Appendix M
Agency Coordination and Public Involvement

Attachment M-6: Comments Received

Comments Received Since September 2, 2014
Part 8 of 10
Commenters' Letters: "S" through "Town of Pompey"

Tunnel Option Preferred

b s <bs1111@live.com>

Mon 12/19/2016 12:45 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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Afternoon DOT,

I am writing to offer my preference for one of the Tunnel options to replace I81. I live in Onondaga County and it is my hope that one of the Tunnel options prevail.

Thank You,
Brad S.

I-81 Viaduct Project
Comment Sheet

Name: John SABENE

Address: 7182 EASTMAN RD City: NSYR State: NY Zip: 12212

Phone: ( ) Email: John SABENE@YAHOO.COM

Comments:

WHY WAS I-481 RECLASSIFIED INSTEAD OF I-690?
I-481 CANT HANDLE THE TRAFFIC. ROUTE 11 TRAFFIC IS NOW BACKED UP ON TO THE CIRCLE OR EXIT. I-690 ALREADY HAS MORE LANES THAN I-481. MAKING 481 WIDER TO NORTHERN BLVD IS ONLY GOING TO CREATE A FUNNEL TO THE I81-I481 INTERCHANGE

NOISE IS ALREADY AN ISSUE ON 481 THIS WILL ONLY MAKE IT WORSE

THIS PROJECT SEEMS TO BE DOING WHATEVER IT CAN TO APPEASE THE CITY AT THE EXPENSE OF THE SUBURBS

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Judy Sabene

Address: 7182 Eastman Rd City: Nedrop State: NY Zip: 13212

Phone: 315 458-8561 Email: JLSabene@yahoo.com

Comments: We have lived on Eastman for almost 45 yrs
~~We~~ so we were there before Rt 481 was built. We had a ~~very~~ very quiet street & yard until 481 was complete. The noise level in mornings & afternoons is deafening. The traffic on our street has multiplied beyond everything we expected as each vehicle & (trucks) race down our street to get to 481 entrance on Northern Blvd. Each & every day!! There are days we can't hear ourselves talk in backyard due to traffic noise. I can't imagine how much all of this will increase if they divert traffic onto 481 & close down the elevated section of 81 in the City of Syracuse. We are opposed to that plan.

Please keep what we have now, as bad as it can get, & don't make it worse for us - the sound barrier does ~~very~~ very little only to echo all the traffic noise -

Thank You

Judy Sabene

Mail comments to:
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New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

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Contact the Project Team

no-reply@dot.state.ny.us

Wed 5/1/2019 10:28 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Sacco
First name - Sharon
Affiliation -
Address 1 - 219 Hamden drive
Address 2 -
City - Syracuse
State - Ny
Zip - 13208
Phone - 3154544715
Email Address - Sharsacco@aol.com
Question or Comment - Why can?t we repair what is already there?

From: no-reply@dot.state.ny.us
To: I81Opportunities@dot.ny.gov
Subject: Contact the Project Team
Date: Friday, January 17, 2020 5:56:38 PM

Last name - Sadeghy
First name - Campbell
Affiliation -
Address 1 -
Address 2 -
City -
State -
Zip -
Phone -
Email Address - plutonicpanda@gmail.com
Question or Comment - I am strongly opposed to the community grid as it represents a downgrade in regional infrastructure. The goals of reconnecting neighborhoods affected by I-81 can be achieved without tearing down a vital piece of infrastructure.

In my opinion, the tunnel option best represents a medium reached for long term regional and local viability ensuring transportation will continue to be mobile and congestion free served by this facility for the next 50+ years.

If this option is deemed not feasible, even though many other countries around have managed to build them, rebuilding the viaduct is the next best option and providing upgrades beneath the roadway. Tearing it down and rebuilding higher to allow more natural light beneath would allow for parks and trails reducing the blight imposed by this facility.

Reducing car dependence should be achieved by offering more transit option in coordination with increased automobile infrastructure investment. This gives people options and ensures a more balanced transportation network as a better transit system would likely induce riders to use rail and buses. Removing freeways, neglecting roads, and letting congestion reach unreasonable levels is horrible government and doesn't support the will of the people whom you serve.

I support the tunnel option first and rebuilding the viaduct second. The community grid is a short sighted move and will lead to increased emissions.

Contact the Project Team

no-reply@dot.state.ny.us

Thu 5/16/2019 12:28 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Sage
First name - Gloria
Affiliation - OCNA
Address 1 - 1217 Jamesville Ave
Address 2 -
City - Syracuse
State - NY
Zip - 13210
Phone - 3154724977
Email Address - gwsage@gmail.com
Question or Comment - The Community Grid plan is very different than any that were previously considered, incorporating a I81 BL to try to help those that wanted a tunnel or viaduct thru the City. The problem with the new viaduct was the number of properties that would be destroyed. Since an I81 BL apparently does not have to conform to interstate highway standards, why not have a new, narrower viaduct as a I81BL through the city rather than a ground level boulevard, which would not require the destruction of so much property? Was this option ever considered and if not, why?

Also, with the new plan, what would be the increased traffic on Jamesvile Ave/Comstock Avenue and Brighton Avenue. The former goes through a residential neighborhood with unimproved roads and no sidewalks.

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Glenn Sage

Address: 1217 Jamesville Ave **City:** Syr **State:** NY **Zip:** 13210

Phone: (315) 472-4977 **Email:** GWSAGE@GMAIL.COM

Comments: In #1 Community Grid/Boulevard/ESIBL option why bring the intersection down at ML King Blvd? It should be as close to Adams St as possible. ~~Have~~ This would eliminate 4 lights. One could still cross under the viaduct.

Pioneer Homes is scheduled to be torn down. One should not base plans on a development that will not exist.

From: Gloria Sage
To: dot.sm.Commissioner
Subject: Please save I-81!
Date: Wednesday, October 7, 2020 6:42:02 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear DOT Commissioner:

As someone who lives in the Outer Comstock area of Syracuse, I am very concerned by the inevitable increase in gridlock and thus air pollution by the Community Grid option. This is an obvious result of lowering the renamed I81 business and having so many traffic lights and turn lanes.

I assume you have modeled this and know the health effects that will result. How many excess health effects (e.g. asthma) and deaths are estimated to result if the Community Grid is pursued?

Yours truly,

Gloria W. Sage, Ph.D.
1217 Jamesville Avenue
315-472-4977

P.S. In my professional life as a chemist, I have done work for the EPA, NIH and CDC.

From:	Al saikkonen
To:	dot.sm.Commissioner
Subject:	Please save I-81! All the studies are flawed.
Date:	Wednesday, October 7, 2020 7:22:45 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

I-81 runs from a Tennessee to Canada...and some think it smart to have a 1.3 mile gap thru Syracuse.

That makes no logical sense at all.

Many think the grid will be scenic leafy boulevard....they are dreaming. It will be a smoke clogged traffic jam.

No matter what your studies say, it will be giant traffic jam with ambulances trying to get to the hospitals and public safety vehicles stuck in traffic.

The carbon footprint of the grid over 50 years would be astronomical. If it currently takes a car 80 seconds to go the 1.3 miles, and the with the grid, it takes 10minutes, the increased exhaust gases and carbon emissions are light years more.

Sent from my iPad

Proyecto de Viaducto I-81
Comentarios

Nombre: Alejandrina Salazar

Dirección: **Ciudad o pueblo:** **Estado:** **Código postal:**

Número de teléfono: ( ) **Correo electrónico:**

Comentarios: Esta idea no me gusta, uso I-81 Constantemente para llegar a mi trabajo, Inclusive me tomo ahora en llegar a mi trabajo solo 6 a 7 minutos, haciendo esto me demoraria mas minutos. Tambien al hacer esto, perderemos MAS de la mitad de nuestros huespedes, que se quedan en mi trabajo. Me opongo a esto, no quiero perder mi trabajo soy madre soltera y dependo de mi trabajo, tengan esto en consideracion.

Gracias!

Envíe sus comentarios:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Envíe sus comentarios por vía electrónica:
www.i81opportunities.org

Línea informativa:
línea gratis: (855) I81-TALK (481-8255)

El Departamento de Transporte del Estado de New York

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I-81 Viaduct Project
Comment Sheet

Name: Florence Saleh

Address: City: Manlius State: Zip:

Phone: ( ) Email:

Comments: I appreciate this presentation - Good Job

For many reasons, I support the community grid

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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Contact the Project Team

no-reply@dot.state.ny.us

Sun 7/16/2017 5:35 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Salm
First name - Kevin
Affiliation -
Address 1 -
Address 2 -
City -
State - New York
Zip - 13477
Phone -
Email Address - kdsalm@tds.net
Question or Comment - On the NYS Thruway, at milepost 333 Eastbound, There is a very large green Destination Sign that specifically directs Southbound trucks to use Interstate 690 to reach Interstate 81 at Thruway exit 39.

When demolition and construction of the Interstate 81 Viaduct takes place, this sign may no longer be a valid or preferred travel option.

I suggest that the NYS Thruway be directed to modify this sign to suggest the proper alternate route (presumably Interstate 481) or remove the sign completely.

Contact the Project Team

no-reply@dot.state.ny.us
Thu 9/5/2019 11:29 AM
To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Last name - Saltalamachia
First name - Nadene
Affiliation -
Address 1 - 233 Ferncliff Ave
Address 2 -
City - Liverpool
State - NY
Zip - 13088
Phone - 315=457-3913
Email Address - nadenes19@gmail.com
Question or Comment - How will this impact the taxes in the Town of Salina?
Less people traveling current 81s who may be going to the Mall ,staying in hotels on 7th North st.

It seems as though this will divide the city from suburbs.

I worked down town for 20 years, I don't see how the grid option will improve anything!

Also when they take down the current 81, land under that is owned by the State not the City, will they have the money to purchase that?

I-81 Viaduct Project
Comment Sheet

Name: Bill SANFORD

Address: 105 IROQUOIS CIR City: LPL State: NY Zip: 13088

Phone: (315) 457-7286 Email: WESANFORD1978@GMAIL.COM

Comments: IT APPEARS THAT SOME ARE MAKING DECISIONS BASED ON INCOMPLETE INFORMATION OR ERRONEOUS INFO THAT GOT LOCAL CITY OFFICIALS OR LEADERS TO ENDORSE THE GRID ONLY CONCEPT. WHO WOULD BELIEVE THIS COULD HAPPEN WHEN AN ECONOMIC IMPACT ON OUTLYING AREAS SUCH AS SALINA WAS NOT CONSIDERED. HOW MUCH WILL MY TAXES GO UP.

THE ENVIRONMENTAL IMPACT, CAUSED BY TRAFFIC WILL BE GREAT ON THOSE LIVING DOWNTOWN AS WELL AS RESTAURANTS & BUSINESSES.

WHO EVER WOULD CONSIDER PUTTING A BARRIER OR DETOUR ON A FEDERAL HIGHWAY? ONLY THOSE WHO HAVE NOT THOROUGHLY THOUGHT OUT THE CONSEQUENCES.

THANKS FOR THE OPPORTUNITY FOR INPUT.

Bill Sa

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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Town of Salina.

09/11

Community Meeting

I-81 Viaduct Project
Comment Sheet

Name: SONJA M Santarelli

Address: 445 Jewell DR **City:** Liverpool **State:** NY **Zip:** 13088

Phone: (315) 451-3583 **Email:** MOR-MOR@twcny.rr.com

Comments: I have a concerned about the impact of my taxes, I think it should be left alone. The impact on the town of ~~Salina~~ Salina will be great

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
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I-81 Viaduct Project
Comment Sheet

Name: Regina Santucci

Address: 457 James St. **City:** Syracuse **State:** NY **Zip:** 13203

Phone: (202) 590-2506 **Email:** christaltips@yahoo.com

Comments:

Anything that reduces the footprint of overpasses throughout the city is a positive: the Community Grid option does this. In addition to improving the aesthetics of downtown, it would also improve walkability for pedestrians, thus improving safety. The addition of green space further improves livability in the downtown area. Opening up land for potential development can only improve the city's finances by adding revenue from property taxes and increasing downtown traffic, which will help downtown businesses, and increase tax revenue from merchants.

Please don't double down on the mistakes of the past: help us keep the momentum of downtown's revitalization going.

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From: no-reply@dot.state.ny.us <no-reply@dot.state.ny.us>
Sent: Saturday, December 8, 2018 12:01 PM
To: dot.sm.mo.I81Opportunities
Subject: Contact the Project Team

Last name - Scanlon
First name - Kelley
Affiliation -
Address 1 - 281 Norwood Avenue
Address 2 -
City - Syracuse
State - NY
Zip - 13206
Phone -
Email Address - SunGlowAura@aol.com
Question or Comment - Please repair the current I-81 and leave it as an elevated highway.

I 81

Jason Scharf <jasonscharf3@gmail.com>

Fri 6/26/2020 9:54 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hi,

I am a resident of the westside of Syracuse, NY and I am just writing to state that I fully support the community grid option. There are many intersections near the highway that are downright dangerous for bike riders and pedestrians.

For the 5 more minutes that it will take someone to go around Syracuse using 481, I do not at all believe that it is worth saving 81 for.

Thank you for your time in this matter.

Sincerely,

Jason Scharf

Statement on I-81 viaduct replacement

Bill Scheer <billescheer@yahoo.com>

Tue 11/1/2016 9:21 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

1 attachments (17 KB)

81 statement.docx;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Please accept the attached statement for consideration in planning the replacement of the I-81 viaduct through downtown Syracuse. I would appreciate a detailed reply with answers to my questions. I had planned to attend Thursday's hearing at Martin Luther King Elementary but am unable to attend.

Please contact me either by email or phone with your response.

Thank you.

Bill Scheer
(315) 454-7661

I-81 Commentary from Bill Scheer of Fayetteville, NY

I tend to favor the boulevard option as I believe it has the potential to be transformative in a region that needs to take advantage of this once-in-a-lifetime opportunity to create positive change with such an enormous public works project.

But I have concerns about the boulevard option from a safety standpoint. Those concerns are based on my feeling that the state DOT has not adequately planned out the boulevard option in all the ways that it will impact the region's transportation.

I refer specifically to the lack of information on the potentially adverse impact the boulevard option would have on the I-690 I-481 interchange in Dewitt. Anyone who drives either east on 690 onto 481 south or south on 481 as 690 merges knows full well how tricky this intersection can be given the proximity of the Dewitt exits onto NY92, particularly during rush hour. At this time there are often cars at a standstill backed up onto the highway from the NY92 west exit because that exit comes to a stop without a merge onto a very busy surface street. Cars exiting 481 for NY92 east are not only avoiding the stopped line of cars but also the cars entering 481 south from NY92 west. Add to this through traffic traveling over 70 mph and the often hazardous weather conditions we have in Central New York and you have a potential for very dangerous driving.

Into this volatile mix will likely come more traffic that currently uses 81 south through the city if the boulevard option is built. I believe it is very unlikely that through traffic, especially tractor trailers, would use the boulevard to access the highway south because it will be viewed as slower, which may very well be the case. This will force this traffic through the 481-690 intersection and into the merge around the adjoining exits in Dewitt.

I have not seen any studies of how the traffic will increase in this area under the boulevard option. If studies have been conducted, please bring them to my attention. My question to the state is, how has the 481-690 interchange and exits in Dewitt figured into the planning for the boulevard option? Has there been any consideration to modernizing the merge or any of the exits? These options could include:

1) Extending the farthest left lane on 481 south rather than have it end at the 690 merge, as it does now (this might require widening the bridge over NY92). This lane could be marked for through traffic so it does not get caught in the multi-directional merge around the exits.
2) If this could be done, then consider re-engineering the 81 south exit ramp to 481 south to be a medium speed, two-lane merging entrance to the highway, rather than the single-lane, slow speed, sharp curve it is now. Combining these improvements would give truckers a clearly better and safer option than continuing south to 690 east.
3) Re-engineering the 481 south exit onto NY92 west to allow for a merge into traffic rather than the current stop. The best thing the state could do here is to eliminate or at least greatly shorten the stopped line of traffic on the highway, regardless of what happens with the viaduct. This back up is extremely dangerous.

I have to believe the state has studied all or at least some of these options in the past, but I have not heard anything about them in either the press coverage or the information published by the state in conjunction with replacing the viaduct. I realize that these options would add hundreds of millions of

dollars to the project. But common sense and the current reality on the road both dictate that what happens with the viaduct, particularly if the boulevard option is chosen, will have a significant and potentially adverse impact on driving safety in this very busy section of the region's highway system. Let's make safety for all the regions drivers and smart, realistic planning the first consideration when figuring out what to do with the viaduct.

I81 project proposal

PSMG <psmg@earthlink.net>

Mon 11/28/2016 12:23 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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I support the street level grid concept for the upcoming changes to I81 through Syracuse.

It is clearly the best option of the possible ones and I want to add my voice to this debate.

Sincerely,
Peter Scheibe
205 Locksley Rd.
Syracuse, NY 13224

Sent from my iPad

Breakdown of cost elements between Blvd option and Viaduct option

Mark Scheufler <scheufler@gmail.com>

Mon 10/10/2016 2:04 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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Is there breakdown of the cost elements between the Blvd option (1.3B) and the Viaduct option (1.7B)? Both options have similar elements, how much of the cost is the same for both options.

Thanks,
Mark

I-81 Viaduct Project
Comment Sheet

Name: Wm. Schmarder

Address: 218 Earl Ave **City:** Mattydale **State:** **Zip:**

Phone: ( ) **Email:**

Comments: Keep I-81 as is, or taxes double! Viaduct is OK; I-81 must be in Salina!
Time the lights along N Clinton to Butternut to help for St. Joseph's
Any thoughts to N Clinton and N State as one-way service roads to help w/ Northside traffic? (Similar to frontage roads in TX; Clinton south, State north)
Going along BL 81 southbound into city is making awful assumptions. Thousands turn onto one lane, and people are not going to tend to side streets for lengthy travel. They want main roads.
On a side note, consider education on rotaries. No one knows how to drive them along NY 31.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Wm. Schmader

Address: 218 Earl Ave **City:** Mattydale **State:** **Zip:** 13211

Phone: ( ) **Email:** wschmdr@gmail.com

Comments: Keep I-81 Designation through Salina. Tax rates depend on it!!!
Create a Parclo/Circle interchange at Exit 29, high speed ramp 81 N to 481 N
Completing 81/690 is a welcome addition.
Aesthetically pleasing design for pillars/beams, similar to High Five in Dallas.
Most buildings in area are already run down, movement will allow a fresh start.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
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Syracuse, NY 13202

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OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Wm. Schmarder

Address: **City:** Mattydale **State:** **Zip:**

Phone: ( ) **Email:** wschmrdr@gmail.com

Comments:

1. Changing I-481 to I-81 would affect numbering of entire state, including likely change to distance exit numbers. Consider off-81 communities also.
2. I-81 is a bottleneck for western suburbs to go south. Even for a 10-mile detour each way, only two roads across: I-690 and Taft. People won't use thruway.
3. Completion of 690/81 would be a welcome addition.
4. Study NY 5S in Utica for present-day community grid. Even with half population, it is a pain to drive through. For grid coupled with bottlenecks, consider the nightmare of NY 13 through Ithaca.
5. Consideration for support/beam aesthetics for viaduct. A number of places (eg. Dallas, Jacksonville, St. Paul, Seattle) have great art. Even Horseheads along NY 17. Possibly noise barrier murals?
6. Salina NY taxes would double if I-81 is gone, and not much room in DeWitt.
7. South and west of country cut off with 81 removal.

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Community Grid for I-81

Judy Schmid <schmid@twcny.rr.com>

Thu 2/2/2017 4:23 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

To Mark Frechette:

My name is Judy Schmid. I have been a city resident since 1981, and before that lived in Liverpool, and before that, Baldwinsville, where I grew up and attended public schools. I am very much in favor of removing Route 81 - here are the reasons, which I'm sure you've seen.

· **The Community Grid minimizes unnecessary disruptions to businesses and residents.** The Community Grid option is estimated to take 2 years of construction and the recently re-proposed tunnel option would be a *minimum* 7-10 years of construction. An incredible amount of underground utilities would have to be relocated to accommodate tunnel construction.

· **The Community Grid improves the transportation system for residents and provides increased accessibility to places like Downtown Syracuse, University Hill, and the Carrier Dome.** As the DOT demonstrated in their most recent public meeting, the Community Grid actually maintains or *improves* commute times for a majority of the region. 81's current viaduct is a physical and visual barrier, and any proposed tunnel design will sever many east-west street connections.

· **The Community Grid is the least costly to maintain moving forward.** Think about our children's generation….in a society where car ridership is declining and people are moving to more walkable urban environments, do we really want to saddle our children's generation with the ongoing financial burden of maintaining a tunnel that only 12% of through-traffic will use? If we cannot afford to maintain the current viaduct, how are we going to afford a tunnel's 24/7 operations and maintenance, or that associated with a larger, wider viaduct?

· **The Community Grid lays the foundation for future growth to occur, and most importantly, the ability to generate NEW revenue for the region.** The Community Grid involves the least property takings, demolitions and relocation of residents. It's also the solution that can activate the most acreage for redevelopment.

But my personal note here is to say that I agree that it's time to move forward and try to un-do the mistake that was made in the planning stages when I was just an infant. Please count me among the supporters of the Community Grid option!

Judy Schmid
110 Windham Dr
Syracuse, NY 13224
315-430-2244 c

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: DEREK SCHMITT

Address: 107 DORSET RD **City:** SYR. **State:** NY **Zip:** 13210

Phone: (315) 440-5287 **Email:** SCHMITT.DM2@GMAIL.COM

Comments:

I FULLY SUPPORT THE COMMUNITY GRID OPTION. THE VIADUCT WOULD FURTHER DIVIDE THE CITY AND REMOVE ~~THE~~ ALOT OF HISTORIC AREAS THAT REMAIN, (THE TUNNEL IS JUST INSANE). I'VE SEEN PROJECTS LIKE THIS WORK IN OTHER CITYS. IT WOULD LEAD TO A RE-BIRTH OF SYRACUSE.

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Join Email List

no-reply@dot.state.ny.us

Wed 12/14/2016 7:30 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Schmitt
First name - Jacqueline
Affiliation -
Address 1 - 31 Ely Dr.
Address 2 -
City - Fayetteville
State - NY
Zip - 13066
Phone - 3154462583
Email Address - jacqueline.schmitt@gmail.com
Question or Comment - I am in favor of the community grid plan. I am interested in learning more from the environmental and economic reviews

I-81 Viaduct Project
Comment Sheet

Name: David Schneckenburger

Address: 207 Mandarin Circle **City:** Manlius **State:** NY **Zip:** 13104

Phone: (315) 391-0737 **Email:** dks13035@gmail

Comments: For CG2, is there a plan to add a third lane on I481 from 690 to I90. If so, is that cost in the $1.4B?

Thank you

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

New York State Department of Transportation

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I-481

David Schneckenburger <dks@thompsonandjohnson.com>

Wed 11/9/2016 2:48 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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With the proposed grid solution, what is being done to alleviate the increased traffic and ensuing increased backups at Exit 3 Route 5 Dewitt, and from the I-690 interchange to the Thruway?
Thank you
Dave

David Schneckenburger
President
Thompson & Johnson Equipment Co., Inc
Bobcat of Central New York
6926 Fly Road
East Syracuse, NY 13057
Direct phone 315-413-4122

I81

Georgia Schneider <schneidg1@twcny.rr.com>

Sun 10/16/2016 2:49 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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Having read the overview of the two remaining options for I81, I would like to give my support for the boulevard. It's cheaper and we don't lose as many properties. I think we should learn from the mistakes made when putting up the viaduct years ago; we don't want to destroy viable parts of Syracuse by reworking the viaduct. 481/690 already provide an adequate route for by passing the city for those traveling through. For those commuting to work, the additional exits from 690 should provide adequate access although it may add a few minutes to travel time. In addition, there seems to be a trend to live in the city. If this continues, that means less reason to consider the advantages to commuters of a viaduct.

Georgia Schneider
16 Bradford Drive
Syracuse,NY

Sent from my iPad

I-81 Viaduct Project
Comment Sheet

Name: GARY SCHOONMAKER

Address: 2701 Howlett Hill Rd City: Marcellus State: NY Zip: 13108

Phone: 315 673 4652 Email: LAGARY@AOL.COM

Comments:

My comment relates to the northbound on ramp to 81 @ Court St. One of the boards noted that the ramp was going to be made longer to improve access to the highway. Unfortunately the problem @ this on ramp is not so much the length of the ramp as the fact that people getting on here to ~~and~~ go north on 81 have to speed up (naturally) to match the traffic, but cannot because they have to cross two lanes of traffic that are slowing down to exit @ Park St / Liverpool. Lengthening the ramp will not solve this problem.

This is a major headache!

Mail comments to:
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New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
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toll-free: (855) I81-TALK (481-8255)

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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I-81 Viaduct Project
Comment Sheet

6/18/19

Name: Joan Schreiber

Address: 4218 Lucan Rd. **City:** Liverpool **State:** NY **Zip:** 13088

Phone: (315) 652-1535 **Email:** jschreiber56@yahoo.com

Comments:

Can I receive a copy of the Cost Analysis? of the whole project?
What group of people make the final discissions?
" date will this occurr?
I am in favor of repairing what we have. Only having a full time maintance group checking daily.
I like the metropolian look we have. vs a Blvd look, plus I want the businesses on 7th North Street Saved
The business close out will raise taxes for the town of Salina. How are you ploning to address that?
How will ~~it~~ you address the cost over-runs?

Would you rsvp the answers to the questions I asked before any final disscissions are made?

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Name:	Steve Schroeder						
Address:	Dewitt Residence		**City:**		**State:**	NY	**Zip:**
Phone:		**Email:**	seschroed@gmail.com				

Comments:

I'm Steve Schroeder, DeWitt resident and member of DeWitt planning board

First of all, I question the publicity for this meeting.

When you had the meeting in the city you advertised for two weeks before on the electronic message boards on 481 and 690. Did anyone see the messages for this meeting?

Recently, Governor Cuomo came to town and declared 81 through the city one of the biggest "planning blunders ever".

I beg to differ with the governor! The decision 50 years ago to ram 81 thru the poorest census district in the region was a deliberate, calculated decision. The poor folks there had no political clout or resources to fight it.

Now we get to 81 2.0 and the state wants to try something different. This time, lets ram 81 thru the richest census district in the entire Syracuse SMSA. That's right New York State, it's not Skaneateles or Cazenovia, it's right here in little old DeWitt!!

And all the noise, dirt and pollution that is so bad to the folks in the city, somehow won't impact those folks in DeWitt.

Well I have news for you---it will! And already does!

And, if you don't think we'll fight this or if you think we don't have the resources to fit it, just call Rob Simpson at Centerstate CEO and ask him about his inland port!

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I-81 Viaduct Project
Comment Sheet

Name: Annegret Schubert
Address: 412 Kensington Rd City: Syracuse State: NY Zip: 13210
Phone: (315) 243-1696 Email: annegret.schubert6@gmail.com

Comments:

① Concerned about Tobin's Furniture Refinishing being a business whose bldg needs to be acquired for Comm. Grid option. Hoping the state pays Tobin's enough for their bldg so they can keep their business open in a new location. We need this business in Syracuse!! They're the only refinishing company in town.

② Please be sure to give preference to LOCAL businesses, developers & citizens to purchase an develop newly opened up space (with the comm. grid). Please make sure there is seed/grant money available so the local, relatively impoverished population can have a say and develop this new downtown district into something that is OURS. Not something that drains our local resources by taking money elsewhere.

③ Love the plans for walk- and bike paths in the Community Grid option.

④ Planning for new development needs to include the INTENTION and FOLLOW-THROUGH to put Syracuse residents in charge of what/who should be building/rebuilt.

⑤ Please get started soon on building the Community Grid.

Thanks for all the work you've done so far!

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I-81 Viaduct Project
Comment Sheet

Name: Lisa Schubler

Address: 5858 Deer Springs Rd City: Cicero State: NY Zip: 13039

Phone: 315 575-5993 Email: l.schubler@yahoo.com

Comments: Due to the additional traffic and the loss of trees taken from our property. I feel the barrier wall should be extended threw w/ NO lapse in area on 481 to 81 N. Not just for noise but for safety of our families. I feel your noise tests were in accurate.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Rolland Schreiber

Address: 5858 Deer Springs Rd City: Cicero State: NY Zip: 13039

Phone: 315 921-3500 Email: schreiberfamily@gmail.com

Comments: I feel the noise barrier on 481 NHO 81 N. should be continued straight threw until the Homes end on 81. - the safety alone is a great reason along with the fact that trees from our property are getting removed and additional traffic will occur. I also feel that the current noise studies are false.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
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Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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Tear Down the Structural Racism of I-81

nschulm=gmail.com@mg.gospringboard.io <nschulm=gmail.com@mg.gospringboard.io>
on behalf of
nancy schulman <nschulm@gmail.com>

Tue 5/11/2021 2:11 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Mr. Smith

More than 50 years ago, Interstate 81 ripped through a working-class Black neighborhood in Syracuse. It displaced long-time residents and ensured that poverty, pollution, and a lack of resources would hurt the community that lived in the highway's shadow that still persists today.

I agree with the New York State Department of Transportation's current preferred option to remove the 1.4 mile stretch of the viaduct and replace it with a street-level grid. However, the plan ignores the history and the current needs of the environmental justice community that lives adjacent to the viaduct that will be demolished.

It doesn't have to be this way. The permanent removal of the viaduct could improve housing conditions, health outcomes, and economic and educational opportunities for all people in Syracuse. In order to do that, the NYSDOT should reflect the following recommendations in its Environmental Impact Statement which will guide the construction project moving forward:

Protect Land Use
● A land transfer policy must be put in place before returning the land to the City of Syracuse that restores and enhances communities impacted by I-81.
● Create a land trust for the eight acres directly east of Martin Luther King Boulevard East for development by residents connected to the community.
● Conduct a new analysis of land use that adequately considers the trends of the environmental justice community that lives adjacent to the raised viaduct.
● Accommodate residents who would like to relocate with an automatic right to return.

Protect Health and Wealth
● Conduct a cumulative exposure analysis for residents who live in the communities within 600 feet of the viaduct that includes a lead, noise, and air analysis and abatement.
● Conduct a community health needs assessment.
● Do not use Wilson Park as a staging site for construction.
● Create a Community Restoration Fund.
● Offer market-rate buyouts, rent subsidies, and/or temporary relocation assistance for people who want to move.
● Conduct an easement reassessment so that renters receive easement payments.

Access to Opportunity
● Jobs generated by the project must go to the people who live directly adjacent to the viaduct and 30 percent to Black and Brown Syracuse residents.
● Expand roads starting east of MLK Blvd. to the street grid and east side of Syracuse.
● Provide governmental oversight on all aspects of this project until it is complete.

Protect School Children
● Create a comprehensive construction plan in collaboration with parents, faculty, and staff at the Syracuse City School District.
● Move the proposed highway access ramp so it is at least 600 feet from STEAM at Dr.

King Elementary School.
● Conduct a study to determine if the community grid will remain a major roadway, defined as one used by 30,000 cars or more daily.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

nancy schulman

Viaduct i-81 urgent question

Julia E. Schult <jschult@hotmail.com>

Mon 10/31/2016 2:28 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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As a resident of Baldwinsville and a former resident of Cortland, I have a major concern that I have not seen addressed in any of the information about I-81 alternatives. Please explain how people on this side of Syracuse will be expected to go anywhere south on I-81, including Binghamton, Cortland, Tully, and even the south side of Syracuse?

One of my most-used routes through downtown Syracuse is 690 to 81 south, including when I drive to church on the corner of Waring Road and Nottingham on the southern edge of Syracuse. Currently highway 690 provides access to everywhere south of Syracuse by way of I-81. This route is used by everyone from this part of the world, including those who come in by way of the Thruway. The only exception is rush hour, when we know the longer distance around by 481 will be the shorter time. That is true only from 7:30-9 am, and if heading northwest, 4-6 pm. Other than that, it generally makes very little sense to drive all the way to 481 near Dewitt, then loop around back to I-81. If the new surface street plan is implemented, how far out of our way will we need to go to get onto I-81 from Nedrow south?

Even within the county, to drive from Baldwinsville to Tully is currently 32 miles, and 35 minutes. If we have to use 481, that same drive will be 40 miles and 42 minutes. I work at a library within the county, and have needed to visit the Tully library occasionally for work. This is an example of how eliminating the viaduct on I-81 heading south through downtown would result in great inconvenience.

PLEASE answer this question. An email to me is fine, but please also respond through the media and on your website. I am not the only one who has this question.

---Julia E. Schult
Baldwinsville NY

cc: The Syracuse Post-Standard

I-81 Viaduct Project
Comment Sheet

Name: Andrew Schuster

Address: 203 Wellesley Road **City:** Syracuse **State:** NY **Zip:** 13207

Phone: (315) 484-8826 **Email:** aschuste@gmail.com

Comments:

The community grid is really excellent, well done! I'm glad to see an option that is human-scaled, effective, and great for the city. We don't need to demolish more of our city just for the sake of a few cars who want to traverse quickly.

GO CG-2!

Please continue comments on back if needed.

Mail comments to:
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New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
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I-81 Viaduct Project
Comment Sheet

Comments (continued from front):

The community grid option is wonderful.

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Support for CG2

Andrew Schuster <schuster@ashleymcgraw.com>

Sat 12/3/2016 12:47 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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I understand that the NYS Department of Transportation has determined that it will study further only two alternatives for replacing the I-81 Viaduct in the center of Syracuse. The replacement choice is now between building a taller and wider Viaduct [V4] or creating a Community Street Grid [CG2]. I support the Community Street Grid alternative as the best possible replacement solution for our overall community.

Andrew Schuster AIA, LEED AP
Principal | Ashley McGraw Architects, D.P.C.

ASHLEY MCGRAW

125 East Jefferson Street, 15th Floor, Syracuse, New York 13202
Office: (315) 425-1814 ext. 171
Mobile: (315) 484-8826
website | facebook

Ashley McGraw is built on the belief that a habitable future depends on a mutually beneficial relationship between human-made and natural systems.

Contact the Project Team

no-reply@dot.state.ny.us

Thu 10/27/2016 7:13 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Schuster
First name - Nicole
Affiliation - AIA CNY Chapter President, Architect
Address 1 - 203 Wellesley Rd.
Address 2 -
City - Syracuse
State - New York
Zip - 13207
Phone -
Email Address - nicole@ashleymcgraw.com
Question or Comment - The DOT has done a great job with the Community Grid Option - it has come a long way from the original Boulevard scheme, improved in many ways. I challenge you to take the improvements even further, and take full advantage of this opportunity for revitalization and economic growth in Syracuse. Some ways to improve on the current design: New Land for Redevelopment: Removing the viaduct would free up ten to twenty acres of currently unavailable land, which could have a significant economic impact if it were utilized for redevelopment. However, from the plans and renderings, it looks as though most of this land becomes landscaped "park-like" areas - which will leave a feeling of uncomfortable exposure for pedestrians and will result in wasted space - space which could provide valuable revenue for the city and provide a sense of shelter and scale for pedestrians. I urge you strongly to reduce the width of Almond Avenue, decrease the size of the median, and give the land back to the city for redevelopment. Common Features: You're saying we need to provide on and off ramp connections between I81 and I690 which do not currently exist - but why?? Adding those ramps will actually lengthen, by more than 3 miles, the distance vehicles will have to travel - to get to the same place! It makes no sense. Why not improve the existing connection - which is better for the surrounding area residents, buildings, and businesses, instead? Franklin Square residents would thank you. Please don't further isolate those areas which are an important part of our thriving city. Lastly, you say we need to widen what is now I-81 north of I-690, to get 8 total traffic lanes - again I ask why?? Is there a traffic study that shows how this is necessary? It seems such an unnecessary expense, especially considering that section of highway is being downgraded to a spur. Again, I want to thank you for all of your effort in developing this option - you've come so far, let's just take it a little further. Thank you.
Nicole Schuster, AIA, LEED AP BD+C, CPHC
AIA CNY Chapter President

I-81 Viaduct Project
Comment Sheet

Name: Ellen Schwartz

Address: 115 Arlington Ave. **City:** Syracuse **State:** **Zip:** 13207

Phone: ( ) **Email:** ellen315@gmail.com

Comments: I live in Syracuse & think the Community Grid is the best option. It represents the needs & benefits of the city.

The tunnel is ridiculously expensive & takes traffic past Syracuse, which only benefits other communities.

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I-81 Viaduct Project
Comment Sheet

Name: Mary Beth Schwartzwalder

Address: 72 Steel Street **City:** Auburn **State:** NY **Zip:** 13021

Phone: (315) 289-2760 **Email:** marybeths017@gmail.com

Comments:

The Draft Environmental Impact Statement must include an alternative for the area north of I-690 w/o the "missing link" flyovers w/o the additional lanes & that maintains the direct connection between the Northside & Armory Square!

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
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FYI

COMMISSIONERS ROUTING SLIP

New York State Department of Transportation

	Record Number: COM-17-18079	
LOGGING UNIT: ADMINISTRATIVE SERVICES	**LOGGED DATE:** 9/13/2017	**LOGGED TIME:** 8:58:19 AM
DOCUMENT DATE: 9/5/2017		**DUE DATE :**
CORRESPONDENT'S NAME: Sciscioli, Vito 205 Alanson Road Syracuse NY 13207	**NOTES:**	
SUBJECT: I-81		
SUMMARY: In the late 1960's when Interstate 81 through Syracuse near completion. It struck me as a pose reminiscent of the raising of the American flag over Iwo Jima. Some in the community obviously interpreted the construction of 81 as a sign.Photo enc.		
INFORMATION COPIES TO:		

ROUTING HISTORY

ASSIGNED TO	ASSIGNED DATE	TASK	TASK DUE DATE
REGION 3		INFORMATION ONLY	

Comment:

	Reg. Dir.	Asst. Reg. D.	
	LT.	Construction	
	Design	Fleet Admin.	
	Admin. Svcs.	PPM	✓
RECEIVED REG. DIRECTOR R-3 SEP 13 2017			
	Real Estate	Safety	
	Traffic	Operations	
	All GDs	All REs	
		Michelle	

Vito Sciscioli
205 Alanson Road
Syracuse, New York 13207

RECEIVED
SEP 11 2017
OFFICE OF THE COMMISSIONER

September 5, 2017

Honorable Andrew Cuomo
Governor
New York Capitol
Albany, New York 12224

Re: Interstate 81 in Syracuse

Dear Governor Cuomo:

In the late 1960's when Interstate 81 through Syracuse was nearing completion a street photographer named Simpson Kalisher captured workers setting a tree in place in the award winning landscaped area under Interstate 81. I have enclosed a copy of the photo. It struck me as a pose reminiscent of the raising of the American flag over Iwo Jima. Some in the community obviously interpreted the construction of 81 as a sign of progress much as they evidently did with the elimination of railroad crossings at street grade and of course the construction of the Erie Canal. Neither the canal nor the mainline of the then New York Central Railroad remain albeit the embankment of the railroad is now the elevated Interstate 690.

Things change and tastes change. And so it is with Syracuse today. I have participated in the Stakeholder groups facilitated by the DOT and have been most recently waiting for the Draft E.I.S. to be issued. While not available I worry that adequate attention be paid to a potential solution that would allow for the overhead section to be removed in Downtown and provide for the construction of a short tunnel that would allow the 81 to remain as an Interstate Highway to and through Syracuse.

I agree that elimination of the overhead section would improve the aesthetics and connectivity between the critical area of the city that houses our educational and medical Institutions and the Downtown. I have unanswered questions on what impact the the Community Grid will have on neighborhood traffic. As the former Commissioner of Public Works what happens on those streets should be given a very careful look. I know it will require more control than exists at present. I also know that a tunnel will cost more. However, innovative design solutions when it comes to infrastructure investment in and of itself has an excitement about it and it clearly marks a community and State that seeks progressive solutions to nettlesome problems.

Rerouting traffic to Interstate 481 is not smart growth. It is just the contrary. I worry about the diversion of traffic and the change in the behavior patterns of those who use 81 presently. Will there be sufficient behavioral analysis in the draft E.I.S? In addition to my responsibilities as Public Works Commissioner I served as it Director of Community and Economic Development. Syracuse invested heavily in ridding

itself of an 800 acre former industrial slum and has gone a long way to reinventing itself in what is now the Franklin Square area, Destiny USA and an emerging development in the Inner Harbor. We should do nothing to jeopardize this going forward. There is also vast acreage available for new development in this area. We need to remain focused on developing this area to its full potential. I cannot see how elimination of the Interstate adjacent to this area even with the mitigation proposed would suffice to counter the real or perceived negative effects of Interstate 81 being rerouted.

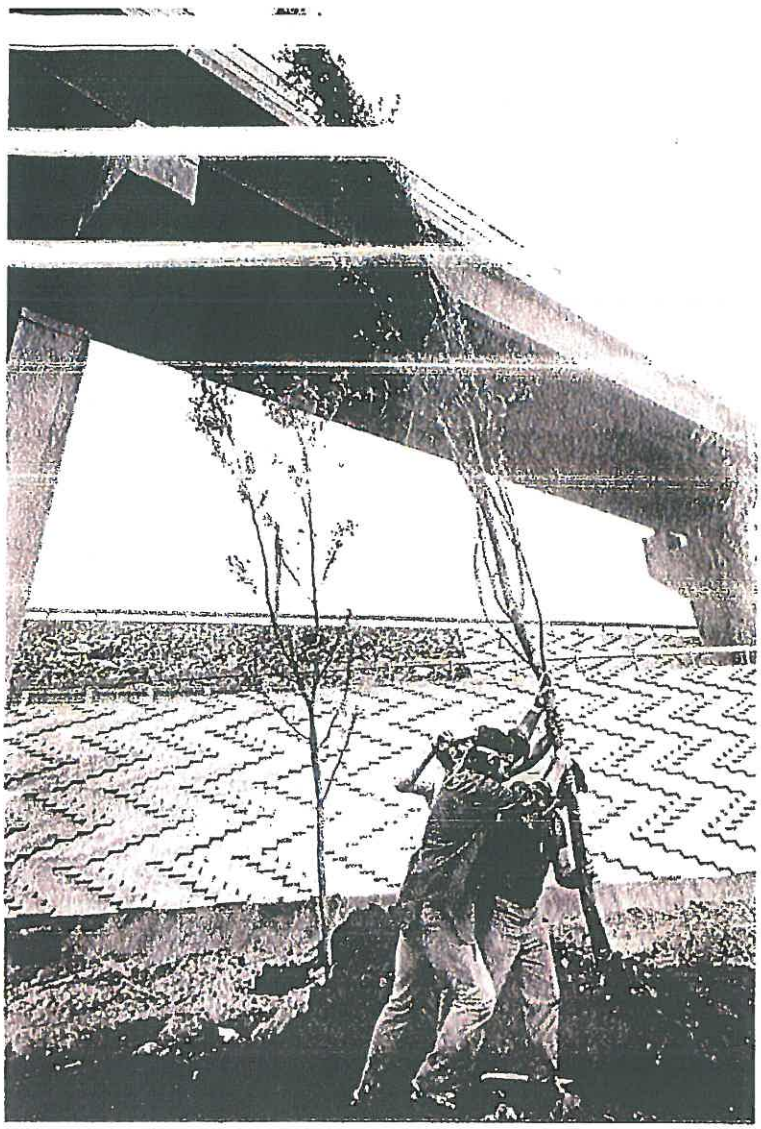
I doubt you remember but we met during your HUD days and with establishing the Community Builders program in Syracuse in the Dey Brothers former department store. Dey's building is still going albeit it has more housing units in it at present. It's success was due in no small part to the HUD 108 Loan program.

Thanks for your consideration on this tough project.

Sincerely,

Vito Sciscioli

c.c.
Cathy Calhoun, NYS Department of Transportation
John DeFrancisco, State Senate
Bill Magnarelli, State Assembly
Joanie Mahoney, Onondaga County Executive
Matt Driscoll, NYS Thruway Authority



Please READ.

Because I care after all 50 YRS. of waiting for this opportunity to fix what never should have happened!

I-81 Viaduct Project
Comment Sheet

Name: CAROLYN M. SCOTT

Address: 138 Kellogg Rd **City:** Hann: bal **State:** NY **Zip:** 13074

Phone: (315) 420-4016 **Email:** Scotpond@twcny.RR.com

Prior Res. – 205 Herkimer St. – Student @ LaMoyne 62-66

Comments: TRAVELER- Familiar with driving AROUND Baltimore Wash DC - Miami - Jacksonville etc. via Beltways Economic Impact studies? - It seems to me that the Viaduct Alt adds to the destruction of potential for rebirth of Downtown - Removing businesses that occupy Retored/Renovated Buildings & taking down Historic buildings then Keeping VISUAL Barriers takes away from the sense of place for people. Community grid OPENS Views & preserves buildings already invested in and encourages more development. It's possibe that the Com. Grid would generate an infusion of investors & increase property values. That's what happened in Chelsea area when The Highline Park was developed using the reBed RR bed from Javits Cntr down To Chelsea Mkt. See TheHighline.org/about

Please continue comments on back if needed.

Mail comments to:	Submit comments online:	Information Hotline:
I-81 Viaduct Project New York State Department of Transportation 333 E. Washington Street Syracuse, NY 13202	www.i81opportunities.org	toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Gerry Scott

Address: 241 Harding St **City:** Syracuse **State:** NY **Zip:** 13208

Phone: 315 455-1514 **Email:** GScott241@Gmail.Com **Date:** 9/30/17

Comments:

Strongly in favor of Community Grid Alternative

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
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Contact the Project Team

no-reply@dot.state.ny.us

Wed 9/28/2016 11:38 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Secora
First name - Jeremy
Affiliation -
Address 1 -
Address 2 -
City - Camillus
State - NY
Zip - 13031
Phone -
Email Address - jssecora@gmail.com
Question or Comment - I realize that you must get complaints from people fairly frequently saying how you did this or that wrong, and criticizing your judgment; and I don't want to, nor is it my place to, tell you how to do your job. Goodness knows that you know more about this than I ever will, I'm a chemist not a civil engineer. However, that being said, let me tell you how to do your job.

