Potential Expanded Project Limits for Street-level Alternatives

Potential Additional Analysis areas for Street-level Alternatives
What Is an Environmental Review?

Why do projects undergo environmental review?

- Both the federal government and New York State have established environmental review requirements to ensure that agencies consider potential environmental effects of projects that they are undertaking or approving. The federal and state legislation are known as:
  - **NEPA** National Environmental Policy Act of 1969
  - **SEQRA** [New York] State Environmental Quality Review Act

- Both processes are similar, and in the event that FHWA and NYSDOT are involved (as is the case with the I-81 Viaduct Project), one Environmental Impact Statement (EIS) can be prepared to satisfy the requirements of both.

- The environmental review process provides a valuable way for agencies to gather public input, coordinate with other public agencies, and make decisions that involve engineers, planners, ecologists, landscape architects, and others.

What are the steps in the environmental review process?

- **Notice of Intent**
  - Formally announces project and initiates environmental review

- **Scoping Process**
  - Establishes framework for environmental review

- **Draft Environmental Impact Statement**
  - Documents potential environmental, social, and economic effects

- **Public Review**
  - Minimum 45-day public review period of Draft EIS, including a public hearing

- **Final Environmental Impact Statement**
  - Addresses public and agency comments on Draft EIS as well as any project refinements

- **Record of Decision**
  - FHWA and NYSDOT decision document that officially identifies the preferred alternative and mitigation commitments. It ends the NEPA process and allows the project to enter design and construction.

Public Participation Throughout

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**I-81 Viaduct Project**

We are here
## Results of Preliminary Screening

NYSDOT and FHWA will consider your comments on these recommendations as part of the final screening of alternatives.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Pass (✓) or Fail (X)</th>
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<tbody>
<tr>
<td></td>
<td>Purpose and Need</td>
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<tr>
<td><strong>NB</strong></td>
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<tr>
<td><strong>V-1</strong></td>
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<tr>
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<tr>
<td><strong>O-2</strong></td>
<td>X</td>
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</tbody>
</table>

**Note:**

*The No Build Alternative does not meet the project’s purpose and need, but it passes the preliminary screening because NEPA requires an examination of the No Build Alternative in the EIS.*
Tunnel Alternatives: Recommended to be Eliminated

**Four tunnels were considered:**

**T-1:** Abloomed Avenue Tunnel from MLK East to Buttermilk Street
**T-2:** Abloomed Avenue Tunnel from MLK East to East Genesee Street
**T-3:** Townsend Street Tunnel
**T-4:** Tunneled on an Eastern Alignment (81’ Below Syracuse)

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**Overview**

- Designed to meet all current federal and state highway requirements
- Would require north-south Interstate Highway access to and from Downtown Syracuse
- Would include a full interchange with MLK
- Potential urban design improvements on street above tunnel

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**T-1 Abloomed Avenue Tunnel from MLK East to Buttermilk Street**

- Two under Abloomed Avenue (along current MLK viaduct route)
- T-1: Abloomed Avenue Tunnel from MLK East to Buttermilk Street
- T-2: Abloomed Avenue Tunnel from MLK East to East Genesee Street
- T-3: Townsend Street Tunnel, north alignment (81’ below)

---

**Overview**

- Four tunnels were considered on Abloomed Avenue requiring a 81’ flat and following the existing MLK viaduct under Abloomed Avenue about 20 feet below the street.
- There would be approximately 400’ from the bridge, and the right-of-way would be about 20 to 25 feet below the street.
- New surface streets would require north-south and east-west traffic with two lanes in each direction. Parking lanes, bicycle lanes, and widened sidewalks could be provided along the edges of the surface street.
- The new tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

---

**Why Eliminate T-1?**

-iff the alternative would require north-south vehicle access to the interstate highway network and the December 1968, 81’ highway, and a location?
- New 1968, 81’ highway is on present Mlk viaduct for little of the 164’ crossing. A new viaduct structure, construction of new lane would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-2?**

