of 690 either onto a boulevard or possibly walking an access road on State Street before Alfred Street. Though I would think State Street would have to be turned into one way (south bound) to accommodate the traffic events at any of the Oncenter facilities. I could also use West Street to Adams Street to get to the parking garage (assuming the boulevard is maintained). North Street would have to be turned into a one way (south bound) to accommodate the traffic events at any of the Oncenter facilities.

I am a Homecare RN who travels this road every day. I would like to see it fixed and maintained... I believe the boulevard idea would lead to many delays and traffic jams. From a health care standpoint, it is important to get people to their appointments and home safely.

As a Homecare Registered Nurse who drives this road daily, I would like to see a bit more and to address the claims that the via duct divides the city, I would further urge that the elevation of the viaduct be RAISED, and that the then-thinnest-palbable columns be pared, within safety parameters.

Putting in a tunnel or a hybrid solution solves none of the issues raised (as if those solutions wouldn't still leave the city divided), costs way more, and would impede the present fabulous traffic flow.

and trying to get their health maintained at Upstate. It's a huge foot print on land otherwise suitable for development. And a few minutes or miles don't amount to much if you're not even stopping to shop.

Further more, I still would have access to the Destiny USA shopping mall and all the businesses in the suburbs.

I am 100% in favor of keeping the present via duct, but improving it to current standards. It works reasonably well, but clearly needs remediation and updating to current safety standards.

To better accommodate these standards, and to address the claims that the via duct divides the city, I would further urge that the elevation of the viaduct be RAISED, and that the then-thinnest-palbable columns be pared, within safety parameters.

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Further more, I still would have access to the Destiny USA shopping mall and all the businesses in the suburbs.
I strongly urge you to rebuild the viaduct and not consider a boulevard option. Increased traffic diverted to I-481 will make the Dewitt Route 5 area almost impassable. In favor of a boulevard. Already the Dewitt Route 5 area is very congested. I believe the viaduct. However, the boulevard would need to be designed carefully, to make it safe for pedestrians and esthetically pleasing. The option chosen needs to preserve the speedy track through the city. It seriously impacts on the daily commute for multiple areas of our city. If we removed all the access of getting around with I-481 I doubt we would have chosen to move to the area.

I think the boulevard plan is the best plan to bring our city together, to rid our community of the dangerous eyesore that is the viaduct. To encourage development and make good use of the land around the viaduct. To repair it would mean taking over much more property and destroying buildings. A tunnel is not worth the money it would cost, especially since I-40 is a perfectly good bypass. Good planning can result in a pleasant traffic grid downtown and an attractive boulevard appealing to pedestrians, cyclists, and drivers. Traffic on a boulevard does not have to speed through at 55 mph. Bringing down the viaduct and developing that space would energize our city and open up many new opportunities.

I support some form of boulevard alternative rather than any type of elevated or depressed highway or tunnel. The existence of Routes 481 and 560 on bypasses around the city already are an eyesore and an in-joe-mary. These bypass routes should become the default option for those who are not entering downtown and leaving is at highway speeds. Anyone who is entering downtown has to exit and reduce speed to drive on city streets to their destination. The boulevard option would be physiologically more sensible to the surrounding areas and much less intimidating to those of us who walk and bike from the south and are still very walkable. The boulevard option would be physically more beneficial. Directing traffic to I-481 does not get people where they need to be. People coming from the south and traveling to the university, the near north side, Liverpool, Destiny mall or the train station can not get to their destination from I-481. Taking down the viaduct would make very ineficent traffic pattern. The boulevard needs to come down on the grade of the hill as a whole. Phase robust bicyclists' lane of paper I-481 and 480 on route to the university. In practice I would be less expensive than the other options (I think), satisfy the business owners along the current I-481 path from the north, and would only take a few minutes of commute time to those affected. A boulevard could then replace the current path of the viaduct. However, the boulevard would need to be designed carefully, to make it safe for pedestrians and esthetically pleasing.

I strongly urge you to rebuild the viaduct and not consider a boulevard option.
While I understand the need to improve traffic flow and safety and to correct nonconforming and nonconforming design features, an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project. The City of Syracuse has embarked on a review of its downtown neighborhoods entailing more residents to make downtown their home. Mission Landing is an important element and one of the first successful projects in that effort. The new I-61 to I-690 southbound to eastbound interchange would have a significant impact on that area. As pointed out, the morning peak traffic is at an occupancy now in that section. The quality of life for Mission Landing residents would be significantly reduced. Increased noise levels over already high-levels would be present as it brings a greater volume of higher speed traffic closer to the buildings. We suffered enough round the clock construction noise and dust that summer. One can only imagine what new construction would bring. Road dust made keeping my unit clean a constant struggle. This could significantly reduce property values for one of the highest concentrations of high value residential real estate in downtown Syracuse. Mission Landing has 40 jobs with a average take home of over $40,000 in recent history. The Hanlills Square area is a very desirable location and would be a crime to demolish it that way.

Please consider the Best Street corridor for both I-690 eastbound to northbound I-690 and I-690 southwest to eastbound I-690 improvements. This corridor appears to be wide enough to accommodate traffic in both directions and is void of residential housing and has only a few businesses there. Also, it is close to Destiny and given easy access to that “attraction”. Perhaps even the I-61 to I-690 southbound could be included in that corridor? That would preclude encroachment on valuable downtown space as shown in Figures 3-1, 4-1.

I support the rejection of the tunnel and depressed highway alternative because of the initial and future maintenance costs.

John Hudson
Syracuse Resident
john.hudson07@gmail.com
3-112 Syracuse New York 13204

General or Other

John Hudson
Syracuse Resident
john.hudson07@gmail.com
3-112 Syracuse New York 13204

I support the rejection of the tunnel and depressed highway alternatives because of the initial and future maintenance costs. I think the current system is just fine.
I recently received a questionnaire from Senator John DeFrancisco. The responses to this questionnaire will be unreliable as question number 2 states: "No matter what I-81 concept is chosen, do you think it is important to maintain a north/south thoroughfare at the existing interstate speed?" This fails to clarify whether a 481 or 690 bypass is considered a route which maintains the north/south thoroughfare. I think this is a sly ruse to obtain votes against a boulevard or other street-level solution.

Secondly, without fair and accurate information to educate the public (as per my previous email), what value is a multiple choice questionnaire? We might as well have uneducated 3 year olds check boxes on whether flour or sand should be used in mixing the concrete foundations for our next bridge embankment.
Careful consideration of the alternatives for the future of the elevated portion of Route 81 that travels through Syracuse leads to the conclusion that the viaduct needs to be removed and replaced by a street level roadway for the following reasons:

1. The current viaduct provides inadequate access to downtown and the University.
2. Replacing the current viaduct with a new viaduct will require the demolition of numerous buildings, resulting in the loss of tax dollars and important building fabric.
3. Removal of the viaduct and the implementation of a street level roadway will result in the revitalization of City and County real estate and sales tax revenue from the construction of new buildings.
4. The introduction to the needs of commuters and travelers already exists in the form of our city street grid along with routes 690 and 481.
5. A tunnel or depressed highway will result in the "dead ending" of several significant streets, with no benefit to the commuter or the City as a whole while requiring a significant use of taxpayer funds.
6. The street level solution will be the least disruptive to daily life in our City, and with improved access to I-81, will provide the opportunity for long-term economic growth of our region.
7. A street level solution could lead to a revitalization of the Southside neighborhood with appropriate connections to the street grid between the railroad ROW and Brighton Avenue.

I believe it best serves the economy of Syracuse: Maintaining I-81's current alignment and interstate designation through Syracuse. Don't be foolish. The only reason we shop and visit the inner city is because of 81, easy on easy off. I urge the DOT to repair I-81. I'm one who feels let what is alone spending money, we don't have why not use that money to improve the roads that are in such need of spending for a long time. I feel this whole idea needs to put aside and try finding a way to improve 81 by not the state hasn't the money to spend. they just want to change - improve something that has done the job. We are in hard times and you want to spend money that the Tax payer will end up paying for. The city or the state need to come up with a different plan. Just connect to 481 by going around the city like most major cities do in other states, I truly don't understand why there has to be such a big change in what to do with route 81 over the city. I/m not a person who is always up on information and what's going on around town. But I truly don't plan.

By all means, I favor re-routing through traffic via I-481. I-690 and the NY Thruway can at the same time.

Street level routes can better facilitate traffic in both center city and The Hill. So far, all conceptual designers for a boulevard envision a straight, wide boulevard. I encourage some tweaking to incorporate gentle curves, maybe even exploring some quasi-loops and quasi-round a-bouts.

Clearly, NYS and Syracuse can not afford a "Big Dig," but a series of mini tunnels, ala bridges, could facilitate east-west traffic flow where intersecting the north-south boulevard(s).

So far, all conceptual designs for a boulevard envision a straight, wide boulevard. I encourage some tweaking to incorporate gentle curves, maybe even exploring some quasi-loops and quasi-round a-bouts.
I'm writing to voice my opinion as to which option I believe is the best choice of all the options for the replacement of the I-81 section through Syracuse.

The highest priority should be given to achieving what should be the most important goal of the project, which is to move the highest number of vehicles projected for the area's traffic patterns for the next 60 years to and from all points in all directions to all destinations in and around Syracuse and beyond. The only way I would consider a tunnel option would be if the speed limit remains about the same as it is currently.

What I would like to do is see them do something to keep our stretch of I-81 UNIQUE. I have driven from the north end of I-81 to the south end of I-81 where Bingo casino in All and Syracuse is the ONLY stretch where the speed limit is 45MPH.

The project's goals should not be driven by emotion or 'feel good' motives. There is a purpose for the highway, which should not be the greatest good for the majority. There are more important than the greater good for the majority. This area needs to attract business. What I do NOT want or support would be re-routing traffic around the metro area via #481 (essentially with improvements, I would support any of those options. Keeping a elevated Viaduct is the most logical. This would be traveling from the Southern City Border to the Northern City border. Center city access is not the need it as already fulfilled by the present I-81.

I'm writing to voice my opinion as to which option I believe is the best choice of all the options for the replacement of the I-81 section through Syracuse.