I have thoroughly read the project's Scoping Report and understand completely why you determined that a depressed highway or the tunnel alternatives presented therein would be unsuitable for the needs of the project. However, I (who is uninformed about what these new alternatives are) noticed that the project page states that due to public pressure and new suggestions, the DOT will still work on considering tunnel alternatives. The page states that they will only be developed to meet the projects requirements, which presumably means preferably no cut-and-cover construction, or relocation of sewers, etc. These are also the reasons the depressed highway was determined to be unfeasible.

Even though I'm sure I already know the answer to this question, I'll ask anyway. When developing new tunnel alternatives, will any other depressed highway alternatives be considered as well? I say this because while a tunnel may sound great in theory, that could mean no direct access to the interstate system from the southern portions of the city of Syracuse. Most importantly, this would mean limited access for the medical facilities located next to the existing viaduct, e.g. Crouse, Upstate, etc.

I am concerned that removing access to the interstate network would hamper the ability of these institutions to effectively reach people who are in need of emergency transport. Even if the difference is only slight, every second that is wasted when transporting a person in critical condition is percentage points off their chances of survival. I am worried that if a tunnel is determined to be feasible, or even the street level alternatives such as a boulevard, could diminish mobility of ambulances and other transport vehicles. I like to think, and I'm aware that I'm thinking in an idealized world here, that a depressed highway would have been a fair compromise between a new viaduct; which would not significantly change connections to medical facilities, and a tunnel which likely would. The tunnel removes the visual and physical division between the south side andante rest of the city that the viaduct had created, which is the moist desirable. However a depressed highway could remove the visual divide, which seems to me to be the most important, as it is a visible omnipresent reminder of how they are separated and alienated from their fellow Syracusans.

Again, I understand that there is a very large chance that I have no idea what I'm talking about and that you have already considered the issues I mentioned here, but I would still like to voice my opinion on this issue. I understand the issues with water management, changing sewer and power connections etc. are very large and likely insurmountable. I also know that it's probably far too late for this to even matter, but I just think that maybe the depressed highway is a better alternative than a tunnel.

I respect your earlier decision, and agree that it would not meet some of the goals of the project; however, I think that the depressed highway alternative at least deserves a second look.

I will get off my soap box now. Thank you for your time.

Subject: Pleas copy this version, not the other one. Thanks.
Date: 12/29/2019 11:35:54 PM Eastern Standard Time
From: kalricnapon5gc@aol.com
To: kalricnapon5gc@aol.com

To Whom It May Concern

This concept of I-81 through Syracuse is a new twist on an old solution. It is old Rt.81 through Syracuse.....with a cover. I like to think of it as an above-ground tunnel or AGT. In it's most basic iteration, it is the creation of 20-25 acres of prime, inner-city real-estate, under the tunnel and over the tunnel. This acreage can be developed in any number of ways.....these drawings offering an example of one way....with countless options within the concept. This is what I imagined:

Under the tunnel, the space can be filled with everything from small, specialized retail stores that meet the needs of Syracuse's many cultures ie.....barbershops, salons, men's and women's clothing, food prepared to satisfy cultural tastes, music to satisfy cultural tastes,.... to business spaces that might include Doctor's and Lawyers offices, Real Estate offices..... Also, the space might include recreational venues such as swimming pools, handball, racquetteball, and tennis courts, bowling alleys, fitness centers, even basketball courts.....to name a few. Consider even all-faith religious space,.....or a space at one end and separate, for homeless....equipped with a small kitchen for distributing soup and/or sandwiches, rest-room and rest areas.... showers, washing machines, sinks and toilets that can be easily hosed down...and volunteers to run it. Just a thought.
The outside area, fronted with decorative facades can be made beautiful and park-like.....with streets and sidewalks running parallel to 81 on both sides, that access ample parking lots along the length of the AGT and act as one-way approaches on and off I-81 South and/or North.
A sidewalk system that gives easy and safe access to the AGT Park for those walking from inner city locations and other parking lots, would be most desirable.

Above the tunnel, there can be two separate, multi-purpose tracks and a separate walking path. The drawings include a design that illustrates where/how the tracks are positioned and how they are accessed. Built into the AGT Park design are two "towers" one that will house refreshment venues on the jogging/walking first level, and an upscale dinner and/or party venue with panoramic views of the Syracuse skyline on the second level. Both towers can house the ventilation fans and ducts on the third level which can be run through the facades and between the levels.....while maintenance staff and equipment can be housed in the second tower. The entire surface of the upper level can be covered with flower gardens and strategically placed

shrubs, with seating around water-fountains, creating a beautiful and unique Park in the center of the City.

As I envision it, the AGT Park would have an old-fashioned facade with an appearance of late 19th early 20th century architecture in the spirit of small-town American towns and villages founded or developed in that general period,..... or whatever kind of facade or period that suits you,... that will have front entrances to the venues, with nearby parking space. Side streets would run under the tunnel and have elaborate entrances to the inner spaces.

The lower track on the upper level would be wide enough (see drawings) to have defined lanes for cycling, rollerblading, racing wheelchairs etc. in the non-winter seasons, and for Cross-Country skiing....even skating in the winter(with or without sub-surface coils).
The upper track would be for runners/joggers exclusively, with a separate walking/slow-moving wheelchair track down the middle of the "Park", well removed from the joggers, which could be filled with flowers and shrubs on either side of the walkway and with walk-around fountains in the center. Seating there, while not exclusive to any one group, would be designed mainly for elders, handicapped, or just those who want to take it slow and easy while listening to the waterfall or taking in the 360 degree views of the City.

The facade would house escalators and/or elevators, and stairs designed to accommodate and move people with bicycles or wheel-chairs, to all levels.
Imagine 5k, 10k races,...even half marathons using this venue, whether on foot, bike, or in a wheelchair, having up to 2&1/2 miles of track with no stoplights, stop-signs to interrupt the pace, ...not having to dodge dangerous cars, buses, cabs, etc. or breath in their exhaust would be a new luxury for all, and safer for all. Imagine the people who could view these races along the entire length, both sides, of such a track.

This becomes a place which does not divide people as the original Rt. 81 did, but brings them together. It is not just an ugly highway cutting through the city, it becomes an attractive "village" within the city, a place where people can "play" and celebrate.
With a most appealing appearance and as a brand new source of revenue for the City and County in the form of leases, sales, taxes, etc, on the "Properties" within, it can be a source of joy and celebration for city managers and taxpayers as well as its revenue eases the tax burden.

While the "acreage" could be sold, or leased, I do believe the City and County should maintain control of the overall theme and property to preserve its integrity and uniqueness. That uniqueness might very well draw attention beyond the City and County, perhaps beyond the State if set up and run by visionaries, and it appears the timing could not be better.

If my amateurish drawings and descriptions leave gaps or questions, I can be reached at 315-635-6179. Being neither an Engineer nor an Architect, I'm not sure what/where my blind spots might be or how useful you will find this concept, especially at this late date when so much money has been spent and so many studies done. But, given the gridlock that has gripped the project for a decade, its greatest value is in the possibility that it might provide an opportunity for consensus among those of differing opinions, and provide a solution that will keep the gridlock from extending another ten years into the future.

Good luck and best wishes.

Lawrence V. Seguin

Subject: [redacted]
Date: [redacted]
From: kalricnapon5gc@aol.com
To: [redacted]

CONTENTS

I Panoramic view of layout, including side streets, facade, towers, and tracks. (24"x18")

II Straight-on view of facade, towers, and side streets, with X-ray view of I-81 running through it. Fold sheets at arrow tips and put arrow tips together for for view of inner and outer layouts together.

IIIThree and two together.

IV Cross-section view at Tower (Upper two floors not shown. Note incline between cycling track and jogging track).

V Sidestreet view showing retail entrances, with X-ray view of location of elevators, escalators, and stairs to all levels.

VI Side street plaza entrance with illustrations of seats, tables, bike racks, and a light snack/refreshment counter.

VIII Angled top view showing one tower and track layouts. From the outside working inwards is the cycling, rollerblading, speed wheelchair, and X-Country ski track, while above that, separated by a flowered incline, are the jogging and walking paths, separated by shrubs and gardens with cross-overs at waterfountains.

VII VIII Angled top view showing a comprehensive but condensed view of facade tops, tracks, gardens, fountain(s), and tower.

L. V. Sequin
8274 Exeter Dr.
Baldwinsville, N.Y. 13027

RECEIVED
JAN 10 2020

Parking
Parking
Parking

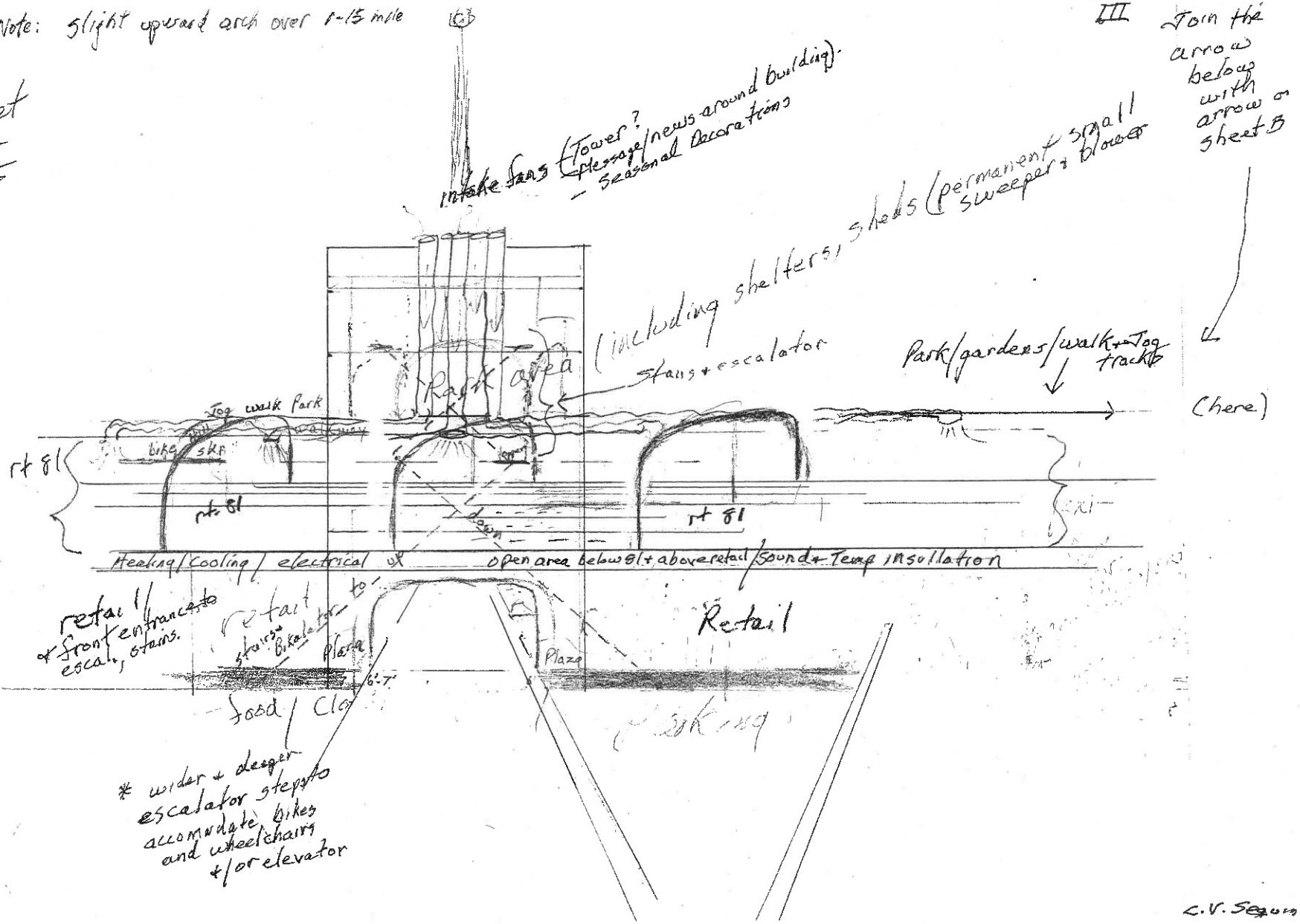
II/III join

Note: slight upward arch over 1-15 mile

III

Join the arrow below with arrow on sheet B

Sheet A



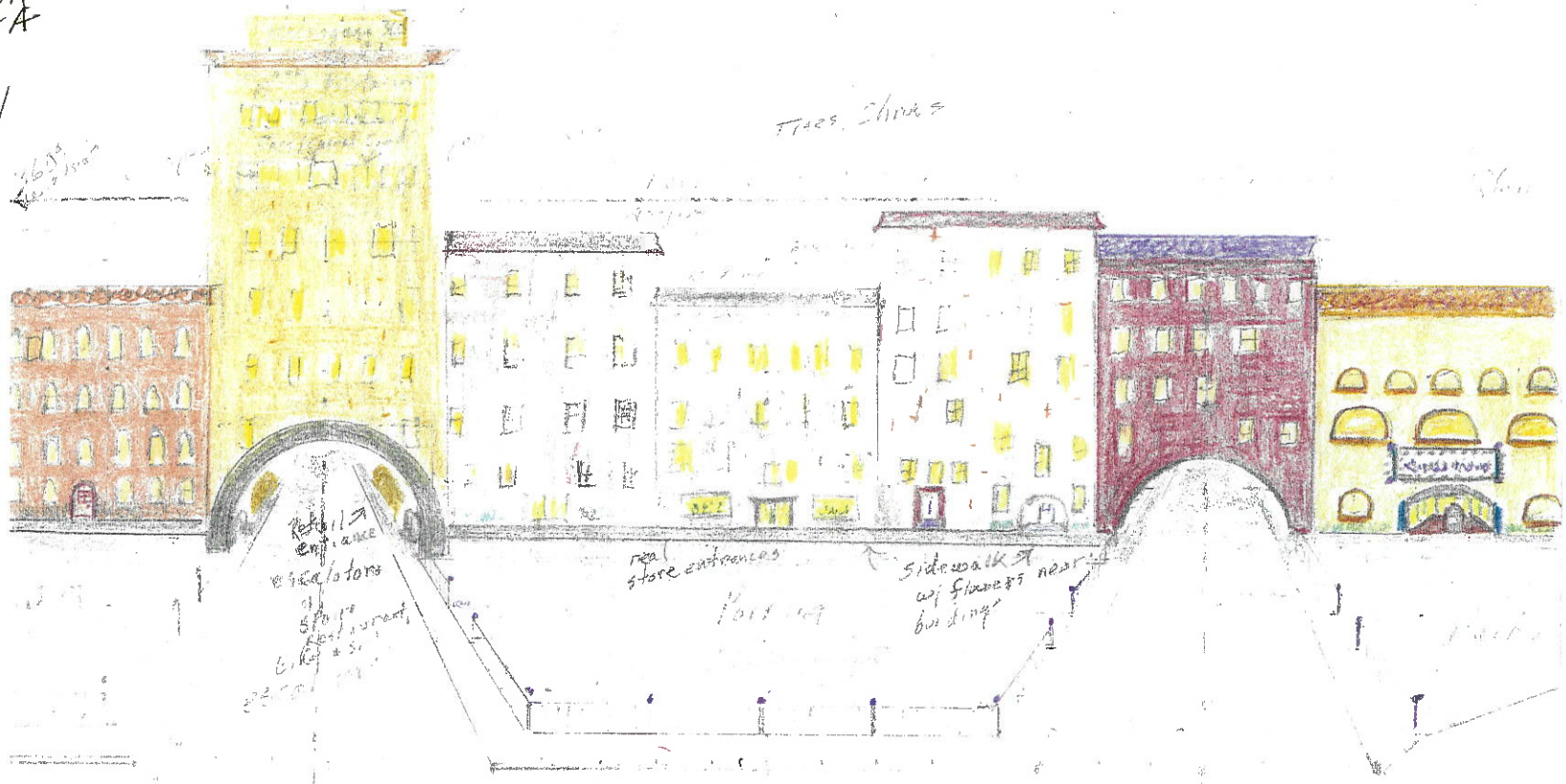
Sheet II/III A

C.V. Seguin

Sheet B

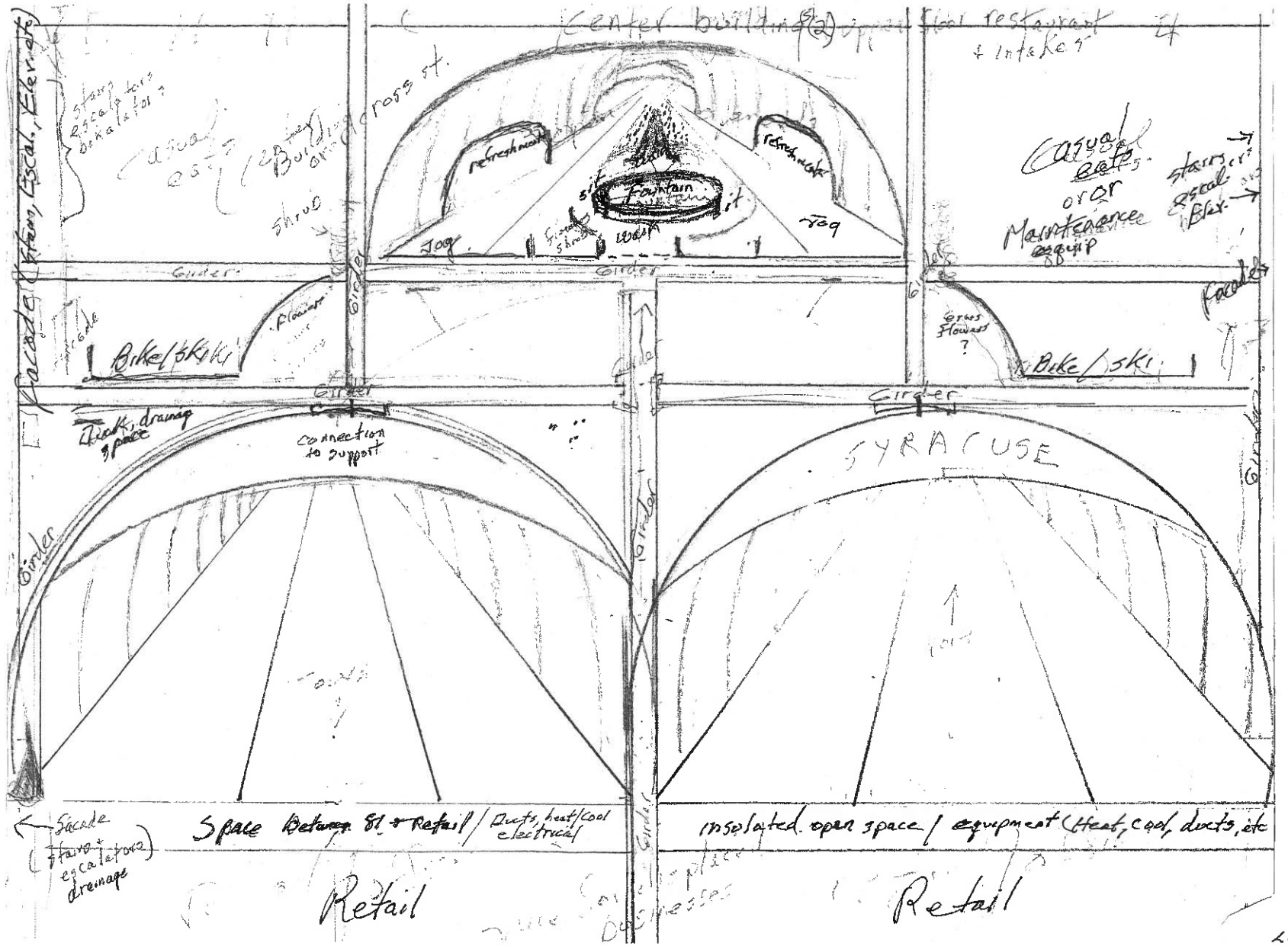
Join the arrow below with the arrow on Sheet A

(here)



Sheet B

L.V. Sequin



Sheet IX

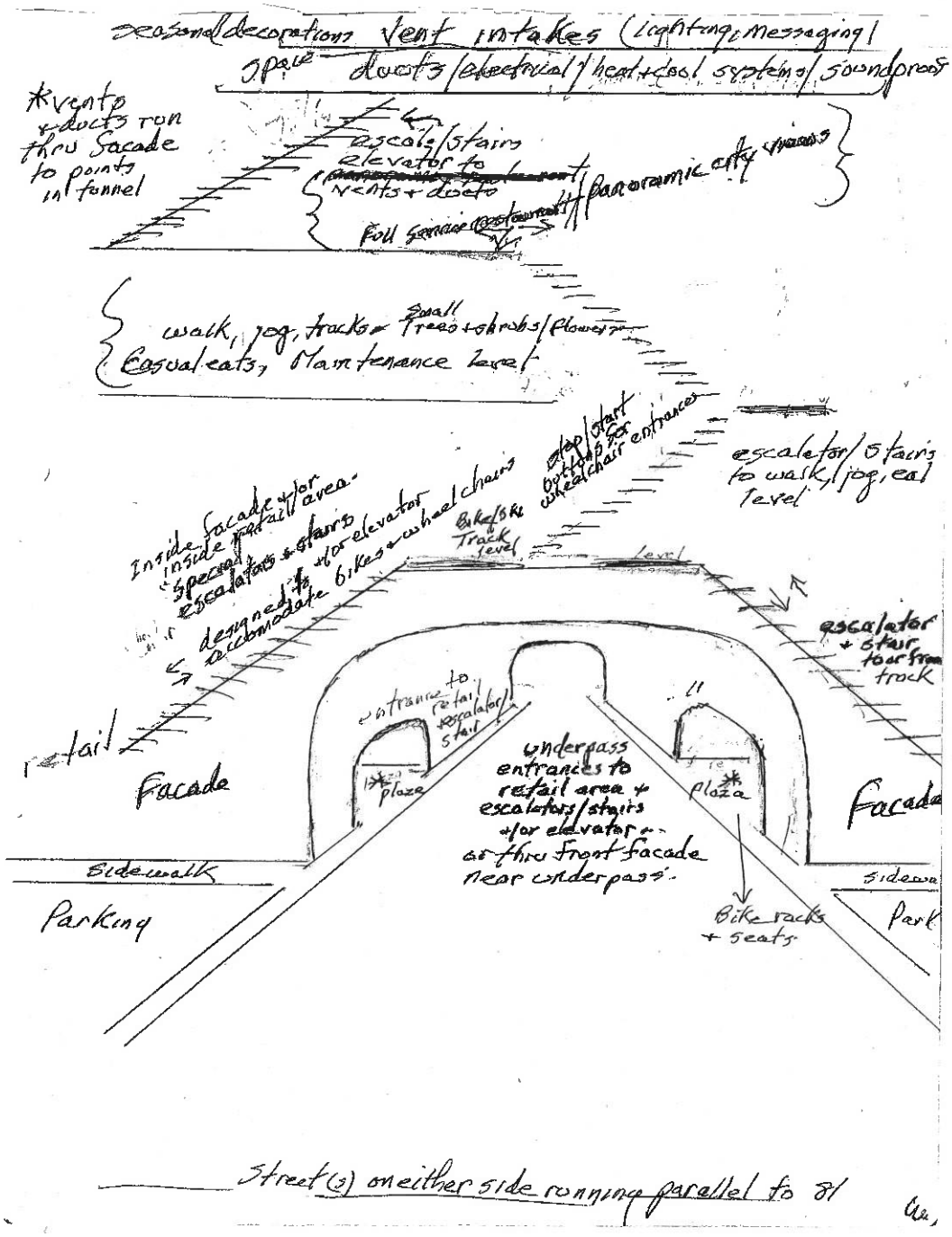
L.V. Sequin

V

sheet

Underpass / Facade / Escalator / Stair (Elevator) layout

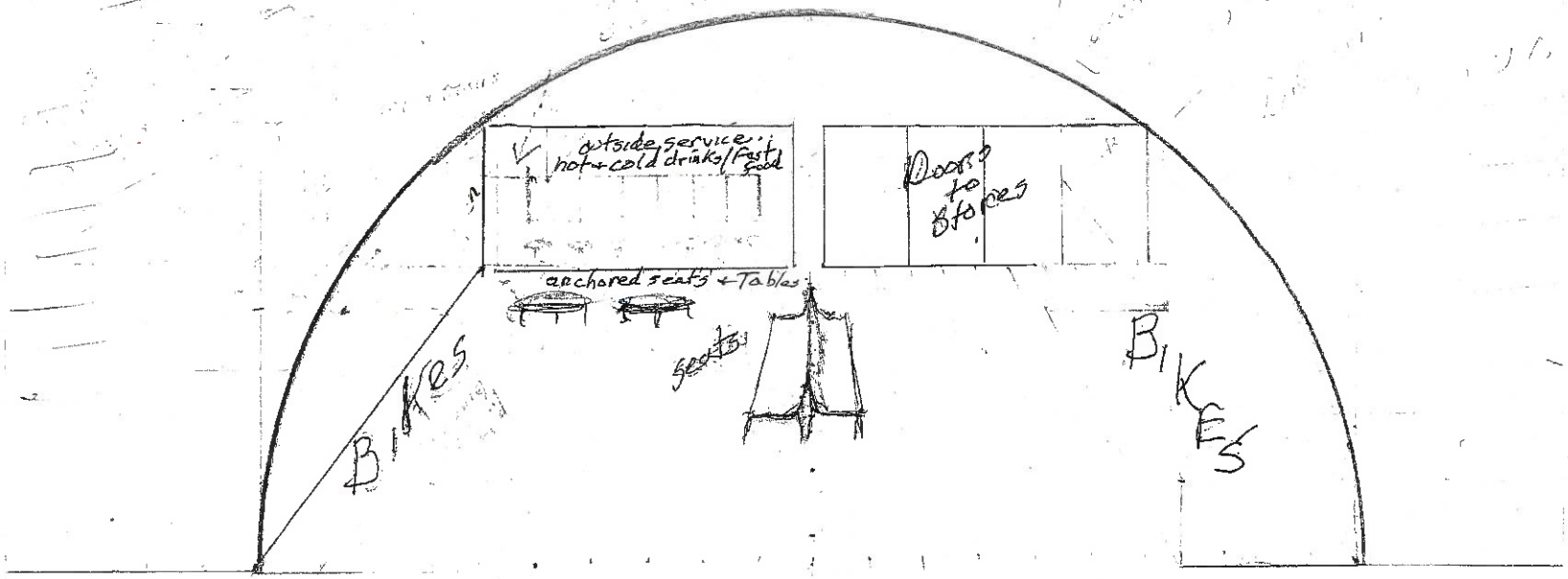
(inside Facade w/ access in retail area



I.V. Seamin

Highway Rt. 81

open area | insolated / Soundproofed main walkway - open area
wide escalators Machinery
facades



sidestreet entrance (underpass) to retail. Plaza for bikes, seating,

Sidewalk Sidewalk

Street (thru. 5th. under 81 -- perpendicular)

L.V. Sequin

Sheet XI

VII

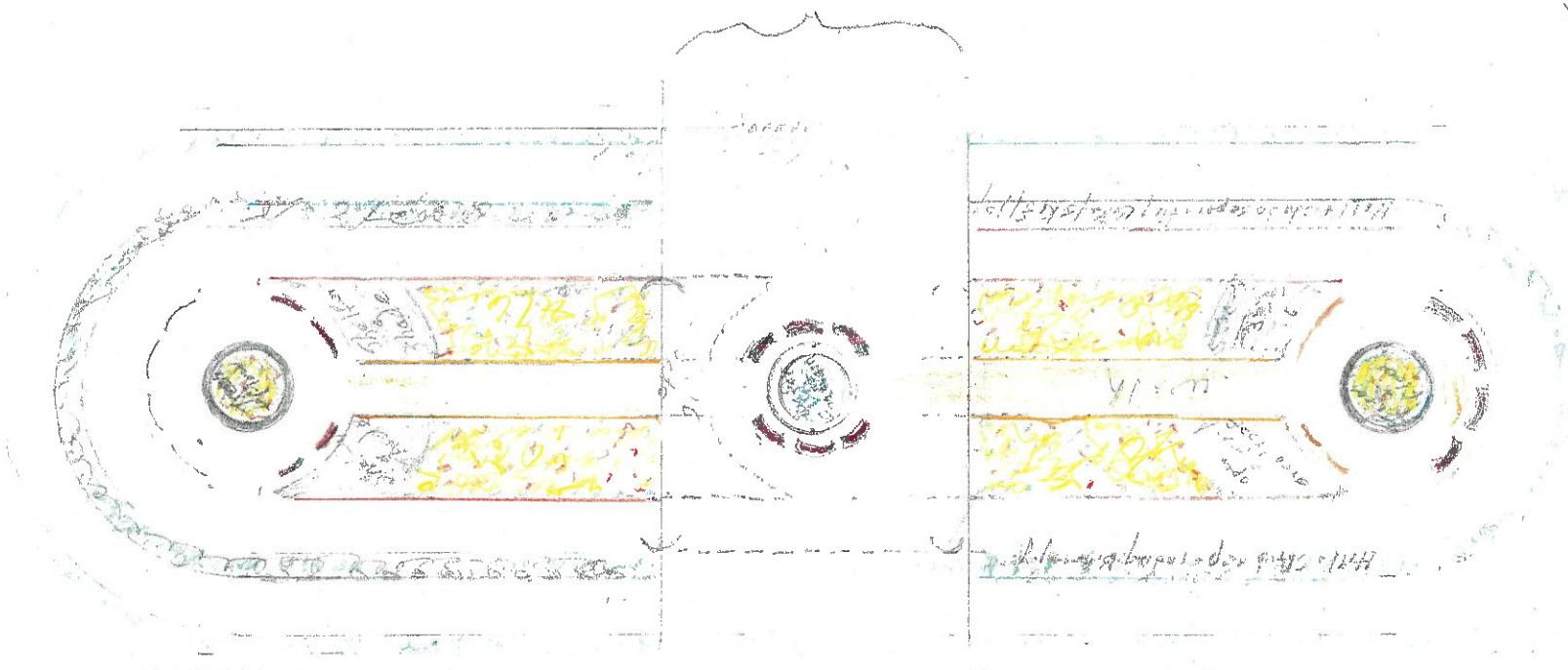
VII

Note. [illegible] space in tower
" lighted tower & stands

Compressed
½ mile into 200 yds

Spiraling
two towers
w/ elevators

bike-track
comes
straight
backed



Bike, racing wheelchair, ski track ?

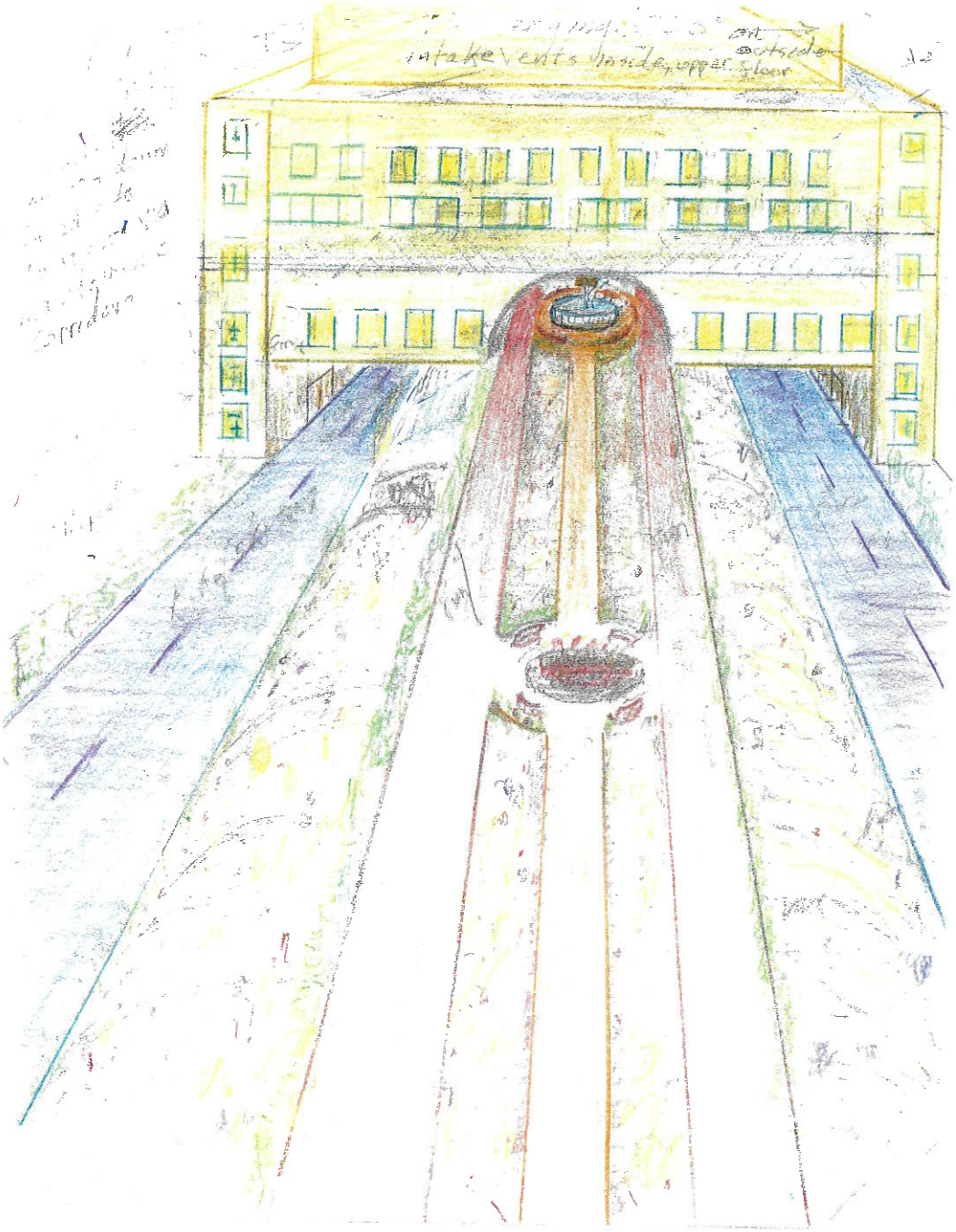
- stairs
- escalators for
bikes? wheelchairs
- elevators?

VII
Sheet

C.V. Seguin

Sheet
VIII

VIII



VIII

L.V. Segun

Proyecto de Viaducto I-81
Comentarios

Nombre: Reggie Seigler

Dirección: **Ciudad o pueblo:** **Estado:** **Código postal:**

Número de teléfono: ( ) **Correo electrónico:**

Comentarios:

1) WOULD NOT OWN THE "GRID SECTION" Z Who will Service it in the winter?

2) When will we ~~Hear~~ hear about more Development South of the City. (SIDE) When Grid Comes Southsiders will be deprived of high Speed Access to ALREADY LIMITED SVCS. For example Restaurants Home Improvement Stores - Shopping & ENTERTAINMENT ETC.

Envíe sus comentarios:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

4/22 PDEIS

Envíe sus comentarios por vía electrónica:
www.i81opportunities.org

Línea informativa:
línea gratis: (855) I81-TALK
(481-8255)

El Departamento de Transporte del Estado de New York

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I-81 Viaduct Project
Comment Sheet

Name: Reggie Seigler

Address: **City:** **State:** NY **Zip:** 13207

Phone: ( ) **Email:** softspokenband.com

Comments:

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Viaduct

Susan Seleway <mdmpres@msn.com>

Thu 11/10/2016 9:45 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Keep the viaduct make needed improvements.
Sent from my Verizon Wireless 4G LTE DROID

I-81 Viaduct Project
Comment Sheet

Name: Linda Sessions
Address: 5769 Stony Kill St. **City:** E. Syr **State:** NY **Zip:** 13057
Phone: (315) 656-2417 **Email:** lsessions@TWCNY.RR.com

Comments:

(1) - Stay with the viaduct !!. Just repair !!.

(2) has there been any talks about opening up the Butternut Rd. on/off ramps ! would alveate RTS congestion

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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Save81.org

PRESS RELEASE

For Immediate Release
December 5, 2016

Contact: **Mark Nicotra**
315-436-5243

New Poll:
Large Majority of City and County Residents
Oppose Boulevard or "Community Grid"

Save81.org recently commissioned an independent poll on the future of Interstate 81.

By a wide margin, Onondaga County residents favor keeping Interstate 81 as an interstate highway rather than replacing it with a boulevard or "community grid" through the City of Syracuse. Public Policy Polling conducted the poll of 1,138 voters on November 28th and 29th. The margin of error is +/- 2.9%.

59% of the respondents support keeping I-81 as an interstate highway through Syracuse with only 34% supporting turning it into a boulevard. 7% of the respondents were not sure.

City residents favored retaining Interstate 81 by 57% to 36%, with 7% not sure. 31% of respondents live in the city of Syracuse.

Respondents were asked if they preferred Interstate 81 remain as an Interstate highway along its present route through Syracuse or be rerouted to the east on Interstate 481 and replaced with a street-level route through Syracuse.

"These results are consistent with all public opinion surveys conducted since the New York State Department of Transportation initiated public discussion of the issue about three years ago," said Tony Mangano a member of Save81.org. "The DOT must reconsider and adopt the Access Syracuse Plan, which would meet the desires of all of respondents, by keeping the Interstate highway intact in its vital route through Syracuse while also providing a surface boulevard that could actually carry the reduced traffic load required of it."

SPECTRA
ENVIRONMENTAL GROUP, INC.
ENGINEERING, ARCHITECTURE & SURVEYING, PC

July 28, 2017

Mr. Matthew J. Driscoll
Commissioner
New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

RECEIVED
JUL 31 2017
OFFICE OF THE
COMMISSIONER

Subject: I-81, Syracuse

Dear Commissioner Driscoll:

Spectra Engineering, Architecture and Surveying, P.C. has been retained by Save81.org to review the Community Grid Alternative in the Draft Environmental Impact Statement (DEIS), dated December 2016, which was recently made available pursuant to a FOIL request . The attached report presents the result of the review. It is Spectra's professional opinion that the Community Grid Alternative should be dropped from further consideration. That opinion is supported in detail in the report and summarized here.

This alternative, by placing overwhelming traffic burdens on the local street system, would run counter to all urban transportation planning precepts of the last hundred years. And, this local street burden still results from an unrealistic assumption regarding a diversion predicted of 60% of I-81traffic to I-481. From a safety perspective, the statewide average accident rates maintained by the Department show the rates on two lane arterial streets to be three times higher than the interstates. Travel times and costs would be increased significantly.

The impacts on the local street system, even under the lower volumes predicted, include eighteen intersections that would still operate at LOS E or F, 16 intersections that would need new signal systems where none exist and 37 signal systems that would need to be replaced. And, there would need to be major upgrades to the Intelligent Transportation System (ITS) architecture as well as bus system routes; 58 bridges would still need to be replaced. Also under this alternative, air quality and noise quality would deteriorate based on traffic stop and go on local streets. Community cohesion would not be improved via congested urban arterials.

It is noted that the firm of Parsons Brinkerhoff, Inc. has been tasked with reexamining a corridor alternative consisting of a tunnel. It is further noted that many state and local

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WWW.SPECTRAENV.COM

elected officials have gone on record in support of an alternative for the corridor that retains the essential function of I-81. It is my recommendation that PB continue its analysis and review toward a workable solution to upgrade this important transportation link for Syracuse and at the same time retain the critical I-81 function. The Community Grid Alternative does neither.

Very truly yours,

SPECTRA ENGINEERING, ARCHITECTURE
AND SURVEYING, P.C.

John H. Shafer, P.E.
President

Enclosure

cc w/ enc.: Governor Andrew M. Cuomo
Congressman John Katko
Senator Chuck Schumer
Senator Kirsten Gillibrand
Joanne M. Mahoney, Onondaga County Executive
Peter Osborn, FHWA
Save81.org

SPECTRA
ENVIRONMENTAL GROUP, INC.
ENGINEERING, ARCHITECTURE & SURVEYING, PC

REVIEW OF COMMUNITY GRID ALTERNATIVE
I-81
SYRACUSE, NEW YORK

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ATTACHMENTS

ATTACHMENT 1 COMPANY BACKGROUND

ATTACHMENT 2 RESUME

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1.0 INTRODUCTION

Spectra Engineering, Architecture and Surveying, P.C. has been retained by Save81.org to review the Draft Environmental Impact Statement prepared for the I-81 Corridor Project in Syracuse, NY. More specifically, Spectra has been asked to review the Community Grid Alternative from the perspective of future traffic flows, travel times in the corridor, resulting Levels-of-Service on the local street system and overall highway safety and economic impacts.

Spectra, formed in 1993, strives to achieve technologically sound, intuitive solutions to both environmental and infrastructure solutions. With offices in Latham, Utica and Syracuse, New York, Spectra's experience includes highway and bridge design, inspection and value engineering as well as permitting for aggregate supplies, power plants and transmission lines and environmental impact assessment. Mr. Shafer's experience includes 28 years with NYSDOT, including 5 as Chief Engineer and 8 years as NYS Thruway Authority Executive Director where he led the reconstruction of the toll road, the state-of-the-art Travel Plazas and the implementation of EZPass on the Thruway and, as part of the Interagency Group, throughout the northeast toll roads.

2.0 PLANNING/HIGHWAY DESIGN

The Community Grid Alternative would essentially remove I-81 as a limited access highway in downtown Syracuse south of I-690. If constructed, it would place thousands of vehicles per day on the local street system. This would result in approximately 80,000 vehicle trips per day finding their way through local streets to reach such primary destinations as the Syracuse Central Business District, Syracuse University, the Syracuse Medical facilities, Hancock Airport and DestinyUSA. **Placing such overwhelming burdens on local street capacity, traffic signal systems, transit operating speeds, pedestrian and bicycle movements, enforcement and other aspects of urban street systems would run counter to all urban transportation planning precepts of the last hundred years.**

For decades, the principals of urban transportation planning and highway design have been to increase mobility through the construction of limited access highways, improved transit systems, computer driven and integrated traffic signal systems and enhanced pedestrian and bicycle safety. For highway planning and design, the basic parameters to measure one highway to another include travel time, and to a lesser extent distance, operating costs and accident costs.

When I-81 was originally planned and built it was a key component of the Syracuse Metropolitan Transportation Study Long Range Plan. The basis for the Plan included measuring existing traffic volumes and roadway capacity, forecasts of future land use plans, calculating the trips to be generated in the future and then assigning the future traffic to the highway network to determine bottlenecks. Determinations were then made whether these system bottlenecks could be alleviated by capacity improvements to the existing street system. In a few corridors, the volumes exceeded the roadway capacity by such large amounts that only a new limited access highway could resolve such mobility problems. Such was the case that led to the urban limited access highways such as I-81 and I-690 to serve both Syracuse commuting and intra urban trips and I-481 to serve commuters, as well as some longer distance travel.

When I-81 and I-690 were built, their respective benefits far exceeded their costs. The benefits were a reduction in travel time for most origins to destinations, reduced operating costs and the benefits of reduced accidents and their associated costs. Operating costs (fuel, oil, tires, etc.) for each vehicle are lower on a limited access highway than on the local street system. And, accident rates, and their associated costs, are much lower on the Interstate system than any other element of the road network.

The Community Grid Alternative presented in the DEIS, is contrary to all transportation planning, highway design and benefit/cost parameters used to evaluate roadway network and links, not only in all of NY State but throughout the country.

3.0 SAFETY

The accident analysis for the I-81 DEIS is focused on I-81, I-690 in Syracuse and the two I-81/I-481 interchanges to the north and south. The time period covered was from 7/1/2010 to 6/30/2013. The accidents were examined as to Contributing Factors and were also correlated to substandard geometric features along the two interstates and within the two suburban interchanges. The top three Accident Contributing Factors for all areas examined were generally the fault of the driver. For example, for I-81 itself, the top three Contributing Factors were Following Too Closely, Unsafe Speed and Pavement Slippery, accounting for 900 accidents during the period. These accidents, and the others, were correlated to the geometric substandard features of the four roadway segments. The DEIS appropriately concludes that the accident rate would be reduced with any of the Interstate Build alternatives going forward.

There was no similar accident analysis done on the Syracuse local street system, nor changes in accident impacts resulting from any of the alternatives. The Community Grid alternative would

remove I-81 in downtown Syracuse and place significant numbers of vehicles on the local street system. While no analysis was done to estimate the safety aspects of that condition, inferences can be drawn from average accident rates for various facility types in New York State published by NYSDOT. For 2015, the average accident rate for urban 4 lane divided highways with full control of access was 1.19 accidents per million vehicle miles traveled. The comparable figure for undivided two lane urban streets is 3.52. It would be expected that the severity of accidents would be less on lower speed urban streets; however the data shows the dollar cost per accident to be comparable. **It can be concluded that the Community Grid alternative, by virtue of placing large volumes of traffic, including trucks, onto the local street system, would result in a significant increase in the number of accidents and corresponding accident costs.**

4.0 TRAVEL TIME

The DEIS shows the travel time on I-81 through Syracuse from the south I-481 interchange to the northerly one to be 14 minutes northbound in the PM Peak Hour and 15 minutes southbound in the AM Peak Hour in the No Build Alternative for the year 2020. By comparison, the same trips using I-481 to the east would take 13 minutes in both Peak Hours in 2020, even though this route is 3.4 miles longer. These travel time numbers are the same for 2020 under the Viaduct Alternative. Under the Community Grid Alternative, the predicted numbers increase to 19 and 18 minutes respectively, presumably due to the need to traverse a section of local streets for a portion of the route. As in other alternatives, the time to travel via I-481 remains at 13 minutes. Comparable Peak Hour times for the design year of 2050 are predicted to be 14 and 18 minutes under the No Build, increasing to 20 and 19 minutes for the Community Grid Alternative Peak Hour travel times for the I-81 corridor. Again, according to the DEIS, the I-481 route to the east for the same trips would stay at 13 minutes.