-ill the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 2 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-3?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 3 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-4?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 4 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-5?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 5 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-6?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 6 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

---

**Why Eliminate T-7?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 7 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

---

**Why Eliminate T-8?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 8 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-9?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 9 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

---

**Why Eliminate T-10?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 10 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-11?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 11 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-12?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 12 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

---

**Why Eliminate T-13?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 13 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years

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**Why Eliminate T-14?**

- Will the alternative maintain the vehicle connection to, across, and along direct streets in the property lines?
- The alternative 14 would require that several streets be closed.
- Because of a lack of traffic, construction of the 1964 81’ project would require that Nyssa Street, Made Street, and the present Mlk viaduct would be razed.
- New tunnel would require traffic in each direction with shoulders and medians that meet design standards.
- Records and utility changes and provide connections in all directions.
- Located close to the trolley track and access provided from the over surface street.
- Cost: $34 million
- Construction duration: 3-5 years
Two depressed highways are under consideration:

- **DH-1**: Depressed Highway from Adams Street to Butternut Street
- **DH-2**: Depressed Highway from Adams Street to East Genesee Street

**Overview**

- Removes I-81 viaduct and replace it with a highway in an open-air trench ("depressed highway")
- Almond Street would be replaced with local service roads next to the depressed highway
- Designed to meet current federal and state highway requirements
- Full reconstruction of I-81/I-690 interchange
- Would maintain north-south interstate highway access to and from Downtown Syracuse
- Overpasses would allow east-west traffic to cross the depressed highway
- Construction of the open highway would need to consider the geotechnical conditions beneath Almond Street, which include high water table, saline groundwater, and difficult soil conditions

**DH-1** Depressed Highway Between Adams Street and Butternut Street

**Overview**

- The existing viaduct would be replaced by a 6,500-foot-long open-air trench from East Adams Street to Butternut Street
- The new highway would have two lanes in each direction with shoulders and medians to meet design standards
- The sunken highway would be approximately 90 feet wide and 25 feet below ground, with retaining walls on either side of the roadway up to the surface
- Overpasses would be provided at Adams Street, Harrison Street, East Genesee Street, Townsend Street, Erie Boulevard, State Street, James Street, and Salina Street
- Interchange 18-Harrison Street/Adams Street would be reconstructed
- Local north-south traffic would use a rebuilt Almond Street flanking the depressed highway
- Construction duration: 7-8 years
- Cost: $1.751 billion

**Why Eliminate DH-1?**

Will the alternative maintain vehicle connections to, across, and along local streets in the project area?

- **X** DH-1 would eliminate Almond Street. Service roads would provide north-south local access, but there would be limited room to support enhanced pedestrian or bicycle connections. Overpasses would carry east-west traffic across I-81, but it would not be feasible to provide overpasses at every street. Because of inadequate clearance for new ramps, Fayette Street, Water Street, and Washington Street would be closed to traffic between State Street and Almond Street, and zendale Street and Townsend Street would be closed to traffic between Genesee Street and Burnet Avenue. Where the depressed highway transitions to the highway section south of Adams Street, Jackson and Monroe Streets would become dead-end streets.

Can the alternative be constructed without difficult means and methods, a long duration, or an inability to maintain adequate traffic flow?

- The subsurface conditions along Almond Street are not favorable for construction of DH-1. There is a high water table and difficult soil conditions. The water is saline, which requires special disposal methods, and all subsurface utilities would need to be relocated. The viaduct and Almond Street would need to be closed for much of the duration of construction.