I think that a multi-tiered viaduct is a good idea. This choice may eliminate the requirement to tear down buildings. I believe that the viaduct choice is important, as this is the most direct route through Syracuse at a speed that will keep the traffic moving. It is also the best choice for ambulances to reach the hospitals in the shortest period of time.

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To Whom it May Concern,

Date: August 30, 2014

Re: Final Scoping Comments

I am in favor of a boulevard option with routing of traffic onto 481. I do not agree with the tunnel option. The viaduct is ugly, wasteful, divisive, outdated, and unsustainable environmentally. Only a street level solution offers a means to stitch the fabric of the city back together in a more coherent and functional, and socially, economically and environmentally healthy way. We must take this as an opportunity to do intelligent, contemporary urban design and development to stimulate the type of community and infrastructure we need.

First, I would like to thank the DOT for looking at the big picture & not just the viaduct. Addressing the total traffic situation including the Trail & West St interchange, the two of 81 & 490/W connectivity and the street grid are evidence of a comprehensive look at the problem which will yield a more permanent solution.

I would also like to comment on the tactics of the Save 81 groups. At one of the meetings you stated that the project MUST include all five alternatives and implementations do not include highways which cut off a city from its waterfront or bisect a city.

Look at good design not including any viaduct.

Viaducts are a 1960s concept. Please delete these options from planning. The cheapest alternatives are not always best for today’s cities.

Viaducts will be monumentally expensive, this would take many years more than the other proposals & I don’t mean to bombard you with responses, but any tunnel alternative is pretty much preposterous.

and on but here’s hoping you make the best and most forward-looking decision.

This will just be another form of division.

To Whom it May Concern,

I agree with the mayor that the Route 81 Reconstruction project is the most important and transformative project in the Syracuse metropolitan area and is a once in a lifetime opportunity for the city and region.

We encourage those receiving these comments to view this EIS process as an opportunity of developing the alternatives for the various components of the transportation system that are informed by both expert and public knowledge of the impacts. This will require continued engagement of community members in the process, providing them with information in forms that are understandable, unbiased and complete. Our comments are intended to encourage that conversation.

In my opinion the Boulevard alternative, coupled with the improvements listed above and possibly a new 81 S/481 Outer Comstock/Skytop entrance/exit would best serve the interests of the people of Syracuse. In my opinion the Boulevard alternative with routing of traffic onto 481 would be an engineering & environmental nightmare.

Beside being monumentally expensive, this would take many years more than the other proposals & I don’t mean to bombard you with responses, but any tunnel alternative is pretty much preposterous.

The creation of a visual barrier that cuts through the heart of the city. Removal of additional buildings, some of which are distinctive, contain active business, institutions and residences will further damage the heart of the city and downtown and exacerbate what the original Route 81 project did 50 years ago.

Removal of Existing Buildings. The removal of existing buildings, including those occupied and unoccupied, will negatively impact the community. The original development of Route 81 resulted in the removal of numerous buildings, the creation of unusable and unattractive interstitial spaces, and the creation of a visual barrier that cuts through the heart of the city.

Removal of additional buildings, some of which are distinctive, contain active business, institutions and residences will further damage the heart of the city and downtown and exacerbate what the original Route 81 project did 50 years ago.

The project MUST include the fact that most current designs and implementations do not include highways which cut off a city from its waterfront or bisect a city.

Look at good design not including any viaduct.

Viaducts will be monumentally expensive, this would take many years more than the other proposals & I don’t mean to bombard you with responses, but any tunnel alternative is pretty much preposterous.

and on but here’s hoping you make the best and most forward-looking decision.

This will just be another form of division.

We have a number of areas of concern but having attended several recent meetings, choose to focus these comments on the following:

Removal of Existing Buildings. The removal of existing buildings, including those occupied and unoccupied, will negatively impact the community. Our local knowledge of the impacts. This will require continued engagement of community members in the process, providing them with information in forms that are understandable, unbiased and complete. Our comments are intended to encourage that conversation.

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<td>8/31/2014</td>
<td>Stefan</td>
<td><a href="mailto:stbrowns@gmail.com">stbrowns@gmail.com</a></td>
<td>1. The current viaduct divides our City and cuts off the University area from our downtown.</td>
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<td></td>
<td>Stefanie</td>
<td><a href="mailto:stefibles@gmail.com">stefibles@gmail.com</a></td>
<td>Thank you for your consideration. Stefanie Noble</td>
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<td>8/31/2014</td>
<td>Liz</td>
<td><a href="mailto:bluegill1st@gmail.com">bluegill1st@gmail.com</a></td>
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<td>Thank you for your consideration. Stefanie Noble</td>
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<td>8/31/2014</td>
<td>Mike</td>
<td><a href="mailto:mark1837@twcny.rr.com">mark1837@twcny.rr.com</a></td>
<td>1. The current viaduct divides our City and cuts off the University area from our downtown.</td>
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<td>McDougall Donna</td>
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<td>Maywalt Martha</td>
<td><a href="mailto:martha.maywalt@gmail.com">martha.maywalt@gmail.com</a></td>
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<td>Leemann Karen</td>
<td><a href="mailto:karen.leemann2@gmail.com">karen.leemann2@gmail.com</a></td>
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Standards
Fully Improved to Current
with Considerable Design
Alternative V-4: New Viaduct
with Considerable Design Improvements
Alternative V-2: New Viaduct
Fully Improved to Current Standards

Standards
Fully Improved to Current
with Considerable Design

Fully Improved to Current
with Considerable Design

I read the article with interest. As the project moves forward, I believe it is important to consider the safety and accessibility needs of all people, including pedestrians and cyclists. The current viaduct does not provide adequate protection for pedestrians, and the proposed new viaduct does not address this issue.

I think it is important to keep the number of lanes to a minimum, as this will reduce the risk of accidents and improve safety for everyone. Additional lane improvements could be made to improve the flow of traffic, such as adding pedestrian crossings and bike lanes.

In conclusion, I believe that the proposed new viaduct is a step in the right direction, but more work needs to be done to ensure that it is safe and accessible for everyone. I look forward to seeing the final plans and hearing more about the progress of the project.
I am writing to make my position clear that the state of the current categories below have already been discussed by our office. On a side note:

The elimination of the I-81 link through Syracuse will adversely impact the northeast quadrant of Onondaga County by imposing undue time and ultimately economic costs on commercial, notably truckers, and personal vehicular traffic, between that sector of the county and beyond and points south of the city. A boulevard system is not a substitute for the traffic. The delineated connectivity will, in short, pose a permanent handicap on existing businesses in the northeast sector while imposing an unfair disadvantage on that area's future commercial and industrial development. To eliminate this segment of I-81 flies in the face of the 106 process.

One final note, the so-called I-81 barrier is in fact the Almond Street barrier, a six or more lane surface street that will not be eliminated. A viaduct by definition is not a barrier.

Thank you for your time and consideration.

Sincerely,

[Signature]

Marc Emmi
Liverpool, NY
there was a decision made on the day of Syracuse and we feel the same time restraints to expand transportation network. Of the various scenarios put forth by the NYSDOT only the street-level option allow that potential to be realized.

II. Concept 4:1 provides a ready-made route to handle traffic passing through the region, albeit with some modifications necessary to accommodate interchanges both north and south of Syracuse. However, these changes would have a far more limited impact on people and property than constructing a new viaduct through the city center.

By transferring thru-traffic to the 481 corridor, local traffic can be readily accommodated at street level but if the three scenarios presented, the "boulevard" [SL-1] is the least desirable. It fails to disperse traffic into the existing city street system at multiple points, unnecessarily perpetuating the concentration of traffic—and congestion—on Almond Street. It also lends itself because support for bridging Erie Boulevard over Almond, an otherwise unbuilt road west and contains concept that should not be included in any solution.

The boulevard design is a sterile, mid-20th century, car-centric solution that largely discounts important quality of life concerns such as noise, air quality and general aesthetics. It does little to truly support multi-modal transportation, particularly pedestrians. And it ignores the potential to route, scattered sections of the Pioneer Homes neighborhood. The other street-level designers avoid these problems and therefore are more in concert with traditional urban conditions.

The SL-3 concept requires the least amount of physical and functional change to Downtown and University Hill streets as well as Pioneer Homes, making it the preferred of all street-level solutions. In addition, SL-2 [and presumably SL-2] can and should provide multiple links to the existing street network south of Almond. At grade connection at Brighton, Colvin and Castle at a minimum will distribute traffic from a greater area and provide several routes to both Downtown and University Hill destinations, as well as expand multimodal opportunities (buses and bicycle lanes) beyond the city core. Truncating the project at or near Almond Street is short-sighted planning and ineffective design.

Similarly, there must be numerous links to the street system north of I-81 and modifications to existing at grade connections, along with possible new access points, must be included in the project—not just at one or two.

1. (context) I have walked countless times between SL [where I have worked 27 years] & downtown e.g. numerous times to red cross (before the blood donation center moved over away). ... the amount of existing traffic on around it is substantial making the crossing of Almond st. non-trivial. BUT the stats show that only 6% of thru traffic on the boulevard is..... I believe the 6% is an absolute lie...IE... putting MORE traffic on the ground is what would... 2) (context) I've been a lifelong environmentalist (now age 65) and for me it is an intractable, time-losing (to force increased fuel use and added pollution by diverting around I-81) repeatedly stopping traffic on the ground. ... the most fuel-consuming part of driving is starting up from a stop. ... 3) (context) I have been a repeat customer of Smith Restaurant Supply. And I am sympathetic if others & part of pioneer homes & others have to be torn down, but it would vastly more in the long run to build EVERYBODY with increased pollution from start/stop ground traffic AND from long distance circumnavigating traffic. ... 4) aside: I am glad the tunnel idea were nixed it lowered the cost of construction: the cost of constructing a new viaduct would have been astronomical about ... 5) aside: With soil conditions are concerning and sufficient, but what we are left with is that the idea of depressed roadway would best address the (false) claim that I-81 divides the city. BUT noise would be a problem down there. ... (now) would be non issue if the depressed roadway were covered with a slight, but that wouldn't raise the cost of the state of the year ventilating during power outages) ... (now) suppressed in comedy out. ... 6) aside: If the government should choose the boulevard & bypass method, I would not be unrealistic to think that the state of the number of vehicles may not be changed significantly to mass pollution since pollution would be reduced. ... (now) the only option consider feasible our environment & society is to transfer thru-traffic through a trench to Almond Street that is non-emissions (deleterious to me, because of pollution) but was the route to be one-only to keep it narrow enough to protect existing buildings with the separate elevators underneath an existing level. ... 7) aside: It's a one way only viaduct should southbound. If the research confirmed my hypothesis that boulevard drivers, e.g. vacationers returning from thousand islands etc. ... On Average, more impatient & hard to be patient making the limited access nature of a viaduct a more relevant safety parameter. ... 8) aside: another advantage of a one-way only county viaduct is that it retains fast access for ambulances to hospital. ... 9) aside: some people claim that street level route would increase property tax values, but any local advantage to a government "by rights" ought to be used for pollution offsets, so the property tax argument is, I should be, totally irrelevant... thank you for your attention.