The DEIS also has travel time forecasts for many trip origins and destinations within and outside the Syracuse area. In examining these many trip times, the comparison between the No Build and Community Grid scenarios show very few differences, in spite of the much higher traffic volumes to be carried by local streets and a multitude of newly signalized intersections, some with LOS E and F. **Given the number of intersections involved and those needing new or replaced signal systems, and given the significantly increased traffic volumes to be carried by these local streets, the DEIS travel time analysis for those trips using this portion of the street system appear grossly optimistic. Accordingly, the time and operating costs of these trips is significantly underestimated.**

The document also doesn't include an analysis of the impact of the Community Grid alternative on truck trips. Specifically there would be severe negative impacts to truck trips to and from the south to reach points to the west such as Seneca Falls or Rochester. Those trucks now using I-81 and I-690 to reach the Thruway westbound would, under the Community Grid alternative, be forced to use downtown streets to access I-690 or travel to the east and use I-481 to then use either I-690 to the west or continue up to the Thruway. The current route using I-81 and I-690 is 13.2 miles in length. The two easterly options for truckers would be 21.6 miles via I-690 or 23.5 miles via the Thruway to travel west. These are significant mileage distances for truckers to absorb the added cost (+ tolls) as would the increased travel time to negotiate local streets under the Community Grid alternative. Worse yet would be some truckers opting to use state and local north/south highways to the west of Syracuse. Clearly, the Community Grid alternative has significant impacts to travel times.

5.0 TRAFFIC IMPACTS

The SMTC model was used to obtain future traffic volume estimates for each of the alternatives presented in the DEIS. The SMTC traffic data information was used as input to the VISSM Model to obtain performance results for each alternative. It is therefore the model results that estimate, for the Community Grid alternative, how much through traffic will be diverted to the east on I-481 and how much will remain in the I-81 corridor to reach destinations in Syracuse. The model will also output which trips would use I-690 to reach downtown destinations to the west.

In Feb. of 2011, NYSDOT publications stated that only 12% of traffic observed on I-81 south of the I-481 interchange to the south travel through the Syracuse region without stopping. They also observed that only 1% used I-481 to travel through the region. The reason for these low numbers is twofold. First, I-81 provides a high level of service in the north south corridor through the region. Second, traffic on I-81 is the route of choice for the many travelers destined to jobs and other opportunities in the CBD, the University, the Medical complex and other Syracuse destinations.

In contrast to these percentages, the traffic assigned to divert to I-481 in the Community Grid alternative is about 60%. Since the bulk of this traffic is destined for downtown Syracuse, the large diversion of traffic, some 30,000 vehicles per day, must then turn west on I-690. This increment of traffic, although not shown in the DEIS traffic diagrams, would seriously degrade the level of service on I-690 without huge capital investment. Or, the model prediction of 60% diversion is simply wrong. If these numbers are not correct, an additional 2000 + vehicles would have to be handled by the local street system under the

Community Grid alternative.

This diversion is the key to the predicted traffic level of service results on the local street system and the capital street improvements to meet these levels. The predicted traffic levels for 2020 remaining on I-81 are significantly lower. For example, just north of Colvin Street, the limited access highway is expected to carry 2928 vehicles NB in the AM Peak Hour under the No Build and only 1425 under the Community Grid. The PM figures are 2913 and 1088 respectively. North of I-690, just south of the Court/Spencer Street interchange, the AM southbound figures are 5161 decreasing to 4401. These traffic volumes predicted for I-81, while higher in the design year 2050, show similar reductions due to the predicted large diversion to I-481 under the Community Grid alternative. This outcome is highly unlikely.

Under this alternative, it is anticipated that Almond Street and the Irving Avenue and South Crouse Street corridors will play key roles in carrying these large local street volumes. Almond Street is expected to be improved to two lanes in each direction with turn lanes and parking allowed. Some 1366 vehicles in the AM Peak, and 796 in the PM Peak would be added to the Irving Avenue corridor, a two lane roadway. And, under this alternative, some 532 vehicles added in the AM Peak and 317 in the PM Peak would seriously congest Crouse Ave., a two lane roadway. Also, the elimination of the I-81 viaduct in the vicinity of Adams Street will divert 4264 vehicles in the AM Peak Hour and 3327 vehicles in the PM Peak Hour on to surface streets and adjacent routes.

These are a few examples of the large traffic impacts expected on key local streets even under the questionable assumption of the number of vehicles predicted to divert to I-481. **And, lastly, there are several instances where traffic volumes don't add up losing volume at interchanges, etc.**

Another shortfall in the DEIS, with potential impacts on the Community Grid system is the lack of off peak traffic analysis. During off peak hours, truck traffic, which in this case is a significant portion of the total traffic, may not follow the same diversion patterns shown. Truck traffic may divert to surface streets in off peak hours in a much different way, absent commuter traffic, than during peak hours.

The Community Grid alternative, as proposed in the DEIS will have dramatic impacts on the local street system even under the lower volumes predicted. Eighteen intersections would still operate at LOS E or F, 16 intersections would need new traffic signal systems, where none exist today, and 37 existing traffic signal systems would need to be replaced.

Local streets and much of the Syracuse area interstate system would have to be redesigned and there would have to be major upgrades and/or modifications to the regional ITS architecture, including CCTV and VMS interconnected to the Regional Operations Center. Many existing bus routes would need to be changed, with all the signage and PR that would have to be put in place. And, this alternative still calls for the replacement of 58 bridges on the system. The Community Grid alternative does not minimize traffic impacts.

6.0 ECONOMIC IMPACT

A large proportion of the trips now on I-81 have an origin or a destination in the downtown area such as the CBD, the University and the Medical Complex. **The removal of a section of the interstate in that area, along with the assumption that over 60% of the traffic currently using I-81 would divert to the east, would have dire economic consequences on the City and the region as a whole.** Starting with transportation, costs would dramatically increase due to longer interstate trip lengths (time, gas, oil, tires, accidents) and more congestion on local streets. These more difficult trips to get downtown would result in some trips not being made and/or being made to substitute suburban locations. The result would be a shift in the retail markets as well as a change in the number and location of jobs which would have a major impact on the regional work force. **By severing a major segment of the transportation system, there would clearly be economic impacts but the documents include no local or regional economic analysis.** This violates the principles and requirements of New York's Smart Growth Law.

7.0 AIR QUALITY

Any vehicles, diesel trucks or otherwise, traveling either way between points south of Syracuse and points west of Syracuse, will likely still pass through the center of Syracuse on I-690 under the Community Grid alternative. The VMT increases substantially by diversion of this traffic to the east, which adds approximately 8.5 miles and seven minutes to every trip. This should result in a substantial mesoscale analysis increase in emissions for the Community Grid alternative compared to the No Build and Viaduct alternatives. This is not reflected in the DEIS air quality analysis.

Fuel consumption associated with changing vehicle speeds is considerably higher than fuel consumption associated with uniform speed conditions, particularly when comparing highway speed traffic to stop and go traffic through the same corridor. Greenwood and Bennett (1996) indicate that under high congestion levels, fuel consumption for passenger cars can be as much as 30 per cent above the steady speed levels. Earlier work by them (1995) indicates that for

heavy commercial vehicles, this increase may be up to 200 per cent. The effects of idling are also compounded during winter months when car engines run less efficiently and fuels contain additives.

The air quality analysis of the DEIS somehow glosses over these facts, and indeed shows reduced emissions in the Community Grid alternative mesoscale analysis compared to the No Build alternative, despite the increased VMT and travel time for south - west and west - south traffic, and reduced emissions at ground level intersections under the Community Grid alternative compared to the No Build alternative, even though the traffic levels increase and LOS decreases.

The DEIS air quality analysis makes no pretense of comparing the air quality impacts of the Community Grid alternative to the Viaduct alternative, even though the tabulated mesoscale analysis results for CO, VOC, PM10 and PM2.5 in the 2050 analysis year for the Community Grid alternative are two to three times larger than for the Viaduct alternative, and VOC is 500% greater for the Community Grid alternative compared to the Viaduct alternative in the 2030 analysis year. **The Community Grid alternative generally results in higher PM10 and PM2.5 emissions at the modeled intersections, except at Almond Street and Harrison Street where the analysis indicates a most unlikely 23% decrease in 24 hour PM10. At a time when society is meaningfully focused on global emissions, these additional air quality impacts are unacceptable.**

8.0 NOISE

The noise analysis for the Community Grid alternative contains a number of deficiencies. The relative impact of the two build alternatives is not adequately emphasized.

The first and most serious deficiency of the noise analysis for the Community Grid alternative is the omission of assessment of transient ("time-varying nature") of noise impacts. The analysis uses equivalent sound pressure level (Leq) based on weighted averages to compare to other continuous steady sound levels. This methodology completely omits the impact of noise associated with acceleration and deceleration, as well as braking, of trucks, passenger vehicles and motorcycles. These noise elements will be far more noticeable in an urban environment than the sound associated with the same vehicles passing through the environment at uniform speeds, without acceleration, deceleration and braking. It is intriguing that the authors note that the removal of the existing overhead freeway would result in additional ground level noise impacts under the Community Grid alternative, but neglect to note that the Viaduct alternative provides the reverse benefit for the ground level soundscape.

Spectra Environmental Group, Inc.
Spectra Engineering, Architecture, and Surveying, P.C.
Spectra Subsurface Imaging Group, LLC

Spectra was formed in 1993 and is an integrated company, a combination of Spectra Environmental Group, Inc. and its affiliate Spectra Engineering, Architecture and Surveying, P.C., along with the newest affiliate Spectra Subsurface Imaging Group, LLC. The professional corporation (P.C.) is licensed to perform Engineering, Architectural and Survey services within New York State. The co-owners of Spectra, Mr. Robert C. LaFleur and Mr. John H. Shafer, P.E., have over 50 years of experience in engineering, environmental analysis, planning and management.

Mr. Shafer, who has formerly held the positions of Chief Engineer at the New York State Department of Transportation (NYSDOT) and the Executive Director of the New York State Thruway Authority, has specific expertise in infrastructure engineering, environmental analysis, and planning.

Mr. LaFleur has over 30 years of experience in the environmental consulting field and the mining industry. During his career, he has served as project manager for a number of large, complex environmental permitting and remediation projects in New York State. Mr. LaFleur specializes in the preparation of permit applications and Environmental Impact Statements and is an expert in New York State environmental permitting regulations. Together, the owners provide diverse project experience and a "hands-on" management style that creates the greatest value for Spectra's clients.

Robert C. LaFleur
President
Spectra Environmental Group, Inc.

John H. Shafer, PE
President
Spectra Engineering, Architecture, and Surveying, P.C.

Spectra is a New York-based firm with its corporate office in Latham, New York. Additional offices are located in Syracuse and Utica, NY. Spectra's staff is composed of approximately 40 professionals and includes environmental engineers, hydrogeologists, civil engineers, architects, computer mapping personnel and surveyors. Spectra has a diverse client base that includes local and state government, as well as private industry.

In addition to Spectra's owners, the company also has a number of other senior-level staff with extensive environmental analysis and site assessment experience. Several are former employees of the New York State Department of Environmental Conservation (DEC) that were directly involved with the investigation and remediation of petroleum sites, solid waste landfills, and hazardous waste sites.

Spectra performed investigation work at hazardous waste, petroleum, and Brownfield sites in New York State. Our staff has performed dozens of Phase I/Phase II investigations at contaminated sites, environmental impact assessments, subsurface hydrogeologic investigations, and remediation projects. Our experience includes Brownfield redevelopment projects, petroleum and UST tank remediation (oversight of more than 200 individual tank removals), pesticide site cleanup, groundwater assessment/remediation projects, and technical support at New York State and Federal Superfund sites.

Spectra is also a leader in subsurface imaging, combining our traditional consulting practice with cutting edge technologies to non-destructively inspect and map the conditions inside and below infrastructure systems and underground. We perform non-invasive surveys using state-of-the-art systems that produce 3-dimensional constructions of subsurface features.

Spectra Environmental Group, Inc. is a certified Small Business Enterprise (SBE) with the federal government.

JOHN H. SHAFER, PE

Mr. Shafer has over 40 years of experience in the fields of transportation and infrastructure systems, including project design and construction, program development and cost effectiveness. His background includes 28 years with the NYSDOT; 8 years with the NYSTA; and 3 years with Earth Tech, Inc. During his last five years of service at the NYSDOT, Mr. Shafer served as the Chief Engineer, then moved to the NYSTA where he served as the Executive Director. At RUST/Earth Tech, Mr. Shafer established offices in NYC and Boston and grew the business from $1 to over $10 million, and staff from 10 to over 1000.

Since joining Spectra, Mr. Shafer has assisted in the strategic planning for large environmental permitting, performed the transportation aspects of this work and has directly participated in the infrastructure design capabilities of the firm. This has included highways, bridges, water lines, wastewater systems, and large subdivisions.

NYS Department of Transportation
As Chief Engineer, Mr. Shafer was responsible for all real estate activities and the design and construction of highway and bridge projects for the Department. He supervised the Real Estate, Facilities Design, Construction, Structures, and Technical Services Divisions and coordinated all their activities. Mr. Shafer contributed to the Department's accomplishment, in record time, of two Rebuild NY programs approved by the voters; and directly, and successfully negotiated with Seneca Indian Nation tribal leaders a very complex land exchange/payment program for construction of the Southern Tier Expressway on reservation land.

NYS Thruway Authority
While with the NYS Thruway Authority, Mr. Shafer was instrumental in the development of emergency design for the Thruway's Schoharie Creek replacement bridge and the design of the Thruway bypass that was built to carry traffic over the Schoharie Creek during construction of the replacement bridge. In addition, Mr. Shafer has been credited with establishing funding and development of a nine-year Thruway rehabilitation program and a bridge inspection program of professional engineers conducting cost-effective biennial inspections of Thruway bridges in accordance with federal and state standards.

Other major accomplishments include the development of condition-based Pavement and Bridge Management Systems and the assumption of responsibility for the New York State Canal System and transportation economic development projects in Buffalo, Rochester, Syracuse and Newburgh, NY. Finally, Mr. Shafer successfully implemented the first full-scale operation of electronic toll collection in the east. Known as E-ZPass, the system is in operation throughout the superhighway system with several hundred thousand electronic tags in user vehicles in New York and has been expanded throughout the Northeast toll road system.

EXPERIENCE HIGHLIGHTS

EDUCATION
B.S., Civil Engineering, University of Detroit, 1960

B.S., Yale University Bureau of Highway Traffic, Highway Safety Federation Fellow, 1961

TRAINING AND SKILLS HIGHLIGHTS

LICENSES
Professional Engineer, New York, #42790

PROFESSIONAL AFFILIATIONS
- Upstate Section Institute Transportation Engineers (co-founder)
- AASHTO – Committee on Highway Safety
- National Safety Council – Committee on Roadway Environment
- N.C.H.R.P. – Updating Highway Capacity Manual
- Transportation Research Board—National Advisory Committee on 3R Standards
- I-95 Corridor ITS Coalition (Co-Vice Chairman)
- NYS Transportation Engineering Alliance (Executive Panel)
- Institute for Infrastructure Asset Management (Chairman)
- ITS-NY-Inaugural Class-Hall of Fame

SPECTRA
ENVIRONMENTAL GROUP, INC.
ENGINEERING, ARCHITECTURE & SURVEYING, PC

December 20, 2017

RECEIVED
DEC 22 2017
OFFICE OF THE COMMISSIONER

Mr. Paul A. Karas, Acting Commissioner
New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

Reg. Dir. | Asst. Reg. D.
LT. | Construction
Design | Fleet Admin. ✓
Admin. Svcs. | PPM
RECEIVED REG. DIRECTOR R-3
DEC 22 2017
Real Estate | Safety
Traffic | Operations
All GDs | All REs
Michelle

Subject: I-81 Viaduct Project

Dear Commissioner Karas:

I have reviewed the "I-81 Independent Feasibility Study", dated November 2017, prepared for the Department by the consulting firm WSP, and I am writing to concur with the broad conclusion of that report that tunnel options are technically feasible for the replacement of Interstate 81 in its route through downtown Syracuse, including four tunnel options specifically examined in detail.

Further, I am writing to strongly encourage the Department to continue evaluation of tunnel alternatives in the DEIS and project development process, measuring all alternatives in terms of the project's ultimate values, not just its costs. Functionally, and in terms of the strength of the regional economy, we believe tunnel options provide by far the best opportunity for continuity and growth of Central New York.

Introduction

My background includes being an early Director of the Syracuse Metropolitan Transportation Study, Director of Traffic Engineering at NYSDOT, 5 years as NYSDOT Chief Engineer and 8 years as NYS Thruway Executive Director, during the administration of Governor Mario Cuomo. Spectra Engineering, Architecture and Surveying, P.C., was engaged by Save81.org to perform a review of the report "I-81 Independent Feasibility Study", November 2017, conducted by the consulting firm WSP.

B. I-81 Independent Feasibility Study (The Study)

The Study report (264 pages, 11x17, full color graphics) summarizes the technical feasibility and anticipated cost of depressed highway and tunnel alternatives. It also documents the engineering analyses performed, the construction cost and duration estimates and the future operation and maintenance costs of the various alternatives. The report is identified as a technical engineering feasibility study and not an environmental impact study. The study includes the general observation that any tunnel alternative would need to incorporate some version of the "Community Grid" alternatives separately studied by the Department to accommodate and distribute traffic destined to and from downtown Syracuse. Each tunnel alternate "would be in essence a hybrid approach."

A Community Grid alternative, if built independent of other facilities designed to continue Interstate 81's north/south route through the core of the community, would result in severe congestion along the corridor even with the questionable traffic forecast showing 60 per cent of existing I-81 traffic diverting to I-481 to the east. This would add several miles for each trip destined to the Syracuse area, would result in increased fuel consumption and air pollution, increased expenditure of travel time, and induced suburban sprawl in contravention of New York's Smart Growth Law directives.

The Community Grid would have 18 intersections operating at Levels-of-Service E and F (severely congested or failure), 37 traffic signals that would have to be upgraded and 16 area intersections that would have to have signals where none now exist. Clearly that is not an acceptable design goal. The Independent Feasibility Study identifies the synergy between the tunnel alternates and a localized "community grid" street level distribution of traffic - each relying on and enhancing the function and value of the other.

The study was conducted to ensure that tunnel and depressed highway alternatives were sufficiently analyzed to assess their feasibility, anticipated cost and ability to meet Project goals. Two depressed highway alternatives were examined, both along the existing I-81 corridor. Seven tunnel options were also examined, plus several sub-options. The sub-options included varying alignment, connections to I-690, the location of tunnel portals, etc. Two tunneling methods were examined - bored, and cut and cover.

After an initial screening, the report concluded that the depressed highway alternatives did not meet the goals established for the study. The screening also narrowed the tunnel alternatives down to four, all including community grid improvements, for further study. These tunnel alternatives would have different lengths, portals locations and roadway connections and were labeled red, orange, green and blue. The Study analyzed each alternative as to anticipated length, cost, duration and impact of construction and other aspects. The Study concluded that the selected four tunnel options are all feasible from a technical engineering standpoint.

C. Observations - Evaluation of Value, Not Just First Cost

It is clear from our review that the options examined in the study in detail are not the only feasible approaches. Individual characteristics of one are applicable to others, enabling a broad range of combinations and a broad variety of outcomes measured in terms of cost, construction impacts and value. There are a number of considerations that get to the "full value" of a transportation project, rather than merely looking at anticipated cost and physical traffic improvements. These are briefly discussed below.

Design Criteria – One of the principal attributes that define a project is the Design Criteria. These normally include the design speed, pavement width, shoulder width, horizontal and vertical curves, stopping sight distance, etc. The selection of each of these criteria directly effects the project cost as well as its operation. In the case of this feasibility study, the chosen design criteria are quite conservative. For example, the design speed of 50 MPH and shoulder widths of 3 and 6 feet are reflected in lower anticipated costs for the tunnel mainline itself. However, additional significant savings may accrue from a further review of these criteria, access to streets, portals, tunnel length and other related tunnel elements.

Three of the tunnel alternatives connect directly to the elevated I-690. One does not, relying reasonably on community grid facilities for that function. Simply from a cost perspective, when the three alternatives that would connect directly with I-690 are studied without a direct connection, significant cost savings, in the range of hundred of millions of dollars become available and interruption of cross streets becomes unnecessary. A $3.0 billion option may in fact have a $2.6 billion alternative.

A tunnel-to-elevated highway connection can add a worthy function, as a tradeoff of cost and potential interruption of cross streets. This is one reason we advise that ongoing analyses carefully and separately measure the value of independent options.

Value Engineering (VE) – VE is a systematic method to improve the value of projects by using an examination of function. Value is the relation of function to cost. Value can therefore be improved by increasing the function or reducing the cost. In the transportation project development process, this typically means bringing in a new set of engineering eyes to look closely at a project, usually well along in design. This new review attempts to maintain the original project function but at lower costs. This includes reviewing the elements of design, the materials and expected methods and duration of construction.

Design/Build (DB) – DB is a method of project delivery in which the owner executes a single contract with one entity (design-builder) to provide engineering services and construction services. By contrast, the traditional design-bid-build approach, is more generally used by public agencies at this time. The benefits of a well-designed and managed design-build process include: Single Responsibility, Quality, Cost Savings, Time Savings, Reduced Administrative Burden and Early Knowledge of Firm Costs.

The new Mario Cuomo Tappan Zee Bridge was constructed using the Design/Build delivery process. In this case, the DB process attracted more and better teams with greater experience and equipment. The NEPA process was streamlined to 11 months. Test piles and subsurface boring programs provided the bidders with consistent information. Four competitive bid teams continued to the end. Over $450 million was accrued in labor/management savings alone. A comparison of the original cost estimate of $5 billion to the final cost figure of $4 billion is indicative of the significant savings of time and cost that are attributable to a Design/Build delivery system.

D. Project Duration and Construction Impact

The Report identifies construction impact advantages of tunnel alternatives as well. While total project duration is identified at generally nine years, the first half of that period is consumed with activities that do not involve physical construction - design, bidding and contracting, land acquisition, acquisition and set up of boring equipment, etc. Following that, much of the actual tunnel construction takes place below the surface, leaving public movements above unimpeded. The greatest degree of public inconvenience would take place during viaduct demolition and surface street reconfiguration, activities common to all alternatives.

E. Tunnel Alternatives Merit Continuing Consideration

The Study concludes that a number of tunnel alternatives are feasible in the I-81 corridor. While the anticipated costs can range up into the $3 billion range, the "value" of such an approach would be much higher than any other alternatives being considered. Maintaining the existing I-81 and I-690 viaduct systems would cost hundreds of million dollars, increasing over time. Rehabilitating I-81 alone is estimated to cost $800 million. Reconstructing the viaduct is estimated to cost $1.7 billion and a

"Community Grid", with its attendant severe street congestion and long term economic burdens is estimated to be $1.3 billion. The "value" in that case would be severely negative.

Only a tunnel alternative would meet the overall goals of the project. A tunnel would maintain the high traffic level of service of a limited access highway, would continue the economic positives that a high level of traffic service brings to downtown and the environs, and, at the same time, remove the existing viaduct, improving neighborhood aesthetics. Our conclusion is that a tunnel alternative should be continued in the project development/DEIS process. It is the only alternative that provides significant "value" to offset a large investment, to a degree none of the others do. A Design-Build procurement can be used that can provide three critical advantages.

All the benefits mentioned earlier, most notably project duration and impacts.

1. The process would automatically bring a Value Engineering approach to the project by all teams interested in proposing. VE would examine all the elements of each feasible tunnel alternative (including the previously proposed Syracuse Access Plan) and select those components (portal location, street access, ventilation, tunneling method, construction duration, etc.) that maintain the project value at the minimum cost. This would include a review of the project design criteria.
2. Based on historical evidence in New York and across the country, large savings in project costs.

Thank you for considering the above. If I can help in any way, do not hesitate to contact me.

Very truly yours,

SPECTRA ENGINEERING, ARCHITECTURE
AND SURVEYING, P.C.

John H. Shafer, P.E.
President

cc: Governor Andrew M. Cuomo
Senator Chuck Schumer
Senator Kirsten Gillibrand
Congressman John Katko
Joanne M. Mahoney, Onondaga County Executive
Peter Osborn, FHWA
Stephanie A. Miner, Mayor, Syracuse
Ben Walsh, Mayor Elect, Syracuse
Matthew Driscoll, NYSTA Executive Director
Save81.org

	Reg. Dir.	Asst. Reg. D.	
	IT	Construction	
	Design	Fleet Admin.	
	Admin. Svcs.	PPM	✓

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	Real Estate	Safety	
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		Linda	

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OFFICE OF THE COMMISSIONER

August 7, 2018

The Honorable Andrew M. Cuomo
Governor of New York State
NYS State Capitol Building
Albany, NY 12224

Subject: Interstate 81; Syracuse

Dear Gov. Cuomo:

I am writing regarding the recent local discussion about air quality and other aspects being evaluated in the current update of the Interstate 81 Draft Environmental Impact Statement (DEIS).

In one form or another, the updated DEIS will explore a number of alternatives:

- Do nothing, also known as the "No Build" alternative;
- Rebuild the existing viaduct;
- Build a new viaduct;
- At your suggestion, build a new tunnel in place of the viaduct as examined in the December 2017 Independent Tunnel Feasibility Study;
- Remove I-81 and replace its function with a surface level boulevard; the "Community Grid" alternative;
- ...or some combination of these.

DOT consultant WSP observed in their Tunnel Feasibility Study that any tunnel alternative could and would incorporate some form of a surface level boulevard in any event.

From an overall perspective, the total air emissions from the traffic stream, based on the same speeds and volumes, would be exactly the same with either a viaduct or a tunnel.

The same cannot be said for a "Community Grid", which would remove the viaduct for about a mile through downtown Syracuse and place heavy traffic volumes on a surface level urban boulevard and adjacent city streets. Even with the extremely questionable traffic forecast adopted in the DOT's December 2016 DEIS that 60% of I-81 traffic would divert to the east on I-481 through DeWitt, very large volumes of vehicles would still be relegated to navigating a congested boulevard and downtown streets.

The DEIS indicates that DOT anticipates the need for widespread improvements throughout the downtown area to accommodate the traffic that does not take the I-481 detour, including 16 intersections that would need new traffic signal systems where none exist today and 37 traffic signal systems that would need to be replaced. And there would need to be major upgrades to the Intelligent Transportation System (ITS) Architecture as well as system bus routes.

Notwithstanding DOT's unrealistically low surface street traffic assumption and the extensive proposed improvements, the December 2016 DEIS still finds that 18 downtown intersections would be operating at a Level-of-Service E (severe congestion) or F (failure) - an untenable outcome, with dire environmental and economic consequences for Syracuse and Central New York.

Furthermore, fuel consumption associated with changing vehicle speeds and vehicles idling at intersections is considerably higher than with uniform speed conditions. Studies by Greenwood and Bennett indicate that under high congestion levels, fuel consumption and related emissions for passenger cars can be as much as 30% higher; for trucks the increase may be up to 200%. These figures are even higher in winter months.

The DOT's December 2016 DEIS air quality analysis results corroborate this relationship. Compared to the No Build Alternative, the DEIS tabulated results for 2050 show that the Community Grid Alternative would increase CO, VOC, PM10 and PM2.5 emissions 2 to 3 times more than the Viaduct Alternative. Tunnel Alternative results can be expected to be similar to the Viaduct Alternative.

Any recommended alternative should be selected based on a number of factors, not just first cost. If overall value is considered, only a tunnel or viaduct alternative would meet the overall goals of the project. Either would maintain a high level of traffic service that only a limited access facility can achieve and would also continue the economic positives that a high level of traffic service brings to downtown and its environs. By contrast, the huge traffic and environmental burden that would result if the boulevard were built would not occur.

Lastly, a Design/Build procurement could save millions from the estimated cost.

Sincerely,

JMT of New York, Inc.

John H Shafer, P.E., for
Save81.org

Attachment

cc w/ att.: Matt Driscoll, NYSTA
Paul Karas, NYS DOT
Sen. Charles Schumer
Sen. Kirsten Gillibrand
Rep. John Katko
Cheryl J. Walker, FHWA
Joanie Mahoney, Onondaga County
Ben Walsh, City of Syracuse
Sen. Patricia Ritchie
Sen. John DeFrancisco
Sen. James Seward
Sen. Fred Akshar
Sen. David Valesky
Sen. Pam Helming
Sen. Tom O'Mara
Assemblyman Will Barclay
Assemblyman Gary Finch
Assemblywoman Pamela Hunter
Assemblyman Bill Magnarelli
Assemblyman Bob Oaks

Contact the Project Team

no-reply@dot.state.ny.us

Wed 4/29/2015 6:22 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Shafer
First name - Paul
Affiliation -
Address 1 -
Address 2 -
City -
State -
Zip -
Phone -
Email Address - Kulmon1@yahoo.com
Question or Comment - I'd like to submit an idea for consideration. A 3.4 mile long tunnel that would start at empty land between 81 and the regional transportation center and end at the cemetery south of Syracuse . With rail lines running next to this site, all the excivated dirt could be loaded on rail cars. Plus the tunnel parts could be brought in on rail cars. The entire tunnel could be built with no disruption to traffic. This would offer considerable savings making a 3.4 mile long tunnel feasible .

August 27, 2014

Save81.org
441 Electronics Parkway
Liverpool, NY 13088

To Whom It May Concern,

I received your pamphlet marked as "Urgent", asking me to approve your ACCESS SYRACUSE plan.

I strongly feel that your plan is not in the best interest for the people of Syracuse and the surrounding areas. First of all, the majority of the names of the people who are endorsing this plan are politicians; I would not go near them with a 10 foot pole. The politicians are endorsing the plan for their own self- serving interests, and not for the people who they represent. It appears that behind this plan, is the mastermind of Bob Congel.

The present I-81passing through the city of Syracuse is an eye sore, and has divided the city in to "haves and have nots". I don't know if you people have ever visited the "have not" side of I-81. If you do, all you see are the boarded up houses giving a very poor image of the city of Syracuse. Through traffic, including large trucks and heavy vehicles have no business going through downtown, creating congestion and environmentally dangerous fumes.

Those of you that think the tunnel proposition would be a viable solution are living in Utopia. You don't have to go far, ask the city of Boston about the nightmare they went through by building a tunnel in their city. The Boston tunnel project was rife with troubles since it began, including a budget that was plagued with escalating costs, and a cost overrun of about 190%. Syracuse is a begging city, it has no money, and how can one think of building a tunnel?

The boulevard plan proposed by the DOT is the right idea, to divert the I-81 traffic around the city. The city of Syracuse will look beautiful with parks, pedestrian crossings, shops and tree lined areas on both "sides". We hope to be forward looking and not accepting status quo. This is (a great opportunity) our last chance to make Syracuse a beautiful city.

To make the present I-481 the new I-81 from Cicero till it meets I-81 just outside the city of Syracuse will have the minimum of disturbance/inconvenience. New businesses will flourish along the new corridor of I-481, motels and hotels will spring up, and restaurants will be built. This will be the least expensive proposition. People who want to come to Syracuse to visit Destiny will still use the old I-81 from Cicero, and it can be named "Mahoney/Miner Highway". This will be a win/win situation for everyone.

If you have the courage, I would like you to print my opinion in your next communication.

Yours truly,

Mansukh J. Shah
4228 Rancho Park Dr.
Liverpool, NY 13090

MJS/mkh

Dear Mr. Shah:

Thank you for your letter and your comments. While we disagree on a solution for Interstate 81's future, we appreciate you taking the time and providing us with your opinions. We understand that not all Central New Yorkers share our view, but we believe that no matter where people stand, they want what is best for the entire community.

That is why we proposed our Access Syracuse plan, which we believe has the potential to forge consensus in the community around one idea. Our goal is to find a middle ground that satisfies the concerns of those who feel re-routing I-81 will have negative consequences for the region and those who believe the current viaduct divides Syracuse.

We also believe it is important to keep in mind the concerns of those beyond Syracuse's borders. We have heard from elected officials, business owners and other residents of towns throughout Onondaga and Cayuga counties who are concerned about the potential negative ripple effects re-routing the highway will have for their communities.

Of course, we realize Access Syracuse may not be the cheapest or easiest plan to develop. However, we believe the community should listen to those, such as Sen. Chuck Schumer, who have encouraged decision-makers to think big when it comes to I-81's future. Right now, we are simply asking the DOT to fully evaluate Access Syracuse so that we can more accurately determine its feasibility as an option, from costs to construction times.

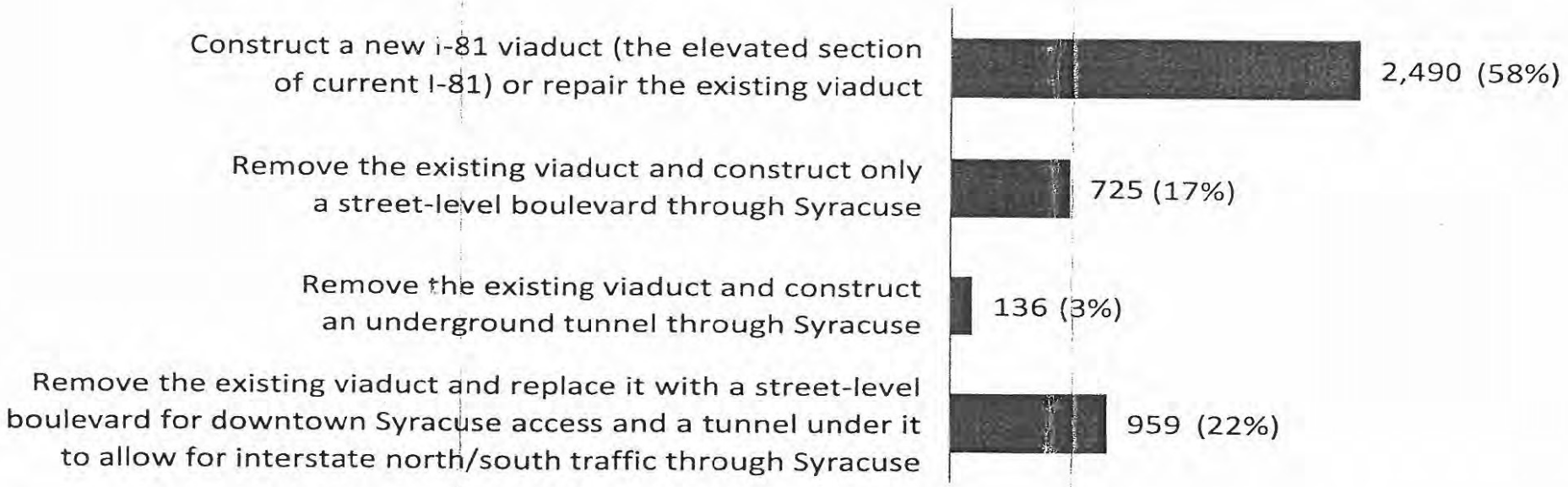
With such an important decision in front of us, we think the community should have all of the facts possible so that we can continue an informed discussion about our options.

Thank you for your respectful and thoughtful feedback to our recent mailer. We believe that the entire community must participate in this process by learning about all of the options and sharing their opinions – no matter where they stand. We look forward to continuing these discussion over the coming months.

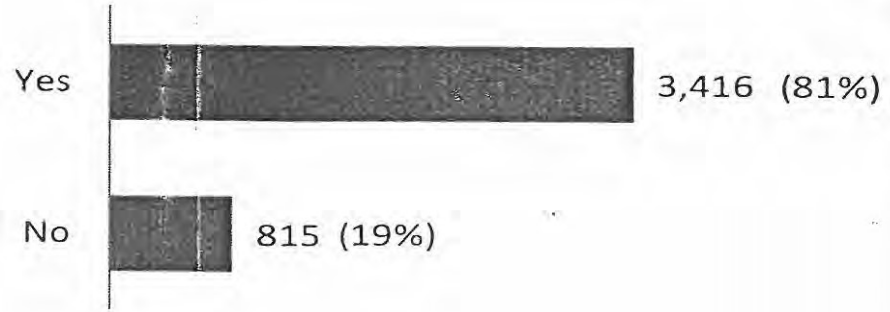
Sincerely,
Tony Mangano
Save81.org

Senator John A. DeFrancisco's I-81 Questionnaire: Summary of Results

1. What I-81 concept do you think would best serve our entire community?



2. 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?



Mansukh J. Shah, ChFC, CLU
Estate Planning • Retirement Planning

4709 Crossroads Park Drive, Suite 100 • Liverpool, New York 13088
Tel: (315) 234-0104 • Fax: (315) 234-0107 • Res: (315) 652-4448
Toll #: 877-562-9732
Email: mansukh.shah@axa-advisors.com

LIFE MEMBER OF MILLION DOLLAR ROUND TABLE

October 8, 2014

Senator John DeFrancisco
Room 800
State Office Building
333 Washington Street
Syracuse, NY 13202

Re: I-81

Dear Mr. DeFrancisco,

Thank you very much for your letter dated September 24th in reply to my letter to you on the future of Interstate 81.

In your letter you state that 4,200 people responded to your survey, with 81% of the respondents in favor of keeping a north-south thoroughfare through the city of Syracuse. This sounds like a large number of respondents to your survey, however, if you look at the total number of people that live and use I-81 in Onondaga, Oswego, Cayuga, Oneida and Broome counties; with a population of 1,101,720 – an infinitesimal number. You should not get excited about this.

Quality of a leader is to stand for what is "right" for the people, and not necessarily what is "popular". The engineers who deal with road traffic had an excellent article in the September 7, 2014 edition of the Post-Standard. The article states and illustrates with diagrams that the re-routing of I-81 via the current Route 481 will not pose any traffic problems in the city. The diagrams illustrate the number of roads by which the traffic will be able to access the newly proposed Boulevard, as well as Syracuse University and the hospitals effortlessly. I hope you have read this article and will keep an open mind.

Digging a tunnel for that short stretch of I-81 is not going to solve the congestion or the pollution issues, as the through traffic would still be routed through the city of Syracuse.

Another point to make is in a recent Channel 3 news interview, the well-respected town planner, Mr. Park, stated that the proposed Boulevard plan is the 'best plan' for our community. This plan will beautify the city of Syracuse, modeling after successful plans

in cities such as Seattle, Milwaukee and San Francisco, that also benefited from similar plans as supported by the engineers and town planner.
I hope you will take in to consideration all the proposed ideas, and as a respected leader in our community, you will "stand for what is right for the people" you represent, which in return will also be "popular".

Thank you.

Very truly yours,

Mansukh J. Shah

MJS/mkh

CHAIRMAN
FINANCE
COMMITTEE ASSIGNMENTS
BANKS
CODES
CRIME VICTIMS, CRIME
& CORRECTIONS
JUDICIARY
LABOR

THE SENATE
STATE OF NEW YORK

JOHN A. DeFRANCISCO
SENATOR, 50TH DISTRICT

October 10, 2014

Mr. Mansukh Shah
4709 Crossroads Park Drive, Suite 100
Liverpool, New York 13088

Dear Mr. Shah:

This letter is in response to your letter of October 8th to me. First, I never get too excited about anything and particularly about surveys, but thanks for the advice. Second, 4,200 responses is a substantial amount in any survey. In fact, most polls only get 500-600 responses like the *Post Standard* poll, on Route 81. The results of which were published a couple of weeks before my survey results.

I do base my decisions on what is right. The purpose of the poll is to get the thoughts of my constituents, who elect me and who I serve.

As to the best solution, I expect that Mr. Park is indeed respected, but that doesn't mean he's right. There are experts in all fields who disagree with other experts. I also respect your opinions, but I simply don't agree with it. Setting up an effective traffic pattern is much more important to me than aesthetics.

And I can assure you that I will stand up for what is "right" based on my analysis and the desires of the residents of Central New York.

Very truly yours,

John A. DeFrancisco
State Senator

JAD/lb

RECEIVED OCT 2 8 2014

Mansukh J. Shah, ChFC, CLU

Estate Planning • Retirement Planning

4709 Crossroads Park Drive, Suite 100 • Liverpool, New York 13088
Tel: (315) 234-0104 • Fax: (315) 234-0107 • Res: (315) 652-4448
Toll #: 877-562-9732
Email: mansukh.shah@axa-advisors.com

LIFE MEMBER OF MILLION DOLLAR ROUND TABLE

October 27, 2014

Re: I-81 Project

To Whom It May Concern:

Enclosed please find communication that took place between me and the following regarding the I-81 Project:

1. Save81.org
   441 Electronics Pkwy
   Liverpool, NY 13088

2. Senator John A. DeFrancisco
   State Office Bldg., Room 800
   333 East Washington St.
   Syracuse, NY 13202

I hope that the Syracuse Metropolitan Transportation Council will stand their ground and do what is best for the city of Syracuse. Re-routing I-81 via I-481 is the most desirable alternative and the least expensive. Changing current I-81 to a "Boulevard" will beautify that area and will prevent traffic going through downtown creating congestion and pollution.

I hope that you will not buckle down under the pressure of vested interest by the skewing of numbers and the loud 'noise' of politicians.

Thank you,

Manuskh J. Shah

Enclosures

I-81 Opportunities

Patrick Shandorf <patrick.shandorf@gmail.com>

Wed 3/1/2017 11:31 PM

To:jdefranc@nysenate.gov <jdefranc@nysenate.gov>;

Cc:mcbride@nysenate.gov <mcbride@nysenate.gov>; dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Senator DeFrancisco & Director McBride,

I am writing you this evening regarding the pending decision on the future of I-81 through downtown Syracuse. It is my opinion that the Community Grid option will be the most beneficial option to the city of Syracuse, and as a byproduct, the Central New York community. My primary reasoning for this is simple: the initial construction of I-81 right through the heart of Syracuse did irreparable damage to numerous neighborhoods, including the demolition of a number of historic structures in downtown Syracuse.

By choosing to rebuild the elevated highway, or to construct a tunnel underneath, I fear that instead of learning from our mistakes of the past, we will be doubling down on them. With both of these plans calling for the demolition of over two dozen buildings, many of which are beautiful, functional and useful buildings with historic significance, I cannot support the further destruction of the city that I love and call home.

I realize there are several suburban constituencies pushing for the rebuild or tunnel options, but I ask you to please consider the citizens of Syracuse first and foremost who will be directly impacted by this decision. Is saving people 5 minutes on their commutes really worth the negative effect it will have on the city?

At his recent State of the State address, Governor Cuomo billed New York State as the "progressive capital of the nation." In my opinion, there is nothing progressive about using billions of dollars of taxpayer money to double down on a horrible mistake made 50 years ago and rebuild an unnecessary highway in order to keep a few well-connected parties happy.

What would be progressive is showing the rest of the country that we put our people and our communities and our history first, and that rebuilding an antiquated and unnecessary portion of a highway at such a great cost (both financially and through the further destruction of our city) is not a viable option.

We have an opportunity to redefine the path that the city of Syracuse takes in the future, and I urge you to support the choice that in my opinion will ensure its continued growth and success.

Thank you for your time.

Respectfully,

Patrick R. Shandorf
Syracuse, NY

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Bill Shannon

Address: Grant Blvd City: Syr. State: NY Zip: 13208

Phone: ( ) Email: william.h-shannon@gmail.com

Comments:

COMMUNITY GRID.

XOXO

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I-81 Viaduct Project
Comment Sheet

Name: Smriti Sharma

Address: 1114 Oak St **City:** Syracuse **State:** NY **Zip:** 13203

Phone: (336) 655 7658 **Email:** sharsm@gmail.com

Comments: I really liked the general overview / outreach effort made by the DOT. I like the street (#2 or 3) option with better bike/pedestrian infrastructure. I hope the rear and tear of increased number of car v. bicycles / walking would be considered in the plan.

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

New York State Department of Transportation

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From:	Victor Shattuck
To:	dot.sm.Commissioner
Subject:	Please save I-81!
Date:	Wednesday, October 7, 2020 8:00:41 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Greetings,

I am a Realtor here in Central NY. I use 81 all the time in my business. I work out of my home and my Sales office in Liverpool so when I need to go to East Syracuse or Jamesville, I need a direct quick route like 81 provides currently.

My me it would take additional time and be more expensive to travel around the center of the city.

--

Victor Shattuck
about.me/vicshattuck

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Kari Shaw

Address: 6355 Westerly Ter City: Jamesville State: Zip:

Phone: ( ) Email:

Comments:

I am still concerned about Dome traffic. Putting thousands of cars on Crouse or Irving would be a disaster. Most of the parking is at Manley at the corner of Comstock & Colvin. There needs to be a good way to get there.

* How about an off-ramp for 81 SB at Colvin? Right now there is an on-ramp but no off-ramp. That would help some people get to Manley.

You need to think about how people from the Northern & Western suburbs will get to Manley.

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From:
Sent:
To:
Subject:

From: Patricia W. Shaw <patriciawshaw@gmail.com>
Sent: Wednesday, August 8, 2018 10:11 AM
To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>
Subject: Save 81

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Oppose any other solution other than keep 81!! Community Grid is nonsense in light of 21st century technology! It's not 19th c.We need to keep traffic moving.
Pat Shaw
Syracuse

No DeWitt meetings

John Shedd <javery3470@gmail.com>

Tue 10/18/2016 9:07 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear DOT,
We could not help but notice that none of the six meetings you have scheduled to help finalize plans for what will happen to I-81 in Syracuse will happen in DeWitt.

What will be the effects of the vehicles that currently use I-81 getting diverted through DeWitt? Can you guarantee no long-term negative impact on DeWitt residents?

I-481 does not go through Syracuse. It goes through DeWitt. This is just as much a DeWitt issue as it is a Syracuse one.

Sincerely,

John and Lori
201 Wellington Road
DeWitt, NY

315-446-8147

Contact the Project Team

no-reply@dot.state.ny.us

Wed 11/16/2016 10:54 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Shedd
First name - John
Affiliation - DeWitt resident
Address 1 - 201 Wellington Road
Address 2 -
City - DeWitt
State - NY
Zip - 13214
Phone - 315-446-8147
Email Address - javery3470@gmail.com
Question or Comment - We attended your meeting at JD high school last night. We are still concerned about how much traffic will be moved from downtown Syracuse to I-481 (the new I-81) if you tear down the interstate that runs through the city.

We will get lots more noise, pollution, and traffic in DeWitt any way you look at it.

Also of concern is that you do not appear to have plans to improve the intersection of Route 5/92 and I-481 (exit 3). This is already a mess. The interchange just does not work well, what with one lane being used as both an exit from and entrance to I-481.