**DH-2** Depressed Highway between Adams Street and East Genesee Street

**Overview**

- The existing viaduct would be replaced by a 3,000-foot-long open-air trench from East Adams Street to East Genesee Street
- The new highway would have two lanes in each direction with shoulders and medians to meet design standards
- The sunken highway would be approximately 90 feet wide and 25 feet below ground, with retaining walls on either side of the roadway up to the surface
- Overpasses would be provided at East Adams Street, Harrison Street, and East Genesee Street
- Interchange 18-Harrison Street/Adams Street would be reconstructed
- Local north-south traffic would use a rebuilt Almond Street flanking the depressed highway
- Construction duration: 5-6 years
- Cost: $1.583 billion

**Why Eliminate DH-2?**

Will the alternative maintain vehicle connections to, across, and along local streets in the project area?

- **X** DH-1 would eliminate Almond Street. Service roads would provide north-south local access, but there would be limited room to support enhanced pedestrian or bicycle connections. Overpasses would carry east-west traffic across I-81, but it would not be feasible to provide overpasses at every street. Because of inadequate clearance for new ramps, Fayette Street, Water Street, and Washington Street would be closed to traffic between State Street and Almond Street, and zendale Street and Townsend Street would be closed to traffic between Genesee Street and Burnet Avenue. Where the depressed highway transitions to the highway section south of Adams Street, Jackson and Monroe Streets would become dead-end streets.

Can the alternative be constructed without difficult means and methods, a long duration, or an inability to maintain adequate traffic flow?

- The subsurface conditions along Almond Street are not favorable for construction of DH-2. There is a high water table and difficult soil conditions. The water is saline, which requires special disposal methods, and all subsurface utilities would need to be relocated. The viaduct and Almond Street would need to be closed for much of the duration of construction.
Other Alternatives Recommended to be Eliminated

**V-1** Rehabilitation

**Overview**
- Rehabilitation would implement a long-term capital program to address the deterioration of I-81
- A total of 42 bridges would be repaired or replaced
- Most nonstandard and nonconforming features would remain, including narrow shoulders, insufficient distance between on- and off-ramps, and sharp curves
- Cost: $800 million
- Construction duration: 2-3 years

**Why Eliminate V-1?**
Will the alternative address identified geometric and operational deficiencies in the I-81 Viaduct priority area?
- X V-1 would not change the geometric features of the highway, and therefore, would not correct nonstandard or nonconforming features.

**O-1** Western Bypass

**Overview**
- Proposed during the I-81 corridor study
- New highway would be routed around the western side of Syracuse
- Existing highway through Downtown would be removed
- Cost: $2.446 billion
- Construction duration: 3-4 years

**Why Eliminate O-1?**
Can the alternative be built without substantial property acquisitions?
- X O-1 would require acquisition of at least 72 acres of new right-of-way or could require upward of 206 acres of new right-of-way, not including the land needed for new interchanges. This would include both developed and undeveloped land. Over 100 buildings would be acquired.

Can the projected construction cost reasonable?
- X The construction cost of $2.45 billion is unreasonable

**O-2** West Street

**Overview**
- Concept presented in the corridor study
- Also raised by a member of the public, who called it the Salt City Circuit
- Routes I-81 along the New York and Susquehanna Railroad property line to West Street and then along West Street to I-690
- Existing section of I-81 between the railroad and I-690 would be replaced by a boulevard or surface street
- Cost: $1.326 billion
- Construction duration: 3-4 years

**Why Eliminate O-2?**
Will the alternative maintain vehicle connections to, across, and along local streets in the project limits?
- X O-2 would improve connections along Almond Street, where the viaduct would be removed and a new surface street constructed. However, Alternative O-2 would create a highway along the West Street corridor, deteriorating local access in this area.

Can the alternative be built without substantial property acquisitions?
- X Alternative O-2 would require new right-of-way, including properties on both sides of West Street and acquisition of the New York, Susquehanna and Western railroad property. Between 70 and 90 buildings would be acquired.