9/5/2014 17:1-11:07 Capella Peters Onrane dpeters@aol.com General or Other

9/5/2014 17:57-4:57 Susan klee@nancy.com General or Other SL-3: Boulevard
9/1/2014 18:01:25 Marcy Darrell d.marcy@verizon.net

Alternative SL-3: Two-Way Traffic on Almond Street and Other Local Streets

In both online comments and verbal comments at the meetings I have expressed my idea of a roundabout solution consisting of three roundabouts in series at the major intersections of the viaduct area. The objection I have gathered from the public meetings is the assumption of the need for a six lane roadway.

A six lane roadway with signal light traffic control at the three major intersections, Adams, Harrison and E. Genesee would encourage vehicles racing from light to light, the most dangerous traffic for pedestrians. (See Dangerous by Design, Smart Growth America)

The roundabout solution I have described would encouage slower, continuous vehicle progression along the viaduct area from Adams to the single point urban interchange being envisioned. Being only four lanes wide, it would leave plenty of room for sidewalks, and bike lanes in park like setting.

The next 50 years for the city of Syracuse will not be based on, or enhanced by vehicles traveling on a north-south axis through the city. The future will be enhanced by people integrating Syracuse University and the Medical facilities on the Hill with the downtown core of the city. This will not, and cannot be done by car travel, and we should throw away any idea that it can.

A slow and safe viaduct connection that will allow easy and convenient pedestrian and bike crossing, and create a pedestrian friendly community is exactly what can be achieved in the roundabout solution and exactly what we need.

Please give this your consideration in the next phase of the project.

9/1/2014 19:04:52 Butler Wes

My comments are anonymous. wbutler54@gmail.com

General or Other

the current viaduct system works to quickly move traffic in and out of the city without clogging city streets - the current one should simply be replaced with an updated version.

9/1/2014 19:20:59 Schuls Philip philandjoan@juno.com

204 Windsor Drive DeWitt NY 13214

Purpose and Need

The basic reason we are trying to improve Route 81 as it passes through Syracuse is that the viaduct will "soon" reach end of useful life. Two of the main issues with Route 81 are that it separates University Hill from the "city" and also that the viaduct does not meet current design standards. It is unsafe in certain areas, particularly the I-81/I-690 interchange downtown. I have given considerable thought to each of the alternative listed above in the drop down menu. I believe that components of the best solution lie somehow on the list but not in any individual alternative.

I believe that tunnel, depressed highway (appropriately named), boulevards and large scale widening of the viaduct will not work inside of or take too much property off the tax base which, of course, is an additional cost.

To me the most sensible solutions to the 2 main issues I listed in the 1st paragraph is to solve each issue directly. First, tear down the Route 81 viaduct from the I-690 interchange downtown to where Route 481 currently meets Route 81. Relabel I-690 East and part of I-81 as Route 81. Thus traffic that wishes to bypass Syracuse will now use an "outer loop" like many cities have. This will reduce the city's traffic which we can then figure out how do to do.

This solution can be tested by the New York State Department of Transportation by temporarily closing the portion of Route 81 mentioned above.

Second, the I-81/I-690 interchange is unsafe and needs to be widened. I believe this section is relatively short. These 2 actions get at the basic underlying reasons for this project in my opinion.

I also realize that there is a missing connection at the interchange. There is no connection from Route 81 North to 690 West at the interchange. (Isolating the folks in our area has been worked around this just fine. I believe it is beyond the scope of this project.)

Thank you for giving consideration to my ideas.


mjamesbecker44@gmail.com

Alternative V-5: New Stacked Viaduct

Has anyone heard of the seven hills of Syracuse? Syracuse was built on a swamp. A tunnel will never work. Who would pay for the energy cost and equipment repair of a tunnel exhaust system. Where would the exhaust chimneys be placed as we would not vent the tunnel at ground level? (I have had direct experience with a boulevard type lake in GOG's hands. The only way to construct an expressway with two through lanes and a median for emergency use was to sacrifice a foot print, is is stack the south hill above. There might be a saving if we model I-81's right lane after the right lane of I-90 east of Albany. The right lane fades away onto an off ramp, we have a right shoulder for a quarter mile, and then the right lane becomes on ramp. This is repeated several times. The highway needs to be stacked.)
I have given a lot of thought to the alternatives you have presented for the replacement of the Interstate 81 viaduct through Syracuse. Thank you for taking a planning approach that provides ample time for me and all members of the public to review the conceptual plans and think through the advantages and disadvantages of each potential alternative. I generally agree with the alternatives you are recommending for further study.

A replacement viaduct is tried and true. It maintains the status quo and can readily be constructed. With the viaduct replacement concepts you have presented, my largest concern is the overall size. The renderings of replacement alternatives look substantially larger than the existing viaduct. I look forward to the final designs. At this time, it seems designing a replacement viaduct that doesn’t worsen the divide created by the current viaduct is an impossible challenge.

The surface level alternatives present greater risk and greater possible reward. Done poorly, a surface level alternative is another West Street or Erie Boulevard. It continues to create a divide, similar to the current viaduct, and the city loses a major interstate in its core. Lose, lose.

Done right, however, a surface level alternative gives Syracuse the opportunity to reshape the center city in Central New York. Many American cities have removed elevated freeways, or decided against constructing them, and the results have been overwhelmingly positive. I’m hopeful that we can repeat that pattern here in Central New York.

When I find myself oscillating between the options you have laid out (Is a viaduct best? Is a boulevard best?), I remind myself that we aren’t building this infrastructure for tomorrow. We’re building now to set the stage for what Syracuse will be 30, 40, 50 years from now. At one time, the Erie Canal passed through the heart of the city. When the canal no longer suited our needs, we filled it in. At one time, trains ran down Washington Street. When that no longer suited our needs, we moved the rail lines.

The decision that is being weighed right now is our chance to fill in the canal, to move the rail lines. I hope that when the final designs are prepared there is a surface level alternative that meets the needs of Syracuse.

Alternative O-1: Western Bypass

Done right, it has a future. Unfortunately sending high speed traffic into residents neighborhoods seems the least beneficial to everyone. The noise, fumes, dirt created by such traffic are enormous. The hazards posed by the density of traffic is hair-raising, regardless of posted limits. These factors will make Syracuse unlivable for many families with children. Syracuse has a large elderly population & they will have difficulty coping with the speeds & density of traffic as well. The college population will also be at risk!

I don’t envy your job & don’t know which is the best plan. Just wanted to share my concerns.

Thank you,
Mary Ihle

There are so many options and I find it confusing to try to figure them out, but I believe strongly that Congel should not have a say in any options until he starts paying taxes on Destiny. Do not let him have influence. Politicians have allowed him to cut Syracuse and Onondaga County off at the knees with the tax breaks that are hurting us so much. I know the tunnel is an incredibly expensive option, leaving a boulevard in the city, but I think it would be excellent. As someone who commutes into Syracuse every day, I see absolutely nothing to improve the flow, no changes. Traffic has gone so much I trust my body continues that I am becoming too busy to get to work every day. Thank you for allowing us to have so many opportunities to find out the different ideas.

The elimination of the various options does not include the positive effect of their construction cost. The also do not include the economic costs of changing the designated I-81 route location. Unless those costs & impacts are properly included it is not reasonable to eliminate those alternatives. The hybrid thru traffic tunnel with the surface street options should be considered.
Once again, I want to reiterate the case of closing I-81 traffic starting at the I-81 interchange in the north and the I-81 interchange in the south and leaving the elevated section (excess intact for a pedestrian walkway and bike path) in the middle of Syracuse, realigning the I-690, removing the 690/81 interchange. This reduces the span of the highway to Syracuse from NYC. I have once again seen the beauty and inventiveness of the High Line that has predecessors in Paris and around the world. The top 15 advantages are:

1. Decrease overall project costs by eliminating the need for demolition of the highway.
2. Solidify Syracuse's standing as a preeminent green city in the country and the world.
3. Identify a space for new recreation/business parkland in the middle of our community.
4. Decrease the need to take property by eminent domain to facilitate any of the other plans.
5. Create a unifying force within the community that can be identified as an asset for people coming together by building access ramps at many places throughout its length.
6. Decrease the maintenance costs associated with the plan to maintain and widen the current structure due to no stressors of traffic on the elevated section and reduced weight bearing requirements.
7. Identify a space for the new NY Tax Free zones in the heart of Syracuse.
8. Stop the wasteful spending and focus spending on creating new businesses, recreation, parkland, greenery and community oriented activities.
9. Identify a new area for Syracuse festivals and celebrations.
10. Show politicians, press and public how we can recycle and reuse a space in a thoughtful, caring and imaginative way.
11. Reduce the overall project costs, traffic is too heavy in that area to be dumping through-traffic directly into the city. Improve the design to make traffic flow better.
12. Absolutely NO on any type of tunnel. I think tunnels are death-traps and terrorist opportunities, so 'no' on the tunnel idea.
13. Identify a space for the new NY Tax Free zones in the heart of Syracuse.
14. Keep I-690 an arterial road and stop turning it into a mass of bumper to bumper cars... why does not anyone see the need for a thoroughfare that is not going to be a bottleneck.
15. Can you imagine people, commuters, etc taking the parallel alternative I-81 instead? If the drivers heighten their awareness or become less distracted, travel a bit slower and think of the parallels, it might serve the public.