We can't see how our quality of life could help from being harmed by lots more cars coming through DeWitt.

I-81 Viaduct Project
Comment Sheet

Name: BRUCE SHEFFIELD

Address: City: State: Zip:

Phone: ( ) Email: SHEFFIEL@wayne.edu

Comments:

(1) Hiding the poster + joyful presentations was foolish + a bit insulting

(2) Boulevard only works if there's a commitment to making sure it doesn't turn into Erie Blvd. Zoning, investment + community support would make that option work.

(3) Don't let short-term convenience override long-term benefits. Fight against the politics/power of Cornell and other non-resident stakeholders

Please continue comments on back if needed.

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I-81 Viaduct Project
Comment Sheet

Name: Sharon Sherman

Address: 123 Houston Ave City: Syr. State: NY Zip: 13210

Phone: (315) 475-8092 Email: Sharon@SyracuseTenant.org

(1) Comments: I think it should have been better to have some program at each meeting - The speaker would present a overview of what you are seeing. Provide some context. You could do 10 minutes once at 6pm + once at 2pm. People may not understand how the process worked

(2) Something needs to be done at Dewitt/Fayetteville. Already too much traffic at peak times. As traffic is ~~moved~~ goes to 481 - more Traffic will be created.

(3) Design - Build - The Teall Ave project was not effective because it allowed the design which cut off the ability of people leaving the post office to turn left + go South on Teall Ave.
If design build is used on any part of I81 project it is essential that the bids & packages are specific enough to require features that are important for the project.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I81

James Sherwood <jamessherwood2003@yahoo.com>

Tue 5/7/2019 1:37 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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This sucks how do you go from South Ave and Valley Dr. to Liverpool? Can't go Brighton Ave to I81. No you have to go through the dump of Syracuse. South Ave to West St to Butternut St entrance to I81. This is stupid. This was planned from the start and wasted all that money for a study.

Sent from Mail for Windows 10

I-81 Viaduct Project
Comment Sheet

RECEIVED NOV 0 3 2016

Name: Richard F. Shoff Jr

Address: 2507 Ellsworth Rd **City:** Baldwinsville **State:** NY **Zip:** 13027

Phone: 315 877-2812 **Email:** rshoffjr@hotmail.com

Comments:

I use Bear St in the city to get From 690 to the North side or 81 N and vice versa almost daily. This road is wide and under utilized. I see NO reason why buildings should be taken down and extra money spent For Fly overs / 81 N/690 E Conection IT makes NO sense. Thank you.

P.S.

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
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toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

New York State Department of Transportation

I-81 in Syracuse

Bonnie Hazel Shoultz <bshoultz@syr.edu>

Mon 11/28/2016 12:56 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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I understand that the NYS Department of Transportation has determined that it will study further only two alternatives for replacing the I-81 Viaduct in the center of Syracuse. The replacement choice is now between building a taller and wider Viaduct [V4] or creating a Community Street Grid [CG2].

I support the Community Street Grid alternative as the best possible replacement solution for our overall community. Replacing it with a taller and wider Viaduct would further divide our community, so I strongly support the Community Street Grid alternative instead.

Bonnie Shoultz
276 W. Seneca Turnpike
Syracuse, NY 13207

I-81 Viaduct Project
Comment Sheet

Name: Bonnie Shoultz

Address: 276 W. Seneca Tpke **City:** Syracuse **State:** NY **Zip:** 13207

Phone: (315) 492-6341 **Email:** bshoultz@syr.edu

Comments: While I don't know all the details, I've attended community meetings discussing pros and cons of each alternative.

I fully support the recommendation that the Community Grid be constructed.

It's time for CNY to make possible a new rebuilding of our central city. I know people whose community (the 17th Ward) was decimated with the I-81 construction. It was wrong then and led to many negative consequences for our city. I/we go with the Grid, and whole CNY region will profit.

Bonnie Shoultz

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I-81 Community Street Grid

Nick Signorelli <signorelli@ashleymcgraw.com>

Mon 12/5/2016 11:55 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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I support the Community Street Grid alternative as the best possible replacement solution for our overall community.

Nicholas Signorelli

Nicholas Signorelli AIA, NCARB, LEED AP BD+C
Principal | Ashley McGraw Architects, D.P.C.

ASHLEY MCGRAW

125 East Jefferson Street, 15th Floor, Syracuse, New York 13202
Office: (315) 425-1814 ext. 121
Cell: (315) 727-8406
website | facebook

Ashley McGraw is built on the belief that a habitable future depends on a mutually beneficial relationship between human-made and natural systems.

Join Email List

no-reply@dot.state.ny.us <no-reply@dot.state.ny.us>

Thu 1/10/2019 5:37 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Last name - Siletski
First name - Agi
Affiliation - small business
Address 1 -
Address 2 -
City -
State -
Zip -
Phone - 2017231984
Email Address - coachrena.b@gmail.com
Question or Comment - What is the current status of the project? What are the upcoming procurements (next 12 months) and what is the schedule of those procurements?

Thank you,

Agi

I-81 Viaduct Project
Comment Sheet

these comments are not in favor of the common Grid

Name: Brenda Silverman
Address: 300 Roe Ave City: Syr State: Zip: 13210
Phone: (315) 471-3445 Email: silversr@twcny.rr.com

Comments: we live in outer comstock
1) traffic counts are never done when SU is in session
2) Ainsley Drive is integral now, as poor a road as it is, and should be included in plans - modernized
3) reportedly 800 parking places downtown will be lost ?
4) a new organized Mr. Love to work on plans to relocate 4000 residents of Pioneer Homes in order to begin plans to tear down 81 s/o segregated housing - why are no plans for I-81 taking into acct. the future of Pioneer Homes
5) E. Adams St. & Harrison St. cannot handle additional traffic - too narrow
6) Comstock Ave is the only NS road when is our grid going to look like 2019 rather than 1847?

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I-81 Viaduct Project
Comment Sheet

Name: Jennifer Simmonds

Address: 1942 Valley Drive **City:** Syracuse **State:** NY **Zip:** 13207

Phone: (315) 391-0913 **Email:** jens.m.simmonds@gmail.com

Comments: I live in Valley section of Syracuse. Currently when I drive ~~for~~ from Seneca Turnpike to Destiny, I get on the highway and drive straight to the mall. With the community grid, I count 22 intersections that I will have to navigate through. I am not sure but It seems to me that the grid will not be as safe as the highway.

I feel like drivers south of the city are big losers in the community grid plan. I lose my great access to the North side of Syracuse.

I ~~don't~~ feel like the improvements to downtown that are spoken about are idealistic and not realistic. I understand that downtown vitality is important to the whole area but I have a ~~hate~~ hard time believing. I don't feel like I will be compensated for what I will lose.

I am also going to miss the view of the city from the elevated highway. Whenever I come home, it's a trip that I look forward to. part of the

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over

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Proyecto de Viaducto I-81
Comentarios

Nombre:

Dirección: **Ciudad o pueblo:** **Estado:** **Código postal:**

Número de teléfono: ( ) **Correo electrónico:**

Comentarios:

I have traveled by automobile a lot and I notice the other ~~cities~~ city's that the highways bypass are ~~anonymous~~ anonymous the cities that the highways travel through have a real presence. Syracuse will lose it's visual identity with the highway bypassing it.

Envíe sus comentarios:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Envíe sus comentarios por vía electrónica:
www.i81opportunities.org

Línea informativa:
línea gratis: (855) I81-TALK
(481-8255)

El Departamento de Transporte del Estado de New York

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Contact the Project Team

no-reply@dot.state.ny.us

Sun 10/9/2016 8:53 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Simmonds
First name - Pete
Affiliation -
Address 1 -
Address 2 -
City - Baldwinsville
State - NY
Zip -
Phone -
Email Address - Pjsimmonds@hotmail.com
Question or Comment - In the boulevard option that removes the elevated highway, what will be the recommended route when traveling from the west of Syracuse on I-690 eastbound to I-81 southbound? Thank you.

I-81 Viaduct Project
Comment Sheet

Name: Charles Simmons

Address: 5914 Brigadier dr City: Cicero State: NY Zip: 13039

Phone: (315) 452-0679 Email: CJBC@Twcny.rr.com

Comments: I Can't understand why you would not extend the sound barrier past my neighborhood. You're doubling the lanes so please there are barriers without any homes. It doesn't make sense

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
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1 of 2

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Rob Simpson

Address: 206 Scottholm Blvd City: Syracuse State: NY Zip: 13224

Phone: (315) 956-1135 Email: RobertSimpson1976@gmail.com

Comments:

Build the Deck!

Please narrow the median or Almond it is too wide.

Return as much land as possible to the City.

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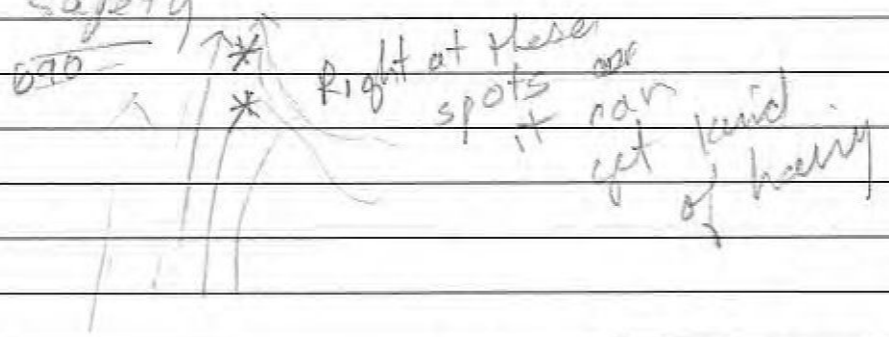
I-81 Viaduct Project
Comment Sheet

Name: Jane Slabowski

Address: 1100 Cumberland Ave **City:** Syr **State:** NY **Zip:** 13210

Phone: ( ) **Email:** jslabowski@aol.com

Comments: Think leaning towards Community Grid.
One should about ↑ 481 traffic, I commute
north from Genesee On Ramp onto 481.
In morning this pattern gets kind of
crazy with the people coming in
from the eastern suburbs who are also
going north on 481. This pattern
should probably be looked at in order
to ensure safety



Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

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I-81 Viaduct Project
Comment Sheet

Name: Jane Slabowski

Address: 1100 Cumberland Ave City: Syracuse State: NY Zip: 13210

Phone: (315) 440-4726 Email: jslabowski@aol.com

Comments: Thank you for the thoughtful work.

(1) I remain with a concern (nagging) that there aren't going to be connectors better ~~[illegible] the~~ connecting the West side of the region. (690 West). My husband who grew up in Syracuse remembers this was a part of the original planning 50 yrs ago

(2) It sounds like there is thoughtful effort to minimize displacement of citizens/residents. As plans evolve, I hope thoughtful consideration continues

(3) This is about an entire region – if a tunnel at 4.1B was being considered (glad it's not anymore) might we be able to think bigger about a few other regional considerations, and maybe ~~[illegible]~~ maybe more Federal $$.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
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Syracuse, NY 13202

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I-81 Viaduct Project
Comment Sheet

Name: Anika Slagle

Address: 429 N Franklin St. #3-112 **City:** Syracuse **State:** NY **Zip:** 13204

Phone: (315) 427-6745 **Email:** ahasting@twcny.rr.com

Comments:

The proposed continuation/connection of the Creekwalk is wonderful. Please be sure money for many future years of maintenance is planned in the proposed budget.

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

New York State Department of Transportation

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Name:	Nathan Sleight						
Address:	160 Lyndon Road	**City:**	Fayetteville	**State:**	NY	**Zip:**	13066
Phone:		**Email:**					

Comments:

To the New York State DOT and Federal Highway Administration:

There are different section of I-81 between the I-690 to I-481 interchanges, and only one the northern one is really impactful in this discussion concerning the replacement of the I-81 viaduct. The southern section is not part of the viaduct; it is on the edge of "the valley" and you can get under/over that section using Colvin St. Brighton Ave. or Glen Ave. The middle section has Oakwood Cemetery on the east side, so no one is going to by driving east to west through that section regardless of what is done for I-81. The northern section is the part that we are having issues with; it is a raised viaduct over city streets. Underneath the viaduct is Almond St. For the much of the last 6 years, I have driven on Almond St. daily coming home from SUNY ESF. It is a very congested road.

If I-81 is removed, the southern two section of I-81 from Oakwood to I-481, will receive no benefit. A street will just go in the exact place of 81 and the only impact will be slower driving. In the northern section from I-690 to ESF, removing I-81 will eliminate 4 lanes of traffic. It will open up a little bit of area, namely the lane where the posts are holding up the viaduct, and so could add maybe 2 lanes to Almond St. and also cause slower driving.

The question of I-81's future is framed as if it's a decision to replace the viaduct or put a street level road in. I don't think that is true. There already is a street level road, called Almond St. Eliminating the viaduct isn't going to open much room for new development/roadways in the places where it actually matters, but it will reduce the options to get around the city or between the city and the suburbs. I definitely don't see where 10-20 acres of room is going to be opened up (according to letter to the Post Standard on 11/15/16). Eliminating the viaduct doesn't appear to add much to the transportation system, but does seem to seriously detract from it.

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Interstate I-81

Brandt L Smith <blsmit02@syr.edu>

Wed 5/8/2019 10:02 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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New York State DOT,

I have read through your summary report for the interstate 81 community grid selection. However I feel that a missing component to this study to make the community grid successful is how will the state or city of Syracuse coordinate these traffic lights through out the operations for the life cycle of this project once built. The study has not taken into consideration events at Syracuse University the hositpals. You should turn to Monroe County Department of Transportation for guideance on this project at the county is the City Traffic Engineer and coordinates 750 traffic lights through out the county using Transcore. Many of their traffic lights are connected by fiber optics and the lights are all running coordinated or timing plans can be changed on the fly. However you need to develop your ITS programs and install traffic cameras on the critical cooridors that you have identified within your study. You recently obtained HELP trucks for the interstates within Onondaga County. I feel you should consolidate the traffic signal operations of the city of Syracuse, Onondaga County DOT, and New York State DOT into one central location/office. Otherwise all the improvements that are made and put into a grid will prove to disaster. Where and how will you send traffic if there is an accident how will you prioritize your routes. You need to develop a fiber optic plan and a study for placement of traffic cameras as you need both systems. You have the opportunity to install these systems while performing this project and encorporate them into your design. My cell phone number is 315-297-9886

Thank you

Brandt

Community Meeting

I-81 Viaduct Project
Comment Sheet

Name: Candice Smith

Address: City: Liverpool State: N.Y. Zip: 13088

Phone: (315) 885-1505 Email: —

Comments:

- Need the tunnel - To much extra in gas, daycare and more.

Mail comments to:
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Opinion

Dan Smith <dansmithdpm@gmail.com>

Sat 10/8/2016 12:43 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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>
> If this project becomes a viaduct I will be an irate Syracusan.
> I want a boulevard as that seems to be the best plan offered. I think that would be the most pleasing to look at for those passing through here as well for people like me who plan to live here for the rest of my days. Also , judging by the plans given to this point the, this plan would affect the least number of structures to be razed.
> Respectfully
> Dan Smith
> Syracuse, NY
>

I-81 Viaduct Project
Comment Sheet

Name: DANIEL SMITH

Address: 114 CHAPEL DRIVE City: SYRACUSE State: N.Y. Zip: 13219

Phone: (315) 468-3579 Email:

Comments: The Viaduct Option is best. There would be to many traffic tie-ups with more fuel being burned because of vehicles idling and being forced to drive farther. This would increase fuel costs for motorists and create more air pollution if the Community Grid option is chosen. Also businesses that transport goods from the North Country to the Southern Tier would be greatly impacted in a negative way.
The second option would be the No-Build option.
Or you could have a combination of Viaduct and I'll call it a Small-Build option in order to have less of an impact as far as demolishing existing building structures.

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Syracuse, NY 13202

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OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: DAVID SMITH

Address: 46 W GENESEE ST City: BVille State: NY Zip: 13027

Phone: ( ) Email: dwsmith72@verizon.net

Comments:

- Love community grid idea. Need to include as many of proposed options as possible for ease of access to local businesses, hospitals + institutions.
- Poll larger facilities (hospital, colleges businesses) for their long range plans. i.e. Upstate Medical is expanding to create a better campus setting.
- Please include access to I 690 westbound from BZ81 southbound, seperate ramp, not local streets!
- Hopefully community grid idea will eliminate or at least mitigate somewhat crowding of traffic to local major businesses.
- How are below grade utilities effected?

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I-81 Viaduct Project
Comment Sheet

Name: DORENE Smith

Address: 203 YARDON St City: LIVERPOOL State: NY Zip: 13088

Phone: 315 802-7305 Email: TASmith20572@Hotmail.com

Comments:

I think the Community Grid is the best op.

Mail comments to:
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Town of Dewitt

Community Meeting

1/11

I-81 Viaduct Project
Comment Sheet

Name: JESSE SMITH

Address: [redacted] **City:** [redacted] **State:** [redacted] **Zip:** [redacted]

Phone: (315) 400-9901 **Email:** MRJESSESMITH@HOTMAIL.COM

Comments: I TAKE I-81 EVERYDAY TO GET TO & FROM WORK, A CHANGE TO I-81 WOULD IMPACT MY LIFE AS WELL AS MY FAMILIES. AND NOT IN A GOOD WAY. I IMPLORE YOU TO JUST GO WITH THE TUNNEL IF YOU ARE TO MAKE ANY CHANGES TO I-81. THANK YOU.

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I81

Joshua Smith <jws2881@gmail.com>

Fri 10/21/2016 7:46 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Kenneth Smith

Address: 108 Carolyn Ave City: Liverpool State: NY Zip: 13090

Phone: (315) 448-7323 Email: amz1202@hotmail.com

Comments: I vote to rebuild the viaduct. I'm barely old enough to remember Syracuse before the existing viaduct opened. How can you argue with more than 50 years? The solution wasn't perfect, but what is? The old 15th Ward isn't coming back. Neither are Sibley's, ~~the~~ Dey Brothers, and Chappell's. History can't be undone.

I am skeptical about the Community Grid. Here's a thought: build it in such a way that the viaduct can be added later, if the grid doesn't work. (I work for DOT, and I ~~know how to~~ have ~~difficult~~ some idea as to how difficult that would be. Pesky little things like laws and regulations would get in the way.)

As to the tunnel option: gravity ALWAYS works! They claim that it's feasible. The water table is so high around here that it wouldn't be worth it.

In the end, no matter what is built, ~~may~~ many people will be unhappy.

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I-81 Viaduct Project
Comment Sheet

Name: Kenneth J. Smith

Address: 108 Carolyn Ave. **City:** Liverpool **State:** NY **Zip:** 13090

Phone: (315) 457-5400 **Email:** amz1202@hotmail.com

Comments: I ~~believe~~ believe that the community Grid would gain more acceptance in the Town of Salina if they took the tolls off the Thruway. They built many hotels over the last 50 years based on the location of I-81.

I would like to "vote" for the Viaduct option. I'm very skeptical of the Community Grid. I would love to see the Community Grid built in such a way that the Viaduct could be added later if the Grid ~~does~~ doesn't work.

Yes, I'm the Ken Smith that works for NYSDOT in the Region 3 Design Group. I park in the "B" Lot, and it looks like it will be removed in both the Community Grid and the Viaduct Options. ~~We probably shouldn't~~ That probably shouldn't be the biggest consideration.

If we must have the Community Grid,

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October 21, 2016

Comment Review Team
I-81 Viaduct Project
New York State Department of Transportation
333 East Washington Street
Syracuse, New York 13202

Gentlemen,

I attended the October 18th NYS DOT sponsored I-81 Viaduct Project community meeting at Henninger High School. I recommend to continue to route Interstate 81 through the city of Syracuse to maintain the current high speed travel capability both north and south, and east and west connections to I-690. Reasons supporting my recommendation are as follows:

1. **Easy Access / Reduced Travel Time**

   I have been a Syracuse City resident since 1968. One of the things that I consider as an asset to this community and region is the ease of commute through Syracuse. I travelled 81 for 35 years to my employment at GE / Lockheed Martin. I most frequently entered 81 at the Calthrop Avenue on ramp off of South Salina Street. My commute was fast through the city to Electronics Park in Liverpool, and the same on the return trip home. This ease of commute was interrupted in certain years when either the northbound or southbound lanes were closed for concrete surface refurbishment. It was very time consuming driving Route 481 around the city to reconnect with 81, or trying to work my way through city streets to connect to 81. I also use 81 North through the city, and the connections to 690 East and West, for shopping destinations or other personal business. It is fast and convenient. When I needed to quickly get to Hancock Airport for an early morning flight I was grateful to have the short, fast commute through the city to make my flight. I feel that we need to maintain this community / regional travel asset.

2. **Volume of Traffic Moved**

   Based on my travel observations over 35 years, the 81 corridor through the city moves a lot of traffic efficiently. Whenever there was a traffic accident and one or both lanes were closed the traffic was backed up for miles. I want to note this because I have heard some comments to the effect that the majority of people using 81 exit in Syracuse, thus implying that there is low through traffic between the Adams and Harrison Street off ramps. This (low through traffic) is not true based on my observations personally travelling that section for 35 years.

3. **Efficient Utilization of Land**

I think the current utilization of land for transport is optimum between the Adams and Harrison Street off ramps. High speed traffic travels the elevated portion and street level traffic travels north / south and east / west underneath. We are going to build on that footprint anyway so let's keep the elevated portion for high speed through traffic. I just cannot fathom severing an Interstate Highway because of a one-mile section.

4. **Fast Movement of Ambulances, Police, or Fire Department Vehicles**

Maintaining a high speed elevated portion of 81 will maintain the current fast travel time for emergency vehicles to and from locations north, south, east and west of the city.

5. **Alternate Route in Case of Emergency or Road Closure**

A high speed elevated portion of 81 would serve as an alternate north / south route in case of closure of Route 481 due to an accident or construction. If there is a weather calamity or natural or man-made disaster (e.g. chemical spill, nuclear plant incident) the capability to quickly move a large volume of traffic remains.

6. **Impact on Neighboring Towns and Villages**

I suspect that a number of people travelling north on Route 81 that ultimately will be heading west will exit 81 south of the city and travel on Route 20 or other routes through the Finger Lakes in order to avoid a severed 81 in the city. This has a negative impact on small towns and villages, such as Skaneateles.

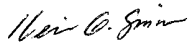
7. **National Defense Consideration**

One of the purposes of the Federal Highway Act of 1956, properly known as the National Interstate and Defense Highway Act, was to provide for fast and efficient movement of military equipment for defensive purposes. The National Highway System Designation Act of 1995 designated the Interstate Highway System as part of the National Highway System. The National Highway System includes roads important to the United States' economy, defense, and mobility. Individual states are encouraged to focus federal funds on improving the efficiency and safety of this network. Severing a one-mile stretch of the high speed capability of Route 81 through Syracuse is counter to the mandate to improve efficiency for economic, defense, and mobility considerations.

8. **Environmental Impact**

If high speed traffic is routed onto Route 481 to connect back to Route 81 there will be a significant additional consumption of gasoline and diesel fuel. This is in addition to the added consumption of fuel by vehicles waiting at stoplights at a street level boulevard. We need to implement a Route 81 rebuild that does not increase the generation of greenhouse gases that add to global warming and the observed undesirable environmental changes.

Sincerely,



Kevin G. Smith P.E.
141 Brampton Road
Syracuse, New York 13205

cc:
Commissioner Matthew J. Driscoll, NYS DOT
Senator Charles E. Schumer
Congressman John Katko
Assemblyman John A. DeFrancisco

Proyecto de Viaducto I-81
Comentarios

Nombre: Nancy Smith

Dirección: **Ciudad o pueblo:** **Estado:** **Código postal:**

Número de teléfono: ( )315 952-1166 **Correo electrónico:** nhsmithconsulting@gmail.com

Comentarios:

Today and Under the re-build model put reflective tape on the entrance ramp from I-81 South onto 690 W.

Even now - this is a hazzard as the short divider on the right side of the on ramp is not visible especially at night.

This is an easy, cheap fix needed now!

Por favor, siga los comentarios en el reverso de esta hoja si es necesario.

Envíe sus comentarios:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Envíe sus comentarios por vía electrónica:
www.i81opportunities.org

Línea informativa:
línea gratis: (855) I81-TALK
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La Administración Federal de Carreteras | El Departamento de Transporte del Estado de New York

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New idea - double decker

Snyder, Eric G. <Eric.Snyder@dcma.mil>

Mon 12/19/2016 3:13 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

If the rt 81 elevated section had two levels, it would not need to be wider than the current road, so no buildings would need to be purchased and destroyed, and businesses disrupted.
Instead of the current 2 lanes in each direction (with "wasted" space between the north and south bound lanes), it could have 3 or 4 lanes (in the same direction) on each level.
If the top level had a roof over it, and the lower level was semi-enclosed, no salt would be needed and the bridges would hopefully last 100+ (500?) years.

Maybe the tunnel would be feasible if it only had 2 or 3 lanes in one direction, with the other direction being at ground level.

Too bad rt 695 doesn't go further south and connect with rt 81.

-Eric Snyder

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Greg Sohrweide

Address: 6161 Smokey Hollow Rd **City:** Jamesville **State:** NY **Zip:** 13078

Phone: (315) 472-2679 **Email:**

Comments: I like 81-690 as it is except a connector from 81 north to 690 west is needed. I would suggest ~~expanding~~ increasing the number of lanes to accomodate increased traffic.

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I-81 Viaduct Project
Comment Sheet

RECEIVED
AUG - 8 2019
BY:

Name: Patricia Solenberger

Address: 6 Channing Lane City: Camillus State: NY Zip: 13031-1526

Phone: ( ) Email: psden@verizon.net

Comments:

I am writing to strongly support the Community grid option.

This plan needs to be for the city not the suburbs.

And we don't need to accomadate Destiny as roads are fading fast & people going to entertainment sites will find them.

I worked 20 yrs in Syr & know that when the 81 access was blocked we all found alternative routes & got to work on time. In contrast the worst traffic mess I was in was an accessramp to 81

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S
Patricia - Solenberger
6 Channing Ln
Camillus, NY 13031-1506

SYRACUSE NY 130

07 AUG 2019 PM 2 L

I-81 Viaduct Project
NYSDOT
333 E Washington St
Syracuse NY 13202

RECEIVED
AUG - 8 2019
BY:

13202-474299

I-81 Viaduct Project
Comment Sheet

Name: WILLIAM SORN

Address: 117 CROYDEN RD **City:** Syr. **State:** NY **Zip:** 13224

Phone: (315) 450 9587 **Email:** hardworker846@yahoo.com

Comments: 100% for the Boulevard option.
Plenty of reasons. Any other option is very backward thinking.

Please continue comments on back if needed.

Mail comments to:
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I-81 Viaduct Project
Comment Sheet

Name: MARK Spadafore

Address: 824 2ND ST. **City:** Liverpool **State:** NY **Zip:** 13088

Phone: ( ) **Email:** UNIONMARK@gmail.com

Comments:

I think the community grid makes the most sense. I would hope that the DOT would look @ the whole transportation system, focusing on moving people, instead of just cars. I like the grid's focus on transit, bicycle and pedestrian alternatives.

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I-81 Viaduct Project
Comment Sheet

Name: George E. Spak

Address: 105 Stoneridge Drive **City:** Syracuse **State:** NY **Zip:** 13214

Phone: ( ) **Email:** gespak@yahoo.com

Comments:

I have, from the start, in favor of replacing the existing elevated/through downtown section of I-81 with some alternative design.

I favor the community grid option. I believe it's the best design for many reasons. Some of these are cost, maintenance requirements, aesthetics, and most of all, reconnecting the downtown core with the medical/University complexes to the east. I-81 proper should use the existing I-481 corridor for north-south connectivity.

When I first came to Syracuse back in the 1960's I often wondered why I-81 didn't follow the I-481 path around the city. At that time, I never realized the economic, social and political implications that were inherent in the decision to place I-81 through the central city.

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I-81 Viaduct Project
Comment Sheet

Name: Isaac Spak, age 11

Address: 105 Stoneridge Dr. City: Syracuse State: NY Zip: 13214

Phone: ( ) Email: 6espak@Yahoo.com

Comments: I think that the boulevard/community grid should be the best Way to remodel the highways. The reason why I think this is because It would give the city of syracuse more room for Nature and plants and stuff like that. It would also make the city look nicer Without a huge noicey and busy highway going right through the middle. :)

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I-81 Viaduct Project
Comment Sheet

Name: Jon Speed 7/27/18

Address: 1812 Valley Dr. City: Syracuse State: NY Zip: 13207

Phone: (315) 565-4007 Email:

Comments:

- Keep I-81 as is.

Repair the bridges as needed.

The system works fine

Please continue comments on back if needed.

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Federal Highway Administration

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I-81 Viaduct Project
Comment Sheet

Name: LINDSAY SPEER

Address: 405 Westcott St **City:** Syracuse **State:** NY **Zip:** 13210

Phone: (315) 383 7210 **Email:** linzzay@gmail.com

Comments:

① Viaduct alternative repeats the tragic history of I-81's construction by tearing down a further significant chunk of Syracuse's buildings. DO NOT DO THIS.

② The tunnel is not a viable alternative to be considered.
- Boston's "Big Dig" was plagued by unforeseen project expenses, delays.
- The constant air quality systems that would need to operate, and continuous pumping out of water, means extremely high O+M costs and a huge energy cost and cost to our climate

③ The community grid is the only viable option, and comes with the added benefit of making Land-prime real estate - available for redevelopment. Syracuse Needs this.

REDIRECT I-81 on 481.

Thanks
Lindsay Speer

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I-81 Viaduct Project
Comment Sheet

Name: LINDSAY SPEER

Address: 405 WESTCOTT ST **City:** SYRACUSE **State:** NY **Zip:** 13210

Phone: (315) 383-7210 **Email:** lindsayspeer@gmail.com

Comments:

The community grid option is clearly the best. We cannot afford to lose 24 more buildings from our urban core and the tunnel is a public health and climate change disaster in the making.

Please use some of the $ saved to invest not only in bike lanes, but also a robust public transit system. The existing train tracks provide an opportunity for additional commuter capacity, and our bus system needs desperate help. I'm a millennial - I don't want to drive, but we need more frequent and more reliable public transit to help us get car-free.

Are you considering rapid EV chargers as part of the added improvements to the area? Please do. Attract people into the city by making it a charging hub. We have chargers now but they're level 2 at best.

Finally and most importantly - HIRE LOCAL and diverse populations. The communities who bore the historic brunt of I-81 desperately need jobs. Pay attention to the Urban Jobs Task Force

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Town of Salina.

09/11

Community Meeting

I-81 Viaduct Project
Comment Sheet

Name: Catherine Sousa

Address: 307 N. Salina St **City:** Syr. **State:** NY **Zip:** 13208

Phone: (315) 454-3821 **Email:**

Comments:

I would Vote to Keep 81 the way it is now, making necessary repairs But, leave it the way it is!

Mail comments to:
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I-81 Viaduct Project
Comment Sheet

Name: Chris G. Spies-Rusk

Address: 240 West Calthrop Avenue **City:** Syracuse **State:** NY **Zip:** 13205

Phone: (315) 313 2862 **Email:** chaosorder4@gmail.com

Comments: At first, for reasons of comfort I was hoping that the chosen alternative would be to upgrade the viaduct. But after hearing from various agencies and community groups, about the historical and future social impacts I am now hoping for the community grid option. Also, the emergency responders were in favor of it.

I want to say that the deliberate process, with lots of transparency and time for the local conversation, is very refreshing. It restores my faith in the process, the system. Chris G Spies-Rusk

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From:
Sent:
To:
Subject:

From: Kathy Spitzer <keal04@yahoo.com>
Sent: Wednesday, August 1, 2018 4:08 PM
To: dot.sm.mo.I81Opportunities
Subject: Keep 81 elevated - repair what is there!

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Please keep 81 elevated through Syracuse! Repair or renovate what is there. A tunnel would be foolhardy - the water table should preclude it! Community grid is not practical nor is it the norm on 81 elsewhere in NYS. The new renovated section of 8- through Binghamton is ELEVATED. Syracuse should remain elevated!

Kathleen Spitzer
Liverpool, NY

Sent from my iPhone

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Valerie Spivak

Address: 6488 Kirkville Rd City: East Syracuse State: NY Zip: 13057

Phone: 315 313-2506 Email: realmoneypeace@gmail.com

Comments:

I am interested in any volunteer that may be needed to raise "community unity" in the city as these new changes unfold. Community Grid is clearly the best option!

Some ideas which may get others support may be adding "pocketed" parks, community flower & rock gardens, more discussion of what extra jobs/careers this could provide to residents of CNY. As a taxpayer, I believe in helping those who might be against this - in providing a short, but detailed to-the-point guide to how this will better not just the city but suburbs and surrounding communities. Will parking downtown increase in number and in cost? ~~What kind of safety is going to be provided~~

NEW YORK STATE OF OPPORTUNITY | Department of Transportation

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I-81 Viaduct

Richie Sposato <richie@lane1bowling.com>

Wed 12/7/2016 3:39 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello,

I'm writing to give some thoughts to the choice between the Viaduct or the Community Grid. The Community Grid seems to me that the city does not want to be a "real" city, wanting more green space and slower traffic. Resident's are complaining about pollution, noise, buildings being torn town, as well as business's being uprooted, etc., etc.. In a "real" city, there are no lawns to mow, trees to trim, traffic slowed down, etc., but rather high rise buildings surrounded by concrete and a fast paced lifestyle, with a booming nightlife, which the city of Syracuse currently doesn't have, having lost out on it to Destiny, USA.

In voting for the Community Grid, I-81 traffic will be re-routed around the city, via 481. If traffic is re-routed around the city, you're making it more difficult to get to the city if you're traveling from abroad. Meaning, if you're taking a trip from down south, heading up to Canada, or visa versa, currently you're going directly through the edge of the city. You won't see the mass of buildings within our city, noticing the cool architecture they posses, making one think for a moment, hey, let's check out the city, grab a bite to eat and rest for an hour or maybe more.

What you're actually doing is decreasing your chances of doing business within the city, by re-routing travelers around the city. They won't get a chance to see what we have, possibly spending money at shops and restaurants. There's much ancillary business that will be lost, rather than gained. Why would you tell people we don't want you to possibly stop, because that's what you're doing in choosing the Community Grid..?

Voting for the Community Grid is a bad business decision for the City of Syracuse. Your response is much appreciated, thanks.

Sincerely,
Richie

--

Richie Sposato
President/CEO
800-526-3661

Name:	Jim Stacey						
Address:	121 Paddock Drive	**City:**	Dewitt	**State:**	NY	**Zip:**	13214
Phone:		**Email:**	james.stacey@gmail.com				

Comments:

1. What noise, air, visual and water pollution abatement measures will be done?
2. How long before I481 is six laned?

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I-81 Viaduct Project
Comment Sheet

Contractors - 09-03-19

Name: Barbara Stack

Address: 505 2nd St. **City:** Liverpool **State:** NY **Zip:** 13088

Phone: 315 440-1580 **Email:** mrsbarbarastack@gmail.com

Comments:

Will there be traffic lights on the community grid?

IS Erie Blvd the community grid of 690?

How do you explain practically the community grid travel times being relatively unchanged from expressway options?

Please continue comments on back if needed.

U.S. Department of Transportation Federal Highway Administration

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I-81 Viaduct Project
Comment Sheet

Name: Michaeuan Stallings-Owens

Address: 122 Dickerson Street **City:** Syracuse **State:** NY **Zip:** 13202

Phone: ( ) **Email:** Michaeuanforsyracuse.com **Date:** 8/27/2017

Comments: I think that it is important not to consider a systematic diagram and or blue print that is designed to look fancy for all new state of the Art. Syracuse needs a reform of a pathway that says we all stand together it is important that we get a path way designed route only for transport for emergency situations like an ambulance needing to get to the hospital to save someone's life. Sometimes it is the pathway, then there is direction as well as guidance. But to be brief with the flow it is important in Syracuse to keep building to change the route. As the saying goes All roads lead to Rome. So, when/ there the final destination decision will be good. Just make sure our communities are well informed to keep our families safe!

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

New York State Department of Transportation

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Contact the Project Team

no-reply@dot.state.ny.us

Wed 11/23/2016 9:18 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Stansbury
First name - Doug
Affiliation -
Address 1 - 1350 White Bridge Road
Address 2 -
City - Chittenango
State - NY
Zip - 13037
Phone - 315-720-4604
Email Address - dstansbury@twcny.rr.com
Question or Comment - The CG alternative is, to me, the best alternative for the City of Syracuse, the municipality most directly impacted by the I-81 viaduct. Regardless of how the view shed would be improved with a replacement viaduct, it will still be perceived as a barrier between the Hill and Downtown. Plus, re-building the viaduct would only generate another maintenance concern, more so than a street network, for future years. I-481 and the old I-81 spurs which would remain, will be sufficient for the purpose re-routing I-81 around the city and for providing convenient connections to downtown Syracuse. Access to/from points south of the city will see the biggest impact on connectivity to points downtown and the immediate north side, but these impacts are minor enough to not warrant rebuilding the viaduct, in my opinion.

There is one design element of the CG alternative that does not appear to have been addressed with the potential re-designation of I-481 as I-81. The north and south interchanges between I-481 and I-81 are planned to be re-built with flatter, 1900? single curve radii to improve connectivity between the existing I-81 and I-481 to be re-designated as I-81. However, there is another existing curve in the I-481 alignment which is sharper than 1900?. The I-481 southbound mainline alignment through the interchange with I-690 contains a curve with a radius of approximately 1250? which is too sharp for a design speed of 65 or 75 mph. The minimum radius for a design speed of 65 mph is 1,660? and for 75 mph is 2,500?. I would recommend this curve be flattened to a radius of 2,500? if I-481 is re-designated as I-81. This will require the reconstruction of another bridge, but this is an important improvement to be included with the new I-81 designation.

Regardless of which alternative is ultimately chosen, this is a very exciting project to witness locally as a fellow transportation design professional. It will be very interesting to see how this project transforms the landscape in the city of Syracuse!

Mcnamara, Carolyn A (DOT)

From: Frechette, Mark (DOT)
Sent: Thursday, May 30, 2019 8:39 PM
To: Mcnamara, Carolyn A (DOT); Doucette, George (DOT)
Subject: Fwd: I-81 Viaduct CG Alternative: Curve consideration on I-481
Attachments: image001.jpg; ATT00001.htm

I81 Comment.

Sent from my iPhone

Begin forwarded message:

From: Doug Stansbury <dstansbury@cscos.com>
Date: May 30, 2019 at 1:26:46 PM EDT
To: "Frechette, Mark (DOT)" <Mark.Frechette@dot.ny.gov>
Subject: I-81 Viaduct CG Alternative: Curve consideration on I-481

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Mark,
I would like to make a suggestion with regard to the I-81 project, particularly with regard to I-481, which will be re-designated as I-81. There is one additional design element along I-481 that I feel should be addressed with the new designation. The north and south interchange ramps between I-481 and I-81 are planned to be reconstructed with flatter, 1900' single curve radii to provide direct, high speed connections between existing I-81 and current I-481. However, there is another curve along the existing I-481 alignment which has a radius less than 1900'. The I-481 southbound mainline alignment through the interchange with I-690 contains a curve with a radius of approximately 1250' which is too sharp for a design speed of 65 or 75 mph. The minimum radius for a design speed of 65 mph is 1,660' and for 75 mph is 2,500'. I recommend this curve be flattened to a radius of 2,500' when I-481 is re-designated as I-81. This will require the reconstruction of another bridge, or two, and the reconstruction of several hundred feet of mainline, but I feel it is an important improvement that should be included with the new I-81 designation and to be consistent with the rest of the I-81 alignment.

I-81 Viaduct Project
Comment Sheet

Name: Mike Stanton

Address: 315 Berkeley Dr. City: Syracuse State: NY Zip: 13210

Phone: (315) 383-7646 Email: mstantn@gmail.com

Comments:

Appears to be very well researched. Community Grid option should be good for all of Central New York

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

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OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: J. D. Starkey

Address: PO Box 15764 City: Syr State: NY Zip: 13215

Phone: ( ) Email: Sistergirl1210@Hotmail.com

Comments: I am for the 81 Viaduct Alternative as a former resident of the 15th ward my family had to move because of the neo highway that was "going to be built." That process uprooted a lot of families and businesses. Now the community Grad project is a nice concept but it's NOT practical or safe. Even though it would ~~decrease~~ slow down flow of traffic but it would eliminate the businesses, the trucks that travel on 81 to go North and the easy on/off ramps to take you into the downtown ~~area~~ section, and surrounding area. The ~~Feds~~ Powers that be would ask Albany or some other area, they don't drive through here on a daily basis, or deal our 4 sometimes 5 seasons of weather — so ~~either~~ they ~~don't~~ are NOT aware of the ramifications that a community grad will create for the local business except to the ones that paid the STATE to support the community grid. No one seems to be concerned or care about how these surrounding communities/School MLK would be

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Proyecto de Viaducto I-81
Comentarios

Nombre:

Dirección: **Ciudad o pueblo:** **Estado:** **Código postal:**

Número de teléfono: ( ) **Correo electrónico:**

Comentarios:

I reflected by the community grid. I heard that some of the hospitals were in favor of it. One negative reason for the grid is the on/off ramps on Mill and the right turn here ~~MLK~~ IC School. Moving the basketball court at Wilson park, the traffic & the semi trucks, slow redevelopment or taking an alternative route, traffic congestion - There are a lot more avenues that can be discussed / concerns the community grid - but it all boils down to MONEY/MONEY MONEY politics, the stakeholders and who they want what's best for the community overall - the meeting is just a formality -

Envíe sus comentarios:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Envíe sus comentarios por vía electrónica:
www.i81opportunities.org

Línea informativa:
línea gratis: (855) I81-TALK
(481-8255)

I do ~~don't~~ Believe the decision has already been made

El Departamento de Transporte del Estado de New York

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Changes effect on 481?

Jen Steigerwald <jmsteigerwald@gmail.com>

Fri 11/4/2016 6:50 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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I am completely in favor of the plan to remove the elevated highway.
I am not sure if I missed information about the effect this will have on 481. It is a very crowded road in the morning now and many new vehicles will divert to 481/690 for the commute when i81 is redone at street level. This is how it should be, but the loop will need another lane to accommodate the increase in traffic.

Is this under consideration?
Thank you!
Jennifer Steigerwald

Sent from my iPad

Contact the Project Team

no-reply@dot.state.ny.us

Wed 5/1/2019 10:04 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Steinem
First name - Cynthia
Affiliation - Crouse Hospital medical staff
Address 1 - 109 Crandon Terrace--PLease put me on the do not call call list and do not text for offers; Cynthia
Address 2 -
City - Baldwinsville
State - NY
Zip - 13027
Phone - 3152639179
Email Address - csteinem@yahoo.com
Question or Comment - I am a full time pediatrician in North Syracuse, at North Court Pediatrics, seeing infants born at St Joseph's Hospital, and Crouse Hospital but living in Baldwinsville, NY. While I respect the Syracuse City needs and rights to reconstruct I-81, I have not seen the air quality of current status compared to the grid or other options, or the access for outlying communities to reach the hospitals quickly. I make rounds usually in early AM, 7-8AM travels to hospitals. Where do I find the description of any quick connections for ambulances from Baldwinsville and for my travels for hospital rounds FROM THE WEST SIDE Baldwinsville area?

I-81 Viaduct Project
Comment Sheet

Name: Bonnie Steinkraus

Address: 324 Harvard Pl City: Syr State: NY Zip: 13210

Phone: 315 744-2040 Email: bmsteinkraus@gmail.com

Comments: I'm for a grid. Bike lanes, Trees, walking and path -

U.S. Department of Transportation
Federal Highway Administration

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Tear Down the Structural Racism of I-81

stella.jc=gmail.com@mg.gospringboard.io <stella.jc=gmail.com@mg.gospringboard.io>
on behalf of
John Stella <stella.jc@gmail.com>

Sat 5/8/2021 7:18 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

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Dear Mr. Smith

More than 50 years ago, Interstate 81 ripped through a working-class Black neighborhood in Syracuse. It displaced long-time residents and ensured that poverty, pollution, and a lack of resources would hurt the community that lived in the highway's shadow that still persists today.

I agree with the New York State Department of Transportation's current preferred option to remove the 1.4 mile stretch of the viaduct and replace it with a street-level grid. However, the plan ignores the history and the current needs of the environmental justice community that lives adjacent to the viaduct that will be demolished.

It doesn't have to be this way. The permanent removal of the viaduct could improve housing conditions, health outcomes, and economic and educational opportunities for all people in Syracuse. In order to do that, the NYSDOT should reflect the following recommendations in its Environmental Impact Statement which will guide the construction project moving forward:

Protect Land Use
● A land transfer policy must be put in place before returning the land to the City of Syracuse that restores and enhances communities impacted by I-81.
● Create a land trust for the eight acres directly east of Martin Luther King Boulevard East for development by residents connected to the community.
● Conduct a new analysis of land use that adequately considers the trends of the environmental justice community that lives adjacent to the raised viaduct.
● Accommodate residents who would like to relocate with an automatic right to return.

Protect Health and Wealth
● Conduct a cumulative exposure analysis for residents who live in the communities within 600 feet of the viaduct that includes a lead, noise, and air analysis and abatement.
● Conduct a community health needs assessment.
● Do not use Wilson Park as a staging site for construction.
● Create a Community Restoration Fund.
● Offer market-rate buyouts, rent subsidies, and/or temporary relocation assistance for people who want to move.
● Conduct an easement reassessment so that renters receive easement payments.

Access to Opportunity
● Jobs generated by the project must go to the people who live directly adjacent to the viaduct and 30 percent to Black and Brown Syracuse residents.
● Expand roads starting east of MLK Blvd. to the street grid and east side of Syracuse.
● Provide governmental oversight on all aspects of this project until it is complete.

Protect School Children
● Create a comprehensive construction plan in collaboration with parents, faculty, and staff at the Syracuse City School District.
● Move the proposed highway access ramp so it is at least 600 feet from STEAM at Dr.