Can the alternative be constructed without difficult means and methods, a long duration, or an inability to maintain adequate traffic flow?
- X O-2 would be very disruptive to local traffic circulation along and across West Street. I-81 could operate along most of its current alignment while construction is underway.
Viaduct Alternatives
V-2: New Viaduct Fully Improved to Current Standards

ALMOND STREET AREA PLAN
THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS

V3 and V4 would be similar to this illustration, but the highway curves extending north from this area would vary.

Large open spaces below viaduct provide an opportunity for a range of possible uses.

Potential distinctive landscape treatment at Genesee Street to strengthen the Connective Corridor.

Paved area below viaduct.

Pedestrian and bicycle safety enhancements (including bollards, distinctive pavement treatments, and lighting improvements) at primary east-west crossings of I-81 and Almond Street.

Enhanced landscape buffer at Pioneer Homes, and multi-use path connection to Wilson Park at Jackson Street.

On-road bicycle route to provide a link between the Connective Corridor and the Erie Canalway Trail and bicycle facilities on Water Street.

Potential stormwater treatment areas adjacent to highway viaduct and/or reduced highway ROW for future development.

Consistent streetscape treatments on both sides of Almond Street where alignment diverges from highway corridor.

Planted tree lawn and sidewalk on west side of Almond Street.

Geneva Tower
State Medical

Forman Park

Center for Excellence

E Genesee St

E Fayette St

E Adams St

E Genesee St

E Washington St

E Jefferson St

Madison St

Cedar St

Harrison St

Almond St

S McBride St

Pioneer Homes

Upstate Medical Cancer Center
Examples of what a new viaduct might look like on Almond Street:

**ALMOND STREET VIEW NORTH, CEDAR STREET TO EAST GENESEE STREET**

THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS

**ALMOND STREET VIEW NORTH, ADAMS STREET TO HARRISON STREET**

THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS
Viaduct Alternatives

New Viaduct Fully Improved to Current Standards (V-2)
New Viaduct with Substantial Design Improvements (V-3)
New Viaduct with Considerable Design Improvements (V-4)

Examples of what a new viaduct under V-4 might look like at Almond Street:
Viaduct Alternatives

Alternative V-4:
New Viaduct with Considerable Design Improvements

Examples of what a new viaduct under V-4 might look like at the I-81 / I-690 interchange:

AERIAL VIEW LOOKING NORTHWEST AT THE ALMOND ST / I-690 INTERCHANGE
THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS

AERIAL VIEW LOOKING SOUTHEAST AT THE I-81 / I-690 INTERCHANGE
THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS
Examples of what a Boulevard might look like at Almond Street:

- **Street-level Alternatives**
  - **SL-1: Boulevard**

**Potential Future Development**
- Street trees and sidewalk
- Southbound almond street and parking
- Signature greenspace with gateway element
- Northbound almond street and parking
- Street trees, off road bike facility, and sidewalk

**Section Key Map**
- Downtown
- S. Townsend St.
- Almond St.
- E. Adams St.
- E. Harrison St.
- E. Genesee St.
- N. Salina St.
- Erie Blvd.

**Existing views**
- **D** ALMOND STREET VIEW NORTH
  - This illustration is one of many possible concepts
- **E** ALMOND STREET VIEW NORTH AT PIONEER HOMES
  - This illustration is one of many possible concepts
**Street-level Alternatives**

**SL-1: Boulevard**

**ALMOND STREET AREA PLAN**

*This illustration is one of many possible concepts*

- Potential distinctive landscape treatment at East Genesee Street to strengthen the Connective Corridor
- Linear green space with potential continuous stormwater feature in broad central median and/or linear pedestrian access, sculptural features and shade tree plantings
- Pedestrian and bicycle safety enhancements (including bollards, distinctive pavement treatments, and lighting improvements) at primary east-west crossings of Almond Street
- Enhanced landscape buffer at Pioneer Homes, and multi-use path connection to Wilson Park at Jackson Street
- Vertical gateway and/or identity elements in planted median
- Boulevard with on-street parking, street trees, off-road bike facility, and sidewalks
- On-road bicycle route to provide a link between the Connective Corridor and the Erie Canalway Trail and bicycle facilities on Water Street
- Potential stormwater treatment areas and/or reduced highway ROW or future development

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**Legend**

- Speciality Crosswalk and Intersection Pavement
- Connective Corridor
- Bicycle Facility
This alternative would place northbound traffic on Almond Street and southbound traffic on Townsend Street.