1. The term is not logical. The spacing between the I-490/Teall and I-81/I-81 interchange is considerably less than the 'rule of thumb' 1 mile minimum spacing (in urban areas) between interchanges recommended by the American Association of State Highway and Transportation Officials (AASHTO) publication, A Policy on Geometric Design of Highways and Streets.

The Draft Scoping Report itself refers to interchange spacing on pages 14, 15, 16 and 19 ("In addition, spacing between ramps in the viaduct segment varies from just 1,200 feet to 3,100 feet, failing to conform to AASHTO's recommended design standard of one mile"). Consequently, simply bringing I-490 up to a standard identified by NYSDOT's own Draft Scoping Report requires that both projects be considered together!
Dear Mr. Frechette,

I have carefully considered the alternatives for the future of the elevated portion of Route 81 that travels through Syracuse and appreciate NYSDOT's work to date. Several factors have led me to the conclusion that the viaduct needs to be removed and replaced by a street level roadway. My reasons are as follows:

1. The current viaduct divides our City and cuts off the University area from our downtown.

2. Replacing the current viaduct with a new viaduct will require the demolition of numerous buildings that will result in the loss of tax dollars and important building fabric.

3. Removal of the viaduct and the implementation of a street level solution will enable us to recapture a significant amount of real estate that will result in the revitalization of City and County real estate and sales tax revenues from the construction of new buildings.

4. The infrastructure to meet the needs of commuters and travelers already exists in the form of our city street grid along with routes 690 and 481.

5. A tunnel or depressed highway will result in the "dead ending" of several significant streets. In addition, the tunnel or depressed highway option provides no benefit to the commuter in the City as a whole while requiring a significant use of taxpayer funds.

6. The street level solution will be the least disruptive to daily life in our City and will provide the best opportunity for long-term economic growth of our region.

NYSDOT has continued to seek community input regarding the future of route I-81. These are commonly held community views. I urge you to honor this request in your final recommendations.

Thank you for your consideration.

Sincerely,

[Signature]

[Name]

[Address]
My comments are stephen.e.robison@gmail.com Alternative SL-1: Boulevard

Fix the thing that is there now!!!!!!!!!!!!!!!!

1. The elevated highway configuration recognizes that this is a major north-south highway speed travel through Syracuse. The other options would cause too great a traffic disturbance or too great a cost.

It is important NOT to remove buildings in downtown Syracuse and build any replacement highway within the existing footprint. The old buildings help provide the heart and soul of downtown, not to mention that the majority contribute to our tax base. Removing them could easily create more empty lots downtown, which is not what our downtown needs.

We must maintain high speed access to Adams St for access to the hospital.

For SL-1, the description states 3 lanes of traffic in both directions may be needed, but what about 20, 30, even 40 years from now? Should 4 lanes ever be considered now while still in this phase of the project?

This is even up for consideration is a joke. The politicians fighting for the destruction of a major north/south highway speed travel through Syracuse. The other options would cause too great of a traffic disturbance or too great a cost.

For SL-1, the description states 3 lanes of traffic in both directions may be needed, but what about 20, 30, even 40 years from now? Should 4 lanes ever be considered now while still in this phase of the project?

Despite the architects talking about this for a decade and then all of a sudden realizing that the 40+ years before have been nothing but a waste of time and resources.

None of the options discussed would be workable. Syracuse is the best possible way to not disrupt the economics driven by the existing ease of accessibility through-traffic around Syracuse on 481, and promoting economic development and vitality in the regions.

I-81 is a very necessary artery for all of central New York, as it is the main north/south highway speed travel through Syracuse. The other options would cause too great of a traffic disturbance or too great a cost.

Jon

Thanks for allowing us to voice our opinions.

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3/2/2014 10:22:59 Jon,

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3/2/2014 10:22:09 Jon, 3 lanes plus 2 bicycle lanes plus side walk makes sense.

The role of the Thruway is warrented.

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3/2/2014 10:20:13 Jon,

4. A street level solution will involve significant changes to the current traffic flow. If a street level approach is selected I-690 evolves/changes over time.

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Jon

Thanks for allowing us to voice our opinions.
As someone who drives a lot I find the cities that have penetrating highways to be more welcoming, and I'm less likely to veer for a meal into cities with bypassing roads. Overall I'm in favor of keeping the highway as is, with a few changes, rebuild as an elevated roadway thru Syracuse, NY. This will not constrict traffic flow and will allow for the same kind of visual impact afforded by this approach. In my mind, science for serious re-examination and re-construction. Thank you for the opportunity to voice my opinion.

D. Mooney, Retired Syracuse Business Owner

9/2/2014 11:15:18 Brady Jerome

nytailgunner@aol.com

General or Other

Alternate V-2: New Viaduct

Fully Improved to Current Standards

11/08/5600

Whitney Street from Adams Street to Butternut Street

My comments are

As a business owner on the north side, I am against any type of boulevard. My customers enjoy the easy lanes, and 2) modifying the ramp to meet the compliance standard of 70 miles per hour. One possible concern.

Fahey property adjacent to I-81 South due to reconfiguration of this interchange complex is our first concern.

Several of our larger facilities and programs are located adjacent or very close to Brighton Avenue, I-81, and/or I-81 and I-481 interchanges. Our concerns and comments are linked to potential construction in the Street Level group. These concerns fall into four areas: 1) encroachment into the Loretto Main Campus and/or I-81 and I-481 interchanges. Our concerns and comments are linked to potential construction in the Street Level group. These concerns fall into four areas: 1) encroachment into the Loretto Main Campus and/or I-81 and I-481 interchanges. These concerns fall into four-areas: 1) encroachment into the Loretto Main Campus, 2) eliminating a critical extension from the Main Campus, 3) impacts of major earth moving and reconstruction of the I-81 and I-481 interchanges on Main Campus facilities, and the health and welfare of the elderly who live there; and 4) potential damage to the already underground is a bad impression on visitors. Please save i-81!

Traffic congestion without this route would be almost unbearable and I really hope I do not have to experience any of this. Please save i-81!
a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units and is very desirable location and it would be a crime to diminish any aspect of that.

However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project. Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 interchange would significantly impact Mission Landing residents. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units and is a very desirable location and it would be a crime to diminish any aspect of that. Please take into account the Bear Street corridor for both I-690 southbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and few businesses to be disrupted. It is also closer to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this? That would preclude encroachment on valuable downtown space as shown in Figure 3.1.

I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs. Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Being the new I-81/I-690 southbound to westbound interchange built near Mission Landing would
Improving traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project. Resurfacing downtown neighborhoods and entitling more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-690 interchange is expected to significantly reduce the quality of life for Mission Landing residents. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present at the interchange brings a greater amount of higher speed traffic closer to the building. Air increase in the amount of dust, dirt, and vehicle exhaust would exacerbate the level of air pollution in the area. Just the summer Mission Landing residents suffered through the added noise of repair work on the I-690 bridge 24 hours a day, 7 days a week, disrupting sleep, making it uncomfortable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-690 interchange would significantly reduce the quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over $400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.

Please take into account the Bear Street corridor for both I-690 southbound to northbound and I-81 southbound to westbound I-690 interchange. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could that lift to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.

I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs. Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present at the interchange brings a greater amount of higher speed traffic closer to the building. Air increase in the amount of dust, dirt, and vehicle exhaust would exacerbate the level of air pollution in the area. Just the summer Mission Landing residents suffered through the added noise of repair work on the I-690 bridge 24 hours a day, 7 days a week, disrupting sleep, making it uncomfortable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-690 interchange would significantly reduce the quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over $400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.

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Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would bring pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Thank you for considering my comments and concerns of the negative aspects that increased noise and air pollution, and increased maintenance costs.

I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future costs shown in Figure 3-1.

Please take into account the Bear Street corridor for both I-81 southbound to northbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be displaced. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.

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The addition of a boulevard to the city of Syracuse would significantly improve traffic flow and safety. The boulevard would be pedestrian-friendly and would connect downtown Syracuse to University Hill. It would also have a park setting atmosphere, which is currently lacking in the city.

The construction of the boulevard would also beautify the city and would reduce the amount of air pollution. The elevated areas would be maintained regularly, and the overall maintenance costs would be lower compared to the current situation.

The project would be completed in phases, allowing for the city to adapt to the changes gradually. This would ensure that the project would be sustainable in the long run.

The boulevard would provide a direct route to multiple destinations, including Destiny USA and the I-81/I-690 interchange. It would also provide easy access to the I-81/I-690 interchange and the I-690 corridor.

The boulevard would also improve the quality of life for the residents of the city. It would reduce the amount of noise and air pollution, allowing residents to enjoy their homes without being disturbed.

The project is currently in the planning stages, and the city is seeking feedback from the residents. The city is open to suggestions and is committed to creating a project that will benefit the city for years to come.

Thank you for considering my comments and concerns about the project. The city of Syracuse is doing a great job, and I am confident that the project will be successful.
This statement is actually about all of the SL alternatives.

Most of the proponents of the North-South boulevard schemes share the faulty premise that the viaduct divides the city and is the cause of a failing downtown district. The viaduct however permits free flow of pedestrian and automobile traffic between the present 41 and away from access from I-81 to both downtown and University Hill. Syracuse’s downtown district has been deteriorated and started to regrow while the viaduct has existed. It could be argued that the neighboring districts downtown started to decline before the viaduct was built. Notice how the SUNY Upstate campus now straddles the I-81 corridor as does SU and the new alleged “Connective Corridor.” Pushing more traffic through the I-81 corridor on the street level may really pose an actual barrier and impede traffic between Downtown and the Hill.