King Elementary School.
● Conduct a study to determine if the community grid will remain a major roadway, defined as one used by 30,000 cars or more daily.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

John Stella

Join Email List

dot.sm.webcentral

Sat 2/14/2015 2:12 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Stephens
First name - Evrett
Affiliation -
Address 1 - 157 Clifton Place
Address 2 -
City - Syracuse
State - New York
Zip - 13206
Phone - 407-538-5385
Email Address - edsg2@aol.com
Question or Comment - I would like to suggest putting some sort of Christmas (evergreen) trees that would look great year round. We do have a very long winter. I must say the boulevard is a great idea for a city with so much potential.

Re: I-81 Viaduct Project Open House

Everett Stephens <edsg2@aol.com>

Mon 9/26/2016 2:32 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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Why is this taking so long to finalize.

Sent from my iPhone

On Sep 26, 2016, at 2:06 PM, dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov> wrote:

> Below and attached, please find information regarding an Open House for the I-81 Viaduct Project. Please post this information on your website and/or a community bulletin board. If you have any questions, please respond to I81Opportunities@dot.ny.gov
>
> <I-81 Open House Flyer_Page_1.jpg>
>
> <I-81 Open House Flyer.pdf>

Contact the Project Team

no-reply@dot.state.ny.us

Thu 6/20/2019 10:14 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Steuteville
First name - Robert
Affiliation - Congress for the New Urbansim
Address 1 - 218 Utica St.
Address 2 -
City - Ithaca
State - NY
Zip - 14850
Phone - 607-592-5708
Email Address - rob@newurbannews.com
Question or Comment - I often go to and through Syracuse for business and personal reasons. I also participated in a workshop for Community Grid designs as a planner. The current plans for the Community include streets that are way too wide, and the frontages are not urban. For maximum benefit to the city, the Community Grid designs should resemble the current Syracuse grid. It should retain as much of the right of way as possible for mixed-use development and new public spaces. The grid should be designed to disperse rather than concentrate traffic, and traffic should move at slow speeds that are safe and comfortable for pedestrians. NACTO recommends 10 foot lanes maximum, and only one 11-foot lane on major bus routes. Currently envisioned 12-foot lanes are too wide and will create unsafe conditions on a city grid. The engineers need to understand public frontages that are appropriate for a mixed-use, walkable grid.

Community Meeting

I-81 Viaduct Project
Comment Sheet

Name: Bradley Stevens

Address: City: Liverpool State: NY Zip: 13090

Phone: ( ) Email:

Comments:

Businesses, Workers, and Commuters will all Suffer greatly if this Construction was to take place on I-81. Thousands of workers and commuters rely on being able to get on and off of I-81 for a Plethora of Reasons, and the inconvenience it would cause if construction was to take place, would affect all the Surrounding Businesses in a very negative way! It's Effecting workers commute to and from work, and Commuters ability to find a place to eat here on 7th North Street, or a place to rest their head for the night if they have been on the road for Many long Hours. It would affect Clientele for all the Hotels in the vicinity, which would affect Occupancy, which would affect our workers hours as well, and if our businesses Start to lose out on Revenue, then that will negatively affect the taxes in the School district, and it is just a downward Spiral from there! I believe the option for a tunnel would work out just as well, without effecting the businesses and commuters in the local area. So I ask that You Please reconsider the construction for I-81 and consider the option for a Tunnel, which may be 6% more than the initial idea, But in the end, I believe would make all the surrounding Businesses, workers, and commuters alike, Happy!

- Thank You Again.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Joanne K Stevens

Address: 4351 Cleveland Rd City: Syr. State: Zip: 13215

Phone: (315) 430 7187 Email: joanneksteven5@gmail.com

Comments:

In the community grid option, signs that tell the next cross street at the next signal help motorists know which lane they need to be in if they need to turn left or right or continue through.

This is very helpful in Cape Coral Florida where busy state routes cross the city.

Mail comments to:
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I-81 Viaduct Project
Comment Sheet

Name: Joanne K. Stevens

Address: 4351 Cleveland Rd **City:** Syr. **State:** NY **Zip:** 13215

Phone: (315) 469 4791 **Email:** joannekstevens@gmail.com

Comments:

In Cape Coral Florida, State Rt. 78, and several other busy state routes go across the city. The planners there utilize multiple traffic lanes, some designated left turn, some right turn and some through traffic lanes. The traffic signals are long, but when traffic is flowing, it moves well.

There is not the snow removal issue there, but I wonder how some of those design benefits could be included in this community grid option, which I believe is the ~~optimum~~ best option. I understand the median may be necessary for snow piling, but I hope it can be minimal in exchange for an additional traffic lane.

Mail comments to:
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New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
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I-81 Viaduct Project
Comment Sheet

RECEIVED
JUL 23 2019
BY:

Name: Robert Stevens

Address: 106 Will New Boulevard **City:** Canastota **State:** NY **Zip:** 13032

Phone: (315) 697-2309 **Email:** kc20fn@yahoo.com

Comments: I would like to declare my support for the proposed "Community Grid" plan for the replacement of the existing Interstate 81 Viaduct in the City of Syracuse.

This option will provide for more intersections to enter the street grid in Syracuse than currently exist. This should help alleviate any additional delays that traffic lights might create. I also do not believe re-directing "through-traffic" down Interstate 481 will have a major impact, as your studies have demonstrated that only 10% of the traffic that uses I-81 currently does not stop in the city, so I-481 would only see a 10% increase in traffic.

This project appears very similar to the design of the Route 5, 8 & 12 Arterial Highway in Utica N.Y. The folks in that city seem to function just fine with that setup and I do not see why the same could not be said for Syracuse.

I hope you decide to go forward with the Community Grid option once this public comment process is complete. I trust you will make the best decision. Thank-you for taking the time to consider my thoughts on the matter.

Sincerely,

Robert P. Stevens

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I-81 Viaduct Project
Comment Sheet

Name: Thomas Stewart

Address: 507 7th North St City: L-pool State: NY Zip: 13088

Phone: (315) 457 1851 Email:

Comments: Remove and Replace - Best Option -

(1) Community Grid will add - Too Many Stops for people trying to get any place - and add as many VAGRANTS & Baggers

(2) The TRAFFIC light timing in Syr is a joke already TRAFFIC would be less than 30 mph. and would be stopped at every light

(3) Too much MORE time would be added in emergency Hospital Ambulances and emergencies of the public.

(4) Make entry lanes longer so traffic would be allowed to meld in (Many entry's near Buttenut especially - HARRISON exit & ENTRY same location - WHY Besides it's almost blind for both drivers

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

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481 North

tstimson@twcny.rr.com

Sun 10/30/2016 10:02 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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To Whom it May Concern:
My family used to live in Cicero in a home whose yard backed up to the exit ramp on 81 North (29N) connecting 81/481 in 2 directions. The amount of traffic had increased significantly from when we built our home in 1986 to when we moved in 1995 due to the incredible noise from the road.

I have yet to read anything about how 481 North, including the exit ramps are to accommodate the thousands of vehicles that will be diverted with the boulevard option.
-Will 481 become 3 lanes in each direction as 81 currently is through the city?
-Will the exit ramps need to be widened, I assume to accommodate such an increase in traffic?
-What about the quality of life for those living on Brigadier Drive in Cicero? Will noise-dampening structures be placed?

There are many positives to the boulevard option, and I appreciate the studies and public input that are being considered in this decision. However, I would like to see some information available about how this change will affect the areas between DeWitt and Cicero.

Thank you,
Therese M. Stimson

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Corey Stockman

Address: 117 Revere Ave **City:** E SYR **State:** **Zip:** 13204

Phone: ( ) **Email:**

Comments: Thank you for coming to Syracuse. It is important and valuable to have community outreach and for us to have visibility to all of you. Accountability will help this project succeed.

I am a firm supporter of the grid because of the community impact and connectivity and economic benefits.

My only concern is ~~that more~~ related to more development of the surrounding areas' infrastructure. From all the town halls I attended, my main takeaway was that no one likes the pollution from ~~cars~~ cars, whether a supporter of the grid or tunnel or viaduct. It concerns me that a solution to make the grid work also involves building out 481 and adding more lanes to existing highways. I don't think the priority should be to build for increased traffic, whether in the city or elsewhere. The priority should be to build for communities and quality of life, and I think it is ok if that is in direct opposition for the incentive to get somewhere by driving.

I would also like to advocate, to no surprise, for as much mix use roads, pedestrian safety, and safe bicycle paths as possible. Help us make this a livable city. Syracuse is the heart of central New York, if it grows it will bring the suburbs with it.

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I81 Project

Peter Stockmann <p_stockmann@hotmail.com>

Fri 10/7/2016 6:53 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

NYSDOT: Thank goodness the tunnel is gone. Now we need to get rid of the boulevard. An elevated highway does not "divide the city". You can drive right under it. It's the proven approach all across the country. As far as the new elevated one being wider, well a federal judge signing a waiver takes care of that. Two lanes each way is OK. Traffic rerouted around the city on 481 and 690 doesn't even warrant a response. What should be done is redoing the 690 W to 81 S. And even worse, 81 N to 690 W. Who designed those two beauties? The wide support for the boulevard is scary. You will slow down, even back up traffic, for no good reason. Peter Stockmann, DeWitt, NY

I-81 project

Donna <dstoner62@gmail.com>

Tue 11/29/2016 6:09 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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i support the street level community grid option for the I-81 project. Donna L Stoner, Syracuse NY
Donna Stoner
dstoner62@gmail.com

I-81 Viaduct Project
Comment Sheet

Name: Sue Stowell

Address: 8541 Tenth Trl City: Cicero State: NY Zip: 13039

Phone: (315) 699-55[illegible] Email: suestowell@gmail.com

Comments: Community Grid - much better for the city + suburbanites can cope

U.S. Department of Transportation
Federal Highway Administration

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I-481 loop

Streatz <streater3000@gmail.com>

Fri 6/14/2019 6:23 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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Why hasn't the completion of the 481 loop been discussed? This would help drivers reach the west side of the city when I-81 is removed.

481 on the sound side was originally supposed to continue west towards the fairgrounds. While it didn't make sense back then, it makes more sense now that I-81 is being removed.

Why not build a bridge over the Valley and continue 481 to the fairgrounds to complete the loop?

81 to west street?

Streatz <streater3000@gmail.com>

Fri 6/14/2019 6:25 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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Why was there never an option of rebuilding I-81 along the Susquehanna railroad route towards West Street?

This is the most sensible option because a) you rebuild while the existing highway remains in place and traffic isn't disrupted b) I-81 continues to be a highway through the city c) the city grid is re-established in the university area

Did you consider this option could make everyone happy?

I-690 rebuild?

Streatz <streater3000@gmail.com>

Fri 6/14/2019 6:20 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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Why isn't a boulevard being considered for I-690? Why does it have to be rebuilt? Has this even been considered?

690 divides the north and south side and there are more buildings that surround 690 that could be redeveloped. An argument could be made that there would be more benefit from removing 690 because these existing buildings could be redeveloped.

I-81 Viaduct Project
Comment Sheet

Name: Kathleen Stribley

Address: 36 Monticello Dr. N City: Syr. State: NY Zip: 13205

Phone: (315) 469 1571 Email: Kstrib11@tweny.rr.com

Comments: Please see attached comments + map.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

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Date: 7/16/2019 (DRAFT)

To: NYSDOT Region 3
I-81 Viaduct Project
333 E. Washington Street
Syracuse, NY 13202

From: Kathleen Stribley
316 Monticello Dr. N.
Syracuse, NY 13205
kstribl1@twcny.rr.com
315-469-1571
315-391-0598 (mobile)

RE: Comments on the BL81 southern interchange (Grid option) located between Loretto Geriatric Center and Jaquith industries as well as ramp reconfigurations off E. Brighton Ave., E. Glen Ave (upper segment) and Fillmore Ave.

I live in the neighborhood directly west of the existing 81/481 interchange and downhill from Loretto Geriatric Center. I reviewed the NYSDOT plans at the MLK public meeting on July 11 for the first time and spoke to several NYSDOT representatives. I have several concerns related to the reconfiguration of the existing 81/481 ramps and the proposed southern interchange to BL81 from E. Glen Ave. (upper). In brief, these are:

- The proposed plan may effectively close off access to the southern BL81 interchange for thousands of North Valley residents if Loretto decides to close its site. Residents will not be likely to travel south to E. Seneca Turnpike and will have to travel north to Calthrop to access BL81. Public funds would used for an interchange that was unusable/restricted to the public.
- The proposed BL81 interchange will then essentially become a private interchange for Loretto and residents east (and some south) of the proposed E. Glen Ave. access.
- The proposed interchange will draw additional traffic from 481 (proposed I-81) and E. Brighton Ave. toward an already congested Loretto site, increasing emergency access issues (and possibly air/noise quality). Congestion will be heightened if Loretto installs control booths near the interchange. There are currently traffic backups on E. Glen Ave. (upper) at E. Brighton Ave. at peak employee afternoon egress times.

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- Loretto's site is extremely fragile with limited infrastructure supporting an overbuilt site – beds/units, offices and parking. The proposed disruption to Loretto's sole water supply (bridge relocation) is already having repercussions - Loretto is currently exploring disrupting the neighborhood and environment at lower E. Glen and possibly Maywood to attempt to secure another water source.
- An essentially private interchange to BL81 would encourage and enable Loretto to continue to overload the neighborhoods below (west), north and south and their infrastructure and degrade the surrounding environment.

I will expand on these issues below and suggest some potential solutions.

Current conditions and use: I have lived in this neighborhood since the mid-80's and I traverse the northern section of Loretto's site (while technically private) via Fillmore Ave. every day along with many other North Valley residents to access both highways and local streets in Outer Comstock/university area. I access both north 81 and 481 (via Rock Cut Rd.) from E. Brighton Ave. almost every day. I occasionally access E. Brighton Ave. from E. Seneca Turnpike but since this trip requires me to drive south in order to drive north, and because E. Seneca Turnpike is frequently congested or dangerous in the winter (see additional comments below), I avoid this route. I infrequently need to travel south on I-81 which I access by driving north to the Calthrop/S. Salina interchange. Most of my trips are north on I-81 toward the city or NE on 481 toward Dewitt. I assume this pattern may be true for most area residents. I also sometimes access the Outer Comstock and university area via this same route.

While Loretto's site is technically private, North Valley area residents have historically used the Fillmore/E. Glen Ave. connection through the site to get to Brighton Ave. This includes a substantial moderate/low income population residing in single and multiple family dwellings from the Turnpike north to north of Ballantyne and west to the other side of the Valley. It is also used by local businesses for deliveries, contractors, private buses and many other entities. While it is a very steep street, the city tends to keep Fillmore cleared in the winter because of its crucial role in the system. There is only one time (to my knowledge) that the access to the Loretto campus was shut down during a labor strike/picket in the 90's when gates were installed at both entries and manned by security. This temporary restriction caused a large negative local public reaction and traffic backups at the site. The gates and were removed after the strike was settled.

***Summary – Loretto planning issues*:** Since I moved to the neighborhood in the mid-80's, I have experienced many planning challenges related to Loretto Geriatric Center and its building and parking lot expansions. Beginning in 1989, Loretto gained approval (without environmental review from the City) for the 200 bed Fahey expansion and a 177 space southern parking lot (neighbors filed a lawsuit against this development but were too late). In 1994, they proposed

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another 51 bed building in the center of the site which was denied due to lack of sanitary sewage facilities, inadequate water service and emergency access. The Fahey expansion caused sanitary sewer overflows on E. Glen Ave. (lower segment) because the 520 bed Cunningham Building and the outpatient offices are also connected west down the east Valley wall to an 8" diameter 1926 clay pipe sewer. Thereafter they were required to install a large grinder and degreaser northwest of the Cunningham Building but the city has to frequently clean out the E. Glen Ave. (lower) sewer line. In 2003 they proposed and gained approval for a central paved 177 car parking lot. They returned in 2009 with a proposal for a 60 space parking lot which was later withdrawn. In late 2018 they proposed renovating the Pius X Building into 32 independent living apartments (approved but not yet undertaken). The Pius X renovation was required to connect to sanitary sewage facilities via force main to Fillmore Ave. as the City denied any further gravity loads to the overloaded E. Glen Ave. sewer. At the public hearings, residents objected to any further disruption to the E. Glen Ave. residential area and natural area including a fen with seeps, springs, DEC-protected stream and forests.

During the 1994 building proposal process, neighbors filed information with NYS regulatory entities regarding Loretto's lack of emergency access, water supply, sanitary sewer capacity and other geological issues (karst topography and sinkhole) underlying the plateau. Neighbors were concerned with additional population and traffic loads (we reported traffic backups on E. Glen upper and other problems) on the site for health and safety reasons as well as environmental and neighborhood impacts.

Conditions and planning issues on E. Seneca Turnpike: Seneca Turnpike is the nearest connection to E. Brighton south of Fillmore Ave. It is steep and winding and additionally one of the only E/W connections across the Valley. When there is an accident, snow or utility problem (quite frequent), traffic is diverted north toward Fillmore Ave. At peak travel times there are extensive backups going up and down E/W to the Valley and also on E. Brighton Ave. which accommodates traffic going to West Onondaga Hill. People often avoid this road/intersection because of the poor conditions, traveling to E. Brighton via Fillmore Ave. or other routes.

In the past several years, developers have proposed extensive developments at the E. Seneca/E. Brighton intersection that were judged to downgrade the travel times/efficiency at that intersection. There are new developments being reviewed and approved in the city and also in the Town of Onondaga. No entity is reviewing the total impacts on this intersection although neighbors have frequently requested an overall review by the county. Any future new developments will increase the congestion and further limit E. Seneca Turnpike as an access to E. Brighton Ave., which the proposed BL81 interchange may depend upon.

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Proposals/suggestions in light of the above issues and conditions:

Maintain the northbound cloverleaf/ramps - While the current I-81 northbound ramp from E. Brighton Ave. is unidirectional, northbound trips to the city are most common. The current location and operation of that ramp works well. I understand the desire to have an all-directions interchange at the southern end of BL81, however the proposed solution will draw too much traffic toward a vulnerable site and restrict residents' access northbound and eastbound. Since the lower part of BL81 will remain essentially the same, the cloverleaf access is not out of character. If speed has to be reduced there are other means to achieve that goal.

Likewise the ramp coming north onto I-81 from current 481 operates well bringing traffic north - retaining it would keep additional traffic away from the congested Loretto area. I suggest that both of these ramps be left in the plan and that their inclusion would not have a large impact on the desired future operation or character of BL81.

Make the access from Fillmore Ave. public - Loretto does not currently use the northern portion of its site and has expressed an unwillingness to do so in meetings with the neighborhood. When we have tried to move some of the impacts from the site north to relieve the impacts on the neighborhoods/infrastructure/environment to the south, Loretto has resisted suggestions to use the north parking lot and shuttle people to the south part of the site. They seem to believe it is unsafe. If the road from Fillmore Ave. to the BL81 bridge/interchange could be made public, the issues with public funds being used to create an inaccessible interchange would be eliminated. However impacts to Fillmore Ave. residents would have to be evaluated and there might have to be interventions to control speed through the area. This solution would also maintain residents' access to 481 (proposed I-81 northbound) via E. Brighton Ave./Rock Cut Rd.

I am attaching a preliminary simple graphic showing how moving the access road slightly north would allow Loretto to consolidate its internal roads and provide the opportunity to restrict access to its site with less disruption than would possible under the current or proposed configuration. While I do not think this solution is preferable to leaving the northbound access off E. Brighton or the northbound highway interconnection under the Brighton Ave. bridge, this would at least not isolate the North Valley residents.

Summary: In addition to being a resident of the area, I am a retired landscape architecture professor (ESF) and previously was the primary owner in a landscape architecture and environmental consulting firm (ISLA) that had roles on many NYSDOT projects from the early 90's until the early 2000's. I am well aware the requirements and tradeoffs in this type of plan. I am presenting my views as a resident with long-time experience in the area, but also as a retired licensed professional. I hope that my concerns and suggestions will be taken seriously

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and that other alternatives to the BL81 interchange will be considered. I believe the current proposed solution will have significant negative impacts on the North Valley area and on the direct neighborhood in which I live. The impacts have already begun with Loretto's current water supply search.

This is a preliminary submission – I am concerned with noise reverberating and reflecting off the Cunningham building and adjoining parking lot into the neighborhood. I understand there may be a noise wall installed at Loretto which will mitigate some of these impacts however I will reserve comments at this time.

Attachment:

> "Proposal for North Valley public access from Fillmore Ave. to proposed BL81 interchange + Loretto site control"

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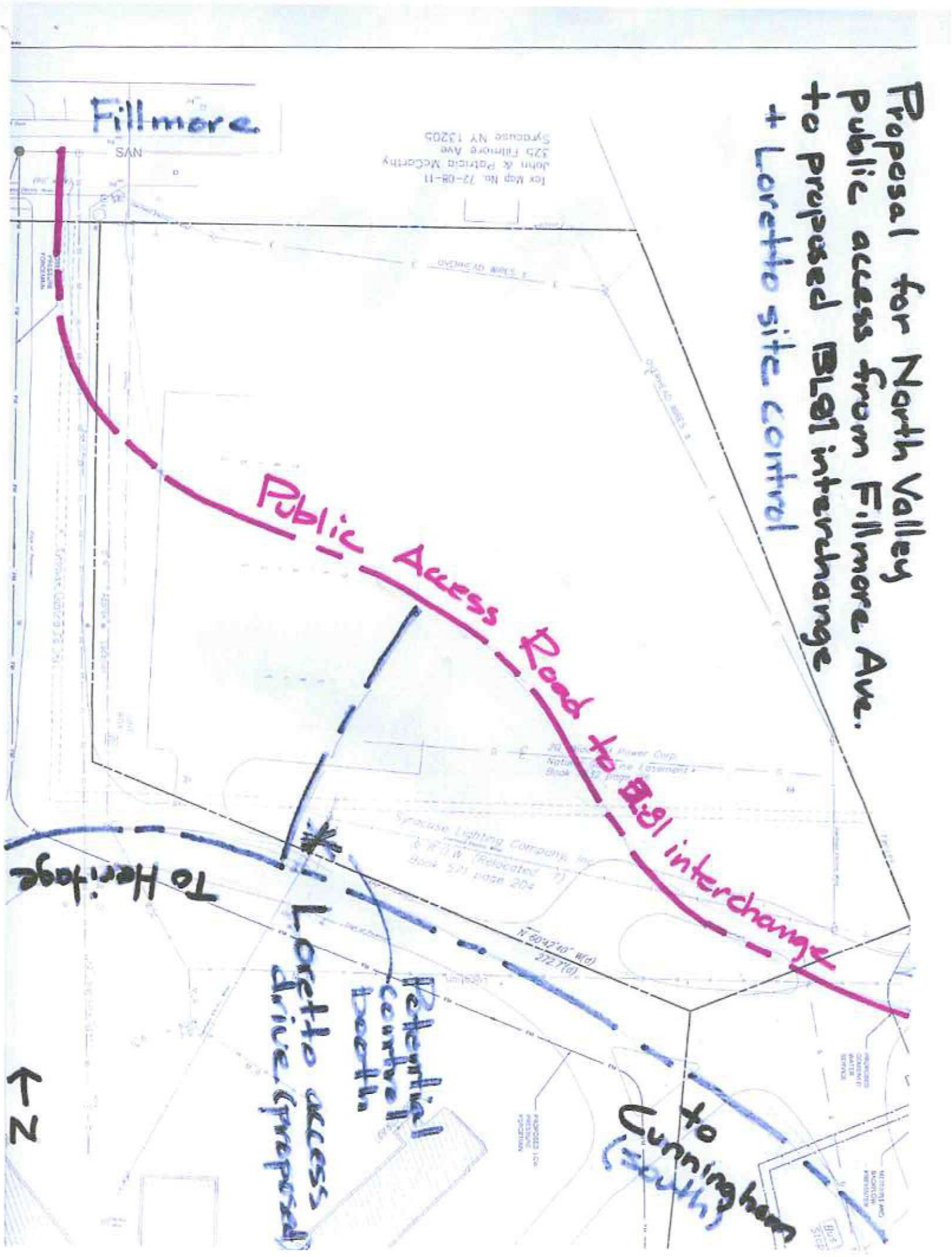

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Contact the Project Team

no-reply@dot.state.ny.us
Thu 10/3/2019 5:54 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Last name - Stribley
First name - Kathleen
Affiliation - ESF Emeritus Professor
Address 1 - 316 Monticello Dr. N.
Address 2 -
City - Syracuse
State - NY
Zip - 13205
Phone - 315-469-1571
Email Address - kstribl1@twcny.rr.com
Question or Comment - Your Chapter 6 notes that City Line Brook is "undergrounded" for its entire length. This is not true - it is a spring-fed stream that is entirely above ground until Slayton Ave., where it is undergrounded to an outlet just north of the Ballantyne Rd. bridge. The springs emerge just to the west of the Loretto plateau and Cunningham Building and traverse toward E. Glen Ave. (lower segment). City Line Brook has had data collected by the USGS and we have recently had experts assess this data. The springs are deeply routed through limestone and the watershed is unknown. It is likely that runoff in any swales in the vicinity of 81/481 traverses down to the springs/stream/valley through fractured bedrock. A study is highly suggested. Some of CLB was put into a limestone block WPA open channel in 1938 from Springbrook Ave. to Slayton Ave. A portion was relocated to back of Valley Plaza in 1950 into a non-lined channel. If you want to see it, please contact me. More to come...

Kathleen Stribley
316 Monticello Dr. N.
Syracuse, NY 13205

RECEIVED
OCT 08 2019
BY:

October 3, 2019

Mark Frechette
Project Director, I-81 Viaduct Project
NYS Department of Transportation
333 E. Washington St.
Syracuse, NY 13202

Dear Mark Frechette:

I spoke to you at a couple of the I-81 meetings regarding the interchange planned near Brighton Ave. and E. Glen (upper) in the Grid Alternative. While I submitted several comments regarding public access to the interchange previously, I am writing today about Loretto's water line which runs under the E. Glen Ave. bridge from Brighton Ave. and what has transpired in our neighborhood since the time of the meetings this summer.

Loretto began setting out stakes for boring locations and marking utilities in July – we found out through their consultants that they are looking for a new water line connection in three directions (west, southwest and southeast – see attached stake locations and selected photos, six total). This staking/marking happened around the time of the July 11th MLK meeting. We spoke to you at the next meeting on July 16th and inquired if you were suggesting to Loretto that they find a new water line in light of the relocation of the E. Glen Ave. (upper) bridge. You told us that NYSDOT was not suggesting such an action and we discussed how the water line would be maintained from Brighton Ave. to Loretto and switched over to the new line when the bridge was completed.

However since then we have learned through our County Legislative Representative Miles Bottrill that Loretto's property manager and Chair of the Loretto Foundation, Peter Muserlian, is claiming that a new water line connection must be found <u>because</u> of the I-81 project and Grid Alternative. If this is the case, Loretto is creating impacts upon the neighborhood prior to the selection of an alternative, and prior to the final EIS. The water line and associated impacts are not mentioned, as far as I can discern, in the DEIS.

Two of the proposed Loretto water line options would be very destructive to the Valley neighborhood – the E. Glen Ave. option (lower) would involve tearing up the steep hillside from

the neighborhood to the plateau, endangering a Class B DEC stream (City Line Brook) and adjacent sensitive landscape and springs[1], as well as downhill residents with erosion, flooding and construction impacts. That alternative includes a pumping station located directly on the neighborhood street and within a current natural area/next to the stream which adds value and stability to the surrounding properties and the entire neighborhood. There would be unknown impacts from noise and pumping water to the top of the hill (potential loss of pressure in the neighborhood). A second alternative – SW option – would require tearing up the top of a steep ravine (with springs below) to take a water line over to Maywood Ave. (deadend) through an easement through a residential property. There are similar issues with this alternative from construction and permanent installations to the E. Glen Ave. alternative. The final alternative – SE option to E. Seneca Turnpike – is the least destructive but it would also require an easement from one of the residents fronting on E. Seneca Turnpike in that vicinity.

If Loretto has a need for a new water line due to the highway project, it could explore constructing a new water line to E. Seneca Turnpike south through the highway ROW to the nearby city pumping station located there. I don't know if this is feasible technically, physically or legally, but it should be considered to reduce impacts on the neighborhood, if necessary.

I am requesting a clear statement from you as the I-81 project director regarding NYSDOT's position on the Loretto water line from Brighton Ave. leading up to construction, during construction and following the bridge completion, if the Grid Alternative is selected. Loretto should not be allowed to create impacts upon our neighborhood under the cover of the I-81 project and outside the environment impact process.

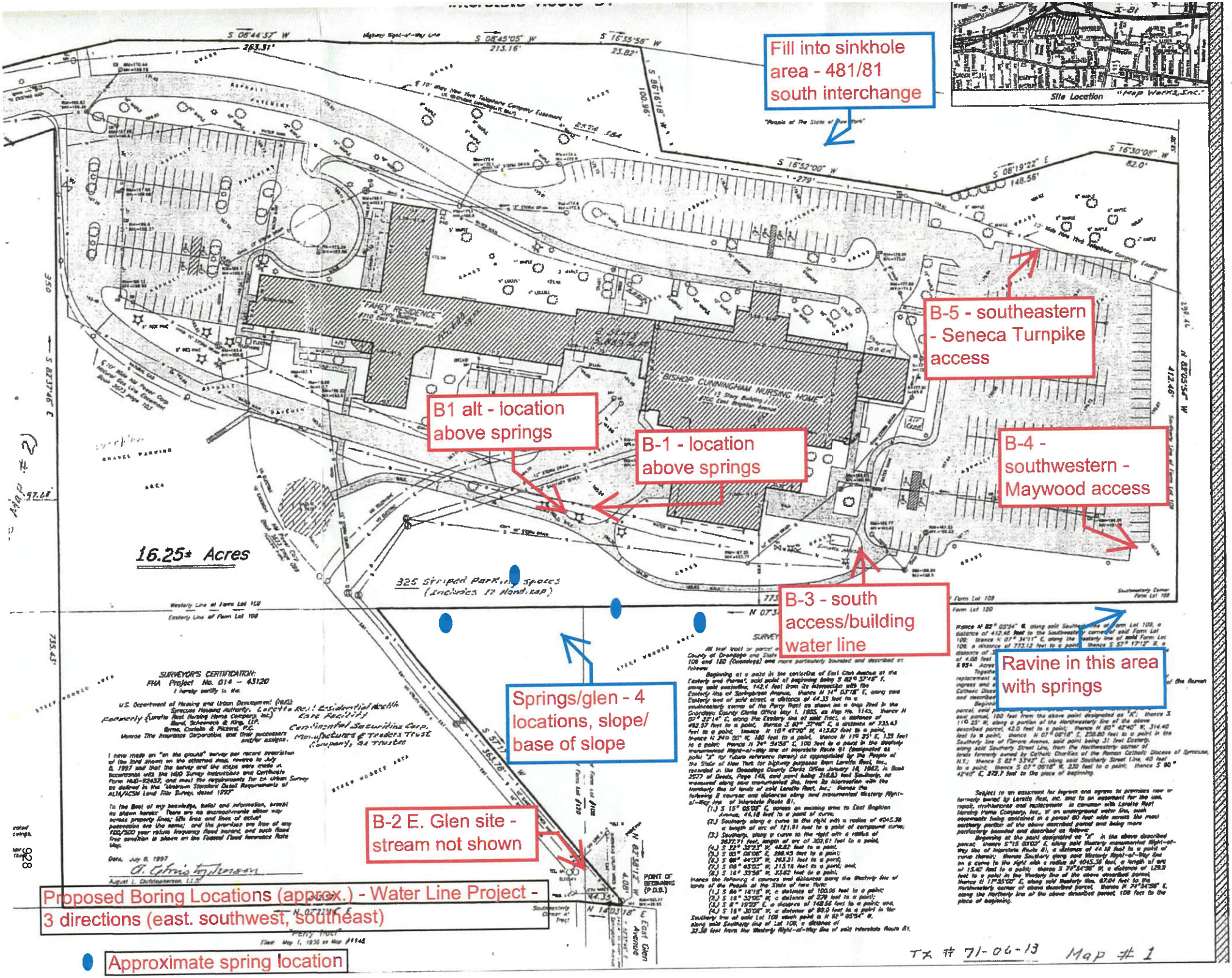
Sincerely,

Kathleen A. Stribley

Kathleen Stribley
ph. (315) 469-1571

Enclosures – Locations of Loretto proposed borings and selected photos

[1] The DEIS states that City Line Brook is "undergrounded in the project limits" however this is incorrect. City Line Brook emanates from underground springs below the Cunningham Building, and runs above-ground through the neighborhood until near the vicinity of Onondaga Creek. The upper part of City Line Brook can be seen in the photos of the utility markings and boring stake location on E. Glen Ave. The glen through which springs run is itself a sensitive ecological area. I will be reporting this information to Jon Adams and Dan Hitt and into the DEIS response system.


Fill into sinkhole area - 481/81 south interchange
B-5 - southeastern - Seneca Turnpike access
B1 alt - location above springs
B-1 - location above springs
B-4 - southwestern - Maywood access
B-3 - south access/building water line
Ravine in this area with springs
Springs/glen - 4 locations, slope/ base of slope
B-2 E. Glen site - stream not shown
Proposed Boring Locations (approx.) - Water Line Project - 3 directions (east. southwest, southeast)
Approximate spring location
16.25± Acres
325 Striped Parking Spaces (Includes 12 Handicap)
"TAHEY RESIDENCE"
BISHOP CUNNINGHAM NURSING HOME
Site Location
TX # 71-06-13
Map # 1

Markings at E. Glen Ave. (lower) – City Line Brook and springs in the background

Loretto utility markings at E. Glen Ave. with City Line Brook behind

Loretto Boring stake location (pink flag) and gas residential gas service markings

Boring stake location at SW corner of Loretto's south parking lot – Maywood Ave. connection

Boring location stakes above glen and City Line Brook springs – E. Glen Ave. connection

Boring location stake for SE water line east side of south parking lot – connection to Seneca Turnpike

I-81 Viaduct Project
Comment Sheet

Name: Mary Studdyford

Address: 5256 Longridge Rd City: Jamesville State: Zip:

Phone: ( ) Email:

Comments:

please address the entrance ramps from Jamesville Rd → 481 and the entire mess in DeWitt (Rt 5)

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.I81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Jay Subedi
Address: 314 Wheaton Rd City: Syracuse State: NY Zip: 13203
Phone: (315) 395 7812 Email: Jsubedi314@gmail.com

Comments:

I talked to many staffs, I am totally convinced that "Community Grid" is the best option for generations. I looked at the time lose viaduct vs Grid. there is no difference in travel time.

I am for the "GRID Option"

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WSCF / September 22, 2019

I-81 Viaduct Project
Comment Sheet

Name: Tim Sullivan

Address: 5060 Woodchuck Lane **City:** Fayetteville **State:** **Zip:**

Phone: ( ) **Email:**

Comments:

Keep the
Rt 81 Highway
as is.
REPAIR IT.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Kenneth Sullivan

Address: 50 Presidential Plaza City: Syracuse State: NY Zip: 13202

Phone: ( ) Email: SullivanKenneth1010@outlook.com

Comments: The connection for the bridge between Upstate and Crouse hospital I dont want the old one torn down, I also want to know how your new projects are going to effect individuals with disabilities, Im fighting for all of the disabled individuals that have to march these new routes.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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Alternative Solution

Tim Sullivan <sullivanti@gmail.com>

Sun 7/24/2016 8:51 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

1 attachments (275 KB)

I-81Compromise.pdf;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

DOT et al.
I was driving on I-81 today wondering what the new solution will be.
I didn't see the attached alternative on www.dot.ny.gov/i81opportunities report.

What if one direction was under ground and one above?

Idea should decrease the width needed for construction. And its possible to make a pedestrian quad under one section to re-join SU and the hospitals with downtown,
Please review the attached pdf.

Just curious,
Tim Sullivan

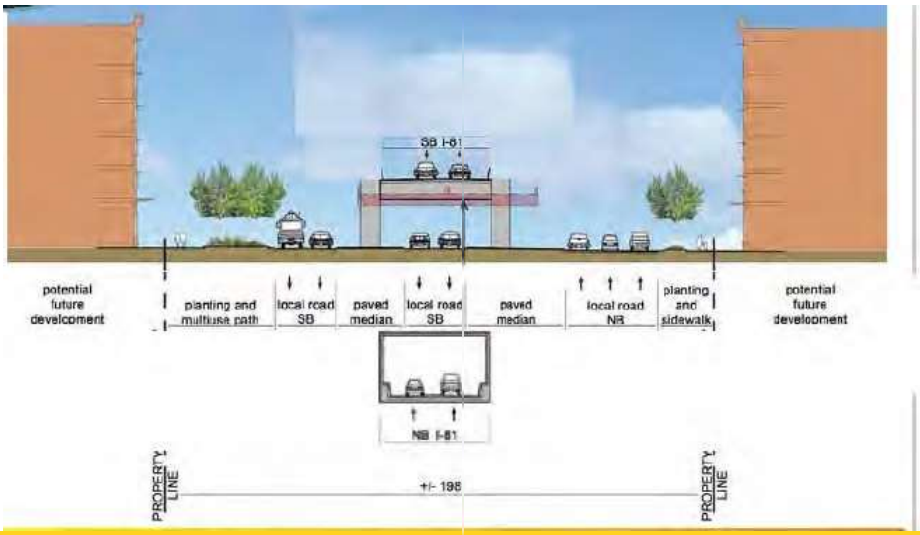
I-81Compromise Solution

What if the solution included each idea?

- Overhead,
- Pedestrian quad and bike paths,
- Wider highway,
- Reduced footprint,
- Longer ramps,
- More ramps,
- Underground,

It is possible . . .

South Bound I-81 Raised Viaduct with North Bound I-81 Tunnel

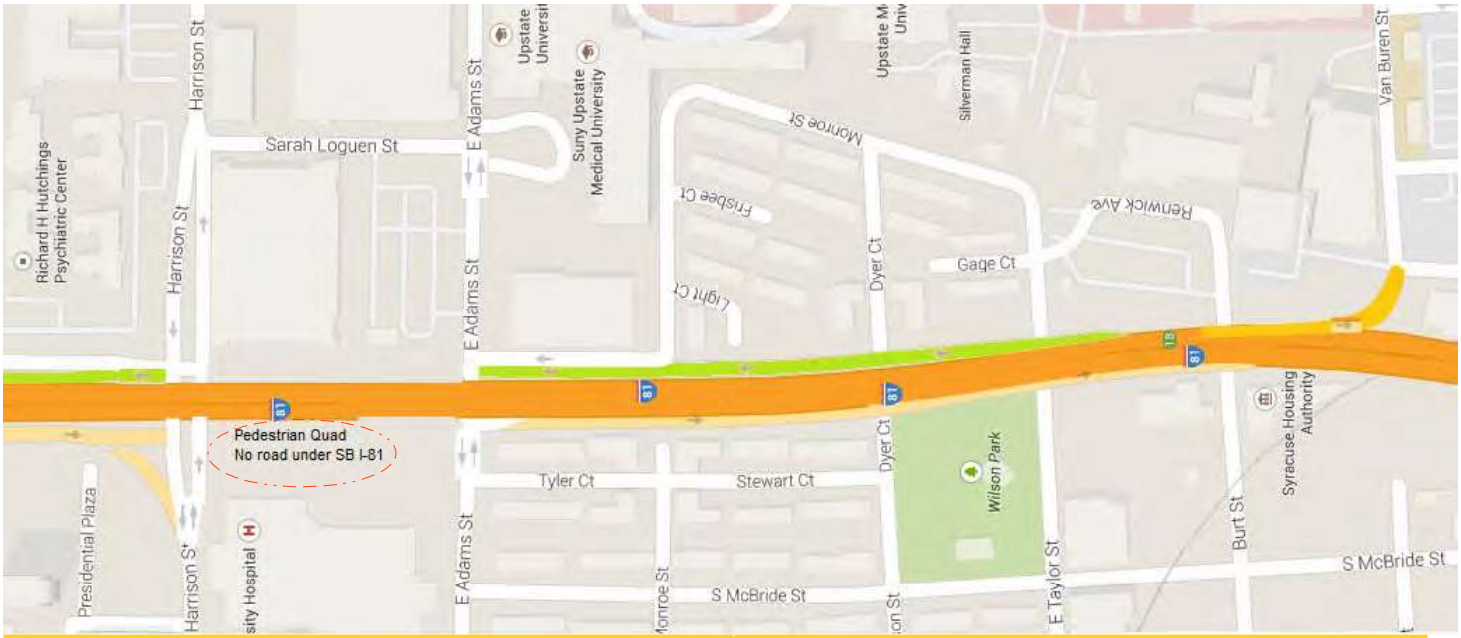


Overview

1. Reduced width needed for both viaduct and tunnel so less property to disturb. Or extra lane!
2. Access ramps can enter and exit from either side as necessary to length the ramps.
3. Could raise the overhead to create more open air effect on Pedestrian Quad.

Over / Underground Solution

Elimination of Pedestrian Barrier between E. Adams and Harrison



Overview

1. Create Pedestrian quad and bike paths by eliminating Almond cross traffic.
2. Harrison and E. Adams become bi-directional.
3. Extra Southbound off ramp to Van Buren St or Burt to off load southbound traffic from North, South , & West.
4. Green ramps move traffic to/from North Bound Tunnel.

Super 8 - Syracuse

April 15, 2021

Mr. Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: The Future of Interstate 81

Dear Secretary Buttigieg,

Interstate 81 has served as a vital backbone of the Central New York region for nearly half a century. As residents of Central New York, we have seen this vital roadway support the local economy and help businesses grow. We know that I-81 has contributed to the growth and economic vibrancy of the entire region. Moreover, during these challenging times as our region begins to recover, we know that I-81 will also enable us to build back better.

As the employees of local hotels, our livelihoods are based on the success of the travel and tourism industry, segments that have been hit particularly hard by the pandemic but have historically been boosted by the current I-81. Maintaining the existing path of I-81 with its high-speed access is the only way to ensure that our jobs come back and our hotels can keep their doors open for years to come after this past year of tremendous difficulties. The I-81 project will also impact us as residents of Central New York, as nearly half of our coworkers live in downtown Syracuse and depend on I-81 to travel to and from work each day. As hotels ramp up and in some cases re-open, we will once again need that reliability in our daily transit.

Without preserving high-speed access into and through downtown Syracuse, many of the local businesses, including our employers that have grown around I-81 will never reopen after the pandemic has ended. I-81 has always been a regional issue, and until we have adequately addressed the concerns of the businesses located north and south of the city, we cannot move forward in this process.

With President Biden's vision and goals for updating and modernizing the country's infrastructure, Interstate 81 will also play an important role in setting an example for what innovation in infrastructure can look like. We should act boldly and improve upon past designs rather than settling for lackluster proposals that will only hold our region back. Now is an opportunity to work alongside President Biden in support of I-81 for all Central New Yorkers while also serving as a model for the rest of the country to meet the infrastructural goals of the administration.

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.

Super 8 - Syracuse

We are so grateful for your continued emphasis on transportation infrastructure. The I-81 project is a once-in-a-generation opportunity for us to make a real impact on the future of the city and the region. As we enter the next phase of the decision-making process and begin to see the end of the pandemic, it is more important than ever to ensure our final decision helps our region build back stronger and keep moving forward.

Sincerely,

Missy Binet

Mellissa Binet
General Manager
Super 8 Motel Syracuse/Liverpool Airport Area

Cc: Honorable Charles Schumer, via email
Honorable Kirsten Gillibrand, via email
Honorable John Katko, via email
Honorable Andrew Cuomo, via email
Honorable Kathy Hochul, via email
Honorable William Magnarelli, via email
Charles Small, USDOT, via email

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i81 Community Grid

Andrew Sussman <asussman@me.com>

Thu 11/10/2016 2:05 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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If you give people a reason to bypass Syracuse, they will and the community as a whole will lose out of the activity created by people passing through. We are at the crossroads of 81 and 90 which creates a unique opportunity for Syracuse with both East/West and North/South traffic. And for those of us who live out east, rerouting traffic on 481 will both damage our communities and property values out east and will eliminate many of the alternatives we have for traveling both east/west and north/south.

And with the development that has occurred on the lands east and west of the current 81, turning that path into a boulevard will NOT result in people using that part of the city. That area is already isolated by a sea of parking lots, garages and university hospital buildings. The density that is created in areas like Armory Square and Franklin Square will not translate into that isolated area, even if you remove the elevated roadway.

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: DOUGLAS SUTHERLAND

Address: PO BOX 404 City: SKANEATELES State: NY Zip: 13152

Phone: (315) 475 7499 Email: dtbsutherland323@yahoo.com

Comments: THE COMMUNITY GRID SOLUTION IS TERRIFIC. FINE JOB.

DOUG SUTHERLAND

NEW YORK STATE OF OPPORTUNITY | Department of Transportation

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Contact the Project Team

no-reply@dot.state.ny.us

Sun 8/11/2019 4:30 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Last name - Svegl
First name - Michael
Affiliation -
Address 1 - 217 Riverdale dr
Address 2 -
City - Syracuse
State - Ny
Zip - 13207
Phone -
Email Address - Msvegl@icloud.com
Question or Comment - If they do not rebuild 81 bridge it will greatly affect the south side by add 15-20 minutes to drive time got anywhere we need to go. I still do not understand how it divides the city. It is not like anyone from SU walks to downtown.

OPEN HOUSE June 18, 2019

I-81 Viaduct Project
Comment Sheet

Name: Miriam Swanson

Address: 202 Dora Syr **City:** **State:** NY **Zip:** 13219

Phone: ~~(315)~~ **Email:** myrealtormiriam@yahoo.com

Comments: I am in favor of fixing the problems of the viaduct that exists. The obvious problem is the 81 N to 690 E & 690 W interchanges. I believe that the grid option will negatively impact the city and will have unintended consequences.