Three travel lanes would generally be needed to carry traffic on a one-way Almond Street. The remainder of Almond Street could be used in numerous ways, and a few of these concepts are shown below.

Below are sketches illustrating three potential scenarios for the excess right of way. These are three concepts among many possibilities for Almond Street.

- **Concept A:**
  Three lanes of through traffic, separate local roads on both sides, off-road bike facility, street trees, and linear park

- **Concept B:**
  Three lanes of through traffic with parking lanes, off-road bike facility, and street trees with excess property utilized for potential future development.

- **Concept C:**
  Three lanes of through traffic with a parking lane on one side, separate local road on one side with on-road bike lane, street trees, and a linear park
ALMOND STREET
AREA PLAN

This illustration is one of many possible concepts.

Potential distinctive landscape treatment at Fayette Park to strengthen the Connective Corridor

Road with on-street parking, street trees, sidewalks, and off-road bicycle lane on west side

Potential linear stormwater treatment feature integrated with street tree planters

Local road with on-road bike lane, parking, sidewalks, and street trees to provide access to properties adjacent to Almond Street

Road with on-street parking, street trees, sidewalks, and off-road bicycle facility on west side

Vertical gateway elements

Pedestrian and bicycle safety enhancements (including bollards, distinctive pavement treatments, and lighting improvements) at primary east-west crossings of Almond and Townsend Streets

Enhanced landscape buffer at Pioneer Homes with multi-use path connection to Wilson Park at Jackson Street

On-road bicycle lane provides connection to the Southside neighborhood

Potential stormwater treatment areas and/or reduced highway ROW for future highway development

Off-road bicycle route to provide a link between the Connective Corridor and the Erie Canalway Trail and bicycle facilities on Water Street

Vertical gateway elements

Potential linear stormwater treatment feature integrated with street tree planters

Local road with parking, off-road bike lane, sidewalks, street trees to provide access to adjacent properties on both sides of Almond Street

Potential distinctive landscape treatment at East Genesee Street to strengthen the Connective Corridor

Linear green space with pedestrian access, sculptural features, and double row of trees

Pioneer Homes

Fayette Park

Connective Corridor

Forman Park

Hutchings Psychiatric Center

Upstate Medical Center for Excellence

Upstate Medical Cancer Center

Geneva Tower

Jefferson Tower

Madison Tower

Stevenson Tower

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Common Features of All Alternatives:
Improved Safety for Pedestrians and Bicyclists

IMPROVING SAFETY OF PEDESTRIAN AND BICYCLE CROSSINGS

Representative concept of an intersection on Almond Street (Shown: Alt SL-2: One-Way Almond Street and Other Local Street(s)). This illustration is one of many possible concepts.
CONCEPTUAL SECTION BETWEEN MONROE AND JACKSON STREETS LOOKING NORTH UNDER THE VIADUCT ALTERNATIVES
THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS

CONCEPTUAL SECTION BETWEEN MONROE AND JACKSON STREETS LOOKING NORTH UNDER THE STREET LEVEL ALTERNATIVES
THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS
CONCEPTUAL PROFILE BETWEEN THE RAILROAD AND ADAMS STREET LOOKING WEST IN THE VIADUCT ALTERNATIVES
THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS

CONCEPTUAL PROFILE BETWEEN THE RAILROAD AND ADAMS STREET LOOKING WEST IN THE STREET LEVEL ALTERNATIVES
THIS ILLUSTRATION IS ONE OF MANY POSSIBLE CONCEPTS