My second concern is that any ground level boulevard plan seems to be disastrous for the city’s west side and western suburbs. To access I-81 South from the west, drivers either take the Rt 5 to 695 to 690 or filter through the city or Onondaga hill on surface streets to access 81 South. If there is no North-South interstate through Syracuse, all West Side traffic heading south will now either drive out to Dewitt then turn South or be forced onto surface level streets as they head to I-81 South. All of these roads will have to be improved and they will still cause increased travel time fuel consumption and pollution. None of the boulevard or “SL” plans seem to address traffic on the west side of the city.

Jack Gibbons
SUNY ESF Graduate
BLA-1986

The existing interstate system. The routing of major interstate roads should NOT pass through urban areas. The NYS Thruway works so well because it was designed and built to bypass urban areas. The one criticism of the system is that a ‘limited development’ corridor was not imposed for 1/2 to 1 mile each side of the roadway. Our urban areas should be connected to the interstate roads via servicing highways and arterials.

The new I-81 and the current I-481 should diverge on the hill south of Lafayette. The new I-81 should then follow the approximate path of the current Route 20 northwest to about Chancellor. Turn more to the NNW along the ridge of Slate Hill. Cross Nine-Mile Creek just south of Marcellus. Run North along the crest of Jamesville Hill. Cross and interned with the Thruway between Peres and Memphis. Cross the Seneca River near Patarkine, NY. Then run NNW along Phelps, NY and merge the original I-81 just east of Mexico, NY. Throughout its entire new routing the roadway needs to be kept 20 to 30 feet above flood stage of all intersecting water bodies and courses. All the current major highways in central New York are subject to major flooding. Most are built in a flood zone. If another Hazel parked itself over CNY for 72 hours, the lack of access would be a media scandal.

There shall need to be a new extension on the south end of I-481 from the Jamesville exit area past the west side of Jamesville and the Jamesville Reservoir thru the old quarry and along the side of the county prison property. Once south of the reservoir the highway should cross the valley and run along the hillside property to the Susquehanna Railroad tracks. Pass east of Lafayette and join 481 just south of town. You shall need to REMOVE the roadbed of the former I-81 from the Onondaga Indian reservation before you do the research and site the highways on the reservation in the old well water from the water of treated salt along the old cut highway.

The rest of the old I-81 from Castle to Sentinal Heights, and north of Butternut thru to N. Syracuse and I-481 can be used as arterials for local traffic to access the highways.

During my travels over the past 3 years I have been appalled by the dramatic increase in heavy truck traffic stopping fiery tractor-trailer truck crashes were a daily encounter on my last trip this summer. That rate of occurrence is 1 per 600 miles each day. Only one of those even made it to the national news. Someday soon such a crash will happen in an urban area with vast property damage to areas adjoining the road. And yes even loss of life. Twenty
Purpose and Need

My comments are anonymous. I support this proposal, I hope you will too.

The businesses along rt81 and the traffic passing thru rt81, support the local economy with jobs, tax revenue, and accommodating to all parties. I support this proposal, I hope you will too.

A primary objective is to attract young families back into the city of Syracuse, increasing the tax base, improving the schools and bringing energy into the city. These families will bring businesses and make jobs. When I visit Boston today that’s what I see and it’s a model to be emulated.

2. A second objective is resiliency for our transportation system. We live in an increasingly uncertain world, from the changing weather to “home-grown” terrorism. Thinking that Syracuse is immune to these events would be shortsighted and irresponsible. Providing the city and the county with a resilient and multi-modal transportation system is essential in such a world.

This is not a straightforward advantages/disadvantages decision, but must be visionary. It will involve some smart, sensible risk taking since we’ve never done this before, but there are existing models to learn from; e.g. Boston, Portland, etc. There may need to be pilot projects and our local universities are especially valuable source for ideas, case studies and innovation.

Don’t let the opportunity pass by without some of the above. There is a chance here to build a new and vibrant Syracuse and the I-81 Project determines the transportation infrastructure for this opportunity.

Tales change the world.”

Robert W. Manning
CAPTAIN, US Navy Reserve (Retired)

As an affordable housing development professional with a Master’s in City and Regional Planning who returned to my hometown of Syracuse to improve the built environment, the question of how to redevelop I-81 has captured my interest. After attending multiple I-81 meetings, I can confirm that the proposed alternative does not serve the community as a whole. Most of the discussions that I have involved around cost of construction, vehicle traffic patterns, and the number of building demolitions required for each alternative plan. Pedestrian, bicycle, and mass transit have received inadequate attention in DOT’s public process, and the oversight should be corrected in future round.

Studies have demonstrated that mass transit users put more faith in permanent structures – e.g. light rail – compared with bus transit, as there is a perceived guarantee of reliability, or an assurance that if there are tracks, the service will eventually arrive. Today and tomorrow also have a novel aspect that enters nontraditional users to mass transit system that connected the City’s many neighborhoods to downtown; given the region’s sprawling development and the increased reliance on single-occupy vehicles, a focused study of transportation alternatives needs to be conducted.

I believe that the 81 Study on running through traffic either through or around Syracuse’s urban core leaves out the people who will feel the effect of the selected alternative most acutely: the neighbors (residential and commercial) who commute to or within Downtown Syracuse on a daily basis. Perhaps if there were more investigation into alternate local transportation to Downtown, there would be less resistance to running through traffic in existing routes (e.g. 481). We have one opportunity to look at the long-term future of Syracuse’s transportation needs as they relate to both local and non-local traffic using the current I-81 viaduct; let’s not limit to the past’s dependence on single-ride vehicles as the model for future development.

The businesses along I-81 are the traffic driving the I-81, support the local economy and jobs, and revenue and spending. To recuse relevance this on the notion of what might be “irresponsible” the businesses along I-81 have offered a compromise in the “Access Syracuse” proposal. This seems fair and accommodating to all parties, I support this proposal. I hope you will too.

The primary objective of this viaduct replacement project should be to serve the physical needs of access to and around the City with detriment to the economic vitality of the downtown core of Syracuse.

A secondary, but equally important objective, should be regional planning to coordinate any proposed traffic modifications for avoidance of negative impact on the surrounding communities. Replacing the elevated viaduct with another elevated highway will not foster long-term vibrancy and vitality for the City and does not address the extreme congestion created by the viaduct as it currently.

The secondary objective should include a coordinated DDT strategy for cross-state commercial through-traffic. Rural roads and communities are not in a position to manage interstate commercial traffic, such as the large number of garbage trucks traveling through the Finger Lake communities to landfills on the western side of the state. Somecommenters have suggested relocating existing highways to bypass downtown congestion will increase regional truck traffic; however, this is not a direct result of the proper attention is given to all aspects of planning.

A third objective must be to reduce congestion and other alternatives to disperse the destination traffic into the city grid. This should offer enhanced safety for pedestrians and motorists as well as improved access to destination locations.

All concerns must be addressed with regional planning. A collaborative solution will address local impacts as well as regional traffic monitoring; incentives for utilizing the highways designated for commercial traffic and traffic calming strategies to slow and discourage inappropriate traffic through City neighborhoods and rural communities.

The City and adjacent communities share the same goals for sustainable living and the same concerns for future viability. The surrounding regions rely on a vibrant core in Syracuse, but they also independently provide important economic benefits through clean water, tourism and agriculture.

A proper solution to the traffic flow through Syracuse must be managed in conjunction with regional engineering to provide adequate, properly designated and designed routes for commercial traffic, without detriment to any of our communities.

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Two thoughts on the objective for this important community decision:

1. For me an important objective is to attract young families back into the city of Syracuse, increasing the tax base, improving the schools and bringing energy into the city. These families will bring businesses and make jobs. When I visit Boston today that’s what I see and it’s a model to be emulated.

2. A second objective is resiliency for our transportation system. We live in an increasingly uncertain world, from the changing weather to “home-grown” terrorism. Thinking that Syracuse is immune to these events would be shortsighted and irresponsible. Providing the city and the county with a resilient and multi-modal transportation system is essential.

This is not a straightforward advantages/disadvantages decision, but must be visionary. It will involve some smart, sensible risk taking since we’ve never done this before, but there are existing models to learn from; e.g. Boston, Portland, etc. There may need to be pilot projects and our local universities are especially valuable resource for ideas, case studies and innovation.

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I stand firmly opposed to any and all viaduct options. I appreciate the efforts to make these options more acceptable than the current viaduct, but I continue to allege just about anything other than the underground options. The boulevard proposals (or tunnels, excepting the somewhat foolhardy Access Syracuse plan) are a much better option.

The boulevard proposals (or tunnels, excepting the somewhat foolhardy Access Syracuse plan) are a much better option. I am strongly in favor of this approach. It has the only real chance of any of the proposals to not only be more palatable than the current viaduct, but I strongly prefer just about anything other than the viaduct options.

I am sure that my comments are not the only ones, and I will be glad to see the results of your efforts. In the meantime, I will continue to live with the current conditions and the noise levels.

Thank you, Judy Sabene.
I prefer the SL-1 boulevard with Option 2 which uses highway ramps for access. I understand that several building and parking garages will need to be demolished and I oppose the creation of a tunnel on or off-I-81 parking to offset this loss. I like the accessibility the green space gateway element adds to the appearance. Having been born in Syracuse and now making my home in the city of Syracuse, as well as having lived in other cities, I feel that I am an improvement in the city and not a step backward in terms of function or appearance. I support any station at work for this project.

People will not go on a boulevard and it will hurt the city.

We do not wish to drive through the high crime area with drugs, robberies, and prostitution. People will not go on a boulevard with all that.

I would like to strongly voice my support for removing the viaduct from downtown Syracuse. There is squalor in what could otherwise be a vibrant part of the city.
I am in favor of rezoning Interstate-81 traffic south of Syracuse City to I-481 N and then to I-890, re-connecting to I-81 N at the 690/I-81 N interchange. That would give access to the City, Destiny USA, 5th Street area. Drivers would have the option of staying on I-481 N to connect to I-81 NYway Start to West, which also gives near access to Destiny USA and 79th Street area.

If drivers, particularly truckers, wished to continue on I-81 N but bypass the City, they would have the option of staying on I-81 N to I-890 NYway interchange at North Syracuse.