1. I believe that traffic will end up on city streets where children can get hit or worse get killed.
2. I also think that neighborhoods will have increased noise pollution as well as air pollution due to the increased amount of traffic.
3. Students could get home later due to increased traffic on the neighborhood streets. They already get home between 5 & 6 pm.
4. Ambulance response times could also be impacted negatively due to the excess traffic on streets.
5. Commute times will be increased because people will have to use alternate routes from 81

NEW YORK STATE OF OPPORTUNITY | Department of Transportation

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Proyecto de Viaducto I-81
Comentarios

Nombre:

Dirección: **Ciudad o pueblo:** **Estado:** **Código postal:**

Número de teléfono: ( ) **Correo electrónico:**

Comentarios:

6. The South Side of Syracuse will find it more difficult to travel to points West, west side such as Fairmount, Camillus, & Skaneateles.

7. Added traffic on neighborhood streets will further negatively impact our schools because people will move out of the city to avoid traffic.

Envíe sus comentarios:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Envíe sus comentarios por vía electrónica:
www.i81opportunities.org

Línea informativa:
línea gratis: (855) I81-TALK
(481-8255)

El Departamento de Transporte del Estado de New York

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I-81 Viaduct Project
Comment Sheet

Name: Miriam Swanson

Address: 202 Dora Ave City: Syr. State: NY Zip: 13219

Phone: (315) 487-7558 Email: myrealtormiriam@yahoo.com

Comments:

1.) I-81 currently is the most direct route from E. Colvin St. to 690 west. The Community Grid will negatively impact drivers commutes by lengthening the commute.

2.) Cars that have to stop at lights will add to the pollution of the city or add to traffic on side streets.

3.) 1 red light added to West Genesee St added additional traffic to Sidney St. Imagine what would happen when you add the traffic lights to Almond St.

4.) I-81 is an interstate highway. How will forcing traffic to use 690 east & I-481 South benefit the city of Syracuse, IC, Destiny USA, businesses in the town of Salina etc.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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Proyecto de Viaducto I-81
Comentarios

Nombre:

Dirección: **Ciudad o pueblo:** **Estado:** **Código postal:**

Número de teléfono: ( ) **Correo electrónico:**

Comentarios:

5.) The community would add more traffic to the city streets that are already in disrepair. The city also doesn't have any money to up keep streets and repaved

6.) Snow plows are already struggle to keep street clean. Roads are in poor condition

Envíe sus comentarios:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Envíe sus comentarios por vía electrónica:
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Línea informativa:
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El Departamento de Transporte del Estado de New York

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I81 I481 swap

prswanson20@verizon.net

Fri 10/21/2016 10:54 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

TO: NYS Dept. ofTransportation

The mix of I-81 thru-traffic and Syracuse commutertraffic is bad – now is your chance to improve it.

Drivers who are driving through Syracuse are notinterested in making spontaneous stops for shopping. They don't need to befunneled through the city, as is done presently. The local retailers won't loseany business if the thru-drivers are sent around the city.

The commuters and shoppers want to go into the city andwon't be bothered by a street-level boulevard route once they are in thedowntown area. They ARE bothered by the high-speed traffic trying to get aroundthem on present-day I-81. In the morningrush hour, it is common for one, and sometimes two right hand lanes of I-81 tobe blocked by commuter traffic at the downtown and hospital exits. That trafficis frequently slow or even stop-and-go. At the same time, the thru-traffic is trying to get around them asquickly as possible. The difference inspeed of the two groups of traffic is inherently hazardous. I have witnessed several near-crashes from frustrateddrivers trying to get ahead of their fellow driver, or get around some problem– and getting in the way of faster drivers in the process.

We already have a laid-out route that will greatlyremediate this problem. It's called I-481. Rename I-481 as I-81, from exit 16Ain the south to exit 29 in the north, and **sendthe thru-traffic around the city completely.** Then tear down the oldelevated section of I-81 in the city and build a boulevard in its place. The newroute through the city could be named I-481 or something entirely new.

I hope you consider this option seriously.

Richard & Patricia Swanson
20 Lorraine Crescent
Liverpool, NY 13090
prswanson20@verizon.net
315 652 8437

rethink 81

Michael Swatt <mikeswatt@gmail.com>

Tue 1/31/2017 11:59 AM

To:mcbride@nysenate.gov <mcbride@nysenate.gov>; Butler@senate.state.ny.us <Butler@senate.state.ny.us>; DavisD@assembly.state.ny.us <DavisD@assembly.state.ny.us>; saccol@assembly.state.ny.us <saccol@assembly.state.ny.us>; slocumc@assembly.state.ny.us <slocumc@assembly.state.ny.us>; angelo_roefaro@schumer.senate.gov <angelo_roefaro@schumer.senate.gov>; Jarred_Jones@gillibrand.senate.gov <Jarred_Jones@gillibrand.senate.gov>; Patricia.Dellonte@mail.house.gov <Patricia.Dellonte@mail.house.gov>; jryanmcmahon@gmail.com <jryanmcmahon@gmail.com>; vanbrob@aol.com <vanbrob@aol.com>; dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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· **The Community Grid minimizes unnecessary disruptions to businesses and residents.** The Community Grid option is estimated to take 2 years of construction and the recently re-proposed tunnel option would be a *minimum* 7-10 years of construction. An incredible amount of underground utilities would have to be relocated to accommodate tunnel construction.

· **The Community Grid improves the transportation system for residents and provides increased accessibility to places like Downtown Syracuse, University Hill, and the Carrier Dome.** As the DOT demonstrated in their most recent public meeting, the Community Grid actually maintains or *improves* commute times for a majority of the region. 81's current viaduct is a physical and visual barrier, and any proposed tunnel design will sever many east-west street connections.

· **The Community Grid is the least costly to maintain moving forward.** Think about our children's generation….in a society where car ridership is declining and people are moving to more walkable urban environments, do we really want to saddle our children's generation with the ongoing financial burden of maintaining a tunnel that only 12% of through-traffic will use? If we cannot afford to maintain the current viaduct, how are we going to afford a tunnel's 24/7 operations and maintenance, or that associated with a larger, wider viaduct?

· **The Community Grid lays the foundation for future growth to occur, and most importantly, the ability to generate NEW revenue for the region.** The Community Grid involves the least property takings, demolitions and relocation of residents. It's also the solution that can activate the most acreage for redevelopment.

--

Michael Swatt
The Evergreen
Crafted drink & Local Fare
125 E Water St
Syracuse NY 13202
Business(315)870-3500
cell(315) 440-4405
mikeswatt@gmail.com
www.theevergreen.co

I-81 Viaduct Project
Comment Sheet

Name: Jeff Sweet

Address: 19 Carol DR City: Camillus State: NY Zip: 13031

Phone: (315) 396-1964 Email: Ubud00@Aol.com

Comments: Personally I think Via Duct Project Is the better one of them All. It a Dam Shame you Can't Get On 81 North From 690 Eastern you Get Off the Highway AND You're trying to Do the Same thing for 690 & to 81 S. AND the Via Duct supply will let You Stay on 690 Either 81 N or 81 S Really Why are they trying to force Vehicle thru City Streets when Have the Interstate 690 or 81. Like Most Cities their highway Go thru the City and You Don't have to get off Unless You WANT to.

But I'm Sure the Plan allready in the works and these Meeting are Just Window Dressing to appease Citizen.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

I-81 Viaduct Project
Comment Sheet

Name: Andrew Swieck

Address: 429 N. Franklin St **City:** Syr **State:** NY **Zip:** 13204

Phone: ( ) **Email:**

Comments:

I do not think there is a need for missing link / Relocation of Bridge - as well as widen to 4 lanes of SPUR that is no longer I-81 in connecting grid option. Please do not make one viaduct to replace with another in different location.

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

New York State Department of Transportation

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My pick of the 2 Syracuse options

Peter Swords <pswords71144@gmail.com>

Mon 11/28/2016 3:40 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear DOT,

I understand that the NYS Department of Transportation has determined that it will study further only two alternatives for replacing the I-81 Viaduct in the center of Syracuse. The replacement choice is now between building a taller and wider Viaduct [V4] or creating a Community Street Grid [CG2]. I support the Community Street Grid alternative as the best possible replacement solution for our overall community.

Thanks, Peter : ^) }

Peter E. Swords
144 Kensington Pl
Syracuse NY 13210

SYRACUSE CITY SCHOOL DISTRICT

Jaime Alicea, Superintendent of Schools

Office of the Superintendent

March 25, 2021

Reg. Dir.	Asst. Reg. D.
IT	Construction
Design	Fleet Admin.
Admin. Svcs.	PPM

RECEIVED REG. DIRECTOR R-3

MAR 31 2021

tate	Safety
All GDs	All RE:
	Linda

David Smith, Regional Director
NYSDOT Region 3
I-81 Viaduct Project
333 E. Washington Street
Syracuse, New York 13202

Re: Concerns Regarding I-81 Viaduct Project

Dear Mr. Smith:

As the New York State Department of Transportation begins its work on the I-81 Viaduct Project, I wanted to reach out to you to open a direct line of communication between the Syracuse City School District and the Department of Transportation regarding the project and the impact that it will have on the surrounding communities. The District has watched the development of this project with interest and has played a role in some of the preliminary study and public dissemination of information regarding the planned construction, having both hosted and attended meetings in the community regarding the proposed project. While we appreciated the interaction with and involvement of the community at the initial stages, the project seemed to be a concept and not a reality; making it difficult for us to fully understand the impact that it would have on our schools and our students.

As the Department of Transportation moves closer to the construction phase of this project, the Syracuse City School District feels that it is important that we become a community partner with DOT. We have schools that are located within the construction area and the safety of the students attending those schools, as well as the continuity of their learning, are of primary concern to the District. In many instances, the schools and the students who will be impacted are in underserved areas where obstacles to a positive learning environment and educational experience already exist. Our concern is that this project, without the proper planning and communication between our organizations, will only contribute to and exacerbate these difficulties.

For example, some of our students in that area walk to school, others are transported by bus. The construction that will begin on the project will most likely impact the walking and driving routes to school. The District needs to know where construction will take place, the impact the construction activities will have on the roadways, sidewalks, and other travel routes, as well as the noise level and other potential disruptions caused by the construction so that we can plan accordingly. Adjustments may need to be made to the bus routes and schedules for the schools located in the construction zone. Activities during the school day, such as recess, may need to be rescheduled or relocated to indoor spaces to avoid the noise and the dirt and dust caused by the construction.

The Syracuse City School District understands the magnitude of this project and the positive impact that it will have on the Syracuse community. We ask for a seat at the table as a community partner, not to disrupt the project, but to ensure that we are able to meet our obligations to the students in the area who will be impacted by the construction. Without a direct line of communication and regular updates and information about the progress and location of the construction and related activities, we cannot ensure that those students receive the instruction and support they deserve.

I look forward to working with you to develop a method and means of such communication. Whether it is providing a representative from the District a seat at the community stakeholder table or providing us with regular updates and information regarding the activities surrounding the construction and the work to be performed, we welcome the opportunity to support and assist with this effort while at the same time ensuring that our students receive the support and consideration they deserve on their educational journey.

Sincerely,

Jaime Alicea
Superintendent of Schools

Common Council Office
314 City Hall
Syracuse, N.Y. 13202

Council Office: (315) 448-8466
Fax: (315) 448-8423

CITY OF SYRACUSE COMMON COUNCIL

VAN B. ROBINSON
President

July 1, 2016

RECEIVED
JUL 12 2016
OFFICE OF THE COMMISSIONER

Commissioner Matthew J. Driscoll
NYSDOT Main Office
50 Wolf Road
Albany, NY 12232

Dear Commissioner Driscoll,

The construction of the I-690 Teall and Beech Street Bridge Replacement Project and the I-81 Viaduct Project are welcomed investments in the future of the City of Syracuse that will not only significantly improve critical features of our deteriorating infrastructure but will also create great opportunities to help alleviate the enormous problem of concentrated poverty in Syracuse.

Good paying jobs with career paths for those who reside in highly distressed census districts is a sustainable solution to concentrated poverty in Syracuse. Poverty is an issue for the City as well as the County and the Central New York Region since the preponderance of data collected in recent decades indicates the economic health of a region is directly contingent upon the economic health of its urban core. The State of New York and its agencies including the State Department of Transportation is now in a position to greatly help reduce the overwhelming issue of poverty in the City of Syracuse.

On June 6, 2016 the Common Council passed the Resident Employment Ordinance that established resident hiring goals for construction contracts, Public Works Contracts, and Service Contracts with the City for projects over $100,000. Mayor Miner signed the Ordinance into law on June 16. This ordinance is a small but important step in addressing the severe problem of concentrated poverty in Syracuse by maximizing the economic benefits from certain contracts to the revitalization of the City.

To maximize the benefit from these projects we are calling for a concerted effort by the Department of Transportation to ensure that residents of Syracuse are hired to work on both projects. To advance this endeavor we are ready to work with the Department of Transportation to pursue all means necessary to submit the I-690 Teall and Beech Street Bridge Replacement Project for participation in the Federal Highway Authority – Department of Transportation (USDOT) Special Experimental Project No. 14 - Local Labor Hiring Pilot Program (SEP-14). Furthermore, we believe the Syracuse Resident Employment Ordinance and the Joint School Contraction Board Phase II Diversity Plan provide useful models for

strategies to ensure resident hiring is achieved and business development practices are adopted that maximize utilization of women and minority owned businesses.

Local Hiring PILOT Program (SEP-14) presents a unique opportunity for local movement, community based organizations, and the NYSDOT to work together to advance the structural and the economic revitalization of Syracuse. Since the participation in the SEP -14 has to be established before the final RFP for the project is announced we urge the State DOT to apply in a timely manner. If the I-690 Project is accepted for participation in SEP-14, the experience gained will provide valuable knowledge that can be employed to advance the hiring of Syracuse residents for the much larger I-81 Viaduct Project.

Your consideration on this matter is greatly appreciated.

Sincerely,

Van B. Robinson
Common Council President

Steven P. Thompson
Councilor-at-Large

Helen Hudson
Councilor-at-Large

Jean Kessner
Councilor-at-Large

Joseph Nicoletti
Councilor-at-Large

Chad Ryan
2nd District Councilor

Susan Boyle
3rd District Councilor

Khalid Bey
4th District Councilor

Nader P. Maroun
5th District Councilor

John P. Copanas
City Clerk
jcopanas@syrgov.net

Patricia K. McBride
Deputy City Clerk
pmcbride@syrgov.net

OFFICE OF THE CITY CLERK

Stephanie A. Miner, Mayor

Reg. Dir.	Asst. Reg. D.	
LT.	Construction	
Design	Fleet Admin.	✓
Admin. Svcs.	PPM	

RECEIVED REG. DIRECTOR R-3

DEC 21 2016

Real Estate	Safety	
Traffic	Operations	
All GDs	All REs	
	Michelle	

December 6, 2016

Matthew J. Driscoll
Commissioner
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Dear Commissioner Driscoll,

Subject: Syracuse Common Council Resolution No. 3-R 2015 and 35-R 2016

At the direction of the Syracuse Common Council, I am forwarding for your information and consideration, a certified copy of Common Council Resolution No. 35-R, adopted by a unanimous vote at the Regular Meeting held on Monday, December 5, 2016.

"Resolution – Urging NYS Governor Andrew Cuomo to direct the New York State Department of Transportation (NYSDOT) to respond to specific considerations of the City of Syracuse dealing with the redevelopment and replacement of I81. Specifically the NYSDOT "common feature" plans north of I690."

At the further direction of the Common Council, I am forwarding for your information and consideration, a certified copy of Resolution No. 3-R of 2015, adopted by a unanimous vote at the Regular Meeting held on Monday, January 26, 2015.

"Resolution – Memorializing the NYS Governor, the NYS Senate and the NYS Assembly to direct the NYS Department of Transportation to re-design and re-construction of the Interstate 81 viaduct to a street level boulevard and redirect thru traffic to Interstate 481."

Your consideration of this matter will be greatly appreciated.

Sincerely,

John P. Copanas
City Clerk

Enc.

JPC/bd

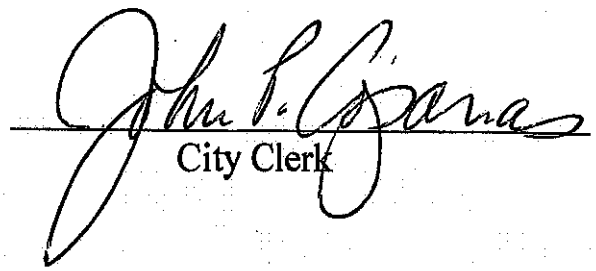
RECEIVED
DEC 12 2016
OFFICE OF THE COMMISSIONER

City of Syracuse

CITY CLERK'S OFFICE

I, JOHN P. COPANAS, City Clerk of the City of Syracuse, New York do hereby certify that the attached is a true copy of a RESOLUTION:

Adopted by the Common Council on December 5, 2016



City Clerk

TO:

Mayor
Assessment Commissioner
Aviation Commissioner
Board of Elections
Bureau of Accounts
Citizen Review Board
City Auditor
City School District
Code Enforcement
Neighborhood and Business Development
Finance Commissioner
Corporation Counsel
United States Congressperson
Governor of New York State
New York State Senate
New York State Assembly
New York State Senator
Onondaga County Legislature
Management & Budget Director
Parks & Recreation Commissioner
Personnel & Labor Relations Dir.
Police Chief
Public Works Commissioner
Public Works/Bookkeeper
Purchase Department
Real Estate Division
Research Director
Water Department
Zoning Administration
United States Senator
Department of Engineering
Finance/Treasury
Finance (Water Bureau)
Fire Chief
Grants Management Director
Board of Education

Resolution No. 35-R 2016

RESOLUTION OF THE COMMON COUNCIL TO THE ADMINISTRATOR OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION, THE GOVERNOR OF THE STATE OF NEW YORK, AND THE COMMISSIONER OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION, REQUESTING A FORMAL RESPONSE AND AN OPPORTUNITY TO DISCUSS THE SPECIFIC CONCERNS AND RECOMMENDATIONS THAT THE CITY OF SYRACUSE HAS RAISED RELATIVE TO THE PROPOSED REDEVELOPMENT AND REPLACEMENT OF THE INTERSTATE 81 VIADUCT

WHEREAS, the United States Department of Transportation Federal Highway Administration (FHWA), in cooperation with the New York State Department of Transportation (NYSDOT), is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the I-81 Viaduct Project; and

WHEREAS, the FHWA and the NYSDOT propose to address the existing structural, geometric, and operational deficiencies of I-81 from approximately Colvin Street to Hiawatha Boulevard in the City of Syracuse; modifications along I-690 approximately between its interchange at West Street and Beech Street; and potential improvements on I-481 from its southern to northern termini; and

WHEREAS, the NYSDOT has indicated that this Project presents the Syracuse Metropolitan Region with an opportunity to formulate a vision, evaluate the community's transportation system needs, consider alternatives to the current I-81 Viaduct System, and develop a plan for the future that best serves the community; and

WHEREAS, the City of Syracuse has a vested interest in this Project and recognizes that the decisions made relative to the redevelopment and replacement of the Interstate 81 Viaduct will have a significant impact on the City of Syracuse for years to come; and

WHEREAS, the NYSDOT Design Team over the course of the development of this Project has worked with community officials, leaders, business owners, developers, Planners, Architects, neighborhood groups and expert advisors to create options to promote the development and vitality of the City of Syracuse and the Syracuse Metropolitan Region as a whole; and

WHEREAS, given the significant impact of this Project on the City of Syracuse and the region as a whole, this Common Council feels it is important and essential for this body, the Mayor and other local community leaders to have a voice in the discussions leading up to the recommendation by the NYSDOT and the ultimate determination of the FHWA as to what will happen with the I-81 Viaduct; and

WHEREAS, as the Project enters the Environmental Review Stage it is important that the study take into account all aspects of the Project to insure an accurate report of the environmental impact this Project will have on the City of Syracuse and the entire Syracuse Metropolitan Region; and

WHEREAS, based on the City's review of the studies and analysis of the replacement options for I-81 through the City of Syracuse, there appears to be no mention of the proposed changes by NYSDOT for the highway between I-690 and Hiawatha Boulevard; and

WHEREAS, the City of Syracuse Common Council is requesting that this missing element be addressed before the Project proceeds further, and in particular the following elements of the proposed plan bear further scrutiny and consideration:

- Proposal by the NYSDOT for the construction of two (2) new flyovers which are referred to as "Missing Links".
- Proposal for an expanded highway corridor. This proposal calls for expanding the highway in each direction between I-690 and Hiawatha Boulevard from three lanes to four lanes.
- Proposal to realign the Butternut Street Bridge, which was just rebuilt in 2010.
- Proposal to replace three (3) additional bridges, two (2) of which were just rebuilt in 2009.

; and

WHEREAS, each of the proposals above comes with their own set of issues including but not limited to the following:

- The devaluing of property adjacent to the flyovers, and eminent domain and demolition of one or more historically significant buildings that are currently home to eight (8) businesses which have an estimated seventy-five (75) employees;
- Fundamentally damaging the fabric of the mixed use residential and commercial Franklin Square neighborhood. This area has been the subject of several hundreds of millions of dollars of investment during the past twenty-five (25) years to make it into what is now considered the gateway to the developing Inner Harbor;
- North Salina Street is a National Historic District which has been the subject of millions of dollars in investment in the revitalization effort for this area. All of that will be undermined by the proposals above;

- The elimination of accessibility to and from the highway by removing Genant Drive to expand the number of lanes on the highway. This undercuts the viability of about Fifty Million Dollars ($50,000,000) in recent redevelopment activity on the northeastern edge of Franklin Square and also leaving travelers with fewer options to get on and off the highway at times of accidents or during peak driving hour back-ups;
- Realigning the Butternut Street Bridge will sever a critical connection between the North Side's Little Italy District and Downtown's Armory Square, both of which are important commercial, service and residential districts that share a symbiotic economic relationship; and
- Spending hundreds of millions of dollars to construct the elements of the massive Common Features program north of I-690 to cause years of extraordinary economic and social disruption in a City and a Region that are already struggling.

; and

WHEREAS, this Common Council has a duty to represent the publicly expressed concerns and interests in the welfare and economic prosperity of our residents and businesses and desires to work with the FHWA, the NYSDOT, and the Governor to reach the best solution for all involved and for future generations; and

WHEREAS, based on our review of the concerns raised by the majority of attendees of the public meetings and other members of the community on the I-81 Project it appears to be the preference of the majority that:

- The "Missing Link" Flyovers be eliminated and Bear Street should be left in its current configuration.

- The Butternut Street Bridge should not be realigned.
- The highway renovations be limited to the area within the current I-81 Corridor and thereby avoid any removal of Genant Drive.
- The NYSDOT drop plans for an expanded I-690 interchange with the current I-81, as it would concentrate too much entrance/exit ramp traffic at one point.

; and

WHEREAS, this Common Council makes the following recommendations for consideration by the FHWA, the NYSDOT and the Governor as it prepares to proceed to the Environmental Review Stage of the Project:

- The Draft Environmental Impact Statement (DEIS) should include and take into consideration one or more alternatives to the Common Features north of I-690 proposed above;
- The DEIS should explore alternative solutions north of I-690 that address safety concerns while incorporating Community Grid features and techniques similar to those that have been proposed for south of I-690; and
- All Common Features go through the same "No Build" analysis in the DEIS that NEPA requires of the other components of the Project.

; and

WHEREAS, this Common Council further requests that more detailed information describing the Common Features be released to this body and to the public including but not limited to:

- Drawings illustrating the Common Features north of Butternut Street in the same level of detail as the other project areas that were shared with the community at the NYSDOT Presentation on October 6, 2016;
- Documentation detailing the rationale for construction of the "Missing Link" Flyovers (i.e. highway regulations, current and projected traffic counts and initial cost estimates);
- Documentation for the rationale to add extra lanes north of I-690; and
- Documentation on the process for applying for a waiver from any of the features NYSDOT claims to be required.

; and

WHEREAS, this Common Council would ask that the FHWA, the NYSDOT and the Governor include the recommendations and alternatives proposed by the City of Syracuse in its environmental review for the Project; NOW, THEREFORE,

BE IT RESOLVED, that the Syracuse Common Council, by this Resolution, hereby urges the Administrator of the FHWA, the Commissioner of the NYSDOT and the Governor to formally respond to the concerns raised in this Resolution and in previous communications relative to the I-81 Viaduct Project and requests an opportunity to discuss these concerns at greater length with the appropriate representatives of the FHWA, the NYSDOT and the Governor's Office; and

BE IT FURTHER RESOLVED, that the Syracuse Common Council, by this Resolution, hereby requests that the documentation requested above relative to the Common Features be released to it and to the public over the next several weeks; and

BE IT FURTHER RESOLVED, that the City Clerk is hereby directed to transmit copies of this Resolution to Mayor Stephanie A. Miner, County Executive Joanne M. Mahoney, FHWA Administrator Gregory G. Nadeau; FHWA Executive Director Walter C. Waidelich, Jr., FHWA Deputy Administrator David S. Kim, Governor Andrew Cuomo, NYSDOT Commissioner Matthew J. Driscoll; Attorney General Eric T. Schneiderman; New York State Assembly Members Magnarelli and Hunter; New York State Senate Members Valesky and DeFrancisco; U.S. Representative John Katko; and U.S. Senators Schumer and Gillibrand; and

BE IT FURTHER RESOLVED, that the City Clerk is hereby directed to transmit copies of Resolution No. 3-2015 to the above named individuals stating the Syracuse Common Council's endorsement of the community grid option to replace the current I-81 Viaduct with a street level boulevard and redirecting traffic to I-481.

City of Syracuse

CITY CLERK'S OFFICE

I, JOHN P. COPANAS, City Clerk of the City of Syracuse, New York do hereby certify that the attached is a true copy of a RESOLUTION:

Adopted by the Common Council on January 26, 2015

City Clerk

TO:

Mayor
Assessment Commissioner
Aviation Commissioner
Board of Elections
Bureau of Accounts
Citizen Review Board
City Auditor
City School District
Code Enforcement
Neighborhood and Business Development
Finance Commissioner
Corporation Counsel
United States Congressperson
Governor of New York State
New York State Senate
New York State Assembly
New York State Senator
Onondaga County Legislature
Management & Budget Director
Parks & Recreation Commissioner
Personnel & Labor Relations Dir.
Police Chief
Public Works Commissioner
Public Works/Bookkeeper
Purchase Department
Real Estate Division
Research Director
Water Department
Zoning Administration
United States Senator
Department of Engineering
Finance/Treasury
Finance (Water Bureau)
Fire Chief
Grants Management Director
Board of Education

Resolution No. 3-R 2015

RESOLUTION OF THE COMMON COUNCIL CALLING ON THE GOVERNOR, THE NEW YORK STATE ASSEMBLY, AND THE NEW YORK STATE SENATE TO ENACT LEGISLATION DIRECTING THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION TO PUT FORTH A DESIGN TO REPLACE THE INTERSTATE 81 (I-81) VIADUCT WITH A STREET LEVEL BOULEVARD

WHEREAS, the New York State Department of Transportation and the Federal Highway Administration are currently in the environmental review stage of their project to address the issues of the aging Interstate 81 Viaduct ("I-81"), portions of which were built in the 1950's and 1960's, which are deteriorating and nearing the end of their useful life; and

WHEREAS, the New York State Department of Transportation has indicated this project presents the Syracuse region with an opportunity to formulate a vision, evaluate the community's transportation system needs, consider the alternatives for I-81, and develop a plan for the future that best serves the community; and

WHEREAS, the decision what to do about I-81 must be made within the context of a broader transportation assessment that considers the needs of Central New York residents, commuters and visitors; and

WHEREAS, for more than half a century the I-81 Viaduct has divided Syracuse neighborhoods, separated downtown from University Hall, and thereby discouraged development between these two strong economic areas; and

WHEREAS, the I-81 Viaduct has negatively impacted the economic land value, the environmental and the social quality of the areas in its path over the past fifty (50) years;

WHEREAS, the land under the I-81Viaduct has the development potential to bring in a minimum of $5,500,000 in tax revenue each year; and

WHEREAS, too much of the City was already sacrificed to make way for the installation of I-81 in the 1960's; and

WHEREAS, before any new highway configurations are considered, the New York State Department of Transportation should first address improvements that can be made to the existing City and Regional Street Network that would improve mobility on existing routes, reducing traffic volumes for the I-81 Viaduct study area; and

WHEREAS, one of the proposed solutions to the issues with the I-81 Viaduct is replacing the Viaduct, with a new viaduct meeting all current federal standards meaning it is required to be taller, wider, with more extensive ramps and pullover lanes than the existing Viaduct and would thefeby require property seizures and demolitions resulting in an annual tax loss to the City and County of about $1,600,000; and

WHEREAS, other alternatives to replacing I-81, including a street level boulevard, would allow improved access to the University Hill Area, downtown Syracuse, local hospitals, Destiny USA, and suburban destinations can all be accomplished more efficiently while avoiding the traffic congestion problems caused by the I-81Viaduct; and

WHEREAS, the proposal of the removal of the I-81 Viaduct and reestablishing the street grid below has the possibility to lead to new development, new jobs, and higher long term property values in the area; and

WHEREAS, a street level solution has several benefits : (1) It will retain more existing buildings and streets and not encroach further on the City's infrastructure, streets and historic assets; (2) It creates an aesthetically pleasing entry to Syracuse University, ESF and our extensive hospital system; (3) It will require removing a minimal number of properties; (4) It will require the least amount of time to construct, with less disruption to business and residences in the area; (4) It is the least costly to build and has the lowest "life-time" maintenance cost; and (5) the existing street infrastructure, accessed by Interstate 481 and Interstate 690, will allow motorists to experience easy access through and around City destinations; and

WHEREAS, the street level alternatives provide the greatest opportunity to support Downtown's continued revitalization because of the opportunities for increased connections between neighborhoods, increased tax revenue, and new development; and

WHEREAS, replacing the I-81 Viaduct with a street level option could free up seven (7) acres of land for development that is currently controlled by the New York State Department of Transportation; and

WHEREAS, the Syracuse Common Council believes that the City of Syracuse and its resources will be best protected and primed for growth with a street level boulevard option to replace the current Route 81 Viaduct, with Interstate 81 Traffic diverted to Interstate 481; NOW, THEREFORE,

BE IT RESOLVED, that the Syracuse Common Council, by this Resolution, hereby calls on the Governor, the Assembly and the Senate of New York State to enact legislation directing the New York State Department of Transportation to put forth a design for addressing the issues with the I-81 Viaduct that does the following:

(1) Preserves existing neighborhoods;

(2) Protects the health of Syracuse residents by guarding environmental quality during demolition of the existing I-81 Viaduct and any reconstruction;

(3) Addresses the needs of Syracuse's housing vulnerable population living in close proximity to the current I-81 Viaduct;

(4) Protects the integrity of the City's property tax base by minimizing the width of any roadbeds and associated rights-of-way;

(5) Protects the City's rich architectural past by avoiding demolition of historic buildings;

(6) Enhances walkability and provides improved linkages between Downtown Syracuse, University Hill, and to other affected neighborhoods; and

(7) Includes job opportunities and other benefits for local residents; and

BE IT FURTHER RESOLVED, that the Syracuse Common Council believes that the above goals will best be accomplished by a street level boulevard option to replace the current Route 81 Viaduct, with Interstate 81 Traffic diverted to Interstate 481 and hereby urges the New York State Government to direct the New York State Department of Transportation to support that design to replace the I-81 Viaduct; and

BE IT FURTHER RESOLVED, that the City Clerk is hereby directed to transmit copies of this Resolution to Mayor Stephanie A. Miner, Governor Andrew Cuomo, Attorney General Eric T. Schneiderman, New York State Assembly Members Roberts and Magnarelli; and New York State Senate Members Valesky and DeFrancisco.

Common Council Office
314 City Hall
Syracuse, N.Y. 13202

Council Office (315) 448-8466
Fax (315) 448-8423

Reg. Dir. | Asst. Reg. Dir. ✓
IT | Construction
Design | Exec. Admin.
Admin. Svcs. | PPM ✓
RECEIVED REG. DIRECTOR R-3
FEB 28 2020
Real Estate | Safety
Traffic | Operations
All GDs | All REs
Linda

CITY OF SYRACUSE COMMON COUNCIL

RECEIVED
FEB 24 2020
OFFICE OF THE COMMISSIONER

February 20, 2020

NYS Department of Transportation
Commissioner Marie Therese Dominguez
50 Wolf Road
Albany, New York 12232

RE: Replacement of I-81 relative to East Adams Street in Syracuse

Dear Commissioner Dominguez:

We write to you today with regard to the future of East Adams Street in Syracuse as we move towards a final decision on Interstate 81. The City of Syracuse has an exciting project we are working on in transforming and rehabilitating the former Central Tech High School which has sat vacant for years in downtown Syracuse.

The City of Syracuse, in collaboration with Onondaga County, the Syracuse City School District, and New York State have secured funding to rehabilitate the above-mentioned building into a STEAM school. This will be New York State's first regional high school and worker training center focused on science, technology, engineering, arts, and math.

As we move forward in this endeavor, we are requesting the NYSDOT consider a land reduction to better serve the needs of pedestrians. The redevelopment of this vacant building will bring a large number of students and faculty to both East Adams and South Warren Street and we are concerned the current streetscape of East Adams has insufficient space for pedestrians.

In the past, extra vehicle traffic lanes were installed which cut into the sidewalk space. Those lanes will not be sufficient for our future needs. The lack of adequate sidewalk space has left two prominent entryways of the building to be underutilized because there is simply no other place to store the cleared snow. The prioritization of cars over the safety and comfort of pedestrians is in need of correction as the school is brought back online. A safe environment for pedestrians in this area is paramount to the rehabilitation of the former Central Tech High School.

Although a final decision has yet to be made regarding I-81, this Council has fully supported the Community Grid and the planning for such requires extensive study. A redesign of East Adams Street should be included in any traffic modeling and reconstruction/reconfiguration of the street

network. A holistic reworking of East Adams Street, using Complete Streets principals with a focus on safety would have tremendous benefit for new students and the community as a whole.

We urge the NYSDOT to give further analysis to East Adams Street in the City of Syracuse when considering their decision on I-81. The Syracuse Common Council recommends the following:

1) Restoring the original street width;
2) Widened sidewalk and restored snow storage space with street trees;
3) Reduction of the number of travel lanes and utilization of 11' travel lanes as a maximum;
4) High visibility cross walks and audible warnings;
5) Leading pedestrian intervals and longer pedestrian timings that do not require push button activation, for all approaches, at Harrison Place, South Warren Street and Salina Street at all times of day;
6) Traffic calming and lowered speed limits, including corner bump outs and center medians;
7) Complete Streets focus on moving people traveling via walking, bicycling, transit, and all other applicable modes and;
8) Prioritization of user comfort for pedestrians and cyclists with physical separation from motor vehicle traffic.

In lieu of our efforts to rehabilitate the former Central Tech High School, significant focus should be placed on the restructuring and improvement of East Adams Street. We ask the NYSDOT to heavily consider our recommendations as you reach a decision on I-81.

Thank you for your consideration in this matter.

Sincerely,

Helen Hudson
President

Khalid Bey
Councilor-at-Large

Timothy Rudd
Councilor-at-Large

Michael Greene
Councilor-at-Large

Rita Paniagua
Councilor-at-Large

Joseph G. Carni
1st District Councilor

Patrick J. Hogan
2nd District Councilor

Chol Majok
3rd District

LaToya Allen
4th District Councilor

Joseph T. Driscoll
5th District Councilor

SMTC

Syracuse Metropolitan Transportation Council
100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

RECEIVED
JUN 28 2019

MEMORANDUM

TO: Mark Frechette, NYSDOT PPM Region 3, I-81 Project Director

FROM: SMTC Planning and Policy Committee Members

DATE: June 24, 2019

RE: I-81 DEIS Questions from SMTC member agencies for June 26 Planning & Policy Committee Information Session

The following questions were submitted to the SMTC for consideration by the NYSDOT.

Business Loop 81

1. If the goal of the Community Grid Option is to "disperse traffic throughout the city grid by promoting broader use of the existing street network" why is it necessary to carry the new BL 81 from its southern interchange to a point at MLK East drive as a limited access highway/high speed facility. Why not immediately convert BL 81 from the southern interchange into a low speed boulevard?
2. Doesn't the design of BL 81 southern interchange to the "touching down point at its first intersection at MLK drive" place an unreasonable amount of congested and heavy traffic immediately adjacent to the MLK Elementary School and a residential neighborhood. This situation appears to violate good design standards and environmental justice requirements. Can the first intersection for BL -81 be created in much closer proximity to the southern interchange?
3. Where will the posted speed limit transition from high-speed to low-speed along BL 81 approaching MLK Drive? How will this limited-access facility be designed to promote compliance with the posted speed limit?
4. Was the designation of "Business Loop 81" a choice of NYSDOT, or a requirement of FHWA?
5. Does the designation as a "business loop" necessitate designation as a "qualifying highway"?
6. The designation of BL 81 N from the southern interchange to I-690 intersection as a federally "Qualified Highway" designated to handle heavy traffic (including tractor trailers) seems to be completely contrary to goals of the community grid concept. Is there a more appropriate designation for this section of BL 81?
7. Are there still plans to add any additional lanes to BL 81 in either direction north of I-690 and if so why are these additional lanes needed in a community grid concept?
8. How many additional traffic lights will be installed along the BL 81 corridor? Who will be responsible for syncing and maintaining those lights to ensure a smooth flow of traffic over time and across all seasons?

Local streets

1. Is it possible to connect Van Buren and E. Raynor Drive in a complete east-west direction to provide more connectivity from residential neighborhoods west of BL 81 to the University Hill area?
2. Will the West Street interchange improvements include major design changes to West Street to allow complete west-east connectivity from the residential neighborhood to the west to downtown Syracuse and also include the elimination of the slip/access road that parallels West Street. This access road creates an additional physical barrier and would not be necessary if West Street is redesigned.
3. Were roundabouts considered anywhere other than at BL81/MLK Jr East?

Interstate exits/interchanges

1. It appears that the new I-690 interchanges at Crouse and Irving Avenue is simply the reconstruction of the Harrison/Adams Street interchange at a different location. If the Community Grid concept works why is this new interchange needed – this is simply the traditional use of interstate highway single point access standards that typically leads to extreme traffic congestion and traffic back up onto the highway during rush hour.
2. Currently, during morning peak travel times, traffic backs up onto I-81 at the Harrison St. off-ramp. What steps will be taken to avoid a similar or worse situation at the point where downtown traffic leaves I-81 for B-81? What do the traffic models show for queuing on the I-690 EB exit ramp at Irving, particularly in the AM peak? Will exiting ramp back-up onto I-690 EB, similar to what currently happens on I-81 SB at Harrison St?
3. The construction of a new Oswego Street exit ramp from BL 81 S places too much traffic in a congested area of the city with important and historic assets, narrow/short length streets, and significant pedestrian and planned bicycle activity. This exit ramp is unnecessary and contrary to the community grid concept.
4. The planned new ramp at Pearl Street to BL 81 N is a very inefficient means to move northbound street level traffic onto BL 81 N because of the requirement for short distant turning moves at the intersections of N. State Street/Willow Street/and Pearl Street. This area is typically very backed up with traffic at the evening rush hour period. Can the Pearl Street ramp be eliminated and traffic routed along N. State Street to a newly designed entrance ramp at N. State and Butternut?
5. Can the proposed entrance/exit ramp at Willow/James/ Erie Blvd. be eliminated? This appears to be simply moving an existing congested area at Clinton/Salina/Franklin further east without any community benefits.
6. To support the I-81 Community Grid concept, can a new interchange be built at the new I-81 route to provide access to University Hill /Skytop area from the south? This interchange would significantly reduce traffic congestion at the proposed I-690 Crouse/Irving interchange

Economic development and community impacts

1. As a proactive step is DOT planning to use federal highway mitigation funding to construct new housing for tenants at Pioneer Homes, that will be severely impacted by the I-81 Viaduct project, prior to the start of demolition and construction of the highway project?
2. As a proactive step is DOT planning to use federal highway mitigation funding to provide a significant capital resources to fund a major construction trades training program in the Syracuse community at least two years prior to the start of demolition and construction?
3. To reduce commercial and industrial freight traffic in the area of BL 81 and I-690, can funds be directed to fully building out a publically sponsored business park/warehouse and distribution center / inland port in the town of Dewitt/Manlius CSX rail area at Kirkville Road with direct ramp/highway access to I-481/new I-81. A modern business park would be a major attraction and magnet for logistics activity in the community and a generator of new property tax revenue for the host communities.
4. Can surplus land along the BL 81 corridor /Almond Street be turned over at no cost to the City for business development?

5. Has there been an economic impact study completed for the project and what steps will be taken to ensure that local businesses and construction trades will benefit from the major project – particularly residents in the City of Syracuse?
6. What do you think will be the most significant positive change for the City after the Community Grid option is implemented, and what do you think will be the most significant positive change for surrounding communities?
7. The change in commute times as presented during last week's public presentation suggest that only minor increases; however, when you look at the morning and afternoon commute times from -and to- the eastern suburbs to downtown as a percentage of base time relative to miles travelled, the increase is significant. What factors were considered and what travel volumes did DOT use when calculating travel times out to 2050?
8. The section on local and regional economies doesn't seem to address the concerns of 7th North Street businesses or communities like Skaneateles – are those concerns addressed somewhere else?

Parking

1. Can the I-81 Community Grid concept be expanded to include the construction of major publically sponsored parking garages at BL 81 S/Court Street and I-690 E/Crouse and Irving to significantly reduce traffic congestion and better use of land resources in the downtown and University Hill area?
2. As part of the centralized parking garage initiative, can the I-81 Community Grid concept be expanded to provide for the construction of a light rail /BRT system that will connect the centralized parking garages to major employers and destinations along a defined four mile loop from the Destiny / Court Street Parking Garage / St. Joseph's Hospital / Townsend Street / 1-690 parking garage / University Hill / Downtown / N. Clinton-Solar Street. This mitigation project would significantly reduce traffic congestion and free up valuable property that is currently used for offsite parking facilities in the community.
3. If the NYS Office Building (333 E Washington Street) is the "major parking generator that is anticipated to require parking mitigation," why isn't the surface lot immediately adjacent to this building being considered as a parking garage location? (As opposed to the current proposal, shown on Figure 5-35, to site a parking garage on what is likely to be prime developable land along the new Almond Boulevard between Washington St and Water St. Parking should not be a primary use along the new Almond Boulevard.)

Transit, bike and ped infrastructure

1. This regionally significant project should include regionally significant mitigation projects that enhance the overall transportation system. In particular, the proposed BRT system identified in SMTC's 2018 SMART study should be part of the overall mitigation strategy for this project. Why wasn't this included?
2. Improved transit service could reduce the need for parking in and around the study area. The section on parking demand/supply in Chapter 5 briefly refers to "implementation of TDM measures to reduce the demand for parking." Why aren't these TDM measures identified, and specifically, why isn't transit included on this list?
3. The document points out that the preferred alternative would open up development opportunities. The City's new zoning plan emphasizes transit oriented development. Does NYSDOT have any plans to support the City's planning efforts and offset the traffic impacts of new development by funding BRT / other transit improvements?
4. Why is there a difference in bicycle infrastructure north (cycle tracks) versus south (shared use path) of Adams Street? Is this based on volume, available right-of-way, or something else?
5. Bear Street is identified for upgrades and would include sidewalks on both sides from Lodi to Solar. Why not install continuous sidewalks on both sides of the street between Lodi and Spencer and potentially bicycle facilities since the road goes through the Lakefront and Inner Harbor? These areas have seen several mixed-

use and commercial developments in the past several years that have increased both residential density and interest in the area.

Environmental impacts

1. Are there any provisions for the use of green infrastructure and bio-retention facilities to help overall storm management practices in the community?
2. Are there any design concepts being introduced into the project to enhance renewable energy development in the community including solar powered lighting/smart grid along the corridor route?
3. What steps will be taken to ensure that construction equipment and vehicles used on this project will minimize environmental impact, air pollution, noise, and use of energy?
4. The Water Resources section mentions that stormwater trunk lines are being added to collect stormwater, *and* it mentions periodic flooding on I-81 under the Butternut Street bridge, but I didn't see a reference to correcting the drainage under that bridge. Is that being addressed?

Process

1. Why was this document released as a "preliminary" DEIS? What kind/scale of changes does NYSDOT anticipate making to the designs and/or the analysis prior to releasing the DEIS in a couple of months? If NYSDOT makes changes to designs in response to comments received at this stage, won't they have to be re-assessed by the entire environmental team? And won't that take several more months?
2. Which elements, if any, will be advanced through a Design-Build model? Can some elements be let as Design-Build, while other elements follow a traditional design-bid-build model? If Design-Build, will the public have input into the control documents?
3. From DOT's perspective, what were the top three factors that influenced the decision to select the Community Grid option as the preferred alternative?
4. What question about this project do you get asked most frequently, and what is your/DOT's response?
5. What concern do you hear about most frequently regarding the Community Grid, and what is DOT's response?
6. What are the top three take-a-ways from working through this process, and how will this information help DOT work through similar large projects in the future?
7. What is the best way for the public to get involved when it comes to potential opportunities for mitigation? Are there separate channels or opportunities for this kind of input? For example, if there was interest in ensuring that alternative mobility options (bike lanes/paths, pedestrian amenities) are included as a part of the final construction, what would be the best way to advocate for this? Is the Department open to suggestions from other agencies in regards to what type of amenities should be included, and where?
8. What is the next big project that DOT will be tackling in this region?

Funding

1. Will this project be funded out of a separate pool of funding provided by federal and State DOT?
2. Regardless of which alternative is advanced to final design and then construction, the project will be $2 Billion or more. What will be the impact on federal transportation funding for non-community grid projects throughout the County and Region?

I-481

1. I-81 does not meet current federal highway design standards. As part of the I-81 project, I-481 will be redesignated as I-81. In addition to constructing high speed off ramps, what other changes will be required to bring I-481 up to current standards?

2. Will additional lanes be required on I-481 between NY-690 and the Thruway to accommodate the additional traffic that will be re-routed from I-81?
3. Part of the current problems with I-81 relate to the lack of shoulders on the elevated portion of the roadway going through downtown. Some of the elevated areas of I-481 over the railroad tracks in DeWitt in are tight in terms of shoulder widths. Will the elevated sections of I-481 over the railroad tracks require significant reconfiguration?
4. As current I-481 exits at Route 5 are perceived as troublesome in the PM peak (NB and SB), was there consideration of widening ramp(s), lengthening exit lane (481 SB), adding or shifting travel lanes, particularly for 481 SB between exit 3W and 3E?

Friday, April 19, 2019

Dear Students, Faculty and Staff:

For many years now, the future of Interstate 81 has been one of the most discussed and debated topics within the City of Syracuse, and throughout Central New York. This is because the I-81 replacement decision represents a once-in-a-lifetime opportunity to fundamentally transform the physical infrastructure that connects people and institutions, within and across our community.

To date, Syracuse University has not taken a formal position related to a specific I-81 replacement option. We were reluctant to endorse a specific replacement option because efforts to study and assess the implications of the various options—by New York State and numerous other stakeholder groups—were still in progress. Much of that work is now complete.

Over the past year, I have engaged with city, county, state, business and community leaders related to the myriad of factors that could potentially inform Syracuse University's position on the future of I-81. Further, I have solicited and received thoughtful input on this complex issue from faculty, staff and students representing the Syracuse University community.

After careful consideration of the options, I believe we have met our obligation to rigorously investigate and evaluate the social, economic and cultural implications associated with each of the potential I-81 replacement options. Given what we have learned through this process, it is now appropriate for Syracuse University to publicly endorse the Community Grid as our preferred option to replace the existing I-81 viaduct.

It is my view that the Community Grid option most strongly aligns with the attributes and outcomes that Syracuse University previously endorsed as central to any I-81 replacement option. These critical attributes include multiple access points to the highway and to University Hill; a robust connection between University Hill and downtown; enhanced public transportation and public space options; environmental and financial sustainability; and minimal disruption to housing, businesses and jobs, both during and after construction. The Community Grid is best positioned to drive meaningful transformation across our community, and in the heart of our City.

I thank all members of the Syracuse University and broader Central New York communities who shared their perspectives with me, as the University carefully assessed this complex issue.

Sincerely,

Kent Syverud

Chancellor Kent Syverud

I-81 Viaduct Project
Comment Sheet

Name: Danielle Szabo

Address: 4795 Howlett Hill Rd **City:** Marcellus **State:** NY **Zip:** 13108

Phone: (315) 569-4824 **Email:** dszabo@centerstateceo.com

Comments:

The draft Environmental Impact Statement (DEIS) must include an alternative for the area north of I-690 without the missing link flyovers, without additional lanes, and that maintains the direct connection between the Northside and Armory Square

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

Contact the Project Team

no-reply@dot.state.ny.us

Sat 4/27/2019 11:39 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Szewil
First name - Michael
Affiliation -
Address 1 -
Address 2 -
City -
State -
Zip -
Phone -
Email Address - tss.mike@gmail.com
Question or Comment - Would the re-designation of I-481 as I-81 result in the re-appearance of multiple exits of the same number but with a letter suffix (e.x. 23A, 23B, 23C, 24A, 24B)?

If we are having to re-do all these signs, as well as the mile-numbering of I-81, wouldn't it make sense to implement the current standard of exit numbers matching the mile markers, such as is done in almost every other state south of NY, as well as on I-781 in Watertown?

Contact the Project Team

no-reply@dot.state.ny.us
Tue 7/9/2019 12:26 PM
To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Last name - t
First name - s
Affiliation -
Address 1 -
Address 2 -
City -
State -
Zip -
Phone -
Email Address - sltx0011junk@gmail.com
Question or Comment - the best viable solution is to have i81 rebuilt and an umbrella added. Like a tunnel but above ground. this protects the highway from snow and ice and sleet and hail and rain. therefore chemicals to melt snow is not used and plows are also not needed. picture a new i81 built the same size and location it is now but with a long stretch of overhead protection curved downward like an umbrella from nedrow or 481 ramp all the way to syracuse's north border or liverpool off ramp or even to mattydale. This umbrella will be sort of like an upside-down gutter keeping all precipitation off the highway therefore rarely needing repairs and disruptions.the sides of which will be left open for air and light, lights can be installed for darkness, the material can be translucent but hard and strong to let light in from the umbrella and it will overhang a few feet to help keep blowing slow and rain out from coming into the sides. a keep-out zone will need to travel on each side below the new i81 to accommodate for precip to fall and not effect things below. a simple catch and drainage system can be install below. all other ideas that have been considered already are not going to work well with most of the public as is happening right now

CNY Area Labor Federation
The Voice of Labor
AFL-CIO

Central - Northern New York
Building & Construction Trades Council

March 24, 2015

Joan McDonald, Commissioner
New York State Dept. of Transportation
50 Wolf Road
Albany, New York 12232

Dear Commissioner McDonald:

We are writing to urge you to include the Access Syracuse tunnel-boulevard plan as one of the options for final study during the next phase of the Interstate 81 project.

This decision will affect the daily lives of Central New Yorkers for generations to come, and it is crucial for our community that we make the right choice. As the Presidents of the Central New York Area Labor Federation AFL-CIO and the Central-Northern New York Building & Construction Trades Council, we represent thousands of workers in the region and believe Access Syracuse is the plan that best meets their needs along with those of the entire community.

Our workers rely on I-81 for their commutes every day. Re-routing the highway will add to their commute times, which will have an enormous impact on their lives. Even an additional five minutes would have a significant effect; that is almost an hour every week and more than three hours a month. This is time Central New York workers should be spending at home with their families, making dinner or helping their kids with homework. Instead, they will be sitting in traffic and watching their gas costs rise.

Re-routing the highway would also hurt businesses and jobs. Sending I-81 around the city will cut off local businesses from an important source of customers and revenue, putting thousands of jobs at risk in the process.

Access Syracuse addresses the concerns of those who want to remove the downtown viaduct while preserving I-81's critical path through Central New York. It will preserve I-81's function as a Main Street for many businesses that have grown up along its path over the years and ensure that workers' commutes remain manageable.

Simply put, the Access Syracuse plan is the option that best meets the needs of our entire region, and we urge the DOT to include it as one of the final options for full study.

Sincerely,

Ann Marie Taliercio
President,
Central New York Area Labor Federation
AFL-CIO

Greg Lancette
President,
Central-Northern New York Building and
Construction Trades Council

CC:

Jonathan McDade
Division Administrator
Federal Highway Administration New York
Leo W O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

The Honorable Charles Schumer
Senator of New York State
James M Hanley Federal Building
100 South Clinton Street, Room 841
Syracuse, NY 13261

The Honorable Kirsten Gillibrand
Senator of New York State
James M Hanley Federal Building
100 South Clinton Street, Room 1470
PO Box 7378
Syracuse, NY 13261

The Honorable John Katko
Member, House of Represenatives
440 South Warren St.
7th Floor Suite 711
Syracuse, NY 13202

RECEIVED
MAR 27 2015
OFFICE OF THE
COMMISSIONER

COMMISSIONERS ROUTING SLIP

New York State Department of Transportation

	Record Number: COM-15-13785	
LOGGING UNIT: ADMINISTRATIVE SERVICES	**LOGGED DATE:** 3/30/2015	**LOGGED TIME:** 11:33:59 AM
DOCUMENT DATE:		**DUE DATE :**
CORRESPONDENT'S NAME: Taliercio, Ann Marie President Central NY Area Labor Federation AFL-CIO	**NOTES:**	
SUBJECT: I-81		
SUMMARY: Urge you to include the Access Syracuse tunnel-bulevard plan as one of the options for final study during the next phase of the Interstate 81 project		
INFORMATION COPIES TO:		

ROUTING HISTORY

ASSIGNED TO	ASSIGNED DATE	TASK	TASK DUE DATE
REGION 3		APPROPRIATE ACTION	

Comment: R Sechrist R Powers D Lombardi T Coleman

615 West Genesee Street • Syracuse, NY 13204
Phone: 315-422-3363 • Fax: 315-422-2260
http://www.cnylabor.org

Ann Marie Taliercio
President

Broome Cayuga Chenango Cortland Delaware Madison Onondaga Oswego Otsego Tioga Tompkins

	Reg. Dir.	Asst. Reg. D.	
	LT.	Construction	
	Design	Fleet Admin.	
	Admin. Svcs.	PPM	

RECEIVED REG. DIRECTOR R-3

OCT 9 2015

	Real Estate	Safety	
	Traffic	Operations	
	All GDs	All REs	
		Michelle	

Commissioner Driscoll
NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

Dear Commissioner Driscoll:

It is inspiring to the labor union workers in Upstate New York to see your efforts in revitalizing our economy. Central New York Area Labor Federation has a firm commitment to advocate for our over 100,000 members and their families, to bring economic and social justice to our state. Capital for A Day was a reassuring reminder that championing a sustainable economy for Upstate New York is in the forefront of your mind.

I especially appreciated your comments about I-81's importance to the future of the Syracuse community and broader region. Now, more than ever, it is important for our leaders and lawmakers to stand behind an option that supports local businesses and spurs future expansion of our economy.

I wanted to make you aware the AFL-CIO passed the attached resolution publicly stating that it's imperative 1-81 is not re-routed. If not, it would put thousands of jobs at risk by cutting off our workers and local businesses and diminishing future revenue. Your comments at Capital for A Day reflected that you are aware both current and future livelihoods are at stake with this decision. Please do not take this tremendous decision lightly. We are a proud and active member of Save81, the community led initiative to find a solution to revitalize the current route of I-81 as it flows through Syracuse.

AFL-CIO strongly urges you to continue to examine how a change in I-81's route will have a vastly negative effect on employment and future growth for all those living and working in Syracuse.

Sincerely,

Ann Marie Taliercio

Ann Marie Taliercio, President
Central New York Area Labor Federation, AFL-CIO

RECEIVED

OCT 8 2015

OFFICE OF THE COMMISSIONER

CENTRAL and NORTHERN NEW YORK
BUILDING and CONSTRUCTION TRADES COUNCIL
150 Midler Park Drive
Syracuse, NY 13206
Phone (315) 437-7397
Fax (315) 437-2951

MEMORIALIZING THE INTENT OF THE CENTRAL AND NORTHERN NEW YORK BUILDING & CONSTRUCTION TRADES COUNCIL REGARDING THE NEED TO MAINTAIN I-81'S INTERSTATE HIGHWAY DESIGNATION THROUGH SYRACUSE

WHEREAS, for more than 50 years, Interstate 81 has served as a backbone for the economy of the Central and Northern New York region, connecting residents, workers, and businesses; and

WHEREAS, I-81 provides vital and convenient access for thousands of area workers and their families to Downtown Syracuse, businesses, hospitals, and other key destinations; and

WHEREAS, I-81 has served a crucial role in enabling local employers to grow their businesses and create jobs; and

WHEREAS, many of the region's workers and businesses rely on I-81's current Interstate Highway designation, it is vital that a solution for I-81 does not negatively affect employment and economic growth; and

WHEREAS, although several options for dealing with the aging portions of I-81 have been discussed, I-81's current Interstate Highway designation through the City of Syracuse must be preserved, because altering this designation could harm businesses along I-81's path and potentially result in a loss of jobs for area workers; and

WHEREAS, we believe that any solution to deal with I-81's aging infrastructure must not compromise one the most significant advantages of living, working, and doing business in the region; and

WHEREAS, we believe that I-81 decision-makers must fully and thoroughly explore a range of options for handling I-81's aging infrastructure, including a tunnel, depressed roadway, an iconic new bridge into Syracuse, a modernized elevated structure, or a different option altogether; now, therefore be it

RESOLVED, that the Central and Northern New York Building & Construction Trades Council here by rejects replacing I-81 in Downtown Syracuse with a boulevard and re-routing existing highway traffic around the City of Syracuse; and, be it further

RESOLVED, that the Council memorializes its determination that Interstate 81's current Interstate Highway designation through Syracuse and Central New York must not be altered; and, be it further

RESOLVED, that the Council is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various state legislators representing the Central and Northern New York region.

Ryan, Kimberly (DOT)

From: president@cnylabor.org
Sent: Thursday, October 08, 2015 2:24 PM
To: dot.sm.Commissioner
Subject: AFL-CIO on 81
Attachments: AFL-CIO 81.pdf; AFL - CIO Resolution.pdf

Commissioner Driscoll

NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

Dear Commissioner Driscoll:

It is inspiring to the labor union workers in Upstate New York to see your efforts in revitalizing our economy. Central New York Area Labor Federation has a firm commitment to advocate for our over 100,000 members and their families, to bring economic and social justice to our state. Capital for A Day was a reassuring reminder that championing a sustainable economy for Upstate New York is in the forefront of your mind.

I especially appreciated your comments about I-81's importance to the future of the Syracuse community and broader region. Now, more than ever, it is important for our leaders and lawmakers to stand behind an option that supports local businesses and spurs future expansion of our economy.

I wanted to make you aware the AFL-CIO passed the attached resolution publicly stating that it's imperative 1-81 is not re-routed. (see attached) If not, it would put thousands of jobs at risk by cutting off our workers and local businesses and diminishing future revenue. Your comments at Capital for A Day reflected that you are aware both current and future livelihoods are at stake with this decision. Please do not take this tremendous decision lightly. We are a proud and active member of Save81, the community led initiative to find a solution to revitalize the current route of I-81 as it flows through Syracuse.

AFL-CIO strongly urges you to continue to examine how a change in I-81's route will have a vastly negative effect on employment and future growth for all those living and working in Syracuse.

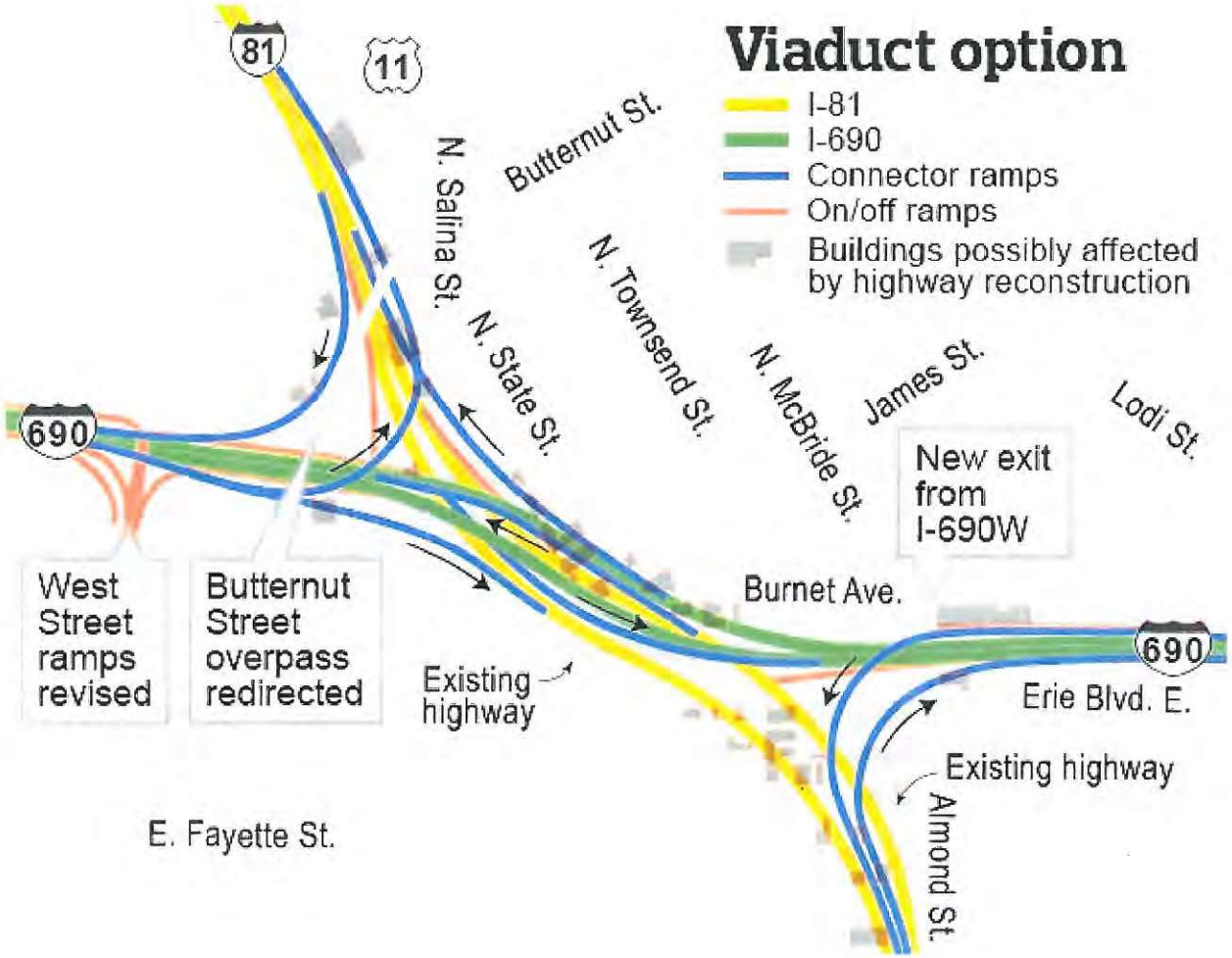
Sincerely,

Ann Marie Taliercio, President
Central New York Area Labor Federation, AFL-CIO

X_Syracuse Post-Standard _Cortland Standard _Palladium Times _Auburn Citizen _Ithaca Journal-Daily _Other

What I-81 rebuild means for I-690 drivers, neighbors

By Teri Weaver |



SYRACUSE, N.Y. – A handful of historic buildings in the Interstate 690 corridor are at greater risk if Interstate 81 is rebuilt as an elevated highway.

The state's preliminary plans include major changes to I-690 that may require knocking down Syracuse's fourth-oldest Roman Catholic church, a century-old apartment building designed by Archimedes Russell, and two former factories where generations of Syracusans made shoes and men's suits.

If state and federal highway officials opt to tear down the I-81 viaduct and create a street-grid solution, there could be less impact. Only a handful of properties in I-690's shadow appear in the way of the new traffic patterns, according to state documents.

Whatever option is picked for I-81, there could be good news for the tens of thousands of motorists who use I-690 every day. Their paths from Syracuse's eastern and western suburbs to work, Destiny USA, Syracuse Hancock International Airport and Syracuse University's Carrier Dome could improve greatly.

That's because a major part of the I-81 rebuild plan calls for erecting the "missing link" between I-690 and I-81 on the city's northwestern corner.

Right now, there's no connection between the two highways on that corner, forcing drivers to use side streets to go from the west side of Syracuse toward the north. When it's done, drivers would be able to go from the New York State Fairgrounds to Syracuse Hancock International Airport on highways without dipping down to Hiawatha Boulevard.

So far, fixing the missing link is part of the overall project, regardless of the winner in the boulevard vs. viaduct debate for I-81. The state Department of Transportation's draft plans call for building two new ramps that skirt the lower portion of Syracuse's Little Italy. That could mean Syracuse would bid farewell to Learbury Centre, the former clothing factory on North Salina Street.

"I think at the end of the day, the federal highway standards and the state transportation needs are what is going to win out," said Jeremy Klemanski, the president and CEO of Syracuse Behavioral Healthcare, the Learbury building's current owner.

Relocating would be a challenge for the substance abuse and mental health care provider. But when weighing the region's economic and transportation needs against the former factory, it's a reasonable sacrifice, Klemanski said.

"I think that's what should happen, ultimately," he said. "The programs in the building can be relocated."

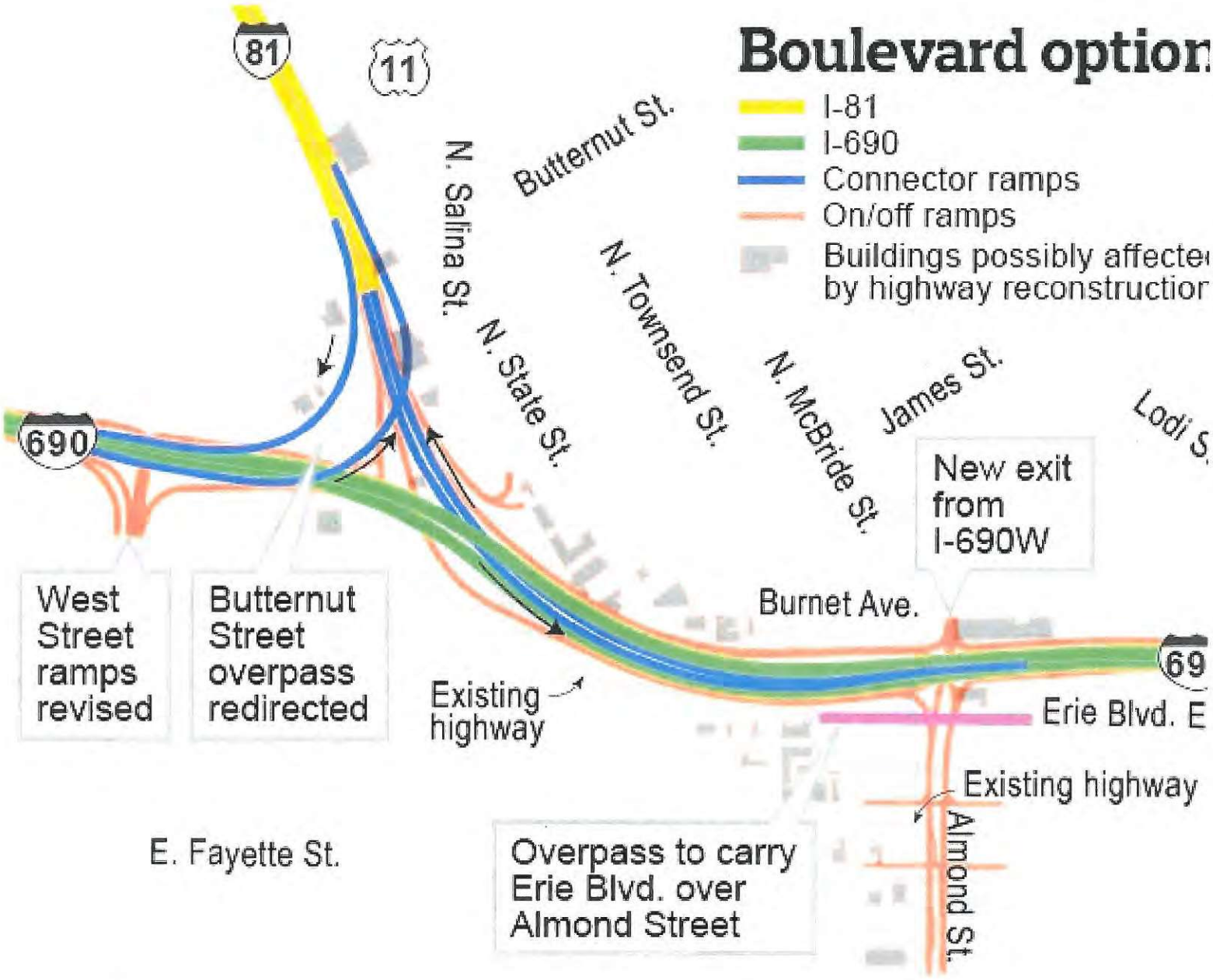
State officials have said repeatedly it's far too soon to talk about where any new ramps or highways would go, or which buildings could be in the way. They have not said what properties are at risk; instead, documents describe a range of properties or buildings that might be in the way under the various proposals. As officials refine those ideas, their goals include minimizing the number of lost properties, the documents say.

But when existing buildings are added onto DOT maps, it's clear what buildings could be at risk.

New York and federal highway officials are at the very beginning of a multi-year project to rebuild Syracuse's highway system. They are undertaking this massive project to replace aging portions of I-81. The changes are meant to make both I-81 and I-690, and their interchange, safer, faster and in compliance with federal highway standards.

A final decision is months, if not years away. Yet the conversation and the spending of millions of dollars in engineering studies have begun.

X_Syracuse Post-Standard _Cortland Standard _Palladium Times _Auburn Citizen _Ithaca Journal-Daily _Other



With a new I-81 viaduct, I-690 shifts north

As part of the I-81 rebuild project, the state has recommended rebuilding the interchange at I-81 and I-690. Both highways are aging, though I-81 is in worse shape. Plans at this point call for replacing the bulk of the bridges at the intersection for both highways.

If I-81 is rebuilt as an elevated highway, it must be much straighter to comply with federal highway standards. According to preliminary plans, those I-81 changes could push the new I-690 slightly northward – and possibly smack into St. John the Evangelist, the former church that the Samaritan Center recently bought and reopened as a soup kitchen.

X_Syracuse Post-Standard _Cortland Standard _Palladium Times _Auburn Citizen _Ithaca Journal-Daily _Other

Nearby, people could lose their homes.

Nettleton Commons, the former shoe factory where people now live and work, also is in the way. So is the Snowdon Apartments, a 199-unit building where nearly 10 percent of Onondaga County's most-dangerous registered sex offenders reside.

All told, the state says as many as 30 to 35 buildings could be razed under the viaduct plans – including properties in the shadow of I-690.

New I-81 viaduct could improve commuting on I-690

Both highways would be straighter, so cars could go faster by design. It would also be a safer interchange, documents say. Right now, accidents occur at the highway intersection 4 to 5 times more often than at similar junctions, according to the state.

A new connection on the southeast corner of I-81 and I-690 would be built for cars going in both directions, according to the preliminary plans. The ramp taking motorists from LaFayette to DeWitt would move to the left side of the highway.

Some workers on University Hill going home would no longer get onto the highways at Harrison Street. Instead, those headed east would get directly onto I-690 at a new entrance, probably at Almond or Townsend streets.

Boulevard option changes to I-690

Under the boulevard option, the elevated portion of I-81 running past University Hill would be torn down. Highway traffic would be rerouted around the city on Interstate 481.

If that happens, parts of I-690 could get beefed up. Under one version of that wrap-around plan, the section of I-690 between DeWitt and downtown would become I-481 (since I-81 would now be on the eastern edge of the city).

In order to get more drivers through those by-passes, the ramps connecting the northeastern corner of I-81 and I-690 would grow from one lane to two lanes – and the speed limit would increase from 40 mph to 60 mph.

Slower travel at I-690's West Street

Under both the viaduct and boulevard versions, the state is considering changes to I-690's Exit 13 at West Street. Most significantly, the street would no longer serve as an exit and entrance ramp for the highway.

Instead, the state wants to make West Street serve as a more traditional entrance and exit, with a traffic light. This idea is proposed as a way to avoid encroaching on more properties for the overall project, the report says.

'Missing link' could be headed for Learbury Centre

Under both viaduct and boulevard plans, the state plans to add that missing link on the northwestern corner of the I-81 and I-690 interchange.

That means two new, large connecting ramps must go somewhere. It's possible one could go right through the former Learbury Centre building on North Salina Street, according to state DOT documents.

Syracuse Behavioral Healthcare is preparing, Klemanski said. The group has researched state and federal rules about eminent domain proceedings. Even though the state hasn't come calling, the healthcare group already has formed a committee to search for a new home.

X_Syracuse Post-Standard **_Cortland Standard** **_Palladium Times** **_Auburn Citizen** **_Ithaca Journal-Daily** **_Other**

The treatment group uses the Learbury building for its regional headquarters, staff training and an outpatient clinic. The healthcare group would need a large space, in the city, on bus lines.

"That's the thing I worry about, being able to find a quality piece of property to build on," Klemanski said.

Klemanski hopes a final decision about the highways, whether good or bad, comes as soon as possible. That way his staff can prepare and the group's patients – who are battling addiction or mental illness – won't miss a day of care.

"The sooner the community can decide what option is the best, the better," he said. "I don't have the luxury of waiting."

CNY Area Labor Federation
The Voice of Labor
AFL-CIO

615 West Genesee Street • Syracuse, NY 13204
Phone: 315-422-3363 • Fax: 315-422-2260
http://www.cnylabor.org

Ann Marie Taliercio
President

Broome Cayuga Chenango Cortland Delaware Madison Onondaga Oswego Otsego Tioga Tompkins

Asst. Reg. D.
Construction
Fleet Admin.
PPM
DIRECTOR R-3
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JAN 18 2019
Reg. Dir.
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Admin. Svcs.
Safety
Operations
All REs
Linda
Real Estate
Traffic
All GDs

RECEIVED
JAN 17 2019
OFFICE OF THE COMMISSIONER

January 10, 2019

The Honorable Andrew M. Cuomo
Governor of New York State
NY State Capitol Building
Albany, NY 12224

Dear Gov. Cuomo,

On behalf of the men and women of organized labor in Central New York, I would like to thank you for your strong support of union work across our state. Your commitment to fair wages and benefits sends a strong message that every New Yorker deserves a comfortable living.

I am writing with regard to the Interstate 81 project here in Syracuse, and the Central New York Area Labor Federation, AFL-CIO's continued concern with a boulevard-only replacement of the I-81 viaduct downtown. In 2013, our federation passed a resolution strongly opposing the boulevard-only plan and calling on state officials to thoroughly examine other options for I-81. In the five years since, our position has not changed: A boulevard-only plan would be disastrous for the thousands of workers we represent across the region.

We appreciate your administration giving this project the due diligence it deserves, requesting that the environmental study process include consideration of tunnel alternatives. We were heartened that the independent engineers that your administration contracted to study a tunnel found it to be an entirely feasible option. We look forward to seeing what the Department of Transportation's final review of all the options concludes.

It is clear to us that while a tunnel or new viaduct would keep our region's workforce moving in the right direction, a boulevard that does not share the traffic load with a high-speed option would result in stagnation-creating gridlock.

A boulevard that creates more than a dozen new signaled intersections where none exist today most certainly would spell disaster for morning and afternoon commutes, placing strain on our workforce. At a time when our state is laser-focused on improving the lives of hard-working men and women in every industry, forcing them to stress about how they will make it through gridlock to spend time with their families and invest their wages in their community will send the wrong message.

What's more, at a time when New York businesses are facing higher operational costs, the financial burdens of a boulevard will leave wallets strained. In the case of those traveling from

north or south of the city to destinations across Central New York, sending them along a circuitous route away from the boulevard that adds extra miles will result in higher fuel and maintenance costs that some already struggle to keep up with. Those who do navigate the boulevard similarly will be impacted by the increased costs of idling in traffic rather than moving at a steady speed.

A boulevard also will create stresses during the work day, as those who rely on vehicles to make deliveries and travel from job site to job site will have their routes completely disrupted.

As the environmental review process nears its end, we urge your administration to reject a boulevard-only option. We believe a short tunnel or a new viaduct — both of which also reasonably can incorporate local transportation options and greenspace sought by boulevard supporters — would best serve those who live, work and raise their families here in Central New York.

Sincerely,

Ann Marie Taliercio

Ann Marie Taliercio
President
Central New York Area Labor Federation, AFL-CIO

Cc:
Charles Schumer, U.S. Senate
Kirsten Gillibrand, U.S. Senate
John Katko, U.S. Congress
Paul Karas, NYS DOT
Matthew Driscoll, NYS Thruway Authority
Robert Antonacci, NYS Senator
Rachel May, NYS Senator
Patty Ritchie, NYS Senate
Fred Akshar, NYS Senate
James Seward, NYS Senate
Pamela Helming, NYS Senate
Thomas O'Mara, NYS Senate
Pamela Hunter, NYS Assembly
William Magnarelli, NYS Assembly
William Barclay, NYS Assembly
Gary Finch, NYS Assembly
Brian Manktelow, NYS Assembly
David Gantt, NYS Assembly Transportation Committee
Ryan McMahon, Onondaga County Executive
David Knapp, Onondaga County Legislature Chairman
Ben Walsh, Mayor of Syracuse

From: anthony Tartaro
To: dot.sm.Commissioner
Subject: Please save I-81!
Date: Wednesday, October 7, 2020 6:30:14 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Sending 25000 cars around the City will result in 125,000 + miles being driven needlessly EVERY DAY You will go down in history as a major environmental polluter. INSANE

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

MARIE THERESE DOMINGUEZ
Commissioner

DAVID P. SMITH, P.E.
Regional Director

August 23, 2019

Mr. Karriem Tarver
334 West Colvin Street
Syracuse, NY 13205

Dear Mr. Tarver:

RE: I-81 VIADUCT PROJECT

Thank you for your email to Governor Cuomo expressing your concerns about hiring local and minority workers for the I-81 Viaduct project. The Governor has asked the New York State Department of Transportation (NYSDOT) to respond on his behalf.

The Department has heard from others regarding the hiring of local residents, and we are collaborating with workforce development groups to promote these local hiring opportunities.

NYSDOT appreciates your comments and they will be considered as part of the public engagement process now underway. For further information and updates on the project, visit www.i81opportunities.org or stop in at the I-81 Outreach Center at 335 Montgomery Street in Syracuse. The Outreach Center is open Tuesdays and Thursdays from 11 AM to 2 PM. Project team members are available to help with questions and take any additional comments that you might have.

Thank you again for your input on this project that is of utmost importance to Central New York. If you have questions, please contact Mark Frechette, the I-81 Project Director at 315-428-4409

Very truly yours,

David P. Smith, P.E.
Regional Director

cc: Mark Frechette, I-81 Project Director
Renee Graves, Office of the Commissioner

07/02/2019 04:14 PM (Routed By --> Kristin Maccera) (Routed Via Outside Agency Email to --> DOL) This correspondence has not been acknowledged and is being forwarded for appropriate handling.
Please provide a copy of response or information of any other action recommended or taken to ECO.

Incoming Correspondence:

Dear Governor Cuomo I am writing you this message because I'm very concerned about the i-81-690 construction they talk about the African-American situation here in the Centro/Syracuse New York area they say that we are some of the poorest people in the country I was just wondering with this i-81 -690 deal coming through they say that 1.5 billion dollars is supposed to be put into this project I was just wondering is your office going to be able to secure some of these jobs for the African American and Latino residence of the Syracuse New York area it seems as though the jobs come in but the people take the job as quick as they come in people who live outside the city so i was just trying to figure out what role will the governor play in this I was just thinking maybe the governor can do something to secure 30% of these jobs so that we can lift ourselves up out of poverty Governor Cuomo it seems as though you are a last line of Hope I saw what you did with the education thing here in New York state and I commend you on this keep up the good work

I-81 Viaduct Project
Comment Sheet

Name: Joe TASSONE

Address: City: Cicero State: NY Zip: 13039

Phone: (315) 439-1435 Email:

Comments:

I believe that the community and area would be a disadvantage to downtown. It would take people away. I have driven 81 from Alex Bay to Pigeon Juice TX. It still Hwy This makes no economic sense I would prefer the viaduct Replacement

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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Town of Salina 09/11

Community Meeting

I-81 Viaduct Project
Comment Sheet

Name: Ben Larry & Judith A. Taylor

Address: 226 Volney Dr. City: No. Syr. State: N.Y. Zip: 13212

Phone: (315) 457-6480 Email: Larryandjudi taylor@yahoo.com

Comments: we really need for the 81 to come thur the town of Salina. We have many great thriving bussiness that need to keep going. We really need the revenue for our town. Plus our homes need to be assessed at full value. We have beautiful neighborhoods we have worked hard to keep our homes updated and yards curb appeal We are proud people. Our town can't make it if we lose the hundred of thousand of dollars in revenue. We have thrived to make Salina great. But, we need to continue this path we have been on. Please help us out! Residents have put alot of money into our town. Please consider us.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Thank You! Ben Larry & Judith Taylor

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I-81 Viaduct Project
Comment Sheet

Name: Earl Taylor

Address: 2903 State Rt. 49 **City:** Oswego **State:** NY **Zip:** 13126

Phone: (315) 529-8751 **Email:** egtaylor3@gmail.com

Comments:

Tear it down. I love the idea of a beautiful boulevard.

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

U.S. Department of Transportation
Federal Highway Administration

New York State Department of Transportation

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Contact the Project Team

no-reply@dot.state.ny.us

Thu 10/6/2016 12:48 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Taylor
First name - Earl
Affiliation -
Address 1 - 1051 Lancaster Ave.
Address 2 -
City - Syracuse
State - New York
Zip - 13210
Phone - 3155298751
Email Address - egtaylor3@gmail.com
Question or Comment - Hello.

I am unable to attend the meeting today, but I would like to express my support for the Boulevard Option. The current I-81 viaduct is a barrier and an eyesore. Also, it would be the least invasive to historic structures.
This will be a decision that will last long into the future and I hope this project is done with that in mind.

Thank you,
Earl Taylor

I-81 Viaduct Project
Comment Sheet

Name: Earl Taylor

Address: 1051 Lancaster Ave City: Syracuse State: NY Zip: 13210

Phone: (315) 529-8751 Email: egtaylor@gmail.com

Comments:

Please go with the Community grid option. It will bring new life into the city without the loss of so many buildings and give more options to go into and out of Syracuse.

U.S. Department of Transportation Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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I-81 Viaduct Project
Comment Sheet

Name: Earl Taylor

Address: 1051 Lancaster Ave. City: Syracuse State: NY Zip: 13210

Phone: (315) 529-8757 Email: eajtaylor3@gmail.com

Comments:

I am for the Community Grid option. The time to reign the City is Now!

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY Department of Transportation

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From:
To:
Subject:
Date:

From: no-reply@dot.state.ny.us <no-reply@dot.state.ny.us>
Sent: Wednesday, December 19, 2018 6:52 PM
To: dot.sm.mo.I81Opportunities
Subject: Contact the Project Team

Last name - Taylor
First name - Earl
Affiliation -
Address 1 - 1051 Lancaster Ave.
Address 2 -
City - Syracuse
State - New York
Zip - 13210
Phone - 3155298751
Email Address - egtaylor3@gmail.com
Question or Comment - To whom it may concern,

As a resident and frequent pedestrian of Syracuse, I am very much for the community grid option. This is an amazing opportunity to help Syracuse during it's already occurring resurgence by stitching the city back together. It also lessens the amount of damage in the way of building destruction. There are so many positive reasons that I can not imagine the alternative.

In addition to this, I ask that a lengthening of Almond St. continues to the south to E. Colvin St. This would enable the original (and historical) entrance to Oakwood Cemetery to once again be accessible and also provide an intersection for people to more directly get to the Syracuse University sports facilities up the street off E. Colvin St. and Comstock Ave.

Thank you for taking the time to read this and for your consideration.

Sincerely,
Earl Taylor

I-81 Viaduct Project
Comment Sheet

Name: Earl Taylor

Address: 1051 Lancaster Ave. **City:** Syracuse **State:** NY **Zip:** 13210

Phone: (315) 529-8751 **Email:** egtaylor13@gmail.com

Comments:

I am for the Community Grid option. My Concern is that in the latest renderings of Almond St. that they do not show much space for development on the east side of the street. I hope that is still an option.

Also, I would love to see Almond St. extended South to Brighton Ave. The I-81 and Calvin St. area needs to be helped. The NB on ramp there is treacherous. In addition, this would be a wonderful opportunity to re-open the original historic Oakwood Cemetery entrance as a pedestrian entrance with Oakwood Ave. intersecting Almond St. at that pedestrian entrance. It could be really beautiful and the stone archway would no longer be hidden by an ugly highway.

Thank You.

Earl Taylor

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Name:	Jennifer Taylor						
Address:	6901 Woodchuck Hill Road	**City:**	Fayetteville	**State:**	NY	**Zip:**	13066
Phone:		**Email:**					

Comments:

In the South Almond St. images comparing existing to viaduct and blvd/community proposals are influenced by the illustrator to favor the community grid. It shows most people on the sidewalks in the community grid. Looking at all 3 images there is no reason to account for more on the community than otherwise.

It is drawn to sway the public.

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Name: Jennifer Taylor
Address: 6901 Woodchuck Hill Road **City:** Fayetteville **State:** NY **Zip:** 13066
Phone: **Email:** taylorlindabury@yahoo.com

Comments:

- The presentation/drawings show level greenery with trees and it is easy to move the layman to be drawn towards so much greenery. It is not a honest depiction of the greenery that could grow and service on 10' islands.

- Consistently the public is alerted to the removal of buildings as a negative for the viaduct alternative. It does not highlight the green spaces (of which there is much) that will be acquired in the new proposal.

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Name:	Jennifer Taylor						
Address:	6901 Woodchuck Hill Road	**City:**	Fayetteville	**State:**	NY	**Zip:**	13066
Phone:	315-446-8694	**Email:**	taylorlindabury@yahoo.com				

Comments:

- The postings in the post standard as if there is no choice is disappointing. As if this is only to appease the community and the decision is already made.

- This project is contrary to the plans for the Town of Dewitt. The Town has been focused to create a green community.

- Driving on the current streets parallel to Almond is difficult now. To add traffic would be even worse.

- Connecting the eastern suburbs to the hospital is made room with a combined 81/481.

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Name: Jennifer Taylor
Address: 6901 Woodchuck Hill Road **City:** Fayetteville **State:** NY **Zip:** 13066
Phone: 315-446-8694 **Email:** taylorlindabury@yahoo.com

Comments:

- It is disappointing that the presentation does not address the community that will be most negatively affected, the Town of Dewitt.

- No visual elevations or detailed (blow up) plans reflect the proposed changes.

- To the layman it is obvious that the decibel/noise will increase upon this section. This noise pollution will necessitate sound barriers. The barriers/modifications should be shown clearly on the presentation as a potential of the side effects.

- Identifying the potential need for a sound barrier after the acceptance of the project is inappropriate. Having a sound barrier wall placed on the exhibit documents with the proposals would elicit a much higher response from the community.

- This wall, is a visual noise and few are aware of this.

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481

johnwtaylorjt@gmail.com
Mon 7/22/2019 7:57 AM
To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Eliminating route 81 through Syracuse will make driving home to the 481 DeWitt exit a horrible experience.
Please maintain a high speed interstate through the city of Syracuse.

John W Taylor IV
315-727/0243

Sent from my iPhone

I-81 Viaduct Project
Comment Sheet

Name: Michael Terrill

Address: 6232 Tobinlea Circle City: E. Syr State: NY Zip: 13057

Phone: 315 656-5228 Email: malanterrill@yahoo.com

Comments: The traffic at RT5 would become worse with the current Grid Proposal. It would be best served with an express and collector system, similar to 690 near Bridge & Thompson.

The proposed exit at Irving should be moved to Crouse and an on ramp for 690 added ~~#~~ near the current McBride onramp.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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I-81 Viaduct Project
Comment Sheet

Name: Nan Terry
Address: 2105 Deer Run Rd **City:** Lafayette **State:** NY **Zip:** 13084
Phone: ( ) **Email:** nancterry@yahoo.com

Comments:

Not sure that I agree with time estimates – based on our experiences from having lived in LaFayette for 30 years. Whenever 81 through Syracuse has been closed, my husband found his commute time to Lockheed Martin to be closer to 10 additional minutes each way.

Even if the 10 additional minutes is accurate, that translates to 12 minutes/day or 1 hour/week – just the additional commute time. In a working year of 40 weeks (vacations, etc... subtracted) that is an entire work week – every year – spent in additional commute time. A whole work week!

I find such an increase in commute times to be unfair to the citizens of southern Onondaga county and I do not support the community grid option as a result.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

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81

Shannon Thannhauser <Shannon.Thannhauser@cumulus.com>

Fri 10/7/2016 6:20 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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DO NOT do the boulevard option!

Have you ever driven through Ithaca? It's an epic nightmare. If you want it to take 20 minutes to go 2 miles then do the blvd. If you want most of the traffic to avoid the city of Syracuse and never go downtown or to Destiny…do the blvd. If you want to kill downtown by making it look better with a blvd then go for it, but the traffic is going to be a nightmare and most of us won't go anywhere near it

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Contact the Project Team

no-reply@dot.state.ny.us

Fri 10/7/2016 10:20 AM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

Last name - Thiemann
First name - Peter
Affiliation - Citizen
Address 1 -
Address 2 -
City - Liverpool
State - NY
Zip - 13090
Phone -
Email Address - Peter.the.man0@gmail.com
Question or Comment - If the I81 plan for a street-level Boulevard is chisen, with through traffic being routed via I481, does it include widening 481 to 3 lanes in each direction to handle the additional traffic? Even now, if there is construction or an accident, traffic can get very slow and backed up on 481.

I81 comments

Peter Thiemann <peter.the.man0@gmail.com>

Fri 11/4/2016 8:54 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

I would like to offer a comment regarding the I81 options being presented to the Central NY public.

The direction of the selection appears to be moving toward the street-level boulevard and away from the rebuilt viaduct option. If that is the case, I would like to know if the additional traffic on Route 481 around the city by the diversion of through-traffic to it has been considered? 481 is only two lanes for most of its length. Any little disruption of traffic flow causes slow-downs. Even today, as I was driving it, the traffic on 481N near the Northern Boulevard exit was backed up almost to the Rt. 298 ramps by something as minor as a car with a flat tire or breakdown, with both lanes of traffic moving along at only 5-10 MPH! When there is road work or bridge inspection going on, the traffic issues are even worse.

If the boulevard option is chosen, Route 481 MUST be widened to at least 3 lanes (if not 4 in some areas) around the city to carry the increased traffic. The cost of that should be included in the proposed cost estimate for the boulevard option.

Respectfully,

Peter Thiemann
Liverpool

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

From: Keith Thomas
To: dot.sm.Commissioner
Subject: Please save I-81!
Date: Wednesday, October 7, 2020 5:38:57 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello:

I wish to voice my concerns about the removal of Interstate 81 viaduct in Syracuse NY and replace it with an option such as a "community grid."

I drive on this road daily for my commute to work on the west side of town. Any solution to address the viaduct with a system of on grade intersections with traffic control lights/signs would be objectionable and would inconvenience me and add time to my commute. I may well choose to change my employeer and place of work because of this.

I do not support the community grid. I would only support replacing the viaduct with a like kind replacement or re-decking.

Thanks,

Keith Thomas, P.E.
315-529-6590

Elevated highway or boulevard

Kyle E. Thomas <kthomas@naturalsystemsengineering.com>

Thu 10/27/2016 2:13 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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To whom it may concern:

I am resident of the City of Syracuse, and I use I-81 regularly to get to recreational areas I use south of the City for hunting, fishing and skiing. The present configuration is probably most ideal for me in terms of travel time to get to these areas. Nevertheless, I am strongly in favor of the boulevard option as I think it will provide the most benefit for Central New Yorkers as a whole. This opinion is not even taking into account the additional loss of historic and other buildings that will result in replacement of the viaduct. It is unfortunate that some businesses would lose as a result of this reconfiguration, but decisions on public infrastructure cannot be made based on those who have “doubled down” on the status quo.