Re-routing traffic would be less expensive and less disruptive than reconstruction. Re-routing traffic would offer an opportunity to create a land-level road in the City where the current overhead I-81 exists. A land-level road could have pedestrian and bicycle friendly access, landscaping with trees in a park-like setting and improve air quality. Such a setting probably would have less noise, air and light pollution. It would also improve the overall quality of life for residents and be a positive asset for visitors.

As I look at the rebuild and rehab ideas, I believe that adding a current rebuild will make more sense. Past Syracuse will become the story, almost our city's new front is to successfully compete in the new millennium. Despite this, I am concerned that the I-81 student is replaying a single boulevard, we will simply have replaced the current multilevel barrier between east and west with a new, even wider, ground-level barrier - a very busy and very wide multi-lane thoroughfare. Moreover, the single boulevard may be so congested that it will be significantly more difficult for people from the northern and western suburbs to access efficiently and quickly reach jobs on the Hill and those on the south side of downtown (Hotel Syracuse, bus station, conference center) and between the original and the new northern end of S. West St. (using newly constructed ramps onto and off of I-81). The boulevard would start in the south end of S. West St. at W. Adams and W. Onondaga streets on flyover bypasses with ground level access lanes provided for those wishing to turn off the boulevard. Trans-hit time along the new boulevard could be greatly improved by having through traffic cross S. Salina, W. Adams and W. Onondaga streets on flyover bypasses with ground level access lanes provided for those wishing to turn off the boulevard.

How would the new boulevard help? A second north-south boulevard would greatly reduce traffic congestion on the now Almond St. boulevard and reduce travel time across the city (especially if the figures are included). As a result, the Almond St. boulevard would carry less traffic and could be narrowed, making way for land along it for commercial and housing development (land along the new boulevard will also have increased value). The new boulevard would also provide a new route for accessing the south side of downtown (Kent Syracuse, bus station, conference center) and between the 81 and the West Side. Importantly, if this new western boulevard is built in turn on the project, it will provide an efficient way for commuters and other north south travelers to avoid the worst of the construction disruptions that may plague Aldrich St. for years. One negative to building this new boulevard parallel to the 81 on the model already being proposed is that there is not enough space to build on the model already being proposed is that there is not enough space to build a separate local traffic lane as all traffic using this road should be local.

I worry that the alignment of the on off the 81 spur south of the city to the Catherine St off ramp does little to discourage thru traffic that should be using 481. Hopefully the time frame for demolition and construction will get people used to taking 481. All green areas in the boulevard should showcase public educational opportunities on stormwater infiltration, rain gardens and green infrastructure practices along with habitat for bees, birds and other pollinators.

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**Please note that these comments, along with a transmittal letter, have also been emailed directly to Mark Frechette, PE, Project Director, I-81 Viaduct Project.**

Dear Mr. Frechette,

I wish to express my opposition to ALL of the viaduct options: V-2, V-3, V-4. Instead of the number of buildings that needed to be acquired/relocated, was mentioned in the description of why the tunnel and depressed highway options were FAIL, but the same information was NOT provided for the V-2, V-3, V-4 options listed FAILS. These options, especially V-3, will require a substantial number of building acquisitions, as well. In this uneven information "stacking the deck" I am opposed to the viaduct options because they will keep the car the wide that separates the city. Taking down the viaduct will facilitate development along both sides of the current Almond St, and even blocks on either side. It is a good economic and community impact in the Hayes Valley neighborhood of San Francisco where they removed entirely an earthquake damaged freeway. I like the boulevard option, probably SL-1, the best. However, support the option (not on your list) of re-routing I-81 by using I-690 in combination with I-481. For example, when coming from the south, at I-481 it would be to named I-61 up to the intersection with the I-81. Then for through traffic, I-81 would be the current I-690 exist until it intersects with the current I-81 to continue going north. There would still need to be work to the interchange at I-61 and current I-81. The solution keeps traffic flowing through the northern part of the city, instead of

The rehabilitation of the viaduct will not solve any of our current issues, other than the ones that were born in the 1955 concerning cars. The development that has happened in the area around the current set up is function. It is industrial, parking lots, and confusing to the pedestrian and cycling population that is emerging in our city. Rebuilding the viaduct is to ignore the future andcling to the devastating past of the automobile. We need a viable, walking city. The viaduct just destroys that goal, and 50 years of development has already taught us that it is not going to get any better in the future.

Thank you.
My comments are

Standards

Alternative V-2: New Viaduct

Fully Improved to Current Standards

Stop trying to make a mountain out of a molehill. Just fix what is there and make it better if necessary. Stop wasting our tax dollars. You don't need to look for ways to spend more $$. Trucks don't want to go around Syracuse and use more gas, neither do I. Not all people want to walk or bike in the city of Syracuse. People will always travel cars, like it or not. People in the suburbs like to travel into and thru the city, not just around it. Stop trying to make things inconvenient for those of us who live outside the city of Syracuse. I would love to see a boulevard only served that minority.

Consider how those in the western suburbs, for example, would get south of the city. One of the proposals is to designate I80 as I490 and have motorists not in East Syracuse could use I490 when they turn south to join up I490 south of the city. Another is to keep the boulevard. Both solutions would add 20 minutes, to a normally quick commute to not mention the added pollution. I've seen the three studies done by the state but none of them address a scenario such as the one I did. A viaduct does NOT have to look like what is currently there. Look at the overpasses in Florida and Texas for example. They are very aesthetically pleasing. Many of them use a single column support design in place of a double column. Using a single column would allow a 2-way boulevard under the highway without it being impinged by the overpass such that it is today. That plus they are all smooth concrete, adding less to the modern look.

The viaduct solutions provide the lower cost and least amount of disruption while maintaining the immediate connectivity that is needed in the region. While there are those that say the boulevard option is the best, I suspect that group is a very small minority, with something to gain if the viaduct is dismantled. Removing the viaduct and replacing it with a boulevard only serves that minority.

While I feel a depressed highway (or a tunnel) would be the best solution, I understand the technical and financial difficulties with those solutions.

But with that said, I feel the best solution for the area as a whole would be one of the viaduct solutions. If a viaduct option is chosen, it's extremely important to correct and improve the I490/I690/I81 interchange. Access to each highway from the other in all directions is extremely important.

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Alternative SL-1: Boulevard

Thank you.

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Alternative SL-2: Boulevard

Thank you.

While I feel a depressed highway (or a tunnel) would be the best solution, I understand the technical and financial difficulties with those solutions.

But with that said, I feel the best solution for the area as a whole would be one of the viaduct solutions. If a viaduct option is chosen, it's extremely important to correct and improve the I490/I690/I81 interchange. Access to each highway from the other in all directions is extremely important.

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Alternative SL-3: Boulevard

Thank you.
Thank you for considering as one of the replacement alternatives for the I-81: the boulevard option in my opinion is the best for the city, it's inhabitants and our economy. A wider boulevard will only further divide the downtown area and the University area, which is exactly what I believe needs to be avoided. One of the arguments that I hear a lot about the rising of property values if a boulevard is constructed where the 81 viaduct currently exists. I hear the logic of a minimal fix and leave well enough alone. Basically, what we have works better than any alternative, so make any "improvements" to the existing highway's life. Place the minimal repairs necessary that the accident rate is very low. Any "boulevard" alternative will significantly impact commute times. I drive on I-81 through the city seven days a week. For the amount of traffic, my anecdotal observation is that the current highway has a minimal fix and leave well enough alone. It is most efficient for non-local traffic, and through-traffic.

The solution is to waive any requirement to update the highway, and make the minimal repairs necessary that the accident rate is very low. Any "boulevard" alternative will significantly impact commute times. I drive on I-81 through the city seven days a week. For the amount of traffic, my anecdotal observation is that the current highway has a minimal fix and leave well enough alone. It is most efficient for non-local traffic, and through-traffic. In summary, rerouting non-local traffic to an improved 481 & 690 that creates a "beltway" around the urban center of Syracuse is the best option to serve the needs of local residents, local businesses, local neighborhoods, including the University area; it also makes for a quieter downtown experience. With two hospitals located near Rte 81, ambulance and emergency vehicles will not be delayed or endangered. All may be very accessible from 81.

Thank you.
I am in favor of refurbishing the existing I-81 roadway. I do not think demolishing it or building a boulevard, tunnel or combination of other type of interstate roadway is necessary or practical. I think it is very important to allow both local and interstate traffic to have fast easy access in and through the City of Syracuse.

I think it is important to consider the budget and amount of money necessary to get the job done. I do not think more money be spent on this project that is necessary. Spending should be held to only what is necessary to refurbish the existing structure to allow safe traffic to flow to and through the City of Syracuse.

I think it is important to consider the necessity of having fast and easy access to our many health care facilities that are located in the heart of the City. Easy and quick access from all directions around the region to these hospitals and emergency rooms is very important.

I think it is important to consider the many businesses and companies that have built their operations in and around existing I-81 exit and traffic patterns. These businesses rely on the traffic patterns to conduct commerce in this region. Moving or eliminating these traffic patterns could have a detrimental effect on the region’s economy if these businesses are forced to experience higher transportation costs and are placed at a competitive disadvantage.

Additionally changing the current traffic pattern or structure could dislocate and force home owners to move or be severely inconvenienced with new traffic noise and pollution.

Keep the current structure, rebuild it at a little cost as possible so it is safe for both local and those traveling through our region.

I do not think the existing structure cuts the City of Syracuse in two or prohibits transportation, building, expansion of businesses, or social movement in any way.

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A lot of people are not old enough to remember what city traffic was like before the I-81 viaduct was built. My father was. He was a firefighter on the Syracuse Fire Department and he told me that the fire trucks responding from his fire house on Wolf St. were almost completely unable to get out of the fire house because traffic was so bad. Before you go and change anything, talk to some older people and think about why the I-81 viaduct was built in the first place.