Thank you,
Kyle E. Thomas, P.E.
248 Bryant Ave.
Syracuse, New York 13204

I-81 viaduct replacement

Martha Thompson <thompson.martha49@gmail.com>

Mon 11/28/2016 1:32 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

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I understand that the NYS Department of Transportation has determined that it will study further only two alternatives for replacing the I-81 Viaduct in the center of Syracuse. The replacement choice is now between building a taller and wider Viaduct [V4] or creating a Community Street Grid [CG2]. I support the Community Street Grid alternative as the best possible replacement solution for our overall community.

Martha Thompson
Syracuse NY

I-81 Viaduct Project
Comment Sheet

Name: Bill Timmons

Address: 8628 Briar Patch **City:** Baldwinsville **State:** NY **Zip:** 13027

Phone: (315) 254-5815 **Email:** billtimmons67@yahoo.com

Comments:

- Plans should be made to teardown 690 ~~as~~ also. Replacing a portion of I-81 with a community grid does not accomplish much if you leave 690.

- Same with the portion of I-81 through the North Side. Fill it in & create a community grid.

- Make sure the new surface roads are not too wide for an elderly ~~person~~ person or child ~~to~~ too cross safely. An eight lane surface road is no better than a highway.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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From:	mark tinklepaugh
To:	dot.sm.Commissioner
Subject:	Please save I-81!
Date:	Wednesday, October 7, 2020 6:40:13 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Please stop pursuing this fuckery project to eliminate easy access to and through syracuse on RT81. You are spending millions to ELIMINATE this system in Utica who chose to go that way in the 1950's and make WHAT EXISTS TODAY IN SYRACUSE.

Preservation League of NYS

September 12, 2019

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Steven J. Weiss

Via E-mail: Jessica.Prockup@dot.ny.gov
I81Opportunities@dot.ny.gov

Jessica Prockup
New York State Department of Transportation
50 Wolf Road, POD 4-1
Albany, NY 12232

Dear Ms. Prockup,

The Preservation League of New York State is New York's statewide historic preservation organization. We advocate for the protection of historic buildings and landscapes in all sixty-two counties and assist in advancing historic preservation and community development efforts. As a consulting party in the Section 106 process for the I-81 viaduct project, we offer the following comments on the *Preliminary Draft Design Report/Draft Environmental Impact Statement* (April 2019).

The Preservation League highly favors the community grid option presented. This option is most consistent with the surrounding neighborhoods and is least detrimental to historic resources within the Area of Potential Effect (APE). We would like to see the following additional considerations as part of this project.

We encourage the NYS Department of Transportation (NYSDOT) to extend the community grid option, at minimum, down to Colvin Street. It seems prudent to correct the past wrongs of the original I-81 Viaduct, which had detrimental effects on the *National Register-listed* Oakwood cemetery and surrounding neighborhoods. Extending the project would be beneficial as follows:

- To restore vehicular & pedestrian access to enter through the original impressive arched main entrance to the *National Register-listed* Oakwood cemetery. The construction of the I-81 Viaduct removed all access through this original entry, leading to deterioration of the oldest portion of the cemetery, as well as limiting access to the surrounding neighborhoods.

- Address the economic damage done by the construction of I-81, by enhancing the presence of National Register listed and eligible resources including the South Salina Street Historic District, South Presbyterian church, the Sears Building, and Oakwood cemetery.

- Ease some traffic concerns prior to heading downtown, including dispersing traffic so that it does not accumulate at the site of Pioneer Homes, which we find to be of importance to the city's history (see below).

Upon review of the National Register eligibility determinations made by the NYS Office of Parks Recreation and Historic Preservation (OPRHP), we ask that NYSDOT and OPRHP give a second look to the Pioneer Homes site and its potential for National Register eligibility.

OPRHP's eligibility determination notes a loss of integrity to include architectural alterations such as addition of hipped roofs & entry enclosures, replacement windows, and demolition of a small percent of contributing buildings, as reasons for National Register ineligibility. While architectural elements are important to integrity; we contend the siting, design, and massing are intact and architectural changes/missing elements are reversible changes; including entryways, windows, and roofs. Further, these elements do not significantly alter the understanding of these structures as an early public housing complex.

We believe that the minimal demolition caused by construction of I-81 (7 buildings out of 48 buildings) did not significantly alter the character of the Pioneer Homes Community, one of the first five housing projects in the Nation, and the first New York housing project authorized following the passage of the 1937 Housing Act (AKRF, 2016). In addition, based on Figures 2.4.6-7 and 2.4.6-8 of the 2016 *Architectural Resources Survey*, the site plan and shape of Pioneer Homes remains consistent pre- and post- I-81 construction. Finally, Pioneer Homes has been bisected by I-81 for 60 years. It's current configuration, over 50 years old, exemplifies mid-20th century urban renewal, the disenfranchisement of African-American communities, and associated impact on low-income/public housing. Once the community grid is reestablished, this community will have an opportunity to stitch itself back together and deserves recognition for its importance in Syracuse history.

Thank you for your time and consideration of our comments. Please do not hesitate to contact me with any questions.

Sincerely,

Erin M. Tobin
Vice President for Policy and Preservation

From: Joe Todisco
To: dot.sm.Commissioner
Subject: Please save I-81!o exit
Date: Wednesday, October 7, 2020 5:21:47 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Commissioner,

I have a diner in downtown Syracuse and daily have people stop in for breakfast or lunch who are traveling either from North to South or South to North. Also parents bring or visiting their child who is a student at a college in the area. They are using I81 and ask "why would anyone want to change a road so convenient to so many?". Our response is someone thinks it needs to be torn down! To assume anyone is going to exit from the north at Clinton St and drive thru the city to reenter ay Brighton Ave, which is a death trap with daily shootings and stabbings is not thinking clearly. Exiting at Brighton Ave and navigate unfamiliar streets to try to reenter traveling North is again not clearly thinking. Using 481 as a bypass will simply be what it was intended to do and bypass downtown completely. That will be the death of businesses in the downtown area. Kindly retool the thoughts of this insanity and approach it from a business frame of mind.

Joe Todisco

JJ'S Miss Syracuse Diner

258 E. Water St.

315-451-1500

Cell 315-430-8972

I-81 Viaduct Project
Comment Sheet

Name: Frank Todzia

Address: already on your list **City:** **State:** **Zip:**

Phone: ( ) **Email:**

Comments: Very informative presentation. Need to consider Interconnect ramps from I690 bear street exit to I81 entrance north of Bear street as alternative route. No historical structures need to be sacrificed as the land is now mostly vacant.

I am in favor of Keeping I81 in it's present route through the city, not diverting it through I481 / I690 Dewitt.

Please continue comments on back if needed.

Mail comments to:
I-81 Viaduct Project
New York State Department of Transportation
333 E. Washington Street
Syracuse, NY 13202

Submit comments online:
www.i81opportunities.org

Information Hotline:
toll-free: (855) I81-TALK (481-8255)

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From: no-reply@dot.state.ny.us
To: I81Opportunities@dot.ny.gov
Subject: Contact the Project Team
Date: Wednesday, September 11, 2019 3:39:41 PM

Last name - Toporzycki
First name - Nicholas
Affiliation -
Address 1 - 6 McIntosh Street
Address 2 -
City - Liverpool
State - New York
Zip - 13090
Phone -
Email Address - njtopor@aol.com
Question or Comment - Repair I-81 in current location, tearing it down will impact to many businesses and the many employees that commute to work at those businesses.

Do Not Remove Current I-81

Dan Toscano <dantoscano1@outlook.com>

Tue 5/7/2019 4:36 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

To Whom it May Concern:

I understand this is a Win for Syracuse University. However, what about the trucking industry and people that commute to Syracuse from the Suburbs? This move is going to hurt and drive out a lot of local hospitality businesses that tend to truckers that make trips north and south on I-81. Commuters are also going to be crushed by the limited options without a central highway. Rush hour traffic is going to be countless times worse than it already is. This is estimated to be a very costly project, why not renovate the existing structure?

Tearing down highways at a very high price tag does not seem to make much sense.

Thanks,

Rt 81

mary toscano <matoscano17@icloud.com>

Fri 12/2/2016 4:51 PM

To:dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

- "I object to any plan to change the alignment or destination of the existing Interstate 81 through its present corridor in Syracuse and Central New York."
-

Sent from my iPad

Office of the Supervisor
TOWN OF CAMILLUS
4600 WEST GENESEE STREET
SYRACUSE, NEW YORK 13219

MARY ANN COOGAN
SUPERVISOR

PHONE: (315) 488-1335
FAX: (315) 488-8768
macoogan@townofcamillus.com

February 17, 2021

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

As one of the nineteen Supervisors from Onondaga County and, a member of the Onondaga County Board of Supervisors, who together represent 69% of the County population, I write to you today to express our support for a new consolidated rebuilding program for the future of Interstate 81. That said many of our constituents are looking for a complete solution that recognizes the needs of our residents as opposed to a "*grid-only*" option that has been proposed.

While some in this community envision a future Syracuse devoid of critical transportation infrastructure, all polling demonstrates how the broad majority of Central New Yorkers eagerly urge building for a robust, growing and healthier future.

It is said the elevated highway in downtown Syracuse is "*nearing the end of its useful life.*" If so it is only the elevated structure itself that is nearing the end of its useful life. Our community's transportation needs will not end any time soon and in fact will demand a far-reaching solution that can accommodate us all.

Some 90,000 cars and trucks travel this stretch of Interstate 81 through the City of Syracuse every day. A majority of this traffic begins and ends within our community but outside of the boundaries of the elevated structure, that is the current Route 81 through the City. Many of these commuters are suburban and rural residents who depend on an efficient route to maintain their livelihoods.

The "grid" as narrowly proposed offers an appealing image. But to enable Central New York's economy to recover from this devastating COVID era, it is absolutely necessary that our infrastructure plans provide for economic recovery and job growth.

From a climate perspective, a "*grid-only*" option, as proposed, would set this community precipitously backward. Without infrastructure to carry those 90,000 vehicles every day to where they must go, the majority would have to divert to city streets as well as suburban and rural roads. Consequently, urban streets would become gridlocked and fuel consumption would be wasted on extended travel times. Greenhouse gas emissions on residential streets and rural roads would spiral ever upward from the endless cars and trucks starting, stopping and idling at the thirteen traffic lights that would become the new Route 81 artery through the City. Diverted traffic would crowd streets near Dr. Martin Luther King School. Heavy traffic would multiply the number of vehicle-pedestrian accidents.

OST-S10-210226-024

We agree the "grid" has drawn some favor as a component of an innovative rebuilding program. However, we urge the "grid" to be built - in concert with forward-looking infrastructure that will meet the needs of all Central New Yorkers. A "grid" option without vision cannot meet the needs of Central New Yorker's from communities - urban, suburban and rural.

We urge you to consider a proposal that addresses all the important issues raised by the presence of the old viaduct. Some of the alternatives to the crumbling overhead- elevated highway already considered, a tunnel, recessed highway, and a rebuilt viaduct, why not an iconic suspended bridge –flowing over an active, bustling urban center. Such an option would create the long-term solution for Central New York as it grows its way into the future. A bridge alternative could show the world beyond New York an image of a growing community capable of accommodating all of Central New York's residents while show casing a modern and vibrant Syracuse.

We should consider instead a complete solution to the 81 rebuilding project that is directed 100% to the area impacted by the proposed improvements. Spending hundreds of millions of dollars to improve suburban highways such as a peripheral road in suburban DeWitt, and hundreds of millions more to improve Route 481 is not a solution. That half billion dollars should be spent in the City – creating jobs in the City – giving City residents an improved chance to work at those jobs, and respecting the principles of smart growth by resisting further expansion of suburban sprawl.

An iconic bridge would link not only the physical gap but the social gap that has divided a community for the past 60 years, and could provide the City with a naming opportunity for a historical figure that helped shape the City's growth.

We know others have invited you to Syracuse to see our mainline Interstate in its local setting and to discuss the best path forward. We respectfully request to be included in any meetings.

Thank you in advance for your consideration.

Sincerely,

Mary Ann Coogan
Camillus Town Supervisor

CC:
Governor Cuomo
Camillus Town Board

Jill Hageman-Clark
Town Clerk

Town of Clay

"One of America's 100 Best Places to Live"

RECEIVED
JUL 18 2019
BY:

	Reg. Dir.	Asst. Reg. D.	
	IT	Construction	
	Design	Fleet Admin.	
	Admin. Svcs.	PPM	✓
RECEIVED REG. DIRECTOR R-3 JUL 18 2019			
	Real Estate	Safety	
	Traffic	Operations	
	All GDs	All REs	
		Linda	

Mr. David P. Smith P.E.
Regional Director NYS DOT
333 E. Washington Street # 700
Syracuse, New York 13202

July 17, 2019

Dear Mr. Smith,

Enclosed please find a Resolution unanimously passed by the Town Board in the Town of Clay on July 15, 2019, regarding the proposed recommendation in the ***unapproved*** Preliminary Draft Environmental Impact Statement for the Interstate 81 through Syracuse. Please include these comments as part of the permanent record. Thank you in advance.

Sincerely,

Jill Hageman-Clark, RMC

4401 State Route 31, Clay, New York 13041-8707
Phone: (315) 652-3800 ❖ Website: www.townofclay.org ❖ E-Mail: townclerk@townofclay.org ❖ Fax: (315) 652-7259

TOWN BOARD MEETING

TOWN OF CLAY

JULY 15, 2019

MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF CLAY, COUNTY OF ONONDAGA, REGARDING THE PROPOSED RECOMMENDATION IN THE UNAPPROVED PRELIMINARY DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, when interstate 81 was constructed, it directed traffic through our Central New York Community and as a result the Town was transformed into a commercial crossroads that grew in prosperity and economic development; and

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Town of Clay and Central New York, connecting commuters, businesses, tourists, visitors, inter-state commerce and through-travelers alike; and

WHEREAS, The Town of Clay has experienced substantial growth given its close proximity to the City of Syracuse acting as a transfer point between the New York State Thruway and Interstate 81, the town has a significant commercial presence consisting of hotels, gas stations, and restaurants geared in part toward travelers across these thoroughfares; and

WHEREAS, the proposed action expressed in the unapproved DEIS would result in potential loss of revenue in the Town along with the significant ancillary loss of business to other local vendors used by those businesses to service their customers; and

WHEREAS, if Interstate 81 traffic were diverted from these businesses the estimated loss of Sales Tax could be substantial as traffic would be directed around our community; and

WHEREAS, due to the proposed diversion of traffic from Interstate 81 to Route 481 within these corridors businesses and their employees will be negatively affected by loss of commerce. Furthermore, the resulting traffic congestion created by the proposed grid and resulting diversions will create an untenable negative impact upon the remainder of Onondaga County and Central New York; and

WHEREAS, the potential consequences to the Town of Clay and the surrounding towns in Central New York have not been adequately addressed in the DEIS; and

WHEREAS, there may be a variety of ways to deal with I-81's aging infrastructure. Eleven (11) public option polls and surveys have been conducted since 2013 showing that between 52% to 83% of respondents favor retaining Interstate 81's function and alignment throughout the city, clearly establishing that there is no consensus for the Community Grid option; and

WHEREAS, it is the sense of the Town of Clay Town Board that any decision reached by the NYS DOT should enhance mobility and project major economic functions in that portion of Central New York impacted by this project; now, therefore be it

RESOLVED, that the Town of Clay Town Board requests that the NYS DOT addresses all socioeconomic and environmental impacts in the DEIS that will affect our Central New York Community, including but not limited to, Environmental Justice and Local and Regional Economics for the corridors adjacent to the Interchanges therein; and

RESOLVED, that the Town of Clay Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Town of Clay Town Board request that the NYS DOT and Governor Cuomo choose the consensus solution, so our entire community benefits from this important decision, and/or enhances the safety and performance of the existing Interstate 81; and

RESOLVED, that the Clerk of the Town of Clay is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the members of Congress representing Central New York, the US FHWA, Members of the New York State Assembly and Senate representing the Town of Clay and to the Governor of State of New York.

In Witness thereof, I have hereunto set my hand and have hereunto affixed the seal of the Town of Clay this **15th** day of **July, 2019.**

Damian M. Ulatowski, Supervisor

Joseph A. Bick, Deputy Supervisor/Councilor

Eugene B. Young, Councilor

David J. Hess, Councilor

Brian R. Hall, Councilor

Kevin J. Meaker, Councilor

Ryan A. Pleskach, Councilor

(SEAL) Jill Hageman Clark

JILL HAGEMAN-CLARK, TOWN CLERK OF THE TOWN OF CLAY, COUNTY OF ONONDAGA, STATE OF NEW YORK

Damian M. Ulatowski
Supervisor

Joseph A. Bick
Deputy Supervisor

Office of the Supervisor
Town of Clay

"One of America's 100 Best Places to Live"

Councilors:
Brian E. Hall
David J. Hess
Kevin J. Meaker
Ryan A. Pleskach
Eugene B. Young

February 16, 2021

Honorable Peter Buttigieg, Transportation Secretary
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Buttigieg:

As one of the nineteen Supervisors from Onondaga County and President of the Onondaga County Board of Supervisors Association, who together represent 69% of the County population, I write to you today to express our support for a new consolidated rebuilding program for the future of Interstate 81. That said many of our constituents are looking for a complete solution that recognizes the needs of our residents as opposed to a "*grid-only*" option that has been proposed.

While some in this community envision a future Syracuse devoid of critical transportation infrastructure, all polling demonstrates how the broad majority of Central New Yorkers eagerly urge building for a robust, growing and healthier future.

It is said the elevated highway in downtown Syracuse is "*nearing the end of its useful life.*" If so it is only the elevated structure itself that is nearing the end of its useful life. Our community's transportation needs will not end any time soon and in fact will demand a far-reaching solution that can accommodate us all.

Some 90,000 cars and trucks travel this stretch of Interstate 81 through the City of Syracuse every day. A majority of this traffic begins and ends within our community but outside of the boundaries of the elevated structure, that is the current Route 81 through the City. Many of these commuters are suburban and rural residents who depend on an efficient route to maintain their livelihoods.

The "grid" as narrowly proposed offers an appealing image. But to enable Central New York's economy to recover from this devastating COVID era, it is absolutely necessary that our infrastructure plans provide for economic recovery and job growth.

From a climate perspective, a "*grid-only*" option, as proposed, would set this community precipitously backward. Without infrastructure to carry those 90,000 vehicles every day to where they must go, the majority would have to divert to city streets as well as suburban and

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OST-S10-210308-013

rural roads. Consequently, urban streets would become gridlocked and fuel consumption would be wasted on extended travel times. Greenhouse gas emissions on residential streets and rural roads would spiral ever upward from the endless cars and trucks starting, stopping and idling at the thirteen traffic lights that would become the new Route 81 artery through the City. Diverted traffic would crowd streets near Dr. Martin Luther King School. Heavy traffic would multiply the number of vehicle-pedestrian accidents.

We agree the "grid" has drawn some favor as a component of an innovative rebuilding program. However, we urge the "grid" to be built - in concert with forward-looking infrastructure that will meet the needs of all Central New Yorkers. A "grid" option without vision cannot meet the needs of Central New Yorker's from communities - urban, suburban and rural.

We urge you to consider a proposal that addresses all the important issues raised by the presence of the old viaduct. Some of the alternatives to the crumbling overhead- elevated highway already considered, a tunnel, recessed highway, and a rebuilt viaduct, why not an iconic suspended bridge –flowing over an active, bustling urban center. Such an option would create the long-term solution for Central New York as it grows its way into the future. A bridge alternative could show the world beyond New York an image of a growing community capable of accommodating all of Central New York's residents while show casing a modern and vibrant Syracuse.

We should consider instead a complete solution to the 81 rebuilding project that is directed 100% to the area impacted by the proposed improvements. Spending hundreds of millions of dollars to improve suburban highways such as a peripheral road in suburban DeWitt, and hundreds of millions more to improve Route 481 is not a solution. That half billion dollars should be spent in the City – creating jobs in the City – giving City residents an improved chance to work at those jobs, and respecting the principles of smart growth by resisting further expansion of suburban sprawl.

An iconic bridge would link not only the physical gap but the social gap that has divided a community for the past 60 years, and could provide the City with a naming opportunity for a historical figure that helped shape the City's growth.

We know others have invited you to Syracuse to see our mainline Interstate in its local setting and to discuss the best path forward. We respectfully request to be included in any meetings.

Thank you in advance for your consideration.

Very truly yours,

Damian M. Ulatowski
Supervisor, Town of Clay and President of the Onondaga County Supervisor's Association

TOWN OF
ELBRIDGE

5 Route 31 • P.O. Box 568 • Jordan, NY 13080
Tel: 315-689-9031 • Fax: 315-689-3122
www.townofelbridge.com

Ken Bush, Jr.
Supervisor

Rita A Dygert
Councilor
Deputy Supervisor

Vern Richardson
Councilor

Doug Blumer
Councilor

Floyd Duger
Councilor

Debra Stapleton
Town Clerk

James White
Highway Superintendent

December 29th, 2016

RECEIVED JAN 0 3 2017

STATE OF NEW YORK
COUNTY OF ONONDAGA SS:
TOWN OF ELBRIDGE

I, the undersigned, Clerk of the Town of Elbridge, DO HEREBY CERTIFY that the following resolution was duly adopted by the Town Board of the Town of Elbridge at a Town Meeting of the said Board duly called and held on December 28th, 2016; that the said resolution was entered in the minutes of the said meeting; and that I have compared the foregoing copy with the original thereof now on file in my office and that the same is a true and correct transcript of said resolution and of the whole thereof.

On a motion of Councilor Blumer seconded by Councilor Duger the following resolution was
ADOPTED: 4 AYES Dygert Richardson Blumer Duger
0 NAYS

Resolutions 140-16

Resolved: the Elbridge Town Board Memorializing the intent of the Town board of the Town of Elbridge, County of Onondaga, regarding the need to maintain the existing alignment of Interstate 81 through Syracuse

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Central New York, connecting commuters, businesses, tourists, visitors, and through travelers alike; and

WHEREAS, among its important functions, Interstate 81 provides vital links with access to downtown Syracuse, all of our hospitals, Syracuse University, Destiny USA, present and future businesses and residents along 81 corridor, to business and residents within the Town of Elbridge; and

WHEREAS, turning Interstate 81 to Route 481 leaves no alternative north- south Route for national defense, national disaster, and general maintenance and repairs; and

WHEREAS, redirecting Interstate 81 to Route 481 is not smart environmental policy because the distance traveled for through traffic and further stop and go intercity commuting travel is increased. This is polluting, inefficient, requires the use of greater amounts of petroleum based fuels, hurts the regional economy, and is detrimental to social welfare and the environment; and

WHEREAS, the future of 1-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, it is the consensus of the Elbridge Town Board that any decision reached by the NYS DOT should satisfy function first, and should be closely tailored to satisfy that function; and

WHEREAS, we support smart growth and the creation of a new and welcoming entrance to Syracuse, and the integration of the hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one of the most significant advantages of living, working, doing business and visiting Onondaga County;

WHEREAS, Elbridge supports a balanced, comprehensive approach, a regional transportation plan is necessary to ensure smart climate choices are made, a plan that can provide environmental, social and economic benefits to all of Central New York, one that promotes alternative and mass transit options including alternate fuels, electric vehicles, and a light rail system; for out suburban communities are in dire need of a traffic diet as well; and,

WHEREAS, if Interstate 81 is not retained as an interstate highway through Syracuse, truck traffic will become a greatly increased burden for communities to the west of Syracuse;

WHEREAS, the Almond Street "boulevard" and parallel streets in Syracuse would bear the burden of scores of thousands of additional vehicles each day, displaced by the removal of the elevated highway;

WHEREAS, additionally, if Interstate 81 is not retained as an interstate highway, trucks headed north through Syracuse to Interstate 690 or the New York Thruway would encounter a boulevard laced with 14 signalized intersections, then have to make a right turn onto Erie Boulevard, travel east two blocks, make a left turn to pass under I-690, and then another left turn onto a westbound I-690 ramp. It is very unlikely that trucks traveling north on I-81 with a destination to the west would travel this route, nor would they divert miles out of the way to the east of Syracuse and pay increased tolls on the Thruway to reach their goal. The result would be communities west of Syracuse experiencing a greatly increased burden of truck traffic, with many of the trucks carrying hazardous wastes.

NOW, THEREFORE BE IT RESOLVED, that the Elbridge Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Supervisor of the Town of Elbridge is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various legislative members representing Onondaga county at the state level.

Debra H. Stapleton

Debra H. Stapleton
Town Clerk of the Town of Elbridge
In Onondaga County New York

TOWN OF
ELBRIDGE

5 Route 31 • P.O. Box 568 • Jordan, NY 13080
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Vernon Richardson.
Supervisor

Doug Blumer
Councilor
Deputy Supervisor

Todd Platten
Councilor

Floyd Duger
Councilor

Michael Caron
Councilor

Debra Stapleton
Town Clerk

James White
Highway Superintendent

02/16/2021

Dear Secretary Buttigieg:

As one of the nineteen Supervisors from Onondaga County and, a member of the Onondaga County Board of Supervisors, who together represent 69% of the County population, I write to you today to express our support for a new consolidated rebuilding program for the future of Interstate 81. That said many of our constituents are looking for a complete solution that recognizes the needs of our residents as opposed to a "*grid-only*" option that has been proposed.

While some in this community envision a future Syracuse devoid of critical transportation infrastructure, all polling demonstrates how the broad majority of Central New Yorkers eagerly urge building for a robust, growing and healthier future.

It is said the elevated highway in downtown Syracuse is "*nearing the end of its useful life.*" If so it is only the elevated structure itself that is nearing the end of its useful life. Our community's transportation needs will not end any time soon and in fact will demand a far-reaching solution that can accommodate us all.

Some 90,000 cars and trucks travel this stretch of Interstate 81 through the City of Syracuse every day. A majority of this traffic begins and ends within our community but outside of the boundaries of the elevated structure, that is the current Route 81 through the City. Many of these commuters are suburban and rural residents who depend on an efficient route to maintain their livelihoods.

The "grid" as narrowly proposed offers an appealing image. But to enable Central New York's economy to recover from this devastating COVID era, it is absolutely necessary that our infrastructure plans provide for economic recovery and job growth.

OST-S10-210223-018

From a climate perspective, a "*grid-only*" option, as proposed, would set this community precipitously backward. Without infrastructure to carry those 90,000 vehicles every day to where they must go, the majority would have to divert to city streets as well as suburban and rural roads. Consequently, urban streets would become gridlocked and fuel consumption would be wasted on extended travel times. Greenhouse gas emissions on residential streets and rural roads would spiral ever upward from the endless cars and trucks starting, stopping and idling at the thirteen traffic lights that would become the new Route 81 artery through the City. Diverted traffic would crowd streets near Dr. Martin Luther King School. Heavy traffic would multiply the number of vehicle-pedestrian accidents.

We agree the "grid" has drawn some favor as a component of an innovative rebuilding program. However, we urge the "grid" to be built - in concert with forward-looking infrastructure that will meet the needs of all Central New Yorkers. A "grid" option without vision cannot meet the needs of Central New Yorker's from communities - urban, suburban and rural.

We urge you to consider a proposal that addresses all the important issues raised by the presence of the old viaduct. Some of the alternatives to the crumbling overhead-elevated highway already considered, a tunnel, recessed highway, and a rebuilt viaduct, why not an iconic suspended bridge –flowing over an active, bustling urban center. Such an option would create the long-term solution for Central New York as it grows its way into the future. A bridge alternative could show the world beyond New York an image of a growing community capable of accommodating all of Central New York's residents while show casing a modern and vibrant Syracuse.

We should consider instead a complete solution to the 81 rebuilding project that is directed 100% to the area impacted by the proposed improvements. Spending hundreds of millions of dollars to improve suburban highways such as a peripheral road in suburban DeWitt, and hundreds of millions more to improve Route 481 is not a solution. That half billion dollars should be spent in the City – creating jobs in the City – giving City residents an improved chance to work at those jobs, and respecting the principles of smart growth by resisting further expansion of suburban sprawl.

An iconic bridge would link not only the physical gap but the social gap that has divided a community for the past 60 years, and could provide the City with a naming opportunity for a historical figure that helped shape the City's growth.

We know others have invited you to Syracuse to see our mainline Interstate in its local setting and to discuss the best path forward. We respectfully request to be included in any meetings.

Thank you in advance for your consideration

Vernon J. Richardson

Supervisor
Town of Elbridge

RECEIVED MAR 1 1 2019

TOWN OF LOCKE
TOWN BOARD RESOLUTION

RESOLUTION MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF LOCKE, COUNTY OF CAYUGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for generations to come;
And

WHEREAS, it is the consensus of the Locke Town Board that any decision reached by the New York State Department of Transportation should satisfy function first including safety, efficiency of transportation for personal and commercial use and provide and minimize unintended consequences.

IT IS THEREFORE

RESOLVED, that it is the opinion of the Locke Town Board that the unintended consequences of creating any significant changes to Route 81 including creating a boulevard or tunnel, could potentially alter the flow of heavy commercial traffic and increase truck traffic flow through the Town of Locke, State Route 38 and State Route 90, thereby causing safety issues and decreasing the quality of life for Locke residents; and, be it further

RESOLVED, that the Locke Town Board requests that the New York State Department of Transportation seek a solution to the Route 81 redesign that does not pose negative effects to smaller outlaying communities; and, be it further

RESOLVED, that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an Interstate Highway must not be removed or impaired; and, be it further

RESOLVED, that the Town Clerk of the Town of Locke is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, Syracuse Metropolitan Transportation Council and the Cayuga County Legislature.

Dated: February 14, 2019

Motion by Member Craig J. Todd Town Supervisor

Second by Member Mary Alice Stetz Town Council

Roll Call Vote:	Yes	Nay	Absent
Craig Todd	✓		
Sally Compton	✓		
Mary Alice Stetz	✓		
Thane Benson	✓		
Judi Burnett	✓		

TOWN OF LYSANDER

Dina Falcone, Town Clerk
8220 Loop Road
Baldwinsville, New York 13027
Phone: (315) 638-0224 Fax: (315) 635-1515
E-mail: townclerk@townoflysander.org

Reg. Dir.	Asst. Reg. D.	
LT.	Construction	
Design	Fleet Admin.	
Admin. Svcs.	PPM	✓

RECEIVED REG. DIRECTOR R-3

JAN 10 2017

Real Estate	Safety	
Traffic	Operations	
All GDs	All REs	
	Michelle	

January 9, 2017

Martin Voss, Acting Commissioner
New York State Department of Transportation
333 East Washington Street
Syracuse, NY 13202

Re: <u>Interstate 81 Resolution</u>

Dear Marty,

At its regular meeting of December 29, 2016, the Lysander Town Board adopted and approved a resolution memorializing the intent of the Town Board of the Town of Lysander, regarding the need to maintain the existing alignment of Interstate 81 through Syracuse.

I have enclosed a copy of said resolution for your files.

Please do not hesitate to contact my office should you have any questions.

Yours truly,

Dina Falcone

Dina Falcone
Lysander Town Clerk

Enclosure

RECEIVED
JAN 10 2017
NYSDOT REGION 3
MAIL ROOM

Town of Lysander
Town Board Resolution Number 194
December 29, 2016

MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF LYSANDER, COUNTY OF ONONDAGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Central New York, connecting commuters, businesses, tourists, visitors, and through travelers alike; and

WHEREAS, among its important functions, Interstate 81 provides vital links with access to downtown Syracuse, all of our hospitals, Syracuse University, Destiny USA, present and future businesses and residents along 81 corridor, to business and residents within the Town of Lysander, and

WHEREAS, turning Interstate 81 to Route 481 leaves no alternative north-south Route for national defense, national disaster, and general maintenance and repairs; and

WHEREAS, although there are a variety of ways to deal with I-81's aging infrastructure, the existing "Interstate" function and designation must be preserved, because any solution which would remove I-81's vital function from its present alignment would irreparably harm the regional economy and corresponding employment dependent upon the highway network in addition to negatively impacting local neighborhoods and quality of life; and

WHEREAS, redirecting Interstate 81 to Route 481 is not smart environmental policy because the distance traveled for through traffic and further stop and go intercity commuting traffic is increased. This is polluting, inefficient, requires the use of greater amounts of petroleum based fuels, hurts the regional economy, and is detrimental to social welfare and the environment; and

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, it is the consensus of the Lysander Town Board that any decision reached by the NYS DOT should satisfy function first, and should be closely tailored to satisfy that function; and

WHEREAS, we support smart growth and the creation of a new and welcoming entrance to Syracuse, and the integration of the hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one of the most significant advantages of living, working, doing business and visiting Onondaga County;

WHEREAS, the Town of Lysander supports a balanced, comprehensive approach, a regional transportation plan is necessary to ensure smart choices are made, a plan that can provide environmental, social and economic benefits to all of Central New York, one that promotes alternative and mass transit options including alternate fuels, electric vehicles, and a light rail system; for out suburban communities are in dire need of a traffic diet as well; now, therefore be it

RESOLVED, that the Lysander Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Supervisor of the Town of Lysander is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various legislative members representing Onondaga County at the state level.

Adopted 5 Ayes
0 Nays

I-81 Resolution:

Resolution of the Town Board of the Town of Marcellus
Pertaining to Interstate 81 Renovations
Dated: December 29, 2016

A motion was made by Councilor Stevens to adopt the following Resolution and the motion was seconded by Councilor Hunt;

MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF MARCELLUS, COUNTY OF ONONDAGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Central New York, connecting commuters, businesses, tourists, visitors and through-travelers alike; and

WHEREAS, among its important functions, Interstate 81 provides vital links with access to downtown Syracuse, all of the local hospitals, Syracuse University, Destiny USA, present and future businesses and residents along I-81 corridor; and

WHEREAS, turning Interstate 81 to Route 481 leaves no alternative north –south Route for national defense, national disaster, and general maintenance and repairs; and

WHEREAS, although there are a variety of ways to deal with I-81's aging infrastructure, the existing "Interstate" function and designation must be preserved, because any solution which would remove I-81's vital function from its present alignment may irreparably harm the regional economy and corresponding employment dependent upon the highway network and may further negatively impact neighborhoods in close proximity to I-81; and

WHEREAS, redirecting Interstate 81 to Route 481 is not smart environmental policy because the distance traveled for through traffic and further stop and go intercity commuting traffic is increased. This is polluting, inefficient, requires the use of greater amounts of petroleum based fuels, hurts the regional economy, and is detrimental to social welfare and the environment; and

WHEREAS, redirecting Interstate 81 traffic to Route 481 will have the result of pushing traffic traveling on I-81 further to the east of Syracuse and traffic wishing to travel west on I-90 will consequently be forced further east. This may result in increased traffic through the Town of Marcellus by way of Route 175 Seneca Turnpike and Route 20 for those wishing to travel west, thereby increasing the noise and environmental pollution and otherwise having a detrimental impact on the social welfare of the Marcellus community; and

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, it is the consensus of the Marcellus Town Board that any decision reached by the NYS DOT should satisfy function first, and should be closely tailored to satisfy that function; and

WHEREAS, we support smart growth and the creation of a new and welcoming entrance to Syracuse, and the integration of hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one of the most significant advantages of living, working, doing business, and visiting Onondaga County;

WHEREAS, The Town of Marcellus Board supports a balanced, comprehensive approach, a regional transportation plan is necessary to ensure smart choices are made, a plan that can provide environmental, social, and economic benefits to all of Central New York.

NOW, THEREFORE, be it

RESOLVED, that the Marcellus Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Supervisor of the Town of Marcellus is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Council, and to the various legislative members representing Onondaga County at the state level.

The question of the adoption of the foregoing Resolution was duly put to a vote and the vote was as follows:

Karen Pollard	**Supervisor**	**Voted**	**Yes**
Christopher Hunt	**Councilor**	**Voted**	**Yes**
Kevin O'Hara	**Councilor**	**Voted**	**No**
Laurie Stevens	**Councilor**	**Voted**	**Yes**
John Cusick	**Councilor**	**Absent**	

The foregoing Resolution was thereupon declared duly adopted.

DATED: December 29, 2016

Town Of Otisco
Office of Town Clerk

1924 Barker Street • Tully, New York 13159
Phone: 315-696-4676 • Fax: 315-696-5679

RECEIVED JAN 2 5 2017

December 21, 2016

NYSDOT Region 3
I-81 Viaduct Project
333 E. Washington St.
Syracuse, NY 13202

MEMORIALIZATION ON THE FUTURE OF INTERSTATE 81

RESOLUTION #58

Memorialization on the Future of Interstate 81 Passing through the City of Syracuse by the Town Board of the Town of Otisco, Onondaga County

Motion made by Supervisor Wayne S. Amato and seconded by Councilman Peter J. Murphy (December 12, 2016)

WHEREAS, the present configuration of Interstate 81 through the City of Syracuse has served the City of Syracuse and the various towns of Onondaga County for many decades, and

WHEREAS, the present configuration of Interstate 81 has also served commercial, educational, medical, military and residential requirements for many decades, and

WHEREAS, losing the effective direct links of Interstate 81 to Route 690 and the NYS Thruway would be against logic in forcing a convoluted route around the City of Syracuse, and

WHEREAS, an extended route around the City of Syracuse would have an adverse effect on commerce, emergency service, and general vehicular travel, while contributing to an increase of emissions to the expanded area, and, therefore be it

RESOLVED, that the town board of the town of Otisco memorializes its conviction that any rebuild of the section of Interstate 81 passing through the City of Syracuse should preserve the existing configuration of Interstate 81 in both function and designation, and be it further

RESOLVED, that the Supervisor of the town of Otisco is directed to send a copy of this resolution to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the state senators and assemblymen representing our area.

Passed: (Amato, Murphy, Loetterle, and Eipp) Ayes 4 Nays 0

I, Linda VanDerhoof, Town Clerk of the Town of Otisco, County of Onondaga, State of New York, do hereby certify that the foregoing was duly adopted by the Town Board of the Town of Otisco, County of Onondaga, State of New York, at their regular monthly meeting held on the 12th of December, 2016, quorum being present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of my office.

Date: Linda VanDerhoof
Linda VanDerhoof, Town Clerk

Town Of Otisco

Office of Town Clerk

1924 Barker Street • Tully, New York 13159
Phone: 315-696-4676 • Fax: 315-696-5679

RECEIVED
JUL 31 2019
BY:

July 30, 2019

Mark Frechette, PE, Project Director
NYSDOT Region 3
I-81 Viaduct Project
333 E. Washington St.
Syracuse, NY 13202

RESOLUTION #40

The Town Board of the town of Otisco is opposed to the Community Grid design for the rebuilding of Interstate 81 through Syracuse and is in favor of rebuilding that section of the highway as it is now.

All in favor, the motion carried.

(Amato, Loetterle and Volles) Ayes 3 Nays 0

I, Linda Perry-Hitchings, Town Clerk of the town of Otisco, County of Onondaga, State of New York, do hereby certify that the foregoing was duly adopted by the Town Board of the Town of Otisco, County of Onondaga, State of New York, at their regular monthly meeting held on the 8th of July, 2019, quorum being present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of my office.

Signed: Linda Perry-Hitchings

Linda Perry-Hitchings, Town Clerk

Date: July 30, 2019

seal

Edward J. Wagner
Supervisor

Tammy Flaherty
Town Clerk

2 Bristol Avenue, Auburn, NY 13021
Phone: 315-253-9021 - Fax: 315-253-2683
E-Mail: owasco1@centralny.twcbc.com

Anthony Gucciardi
Tim Kerstetter

	Reg. Dir.	Asst. Richard Knaul	
	LT.	Con Ashley Melendez	
	Design	Fleet Adm Council	
	Admin. Svcs.	PPM	

RECEIVED REG. DIRECTOR R-3

DEC 13 2016

	Real Estate	Safety	
	Traffic	Operations	
	All GDs	All REs	
		Michelle	

December 8, 2016

RESOLUTION 16- 244 MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF OWASCO, COUNTY OF CAYUGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Central New York, connecting commuters, businesses, tourists, visitors, and through travelers alike; and

WHEREAS, among its important functions, Interstate 81 provides vital links with access to downtown Syracuse, all of our hospitals, Syracuse University, Destiny USA, present and future businesses and residents along 81 corridor, to business and residents within the Town of Owasco; and

WHEREAS, turning Interstate 81 to Route 481 leaves no alternative north-south Route for national defense, national disaster, and general maintenance and repairs; and

WHEREAS, although there are a variety of ways to deal with I-81's aging infrastructure, the existing "Interstate" function and designation must be preserved, because any solution which would remove I-81's vital function from its present alignment would irreparably harm the regional economy and corresponding employment dependent upon the highway network in addition to negatively impacting local neighborhoods and quality of life; and

WHEREAS, redirecting Interstate 81 to Route 481 is not smart environmental policy because the distance traveled for through traffic and further stop and go intercity commuting traffic is increased. This is polluting, inefficient, requires the use of greater amounts of petroleum based fuels, hurts the regional economy, and is detrimental to social welfare and the environment; and

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, it is the consensus of the Owasco Town Board that any decision reached by the NYS DOT should satisfy function first, and should be closely tailored to satisfy that function; and

WHEREAS, we support smart growth and the creation of a new and welcoming

entrance to Syracuse, and the integration of the hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one of the most significant advantages of living, working, doing business and visiting Onondaga County;

WHEREAS, the Owasco Town Board supports a balanced, comprehensive approach, a regional transportation plan is necessary to ensure smart choices are made, a plan that can provide environmental, social and economic benefits to all of Central New York, one that promotes alternative and mass transit options including alternate fuels, electric vehicles, and a light rail system; for out suburban communities are in dire need of a traffic diet as well; and

WHEREAS, if Interstate 81 is not retained as an interstate highway through Syracuse, truck traffic will become a greatly increased burden for communities to the west of Syracuse;

WHEREAS, the Almond Street "boulevard" and parallel streets in Syracuse would bear the burden of scores of thousands of additional vehicles each day, displaced by the removal of the elevated highway;

WHEREAS, additionally, if Interstate 81 is not retained as an interstate highway, trucks headed north through Syracuse to Interstate 690 or the New York Thruway would encounter a boulevard laced with 14 signalized intersections, then have to make a right turn onto Erie Boulevard, travel east two blocks, make a left turn to pass under I-690, and then another left turn onto a westbound I-690 ramp. It is very unlikely that trucks traveling north on I-81 with a destination to the west would travel this route, nor would they divert miles out of the way to the east of Syracuse and pay increased tolls on the Thruway to reach their goal. The result would be communities west of Syracuse experiencing a greatly increased burden of truck traffic, with many of the trucks carrying hazardous wastes.

NOW, THEREFORE, BE IT

RESOLVED, that the Owasco Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Supervisor and Clerk of the Town of Owasco is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various legislative members representing Onondaga County at the state level.

Edward J Wagner Supervisor Owasco

Town of Owasco Supervisor Edward Wagner

Town of Pompey

Ann Christmas
Pompey Town Clerk
8354 US Route 20, Manlius, New York 13104
(315) 682-9877
Fax: (315) 682-1171
Email: pompeyny@windstream.net

December 13, 2016

NYS Dept. of Transportation
Attn. Mr. Matthew Driscoll
50 Wolf Road
Albany, NY 12232

Dear Sirs:

Please find enclosed a Resolution adopted by the Town Board of the Town of Pompey concerning the need to maintain the existing of alignment of Interstate 81 through Syracuse.

Sincerely,

Ann Christmas
Pompey Town Clerk

Enc.

RECEIVED
DEC 15 2016
OFFICE OF THE
COMMISSIONER

Pompey Town Board Resolution
Adopted 12/5/16

Motion by Councilor Carl Dennis, seconded by Councilor Gregory Herlihy.

MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF POMPEY, COUNTY OF ONONDAGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Central New York, connecting commuters, businesses, tourists, visitors, and through-travelers alike; and WHEREAS, among its important functions, Interstate 81 provides vital links with access to downtown Syracuse, all of our hospitals, Syracuse University, Destiny USA, present and future businesses and residents along 81 corridor, to business and residents within the Town of Pompey; and

WHEREAS, turning Interstate 81 to Route 481 leaves no alternative north-south Route for emergency access, national defense, national disaster, and general maintenance and repairs; and

WHEREAS, although there are a variety of ways to deal with I-81's aging infrastructure, the existing "Interstate" function and designation must be preserved, because any solution which would remove I-81's vital function from its present alignment would irreparably harm the regional economy and corresponding employment dependent upon the highway network in addition to negatively impacting Pompey's neighborhoods and its residents quality of life; and

WHEREAS, Pompey is close to the eastern border of Syracuse and its neighborhoods already suffer the consequences of commuter traffic to and from the City of Syracuse. Consequently, moving Interstate 81 to Route 481 will only exacerbate local traffic leaving a heavy toll on already taxed Pompey resources. Namely, increasing the wear and tear on Pompey's local roads and infrastructure that are already insufficient and underfunded; and

WHEREAS, increased traffic causes increased noise, dust, toxic emissions and atmospheric deposition of pollutants on land and water, business, homes, and schools; and

WHEREAS, redirecting Interstate 81 to Route 481 is not smart environmental policy because the distance traveled for through traffic and further stop and go intercity commuting traffic is increased. This is polluting, inefficient, requires the use of greater amounts of petroleum based fuels, hurts the regional economy, and is detrimental to social welfare and the

environment; and

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, it is the consensus of the Pompey Town Board that any decision reached by the NYS DOT should satisfy function first, and should be closely tailored to satisfy that function; and

WHEREAS, we support smart growth and the creation of a new and welcoming entrance to Syracuse, and the integration of the hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one of the most significant advantages of living, working, doing business and visiting Onondaga County;

WHEREAS, Pompey supports a balanced, comprehensive approach, a regional transportation plan is necessary to ensure smart choices are made, a plan that can provide environmental, social and economic benefits to all of Central New York, one that promotes alternative and mass transit options including alternate fuels, electric vehicles, and a light rail system; for out suburban communities are in dire need of a traffic diet as well; now, therefore be it

RESOLVED, that the Pompey Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Supervisor of the Town of Pompey is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various legislative members representing Onondaga County at the state level.

Adopted