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The main transportation problem facing ONY is improving east-west connections for non-automobile users, across both the existing I-81 and existing I-481 corridors. It is not difficult to traverse the corridors in a car. But on foot or by bicycle both elevated interstates are barriers that no responsible parent allow a minor child to cross alone. The same applies to a wheelchair-bound relative of any age. None of the proposed alternatives, except the most expensive tunnels, does much to improve this situation. It would be better to save all the money proposed for all the expensive improvements in the motor vehicle right of way, and use it to pay for dedicated east-west crossing for pedestrians, bicyclists, and wheelchair users. These should go over the existing Interstate 81, and under the existing Interstate 481, to eliminate conflicts between interstate on- and off ramp traffic and these non-vehicular users who are completely intimidated by the current interchanges. The most important overpass over I-81 should be an extension of University Place as a covered pedestrian/bikeway, at its Irving Avenue elevation, until it reaches a point west of I-81, and from there sloping gradually down to the Taylor Street or Townsend Streetlevel. The most important underpass under I-481 are the southern pass to give access between Jamesville Avenue and Clark Reservation State Park, utilizing the existing underpass where state DOT equipment is stored. This should also involve the construction of a paved pathway from Jamesville Avenue to the east side of I-481, plus a pedestrian/bikeway connection to Dewey Ave, and the north side of Meadowbrook to the west side of I-481. The existing I-481 can safely be left where it is. Rather than knock it down to make space available for development, encourage the hospital to build mixed-use buildings with connections that eradicate and cover the highway, protecting it from snow. If necessary to make it clear that it is no us to modern Interstate standards, downgrade its designation to a state highway, and go ahead with a renumbering of I-81 as I-81.
The NYSDOT has already done a tremendous amount of research and provided us with a lot of information to help us make an informed decision. There is more information to come, but if anyone has anything new and objective data or visited the DOT’s I-81 website, they will see there are plenty of facts and data already.

Everyone should begin by asking themselves, “How do I currently use I-81?” My guess is that most would answer, “To access the city. It may be for your job downtown, a quick trip on the expressway, or an SU game.” The data that we have available to us, tell us the same thing. Based on the DOT I-81 corridor study, 60% of I-81 traffic is local, meaning it is not “through traffic” and most are going 60 to access the city or getting off at some point in the Syracuse area. The remaining 12% are passing through. So, the question I have for the proponents of rebuilding the viaduct is what do you suggest a tunnel? in why do we need a “through traffic” option when a bypass already exists? Is it for the 12% of people who are traveling from Hammondsport to Webster? Driving these cars is I-81 adds about 4 minutes to their total trip. Why spend billions of dollars to build something that is not going to handle the traffic with some minor improvements planned to the interchange.

So, with the majority of traffic using I-81 for local access and a bypass already in place, one has to logically ask, “why are we even considering re-building the viaduct or even more outrageous, a tunnel?” I-81 will still exist along with the old I-81 highway spans both north and south of the city that would lead you into a street level level Downtown. Based on the information the DOT has supplied for the street level option, those traveling into the city from any direction would see little change to their travel time to downtown or the university area, in many cases, one could assume their trip would be easier. The city street grid is incredibly underused and many improvements are planned for the grid with this project. Drivers will find they will have a variety of options to reach their final destination. Those who predict traffic jams and backups if a street level option is selected are misinformed. This is simply not the case, and none of the current data that we have suggests that. In fact, with close to 90% of cars getting off at some point today, we already have a street level option in place now. People are using I-81 to access the city grid and that won’t change with the I-81 grades.

To whom it may concern:

My name is David Haas, I am a resident of the City of Syracuse, owning a home in the Eastwood Neighborhood. I implore you and those involved in making the final decision regarding the direction of I-81 that cuts through the middle of Downtown to remove the highway. I am not currently for any specific option as I am not overly detailed but we need to get I-81 out of the way.

We cannot tear down buildings, we cannot take properties off the tax roll, we can gain land, prime urban development and tourism. Downtown Syracuse can have a bright future. Keep interstate traffic out of the city center.

The construction of I-81 through the city was a mistake in the 60s. The same mistake should not be made now. European cities are eliminating traffic in historic downtown areas not encouraging it. The result is an urban development and tourism. Downtown Syracuse can have a bright future. Keep interstate traffic out of our city. We cannot tear down buildings, we cannot lose properties off the tax roll, we can gain land, prime urban development and tourism.

The elevated highway is an efficient, fuel saving way to get to work and allow people to go north or south in our city. Syracuse is the center of the state and if we bring it down to a boulevard, we will get again look like some small town with no hope of growth. We need the impression we are a city of growth to attract business. The boulevard will slow down traffic. The way it is now, we have both a slow boulevard and a high speed highway next to both worlds.

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We have one good thing going for us- short commute to work, if we now have to go around the city to get to work, it helps no one. You take one of the few advantages we have and scrap with the boulevard idea.

Also how about connecting the north to 690 West instead of having to get off I-81 south remains to 690 using Almond boulevard? That would be money well spent.

As far as emissions, pollutants, and special interest groups, it appears that many of these opinion are made on emotion rather than facts, data, and simple logic.
The current I-81 system through Syracuse works. If one proves itself for nearly fifty years. That is not a very long term to warrant the changes in the transportation system that will need to be done other than just I-81, but we need to worry about beautifying and upgrading the city other than just making the people pass through happily.

The boulevard is the best option for the thru people, and also is better for the social, economic, visual and aesthetic needs of the city. The stretch of highway to be replaced by the boulevard is not long. Those not willing to take 48 around the city, will have a manageable commute into or across Syracuse. This includes all workers on the North side, and people living on the south side of the city, and people living in surrounding Upstate towns. This makes absolute no sense. We ask that the State construct a new I-81 viaduct, (the elevated section of current I-81) or repair the existing viaduct). It is extremely important to maintain a north-south thoroughfare at the existing intersections.

While no solution is going to make everybody happy, I believe that the boulevard is the best option to help progress the city, and not just the people passing through it. Creating a boulevard will create more delays than the highway at times, but the boulevard results in less demolition and creates a much better opportunity for economic stimulation in an area that I don’t believe has seen that in a long time. Yes, more people will need to be done other than just I-81, but we need to worry about beautifying and upgrading the city rather than just making the people who pass through happily.

Also the boulevard will take less time to build – creating less chaos of the city. It will also be cheaper than any other expansion alternatives, saving public money.

The project objectives should include a more trend-based plan and funded solutions for local transportation in the effective area to encourage reduced car travel by offering effective public transport alternatives, including more and better bus service and possible light rail. Most travel on the downtown section of I-81 is local – and that is because the highway encourages sprawl further and further north and south from the city, but also because there is few - if any - reliable transit alternatives. The stretch of highway to be replaced by the boulevard is not long. Those not willing to take 48 around the city, will have a manageable commute into or across Syracuse. This includes all workers on the North side, and people living on the south side of the city, and people living in surrounding Upstate towns. This makes absolute no sense. We ask that the State construct a new I-81 viaduct, (the elevated section of current I-81) or repair the existing viaduct). It is extremely important to maintain a north-south thoroughfare at the existing intersections.

There has been a lot of discussion on what identifiable I-81 concept multi-modal street our entire community, these letters and groups keep reiterating the misconception that much of the traffic that uses the I-81 corridor mostly serves the downtown central business district of Syracuse. The fact is that this corridor is the largest Canadian feeder route in the East for truck traffic, and services literally hundreds of business to the North of the City if the viaduct is taken down and the truck traffic moved to I-81 North it will negatively impact our business, we currently have 175 employees, and over 120 Tractor trailer deliveries a day. We anticipate a 50% reduction in our businesses and massive layoffs. Truck traffic coming to our facilities would have to head north on Route 481 and then pick up I-81 South to head several miles back to our warehouses. This makes absolute no sense. We ask that the State construct a new I-81 viaduct, (the elevated section if current I-81) or repair the existing viaduct). It is extremely important to maintain a north south thoroughfare at the existing intersections.

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I am writing to express my perspective in general, on the proposed I-81 Southbound connector to I-690 Westbound (the proposed connector).

General

Concerning the overall project, I am in favor of the following:

- Revisiting the existing I-81 viaduct.
- Allowing the current I-481 corridor as a new I-81.
- Creating a boulevard to replace Armory Street.
- I-81 Southbound Connector to I-690 Westbound

I am adamantly opposed to the proposed I-81 Southbound connector to I-690 Westbound. If constructed, the proposed connector could reduce property values by up to 50% in the Mission Landing condominium at 429 North Franklin Street. This condominium contains what may be the largest concentration of high value residential properties in the City of Syracuse and possibly Onondaga County.

I am also opposed to the proposed I-81 Southbound connector to I-690 Westbound as it is adamantly opposed to the proposed I-81 Southbound connector to I-690 Westbound. If constructed, the proposed connector could reduce property values by up to 50% in the Mission Landing condominium at 429 North Franklin Street. This condominium contains what may be the largest concentration of high value residential properties in the City of Syracuse and possibly Onondaga County.

Based on information provided in various public forums, it appears that the proposed connector may be built within 100 hours of the small worlds of Mission Landing. Of the 43 living units, at Mission Landing, at least 34 have living spaces with southern exposure. These living spaces include living rooms, bedrooms, outdoor patios and outdoor roof decks. Should the proposed connector be built, there would be a significant adverse effect on the quality of life of Mission Landing owners and a substantial reduction in property values.

Mission Landing is a five-story condominium building located at 430 North Franklin Street. The building is approximately 100 years old was converted to condominiums in the late 1800s. There are 43 living units in the building. Sizes of units range from approximately 650 square feet to approximately 6500 square feet. The building serves as the city’s gateway to the Franklin Square neighborhood and the Inner Harbor and its related projects.

During the period September 2005 through April 2014, there were 21 semi-long property sales at Mission Landing. Transaction prices ranged from a low of $182,000 to a high of $700,000. The average transaction value during the period was $480,890. Projecting this average transaction price to the value of all units at Mission Landing, the cumulative value all properties in the condominium exceeds $17.2 million.

I am in favor of the following:

- Creating a boulevard along the Almond St. / I81 elevated corridor to enhance connectivity that the city currently has, poor infrastructure under our roads, along with the salt water in our city, it would be a massive overrun on costs should prevent us from doing this option. With the frequent water main breaks our city has, poor infrastructure under our roads, along with the salt water in our city, it would be a massive overrun on costs should prevent us from doing this option. With the frequent water main breaks, our city has, poor infrastructure under our roads, along with the salt water in our city, it would be a massive overrun on costs should prevent us from doing this option.

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To me the answer to the 1-81 situation in downtown Syracuse is very obvious. Use the 1-481 corridor to point northbound traffic around the city lessening the traffic using the viaduct.

I think putting $1 in a Tunnel is a good idea, as you can build a park over it and move all of the events off of Clinton Square and respect it’s traffic. Also having a “emergency room” ambulance exits underground to hospital basements would also be a good idea, as long distance ambulances don’t have to fight traffic place. Theoretically you could build the tower without much or any demolition as you could build the tunnel like a underground mine, or like a bored tunnel. It isn’t unheard of for tunnels to go under buildings, or even cars. It probably happens all of the time in New York City. I think a tunnel is the cheapest option as it should last forever, and it doesn’t destroy underground.

Here’s hoping for a future and new Syracuse and Not.

Regarding the B1 through Syracuse update. First off, if tunnel and boulevard options are the best we are looking at a disaster. Regarding the B1 through Syracuse update. First off, if tunnel and boulevard options are the best we are looking at a disaster. The cost benefit is out of this universe. Regarding the B1 through Syracuse update. First off, if tunnel and boulevard options are the best we are looking at a disaster. The cost benefit is out of this universe. Regarding the B1 through Syracuse update. First off, if tunnel and boulevard options are the best we are looking at a disaster. The cost benefit is out of this universe. Regarding the B1 through Syracuse update. First off, if tunnel and boulevard options are the best we are looking at a disaster. The cost benefit is out of this universe. Regarding the B1 through Syracuse update. First off, if tunnel and boulevard options are the best we are looking at a disaster. The cost benefit is out of this universe.
As a resident of Syracuse's Valley, I use I-81 quite often. It's how I get to the Regional Market, and to Dominguez Lake and the mall, and to relative home (65). Syracuse, camp on Sandy Pond, etc. It's my connector to 690 to my doctor's office. It's the life of reason. I use I-81. Is endless I can go all the way down S. Salina to get to a few of my destinations, but traffic is always a problem. When I travel in the evening, I don't feel safe driving through some parts of the city. Using I-481 is not a good option at all.

I believe that rebuilding the viaduct is time- and cost-efficient. The area travels through is not conducive for neighborhood living and too tough to walk through. I propose it be because of the tangled mess it would create near the hospitals, delaying emergency vehicles and tying up traffic. Also, the boulevard as it is right now, is too tough for a walk-through neighborhood. I also oppose the tunnel idea. I have lived in the Hampton Roads area of Virginia and know the mess of backed-up traffic inside the tunnels. The heat, the fumes, the standstills.

I have lived a lifetime on Syracuse's south side. I believe that I-81 should be brought down to the street level without any impact on the residents who lived around it. The impact of I-81 should not destroy anyone's community again. When bringing I-81 down to the street level, rehabilitation of areas no more than 30 feet away from the current streets should be taken into consideration. Where I-81 connects to 481 this is where the process should begin. Bringing I-81 down to the street level would bring new life to the southern tier of the city which is so desperately needed, the Southeast Gateway Community Design Plan is the perfect example of what should be considered. Where 81 connects to 481 this is where the process should begin. Bringing 81 down to the street level, rehabilitation of areas no more than 30 feet away from the current streets should be taken into consideration. Where 81 connects to 481 this is where the process should begin. Bringing 81 down to the street level would breath new life in to the southern tier of the city which is so desperately needed. The impact of 81 should not destroy anyone's community again. When bringing 81 down to the street level, rehabilitation of areas no more than 30 feet away from the current streets should be taken into consideration. Where 81 connects to 481 this is where the process should begin.

From my perspective, the city of Syracuse should be considered and could be supplied by rehabilitating I-81 to the street level and putting traffic back on to the streets below. I think the city of Syracuse should consider the need to make this road a one-way road and should create a system of tramways and bus routes to connect it to the streets below.

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General or Other

Tussard and Need

Still interested in boulevard, you would take away the business from the Carrier Dome because of how much traffic will be stopping and going, I am not because of traffic.

Alternative V-1: New Viaduct

We see I-81 as a great deal from North Syracuse to Bingham and points south, and would “vote” for V-2, V-3 or V-4 in preference to any of the other alternatives. We feel I-81 was useful at times (to Dewitt, Fayetteville or points east), but we feel it’s a good deal longer than I-81 and therefore not an alternative.

Alternative V-2: New Viaduct

Fully Improved to Current Standards

My comments are anonymous. wbutler54@gmail.com

Purpose and Need

My comments are anonymous. wbutler54@gmail.com

Neighborhood

Greater Smithtown Neighborhood Association

shathlon@neighborhood

email

greater smithtown

involving the elevated portion of I-81. This would allow for growth that is already occurring to be connected and would increase the desirability of the city which is the economic hub of CNY. This approach has worked in many other cities and we just need to sort that development. By running the elevated portion of I-81 south of 690, it would still leave many travel options for highway traffic bringing people into the area and avoid, to the east, an additional 5-10 minute commute time. Well worth, the benefits of increased development in Syracuse.

Finally, as disappointed as I am with no direct access from 690 east to 81 north, I think that tearing down the Toomey Abbott parking lot due to a sinkhole problem.

Having worked at SHA in the shadow of the bridge for many years (now retired), I think the avenue would be the best to please everyone though in a perfect world I would choose the two-layer separated

northsouth version. As a west side I would never consider driving all the way east to 481 just to stay on a highway when 480 blocks or so an arterial would get me headed south again. As I often go through Onondaga ft 10 to go south on 81 from Cazenovia or Fairmount, depending on the time of day. I at my house at the housing I come through the west side other than chance the accident at the intersection though I generally took 81 and 690 home.

I found in Newark or Lysander or points south and was a frequent mall visitor or airport user I would be upset at having my trip interrupted by 6-8 blocks of surface road. I can understand why the mall thinks a continued road would be the best.

as far as traffic I have seen rain storm water fill the railroad underpass on Burt St. that I would not recommend a tunnel at having too many problems including the fact that the housing has had to pump concrete under the Toomey Abbott parking lot due to a sinkhole problem.

Finally, as disappointed as I am with no direct access from 690 east to 81 south, I think that tearing down a concrete underpass that occurred naturally in that area was neither the people that took the 15th would have a great place that can be utilized. Bad idea to do these ramps and the enormous cost to move any replacement of the highway will not make it a better area than it is now. It will just mean more of the businesses in the Erie Blvd. vicinity.

So in summary is the lessen of evils, will get the highway job done but not a blessing to the neighborhood. Hospital and Dome traffic need to be a major concern. Glad I am retired and won’t have to live through the construction. Thanks for reading this.

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Dear Mr. Frechette,

I have carefully considered the alternatives for the future of the elevated portion of Route 81 that traverses Syracuse and appreciate NYSDOT's work to date. Several factors have lead me to conclude that the viaduct needs to be removed and replaced by a street level roadway. My reasons are as follows:

1. The current viaduct divides our City and cuts off the University area from our downtown.
2. Replacing the current viaduct with a new viaduct will require the demolition of numerous buildings that will result in the loss of tax dollars and important building fabric.
3. Removal of the viaduct and implementation of a street level solution will enable us to recognize a significant amount of real estate that will result in the revitalization of City and County real estate and sales as revenue from the construction of new buildings.
4. The infrastructure to meet the needs of commuters and travelers already exists in the form of our city street grid along with routes 690 and 481.
5. A tunnel or depressed highway will result in the "dead ending" of several significant streets. In addition, the tunnel or depressed highway options provide no benefit to the commuter on the I-81 as a whole while requiring a significant use of taxpayer funds.
6. The street level solution will be the least disruptive to daily life in our City and will provide the best opportunity for long-term economic growth of our region.

NYSDOT has continued its community input regarding the future of route I-81. These are commonly held community views. I urge you to honor this request in your final recommendations.

Thank you for your consideration.

Lorraine Manzella

9/3/2014 17:34:16

Jenkins Faith
fmjsyrny@aol.com

Alternative V-1: Rehabilitation Leave viaduct design as is but perform substantial needed improvements


Bowen John
jrbowen2@gmail.com

General or Other


Manzella Lorraine
lorraine.manzella@gmail.com

Alternative SL-1: Boulevard

9/6/2014 9:16:36

Holtsbery Laurie
Lholtsy1@twcny.rr.com

General or Other

9/3/2014 9:45:10

Benson John
johnbenson1973@gmail.com

Purpose and Need

My comments are anonymous.


Butler Wes

Alternative SL-1: Boulevard


Butler Wes

Purpose and Need

My comments are anonymous.

9/7/2014 22:53:21

render annie

Purpose and Need

This should be a limited lane Boulevard replacing the existing Viaduct and Almond St. and being referred to as the Armond Street Corridor. This proposal will require modifications to the existing interchange as discussed by NYSDOT. It includes additional on and off ramps north and south of the corridor. These additions will displace peak hour traffic within the corridor. Also the Route 88, 481 interchange be redesigned to include two lane ramps bypassing downtown Syracuse. In conjunction with these changes a new traffic pattern will be designed using existing streets to back feed parking garages and lots. It would be wise to review the 2006 OCL study "The Missing Link". This real design of the corridor needs to utilize the Euclid Street Corridor in Cleveland, Ohio. Establish a Armond Street Corridor Review Committee to govern proper design of future development.
People that work at Upstate, Mr. Hutchings and that area, know very well that on a good day, it is very hard to get out of the city, much less when it rains or snows really hard. To bring down thru traffic from the highway into the city is ridiculous. To think about a tunnel... let's learn from NYC, Virginia, and other cities with tunnels. Using the excuse that 81 has split the city, is just an excuse. Where you to make a boulevard the city would still be split, with excess traffic. We have enough off ramps to get into the city, and with enough signage, people will find what they need. It is a lot of money for nothing. We can't take care of the road repairs we have now, what will we do with excess traffic on them? So I vote a big NO to changing what we have. Thanks.